US 17-92 CORRIDOR REDEVELOPMENT MASTER PLAN

CONTEXT REPORT

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II. Project Objectives

Executive Summary:

Introduction
The US 17-92 Community Redevelopment Area (CRA) corridor is approximately 13 miles long, and spans from the historic Sanford downtown to the Fern Park area in southern unincorporated Seminole County. This roadway corridor serves as a major north to south thoroughfare in Seminole County, and contains portions of the City of Casselberry, the City of Lake Mary, the City of Longwood, the City of Sanford, and the City of Winter Springs. Over time, deteriorating economic and physical conditions resulted in a need to revitalize the US 17-92 corridor.

In 1997, the US 17-92 CRA was established by Seminole County Ordinance 97-54, implementing the recommendations of the "*Finding of Necessity for a Community Redevelopment Area*" report. The CRA is authorized by Section 163.370, Florida Statutes, and is intended to address blighted conditions and assist in the revitalization and redevelopment of US 17-92 corridor. The CRA is administered by the Seminole County Board of County Commissioners, which serves as the Community Redevelopment Agency. CRA projects and programs are recommended for approval by the Redevelopment Planning Agency (RPA), which is comprised of representatives from each participating jurisdiction.

The current CRA Action Plan (adopted September 25, 2009) includes a five-year operating and capital improvements budget for Fiscal Year 2010 through Fiscal Year 2014. These capital improvements are intended to improve public infrastructure and services within the corridor, providing a safe and attractive environment for existing and new businesses. In addition, the CRA administers grant programs to provide incentives to existing and new businesses.

Purpose of the Corridor Redevelopment Master Plan
This updated Master Plan becomes the blueprint by which the CRA proceeds with implementing the development strategy for the corridor. The Master Plan will address: existing conditions, transportation needs, current market conditions, revitalization concepts, site development standards, and future infrastructure requirements.

The US 17-92 CRA Corridor Redevelopment Master Plan will establish the vision and design patterns for both the public and private realms of the corridor. It will build upon information from previous reports, plans, and parcel inventories to create revitalization concepts for both the public realm and the private realm. These conceptual design alternatives will be used to help the County, Cities, and the public make qualitative and quantitative design choices and establish the overarching theme and design patterning for the various segments of the corridor.

In order to evaluate current conditions and the regulatory framework for future conditions, the Context Report for the Corridor Redevelopment Master Plan includes the following:

- Summary of previous CRA studies and plans;
- Field inventory of CRA parcel use and condition;
- Comprehensive Plan analysis for each CRA jurisdiction;
- Land Development Code analysis for each CRA jurisdiction;
- Public input;
- Benchmark economic market analysis;
- Analysis of planned capital improvements; and
- Existing and projected transportation conditions.

The Corridor Redevelopment Master Plan will include recommendations and implementation strategies, such as proposed amendments to the Comprehensive Plans or Land Development Codes, identification of potential Catalyst sites for redevelopment and public investment, and identification of alternative funding sources and grants.

Public Participation
Stakeholder interviews and questionnaire forms were used to obtain public feedback on corridor redevelopment goals, priorities, and recommendations. This insight was used to understand the community's perception of the effectiveness and shortcomings of the ongoing redevelopment efforts.

Existing Conditions
Using 2008 Florida Department of Revenue (DOR) property use data, an analysis was conducted to determine the predominant existing land uses within the US 17-92 CRA Corridor boundaries. In general, the City of Sanford and Seminole County (including the unincorporated Fern Park area) have the greatest percentages of Commercial, Vacant, Government, Industrial, and Residential existing land uses, corresponding with the greatest percentage of land area of the CRA corridor. The high vacancy rate (18%, the second highest cumulative existing land use) is indicative of depressed economic conditions and the need for public and private reinvestment.

Commercial, industrial, institutional, government, and vacant lands comprise the majority of existing land use within the US 17-92 CRA Corridor. There is 6,880,738 square feet of commercial on 556 acres, 1,688,960 square feet of industrial on 127 acres, 402,850 square feet of institutional use on 46 acres, 914,525 square feet of government facilities on 253 acres, and 325 vacant acres or 18% of the corridor. The majority of the government use is located at the Seminole County Five Points Operations Complex in Sanford, which includes the Animal Services Division, Public Safety buildings, and the Criminal Justice Courthouse.

Low and medium density residential uses are also present, comprising 2,155 residential units on 119 acres in 2008. Single family detached units account for 28% of the total units, and multi-family units and condominiums account for the remaining 72% of all residential units in the US 17-92 CRA Corridor.

Summary by Jurisdiction

Seminole County
A large portion of the US 17-92 CRA is located within unincorporated Seminole County, including the Fern Park area south of the City of Casselberry and adjacent to the County's southern boundary. The total area is approximately 812 acres, or 46% of the total CRA area. Seminole County has recently installed sanitary and storm sewer lines in the Fern Park area and has also completed significant streetscape and landscape improvements, improving the aesthetic look of the corridor.

The predominant existing land uses are commercial, industrial, and vacant. Unincorporated Seminole County contains the majority of the vacant land, single family residential, parks, and industrial land within the entire US 17-92 CRA corridor. The Seminole County Comprehensive Plan Future Land Use Map provides for significant mixed use, residential, and non-residential development potential within the US 17-92 CRA corridor, indicating that it will remain a corridor of high intensity. Approximately 43% of the unincorporated property in the corridor is designated Mixed Use Development, intended to accomodate to market conditions and privately-initiated development applications. There are 18 policies in the Seminole County Comprehensive Plan that implement the current CRA Master Plan. The Comprehensive Plan designates the US 17-92 CRA corridor as a Transportation Concurrency Exception Area (TCEA), where infill and redevelopment are encouraged despite deteriorating Level of Service (LOS) on roadways. The TCEA permits exceptions to the local transportation concurrency management requirements are made, provided that the County addresses alternative modes of transportation, land use mixes, urban design, connectivity, and funding. The TCEA will allow development to occur in urbanized areas where infrastructure already exists, thereby reducing urban sprawl.

City of Casselberry
Only a small portion of incorporated Casselberry (approximately 7.7 acres) is located within the US 17-92 CRA. The City has established a separate 550 acre Community Redevelopment District (CRD) that bisects the US 17-92 CRA and is bounded by SR-436 to the south and Dog Track Road/Seminola Blvd. to the north. Commercial and office are the predominant existing land uses within the US 17-92 CRA.

City of Winter Springs
The City of Winter Springs has the third largest area within the US 17-92 CRA, consisting of approximately 109 acres, or 6% of the total area. Commercial, industrial, multi-family residential and vacant lands comprise the majority of existing Winter Springs land use within the US 17-92 CRA. Winter Springs has the majority of the multi-family residential existing land use within the entire CRA corridor.

City of Lake Mary
Approximately 50 acres or 3% of the total US 17-92 CRA is located within the City of Lake Mary. The majority of existing land use is commercial. The City has a Downtown Master Plan that serves as the primary attractor for new growth and development; the US 17-92 CRA corridor does not pass through the Downtown Master Plan.

City of Sanford
The City of Sanford has the second largest area within the US 17-92 CRA, including approximately 781 acres, or 44% of the total land area. The predominant existing land uses in Sanford's portion of the CRA include commercial, government, and vacant land. The City of Sanford portion contains the majority of all commercial, government and educational existing land use within the entire CRA, including the Seminole County Five Points Operations Complex. The City of Sanford Comprehensive Plan Future Land Use Map provides for significant non-residential development potential within the US 17-92 CRA corridor, indicating that it will remain a corridor of high intensity.

The City of Sanford has recently designated US 17-92 as a Transportation Concurrency Exception Area (TCEA), where infill and redevelopment are encouraged despite deteriorating Level of Service (LOS) on roadways, provided that strategies for alternative modes of transportation and appropriate land use mixes are implemented.

II. Project Objectives - Jurisdictional Boundaries

The purpose of this Context Report is to establish the historical and existing baseline conditions for the US 17-92 Community Redevelopment Area (US 17-92 CRA) Corridor Master Plan.

The US 17-92 CRA was established in 1997 by Seminole County Ordinance 97-54, following approval of the "Finding of Necessity for a Community Redevelopment Area" report. The CRA is authorized by Section 163.370, Florida Statutes, and is intended to address blighted conditions and assist in the revitalization and redevelopment of US 17-92 Corridor, a 12.6 mile corridor that serves as a primary regional transportation link for Seminole County. The CRA ordinance will expire in 2017, unless it is renewed for a final 10 years.

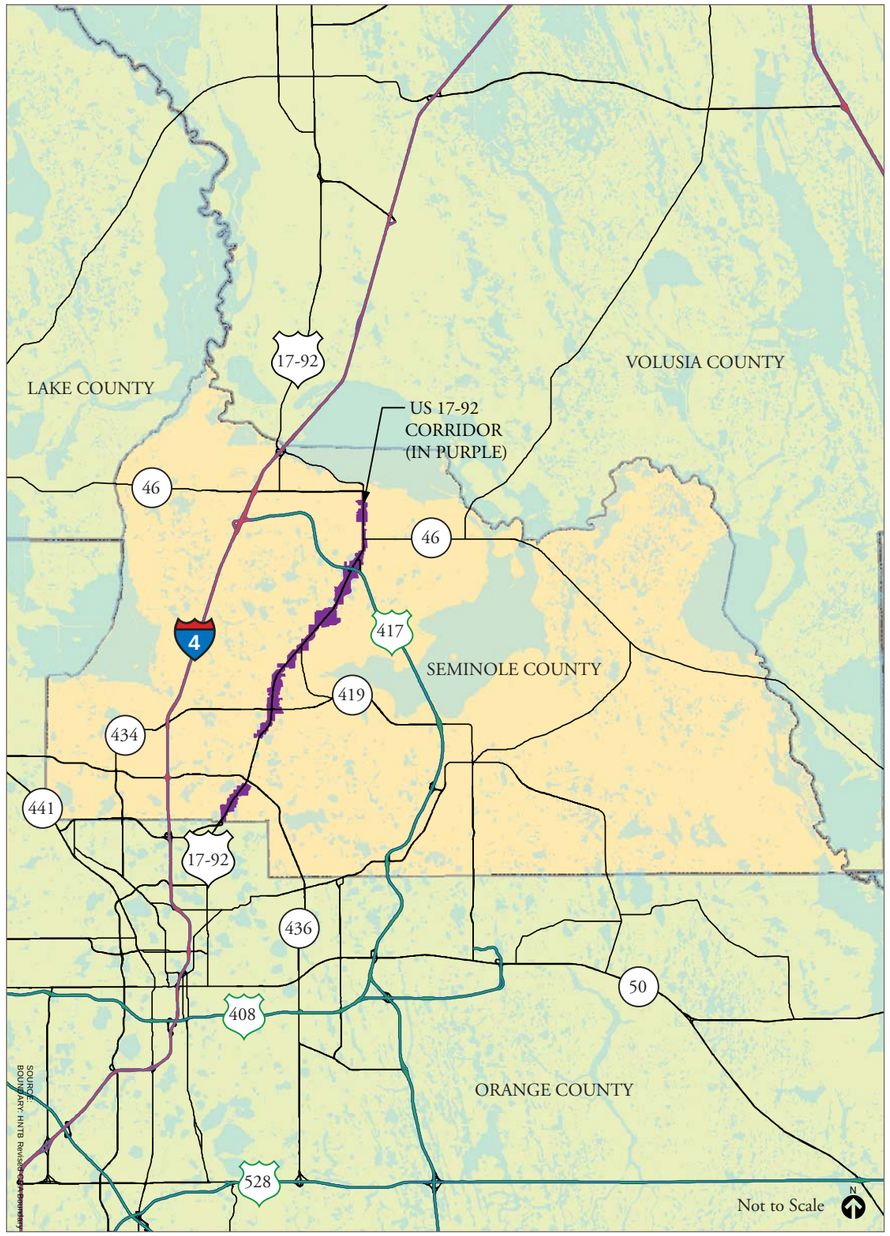
If adopted by the Community Redevelopment Agency, this updated Corridor Redevelopment Master Plan will become the blueprint by which the CRA proceeds with implemtation of the development strategy for the corridor. The Master Plan will address: existing conditions, transportation needs, current market conditions, revitalization concepts, site development standards, and future infrastructure requirements.

The Corridor Redevelopment Master Plan will build upon information from previous reports, plans, and parcel inventories to create revitalization concepts for both the public realm and the private realm. These conceptual design alternatives will be used to help the County, the Cities, and the public make qualitative and quantitative design choices, and establish the overarching theme and design patterning for the various segments of the corridor.

Using the existing conditions data and conceptual design alternatives, the Corridor Redevelopment Master Plan will establish the vision and design patterns for the public and private realms of the corridor. It will provide clear and concise recommendations and implementation strategies that should be considered and adopted as the framework for redevelopment activity along the corridor.

Recommendations and strategies to implement the Corridor Redevelopment Master Plan may include amendments to the Comprehensive Plan or Land Development Code of the applicable jurisdiction, as well as securing alternative funding sources and grants.

The Corridor Master Plan will also establish Redevelopment Framework Criteria. The Framework Criteria will be broken down between the public and private realms, and will set the design and patterns that are to be followed for all future development along the corridor. The Framework Criteria will be designed as a form-based visual code that will explain design concepts, theming and ultimate finished built outcomes that are expected, as well as desired. Unlike current ordinance codes, these criteria will not merely establish the least common denominator minimum requirements; instead, they will embody the design reasoning and aesthetic tools for the development of the whole project, including both the public and private realms.



A. Finding of Necessity for a Community Redevelopment Area

The "Finding of Necessity for a Community Redevelopment Area" report was prepared for the Seminole County Board of County Commissioners in May 1997.

This report defined a study area encompassing 1,269 parcels, extending along the US 17-92 corridor from the Orange County line to the southern terminus of the City of Sanford CRA, excluding the Casselberry CRD, approximately 12-miles in length. A tax base evaluation for years 1992 and 1997 was performed and determined that the growth within the US 17-92 corridor (2.9 percent growth) substantially lagged behind the rest of Seminole County (16.6 percent growth).

The Finding of Necessity Report characterized the US 17-92 corridor as a blighted area, based upon the following conditions:

- Defective street layout, resulting from undefined or excessively wide driveway openings and unsafe ingress to parcels;
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- Unsanitary or unsafe conditions, resulting from pavement and sidewalk deterioration and trash and/or uncontained debris on site;
- Deterioration of site or other improvements;
- Visual blight created by non-cohesive, excessive or dilapidated signage;
- Increasing accident rate and decreased traffic safety between 1993 and 1995; and
- Static tax value growth.

The Finding of Necessity report recommended the establishment of the US 17-92 CRA by ordinance in order to achieve long range community planning goals, improve the appearance of the corridor, and create incentives to allow US 17-92 to compete more effectively with other commercial markets. It recommended the creation of a Community Redevelopment Plan, analysis of tax base to project tax increment revenues to finance capital projects identified in the Redevelopment Plan, and the use of intergovernmental agreements to define the terms and conditions of the Community Redevelopment Agency's authority.

B. Establishment of US 17-92 CRA

Following the Finding of Necessity report and declaration of blighted conditions, Seminole County prepared the US 17-92 Corridor Redevelopment Plan in 1997. With this Plan, the US 17-92 CRA was established by Ordinance 97-54 in 1997 and codified as Chapter 58 of the Seminole County Code of Ordinances.

Redevelopment Area Defined and 1997 Conditions

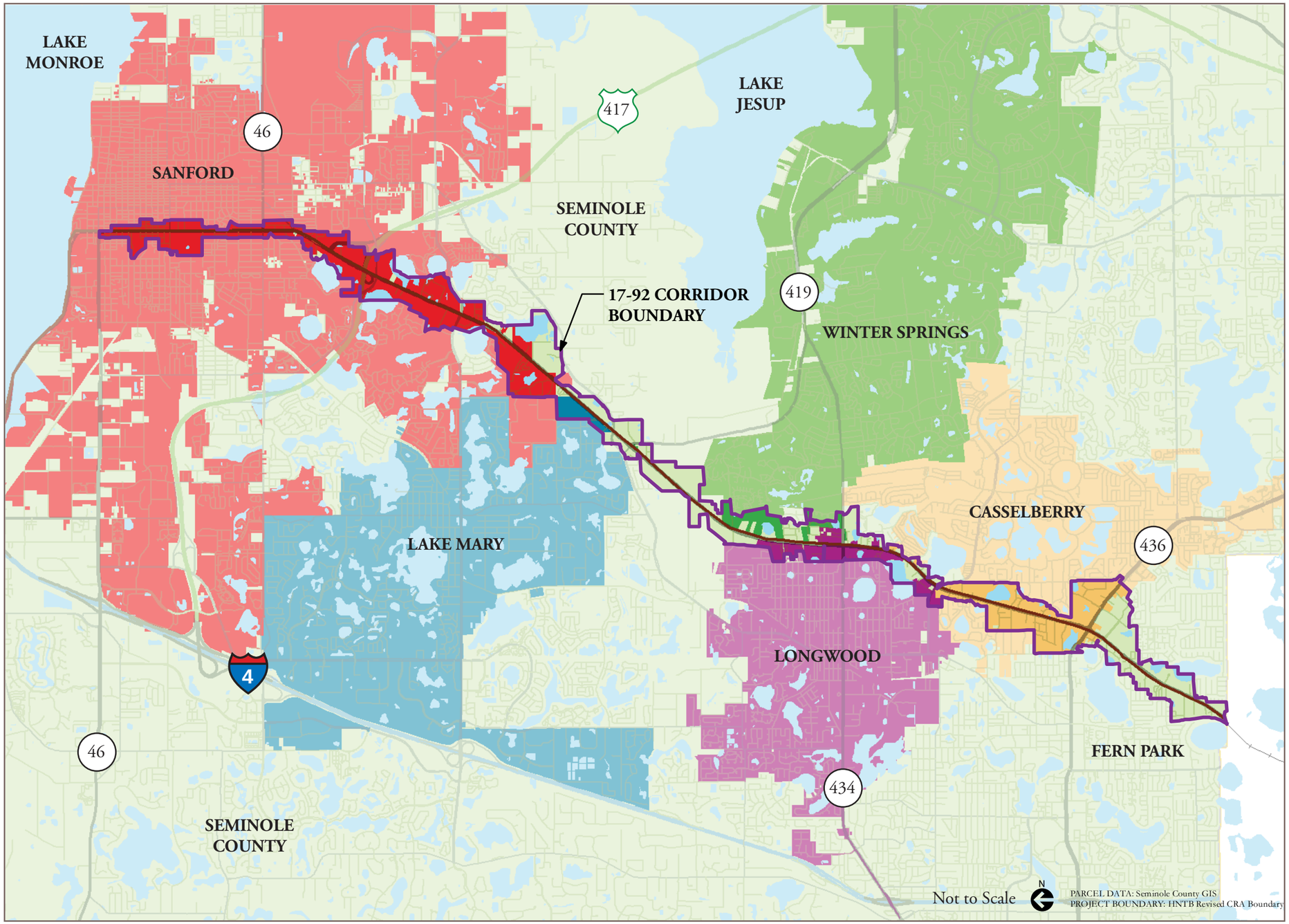
The 1997 Plan includes 1,820.56 acres of land, excluding public right of ways. Parcels within approximately 1,500 feet from the US 17-92 centerline were evaluated for redevelopment or land assembly potential, forming the CRA boundaries. The 1997 Plan notes the unique significance of a redevelopment plan spanning six jurisdictions (Sanford, Longwood, Lake Mary, Winter Springs, unincorporated Seminole County and Casselberry). Both Sanford and Casselberry are excluded from detailed analysis, and Casselberry was not an active sub-district in this version of the plan due to the existence of it's separate CRA.

The 1997 Plan found that approximately one half of the parcels within the CRA are less than 1 acre, while only 9% of the parcels are over 3 acres and make up 63% of the land. This underlines the challenge of parcel aggregation along the corridor, as a large number of parcels are residential in scale. It was also noted that the "current suburban site development regulations" restrain building footprint to 20% (based on Seminole County code) of the developable parcel, heavily limiting density and intensity along the corridor.

Traffic volumes and adopted Level of Service (LOS) standards at some intersections were unacceptable and expected to be relieved by widening US 17-92 to 6-lanes between Shepard Road and Melody Lane in Casselberry. However, the 1997 Plan also noted that the previous widening of the southern portion of the corridor has "contributed to the dysfunctional character…" of commercial properties in the area. A number of factors created to this problem, including right-of-way takings, reducing parking facilities, and decreased pedestrian accessibility.

The 1997 Plan found that the majority of the corridor has adequate infrastructure and utilities running to each parcel. However, some of the utilities are outdated or unsightly, specifically the overhead power lines and poles. Unfortunately most of the parcels were developed before updated stormwater regulations were in place and have inadequate stormwater retention and treatment facilities onsite. The small size of most parcels makes it difficult or impossible to handle all of the onsite retention that is needed to meet current regulations. It was suggested that a master system or series of master ponds be studied to determine if the corridor could be brought up to date.

II. Project Objectives



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Redevelopment Objectives and Strategies

The 1997 Plan established the following redevelopment objectives and strategies to address the blighted conditions of the US 17-92 Corridor. Redevelopment projects and public investment should be guided by these objectives and strategies to realize the vision of the 1997 Plan:

- Establish the administration and financial mechanisms necessary to achieve the goals and strategies of the US 17-92 Redevelopment Plan.
- Establish a land use pattern that characterizes the redevelopment area as a total community of compatible yet diversified interests and activities.
- Encourage innovation in land planning and site development techniques.
- Encourage projects that promote environmental clean-up, restoration and protection.
- Provide utility service in all areas of the redevelopment area.
- Support the planning of a safe, efficient traffic circulation system that provides sufficient access by all modes of transportation between activity centers within the redevelopment area and the balance of the community.
- Establish parks, recreation, open space and beautification efforts to create an identifiable character for the redevelopment area which will reflect a pleasant appealing atmosphere for working, shopping, touring and residing in the district.
- Promote marketing and development of housing opportunities within the redevelopment area.
- Continue to provide for the public health, safety and morals and welfare of the community.
- Maintain the diverse identifiable character of each city within the district, while promoting economic vitality through private sector investment.
- Market the redevelopment district as a major address destination point in the Central Florida region.
- Encourage the acquisition, demolition and reuse of those properties that, by virtue of their location, condition, or value, no longer function at their highest economic potential.
- Eliminate blight conditions in the redevelopment area, as defined by Florida Statutes and the Finding of Necessity, which constitute an economic and social liability.
- Prevent the future occurrence of blight.
- Enhance the visual and aesthetic qualities of the redevelopment area through streetscape, landscape, hardscape and gateway projects.

Implementation Priorities

The 1997 Plan established Implementation Priorities to improve conditions along the US 17-92 corridor. These priorities included the following:

- Streetscape improvements and sidewalk construction along both sides of US 17-92;
- Construction of water and sewer lines where this infrastructure is absent;
- Gateway enhancements at the entrance to Seminole County and incorporated cities;
- Lake edge enhancements;
- Parks and open space designations;
- Corridor design guidelines;
- Conceptual drainage permits to create master stormwater systems; and
- Grant acquisition and development of a revolving loan fund for small-scale site landscaping, paving, and drainage upgrades.

Tax Base and Revenue Projections

The 1997 Plan included an assessment of property tax for each parcel within the US 17-92 CRA to determine a fixed tax base for Tax Increment Financing (TIF). The difference between the 1997 tax base and the amount of ad valorem taxes levied each year (beginning in 1998) on taxable real property within the US 17-92 CRA is the Tax Increment Revenue available for financing projects to implement the 1997 CRA Plan.

The 1997 Plan also includes tax revenue projections from 1998 to 2007, using a range of 0.6% to 5% increase in annual property values. As noted in the Finding of Necessity report, the 0.6% annual growth rate represents stagnant economic growth, resulting in a small increase in annual revenue ($131,197 in 2007) over the fixed tax base. This very low growth projection emphasizes the need to strengthen the tax base of the corridor by improving the physical image to stimulate interest in private investment.

In contrast, the 5% annual rate of increase represents a best-case scenario of successful new development and redevelopment, and provides an increase of $1.3 million in annual tax increment revenues (in year 2007) over the fixed tax base from 1997. If realized, this tax increment revenue can be used to directly fund capital projects, issue redevelopment bonds, satisfy debt obligations, or leveraged with grants, commercial loan pools, and other financial strategies to successfully implement the objectives and strategies of the 1997 Plan.

C. Historical Overview

Since the 1997 Corridor Redevelopment Plan was approved, a number of projects were completed. Project funding is provided through the US 17-92 Redevelopment Trust Fund, which utilizes the tax increment revenue created by increased CRA property values above the established 1997 tax base level. Therefore, as the property values increase within the redevelopment area, the tax increment revenues dedicated to the CRA also increase. The participating cities and the County each make an annual tax increment contribution to the US 17-92 Redevelopment Trust Fund.

From 2000 to 2009, taxable value of all properties within the US 17-92 CRA has grown by approximately 3.8%. This falls within the middle of the 0.6 - 5% annual growth rates projected in the 1997 Finding of Necessity report.

All CRA projects must be included on an annual activity plan that is approved by the US 17-92 Redevelopment Planning Agency (RPA). The RPA includes representatives from Seminole County and the cities of Casselberry, Lake Mary, Sanford and Winter Springs. The RPA meets quarterly to discuss projects, the annual activity plan, and administration of the US 17-92 CRA. The RPA was created in 1998 and serves as the primary advisory

committee to the US 17-92 CRA.

Once approved by the RPA, projects and plans must be considered by the Seminole County Board of County Commissioners, which serves as the US 17-92 Community Redevelopment Agency board. The Community Redevelopment Agency board has final approval and provides funding authorization for all proposed projects.

CRA Funded Projects

Notable completed projects include the Lowe's Home Center and the Fern Park Streetscape Improvements.

The Lowe's Home Center is located at 6735 South US Highway US 17-92, south of the City of Casselberry and the intersection with SR-436. The subject property, a 9.45 acre parcel, was designated as a "brownfield", by the Seminole County Board of County Commissioners. Financial assistance was provided by the US 17-92 CRA, to provide enhanced landscaping and site improvements, in the form of an Economic Development Grant. This infill redevelopment project converted an abandoned K-Mart shopping center into a new successful Lowe's Home Center retailer that creates over 100 full-time equivalent jobs. In addition, the tax revenue generated from this project is far greater than that of a vacant lot, thus increasing new tax increment revenue that can be returned to the entire US 17-92 CRA for public reinvestment.

The Fern Park Streetscape Improvements include: enhanced landscaping; stormwater management and sewer infrastructure; wider sidewalks; landscaped medians and maintenance; new street lighting; and gateway design elements at the southern boundary of Seminole County. These improvements provide a consistent aesthetic design theme to the corridor, enhance pedestrian accessibility and comfort, and improve environmental protection.

The CRA may provide Development Grants for large scale projects that further the goals and objectives of the US 17-92 CRA. Typically, these projects involve demolition and reuse of properties that, by virtue of their location, condition, or value, no longer function at their highest economic potential. Development Grants provide financial assistance to help to reduce visual blight and improve the overall appearance of the corridor, while promoting economic growth and improving the investment image of the redevelopment area. In Fiscal Years 2008 - 2010, the US 17-92 CRA awarded over $500,000 in Development Grant funding to qualified applicants, including the Batista Offix Complex, Patio Grill Restaurant, and China Star Restaurant.

Examples of other projects funded by the US CRA include the following:

- Farmer's Market (City of Sanford) property improvements;
- 13th Street Beautification (City of Sanford) to improve streetscape, pedestrian environment, and install re-use water irrigation lines;
- Increased LYNX bus headways
- Park Avenue to Airport Road median and lighting improvements and upgrades

In addition, the US 17-92 CRA provides Mini Grants for private reinvestment. Mini Grants provide matching funds for commercial property owners to improve the exterior appearance of their facilities, such as painting, façade improvements, landscaping and irrigation, exterior lighting, and building or property signage. Mini Grants are awarded on a cost-matching basis, and may provide up to $5,000. From Fiscal Year 2008 to 2010, the US 17-92 CRA awarded almost $26,000 in Mini Grant funding to qualified applicants.

D. Area Studies

While the 1997 Corridor Redevelopment Plan provides the overall goals and objectives for the entire US 17-92 CRA, a number of "sub-district" plans were authorized beginning in 2004 to prepare strategic master plans for smaller areas within the corridor. These master plans are unique to the individual character and redevelopment opportunities for each sub-district.

Fern Park Redevelopment Framework

The Fern Park Redevelopment Framework plan was prepared in 2004 for the US 17-92 Community Redevelopment Agency.

The Fern Park Redevelopment Framework focuses on the Fern Park area in unincorporated Seminole County, located at the southern terminus of the US 17-92 corridor, just north of the SR 414 interchange. It illustrates potential future development based upon infrastructure improvements, expected market trends and the Fern Park community's desired vision for the area.

After existing physical and economic conditions were evaluated, the Redevelopment Framework identified areas for catalytic public investment to improve infrastructure, public streetscape, open space, and transportation connections. A list of capital improvement projects, cost estimates, and potential partners was prepared to implement the recommendations of the Fern Park Redevelopment Framework.

CRA 2006 Corridor Strategy plans

Following the Fern Park Redevelopment Framework study, a series of Corridor Strategy plans was prepared in 2006. The purpose of each Corridor Strategy plan is to identify key locations for private investment and redevelopment, as well as key areas for additional public investment. The Corridor Strategy plans also identify specific opportunities and constraints for redevelopment of the corridor.
The Corridor Strategy plans divide the US 17-92 CRA Corridor into four sub-districts:

- Fern Park (unincorporated Seminole County), building upon the recommendations of the 2004 Fern Park Redevelopment Framework plan;
- Casselberry/Winter Springs;
- Lake Mary/Sanford; and
- Historic Sanford.

Each sub-district was evaluated to determine regional land use and transportation conditions, physical existing conditions, and market conditions. The existing conditions survey was also used to identify potential catalyst sites for private or public investment and redevelopment.

Following the review of existing conditions, redevelopment concepts for each sub-district were created with "Framework Principles." The Framework Principles "identify the sub-districts strengths, limitations and opportunities which provides a framework for the corridor strategy. The establishment of the framework principles is necessary to help create an overall corridor plan consistent with the input from the various stakeholders involved throughout the process."

Framework Principles are unique to each sub-district, and include the following:

- Create Great Streets;
- Identify Catalytic Infrastructure Investments;
- Enhance and Create Public Spaces;
- Define and Defend Residential Neighborhoods;
- Create Alternative Routes to US 17-92;
- Make US 17-92 an Amenity;
- Celebrate Lakes and Public Spaces; and
- Add Residential Units.

The redevelopment concepts are presented in graphic format, including drawings, plans, and maps, to illustrate the desired urban form that would result from the implementation of the Framework Principles at catalyst sites or other locations.

Each Corridor Strategy plan includes an Action Plan matrix of recommendations for the sub-district. The Action Plan identifies the timing and primary responsibility for implementation of the Framework Principles. Action Plan recommendations range from Comprehensive Plan and Land Development Code Amendments, Urban Design Guidelines, Marketing, and Financial Incentives.

E. Casselberry Status

Although small portions of incorporated Casselberry are located within the US 17-92 CRA boundaries (approximately 7.7 acres), the vast majority of the US 17-92 frontage is located within the City of Casselberry Community Redevelopment District (CRD). This 550 acre area bisects the US 17-92 CRA and is bounded to the south by SR-436 and to the north by Dog Track Road/Seminola Boulevard.

The Casselberry CRD is administered by a seven member Community Redevelopment Agency board. The City of Casselberry has a representative on the US 17-92 CRA Redevelopment Planning Agency (RPA) board, but this representation is only applicable to the 7.7 acres of Casselberry within the US 17-92 CRA.

The CRD adopted a Master Plan in 2003 that recommends new pedestrian connections, a mixture of new residential, commercial, office, and hotel uses, and a unified streetscape with landscaped improvements. When possible, the Master Plan recommends new commercial and office buildings to be placed on US 17-92 or SR-436 frontage to create a pedestrian-oriented urban form, rather than the existing suburban form of large parking lots separating the road and sidewalks from the buildings. The Master Plan also includes CRA Urban Design Standards for both public and private properties; these urban design standards are intended to guide the physical form of future development within the CRD and promote a uniform and consistent appearance of "Florida Contemporary."

F. Longwood Status

The City of Longwood has not participated in the US 17-92 CRA programs. With established car dealerships throughout most the City's frontage on US 17-92, the City did not envision a need for redevelopment or public investment, and therefore did not contribute to or receive tax increment financing from the US 17-92 CRA. The City of Longwood is not currently represented on the Redevelopment Planning Agency (RPA) board.

Section IV: Overview of Current CRA Action Plan

IV. Overview of Current CRA Action Plan

The current CRA Action Plan (adopted September 25, 2009) for the US 17-92 CRA includes a five-year operating and capital improvements budget for Fiscal Year 2010 through Fiscal Year 2014. All grants to private organizations or aid to governmental agencies require prior approval by the Redevelopment Planning Agency (RPA), the Community Redevelopment Agency Board and the Board of County Commissioners.

The following items are programmed in the CRA Action Plan:

- Land acquisition fund: approximately $2 million per year to purchase lands along the US 17-92 corridor.
- Professional consultant services to obtain Leadership in Energy and Environmental Design (LEED) certification for a mixed-use development project within the corridor.
- CRA Mapping and Boundary Study
- CRA Property/Parcel Inventory & Analysis Study
- CRA Master Plan update to revise the blueprint by which the CRA proceeds with implementing the development strategy for the corridor. The Master Plan will address: existing conditions, transportation needs, current market conditions, revitalization concepts, site development standards, and future infrastructure requirements.

- Utilities, repairs and maintenance, consisting of:
    - Utilities: Cost of electricity for newly installed decorative street lighting in Fern Park (unincorporated Seminole County)
    - Fern Park Beautification Project maintenance of garden beds and lawns on a bi-monthly basis.
    - Mast arm painting
    - Trash collection at 14 Lynx bus stops

- Construction Projects
    - Mast arm construction to replace existing cable traffic signals. Mast arms are to be painted flat black.
    - Sundland Park in Sanford. This project will install includes a new basketball court, baseball field, volleyball court, and restroom facility. The existing children's play area will be replaced with new child safety playground equipment. It will also upgrade landscaping, install a new parking lot, and install new French drains for stormwater management.
- Aid to Governmental Agencies (subject to approval by RPA, CRA and BCC).
    - Funding for 15 light fixtures
    - Funding for maintenance and installation of 27 roadway medians.

- Aid to Private Organizations (subject to approval by RPA, CRA and BCC).
    - Development Grants (up to $2 million)
    - Mini-grants (up to $200,000.00)

- Aid to Lynx (Central Florida Regional Transportation Authority) (subject to approval by RPA and CRA).
    - Allocate funds for increased bus headways (service frequency) from current service (1 hour) to 15 minute intervals, creating greater mass transit opportunities for the commuting public for live, work, and shop within the corridor. In addition, it provides a transit mobility option as required by the Transportation Concurrency Exception Area (TCEA).

- General administrative operating expense
- Professional staff salaries and benefits

The updated CRA Corridor Redevelopment Master Plan update will provide direction for future revisions to the annual budget and five-year budget.

Section V: Field Inventory Analysis

Utilizing Seminole County's GIS data as well as ECFRPC data, the following map series was developed in order to gain a better understanding of the contextual make-up of the corridor; from a physical, socio-economic and environmental standpoint. The collected information has been evaluated both independantly and collectively to best determine the existing urban form, accessibility needs and land use assemblage opportunities.

County Parcel Data

Roadway / Highway Data

Regional and Local DOR Codes

County and City Zoning Data

County and City Future Land Use Data

Wetland Locational Data

Total Assessed Values of Parcels

Age of Assessed Parcels

Visual Analysis from In House Field Study

Parcel Size and Vacancy Analysis Data

Bus Station and Line Location Data

Potential Density Based on Zoning

Ownership Data

V. Field Inventory Analysis Synopsis

A. GIS Jurisdictional Mapping Methodology

The initial step in the VHB MillerSellen US 17-92 CRA mapping analysis was the creation of a base map using 2008 Seminole County aerial imagery along with the 2009 Seminole County parcel layer and the Seminole County US 17-92 CRA Boundary. The parcel layer was clipped to the CRA boundary to isolate parcels within the study area. The Feature Identification Number (FID) was used to identify each of these parcels individually. 1:100 scale prints of this base map, with each parcel labeled with its FID number, were produced to accompany VHB MillerSellen staff during their parcel-by-parcel field review. As VHB MillerSellen conducted this field review the collected data was entered into an Excel spreadsheet. This spreadsheet was added to the GIS base map and joined with the 2009 parcel data allowing graphical representation and analysis of the field data, including production of the Visual Property Assessment and Suggested Catalyst Sites maps.

Attributes of the 2009 Seminole County parcel layer were sorted and symbolized in the production of the Age of Structure, Total Assessed Value, and Parcels Greater Than 5 Acres maps. Department of Revenue (DOR) coding from the 2009 parcel layer was sorted and symbolized for the production of the Hospitality, Public Ownership, and Vacant Parcels maps. VHB MillerSellen expanded the area of study 2500 feet from the CRA boundary. To identify parcels in this range, a 2500 foot buffer of the CRA boundary was created and the *select by location* operation was run. The selected parcels were exported from the County-wide 2009 parcel layer into a separate layer focused on parcels within and 2500 feet from the CRA boundary.

Future land use maps were created for each jurisdiction within the CRA using the East Central Florida Regional Planning Council's (ECFRPC) 1st and 2nd Quarter 2009 General FLU layer. The *Jurisdiction* attribute column was used to highlight and export jurisdiction-specific future land use layers which were then clipped to the 2500 foot expanded study area. Zoning maps were created using zoning layers specific to each jurisdiction which were also clipped to the 2500 foot study area. These zoning designations and corresponding floor area ratio (FAR) numbers provided the basis for the Density at Build-Out map.

The Parks, Trails, and Greenways map displays features of Seminole County's Natural Lands, Parks, and Trails layers that occur within the 2500 foot study area. The Wetlands map displays the 1999 National Wetland Inventory (NWI) wetland layer, the 2004 Water Management District wetland layer from the Florida Geographic Data Library (FGDL) and the 2006 ECFRPC water-bodies layer. These wetland and water layers are utilized as base data in additional maps within this analysis.

The Routes, Future Routes, and Bus Stops data used in the Regional Transportation and jurisdictional Lynx maps was provided by the Lynx website.

B. Unincorporated Seminole County

Vehicular Circulation

The US 17-92 corridor has many cross linkages that create nodes of potential development. SR 436, SR 434, Dog Track Rd. and the 417 Toll Road all cross US 17-92 with some portion of Seminole County parcels providing connection. These nodes may provide areas of potential investment, redevelopment and higher intensity uses as the corridor redevelops.

Seminole County has some of the more rural sections of US 17-92 including the corridor that passes between Big Tree Park and the Soldier's Creek Park. This is a 4 lane divided section of US 17-92 which is mostly used as a pass through and does not have much interaction with other major thoroughfares except SR 434. This intersection is a major crossing route that connects Altamonte Springs with Oviedo and Winter Springs through the US 17-92. It is difficult to compare a particular section of Seminole County along US 17-92 because it is spread out across approximately two-thirds of the corridor.

VHB MillerSellen has reviewed the Shepard Rd. to Lake Mary Boulevard Preliminary Engineering Report. The purpose of the study was to determine the best approach to improvements for this length of the corridor. The existing US 17-92 typical section consists of four travel lanes (ranging between 12-feet and 13-feet in width), with a 5-foot outside paved shoulder in each direction. A minimum 40-foot median separates travel lanes. The roadway is currently classified as an urban principal arterial consisting of four travel lanes, two in each direction, with a rural open drainage system.

The Preferred Alternative consists of widening US 17-92 to a six-lane divided urban roadway (raised median with E-curb and gutter, F-curb and gutter to the outside) based on a design speed of 45mph. It would include three 12-foot lanes and a 4-foot bike land in either direction. The median will be 30-foot wide, except for the Spring Hammock Preserve section. Per request of the Seminole County Government, sidewalks will be incorporated as part of this project with a 5-foot sidewalk on the east side of the roadway; and an 8-foot sidewalk on the west side of the roadway.

Existing Land Uses

Most of the Seminole County section of US 17-92 is commercially zoned, with some large parcels that have been zoned for residential. There are an ample number of neighborhoods on either side of the corridor with access to the corridor commercial services. The exception to this is the area immediately west of Lake Jesup and the surrounding vicinity which is held mostly in preserve and will remain undeveloped.

The roadway section through the Hammock Spring area is the only rural section of the corridor. It is also one of the only pieces of the corridor that offers any relief from the high percentage of parking lots and lack of street trees. It passes through the Hammock Springs preserve and is immediately adjacent to Big Tree Park and Soldier's Creek Park. This wetland flows through the CRA on its way to Lake Jesup.

Landscaping/Street Furnishings

Unincorporated Seminole County (except Fern Park) lacks sidewalks and accessible routes in some key areas, specifically access to bus stop locations. There are many bus stops that lack cover or sidewalk access, forcing users to walk into the street or walk through grass to use the stop. There are also areas where bus stop benches are on the slopes of drainage swales without access. Another impediment to pedestrian use is the lack of street trees or landscaping to protect users from the hot Florida sun. Also, landscaping can help screen and protect pedestrians from automobile traffic. Recently Lynx has upgraded some of the bus stop locations along US 17-92 to include a covered shelter, bench and concrete base. Unfortunately there is not

always access to these facilities.

C. Fern Park

Vehicular Circulation

Like most of the corridor, the vast majority of vehicular traffic through Fern Park is along US 17-92. Commuters use the corridor as an alternative to Interstate 4, travelling south during the morning rush hour and north in the evenings. Traffic can come to a near stand still as the volume of cars stacks up in the evenings. Traffic levels can increase as users will also use the Maitland/SR 414 as a connection from US 17-92 to Interstate 4, this can add to the traffic gridlock during rush hour. Both Lake of the Woods Boulevard and Obrien Road serve as major connections into the surrounding residential neighborhoods and both have been identified as such with upgraded intersection treatments. The upgraded lighting, sidewalk connections and median improvements in Fern Park should serve as a model for the rest of the corridor regarding potential aesthetic improvements.

VHB MillerSellen has reviewed the New Oxford Road Preliminary Engineering Report. The objective of the study was to analyze the existing roadway characteristics, develop future traffic projects and evaluate alternative alignments for New Oxford Road between US 17-92 and SR 436. The proposed improvements include a widening New Oxford Road and connecting it to US 17-92 along the southern end of the Lowe's site, connecting SR 436 and US 17-92 with minimal impacts. However, this project has been placed on hold due to lack of funding.

VHB MillerSellen has also reviewed the US 17-92 & SR 436 Interchange PD & E Study. This study looks at the potential for a US 17-92 overpass or "flyover" that crosses SR 436. The proposed alternative (Alternative 2) proposes a single point urban interchange for US 17-92 to "flyover" SR 436. The proposed Right of Way for this alternative would highly impact the parcels on the west side of the corridor. Seven parcels would revert to R/W and become stormwater retention ponds to support the increased pavement width. Other parcels would lose access or have their lot depth significantly reduced requiring building and lot retrofits. R/W impacts are negligible on the eastern side of the road; however those parcels would be accessed by a frontage road.

Existing Land Uses

Fern Park is a unique section of the corridor. There is a high percentage of commercial uses along the corridor but they vary greatly both in use and vitality. Bounded by residential on the east, Fern Park has one of the strongest direct ties to functioning, healthy neighborhoods on the corridor. On both sides of the corridor extending to Interstate 4 on the west and 436 on the east, there are extensive, middle class neighborhoods that are well maintained and a great potential economic engine for the corridor.

In the southern most end of Fern Park a light manufacturing/office park is struggling to stay leased. During VHB MillerSellen's on site analysis of the corridor a significant portion of warehouse and office space was for lease or sale within this park. Across US 17-92 there are several underutilized parcels; a hotel, car dealership, truck rental and a few miscellaneous uses. All of these lots have lakefront access to Lake of the Woods and could easily assembled into a larger piece of land. The corridor continues to have varying uses, most of which are underutilized or struggling businesses. Some residential uses are mixed in, several mobile home parks and the occasional residence fronts the US 17-92 corridor in this area. Most commercial buildings along the corridor are single use and do not have any shared access drives, creating a great degree of wasted space and slowed traffic.

By far the largest piece of development in Fern Park is the Lowes site just south of Fernwood Boulevard. This site has been successfully redeveloped from a vacant department store building to a project that now includes several successful outparcels. Facing Fernwood Boulevard on the same block, there are three large vacant parcels adjacent to the Lynx transfer station that are potentially developable. Across Fernwood Boulevard, to the north, is a vacant lot and additional parking for the Jai-Alai center, which goes mostly unused. This is a large developable corner parcel which has direct access to a high number of bus users and accesses to Oxford Road and Fernwood Boulevard. The Jai-Alai fronton itself has been in decline for several years and has been for sale several times. In 2010 the center exchanged hands again but remains open under the new ownership.

Landscape/Street Furnishings

The Fern Park area recently received upgraded landscape, hardscape, and street furnishings within the public Right-ofWay. The lighting and median planting upgrade extends from Spartan Drive to Lake of the Woods Boulevard and greatly distinguishes this section of Fern Park from the rest of the corridor. The 8-foot meandering sidewalks provide a great pedestrian zone for biking or walking, especially with the landscape buffer between pedestrians and the high-speed travel lanes. The Washingtonia Palms and juniper shrubs provide a signature look to the area that should be copied along the length of the corridor. Even with minimal landscape or hardscape upgrades, it can help to distinguish US 17-92 as being different or a point of emphasis to the casual observer.

D. Casselberry

Casselberry is currently represented by approximately 7.7 acres within the US 17-92 CRA, comprised of 5 parcels just north of Dog Track Road near Lake Kathryn. These parcels are zoned for commercial or office and are currently a pest control office and a strip retail center. The lots are adjacent to major access points that connect US 17-92 to a large residential neighborhood. The commercial retail uses seem appropriate to support the neighborhoods to the east.

E. Winter Springs

Vehicular Circulation

Winter Springs has very little frontage on US 17-92 because a large portion of the land by acreage is tucked behind properties that finger out to the corridor. It should be noted that the Winter Springs parcels do have a great deal of access to Shepard Road to the north, and SR 434 to the south. There is a powerline easement that runs along the backside of an extremely large vacant piece of land that has the potential to connect several existing bike trails in the County.

Existing Land Use
There are only a few Winter Springs zoning categories that fall within the CRA. The four groups of parcels that front on US 17-92 and the group adjacent to Shepard Road area all zoned for industrial uses but most of them are underutilized or partially vacant. Industrial is potentially not the appropriate use for this commercial corridor and may be contributing to the lack of development. There is a very large group of parcels between these industrial areas and the powerline easement, zoned for medium density commercial. There is great potential here for a multifamily development to that has access to Shepard Road. The strip of parcels along SR 434 is slated for commercial development, as is the rest of the 434 corridor. Behind that is a apartment housing that is divided in two by the CRA line.

Powerline Easement
There is a great and unique opportunity for the CRA to make use of the powerline easement adjacent to its boundary. This easement connects across US 17-92 very near the Cross Seminole trail as well as Big Tree Park, Candyland Park and the Candyland Park trail. In the other direction, the easement abuts a golf course before aligning with Winter Park Drive which has an existing trail connection that eventually connects with the Kewannee trail and Kewannee Park.

F. Lake Mary

Existing Land Use
Lake Mary has the second fewest acres that fall within the CRA boundary with 7.9 acres. A Publix grocery store, a strip retail center, religious center and a small townhome subdivision make up the Lake Mary parcels. All of these locations have access from US 17-92 as well as Wheldon Boulevard which connects to Seminole Community College (not in the CRA) and eventually up to Lake Mary Boulevard. There is a large residential population to the north and west that accesses the corridor through these parcels, via Wheldon Road. Both the strip center and the religious facility have access to the corner of Ronald Reagan Boulevard and US 17-92, a major intersection along the corridor.

G. Sanford

Existing Land Use
Sanford is the largest jurisdiction within the CRA and also the most varied. It includes the Seminole County government center and a very suburban section of US 17-92, up through the historic City of Sanford, which is a much denser urban environment. The majority of the Sanford portion of the corridor however, is a well developed urban section of US 17-92 including several strip retail centers and a very large Wal-Mart center with a major Lynx transfer station. Sanford has begun to redevelop the downtown historical district, including a major streetscape project that has created a beautiful walkable main street. There are integrated parks that can be connected along a side street route with a large number of thriving, functional neighborhoods immediately adjacent. The older area, considered Historic Sanford, suffered from years of neglect and blight, but has begun to turn around in recent years. Money has been flowing into the older homes in historic neighborhoods as well as the blooming downtown and streetscape on 1st Street. While this has started to revitalize, there are many neighborhoods to the west of the corridor that are in an extreme blight condition.

South of the 417 Toll Road, there are a handful of successful retail strip centers like the Wal-Mart and the Lowe's, just north of Lake Mary Boulevard. There are more, however, that are struggling or almost entirely vacant. These have a high potential for redevelopment, either to remain as a strip center or potentially another use more fitting to that location. This section of the corridor is possibly the newest and one of the most used. There are still many vacant lots adjacent to, and north of the Lowe's site which have strong redevelopment potential considering the turn signal and their proximity to both Lowe's and Wal-Mart.

North of the 417 Toll Road, there are older, dilapidated hotels, businesses and shopping centers which are struggling and underutilized. This area also suffers from the current street pattern, which divides several corner lots and leave an undevelopable islands like the one at Hiawatha Avenue and US 17-92. Small lots and shallow development patterns also permeate Sanford north of 26th Street. This has become a major impediment to redevelopment along the corridor. It can often be difficult or impossible to meet current stormwater criteria and minimum parking regulations on smaller lots without aggregating them together.

Parks and Open Space
Of all the jurisdictions along the US 17-92 corridors, Sanford has the greatest number and most usable parks. There are many "pocket" parks tucked into the historic neighborhoods with direction connections to the corridor, linking thriving residential neighborhoods with their commercial counterpart. What Sanford is lacking is a connection between these pieces of the puzzle to make them easily accessible by Sanford's residents. The French Avenue Park located between 15th and 18th streets is a public park that is currently underutilized. There is also a small bike path/walking trail that begins at Goldsboro Elementary school and continues northeast for several blocks before ending. This path has a direct connection into the newly revitalized downtown that connects along the unused rail line.

Vehicular Circulation
The southern section of Sanford between Lake Mary Boulevard and the 417 Toll Road is one of the most highly traveled sections of the corridor both because of the large, traffic-generating retail outlets as well as vehicles traveling to the 417 Toll Road. Lake Mary Boulevard is also one of main routes to access the Sanford Airport, directly east of this area. In response to this increased traffic, the road section includes additional turn lanes to support the extra trips generated in this section. In the northern portion of Sanford, US 17-92 becomes a 4-lane section of road with a continuous center turn lane.

Overlay Districts
Sanford has several overlay districts with design guidelines to allow for innovative design that fits into the historical character of the district. While the Riverfront, Midtown and Downtown overlay districts do not overlap with the CRA boundary, they are all immediately adjacent to it in the limits of the CRA. While the districts have different allowable uses, they all support the traditional block design that currently exists in Sanford. The design framework forces buildings towards the street and supports pedestrian access and connectivity, while pushing vehicular access to side streets and away from potential pedestrian conflicts. Any future design guidelines prepared for this section of the corridor should reflect the design requirements

for the Riverfront, Midtown and Downtown overlay districts.

H. Areas of ROW Development Constraint

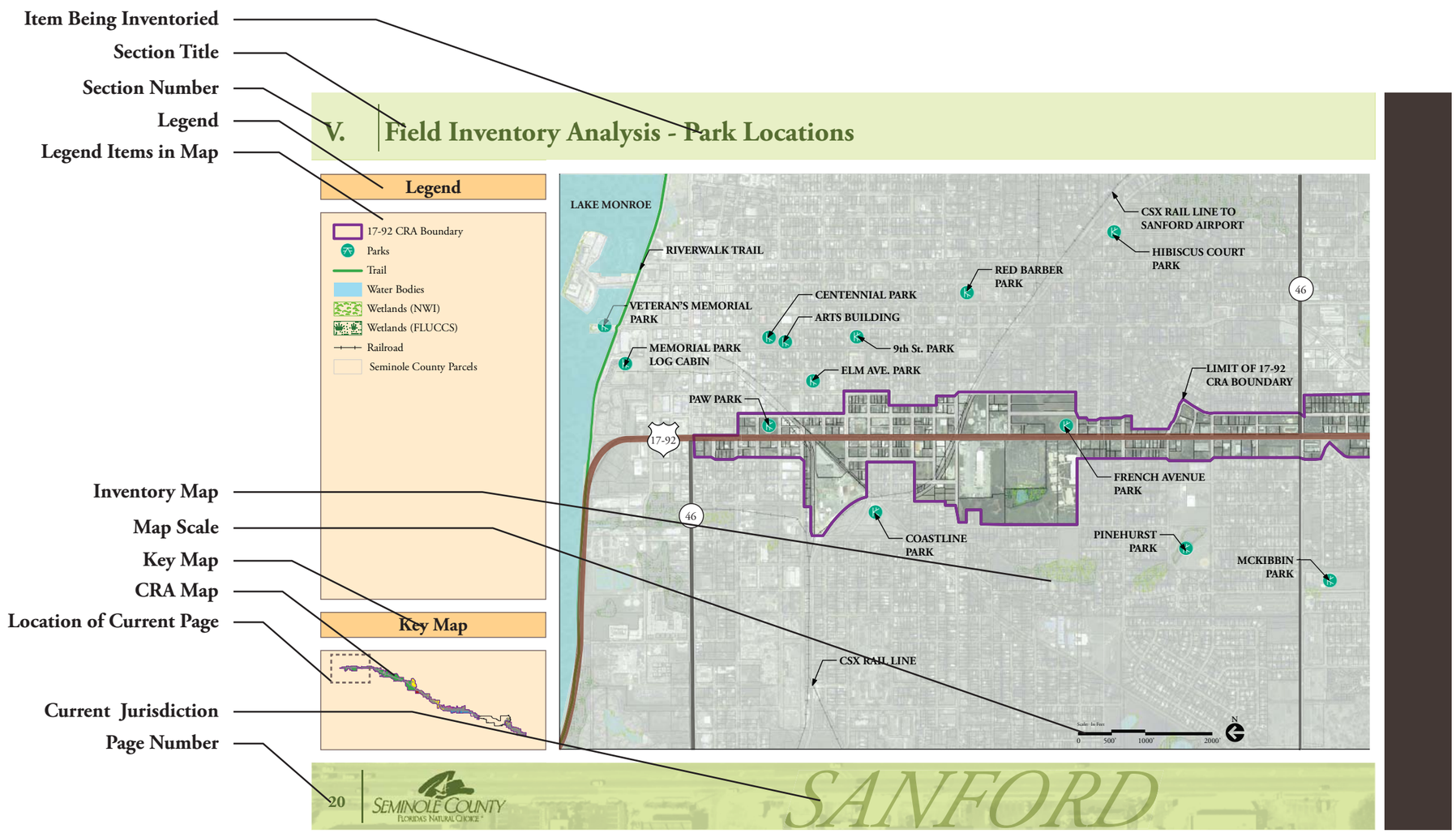
During the review of Seminole parcel data, VHB MillerSellen reviewed the right-of-way widths based on Seminole County GIS information to determine potential areas of right-of-way constraint. The right-of-way varies greatly over the length of the corridor from 74 feet to 200 feet at its widest point. The majority of the US 17-92 corridor averages a 180 foot right-of-way for 6 lanes of traffic and a median, including swales and sidewalks. The narrowest and most constrained portion of the right-of-way is near historic downtown Sanford where the right-of-way is only 74 feet wide including four lanes, a continuous turn lane and sidewalks. This is an area of concern because any potential streetscaping would need to fit in an extremely narrow zone, limiting the type and quantity of material that could be used.

There are other areas that have 100-140 feet of right-of-way. Casselberry, the portion of Fern Park that hasn't been relandscaped, and Sanford between the 417 Toll Road and 25th Street all have restricted right-of-way averaging 100 feet in width.

In more rural roadway sections near the Hammock Spring area, there is an excess of right-of-way but a substantial portion is currently serving as open swale for stormwater retention. This rural roadway section should be updated to reflect the urban nature of the corridor and recapture some of the lost space that is being used for retention.

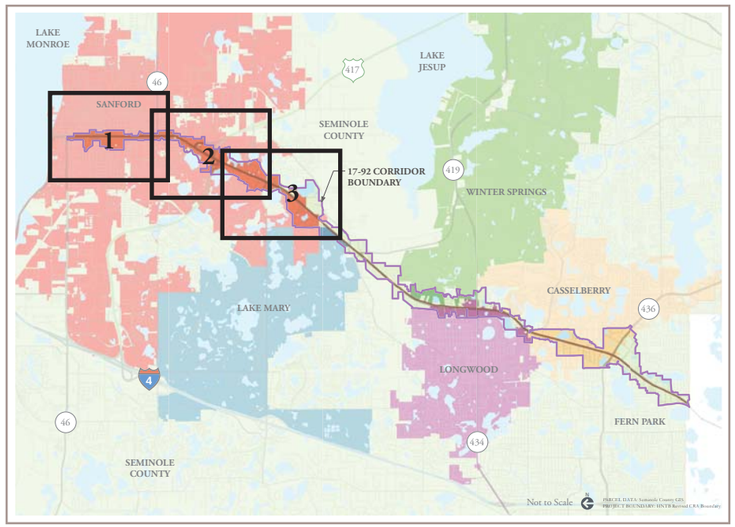
V. Field Inventory Analysis - How to Read This Inventory

The field inventory is broken down by jurisdiction. The City of Sanford spans across several pages because of its size and relative impact on the CRA. Seminole County also spans across several pages because of the nature of its location. Many of the Seminole County parcels are spreadout along the corridor making it difficult to include them all on a single page. Below is a diagram showing each related piece of a sample inventory page.

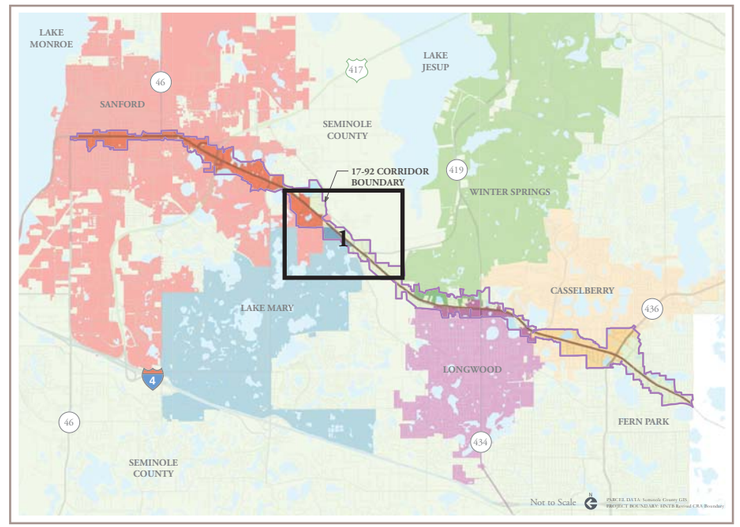


Overall Key Map Location - Field Inventory Analysis

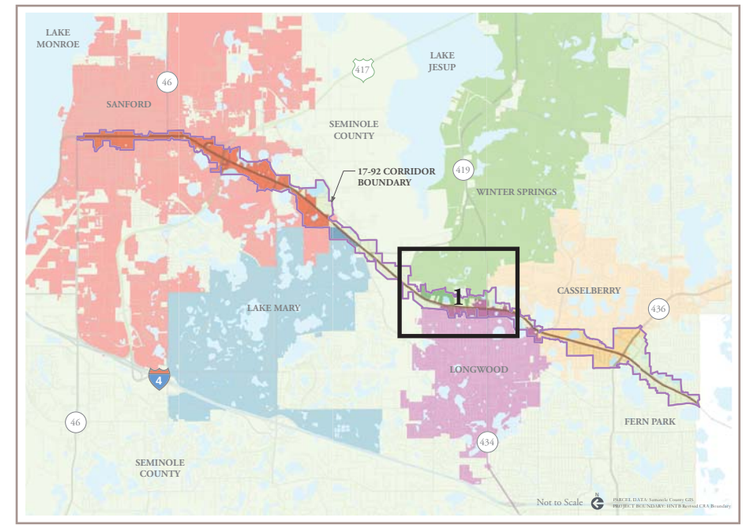
Keymaps are grouped by Jurisdiction and generally from north to south. The keymaps below show the overall location of the following inventory maps and their relation to the corridor. This order applies to all inventory maps throughout the context report.



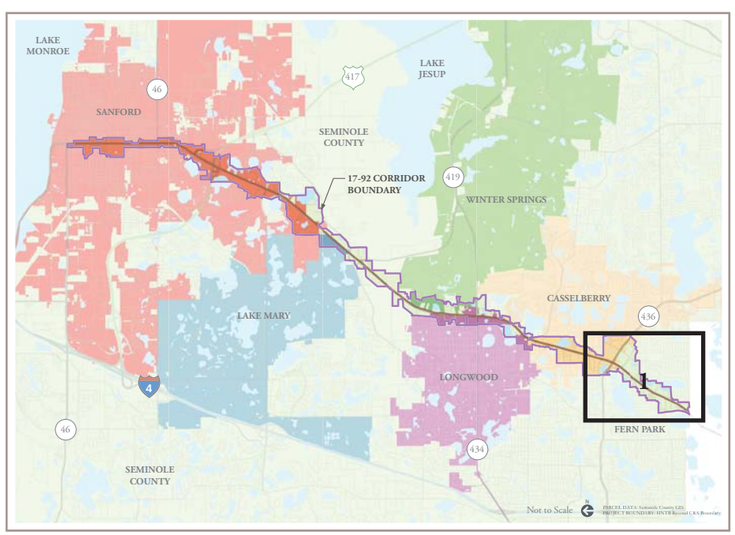
City of Sanford



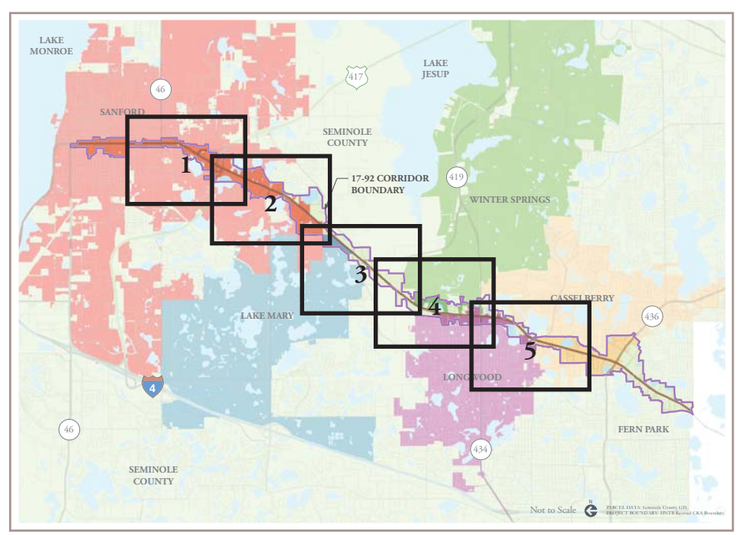
City of Lake Mary



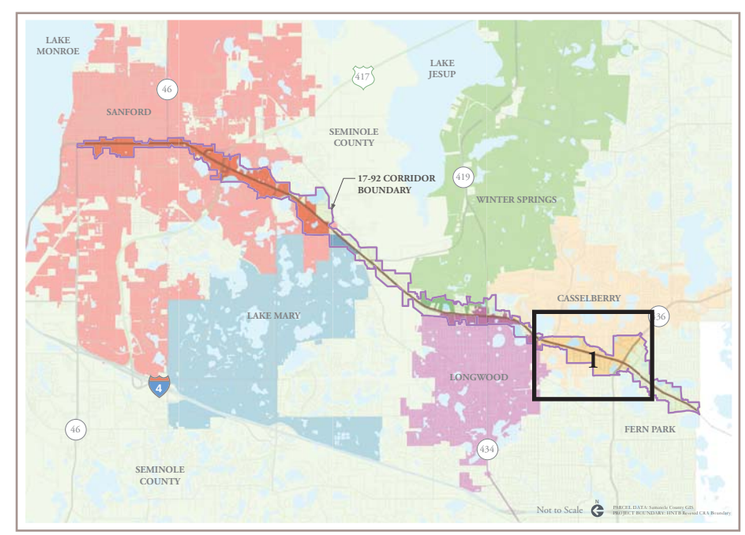
City of Winter Springs



Fern Park



Seminole County



City of Casselberry

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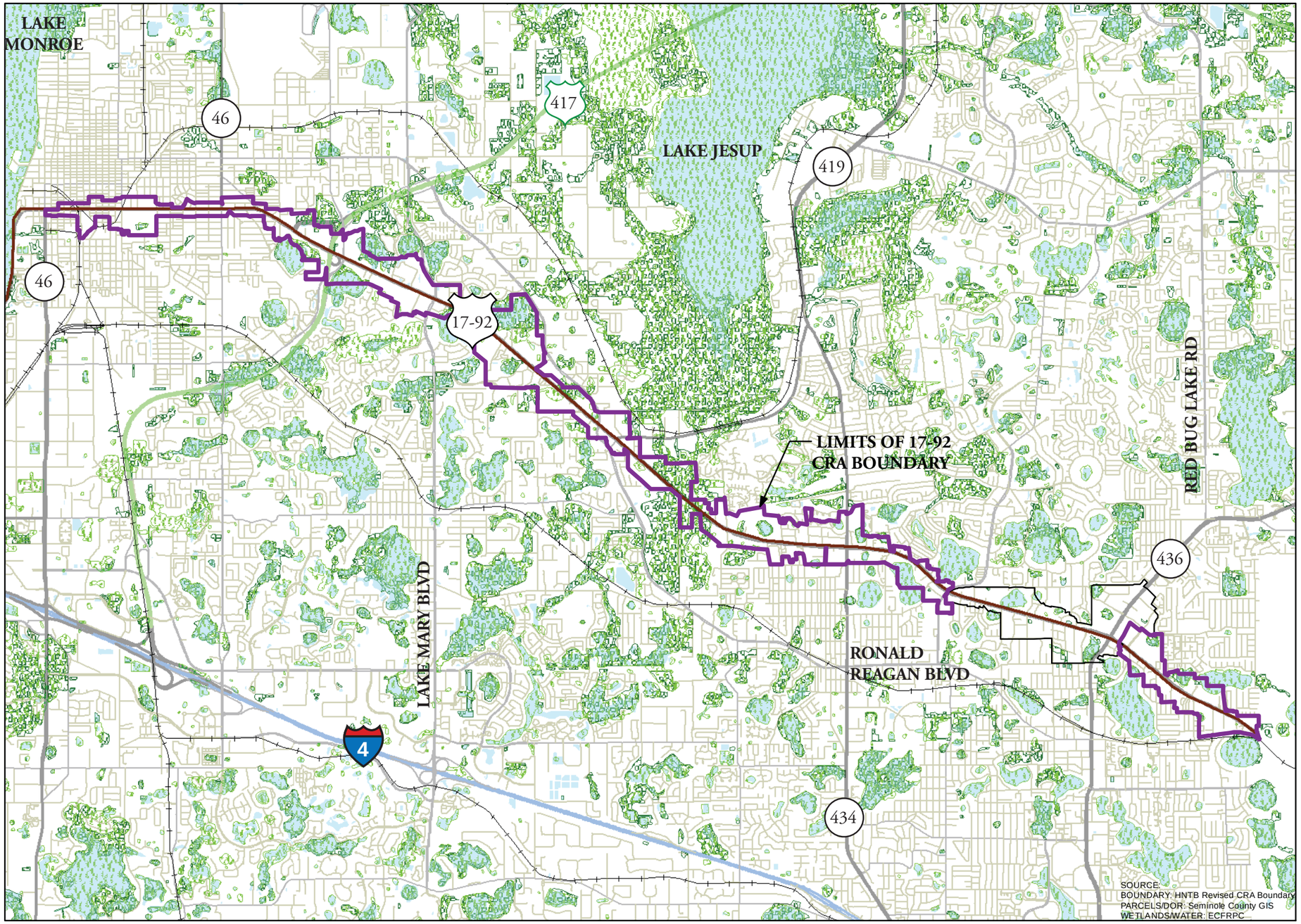
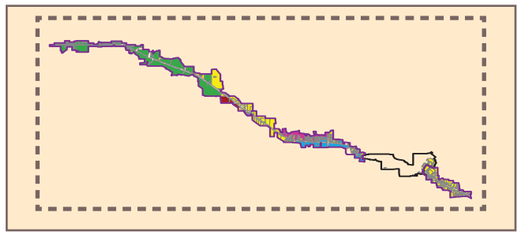


Legend

- 17-92 CRA Boundary
- Parks
- Trail
- Water Bodies
- Wetlands (NWI)
- Wetlands (FLUCCS)
- Railroad
- Seminole County Parcels

Key Map

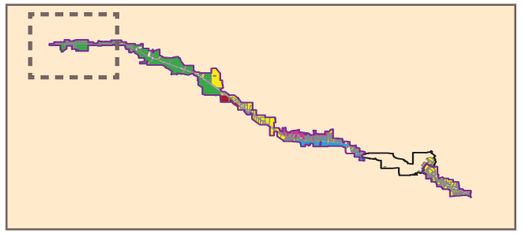


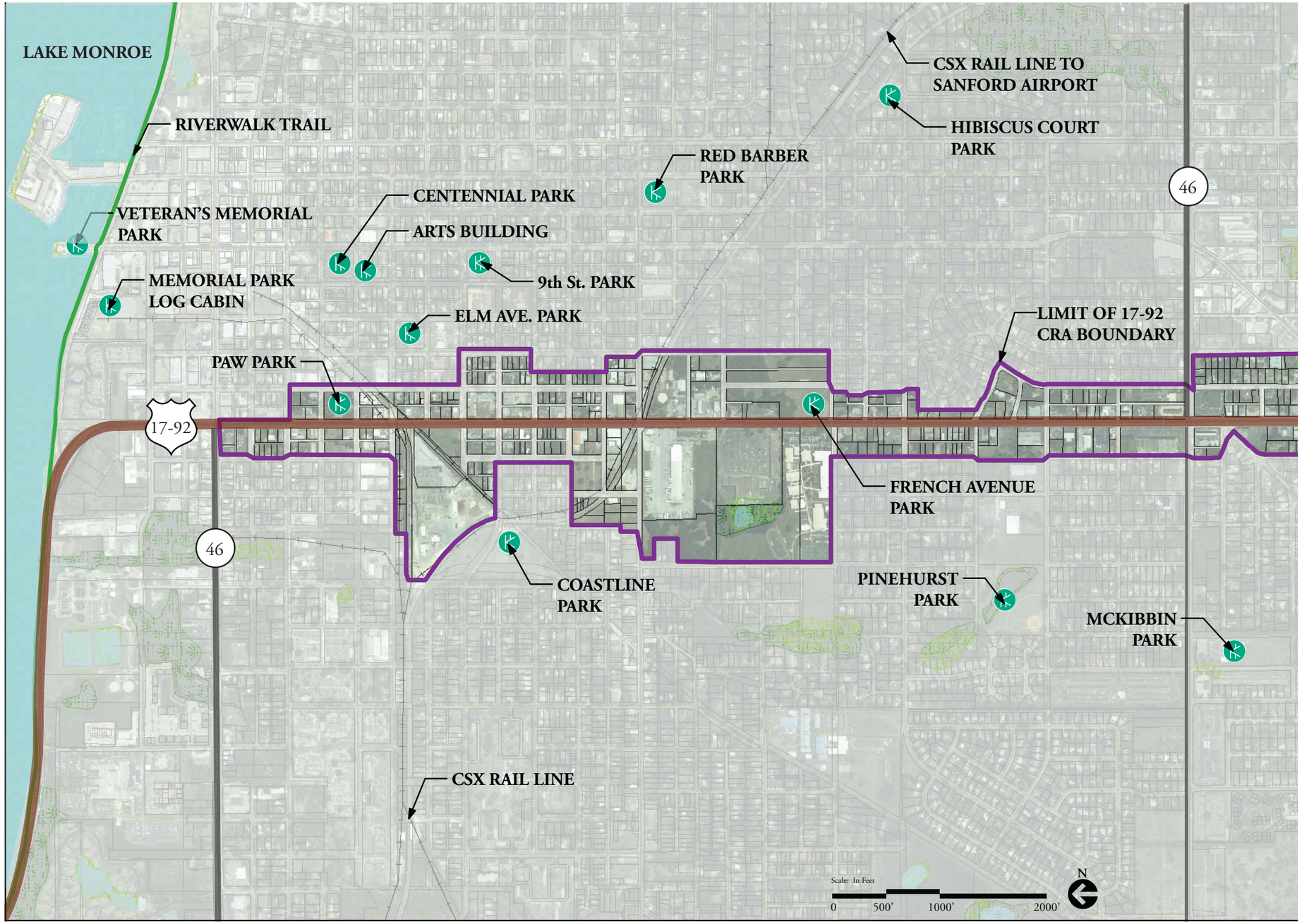
V. Field Inventory Analysis - Park Locations

Legend

- 17-92 CRA Boundary
- Parks
- Trail
- Water Bodies
- Wetlands (NWI)
- Wetlands (FLUCCS)
- Railroad
- Seminole County Parcels

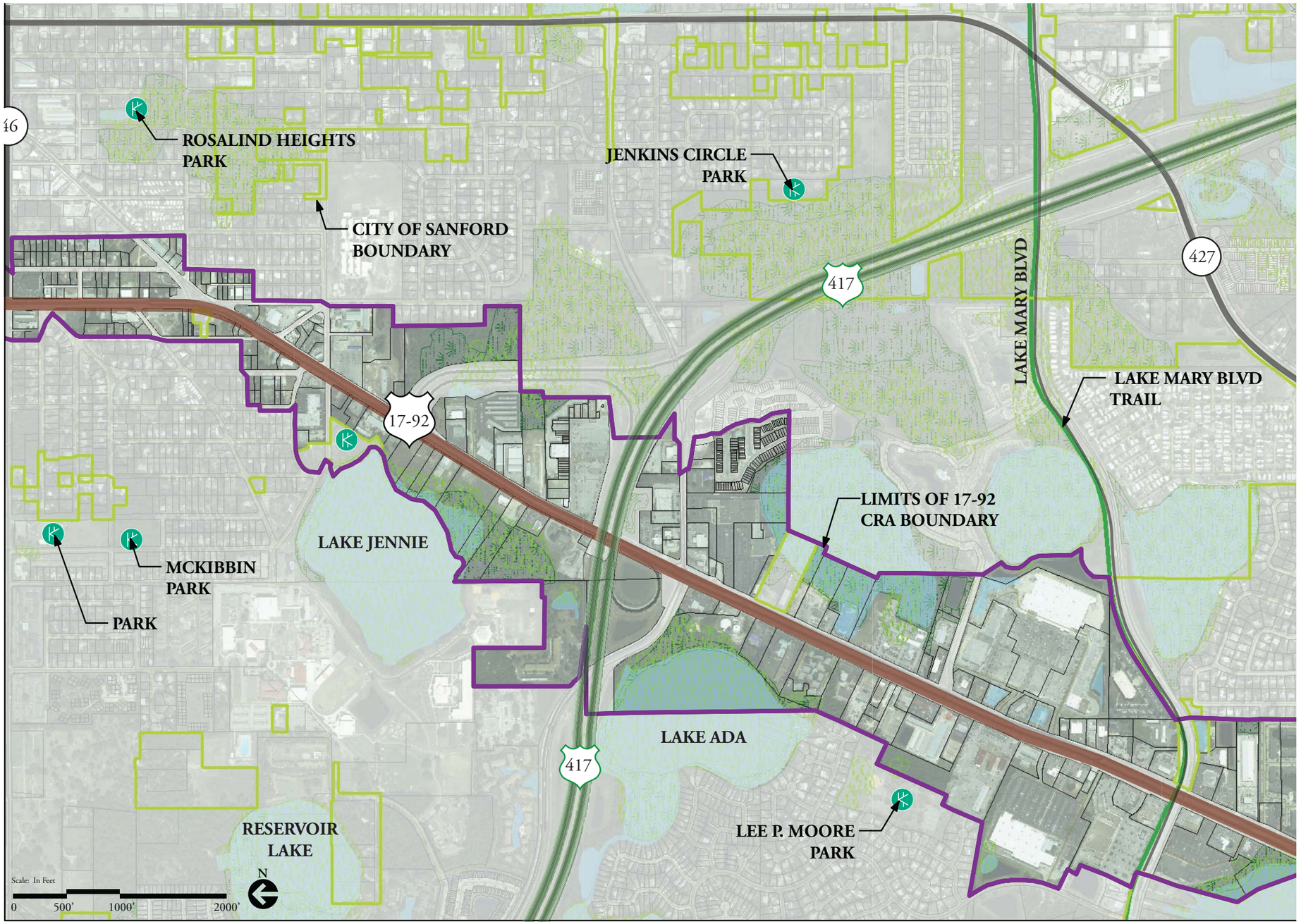
Key Map





SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SANFORD



Legend

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- Wetlands (NWI)
- Wetlands (FLUCCS)
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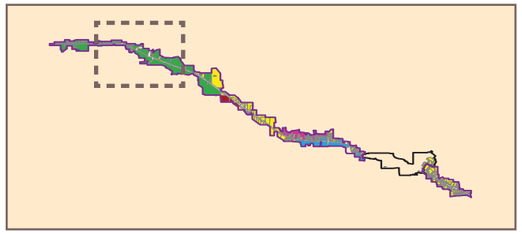
- Seminole County Parcels

Key Map

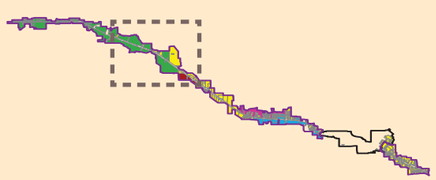


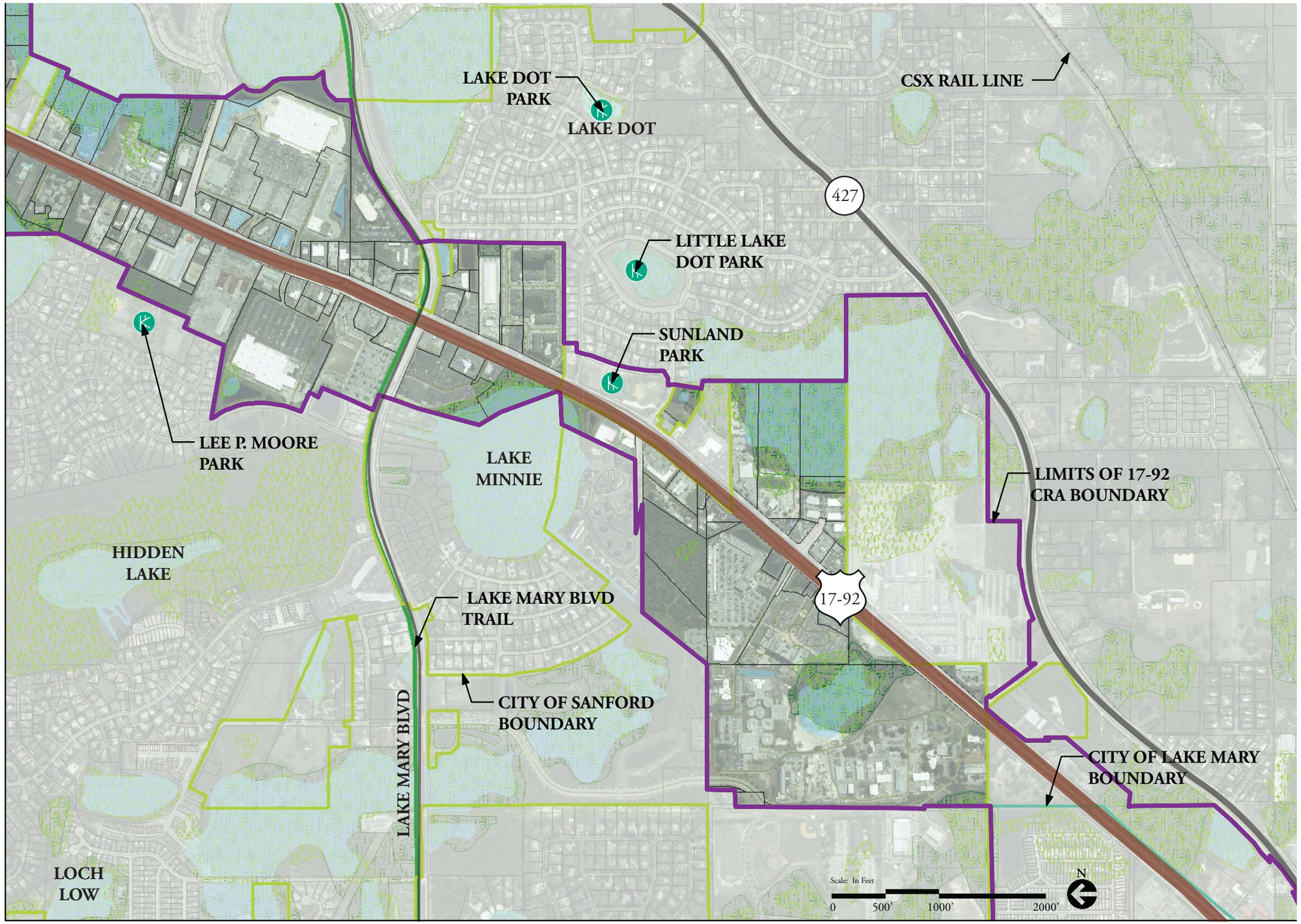
V. Field Inventory Analysis Synopsis - Park Locations

Legend

- 17-92 CRA Boundary
- Parks
- Trail
- Water Bodies
- Wetlands (NWI)
- Wetlands (FLUCCS)
- Railroad
- Seminole County Parcels

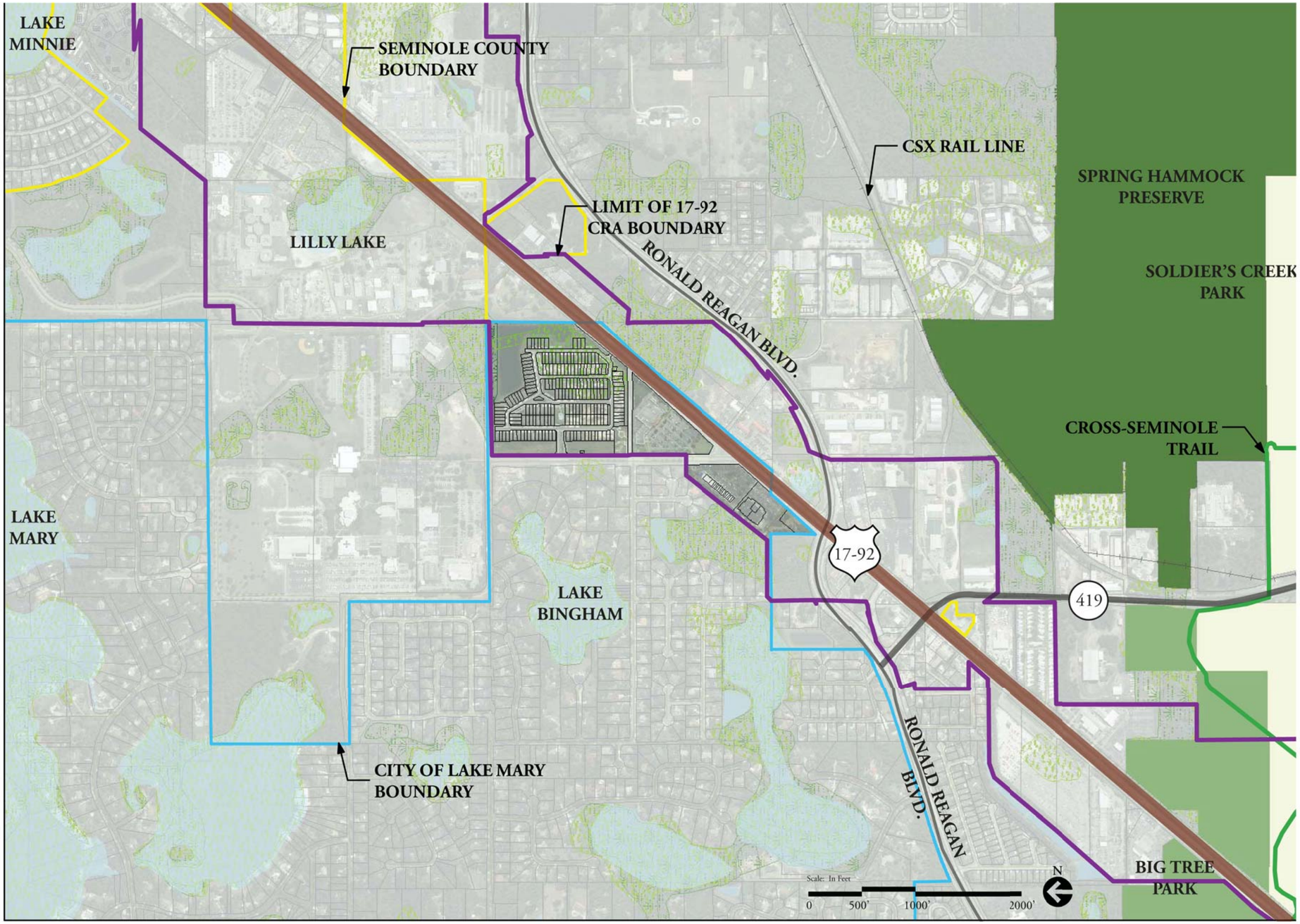
Key Map





SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SANFORD



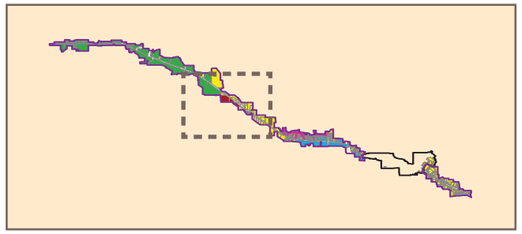
Legend

- 17-92 CRA Boundary
- Parks
- Trail

Seminole County Natural Lands

- Spring Hammock Preserve
- Big Tree Park
- Soldier's Creek Park
- Water Bodies
- Wetlands (NWI)
- Wetlands (FLUCCS)
- Railroad
- Seminole County Parcels

Key Map



V. Field Inventory Analysis - Park Locations

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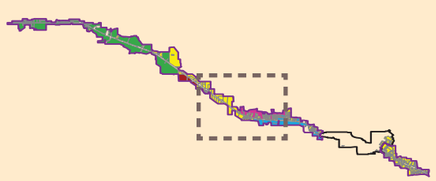

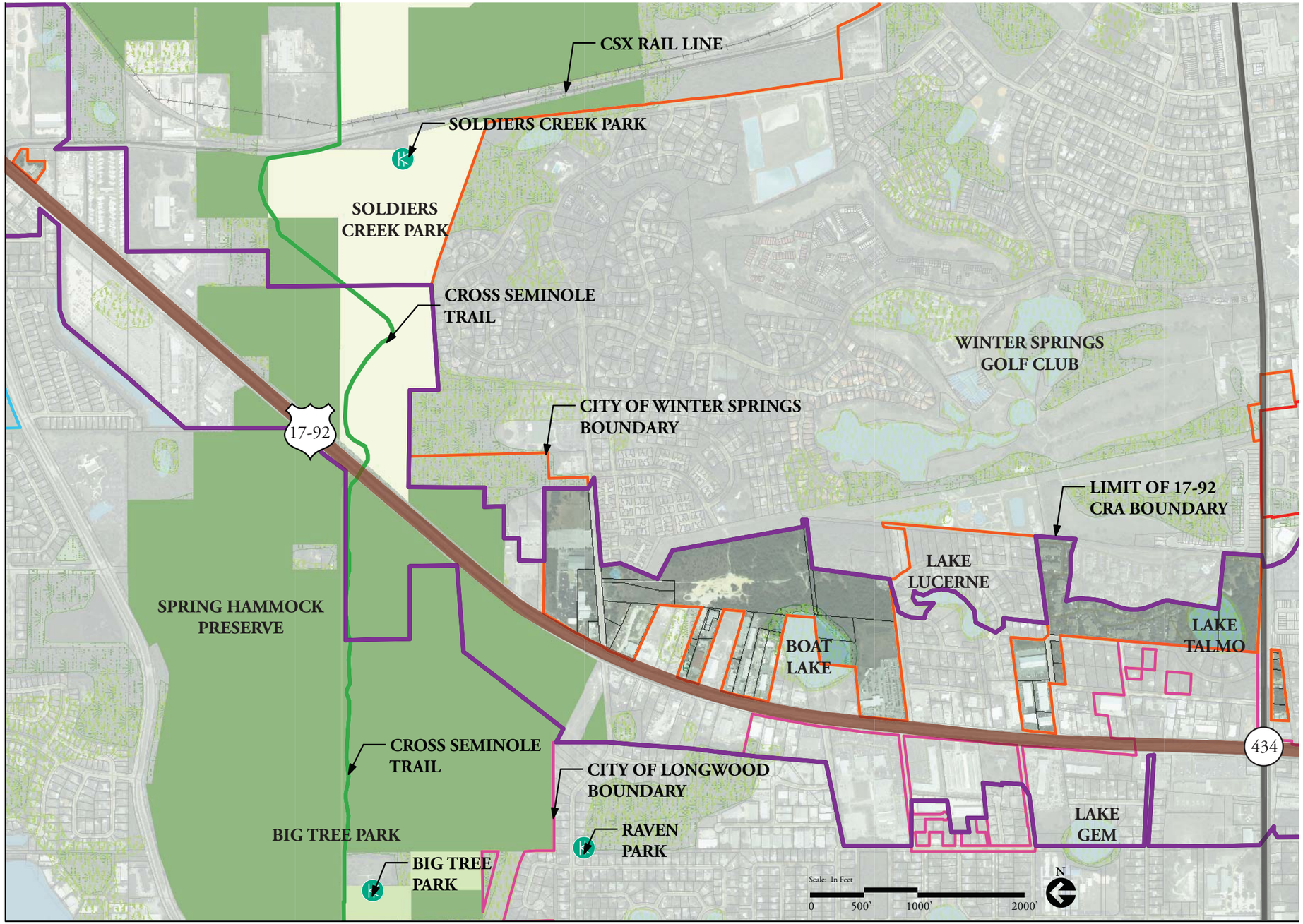

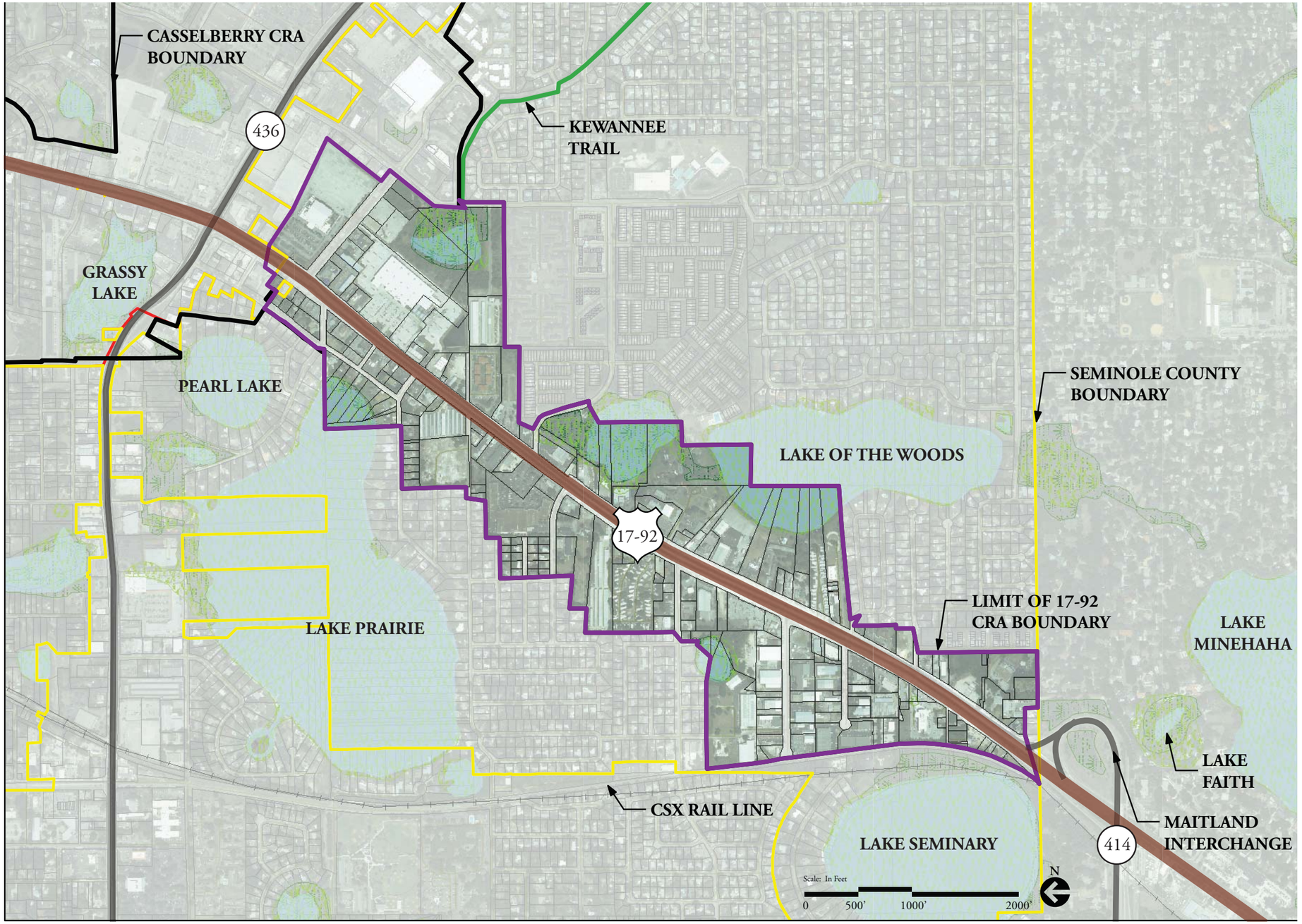

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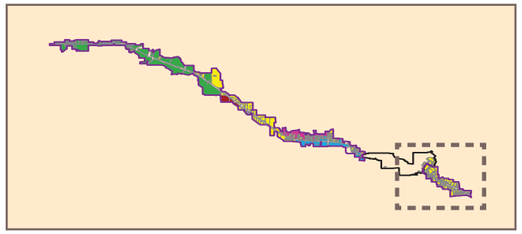

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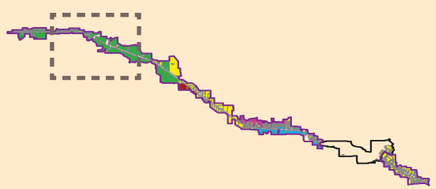
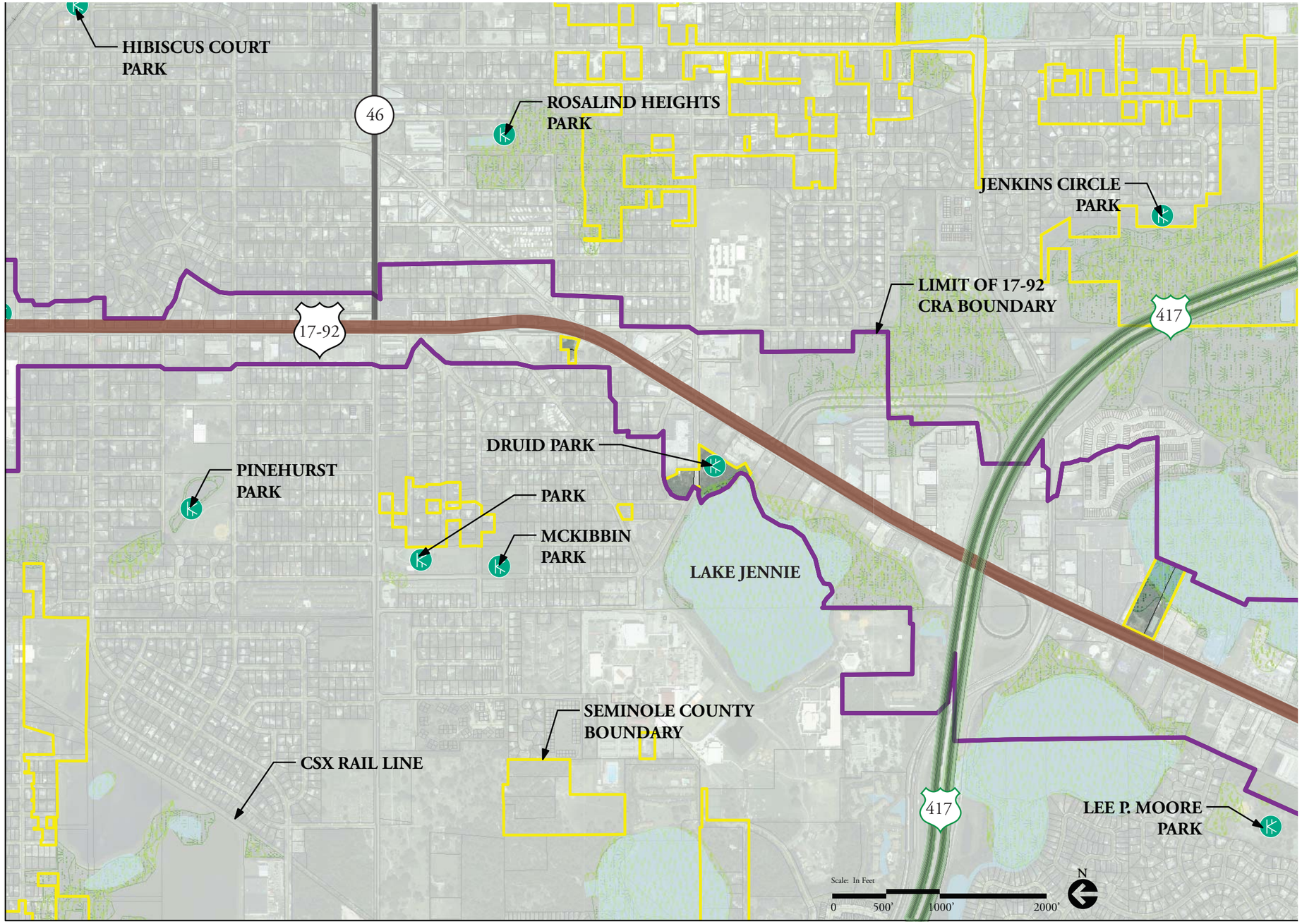
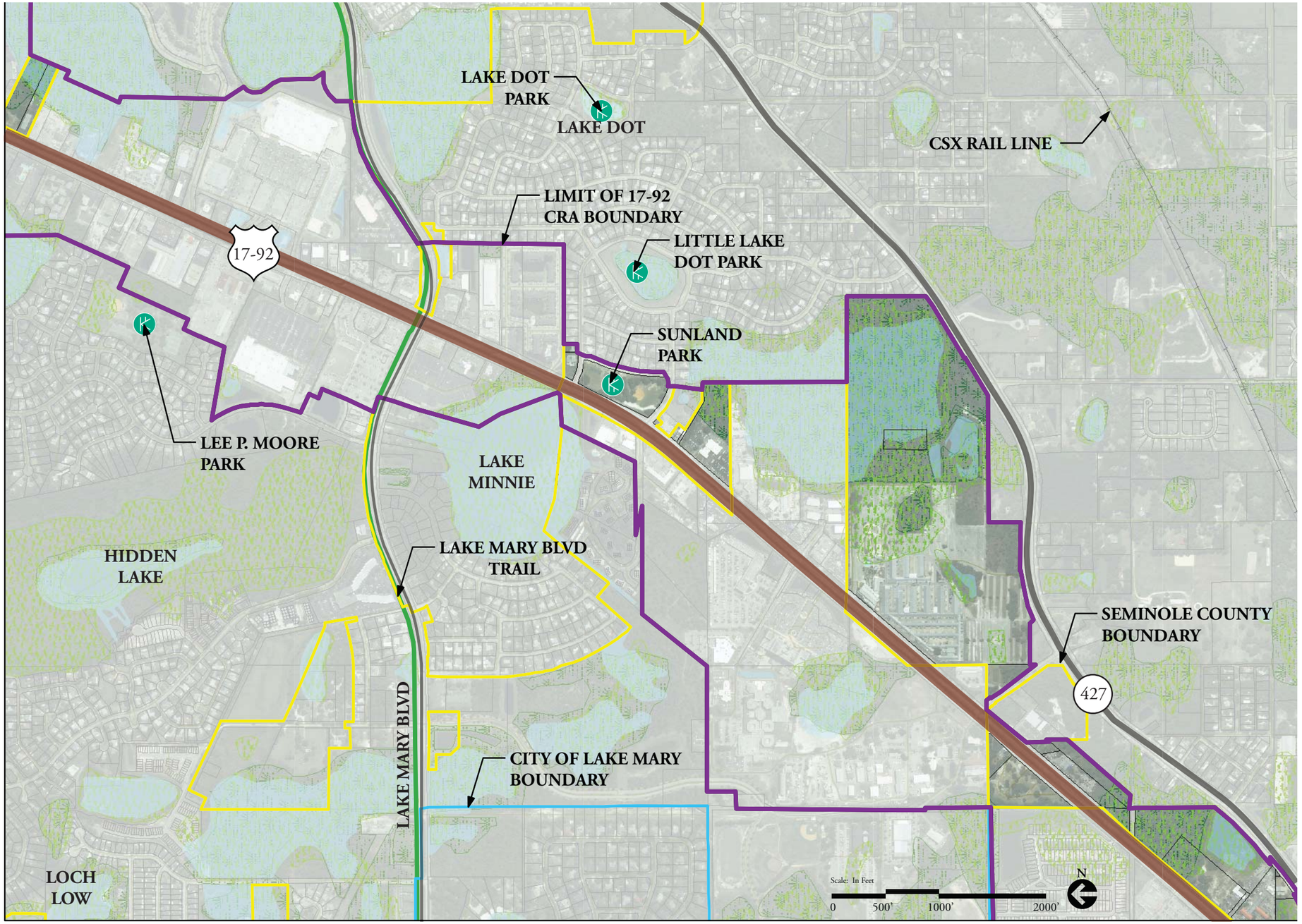




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SEMINOLE



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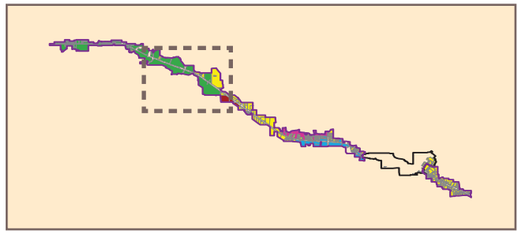

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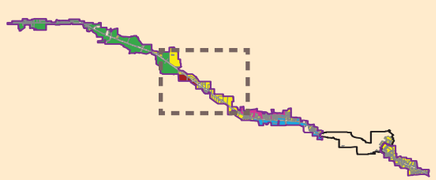

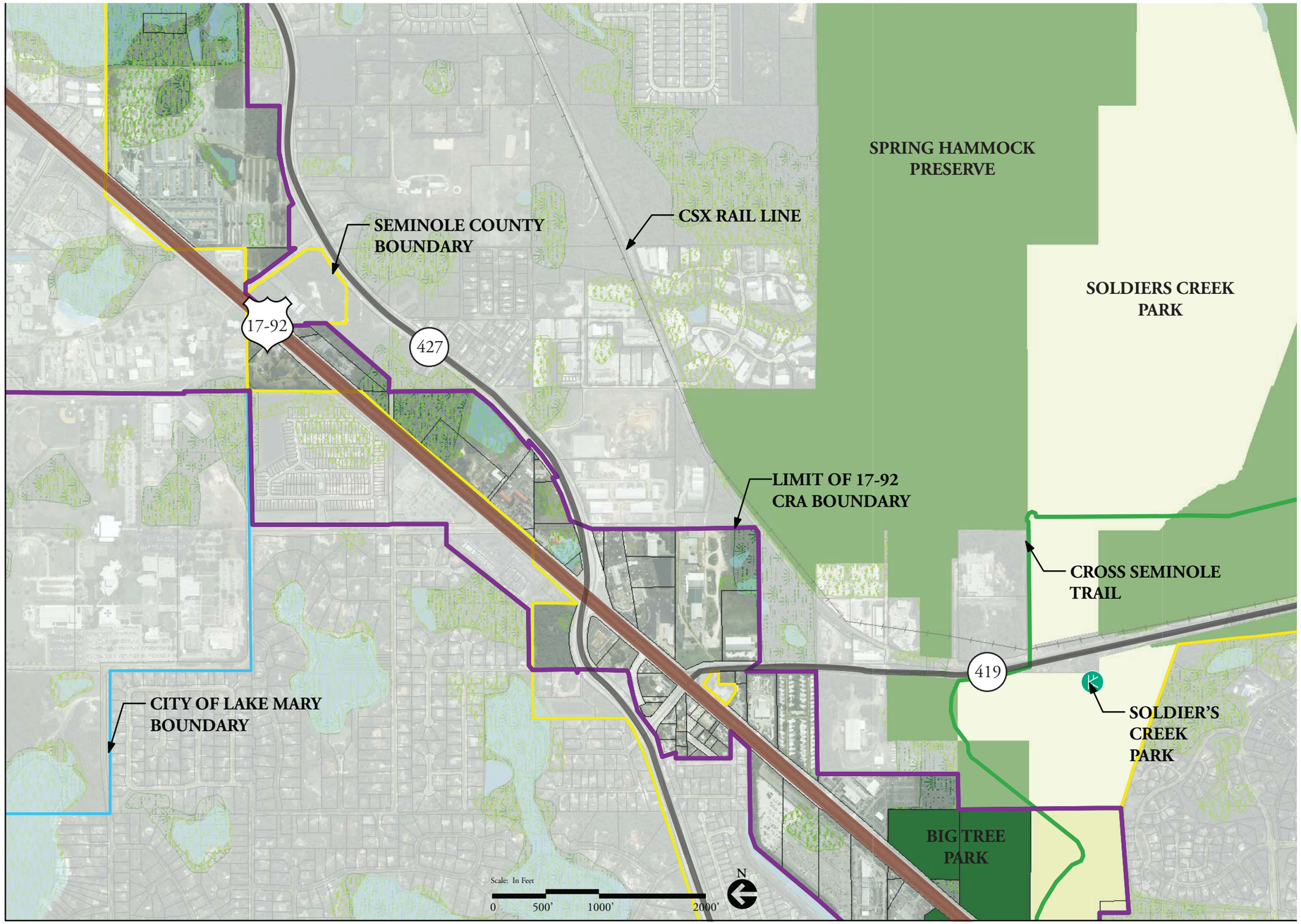

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SEMINOLE

SOLDIERS CREEK PARK
SEMINOLE COUNTY BOUNDARY
WINTER SPRINGS GOLF CLUB
CITY OF WINTER SPRINGS BOUNDARY
LIMIT OF 17-92 CRA BOUNDARY
CITY OF LONGWOOD BOUNDARY
434
427
SPRING HAMMOCK PRESERVE
17-92
CROSS SEMINOLE TRAIL
RAVEN PARK
BIG TREE PARK
LAKE GEM
LAKE WAYMAN
LAKE ORANGE
PELICAN LAKE PARK
SMALLWORLD PARK
CANDYLAND PARK
PROPOSED SUNRAIL ROUTE
CANDYLAND TRAIL
Scale: In Feet
0 500' 1000' 2000'
N

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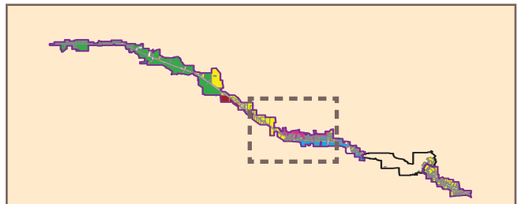

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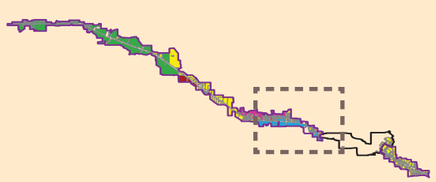

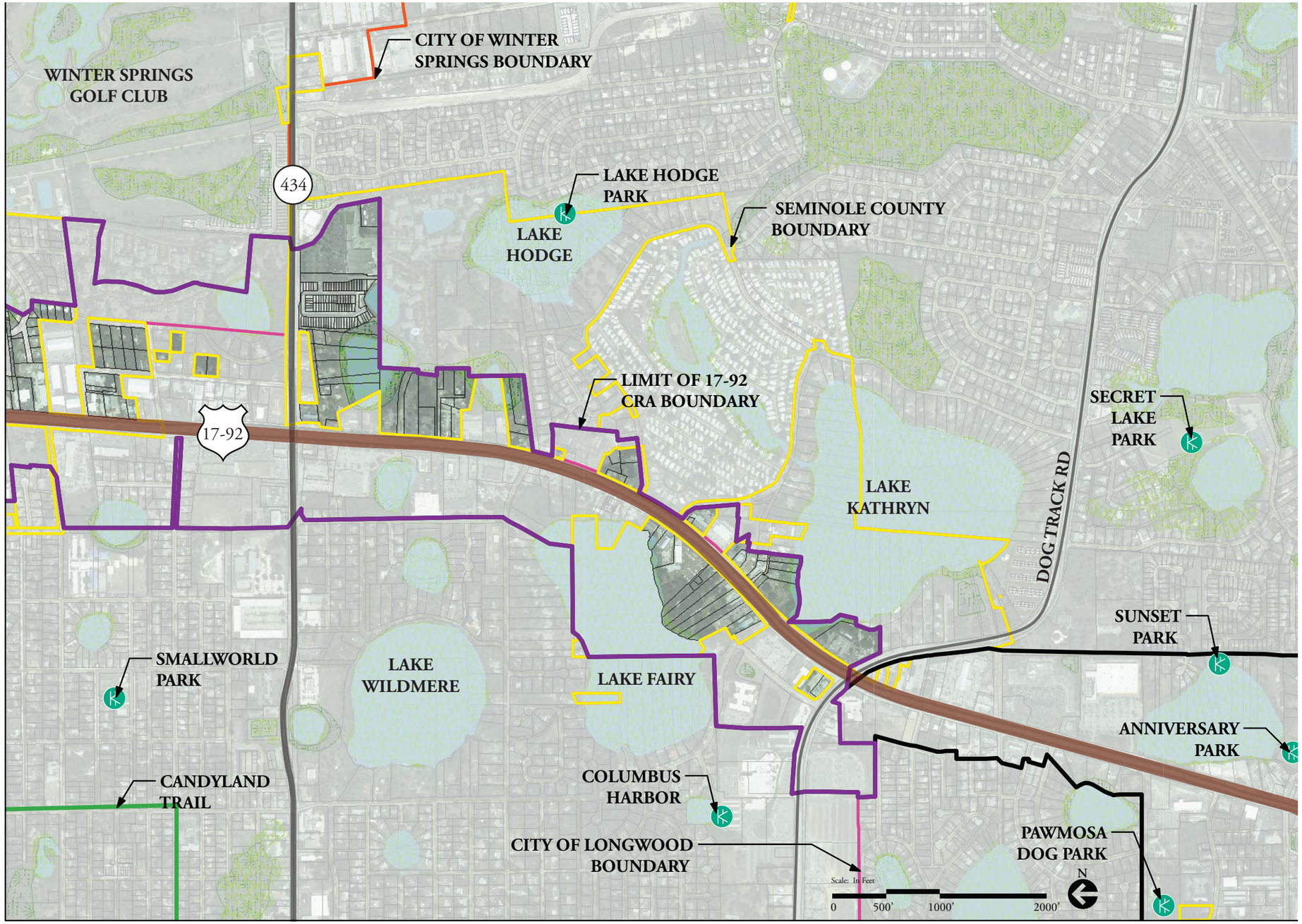

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FLORIDA'S NATURAL CHOICE

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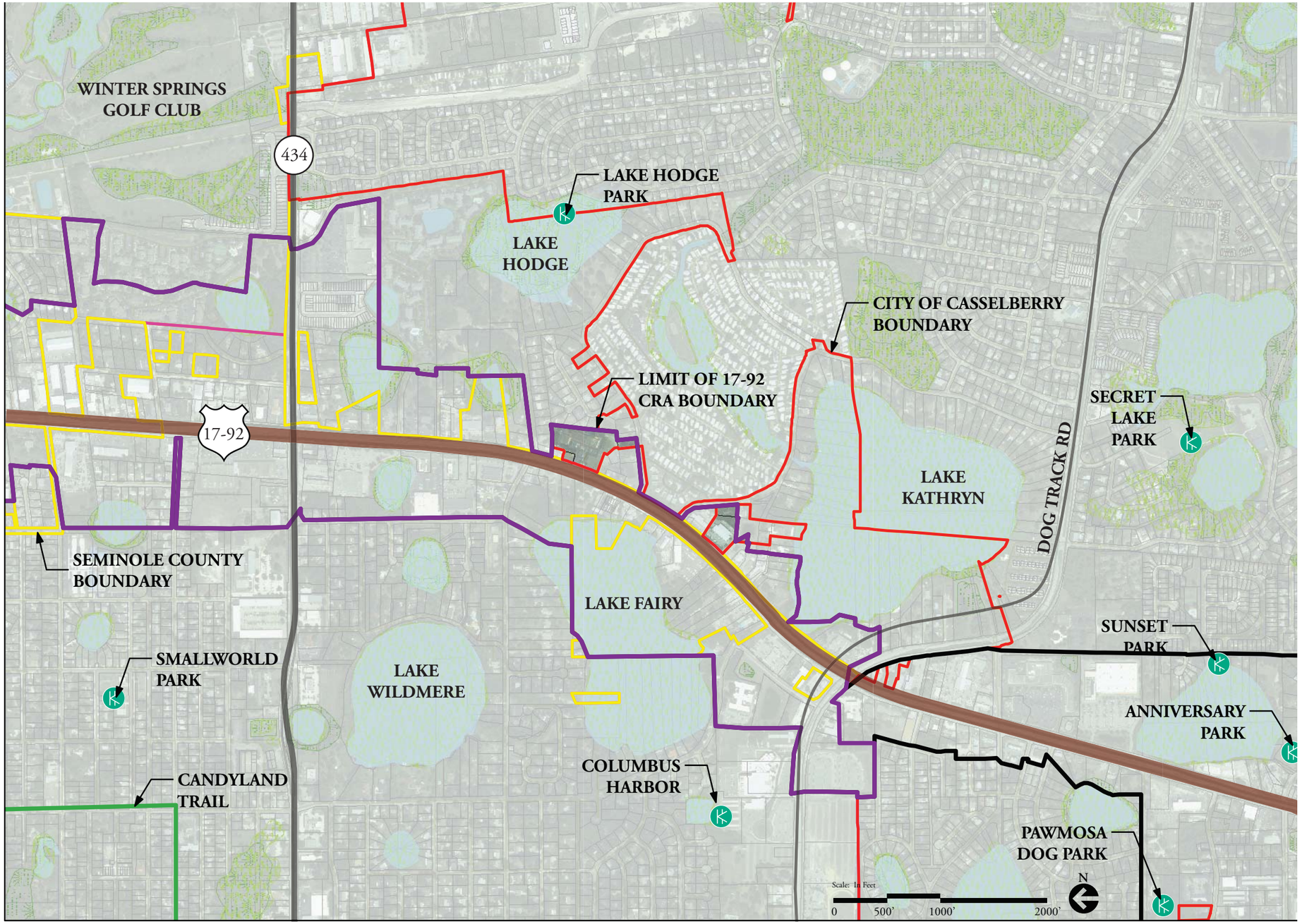

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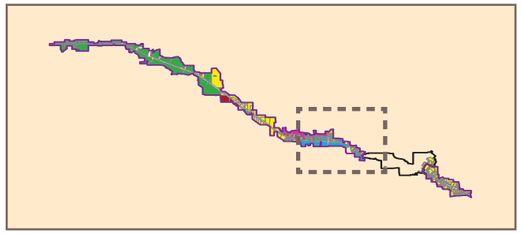

V. Field Inventory Analysis - Publicly Owned Lands

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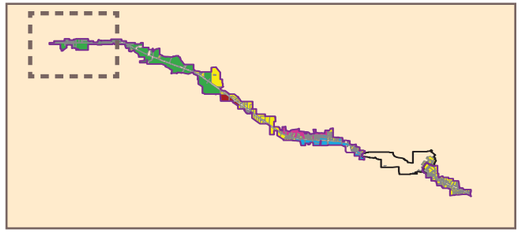

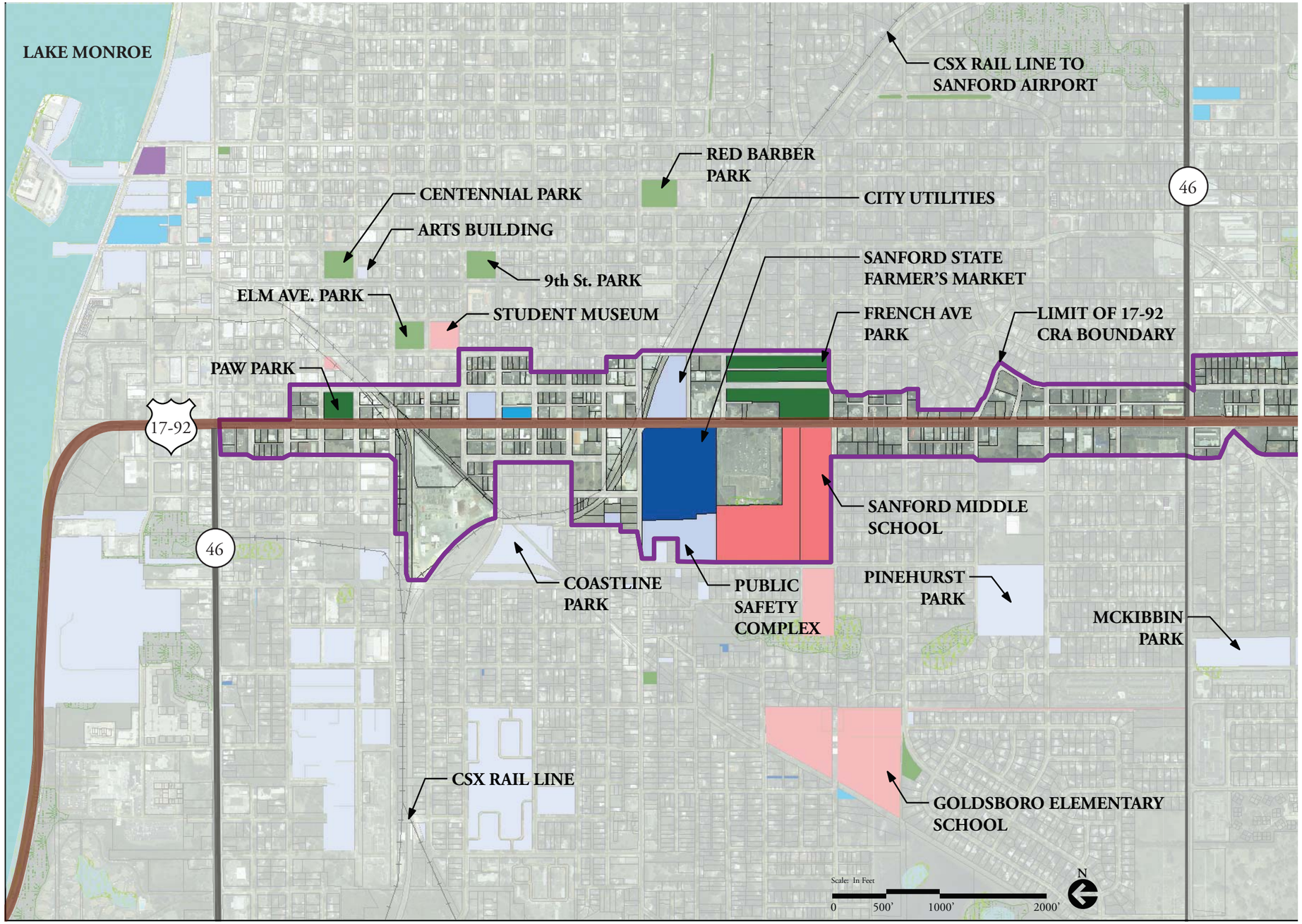

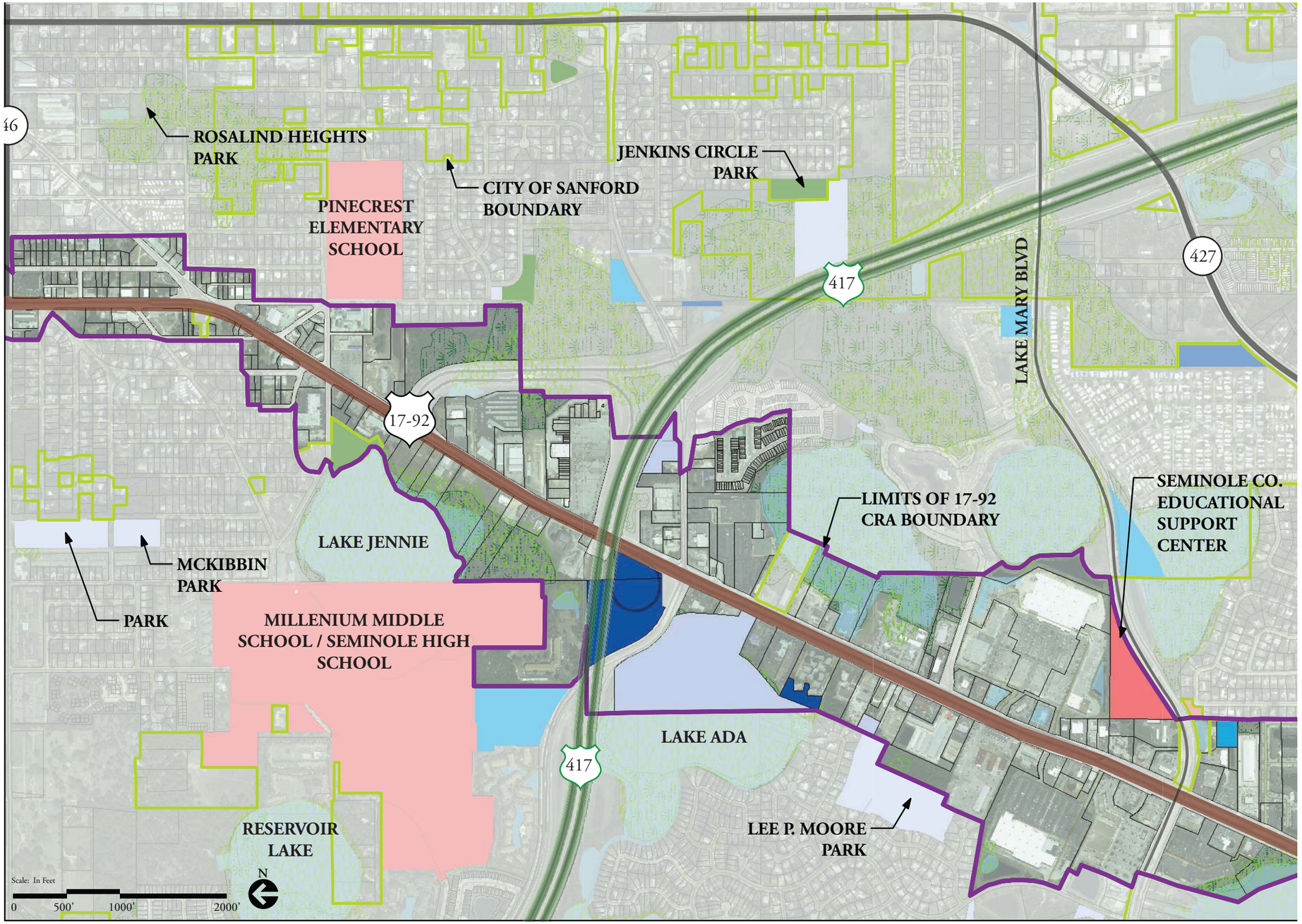

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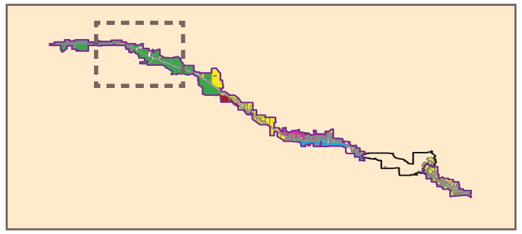

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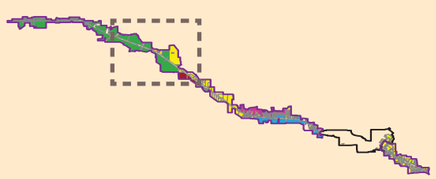
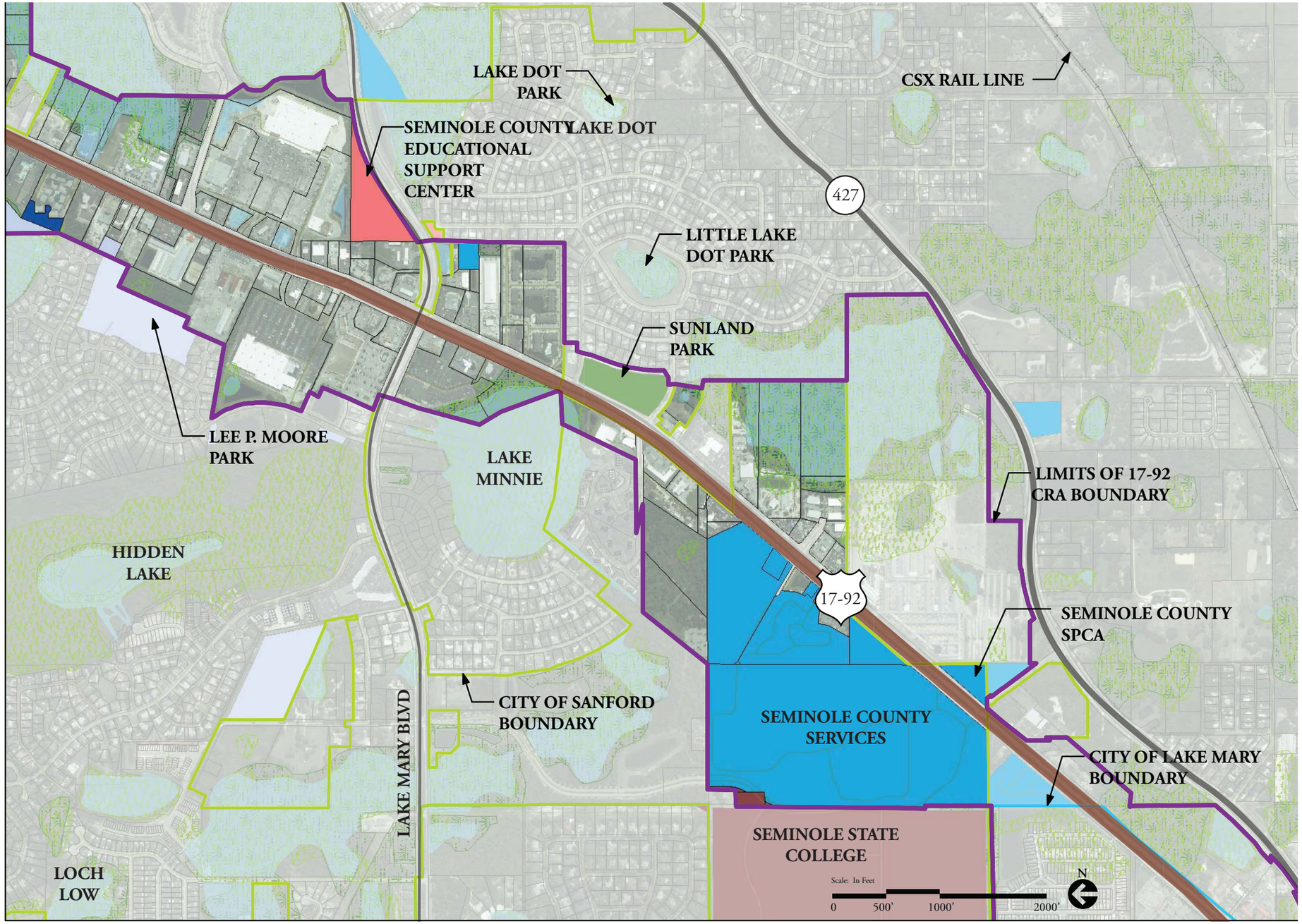
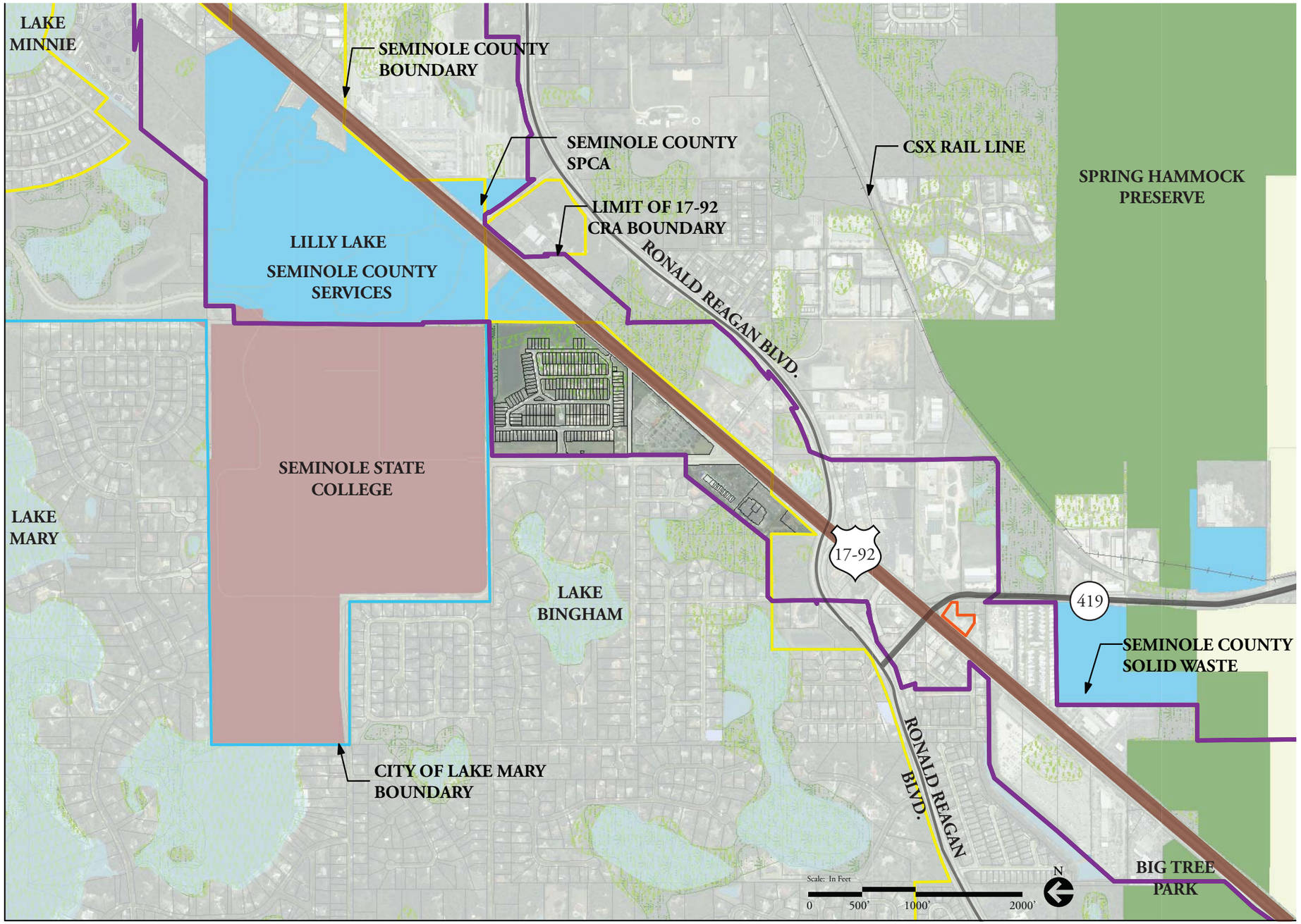




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SANFORD



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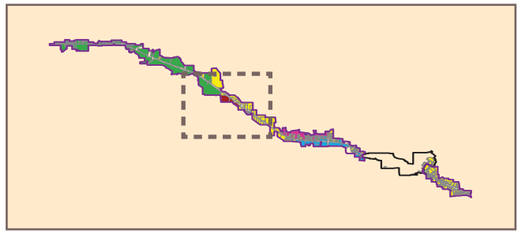

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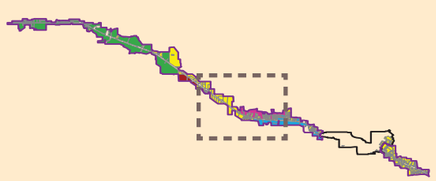

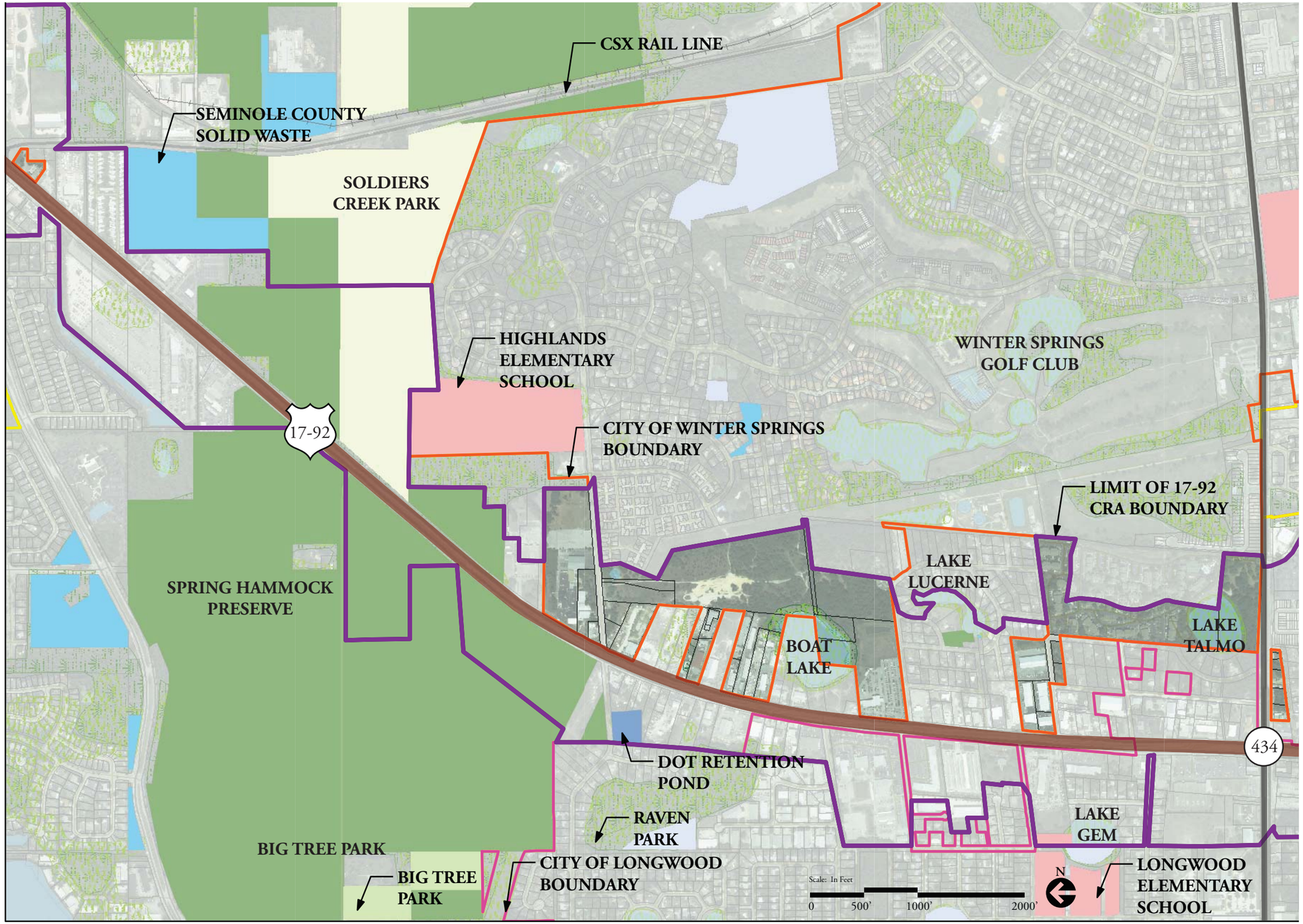

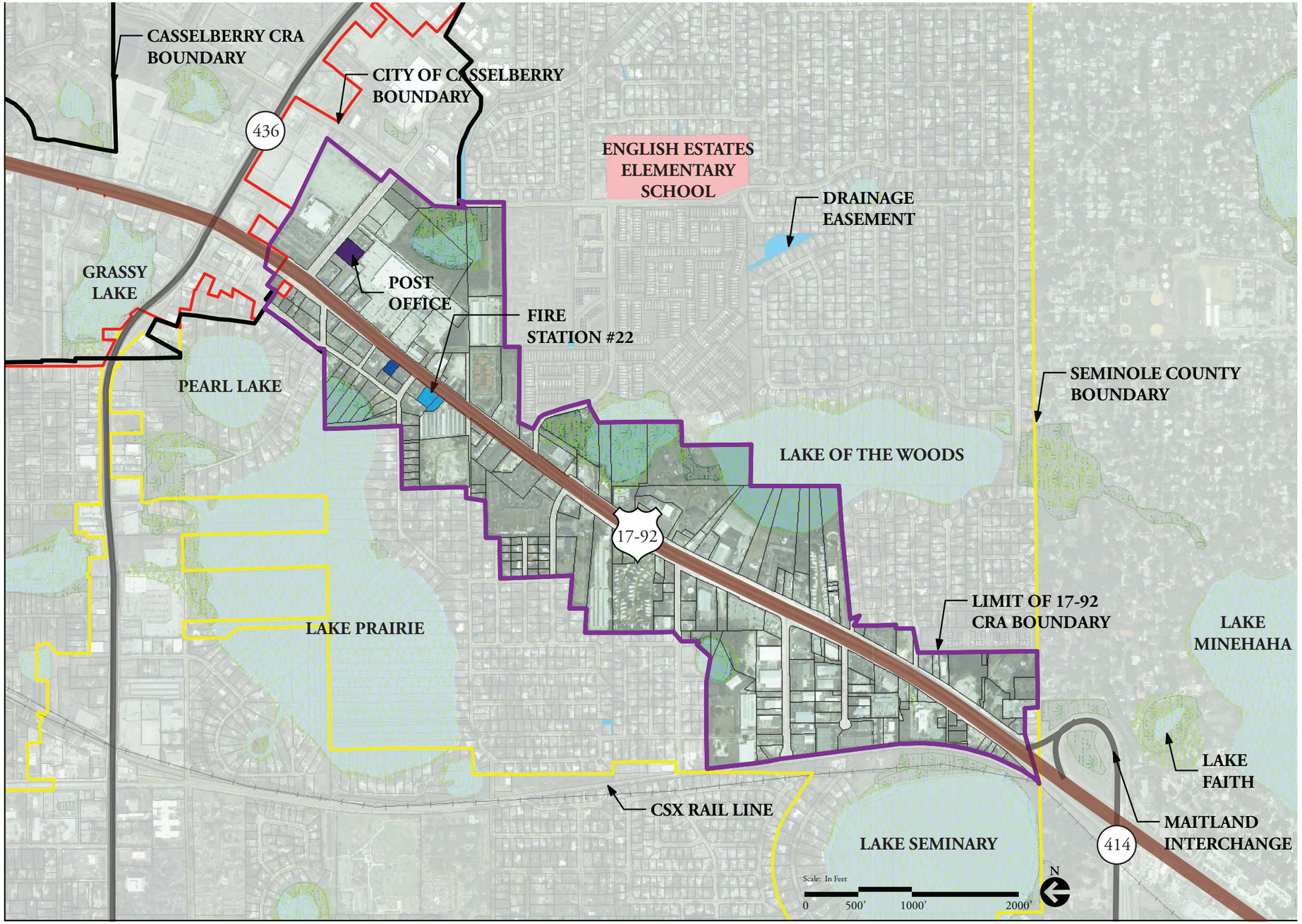

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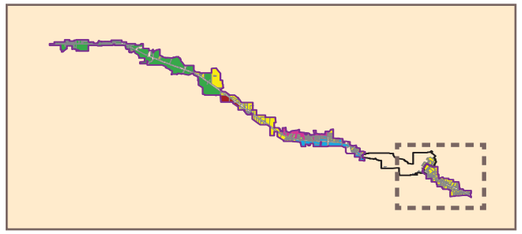

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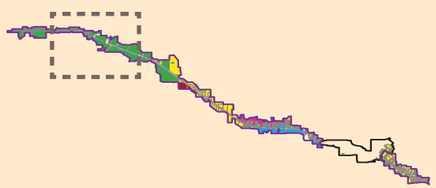

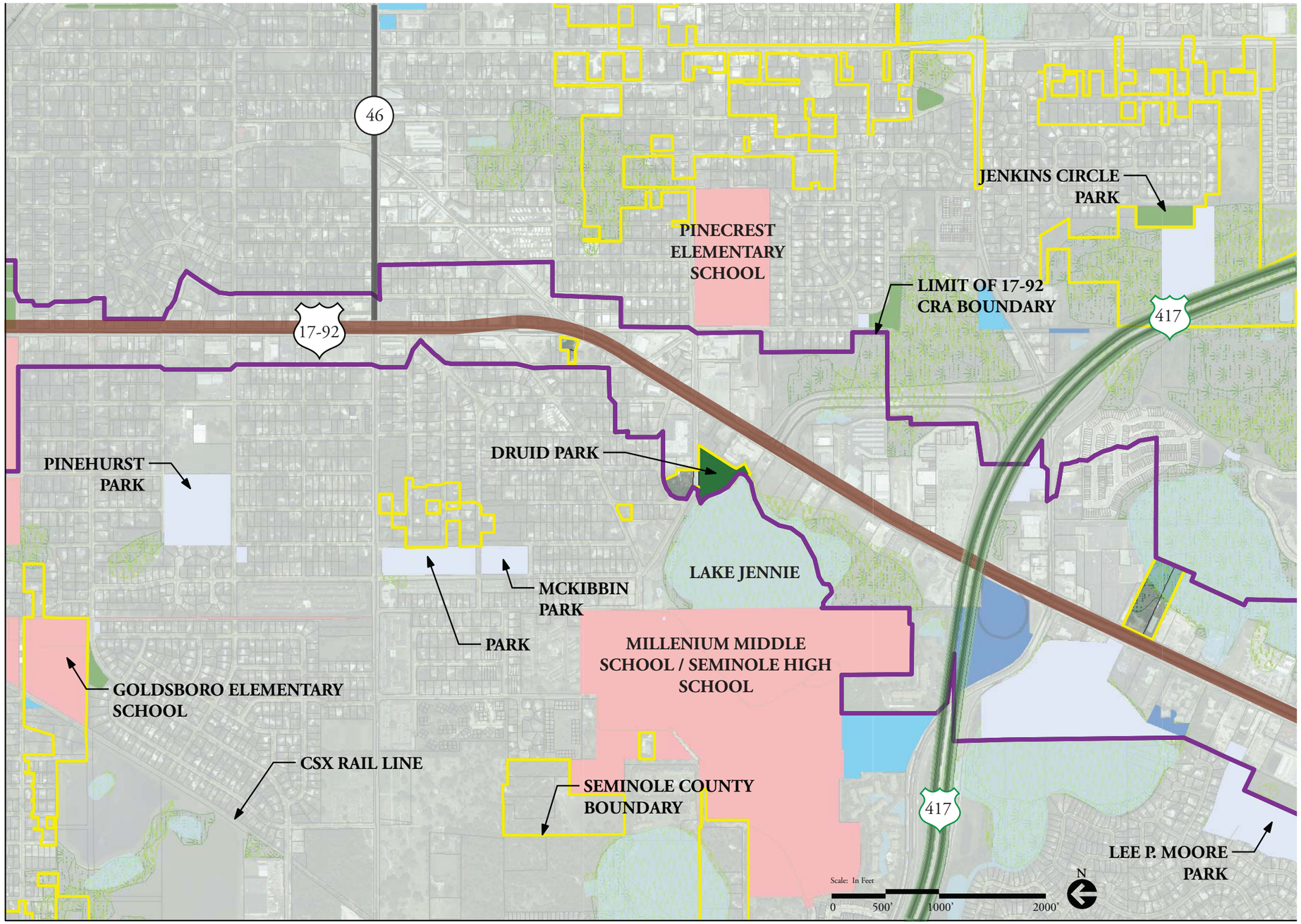

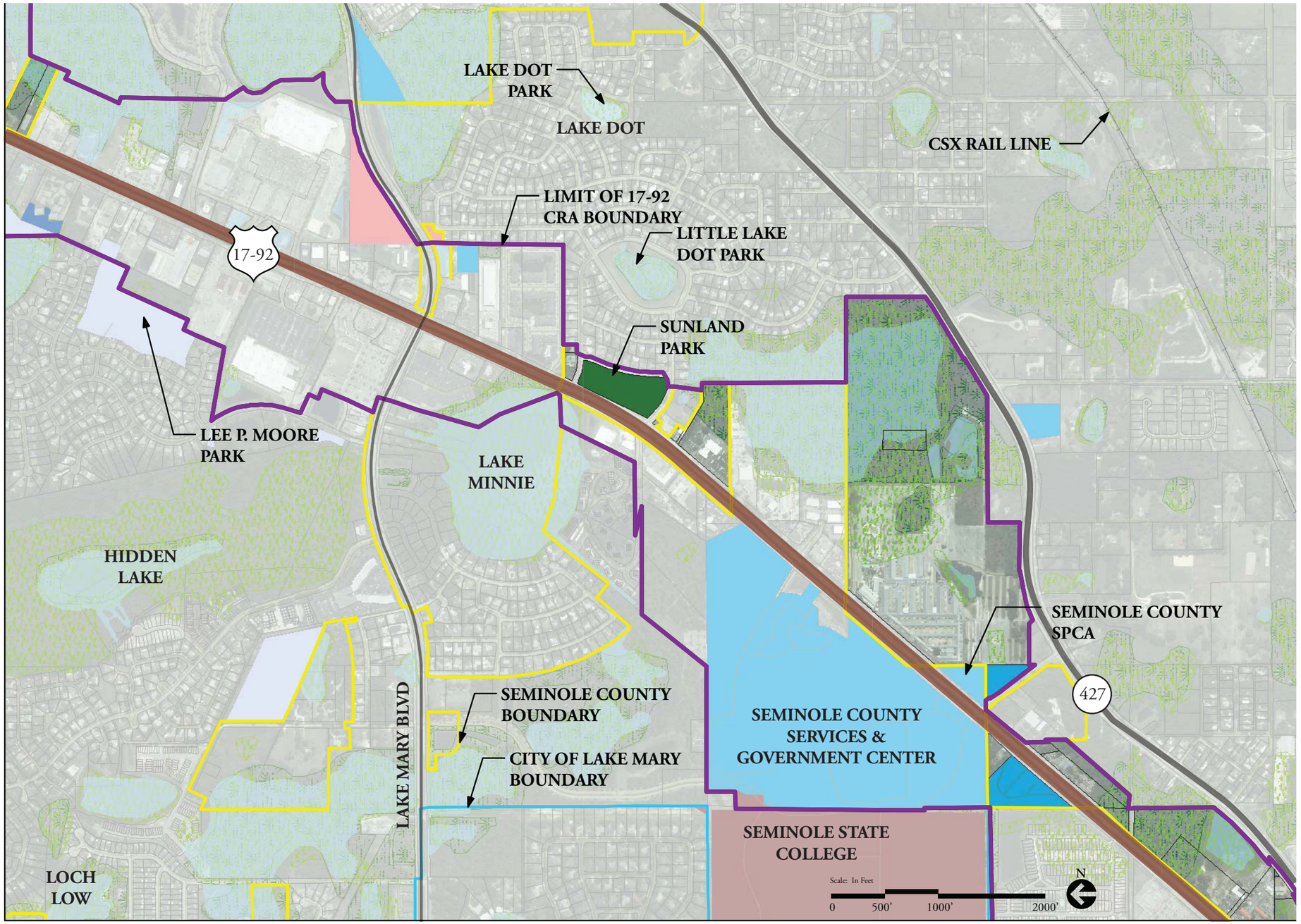

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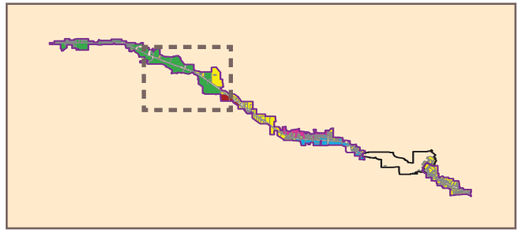

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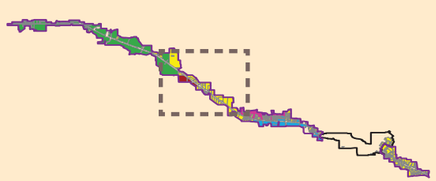

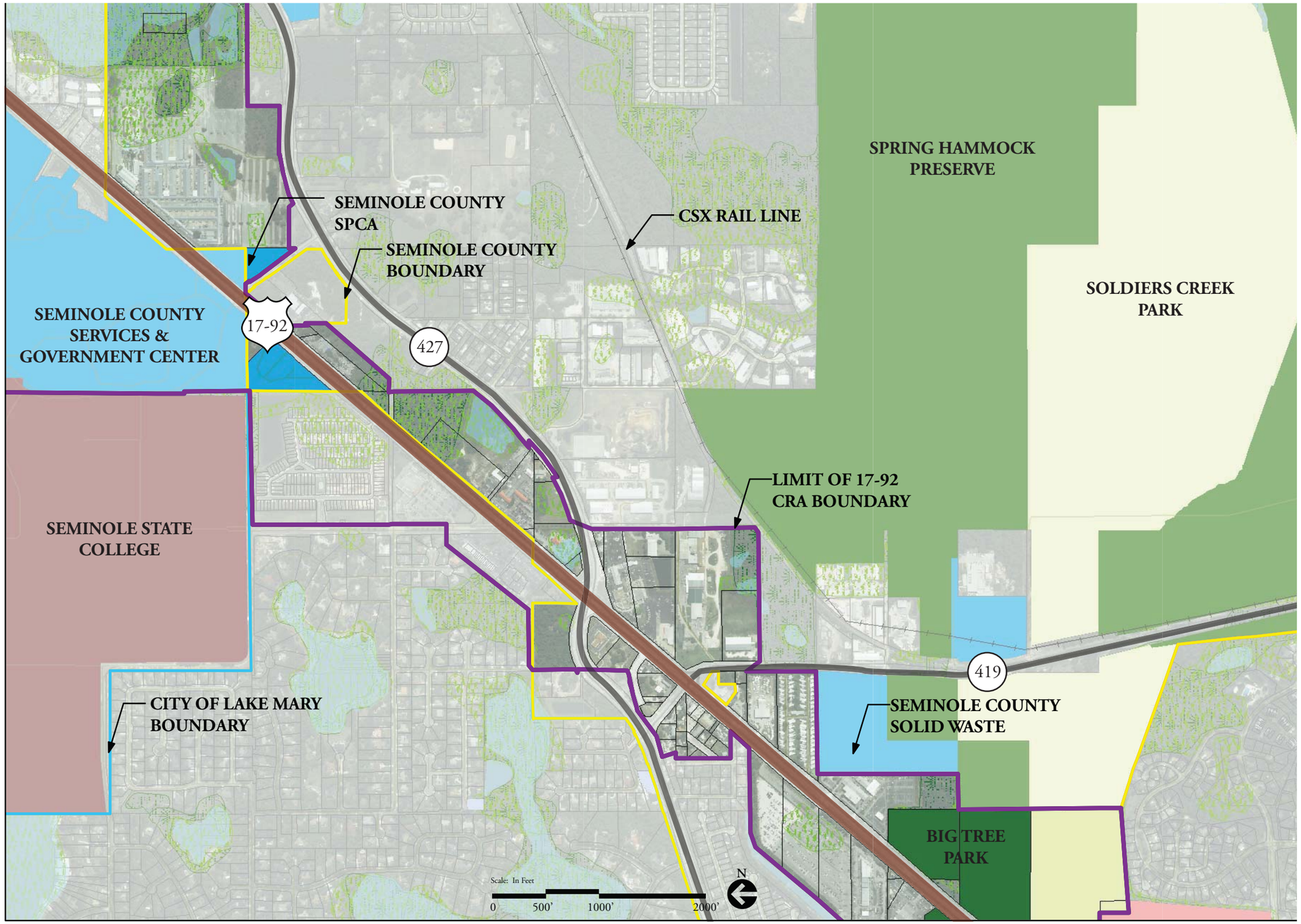

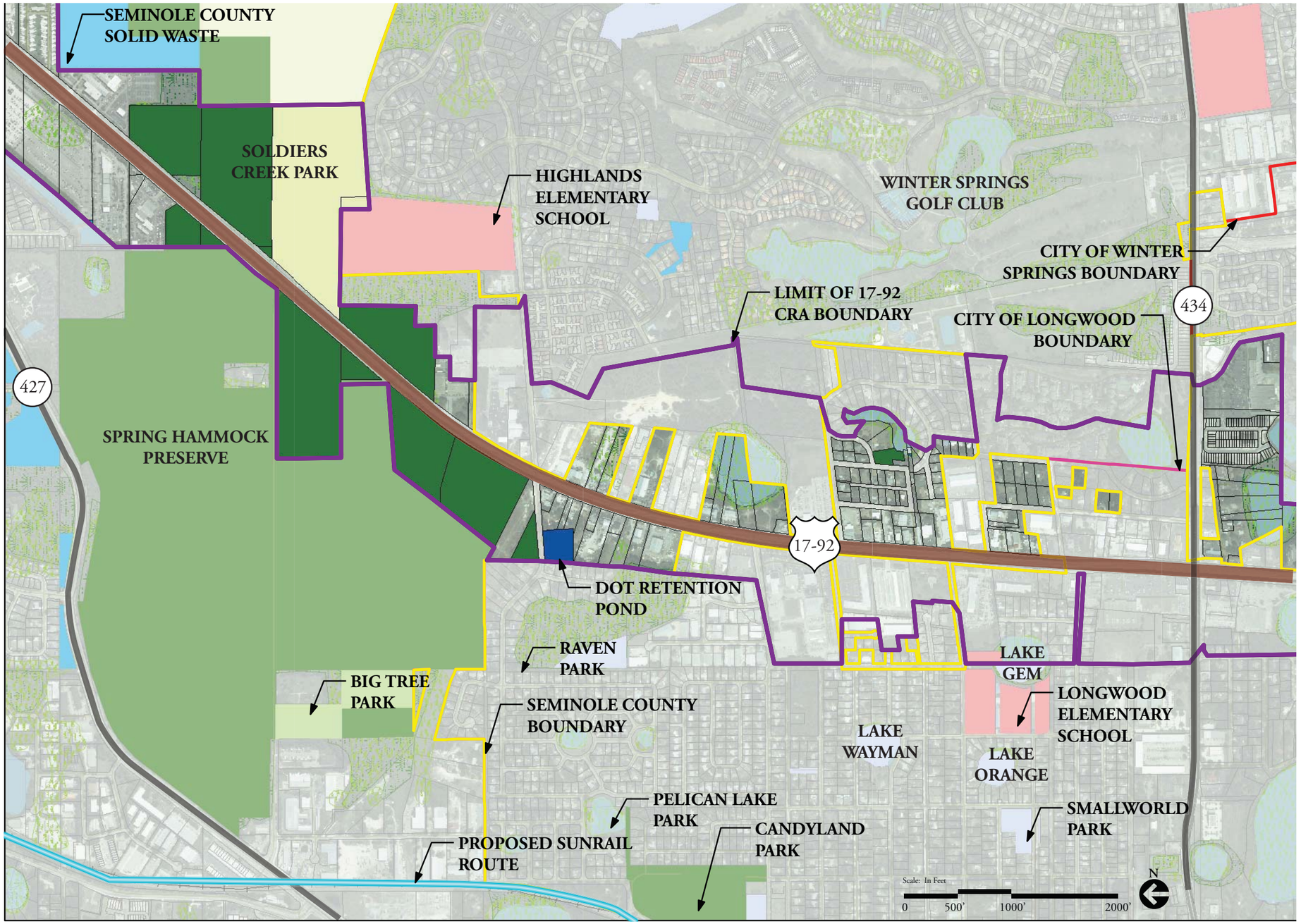

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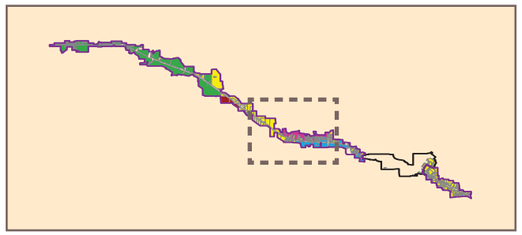

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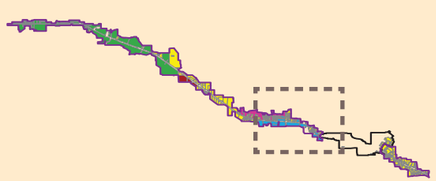

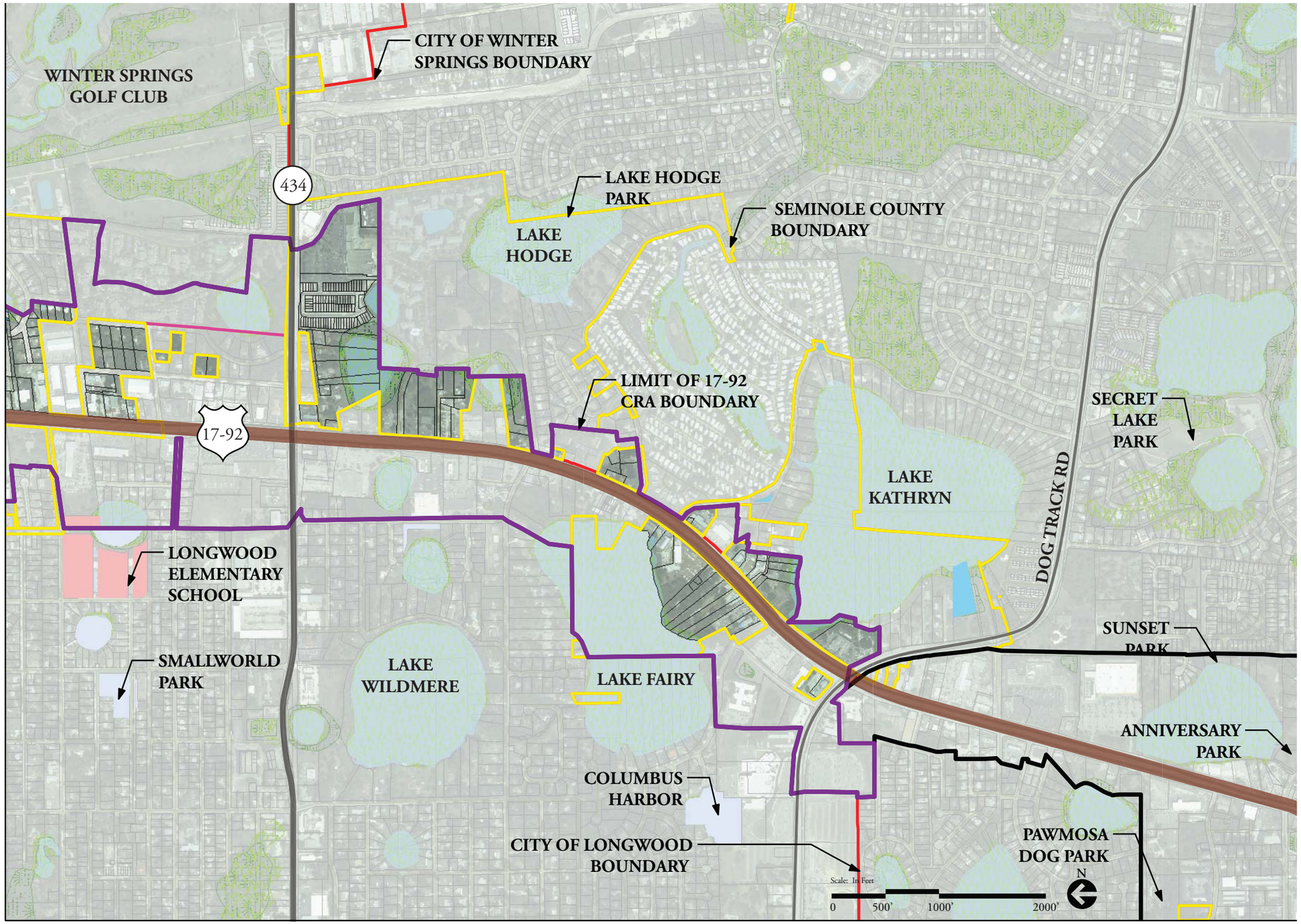

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FLORIDA'S NATURAL CHOICE

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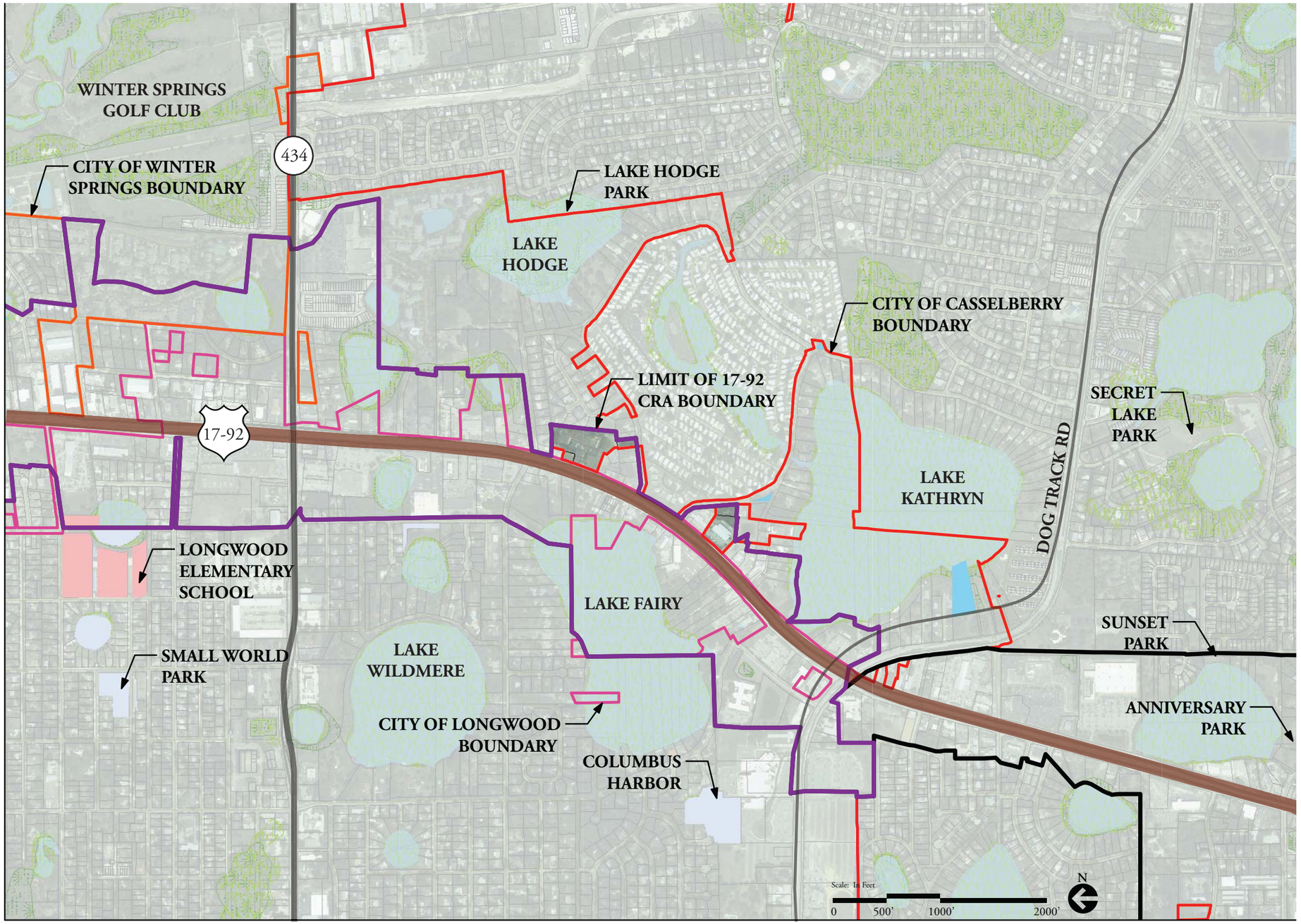

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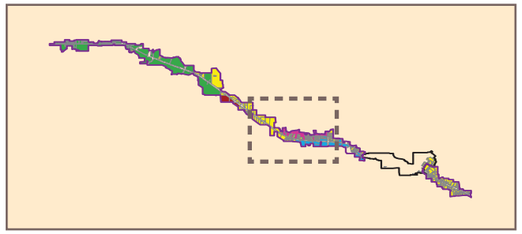

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VHB Miller Sellen performed a visual property survey of all parcels throughout the US 17-92 CRA. All parcels were surveyed and evaluated to determine potentially underutilized or undervalued buildings and properties within the CRA. This physical survey was performed between November and December of 2009 and in no way is related to the actual assessed market or taxable value of a property. Each parcel has been categorized by its visual appearance and mapped using GIS. The applicable categories and examples are listed below:

1 Category 1: New, Fully Utilized
2 Category 2: Good Condition, Well Utilized
3 Category 3: Needs Some Repairs, or Somewhat Antiquated
4 Category 4: Dilapidated, Needs Replaced
5 Category 5: Vacant

V. Field Inventory Analysis - Visual Property Assessment

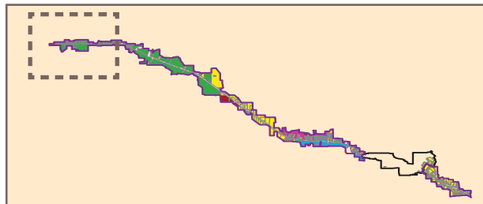
Legend

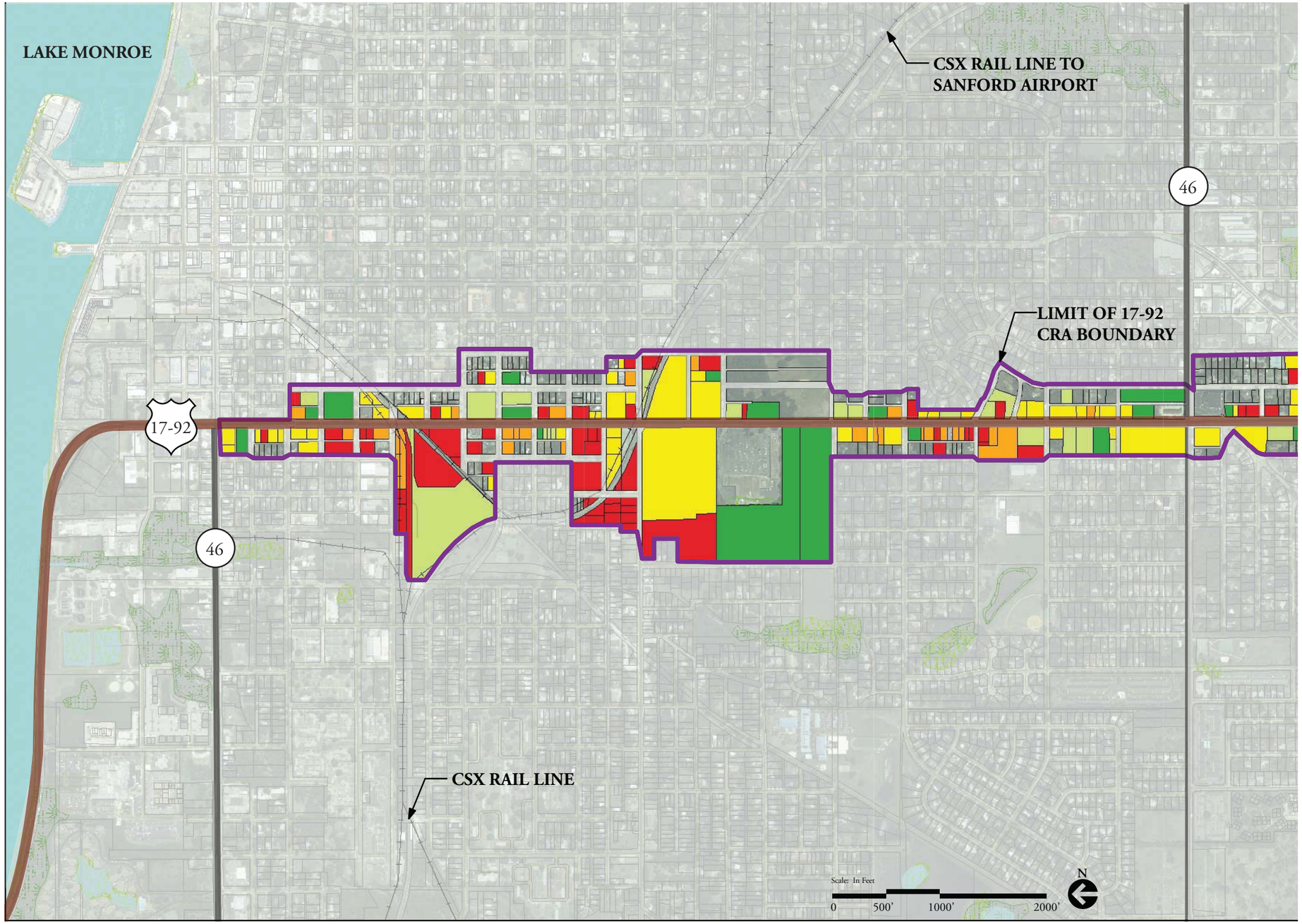
- 17-92 CRA Boundary

Visually Assessed Property Condition

- 1 New, Fully Utilized
- 2 Good Condition, Well Utilized
- 3 Needs Some Repairs, or Antiquated
- 4 Dilapidated, Needs Replaced
- 5 Vacant
- Railroad
- Seminole County Parcels

Key Map





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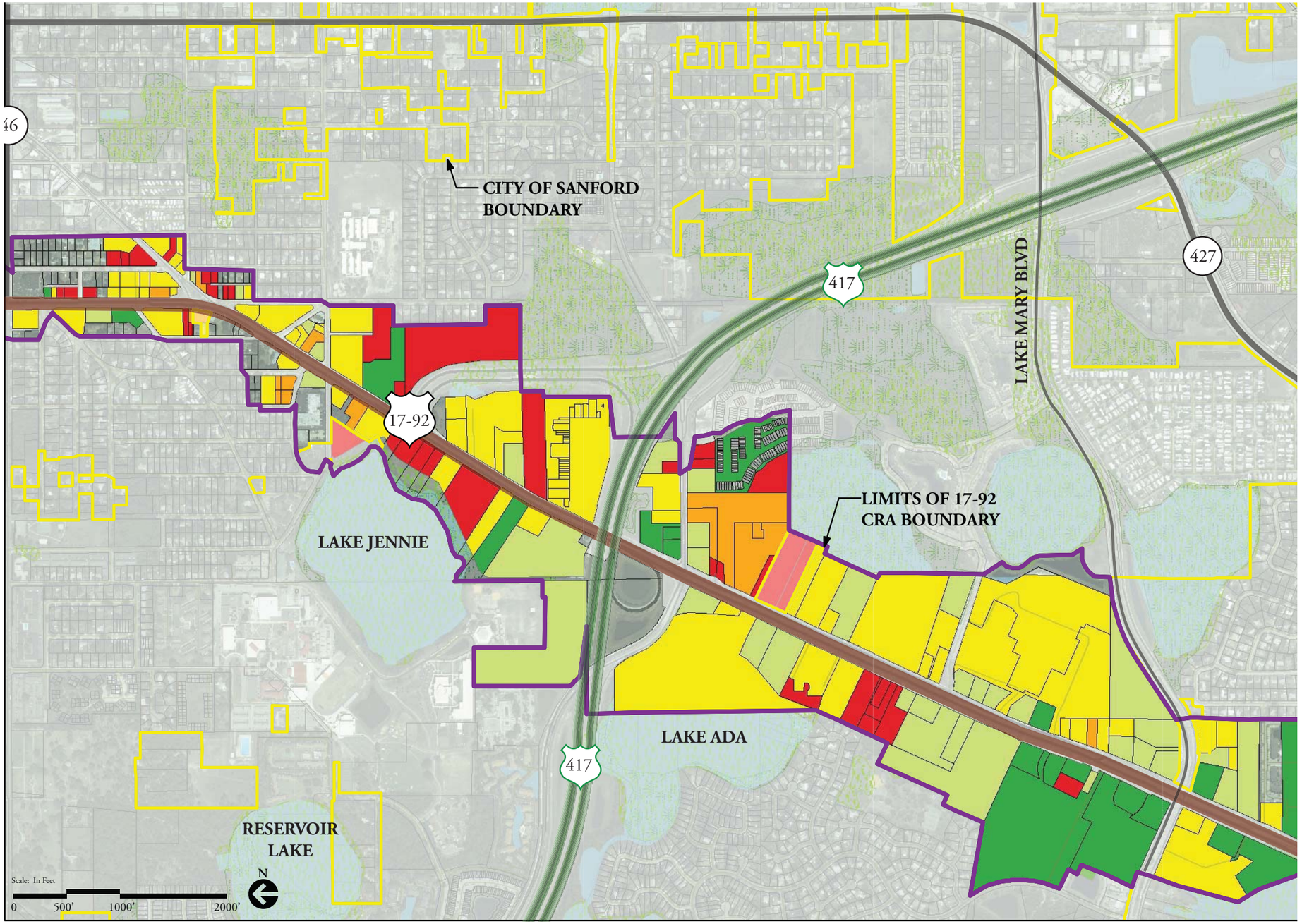
FLORIDA'S NATURAL CHOICE

SANFORD



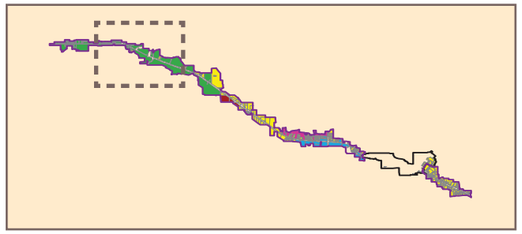
Legend

- 17-92 CRA Boundary

Visually Assessed Property Condition

- 1 New, Fully Utilized
- 2 Good Condition, Well Utilized
- 3 Needs Some Repairs, or Antiquated
- 4 Dilapidated, Needs Replaced
- 5 Vacant
- Railroad
- Seminole County Parcels

Key Map



V. Field Inventory Analysis - Visual Property Assessment

Legend

- 17-92 CRA Boundary

Visually Assessed Property Condition

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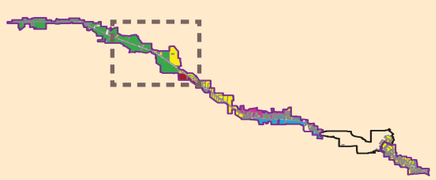
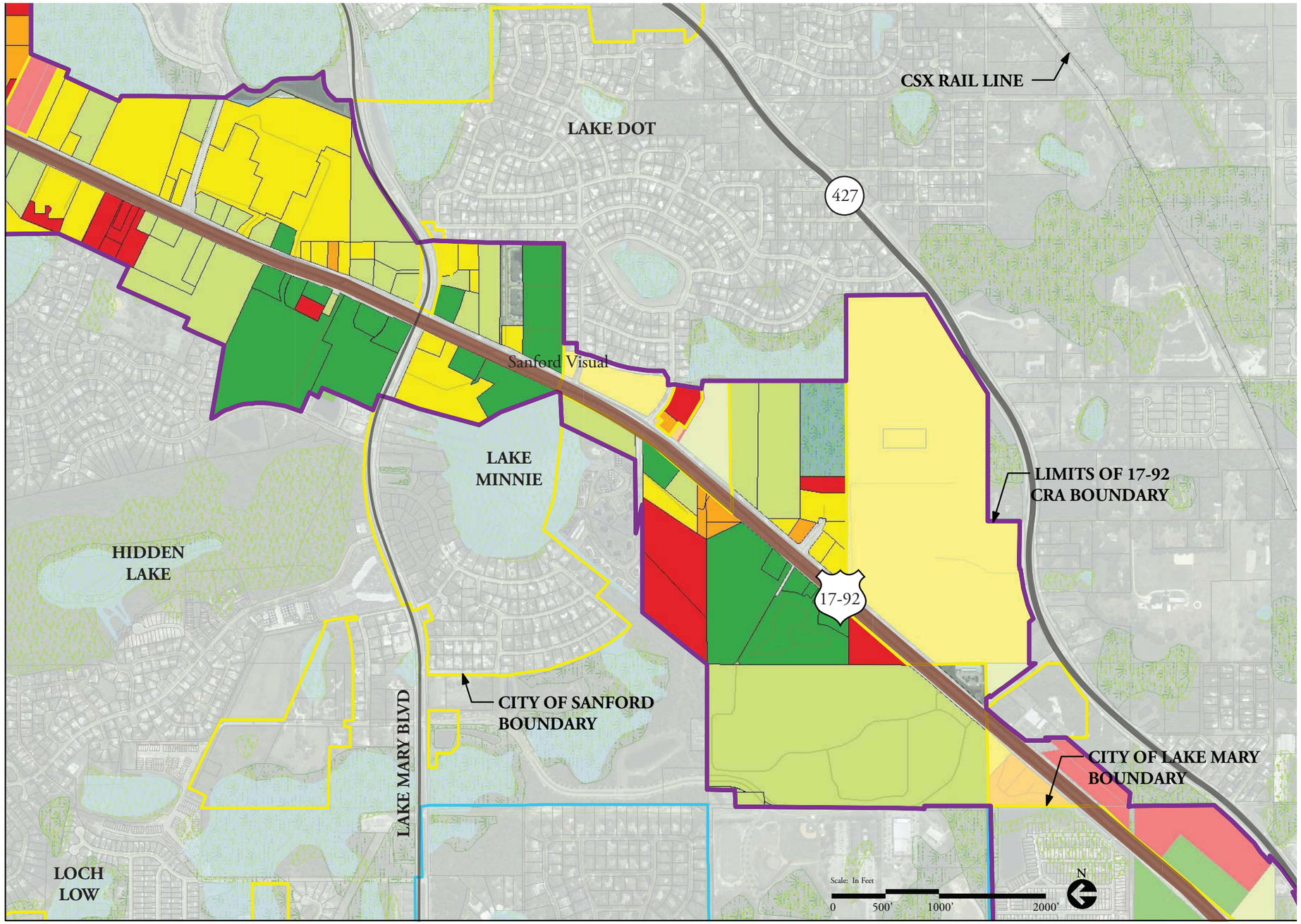
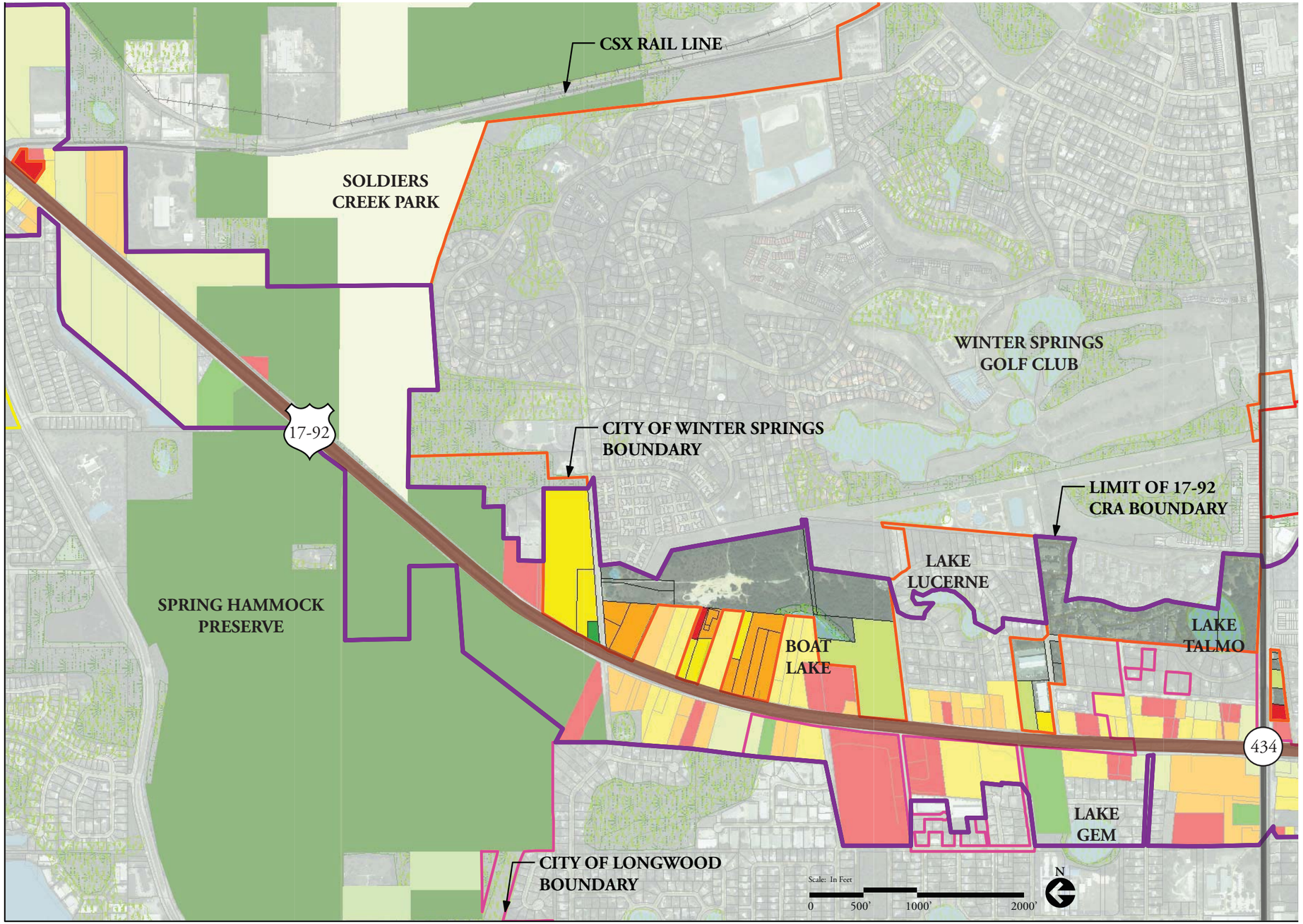




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SANFORD



Legend

- 17-92 CRA Boundary

Visually Assessed Property Condition

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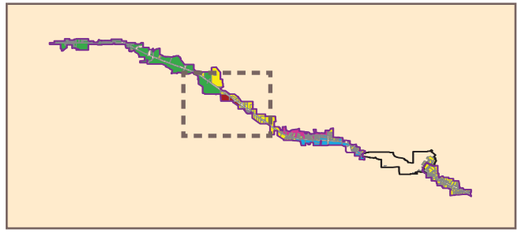
Key Map



V. Field Inventory Analysis - Visual Property Assessment

Legend

- 17-92 CRA Boundary
- Visually Assessed Property Condition
  - 1 New, Fully Utilized
  - 2 Good Condition, Well Utilized
  - 3 Needs Some Repairs, or Antiquated
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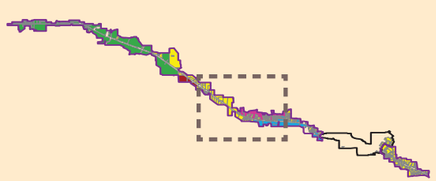
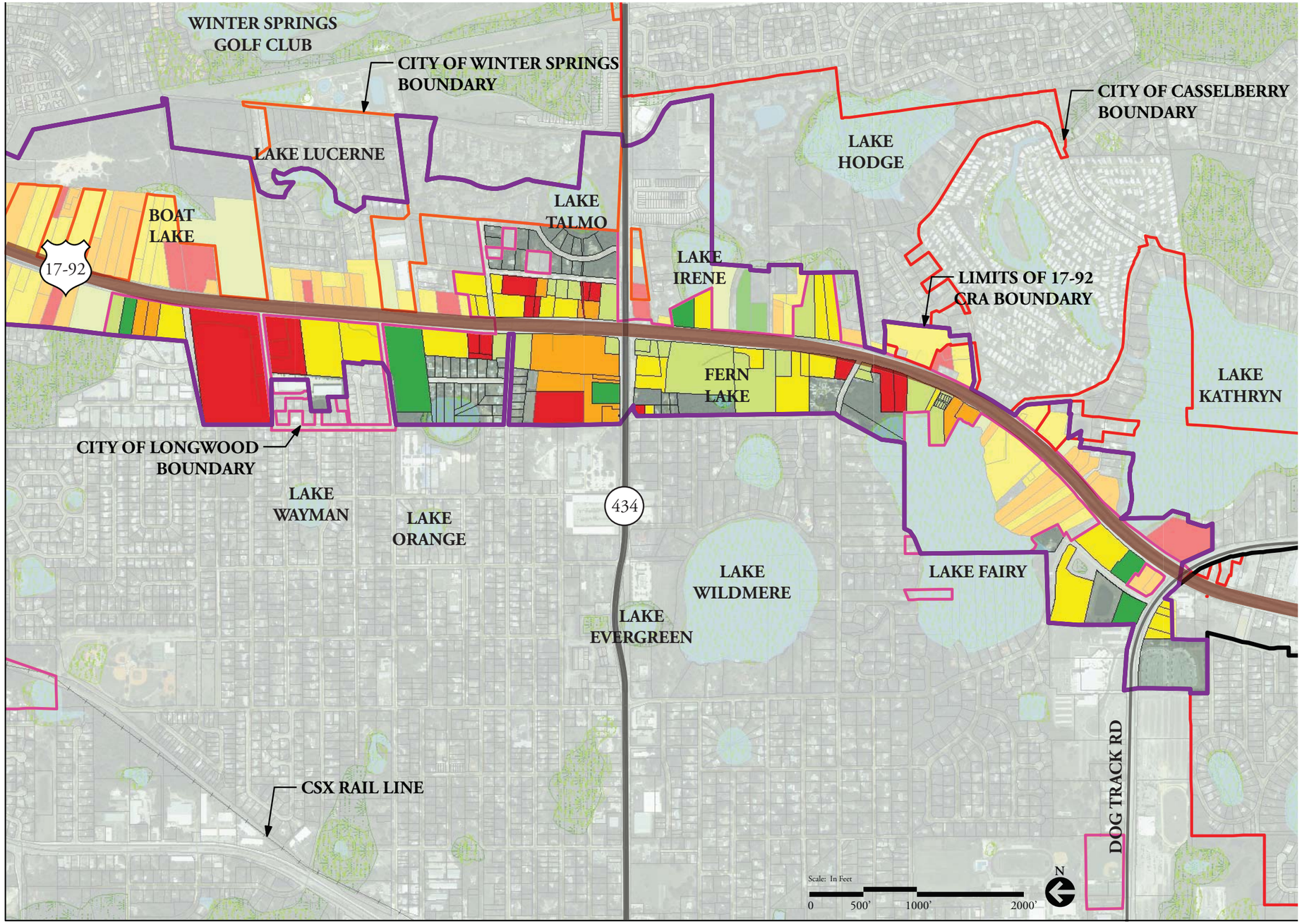
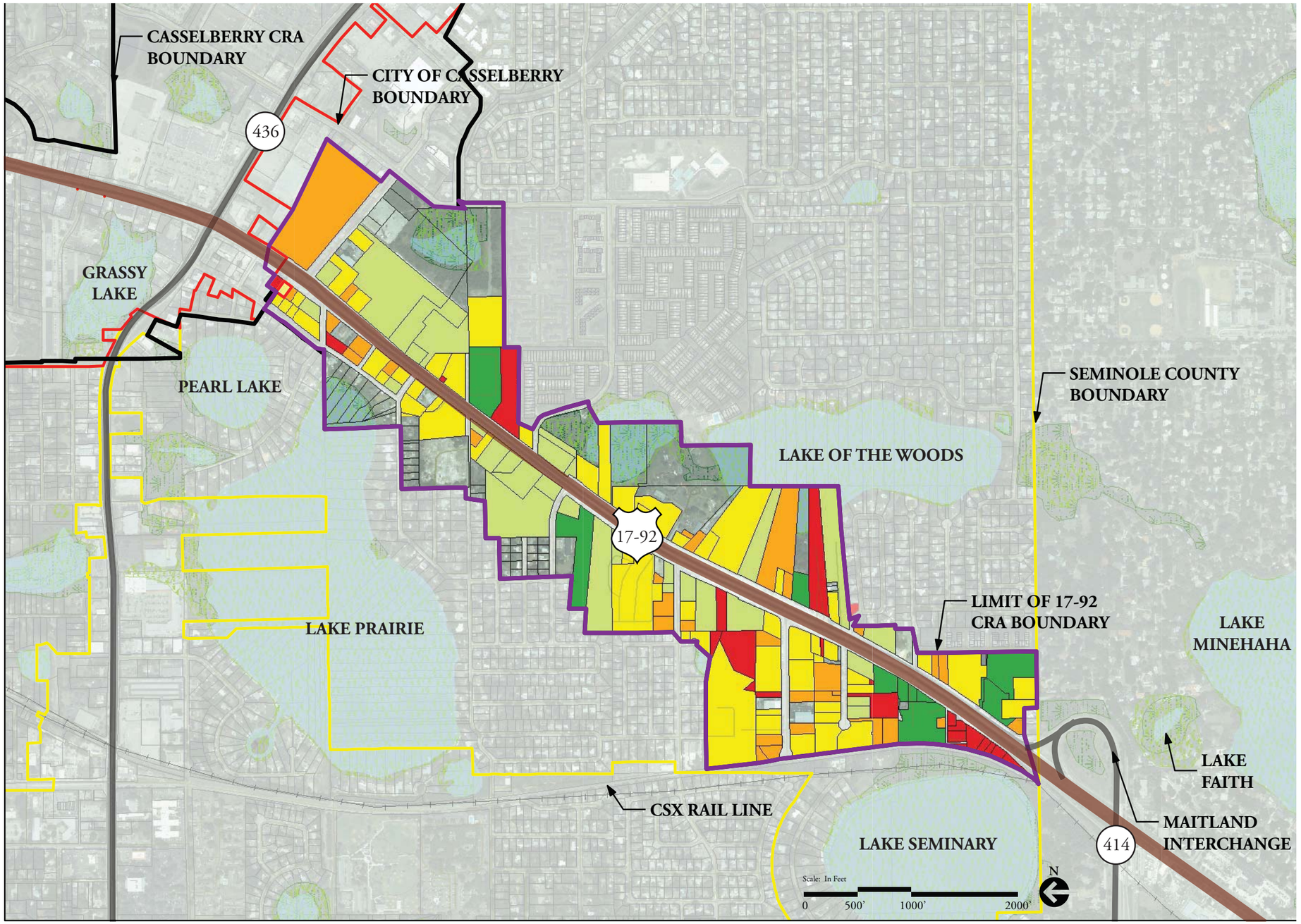






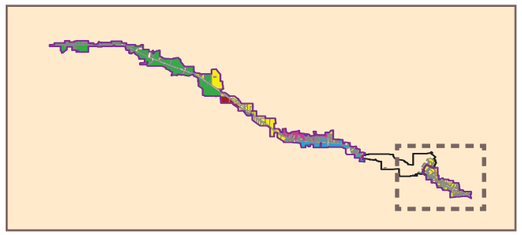
Legend

- 17-92 CRA Boundary
- Casselberry CRA

Visually Assessed Property Condition

- New, Fully Utilized
- 1 Good Condition, Well Utilized
- 2 Needs Some Repairs, or Antiquated
- 3 Dilapidated, Needs Replaced
- 4 Vacant
- 5
- Railroad
- Seminole County Parcels

Key Map



V. Field Inventory Analysis - Visual Property Assessment

Legend

17-92 CRA Boundary

Visually Assessed Property Condition

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- Seminole County Parcels

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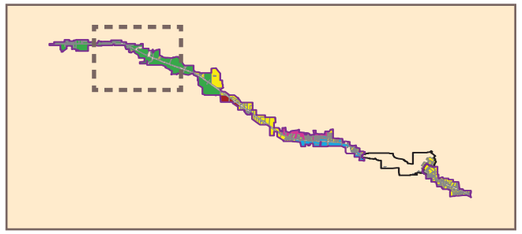
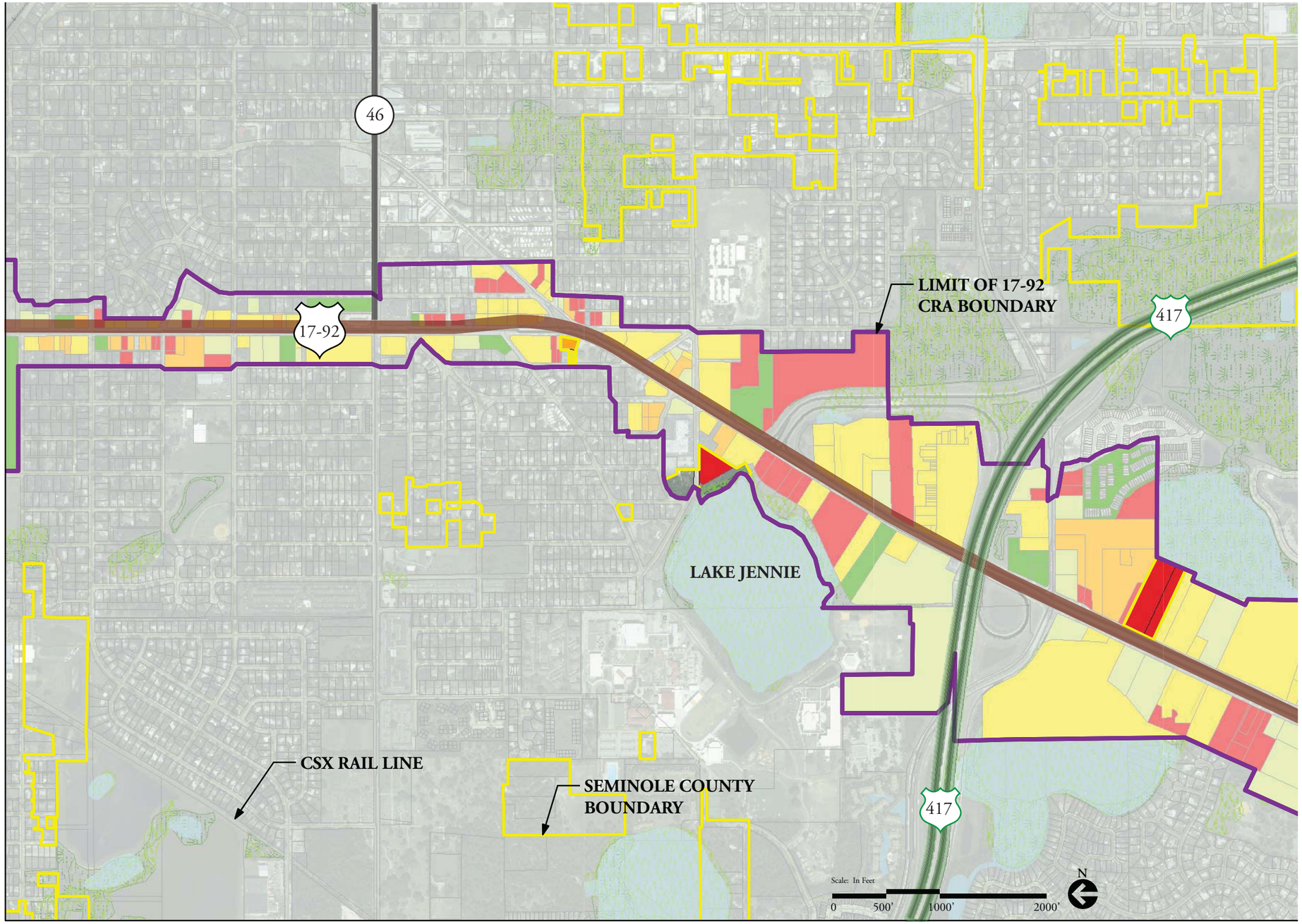
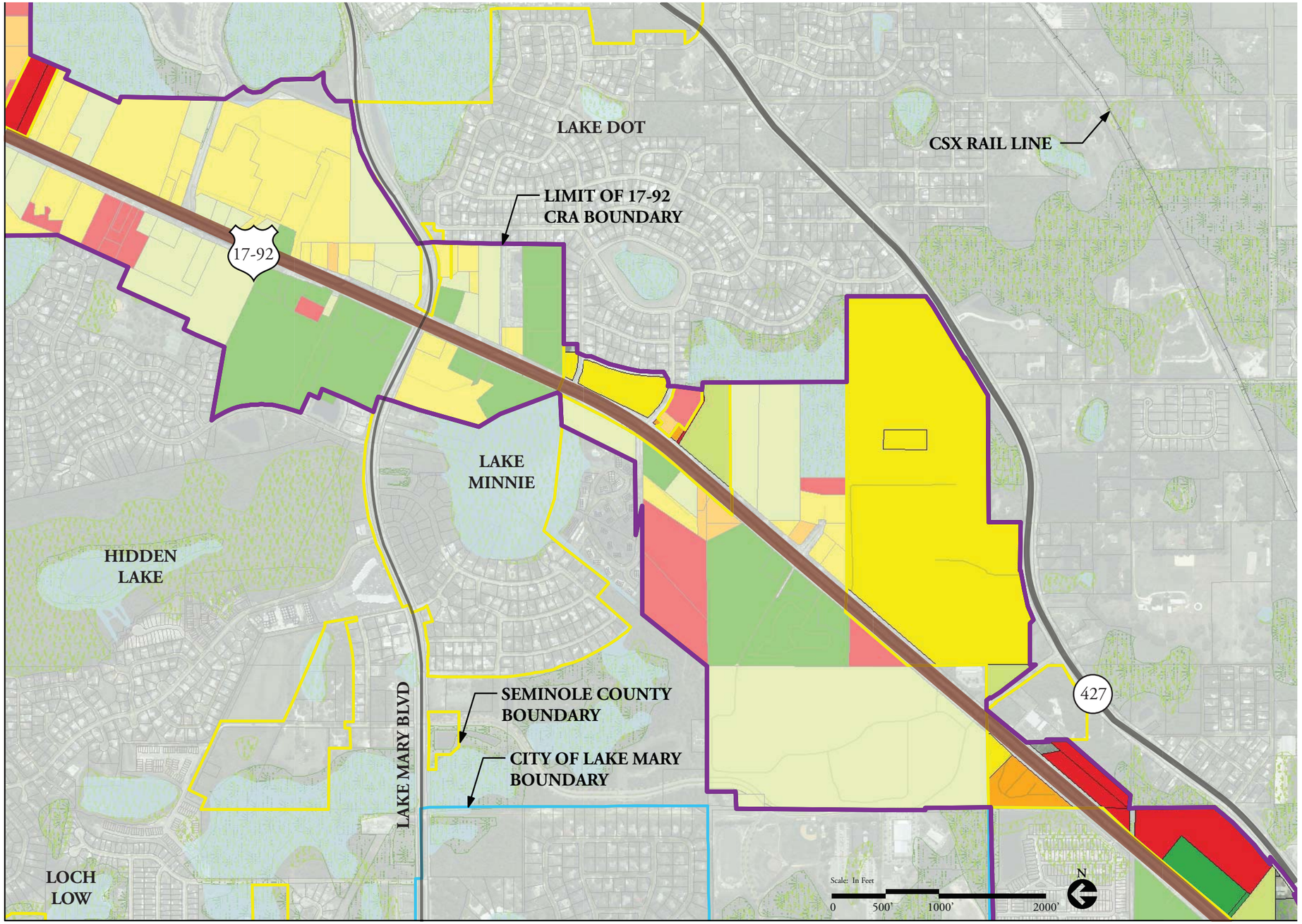




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SEMINOLE



Legend

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Visually Assessed Property Condition

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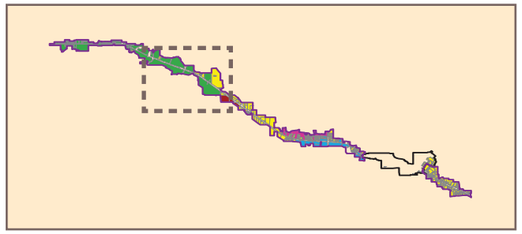

V. Field Inventory Analysis - Visual Property Assessment

Legend

- 17-92 CRA Boundary
- Visually Assessed Property Condition
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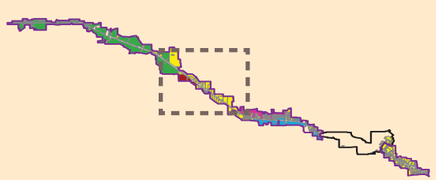

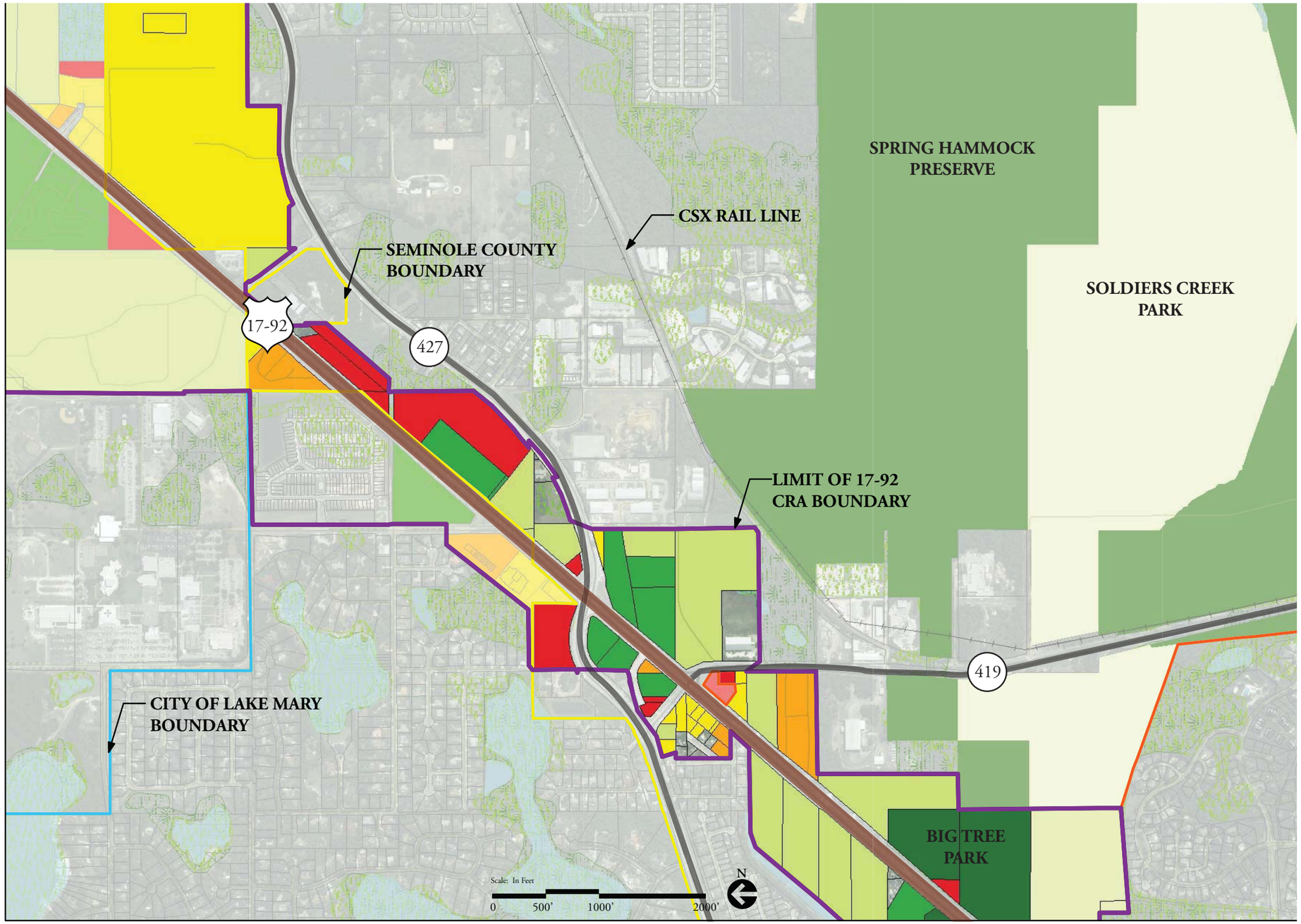

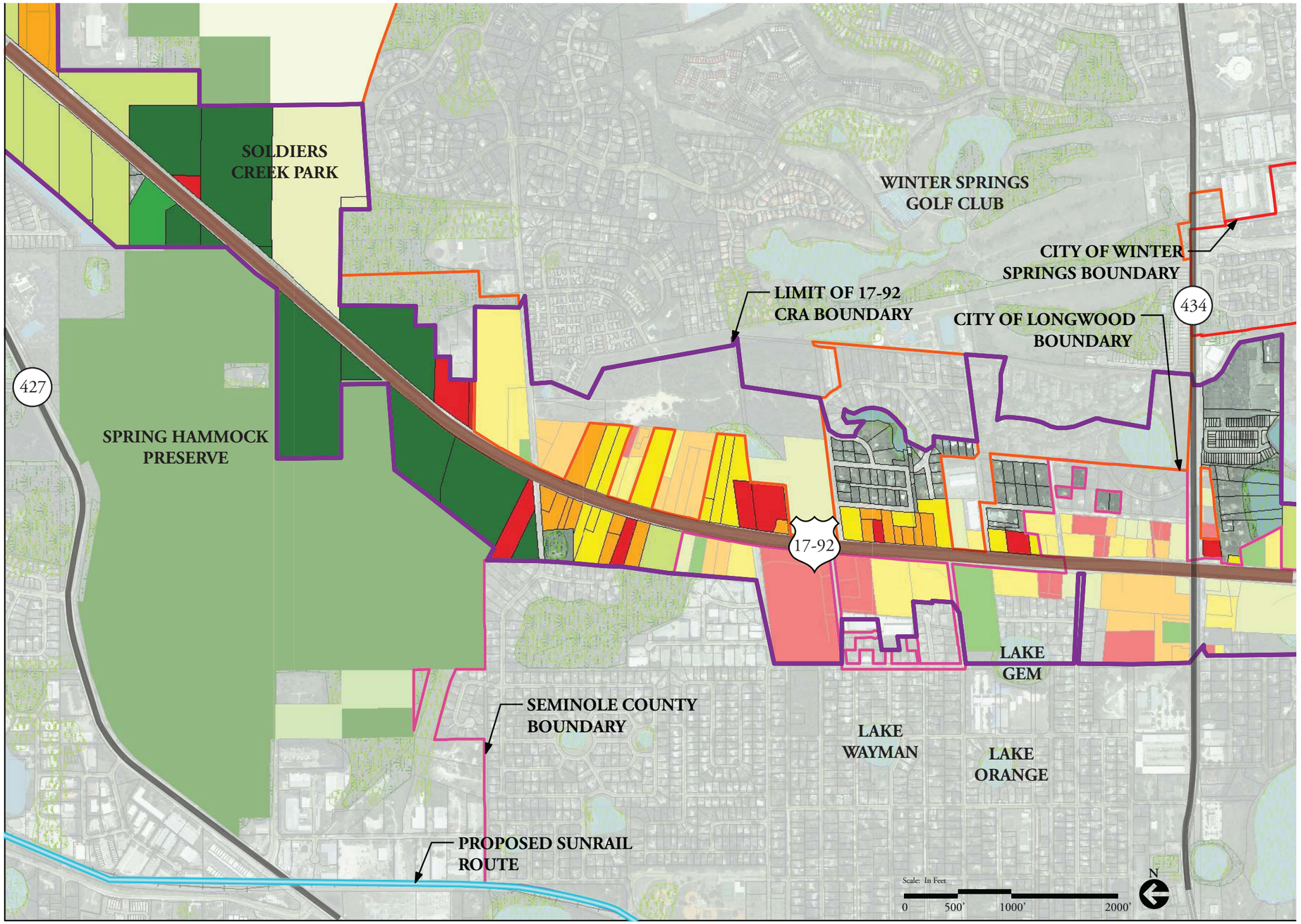

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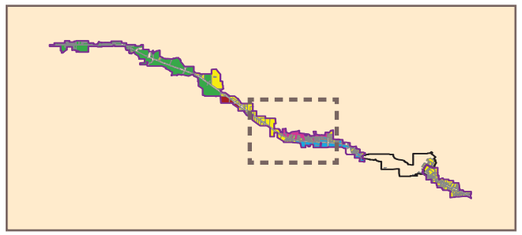

V. Field Inventory Analysis - Visual Property Assessment

Legend

- 17-92 CRA Boundary
- Casselberry CRA

Visually Assessed Property Condition

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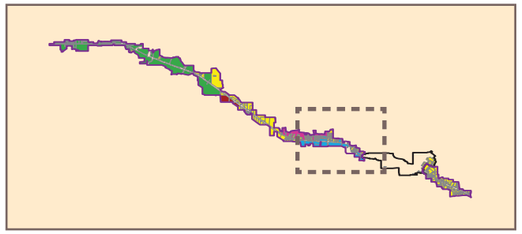
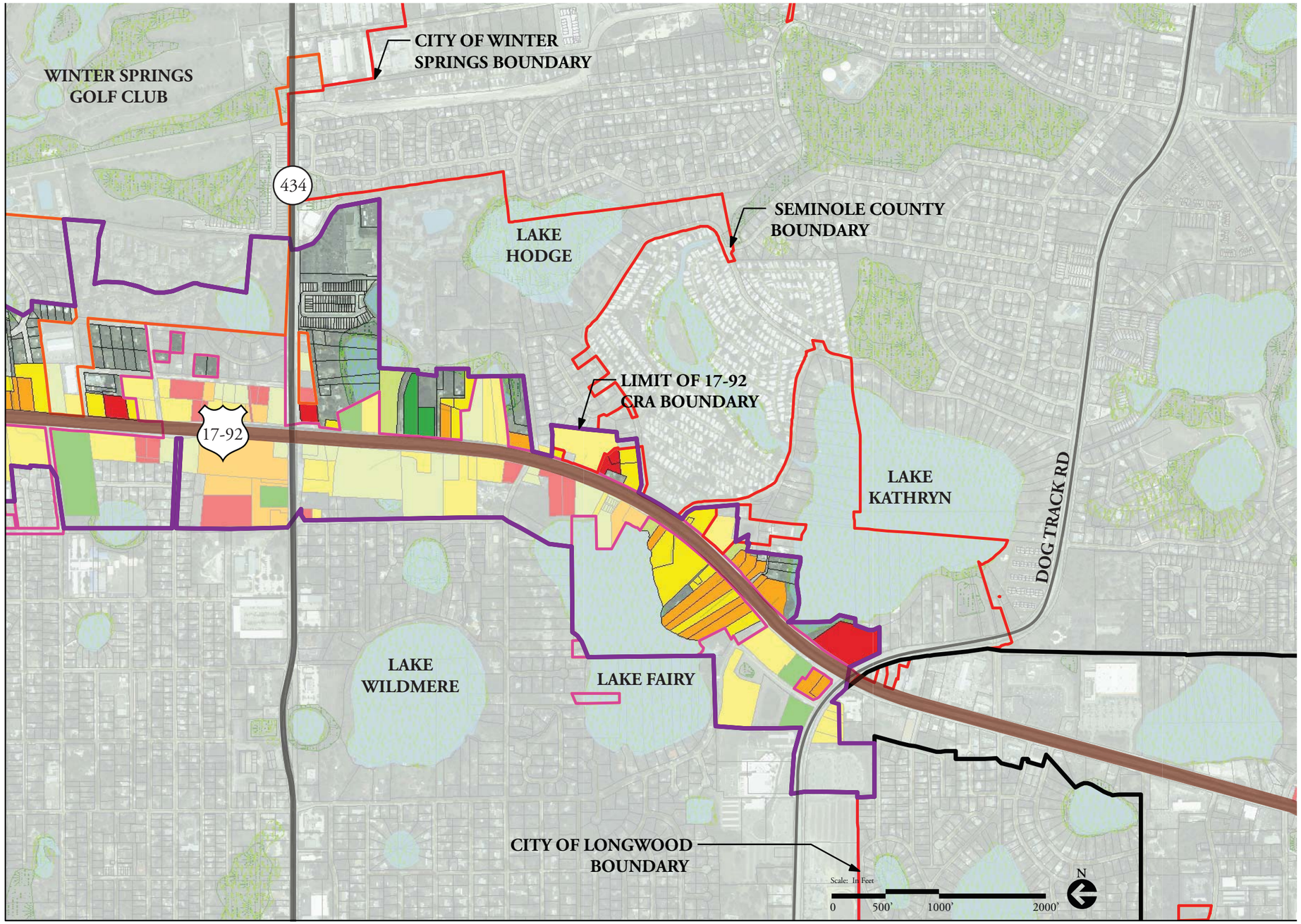
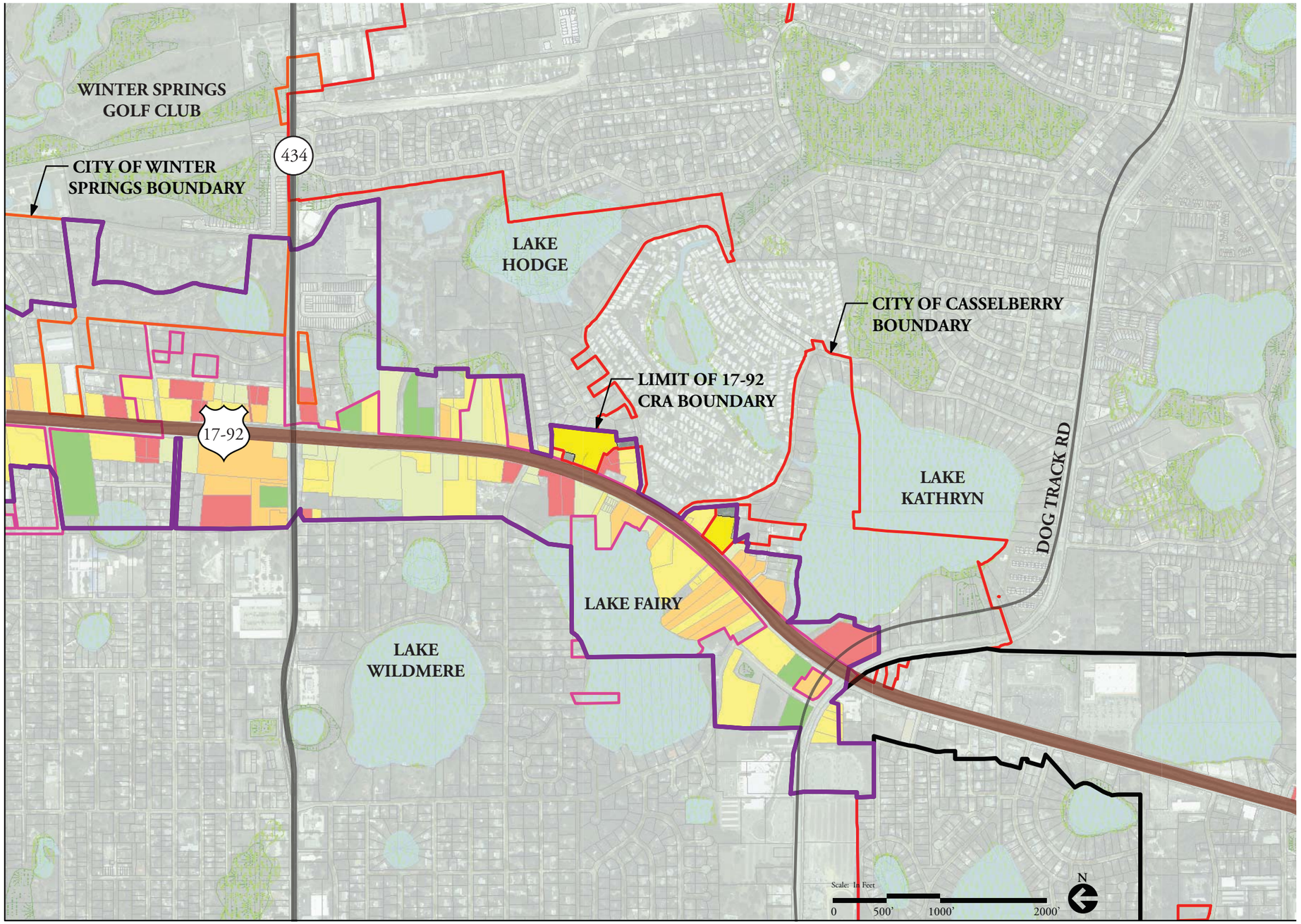




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SEMINOLE



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- Casselberry CRA

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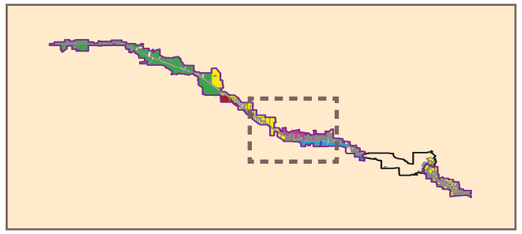
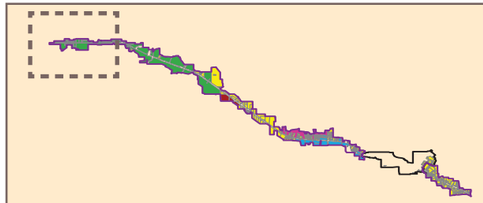


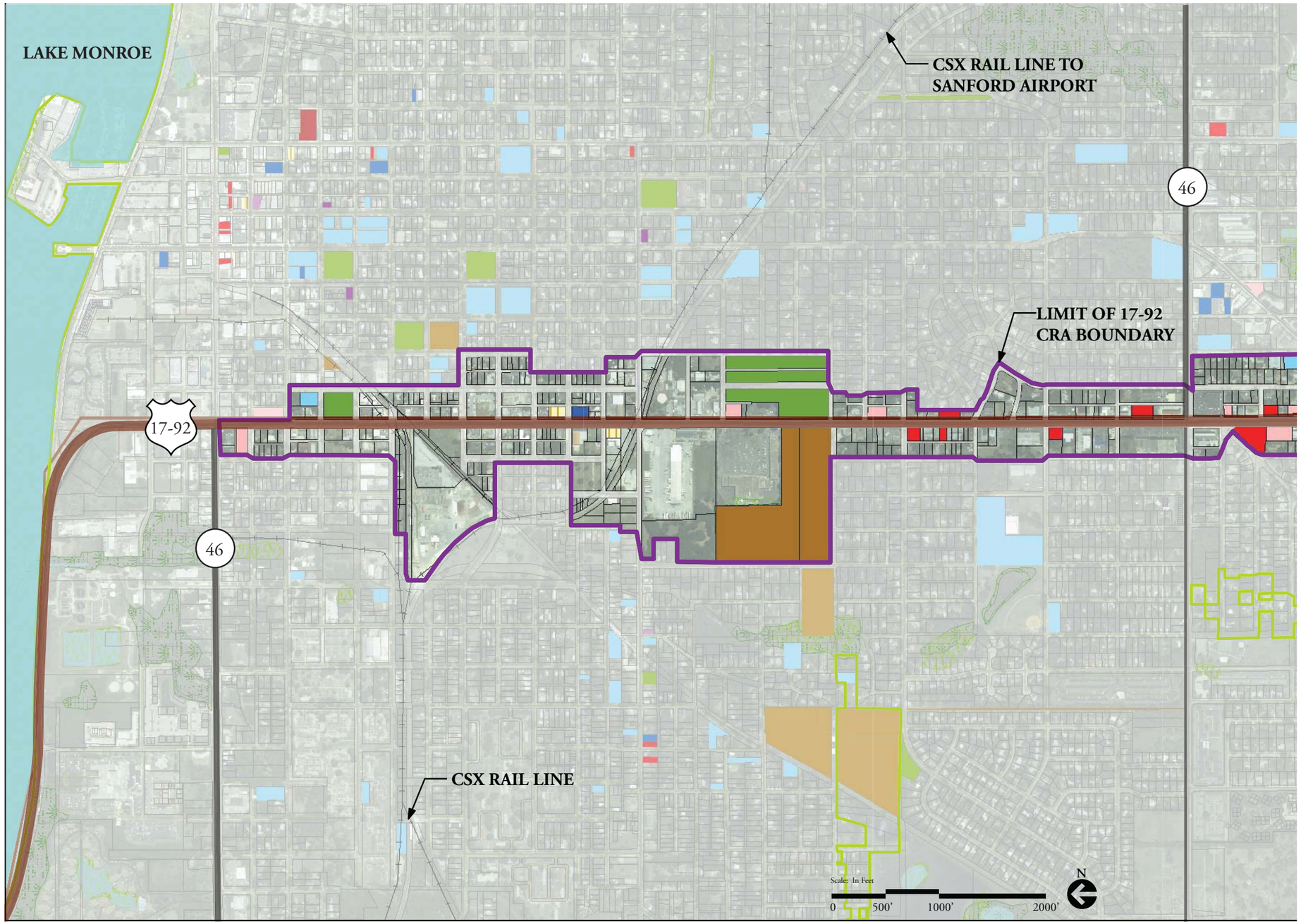
V. Field Inventory Analysis - Hospitality Venues

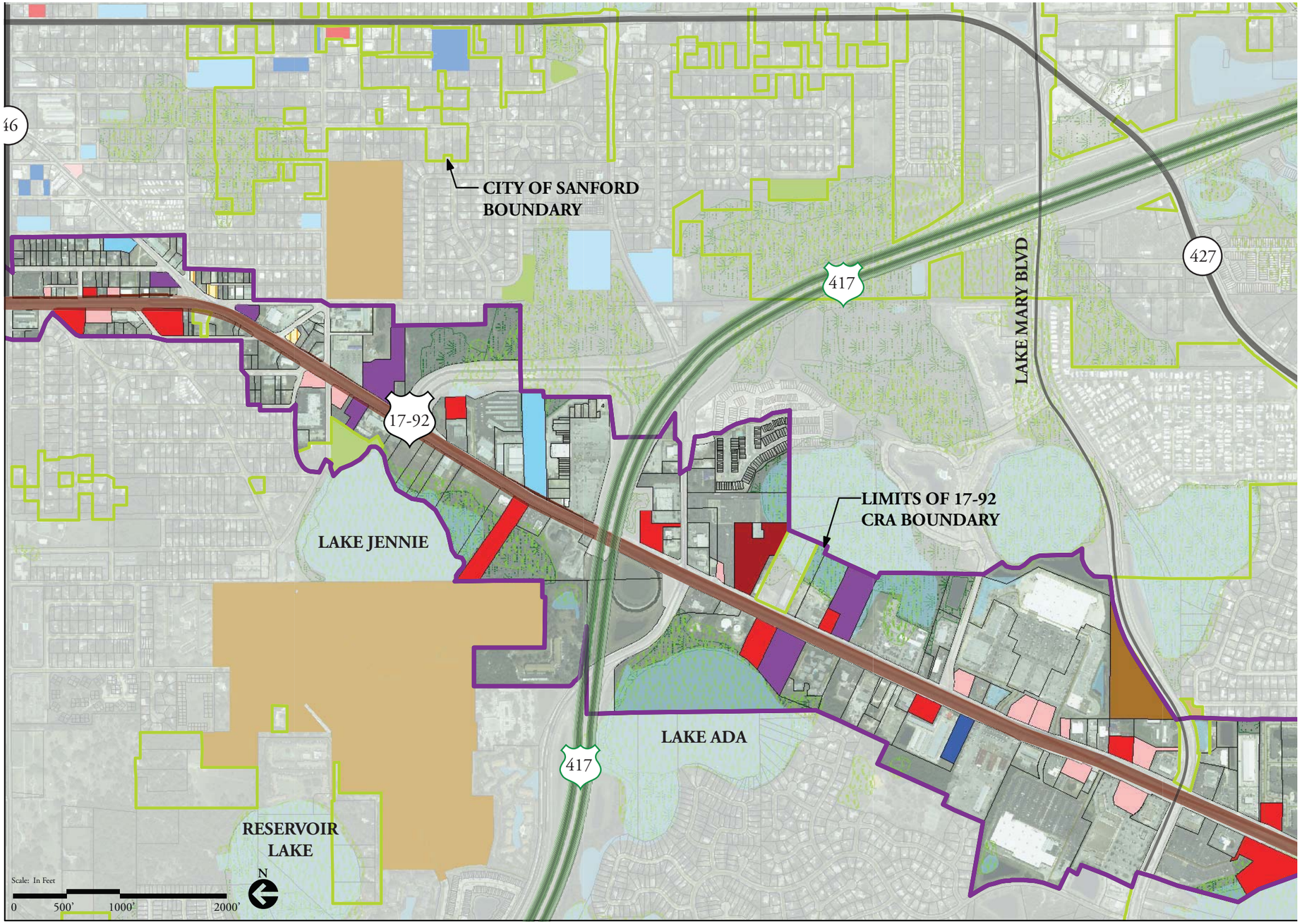
Legend

- 17-92 CRA Boundary
- Fast Food Restaurants
- Restaurants
- Supermarkets
- Churches
- Clubs / Lodges / Union Halls
- Theaters and Stadiums
- Hotel / Motels
- Night Clubs
- Dog / Horse Race Tracks
- Public Colleges
- Public Schools
- Golf Courses
- Forest / Parks / Rec Areas
- Railroad
- Seminole County Parcels

Key Map







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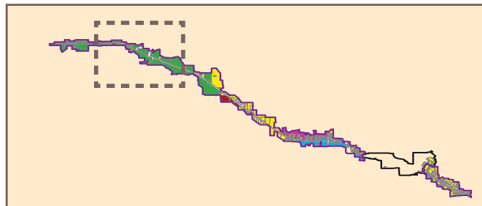

V. Field Inventory Analysis - Hospitality Venues

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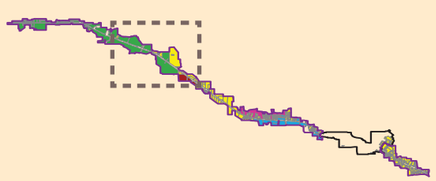
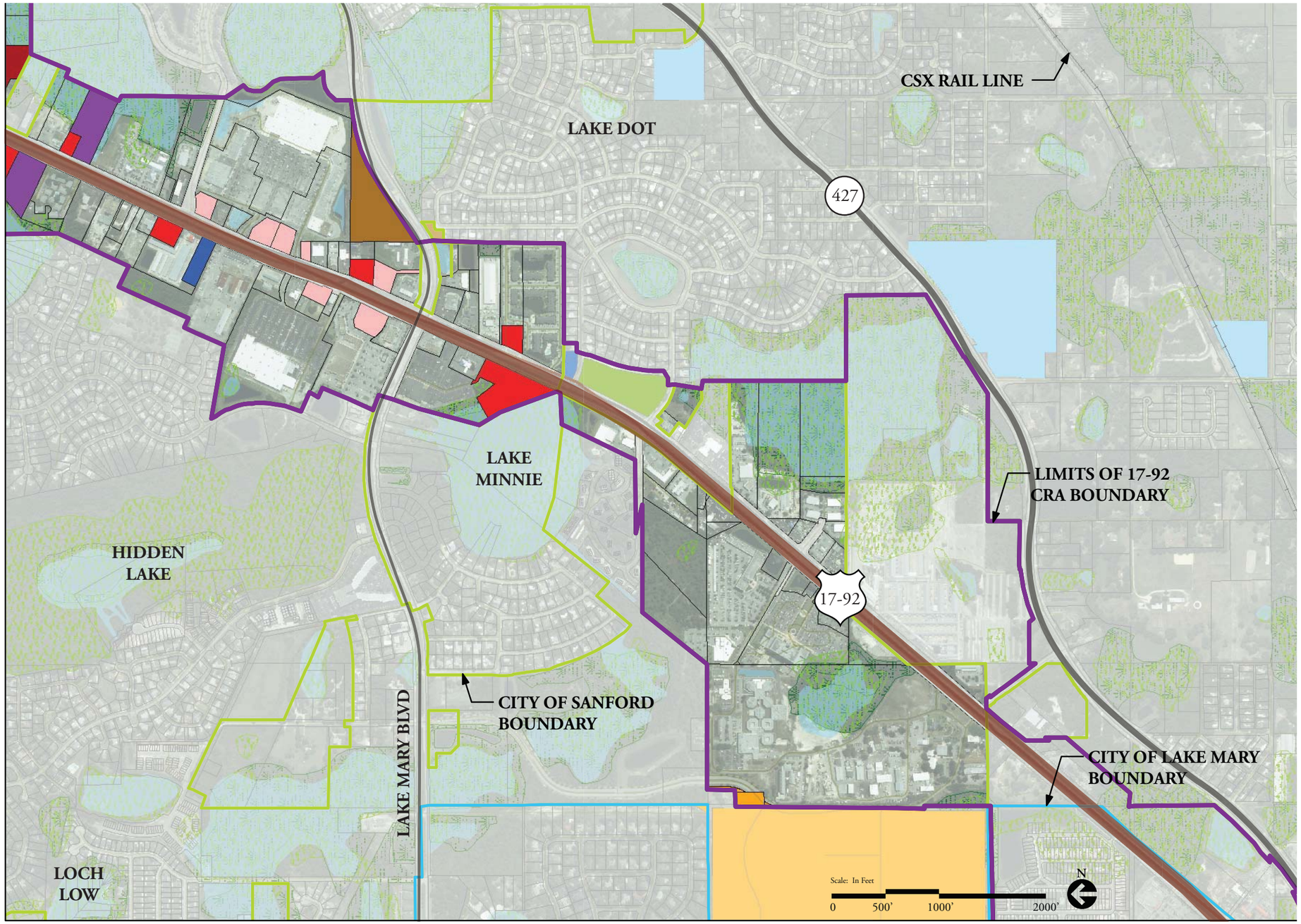
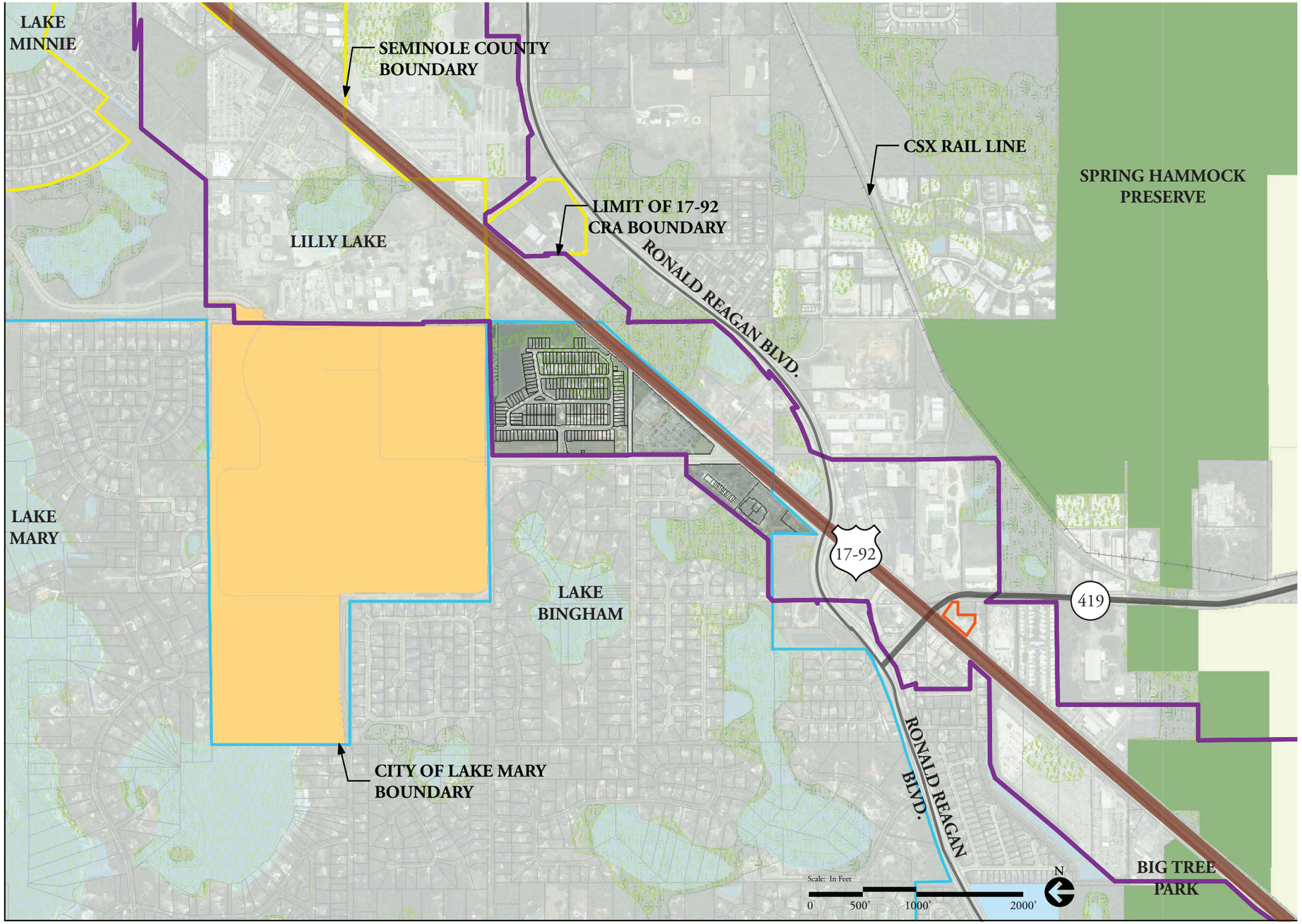




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SANFORD



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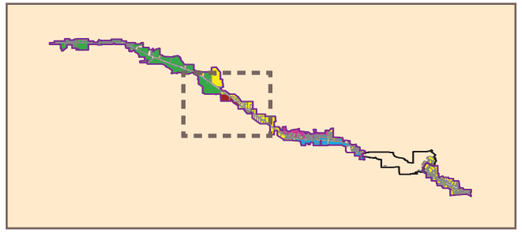

V. Field Inventory Analysis - Hospitality Venues

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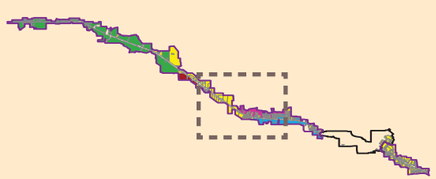

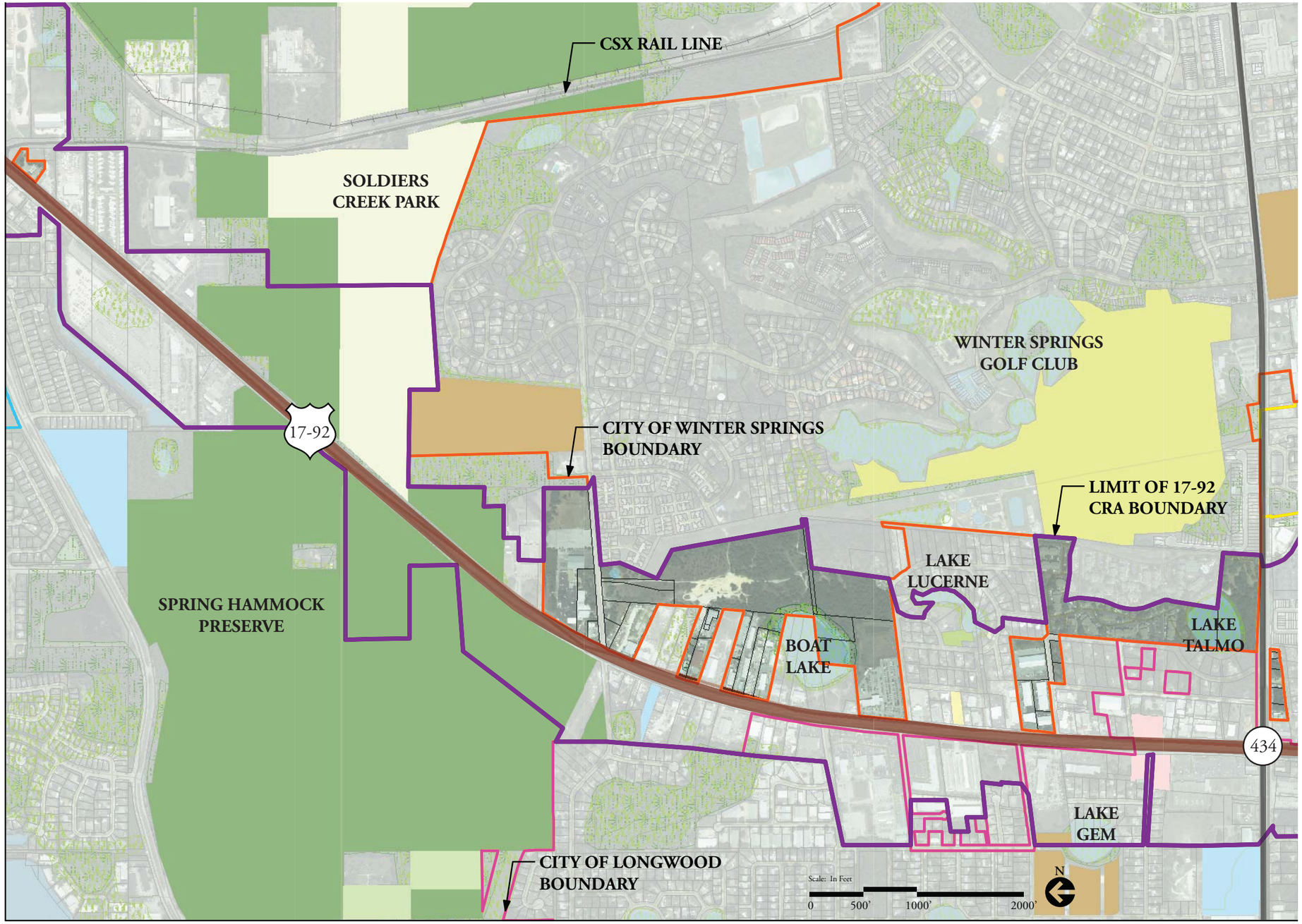

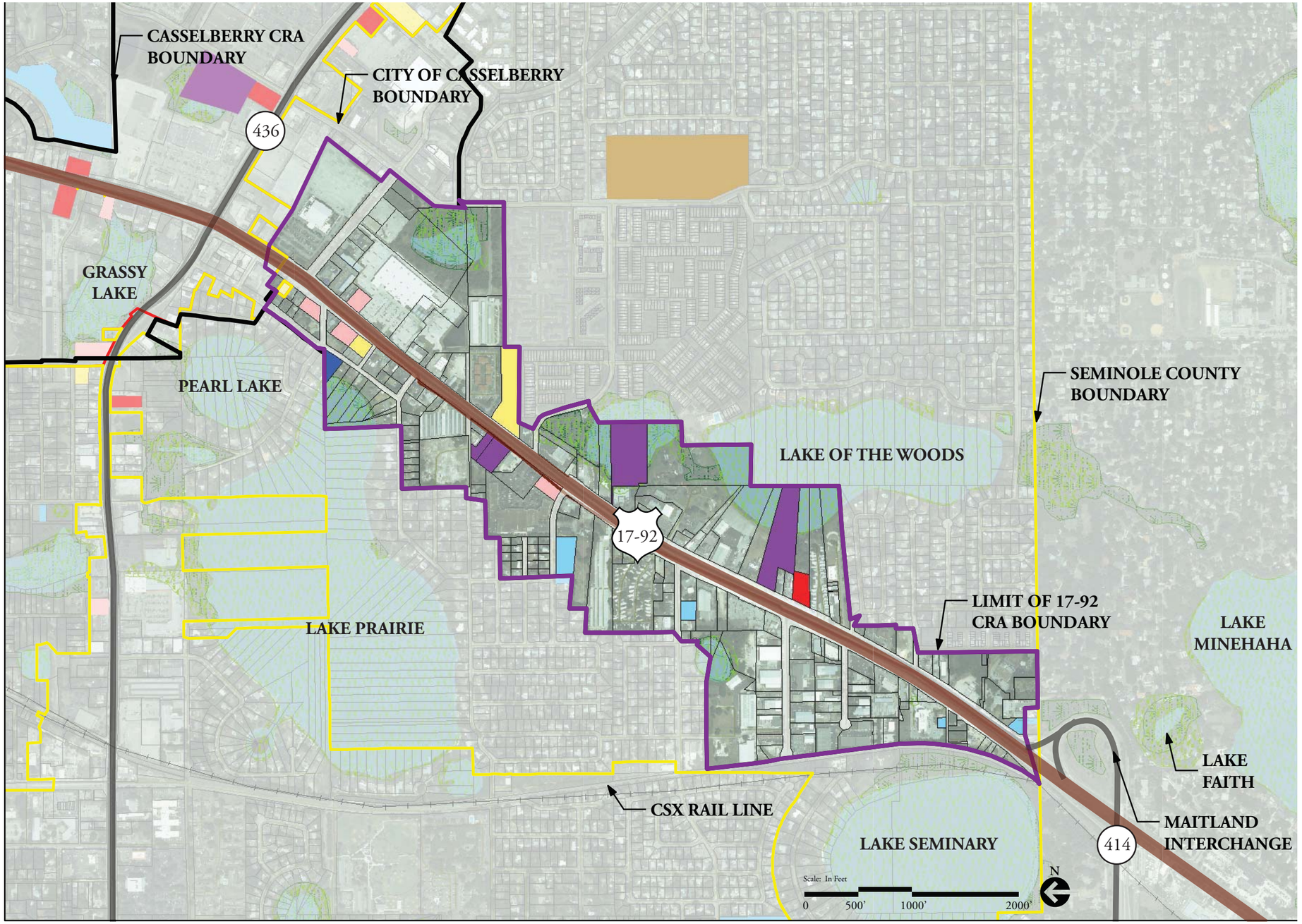

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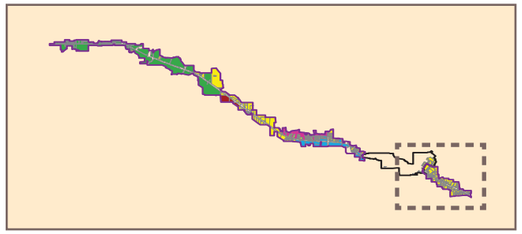

V. Field Inventory Analysis - Hospitality Venues

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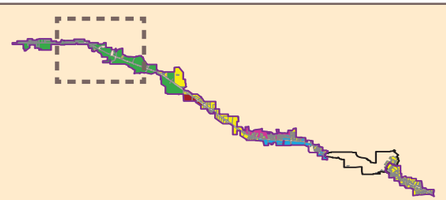
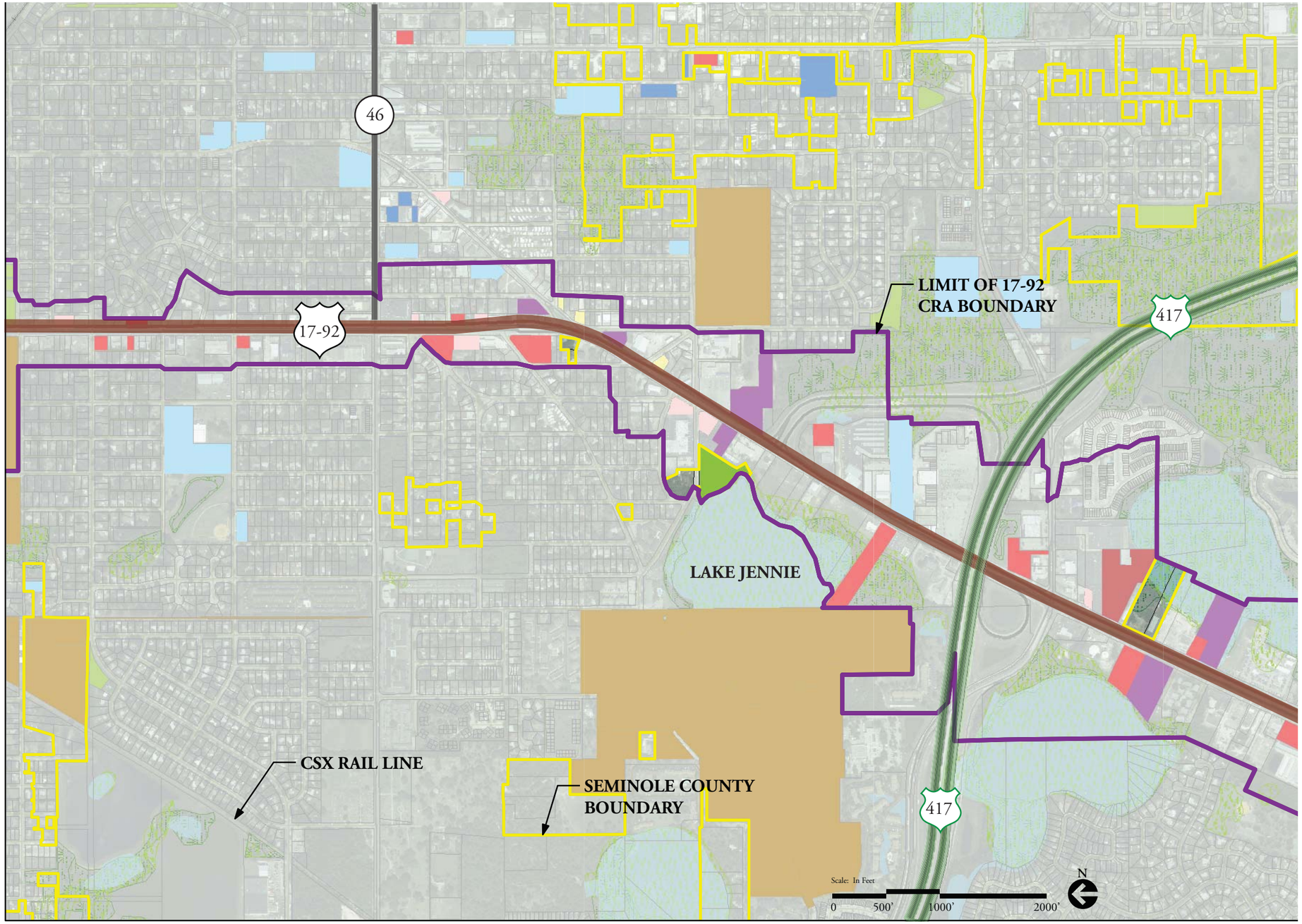
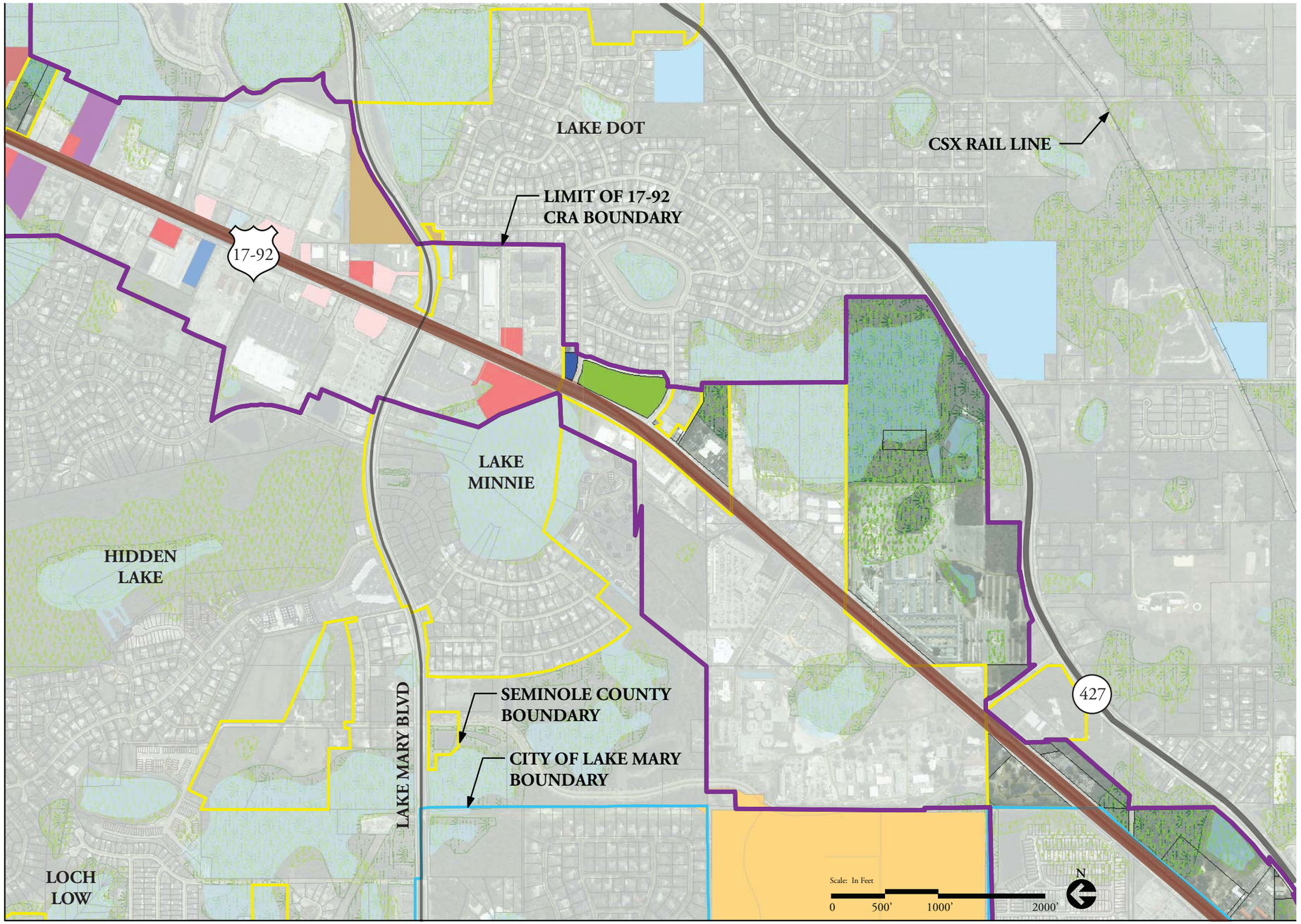




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SEMINOLE



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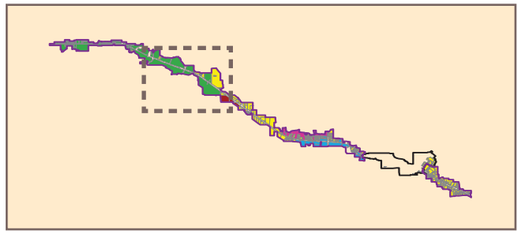

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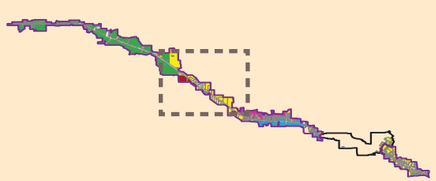

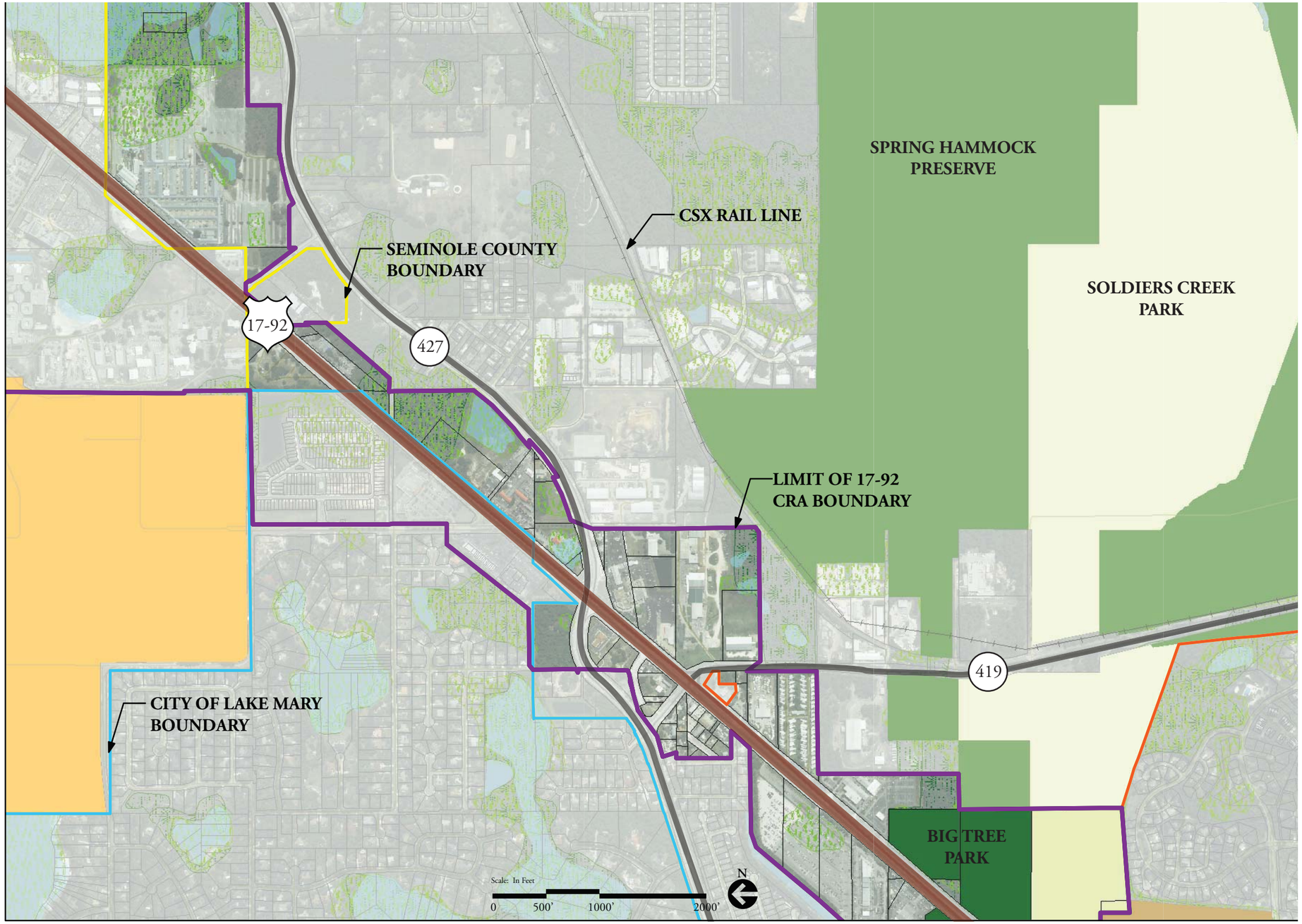

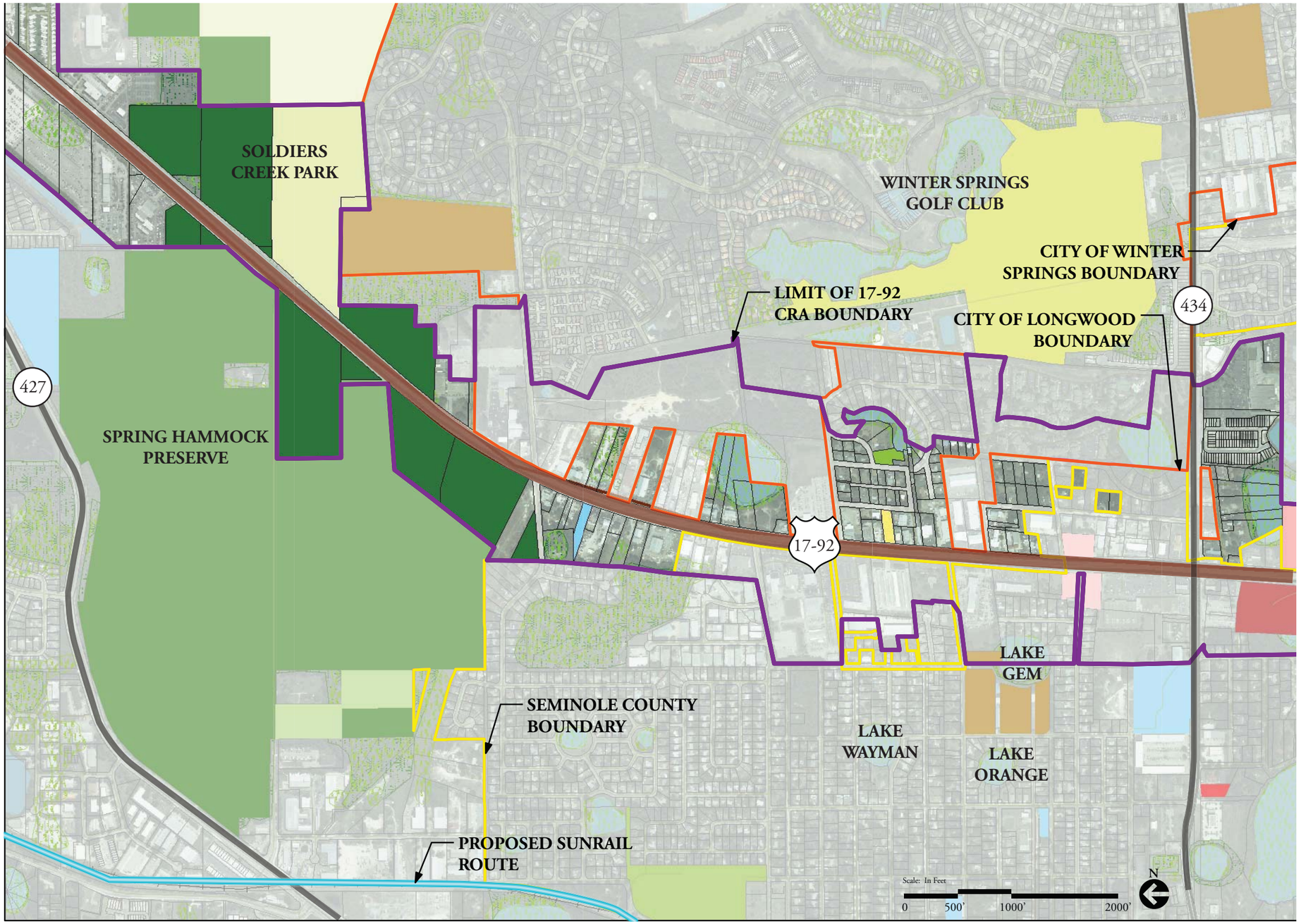

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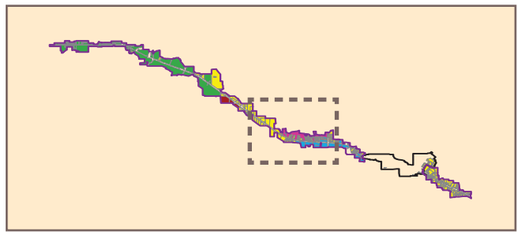

V. Field Inventory Analysis - Hospitality Venues

Legend

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- Casselberry CRA
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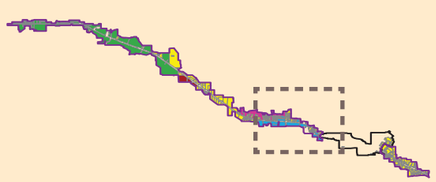
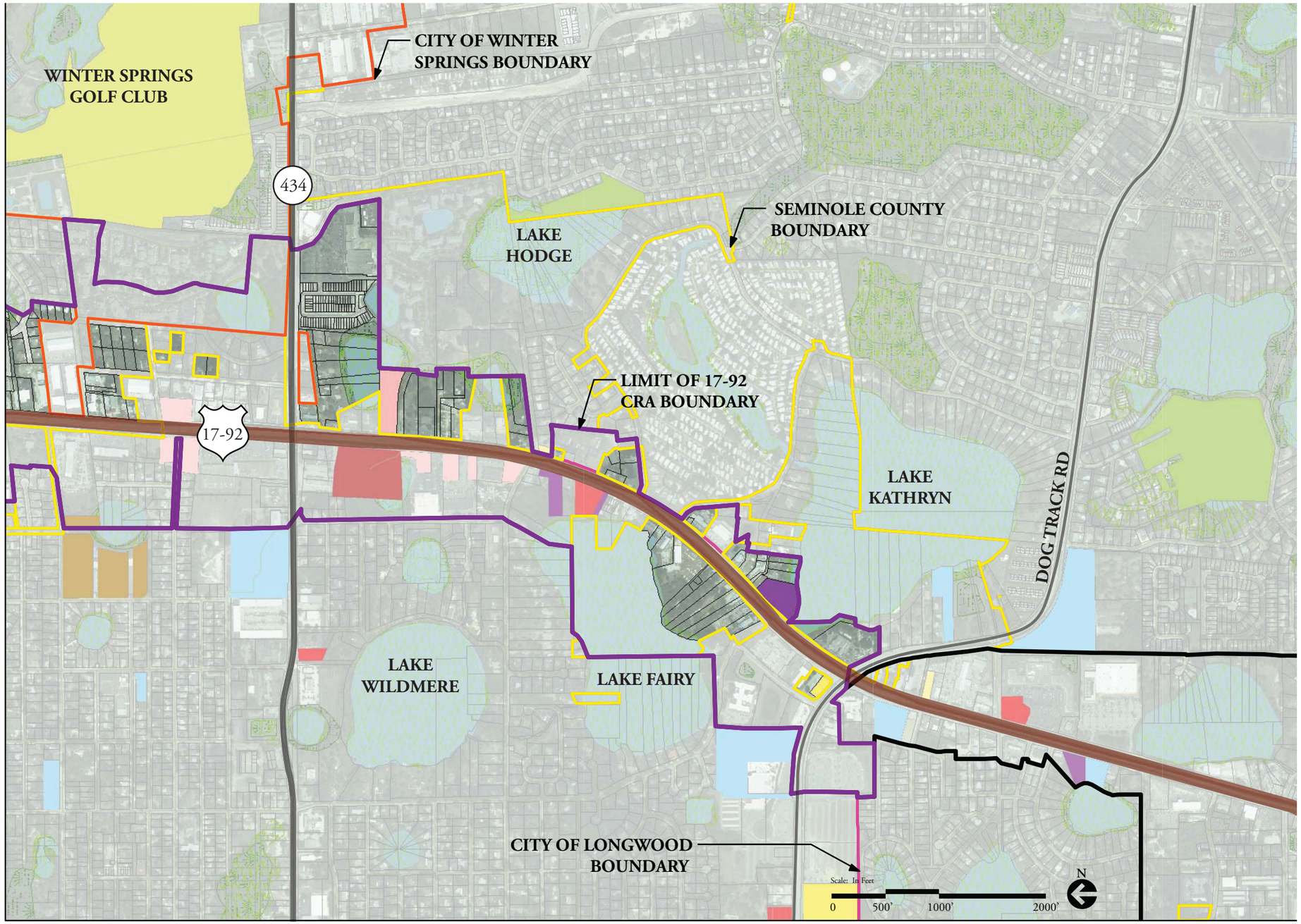
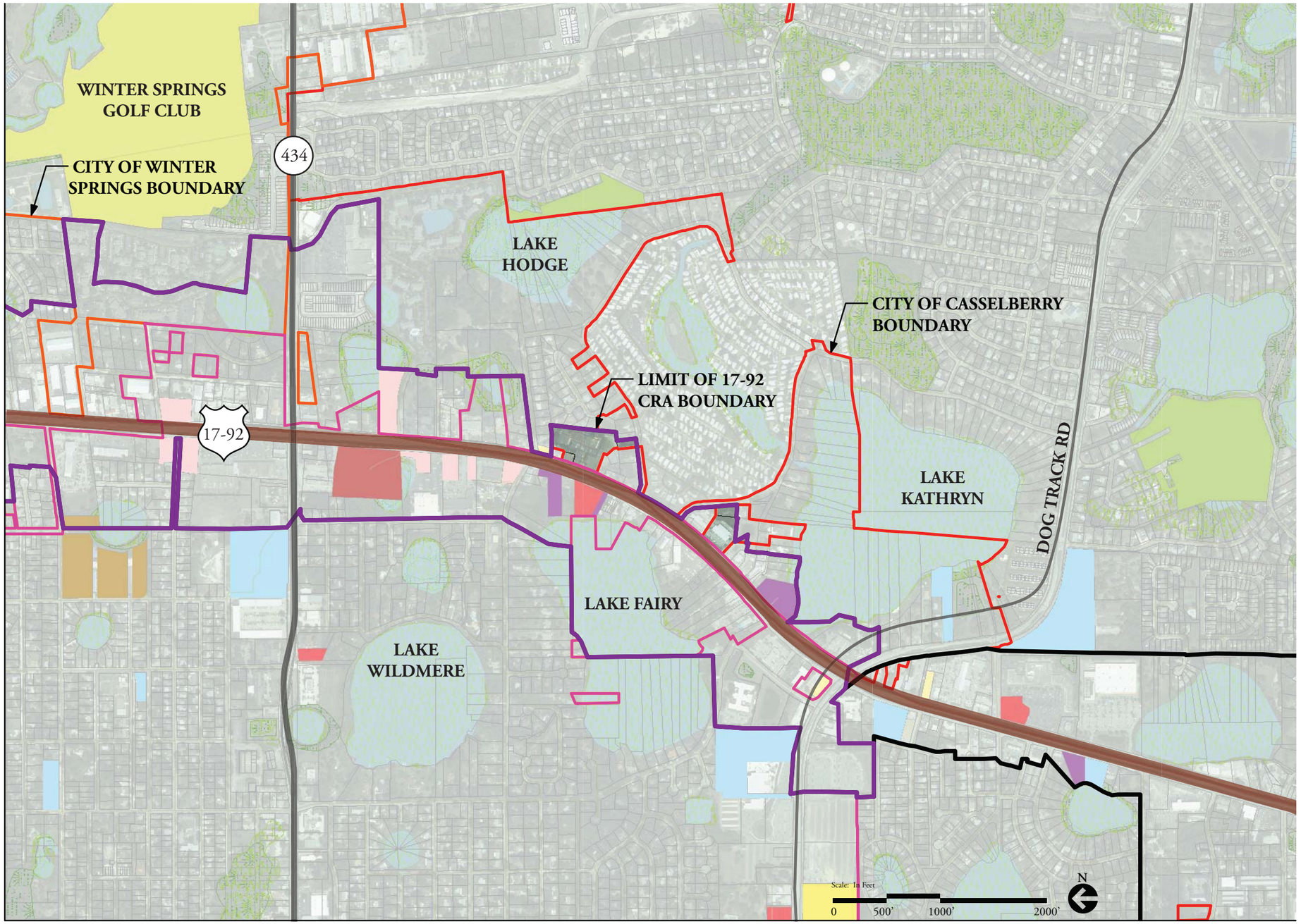
Key Map



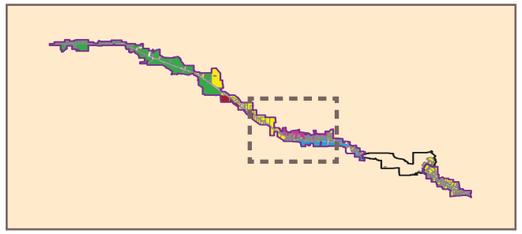




Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Fast Food Restaurants
- Restaurants
- Supermarkets
- Churches
- Clubs / Lodges / Union Halls
- Theaters and Stadiums
- Hotel / Motels
- Night Clubs
- Dog / Horse Race Tracks
- Public Colleges
- Public Schools
- Golf Courses
- Forest / Parks / Rec Areas
- Railroad
- Seminole County Parcels

Key Map

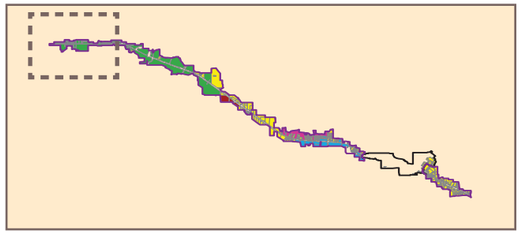


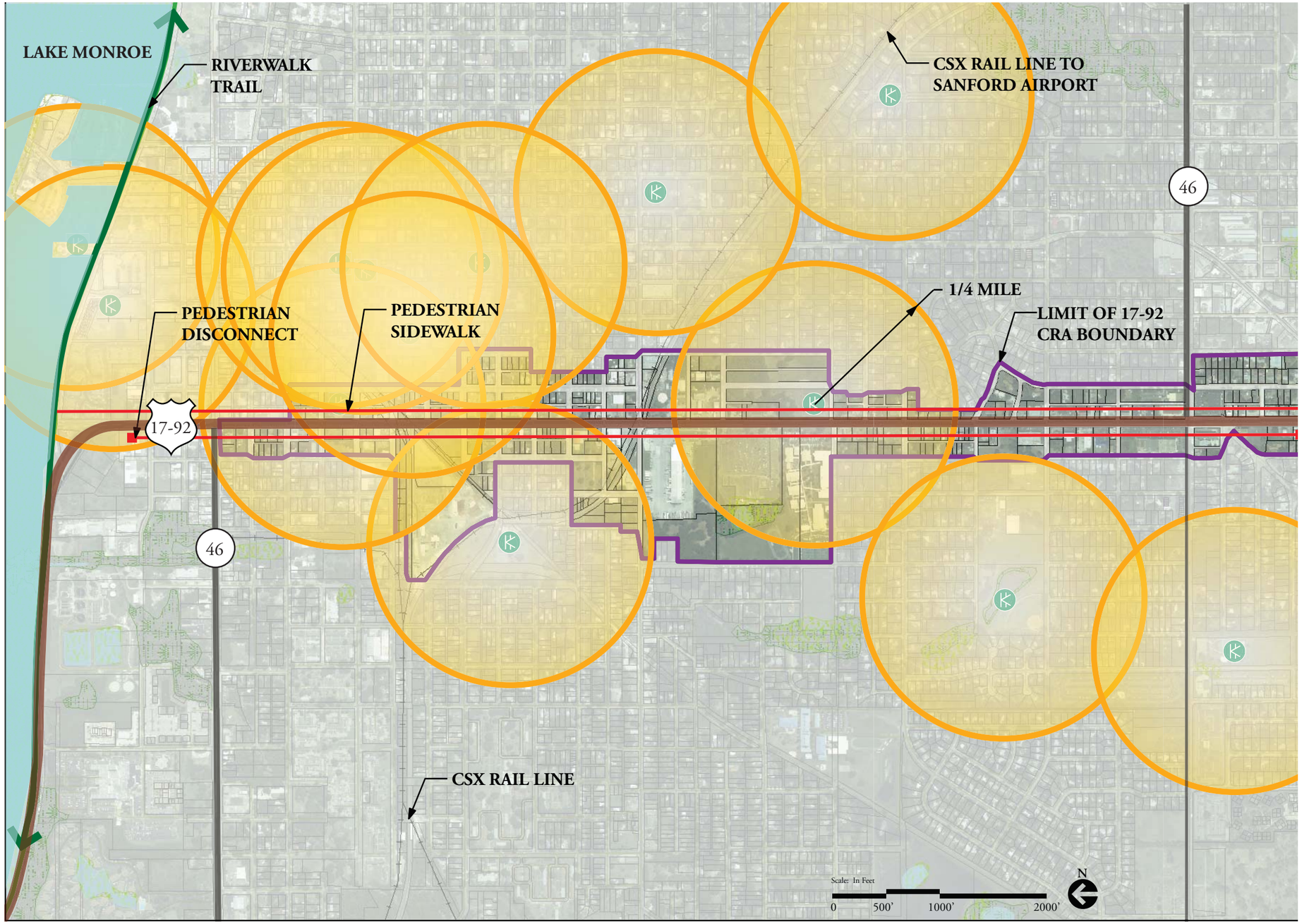
V. Field Inventory Analysis - Pedestrian Connectivity

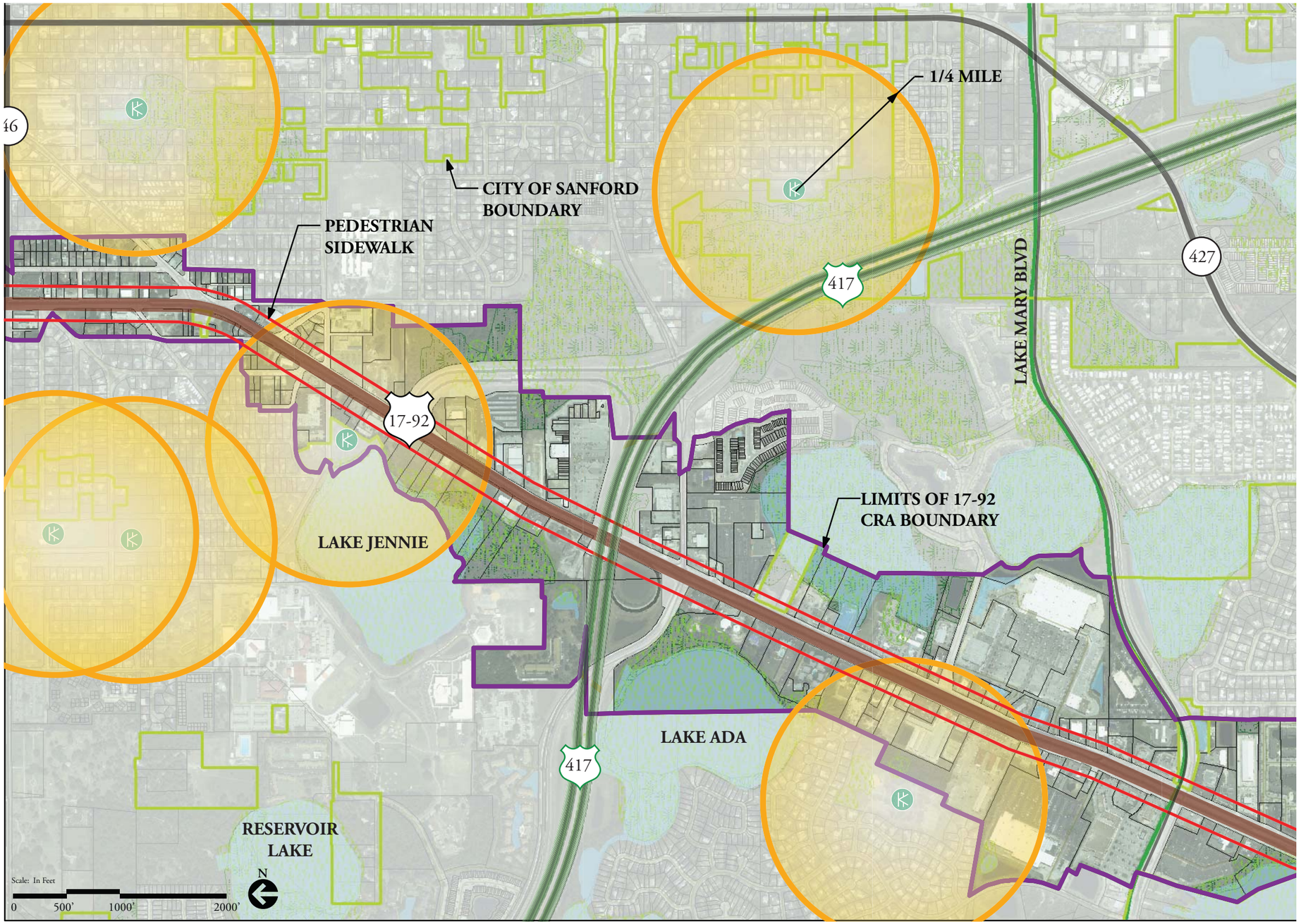
Legend

- 17-92 CRA Boundary
- Pedestrian Connection
- 1/4 Mile Walkable Radius
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels
- Parks

Key Map







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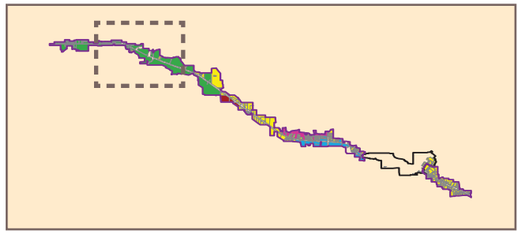

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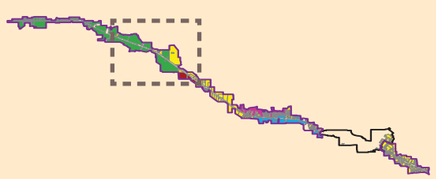
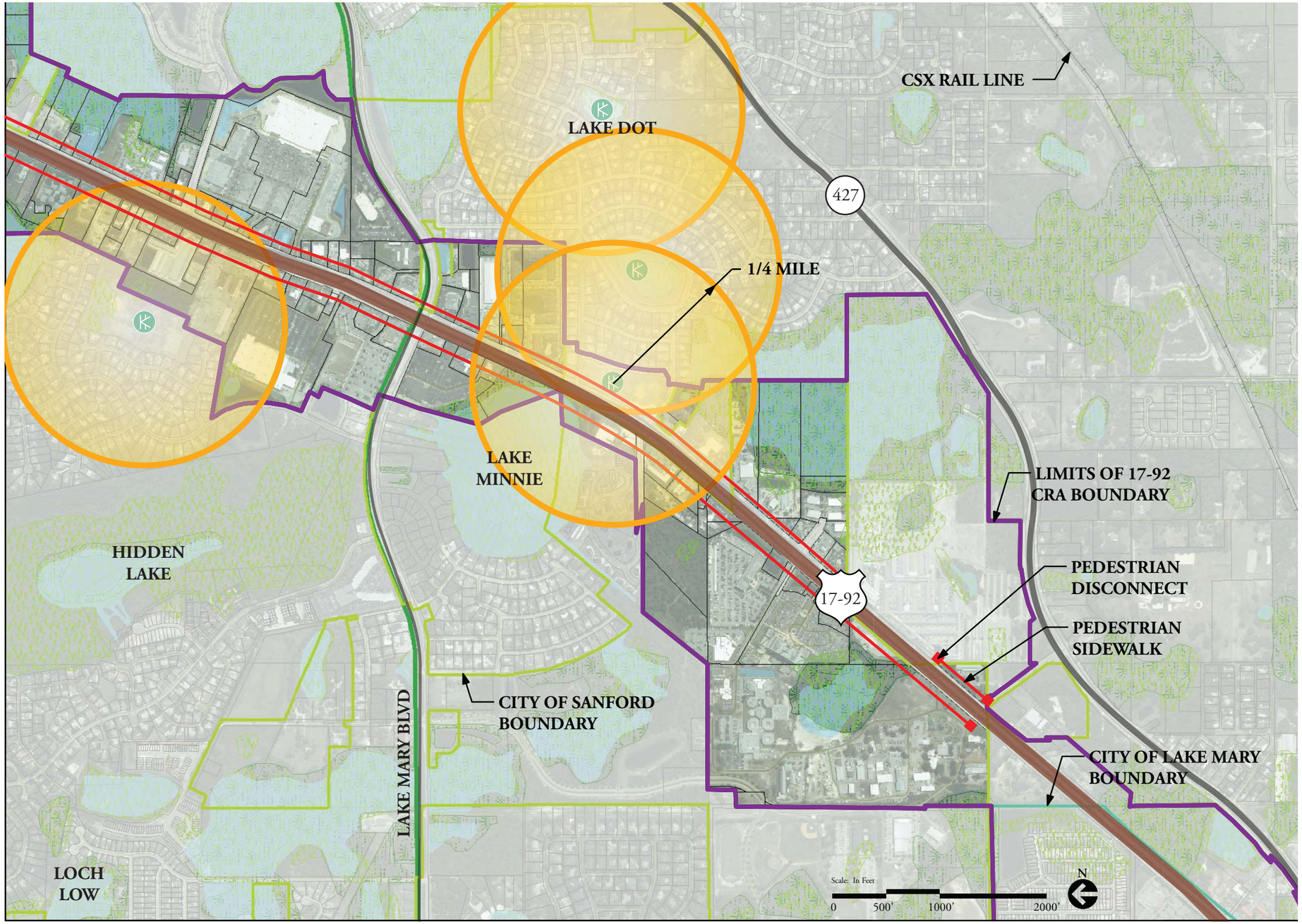
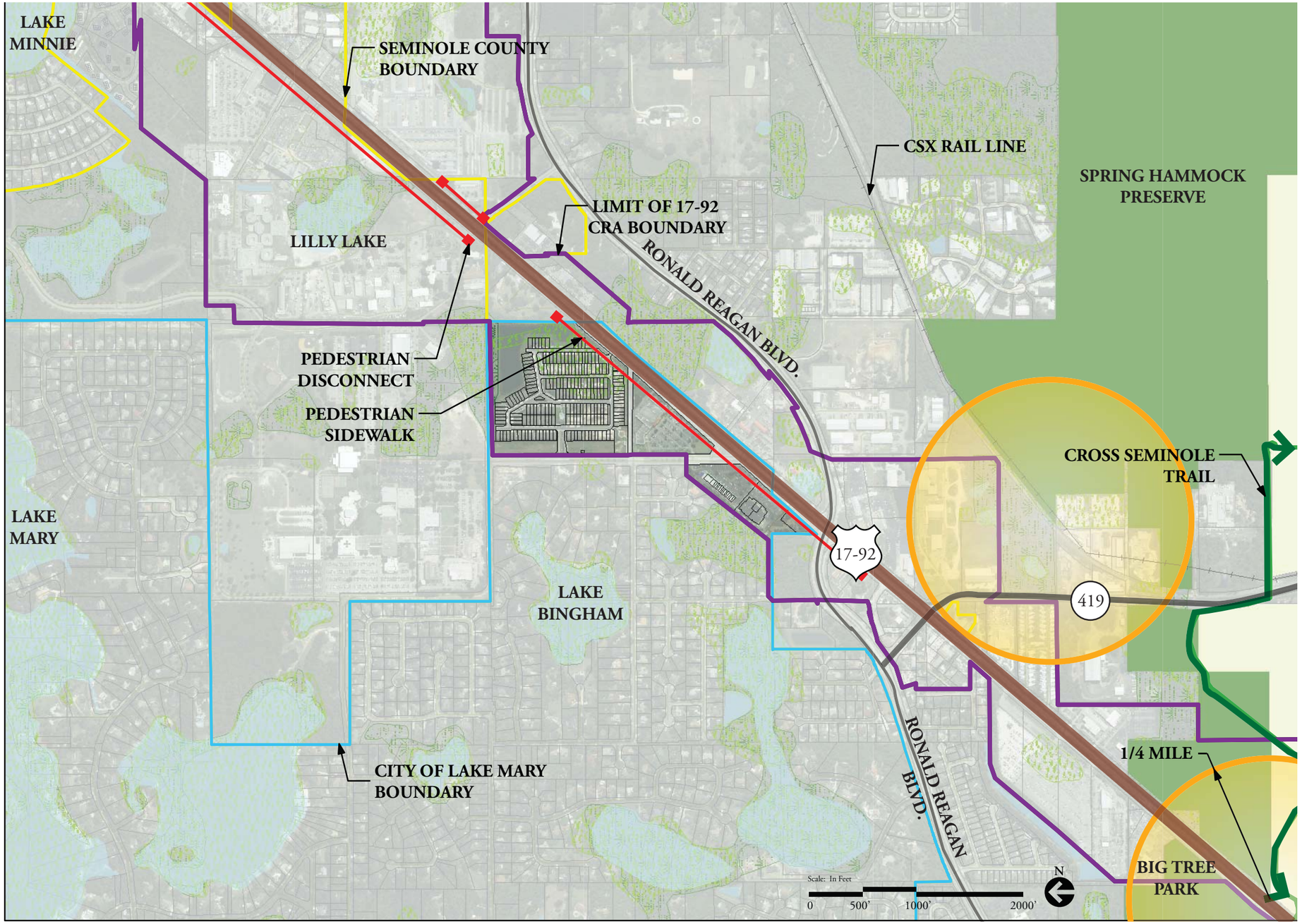




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SANFORD



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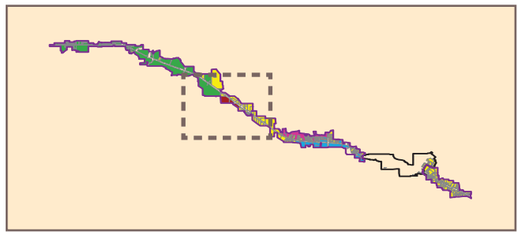

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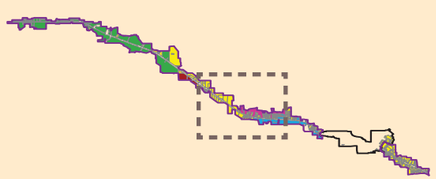

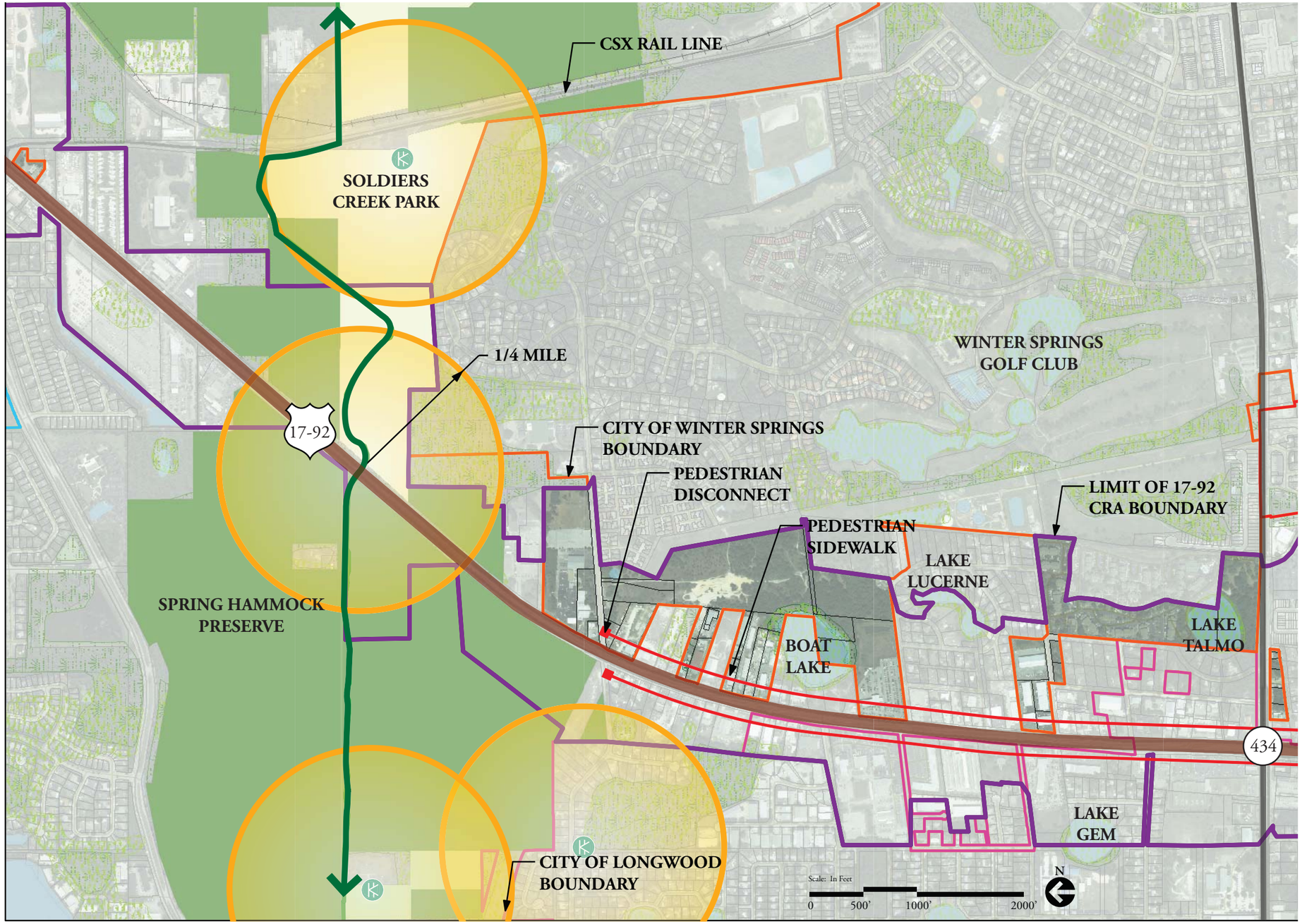

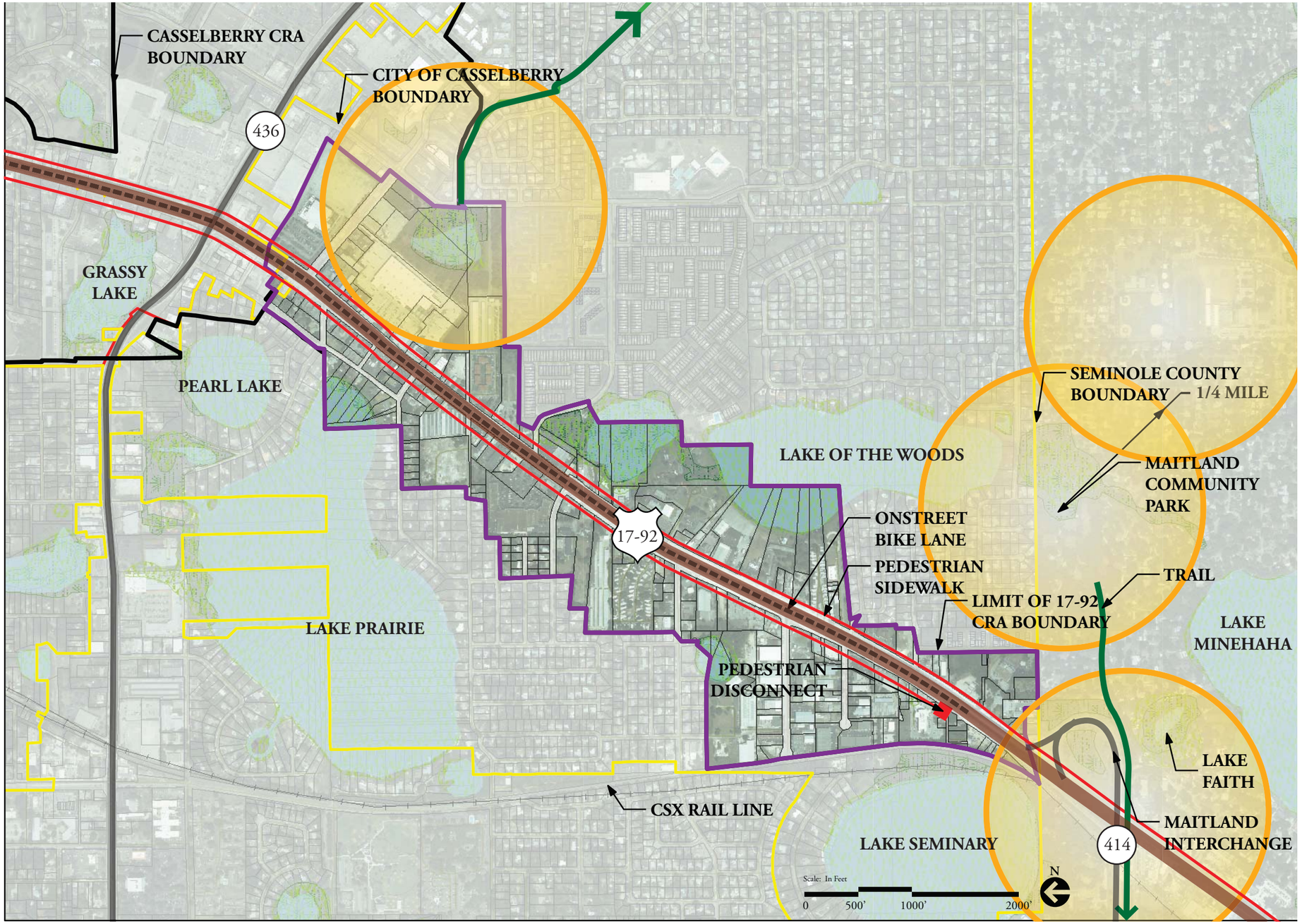

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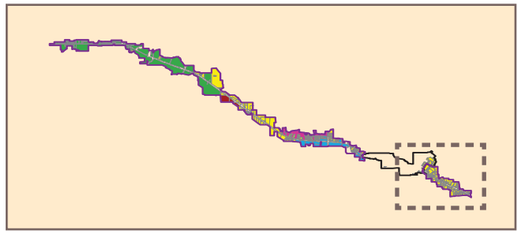

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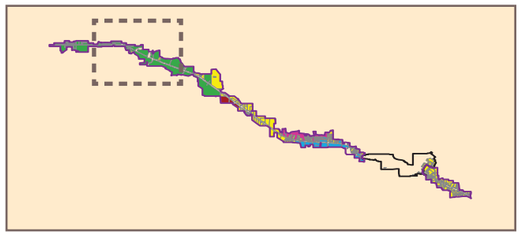
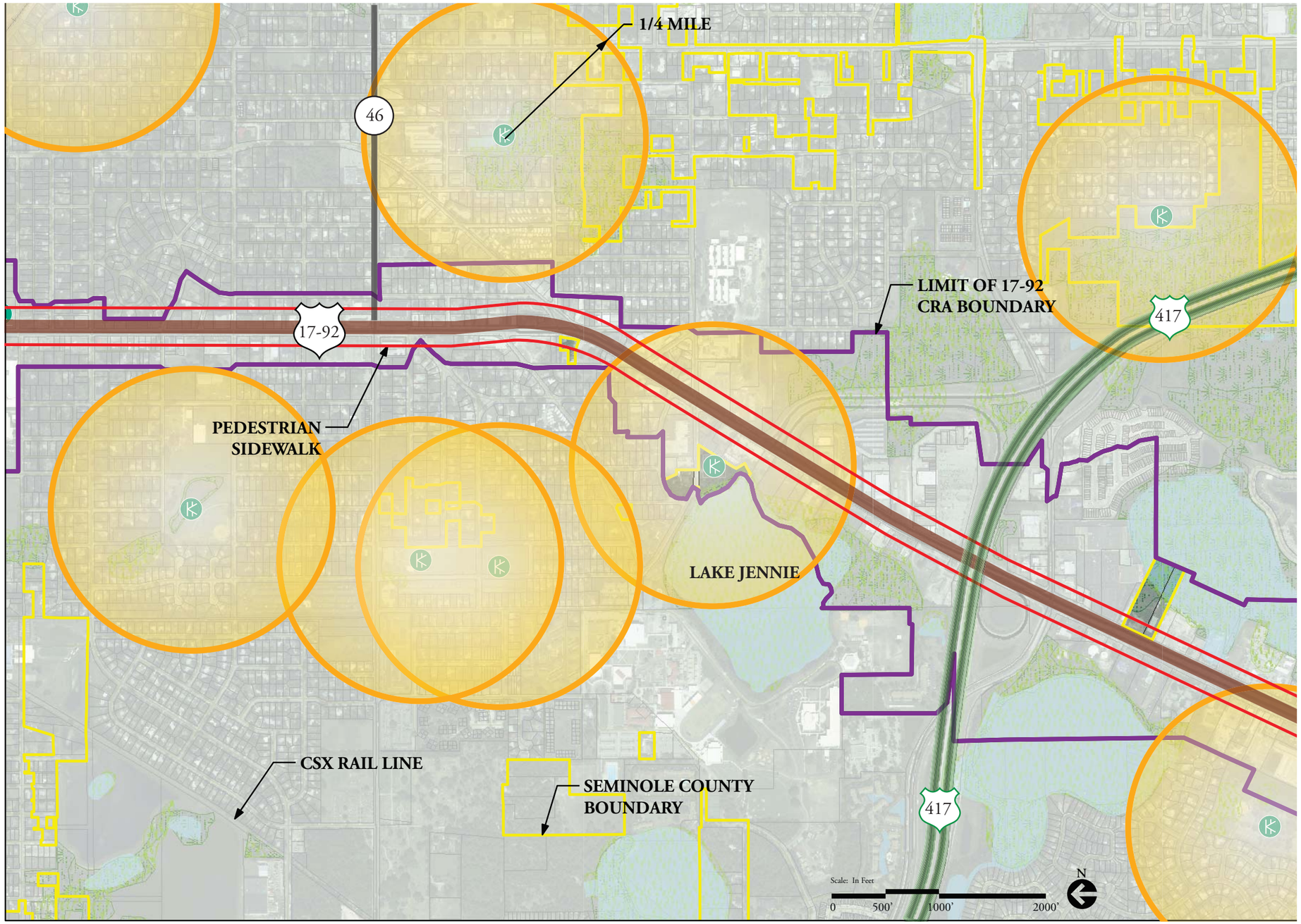
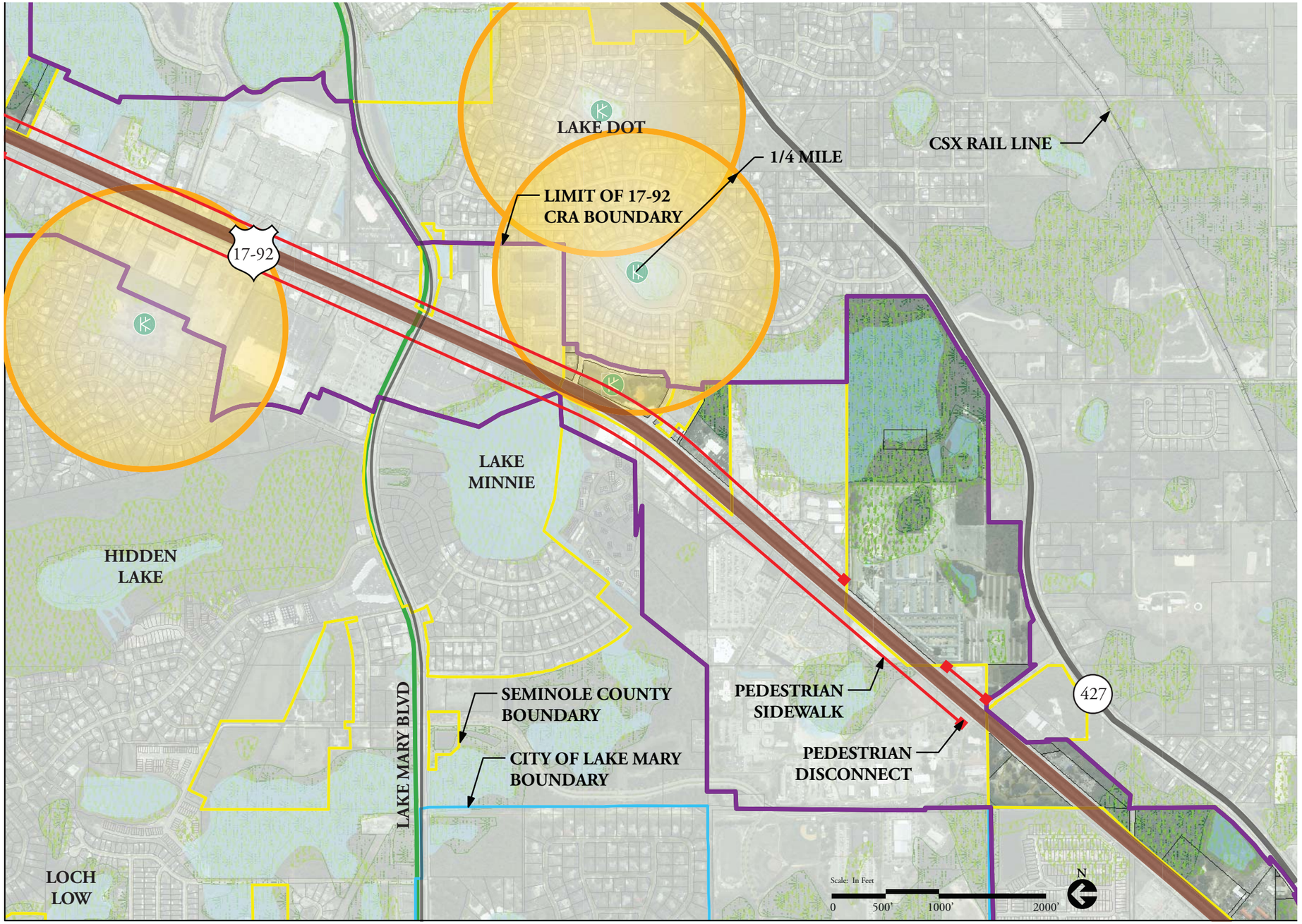




SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SEMINOLE



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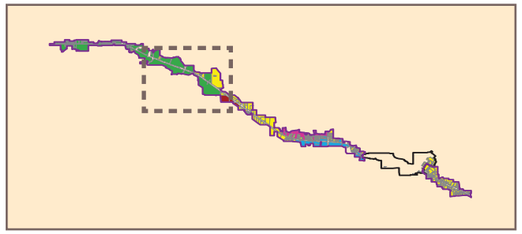

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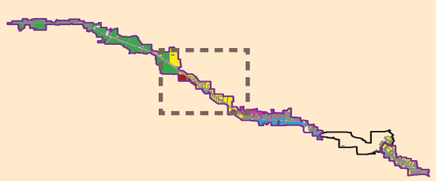

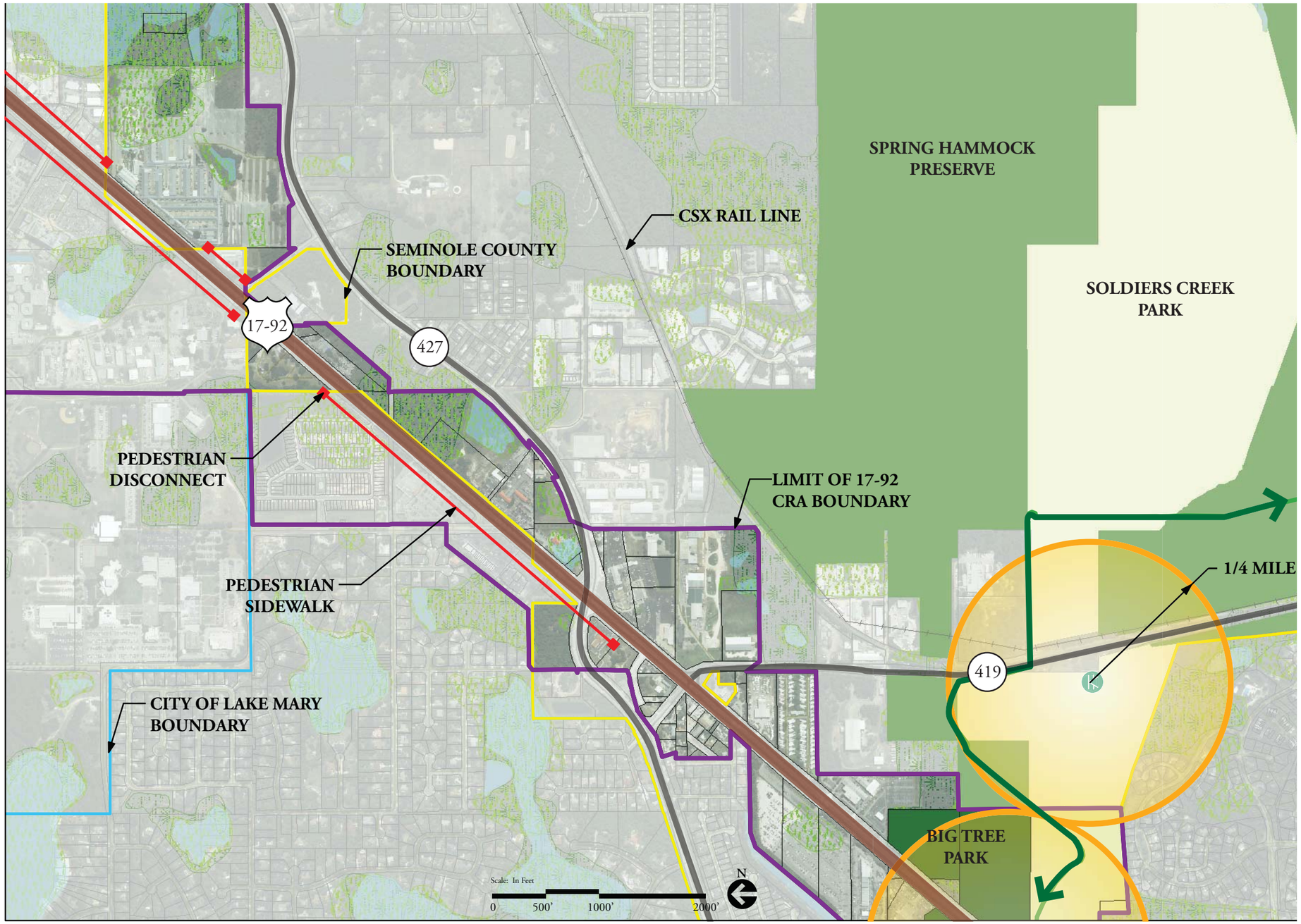

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FLORIDA'S NATURAL CHOICE

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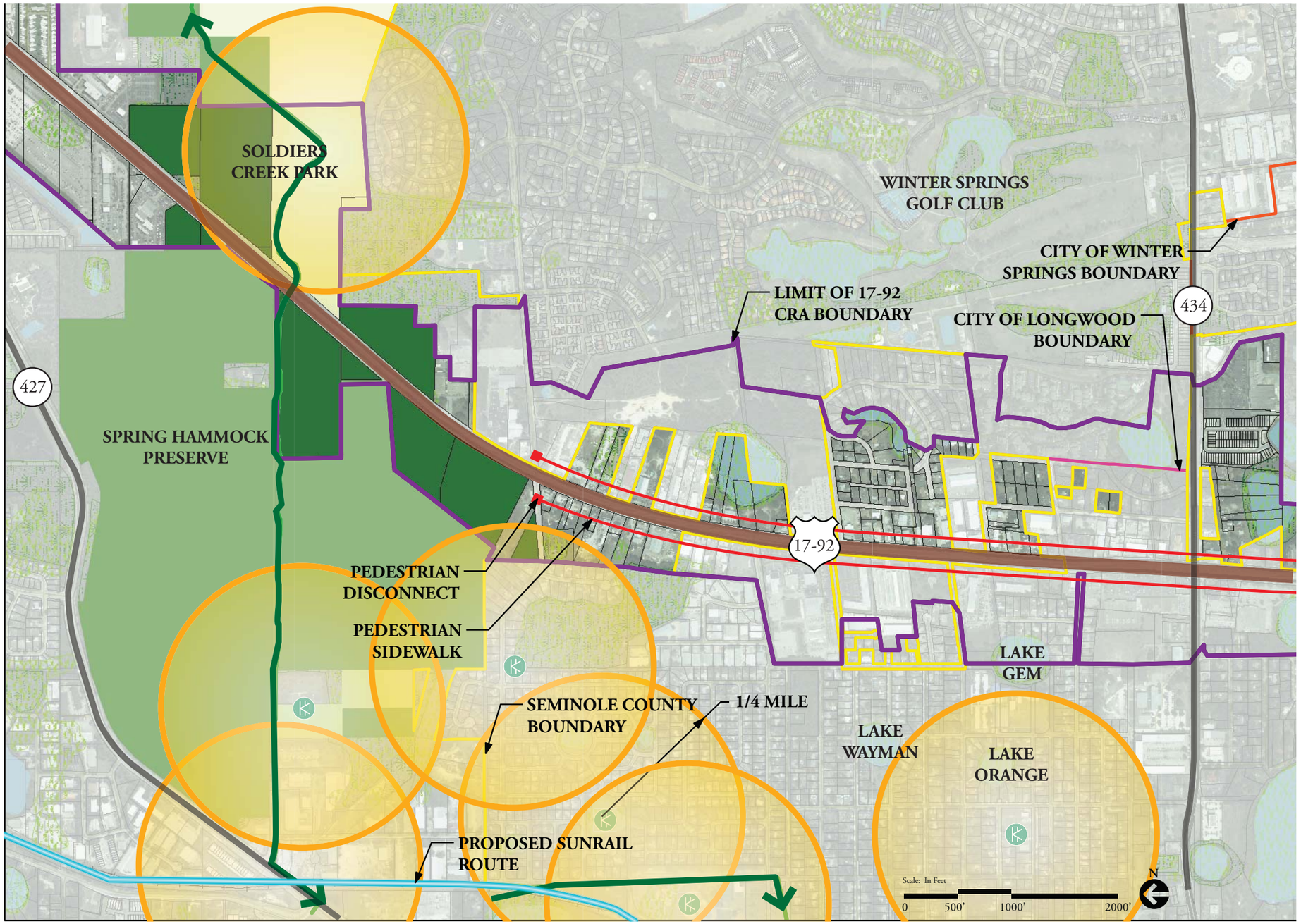

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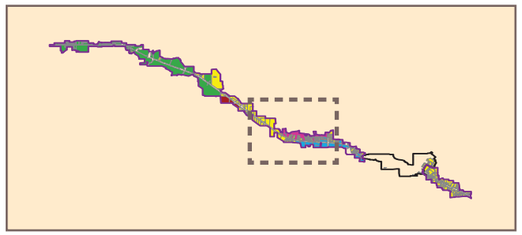

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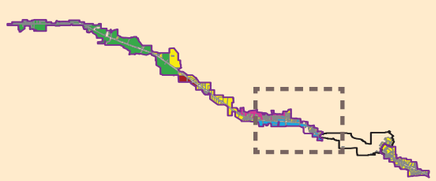

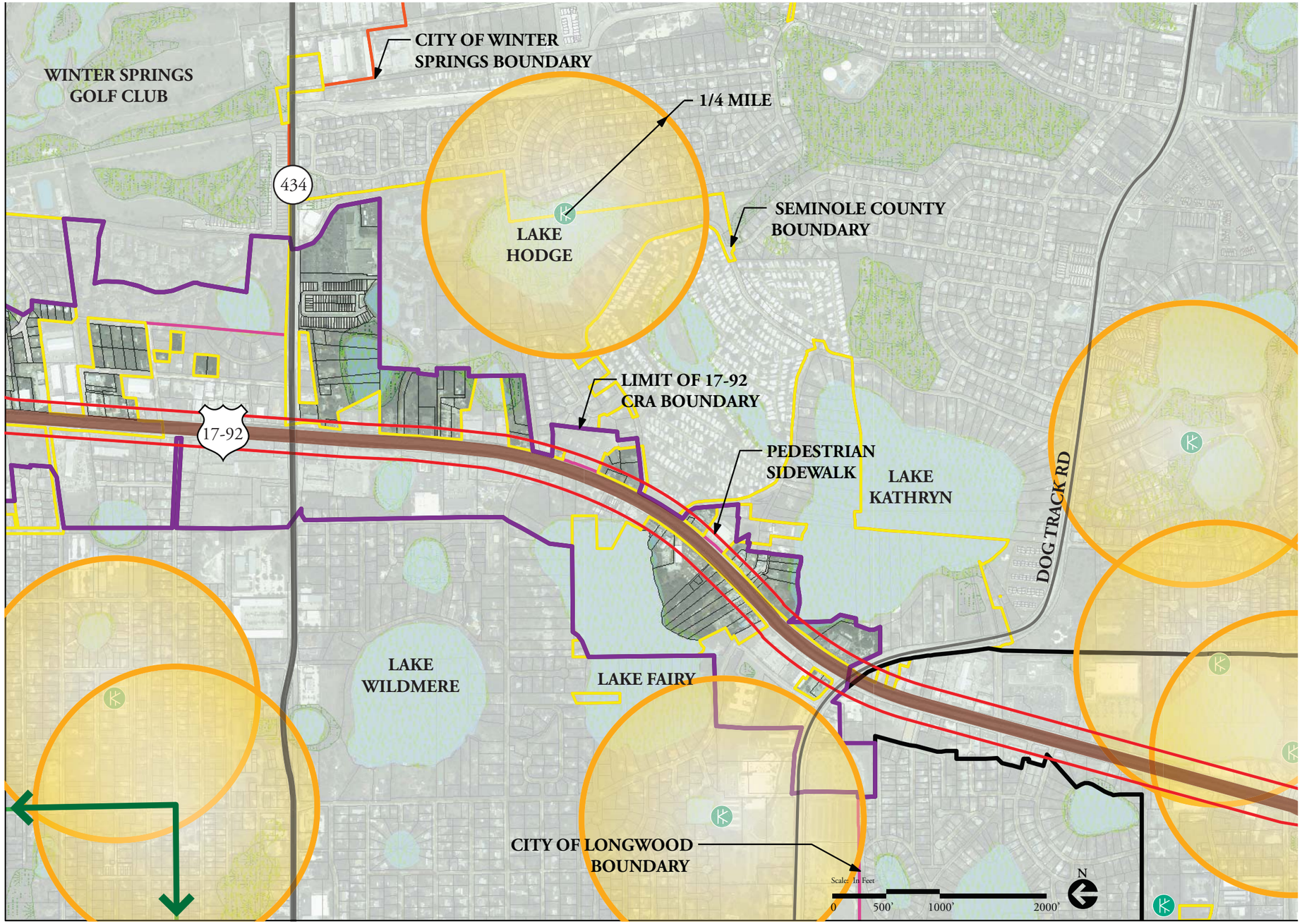

SEMINOLE COUNTY
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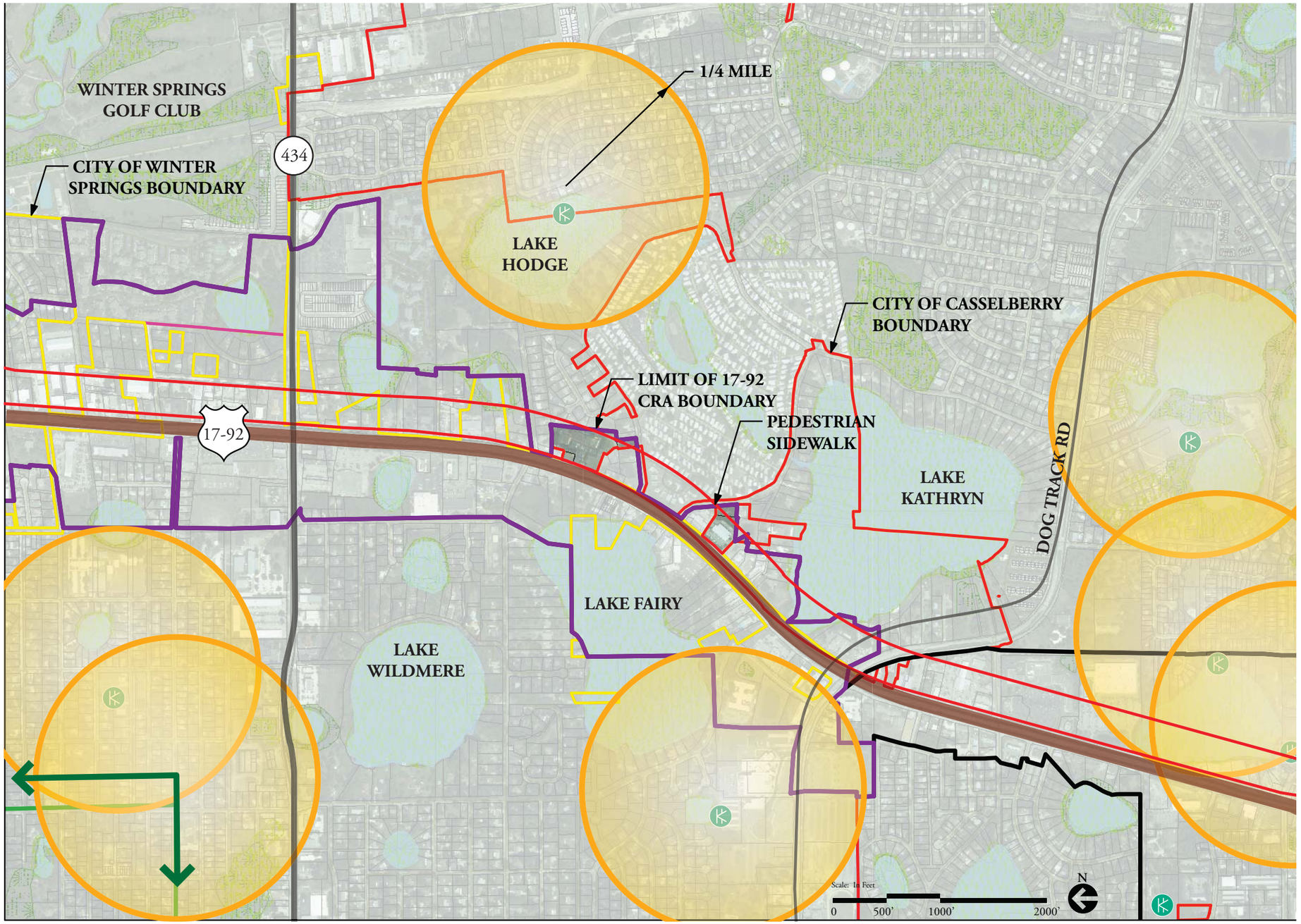

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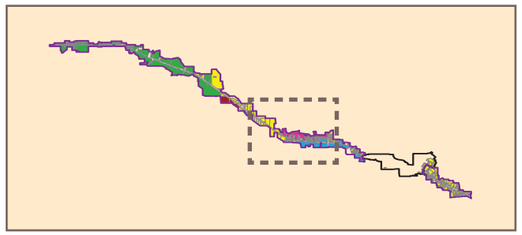

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SECTION VI: COMPREHENSIVE PLAN COMPATIBILITY

The following analysis has been made utilizing all available City and County comprehensive plan information. A synopsis of the compatibily between various jurisdictions shows the necessity for corresponding planning documents to align in their vision and purpose. The following documents were reviewed:

Seminole County Comprehensive Plan

City of Casselberry Comprehensive Plan

City of Sanford Comprehensive Plan

City of Lake Mary Comprehensive Plan

City of Winter Springs Comprehensive Plan

VI. Comprehensive Plan Compatibility

A. Overview of Compliance Requirements

Each local government in Florida is required by Chapter 163, Part II, Florida Statutes, to adopt a Local Government Comprehensive Plan to guide growth and development of the community. Comprehensive Plans generally have a planning horizon of 10 to 20 years. The Seminole County Comprehensive Plan includes the following Elements, or chapters:

- Future Land Use Element, including Future Land Use Map
- Transportation Element
- Conservation Element
- Potable Water Element
- Sewer Facilities Element
- Drainage Element
- Solid Waste Element
- Implimentation Element
- Public Schools Facilities Element
- Recreation and Open Space Element
- Capital Improvements Element Housing Element
- Intergovernmental Coordination Element
- Economic Development Element (optional)
- Community Design Element (optional)
- General Area Redevelopment Element (optional)
- Transit and Recreation Circulation (optional or part of transportation element)

Each Element contains a series of Objectives and Policies that direct the community how to implement the long term Goals of the Comprehensive Plan. Future Land Use decisions must be coordinated with available or planned public infrastructure, such as schools, roadways, potable water, and wastewater facilities. The availability and existing capacity of this infrastructure is monitored by concurrency management systems, which evaluate adopted level of service (LOS) standards of public facilities.

If the projected population growth of a community exceeds the adopted LOS standards and causes adverse impacts on public infrastructure, then capital improvements to address these impacts must be programmed into the Capital Improvements Element. These improvements must provide sufficient capacity to the affected public facilities in order to permit development to occur.

Seminole County and all incorporated municipalities within the US 17-92 CRA have adopted Comprehensive Plans, pursuant to the requirement of Section 163.3177, Florida Statutes. All Plans and subsequent amendments were found "in compliance" by the state Department of Community Affairs (DCA). In addition to review at the state level, the East Central Florida Regional Planning Council (ECFRPC) reviews all Comprehensive Plans and Comprehensive Plan Amendments in a six-County region, including Seminole County. The ECFRPC review process promotes intergovernmental coordination and adjacent land use compatibility.

Amendments to the Comprehensive Plan (except amendments under 10 acres, which are allowed more frequently) are permitted twice per year. Amendments to change the Future Land Use Map require an analysis of public infrastructure availability and capacity to determine if the proposed amendment will have adverse impacts on these facilities. Citizen participation is encouraged in the comprehensive planning process, as all amendments are available for public review and subject to approval at public hearings before elected and appointed officials.

Every seven years, the local government must adopt an Evaluation and Appraisal Report (EAR) to evaluate how successful a community has been in addressing major community land use planning issues through implementation of its Comprehensive Plan. The EAR suggests how the plan should be revised to better address community objectives, changing conditions and trends affecting the community, and changes in state regulatory requirements. Within 18 months of completing a state approved EAR, the local government must adopt EAR-based amendments to complete the update to the Comprehensive Plan. Seminole County and the incorporated municipalities must complete updated EARs beginning in 2013.

A review of each Comprehensive Plan's Goals, Objectives and Policies, as well as Future Land Use designations for parcels located within the CRA boundaries, was conducted in December 2010 to identify policies that influence development within the US 17-92 CRA, and determine if adjacent land uses result in incompatibility and potential barriers to design continuity of the Corridor Redevelopment Master Plan. This document may not reflect recent legislative changes to the Growth Management Act, state planning law, or local amendments to the Comprehensive Plans.

In addition, parcels located up to 2,500 feet outside of the CRA boundary were also evaluated, as it may be necessary to expand the CRA boundaries to allow for catalyst projects.

B. Seminole County

The Seminole County Comprehensive Plan was updated and adopted in 2008. It has a planning horizon of 2025. The update to the Comprehensive Plan was guided by several other planning studies, including the County's 2006 Evaluation and Appraisal Report (EAR); Vision 2020; 2006 Rural Character Study; Central Florida Regional Growth Vision (also known as How Shall We Grow?), which advocates a corridor and centers future land use pattern and the US 17-92 CRA 2006 Corridor Strategy.

The Seminole County Comprehensive Plan was amended in 2010 to include policies for transit, mobility, pedestrian, and bicycle facilities in unincorporated areas, including the US 17-92 CRA corridor. An Energy Conservation overlay district was created to incentivize redevelopment into a more energy efficient land use pattern (walkable and transit-friendly) along major transit corridors, including US 17-92. These plan amendments provide incentives allowing increased density and intensity in exchange for features such as green design, walkability, transit-oriented development, and other requirements of the 2009 House Bill 697.

Future Land Use

The Seminole County has the following Future Land Use classifications within the US 17-92 CRA:

Future Land Use Classification	Allowable Zoning Categories	Residential Density	Floor Area Ratio (FAR)	Typical Uses
Seminole County				
Low Density Residential (LDR)	R-1, R-1A, R-1AA, R-1AAA. R-1AAAA, A-1, RC-1, PLI, PUD, PD, RMX	Max 4 du/ net ac (Max 7 du/ net ac if workforce housing)		Single Family detached units, public schools, mobile homes
Medium Density Residential	RM-1, RM-2, R-2, R3-A, R-1B, R-1BB, RP, all LDR zonings, RMX, PD	Max 10 du/ net ac (Max 12 du/ net ac if workforce housing)		Single Family detached units, patio homes, duplexes, multi-family units, mobile/manufactured homes, home-based professional office, public schools
High Density Residential	R-3, R-4, all MDR zonings, RMX, PD	Max 20 du/net ac		Low intensity professional office within converted existing residential structures
Office	OP, RP, A-1, PUD, PD, PLI		Max 0.35	Home-based professional office, general office, nursery schools, libraries, laboratories, day care centers, public schools
Industrial	C-3, C-2, C-1, M-1A, M-1, M-2, A-1, OP, PUD, PCD, PD, PLI		Max 0.65	Light manufacturing, distribution, auto repair, warehousing, greenhouses, lumberyards, machinery sales, paint and body shops, trade shops and schools, medical clinics, publishing plants, public buildings, stockyards, public schools, adult entertainment
Mixed Development	MXD, PLI, PUD, PCD, C-1, C-2, PD	Max 30 du/ net ac (Max 40 du/ net ac per FLU policy 5.15)	Max 0.60 (Max 1.0 per FLU policy 5.15)	Mixed use development, residential, office, commercial, industrial, public schools
Planned Development	PUD, PCD, PD	Determined at time of Comprehensive Plan Amendment	Determined at time of Comprehensive Plan Amendment	Mixed use development, residential, office, commercial, industrial, public schools
Commercial	CN, CS, C-1, C-2, A-1, PUD, PCD, PD, PLI, OP, RP	Medium to high density residential permitted when consistent with FLU 5.2	Max 0.35	Neighborhood convenience, shopping centers, retail and commercial services, highway oriented businesses and outdoor advertising, amusement and indoor recreation, day care nurseries, public schools, hotels and motels , residential if part of a mixed use project.
Recreation	PLI, A-1, PUD, PD, A-3, A-5, A-10		Max 0.50	Public and private recreation and open space
Public, Quasi Public	PLI, A-1		Max 0.65	Public and private recreation, education and library facilities, public schools, public and private cemeteries and mausoleums, public safety facilities, water, sewer, telephone, electric, gas, communication and transportation facilities
Preservation/Managed Lands	PLI		Max 0.10	Open space, water resources and regionally significant natural areas owned by Seminole County

Mixed Development Buildout Program

There are 259 parcels designed as Mixed Development (MXD) within the US 17-92 CRA, comprising approximately 363 acres; this includes lands within the City of Longwood. These parcels are located within five different utility service areas, as illustrated on Exhibit FLU-37: Seminole County US 17-92 Community Redevelopment Area (CRA) Mixed Development (MXD) Water/Sewer Service Areas of the Seminole County Comprehensive Plan.

Because the uses within the Mixed Development land use are flexible, subject to market conditions and privately-initiated development applications, a maximum development program for the Mixed Development parcels were evaluated based upon potable water and sewer demand and the projected availability of in each utility service area.

Service Area	Parcels	Acres	Maximum Residential Units	Maximum Non-Residential Building Area
Sanford	8	28	336	434,544
Seminole County Northeast	43	79	937	1,182,442
Casselberry	55	67	792	999,289
Seminole County Southeast	92	121	1,424	1,796,934
TOTALS	259	363	4,290	5,413,000

Source: Seminole County Comprehensive Plan FLU Exhibit-38
Seminole County US 17-92 CRA MXD Service Demand Analysis by Jurisdictional Service Area and Planning Period
Note: Includes lands within the City of Longwood.

The table above shows the maximum development program available within Mixed Development parcels for new development and redevelopment in the Corridor Redevelopment Master Plan. Property assemblage or adjacent land use changes could change this program, assuming that additional utility capacity is made available.

In addition, the Comprehensive Plan identifies a small number of parcels do not yet have a provider of urban potable water and sanitary sewer service. The Comprehensive Plan requires the updated CRA plan to identify the provider or providers for these parcels, and determine maximum dwelling unit count and maximum nonresidential square footage based on existing services.

Policies that Influence the US 17-92 CRA

The following Comprehensive Plan Policies related to the US 17-92 CRA will influence the future built conditions of the corridor. The Corridor Redevelopment Master Plan must be consistent with these policies, unless specific recommendations for Comprehensive Plan Amendments are made.

Future Land Use Element	
Policy	**Summary**
FLU 1.16 Protection of Air Quality From Green House Gases	Improve transit headway where concentrated development areas will be located, focusing on the US 17-92 CRA Corridor. Provide density and intensity bonuses to mixed development projects in the US 17-92 CRA Corridor.
FLU 4.2 Infill/Redevelopment Strategies and Performance Framework for the US 17-92 CRA Area, Redevelopment Corridors and Urban Centers	Encourage infill and development opportunities, update the CRA Plan by January 2011, and jointly encourage revised City and County Future Land Use Elements and Land Development Regulations as needed
FLU 4.5 Encourage Infill and Redevelopment of Existing Development Corridors and Centers within the Energy Conservation Overlay	Encourage infill development by providing incentives to encourage energy efficient redevelopment within existing transit/development/ redevelopment corridors and urban centers, especially those within the Energy Conservation Overlay, considering amendments to the Future Land Use Map for Mixed Development land use where appropriate. Encourage infill and redevelopment in the US 17-92 Corridor through the use of Tax Increment Financing (TIF) funds and similar mechanisms to assist property owners with the costs of rehabilitating sites.
FLU 4.6 Community Redevelopment Agency Support and Strategy Plan Implementation	Implement the US 17-92 CRA 2006 Corridor Strategy Action Plan
FLU 5.17 Energy Conservation Overlay	Establishes an Energy Conservation Overlay (FLU Exhibit: FLU Series – Energy Conservation Overlay), consistent with the Central Florida Regional Growth Vision located within the unincorporated Dense Urban Land Area, within ½ mile radius of major urban activity centers and the SunRail commuter rails stations, and within ¼ mile of the right-of-way of major urban transit corridors. Encourages phased redevelopment into a more compact, energy conserving land development pattern that allows for a balance of jobs to housing and the use of multiple modes of transportation, in order to conserve energy and reduce greenhouse gases.
FLU 14.1 Redesignating the US 17-92 Corridor	Redesignate as "mixed development (MXD)" land use, unincorporated commercial properties along the US 17-92 corridor to support the US 17-92 CRA 2006 Corridor Strategy and create a land use pattern supportive of public transit and bicycle use.
FLU 14.2 Continuing Land Use Amendment and Rezoning Program	Initiate land use amendments during 2008 within the unincorporated portions of the US 17-92 Corridor to Mixed Development (MXD) land use designation. Use Tax Increment Funds (TIF) from the CRA to assist with the costs of rezoning.
FLU 14.3 Adopt Performance Frameworks for MXD and the Energy Conservation Overlay supportive of Transit and Bicycle Use and Complete Streets	Improve the ease of transit and bicycle use within the US 17-92 corridor and urban corridors within the Energy Conservation Overlay. New transit and bicycle supportive design standards shall be adopted into the LDC by December 31, 2011.
FLU 14.4 Performance Standards for Live, Work, Shop, Play Corridor Character	Form partnerships with municipalities to establish consistent policies guiding the visual appearance of major corridors. Address buffers, landscaping, irrigation, signage.
FLU 15.1 Improved Transit Headways During Peak Hours	Seek grant funds to match to TIF funds to shorten headways from 30 minutes to 15 minutes for LYNX service along the US 17-92 Corridor during peak travel periods. Coordinate with the cities within the County and the City of Maitland to achieve continuous headway improvement during peak periods.
FLU 15.2 Incentive Program for Transit Passenger and Pedestrian Amenities	Investigate the feasibility of creating an incentive program for property owners to install amenities such as lighted bus shelters and informational kiosks for pedestrians at locations that will encourage pedestrian activity and transit usage.

Policy FLU 15.3 Continued Support for and coordination with LYNX Long Range Strategic Master Plan and Five Year Service Plan	Continue to provide staff support, land use, population and job projection data, and review comments/analysis during the LYNX planning efforts. These plans will identify Functional and Enhanced Core Systems, improvements to existing core systems, such as primary corridors including US 17-92, and enhanced systems such as improved headways on primary corridors, SunRail access, service to new regional urban centers.
FLU 19.1 Economic Development Target Areas	Invest in the necessary infrastructure and facilitating quality development. Promote the development of Target Areas to provide jobs convenient to existing residential development, support mass transit and make the most efficient use of the County's investment in public infrastructure. Maintain the balance of employment and residential opportunities
FLU 19.2 Promote Economic Developments in Target Areas through Urban Infill and Redevelopment	Develop, maintain, and help administer the Florida Brownfield Redevelopment Program within the US 17-92 CRA boundaries by establishing The Seminole County Economic Enhancement District (SEED) to serve as the implementation umbrella under which Brownfield Redevelopment programs and incentives are administered.

Transportation Element	
Policy	**Summary**
TRA 2.1.17 Transportation Concurrency Exception Area for US 17-92 Community Redevelopment Area (CRA) Corridor	Establishes and designates a Transportation Concurrency Exception Area (TCEA) to allow for redevelopment and infill opportunities along the US 17-92 CRA corridor. Link together those larger TCEA redevelopment areas identified by the cities of Sanford and Casselberry
TRA 2.2.16 Mitigation of Traffic Impacts for Redevelopment and Infill Projects	Adopt performance frameworks in the Land Development Code (LDC) by 2011 to guide infill development and redevelopment projects in the mitigation of traffic and other impacts in adjacent residential areas.
TRA 2.2.17 Increase Local Street Connectivity for Redevelopment Projects	Require all infill and redevelopment projects to improve street connectivity by creating new local streets, where feasible.

Intergovernmental Coordination Element	
Policy	**Summary**
IGC 8.1 Revision of "Mixed Development" Future Land Use designation and creation of "Mixed Development" Zoning District	Continue to coordinate with those County municipalities that participate in the US 17-92 CRA to refine the definition, allowable uses, incentives and performance standards of the "Mixed Development" Future Land Use designation within the Seminole County Comprehensive Plan. Create a zoning district to implement the "Mixed Development" Future Land Use designation through this joint planning effort, and add to the Seminole County Land Development Code by 2010.
IGC 8.2 Use of a Transportation Concurrency Exception Area (TCEA) as a coordination mechanism for multi-modal mobility within the US 17-92 CRA Corridor	Serve as a coordinating mechanism that links those TCEAs established by County municipalities to create shared multi-modal mobility services that include improved transit service, pedestrian and bicycle-friendly design, Interlocal Agreements to ensure that employment-based redevelopment approvals include Transportation Demand Management (TDM) mechanisms, operation of a ride-sharing or ride matching program, continued planning efforts to evaluate the feasibility of identifying the US 17-92 CRA Corridor as a Multi-Modal Concurrency Area by 2012, and continued joint planning with LYNX to coordinate transit connections between the US 17-92 CRA transit stops and the proposed Commuter Rail stations.
IGC 8.3 Planning for Potable Water and Sanitary Sewer Services within areas of the US 17-92 CRA Corridor that lack service as of 2008	Identify providers of potable water and sanitary sewer services for those portions of the US 17-92 currently not included within a service area. Until such service providers have been identified and financially feasible service for a five-year period is included within a local comprehensive plan, redevelopment shall be restricted to the capabilities of the existing services.

Capital Improvements Element	
Policy	**Summary**
CIE 3.7 Level of Service Monitoring for the US 17-92 Community Redevelopment Area (CRA)	Verify that the municipal service providers responsible for potable water and sanitary sewer service within individual service areas of the US 17-92 CRA can continue to provide such services to proposed redevelopment projects. Continue to monitor the County's own level of service and schedule of capital improvements for those portions of the US 17-92 CRA that are served by Seminole County.

C. City of Casselberry

The Casselberry Comprehensive Plan was adopted in 2001, and the City adopted its Evaluation and Appraisal Report (EAR) in 2007. Amendments to the Comprehensive Plan in July 2009 added new Future Land Use Element Policies 1.21, 1.22, and 1.23, establishing a Transportation Concurrency Exception Area (TCEA), Major Thoroughfare Mixed-Use (MTMU) future land use category, and a requirement for appropriate land use mixtures. These policies are in response to requirements of House Bill 697 and Senate Bill 360 passed by the Florida Legislature in 2008 and 2009. Policies specific to TCEA implementation were added to the Traffic Circulation Element. The entire length of US 17-92 within the City of Casselberry limits is subject to the Casselberry TCEA. Only a small portion of incorporated Casselberry (approximately 7.7 acres) is located within the US 17-92 Seminole County CRA. The remainder is within the City's separate Community Redevelopment District (CRD), a 550 acre planning area.

Future Land Use

The City of Casselberry has the following Future Land Use classifications within the US 17-92 CRA:

Policies that Influence the US 17-92 CRA

There are no policies directly related to the Seminole County US 17-92 CRA in the Casselberry Comprehensive Plan.

D. City of Winter Springs

The Evaluation and Appraisal Report (EAR)-based Amendments to the City of Winter Springs Comprehensive Plan were adopted in September 2009. The EAR-based Amendments represent an update to the exiting Comprehensive Plan in order to address issues identified in the City's EAR report, as well as recent legislative requirements. The new planning horizon is the year 2030.

Future Land Use

The City of Winter Springs has the following Future Land Use classifications within the US 17-92 CRA:

Future Land Use Classification	Allowable Zoning Categories	Residential Density	Floor Area Ratio (FAR)	Typical Uses
City of Winter Springs				
Medium Density Residential	R-1, R-3, PUD	Min 3.6 du/ gross ac. Max 9.0 du/ gross ac		Duplexes, villas, cluster housing, townhouses, mobile homes, manufactured homes and apartments
High Density Residential	R-3, PUD	Min 9.1 du/ gross ac. Max 21.0 du/ gross ac		Apartments and condominiums
Commercia	C-1, C-2, C-3		Max 0.50	Retail and Office
Industrial	CC, I-1		Max 0.50	Light industrial, manufacturing, storage, adult entertainment
Conservation	No Change			Development not permitted, includes jurisdictional wetlands
City of Casselberry				
Commercial	OR, CL, CG, CS		Max 0.25. Max 0.35 permitted on arterial roadway	General commercial, retail, selected wholesale commercial activities, and office uses

Policies that Influence the US 17-92 CRA

The Comprehensive Plan Policies related to the US 17-92 CRA in the following table will influence the future built conditions of the corridor. The Corridor Redevelopment Master Plan must be consistent with these policies, unless specific recommendations for Comprehensive Plan Amendments are made.

FUTURE LAND USE ELEMENT	
Policy	Summary
Policy 1.4.2	Higher Density Infill: Encourage the efficient use of land with compatible infill and higher density and intensity development within the Town Center and the U.S. 17-92 CRA Corridor. Higher density development shall be directed to the CRA to promote revitalization of underutilized property through redevelopment and reinvestment with access to the existing fixed transit route, which provides critical connection with SunRail. Minimize adverse impacts to adjacent established residential neighborhoods through site layout, orientation of buildings, and a transition of densities
Policy I.4.10	U.S. 17-92 CRA. Continue to support the efforts of the Community Redevelopment Agency and the implementation of the US 17-92 Corridor Redevelopment Master Plan recommendations, as amended from time to time.
MULTIMODAL TRANSPORTATION ELEMENT	
Policy	Summary
Policy 1.4.12	Designate U.S. Highway 17-92 as a mass transit corridor
Policy 1.11.2	TCEA Zones. Implement the Winter Springs TCEA as five (5) distinct Zones, based on geographic location in relation to the City's existing transportation network, land use, transit readiness, and future mobility needs. Zone C is identified as the Corridor Zone. This route is at the heart of the City's mobility strategies, as it is the "mobility artery" that pedestrian and bicycle feeders will link into and which will in turn will provide the City with connectivity to SunRail. However, older areas of Zone C have no sidewalks. The provision of sidewalks within a ¼ mile of the LYNX fixed route has been identified as one of the major components of the City's pedestrian Q/LOS.
INTERGOVERNMENTAL COORDINATION ELEMENT	
Policy	Summary
Policy 1.2.5	Continue to participate and coordinate joint planning and redevelopment activities in the US 17-92 CRA through intergovernmental coordination committees.

E. City of Lake Mary

The Lake Mary Comprehensive Plan was adopted in 1991. The Evaluation and Appraisal Report (EAR) was adopted in 2009 and the EAR-based amendments to update the Comprehensive Plan were adopted in July 2010. New amendments to create a Transportation Concurrency Exception Area (TCEA) and mobility plan were transmitted to the Florida Department of Community Affairs in October 2010. The US 17-92 CRA is not within the City's adopted Downtown Master Plan.

Policies that Influence the US 17-92 CRA

There are no policies related to the US 17-92 CRA in the Lake Mary Comprehensive Plan.

Future Land Use

The City of Lake Mary has the following Future Land Use classifications within the US 17-92 CRA:

Future Land Use Classification	Allowable Zoning Categories	Residential Density	Floor Area Ratio (FAR)	Typical Uses
City of Lake Mary				
Commercial	PO, C-1, C-2, PUD		Max 0.65	Full range of commercial and office uses including professional office environments, general consumer oriented commercial uses; and higher intensity commercial uses which can accommodate large retail outlets
Restricted Commercial	PO, C-1		Max 0.65	Consumer oriented commercial uses and professional office uses which are compatible in design and intensity with residential areas.
Medium Density Residential	R-1AAA, R-1AA AND R-1A, R-2, RM, PUD	Max 6 du/ net ac		Cluster and patio homes, duplexes, single-family mobile home subdivisions, and standard single-family detached units
Public/Semi-Public	All Zoning Districts		Max 0.65	Public and private schools, libraries, government buildings, places of worship, cemetaries, parks, and public transportation facilities

F. City of Sanford

The Sanford Comprehensive Plan was updated and adopted in 2009, using the recommendations of the 2008 Evaluation and Appraisal Report (EAR). The planning horizon is the year 2025.

The City of Sanford has recently designated US 17-92 as a Transportation Concurrency Exception Area (TCEA), consistent with the requirements of Section 163.3180(5), Florida Statutes. A TCEA is an urban area where infill and redevelopment are encouraged despite a deteriorating Level of Service (LOS) on roadways. New development that generates traffic which exceeds the capacity of the roadway and adopted level of service (LOS) standard may be permitted, provided that the City has addressed alternative modes of transportation, land use mixes, urban design, connectivity, and funding. The primary purpose of a TCEA is to allow development to occur in urbanized areas where infrastructure already exists, thereby reducing urban sprawl.

Future Land Use
The City of Sanford has the following Future Land Use classifications within the US 17-92 CRA:

Overlay Zones
The US 17-92 CRA Corridor passes through or is adjacent to several Overlay Zones designated by the Comprehensive Plan.

Map 1-5: Potable Water Service Area and Wellfield Protection Zones
A Wellfield Protection Zone is designed on US 17-92 between W. Lake Mary Boulevard/Silver Lake Drive and Airport Boulevard/ Florida 417.

Conservation Element Policy 5-1.2.7 regulates land use activities that may occur within a Wellfield Protection Zone. Only wellfield facilities and passive recreation are permitted within the primary protection zone. The secondary protection zone prohibits the following land use activities: sanitary landfills, animal feedlots, wastewater treatment facilities, petroleum and pesticide storage facilities, incinerators, and all other activities that store, handle, or generate hazardous materials or wastes.

Map 1-7: Historic Districts
A Historic Residential district is adjacent to the US 17-92 CRA Corridor, located at the southeast

Future Land Use Classification	Allowable Zoning Categories	Residential Density	Floor Area Ratio (FAR)	Typical Uses
City of Sanford				
Low Density Residential-Single Family (LDR-SF)	SR-1A, SR-1, SR-2	Max 6 du/ net ac	N/A	Single family detached residential, supporting community facilities
Medium Density Residential (MDR)	MR-1, MR-2, PD	Max 15 du/ net ac	N/A	Single family detached and multiple family attached residential, supporting community facilities
High Density Residential (HDR)	MR-3, PD	Max 20 du/ net ac	N/A	Multiple family attached residential
General Commercial (GC)	GC-2, PD, RMOI	Max 20 du/ net ac (up to 40% of commercial square feet)	Max 0.35	Multi-family residential, community-oriented retail sales and services; highway-oriented sales and services; and other general commercial activities.
Industrial (I)	RI-1, MI-2		Max 0.50	Manufacturing, assembling and distribution activities; warehousing and storage activities
Waterfront Downtown Business District	SC-3, PD	Max 50 du/ net ac (30-40% of site)	Max 1.0 (30-70% commercial, 0-10% industrial	Residential, governmental, cultural, institutional, and general commercial activities
Public/Semi-Public (PSP)	PD	N/A	Max 0.35	Major transportation facilities, governmental administration buildings; public schools and not-for profit educational institutions; hospital facilities and supportive health care units; arts and cultural or civic facilities; essential public services and facilities; cemeteries; fire and emergency operation facilities; public and private parks and recreation areas; utilities; extensive open areas
Parks, Recreation, Open Space (PRO)	PRO	N/A	Max 0.25	Developed City parks, outdoor recreational facilities and areas of significant open space, including cemeteries
Resource Protection (RP)	AG	N/A		Natural systems environmentally fragile wetlands, conservation

corner of West 1st Street. Future Land Use Element Policy 1-1.8.2 requires that new development within the historic district undergo a site plan review to evaluate the compatibility of the design with buildings of historic significance. Site plan review includes building materials, roof lines, fenestration and setbacks. No development within this area shall be approved until a "Certificate of Appropriateness" has been issued by the Historic Preservation Board pursuant to the adopted historic preservation ordinance.

Map 1-10: Airport Noise Contour
A noise contour overlaps the US 17-92 corridor at Park Drive and north of W. 27th St.

Future Land Use Element Policy 1-2.7.7 prohibits new residential land use designations, zoning classifications and residential development for fee simple home ownership (single-family detached, duplexes, townhomes or condominiums) where noise contours are greater than 60 DNL (day-night noise level). Transient, rental and multi-family residential developments shall comply with the guidelines issued by the Federal Aviation Administration (FAA) and Department of Transportation relating to airport compatible uses and will be allowed between the 60 and the 65 DNL noise contour only with an avigation easement and associated development order, and shall be designed to meet the soundproofing regulations pursuant to the FAA FAR Part 150 Noise Compatible Land Use Guidelines.

The city deems the following uses are compatible with the Airport:

- Industrial Parks;
- Business Parks;
- Commercial Developments;
- Attendant retail;
- Service and Hotel Uses;
- Medium and high-density rental residential developments between the 60 and 65 DNL;
- Agricultural uses; and
- Public Uses.

Policies that Influence the US 17-92 CRA

The following Comprehensive Plan Policies related to the US 17-92 CRA will influence the future built conditions of the corridor. The Corridor Redevelopment Master Plan must be consistent with these policies, unless specific recommendations for Comprehensive Plan Amendments are made.

FUTURE LAND USE ELEMENT	
Policy	**Summary**
Policy 1-2.4.6: Redevelopment of Waterfront and Historic Downtown.	The City has established two TCEAs to eliminate the constraints of transportation concurrency on redevelopment within the Downtown Sanford/Lake Monroe Waterfront and the US 17-92 Corridor.
Policy 1-2.5.1: Implement US 17-92 CRA 2006 Corridor Strategy Report and Downtown CRA Redevelopment Plan.	a. Develop a unique identity for the corridor through streetscaping improvements b. Define and defend the residential neighborhoods c. Create alternative local routes to US 17-92 d. Reorient the intersection of US 17-92 and Park Drive around a central square. e. Complete a land use and urban design study for the corridor to analyze the feasibility of replacing large land auto related uses with community-oriented retail and mixed uses. f. Offer financial incentives g. Enhance the image through improvements to lakes, parks, public views and public spaces
Policy 1-2.5.2: Mixed-use Future Land Use for the US 17-92 Corridor TCEA	Evaluate the feasibility of adopting a mixed use future land use designation for properties within the US 17-92 TCEA to promote high quality mixed use developments that support transit. The minimum residential densities within the TCEA shall be ten units per acre for developments within ½-mile walking distance from major transit stops and a comparable level of intensity/density for mixed use projects. The minimum floor area ratio for office and commercial uses shall be at least 0.35.
Policy 1-2.5.3: Promote Integrated Land Use and Transportation Planning Principles	Amend the Land Development Code to incorporate regulations to improve the built environment through integrated land use and transportation planning. Site planning requirements within the TCEAs should include: a. Build-to lines requiring buildings to front the major roads and limit parking in the front; b. Internal sidewalks connecting to parking areas and building entrances. c. Building orientation and placement in close proximity to the street d. Access requirements (including shared driveway connections) that do not impede traffic flow and reduce pedestrian obstructions through limiting curb cuts e. Shared parking to minimize excessive parking; f. Locating parking to the rear of the building to improve the relationship of the building to the street; g. Bicycle parking accommodations including shower and locker requirements; h. Mandatory sidewalk connections from developments to the sidewalks along the roads; i. Landscaping and signage requirements for developments fronting the US 17-92; and j. Transit accommodations within larger developments to allow buses to drop off on-site.
Policy 1-2.5.4: Support Multimodal Supportive Densities/Intensities.	Development and redevelopment within the TCEA shall occur at densities and intensities that support multimodal transportation services. The minimum residential densities within the TCEA shall be seven 7 units per acre for developments within ½-mile walking distance from transit stops and a comparable level of intensity/density for mixed use projects. The minimum floor area ratio for office and commercial uses shall be at least 0.25.
Policy 1-2.5.5: Develop Multimodal Requirements for Development/Redevelopment.	Revise the Land Development Code (LDC) to include updated standards to improve transit and bicycle use within the US 17-92 corridor, including but not limited to transit shelters incorporated into mixed use buildings, multiple use parking structures requiring bicycle parking within parking structures as a part of all development/redevelopment.

Policy 1-2.5.6: Provide Development Bonus and Incentive Program for US 17-92.	Adopt land development regulations to provide development bonuses or incentives for development/redevelopment projects that include the following: a. Transit-oriented development principles; b. Transit facilities including shelters and bicycle racks; c. Financial commitment to transit services; d. Contributions, either in funding, land dedication, or in-kind services, for park and recreation improvements or pubic plazas dedicated to the City; e. Drive-way consolidations and cross-access easements; f. Other innovative land use and transportation integration designs
Policy 1-2.5.7: Promote Redevelopment within US 17-92 Corridor	Implement an expedited process for projects within the corridor and identify additional time and cost saving strategies for these projects. Promptly review and act on petitions for land use plan amendments and rezoning to mixed use for property within the TCEA
Policy 1-2.5.8: Support Redevelopment Opportunities	Continue to focus planning efforts in the areas of the City that have special opportunities and/or potential for redevelopment, including the US 17-92 corridor
Policy 1-2.5.9: Promote Economic Development Support for Redevelopment	a. Improve the image of the US 17-92 corridor and use strategic public investments to stimulate private investments. b. Strive to make the US 17-92 corridor competitive with major activity centers and corridors within the City and County. c. Expand the economic base of the US 17-92 corridor by retaining existing jobs while creating new and diverse employment opportunities. d. Promote the US 17-92 corridor's unique economic and market assets as a corridor of activities that include a full range of services. e. Maximize marketing opportunities to promote the corridor. f. Encourage partnerships among property owners and private and public sector groups to implement redevelopment projects

TRANSPORTATION ELEMENT	
Policy	**Summary**
Policy 2-1.8.18: Implement Design Recommendations of the US 17-92 CRA 2006 Corridor Strategy Plan.	Incorporate all the physical design recommendations from the US 17-92 CRA 2006 Corridor Strategy Plan into a US 17-92 TCEA Overlay District Design Regulation Ordinance. • Manage access through development of an access management plan. • Encourage parking management through maximum parking utilization and shared parking facilities. • Enhance the built environment through building orientation to the street, parking behind the building and service access from alleys. • Encourage transit friendly site layouts • Provide excellent pedestrian connectivity between origins and destinations within TCEA. • Develop a comfortable bicycling environment through provision of bicycle lanes, bicycle parking areas, and bicycle lockers and shower facilities in buildings.
Policy 2-1.8.19: Implement the US 17-92 CRA 2006 Corridor Strategy Plan Policy Recommendatio	Incorporate marketing, financial and investment strategies from the US 17-92 CRA 2006 Corridor Strategy Plan into an Implementation Plan used to negotiate with property owners, developers and business owners within the TCEA.
Policy 2-1.8.21: Identify Priorities for Redevelopment	Prioritize improvements in two zones: Zone A – North US 17-92 TCEA Sub-district • Complete sidewalk network and provide pedestrian crossings and other pedestrian amenities at all intersections • Restore abandoned alleys for use as service access • Develop access management plan for shared driveway access • Reorient buildings to the street, especially along US 17-92 • Locate buildings closer to the street with parking accommodations in the rear • Promote service oriented commercial uses to support residential and office populations • Streetscape US 17-92 with lighting, landscaping, and other urban design features Zone B – South US 17-92 TCEA Sub-district • Create parallel streets to US 17-92 to provide alternatives for local trips • Promote urban compact mixed use developments on larger parcels • Provide connections from commercial/mixed-use destinations to residential neighborhoods • Develop a continuous and well connected sidewalk network with access to transit • Streetscape US 17-92 with lighting, landscaping, and other urban design features
Policy 2-1.8.22: Coordinate a Transit Shuttle Service.	By 2012, the City and the CRA shall coordinate with LYNX to determine the feasibility of providing a transit shuttle service along the US 17-92 corridor, within Downtown Sanford, and the surrounding residential neighborhoods.
Policy 2-1.8.23: Support a Transit Emphasis Corridor.	The City will partner with LYNX to incorporate Transit Emphasis Corridor passenger amenities along US 17-92 and in Downtown Sanford within the City's two TCEAs, including but not limited to sidewalks leading to/from bus stops, lighted passenger shelters, pull out lanes at select stops, real time passenger information at select stops/transit centers, and signal prioritization and bus queue bypass lanes at select intersections.
Policy 2-1.9.1: Acquire Right-of-Way for Future US 17-92 Widening.	Proactively engage in acquisition of right-of-way along US 17-92 within TCEA limits through outright purchase, developer dedications, fee-in-lieu and easements. Target future widening of portions of US 17-92 (especially between Lake Mary Boulevard and Airport Boulevard)

CAPITAL IMPROVEMENTS ELEMENT	
Policy	Summary
Policy 8-1.4.8: Coordinate US 17-92 Corridor Redevelopment Plan.	All planned capital improvement projects along or adjacent to the US 17-92 Corridor shall be coordinated with the US 17-92 CRA Corridor Redevelopment Plan

G. Synopsis of Compatibility

Compatibility

The review of Future Land Use classifications for each jurisdiction did not reveal any incompatible land uses on adjacent parcels. This is largely because the existing development along the US 17-92 CRA corridor consists primarily of commercial and industrial uses, which generally transition into less intense uses, such as medium density residential, on the outer boundaries of the CRA.

The results of this Context Report were used to evaluate potential Catalyst Sites and priorities for redevelopment. Should these selected Catalyst Sites result in potentially adverse impacts to adjacent parcels, recommendations to promote land use compatibility will be provided. A major challenge of the Corridor Redevelopment Master Plan will be improving the pedestrian environment in the pre-existing automobile-oriented context. Recommendations to promote pedestrian and vehicular compatibility will be made at the time of Catalyst Site selection and preparation of alternative design concepts.

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SECTION VII: LAND DEVELOPMENT CODE COMPATIBILITY

Utilizing all available City and County land development code information the following analysis has been made. A synopsis of the compatibily between various jurisdictions shows the necessity for corresponding planning documents to align in their vision and purpose. The following documents were reviewed:

Seminole County Land Development Code

City of Casselberry Land Development Code

City of Sanford Land Development Code

City of Lake Mary Land Development Code

City of Winter Springs Land Development Code

VII. Land Development Code Compatibility

A. Overview of Compliance Requirements

Within the US 17-92 redevelopment corridor, there are several municipalities that share both similar and unique land uses and requirements respective to their jurisdiction. VHB MillerSellen has reviewed the city and County code and land development regulations for the current land uses and those that are strongly foreseeable to be located within the corridor. This data has been compiled in a chart to compare the requirements against each other to find areas where improvement is needed or modification would prove beneficial to serve the needs and vision of the US 17-92 corridor future growth to provide cohesive development standards within the CRA.

A chart has been created on the following pages that compares each land use requirement by municipality. Upon review, VHB MillerSellen found the following items which should be addressed to create a more unified set of requirements for the area in study.

- The jurisdictions of Winter Springs and Lake Mary have no defined open space requirement, while a high open space requirement of 20-25%, minimum, for Sanford and Seminole County may pose problems for areas where a higher density and integrated development pattern is desired.
- As all but two municipalities show impervious surface area requirements, a unified set of requirements should be developed for the CRA to set a standard for acceptable impervious surface area.
- The commercial land uses in Seminole County have a 0 foot sideyard setback requirement which can be beneficial for the development of more pedestrian oriented urban streetscape development. The remaining municipalities have sideyard setbacks ranging from 5 feet to 35 feet.
- Front yard setbacks appear relatively consistent, around 25 feet for commercial uses.
- For most development regulations, 35 feet seems to be the standard maximum building height. There are exceptions to this, such as Sanford's Special Commercial District, which allows up to 100 feet and Winter Springs, which allows up to 50 feet in the US 17-92 Commercial District.
- Although the City of Longwood does not currently participate in the CRA, VHB MillerSellen reviewed the City's LDC to identify potential development conditions that could occur adjacent to future CRA projects.

Jurisdiction	Zoning	Minimum Lot Size (sq.ft.)	Min. Parcel Frontage on a Street (ft.)	Width at Building Line (ft.)	Min. Lot Depth (ft.)	Minimum Living Area (sq.ft.)	Setbacks (ft.)				Open Space	Imperv. Surface Area (Max)	Bldg. Floor Area	Max Bldg. Ht.	Accessory Rear Bldg. Setback
							F	Side St.	S	R					
Seminole County															
Agriculture	**A-1**	1 acre		150		N/A	50	50	10	30	20%			35 ft.	
Restricted Neighborhood Commercial District	**CN**	15,000		100		N/A	25	25	0	10	25%			35 ft.	
Retail Commercial District	**C-1**	15,000		100		N/A	25	25	0	10	25%			35 ft.	
Retail Commercial District	**C-2**	15,000		100		N/A	25	25	0	10	25%			35 ft.	
General Commercial and Wholesale District	**C-3**	15,000		100		N/A	25	25	0	10	25%			35 ft.	
Very Light Industrial District	**M-1A**	N/A		N/A		N/A	50	50	10	10	25%			35 ft.	
Industrial District	**M-1**	N/A		N/A		N/A	50	50	10	10	25%			35 ft.	
Office District	**OP**	15,000		100		N/A	25	25	0	10	25%			35 ft.	
Planned Commercial Development District	**PCD**	Site Plan Required					25	25	0	10	25%			35 ft.	
Public Lands and Institutions	**PLI**	N/A		N/A		N/A	25	25	25	25	25%			35 ft.	
Planned Unit Development District	**PUD**	Master Plan Required									25%			35 ft.	
Single Family Dwelling District	**R-1**	8,400		70		700	25	25, 15 with approval	7.5	30	25%			35 ft.	
Single Family Dwelling District	**R-1A**	9,000		75		1,100	25	25, 15 with approval	7.5	30	25%			35 ft.	
Single Family Dwelling District	**R-1AA**	11,700		90		1,300	25	25	10	30	25%			35 ft.	
One and Two Family Dwelling District	**R-2**	9,000		75		1,400 Duplex, 700 SF	25	25	10	30	35%			35 ft.	
Multiple-Family Dwelling District	**R-3**	See Comp Plan Chart					1-Story Bldg: 25' F, S and R				40%			35 ft.	
Multiple-Family Dwelling District	**R-3A**	See Comp Plan Chart					2-3 Story Bldg: 35' F, S and R				35%			35 ft.	
Residential Professional District	**RP**	N/A		N/A		N/A	25	25	10	30	35%			One Story	
Single Family Dwelling District	**R-1BB**	5,000		50		700	20	20	5	20	35%			35 ft.	
Single Family Dwelling District	**R-1B**	6,700		60		700	20	20	7.5	25	35%			35 ft.	
Single Family Dwelling District	**R-1AAA**	13,500		100		1,600	25	25	10	30	25%			35 ft.	
Single Family Dwelling District	**R-1AAAA**	21,780		100		1,600	25	25	10	30	25%			35 ft.	
Multiple-Family Dwelling District	**R-4**	Max. Density Varies with BCC Approval					25	25	25	25	40%			35 ft.	
Convenience Commercial	**CS**	N/A		N/A		N/A	50	N/A	0	10	25%			35 ft.	

* Special provisions may apply for open space and max. building height requirements in certain areas. See Sec. 30.1504 and Sec. 30.1508.

VII. Land Development Code Compatibility

Jurisdiction	Zoning	Minimum Lot Size (sq.ft.)	Min. Parcel Frontage on a Street (ft.)	Width at Building Line (ft.)	Min. Lot Depth (ft.)	Minimum Living Area (sq.ft.)	Setbacks (ft.)				Open Space	Imperv. Surface Area (Max)	Bldg. Floor Area	Max Bldg. Ht.	Accessory Rear Bldg. Setback
							F	Side St.	S	R					
City of Sanford															
	AG	1 acre	20	100		N/A	35**		20	35**	None			35 ft.	4 *
	GC-2	10,000	35	75		N/A	25		20	20	25%			50 ft.	4 *
	PRO	N/A	N/A	N/A		N/A	N/A		N/A	N/A	N/A			N/A	N/A
Restricted Commercial	**RC-1**	10,000	35	75		N/A	25		10	20	25%			35 ft.	4 *
	RI-1	10,000	35	75		N/A	25		15	20	20%			50 ft.	4 *
Single Family Dwelling Residential	**SR-1**	6,000	20	60		700	25		7.5	20	50%			35 ft.	4 *
HISTORIC OVERLAY	The CRA is located adjacent to the Midtown, Downtown, and Historic Overlay districts at the northern terminus. Please see the following link for requirements of those districts:											http://www.ci.Sanford.fl.us/media/pdf/ldr/schedule_U.pdf			
MIDTOWN OVERLAY															
Single Family Dwelling Residential	**SR-1A**	7,500	20	70		1,200	25		10	20	50%			35 ft.	4 *
Multiple Family Residential	**MR-1**	10,000	35	100		700	30		20	20	50%			35 ft. ***	4 *
Multiple Family Residential	**MR-2**	10,000	35	100		700	30		20	20	50%			35 ft. ***	4 *
Multiple Family Residential	**MR-3**	10,000	35	100		700	30		20	20	50%			35 ft. ***	4 *
Multiple Family Residential-Office-Institutional	**RMOI**	10,000	35	100		N/A	30		20	20	30%			50 ft.	4 *
Special Commercial	**SC-3**	None	None	None		N/A	None		None	None	None			100 ft.	None
Planned Development	**PD**														

NOTES:

* Accessory buildings are not permitted in required front yards or required side yards when such side yard abuts a street. Also, in addition to a building setback of four (4) feet, all accessory buildings which are greater than 15 feet in height shall be set back an additional one (1) foot from the side and rear parcel line for each foot or fractional portion thereof, of height over 15 feet.

** Except for one-family dwellings, all other uses shall have a minimum required parcel area of five (5) acres, minimum required front yard of 100 feet, minimum required side yard of 50 feet and a minimum required rear yard of 100 feet

*** Building heights may be increased pursuant to Schedule E, section 16.0, D. 4.

City of Longwood (not in CRA)															
General Commercial	**GC**						28		20	25*		75%		2-6 stories	
Industrial	**IND**									20*		75%		2-6 stories	
Low Density Residential	**LDR**	Large Lots: Max 150% of average dimensions in surrounding neighborhoods					25 min		7	15 min		42%		N/A	
Medium Density Residential	**MDR**	Small Lots: Max 70% of average dimensions in surrounding neighborhoods					25 min		7	15 min		55%		N/A	
Not Currently Included Within the Corridor Limits of this Jurisdiction															
Low Density Residential	**P/I**						N/A		N/A	N/A		5%		Not listed	

NOTES:

* setback to 50 ft. if adjacent to established residential neighborhood

Jurisdiction	Zoning	Minimum Lot Size (sq.ft.)	Min. Parcel Frontage on a Street (ft.)	Width at Building Line (ft.)	Min. Lot Depth (ft.)	Minimum Living Area (sq.ft.)	Setbacks (ft.) F	Setbacks (ft.) Side St.	Setbacks (ft.) S	Setbacks (ft.) R	Open Space	Imperv. Surface Area (Max)	Bldg. Floor Area	Max Bldg. Ht.	Accessory Rear Bldg. Setback
City of Lake Mary															
General Commercial	**C-1**	N/A	N/A	N/A			25ft. or 60 ft. See City Code Chapter 157 (Landscape Buffers)						N/A	40 ft.**	
Commercial District	**C-2**	N/A	N/A	N/A									N/A	40 ft.	
	PUD														
Not Currently Included Within the Corridor Limits of this Jurisdiction															
Single Family Dwelling District	**R-1AAA**	21,780	35	115			25	N/A	30/12 *	30			1,300 sq.ft min.	35 ft	
Single Family Dwelling District	**R-1AA**	14,000	35	95			25	N/A	20/8 *	30			1,300 sq.ft. min	35 ft	
Single Family Dwelling District	**R-1A**	18,890	25	75			25	N/A	20/8 *	30			1,100 sg.ft. min	35 ft	
One & Two Family Dwelling District	**R-2**	7,500, 15,000 Duplex	25	75			25	N/A	20	30			N/A	35 ft	
Multi-Family Dwelling District	**R-3**	1 acre	75	75			25	25	25	25			N/A	35 ft	
Professional Office	**PO**	N/A	N/A	N/A			25	25	25	25			N/A	30 adj. to res. 40 all other	
Office & Light Industrial	**M-1A**	1 acre	N/A	N/A			25	25	25	25			N/A	45	
							See City Code Chapter 157 (Landscape Buffers) for Individual Conditional Setbacks								

NOTES:

*A combined setback of "x" feet with a minimum of "x" feet in one side yard is shown in the chart as 30/12' and 20/8'

**30 feet when adjacent to residential zoned property

City of Winter Springs															
General Commercial District	**C-2**	N/A		N/A	N/A		25	N/A	15	15		75%		50 ft.	
Light Industrial District	**I-1**	7,500		75	100 ft.		25	15	15	5		75%		50 ft.	
Not Currently Included Within the Corridor Limits of this Jurisdiction															
Single Family Dwelling District	**R-1AAA**	20,000		100	N/A		50	50	20	35		N/A	40% of lot max	35 ft.	
Single Family Dwelling District	**R-CI**	1 acre		120	N/A		50	50	20	35		N/A	1,600 sq.ft. min 20% of lot max	35 ft.	
One Family Dwelling District	**R-1AA**	10,000		90	N/A		35	25	10	35		N/A	40% of lot max	35 ft.	
One Family Dwelling District	**R-1A**	8,000		75	N/A		25	25	7.5	25		N/A	40% of lot max	35 ft.	
One Family Dwelling District	**R-1**	6,600		60	N/A		25	25	6	25		N/A	40% of lot max	35 ft.	
Multi-Family Dwelling District	**R-3**	(16 du/acre max)		N/A	N/A		25	25	10	35		N/A	75% of lot max	45 ft.	
Neighborhood Commercial District	**C-1**	N/A		N/A	N/A		25	N/A	15	15		75%		50 ft.	
Commerce Center Zoning District	**CC**	N/A		N/A	N/A		25	N/A	15	15		N/A	3,500 sq.ft. (max tennant)	35 ft.	
US 17-92 Commercial District	**C-3**	N/A		N/A	N/A		25	15	5	15		75%		50 ft.	

C. Synopsis of Compatibility

The four jurisdictions along the US 17-92 corridor, within the CRA, also have four sets of land development regulations with their corresponding boundaries. Considering the number of parcels with different development regulations that abut each other, there is a need for unity and among LDC regulations. A small part of the corridor's goal must be acknowledging and modifying the discrepancies in code for the different areas. This is not to say that all sections of the roadway must be treated and regulated the same. There are obviously a wide variety of development patterns and conditions that necessitate different regulations. In some cases though, the existing code is keeping the corridor from reaching its economic potential because of outdated land development regulations for a corridor that is becoming more urban and demanding more infill.

VHB Miller Sellen has reviewed the city and County land development regulations for the current land uses as well as those with potential to be located within the corridor. This data has been compiled to compare the requirements from differing jurisdictions in order to pinpoint areas for improvement. Potential changes would highlight the corridor's vision and economic growth in areas that would otherwise remain unchanged.

A chart has been created on the proceeding pages that compares each land use requirement by municipality. Upon review, VHB Miller Sellen has found the following items that should be addressed to create a more unified set of requirements for the corridor as a whole.

US 17-92 CRA General Comments:

- The jurisdictions of Winter Springs and Lake Mary have no defined open space requirement while a high open space requirement of 20-25% for Sanford and Seminole may pose problems for areas where a higher density and integrated development pattern is desired.
- All but two municipalities show an impervious surface area requirement, a unified set of requirements could be developed for the CRA to set a standard for impervious surface area.
- The commercial land uses in Seminole County have a 0 feet side setback requirement which can be beneficial for more pedestrian oriented urban streetscape development. The remaining municipalities have setbacks ranging from 5 feet to 35 feet.
- Front yard setbacks seem to remain relatively consistent, most are restricted to 25 feet for commercial uses.
- For most development, 35 ft is the maximum building height. There are exceptions to this such as Sanford's Special Commercial District which allows up to 100 feet and Winter Springs which allows up to 50 feet in the US 17-92 Commercial District. Seminole County also has determined some areas to be within a Target Zone which lessens restriction on building height.

Sanford:

- The City of Sanford has some of the most urban development along the corridor. The land development regulations should reflect this, with lower and or maximum, front and side yard setbacks. The current code requires a minimum 25 ft. front yard setback for commercial and 25-30 ft. for residential. This is not appropriate for a more pedestrian-oriented commercial zone. This type of regulation encourages the development patterns seen in Sanford today, with multiple curb cuts per business and open paved parking spaces along the street frontage.
- Sanford also limits building height to 35 ft., except in its restricted industrial zone. This allows for a three-story building, but few mixed used projects or parking garages can achieve the type of density required for a successful project based on three-story development.
- Sanford does support four overlay districts that are immediately adjacent to the US 17-92 CRA boundary. Both the Midtown and downtown overlays encourage denser development that is oriented towards the street. But, as US 17-92 is the major commercial corridor running through Sanford, denser development should be encouraged here, rather than outside of the CRA.
- Excessive commercial and multifamily open space requirements do not allow for a more urban type of development or pedestrian experience. Ranging from 20-50%, these regulations support a more suburban development pattern than the desirable urban downtown that the nearby overlay districts support.

Lake Mary:

- While Lake Mary has only a few parcels within the CRA Boundary, the setbacks are dependant upon the landscape buffer code which specifies that a front yard setback be either 25 or 60 ft. The roadway section through Lake Mary currently creates a more rural environment, but future development may require less setback to achieve the desired density.

Winter Springs:

- Winter Springs C-1 (Neighborhood Commercial) and I-1 (Light Industrial) zoning districts can be found along the US 17-92 corridor. Winter Springs does have a US 17-92 Commercial district labeled as C-3, but there are currently no parcels with this assigned zoning. The US 17-92 Commercial district allows a more intense development pattern with relaxed height restrictions and less open space required. The City should consider applying the C-3 zoning to existing commercial lots within the corridor.

Unincorporated Seminole County (including Fern Park):

- Like most of the other jurisdictions, Seminole County's development code leans towards a more suburban development pattern, even in areas where a dense, urban environment is preferable. The front yard setback is a minimum 25 ft., which can restrict the amount to which a unified pedestrian streetscape can be developed.
- Most of unincorporated Seminole County is not as dense as other parts of the corridor, like Sanford, however the potential for larger developments that may require 4 or more stories, are restricted by the 35 ft. height requirement. Allowable building heights are increased in some areas that fall under the Redevelopment Area Target Zones, which permit taller buildings to be constructed after considering their proximity to single-family residential zoning.
- By zoning regulation, all of the parcels in Seminole County have a minimum open space requirement of at least 25%, while multifamily developments have a minimum of 35-40%. By comparison, parcels within the Redevelopment Area Target Zones under 5 acres have no open space requirements; parcels larger than 5 acres have a 15% requirement. The County should consider expanding all development criteria to match the Redevelopment Area Target Zone standards to allow for more dense, unified

development.

- Front yard setbacks continue to be based on a more suburban model at a minimum of 25 ft., except for industrial which is 50 ft. minimum. Minimum sideyard setbacks are appropriate for an urban environment, including no setback for commercial property and ranging from only 7.5 – 10 ft. for multifamily. This will allow for better massing along the street frontage and reduce the number of allowable curb cuts on US 17-92.

D. Overlay Districts

This is an overview of the overlay requirements set forth by the City of Sanford Land Development Regulations Schedule-U Overlays,which can be found in its entirety here (http://www.ci.Sanford.fl.us/media/pdf/ldr/schedule_U.pdf).

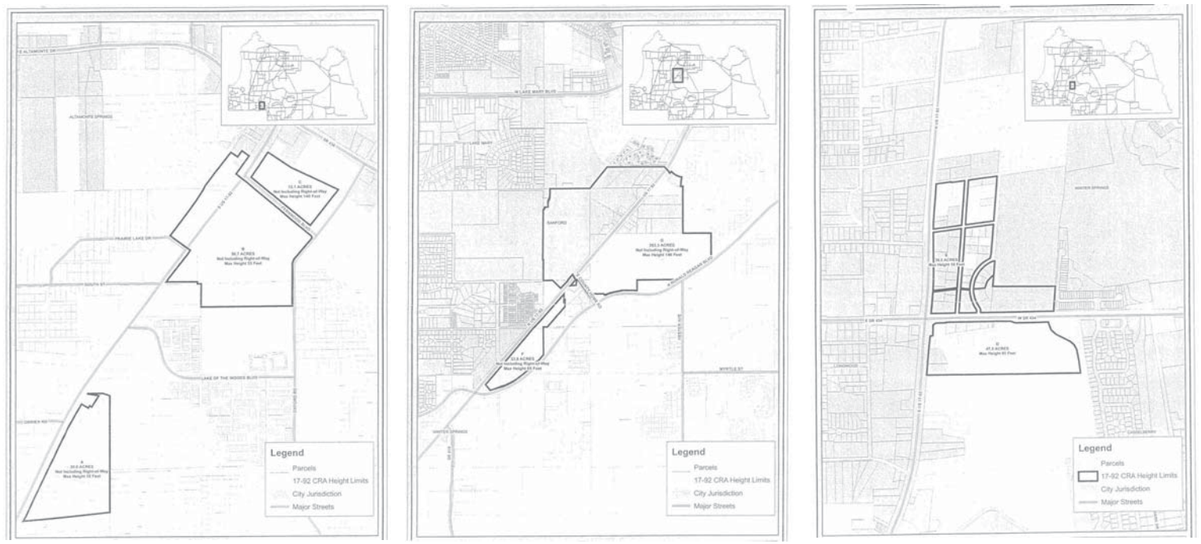
Lake Mary Boulevard Overlay District
This overlay district extends from Country Club Road in Lake Mary through Sanford and ends at County Road 415. It applies to all property within the City of Sanford that is within 320' of the centerline of Lake Mary Boulevard. Any piece of a parcel that abuts the ROW is considered to be within the overlay district.

The purpose of this district is to provide a well landscaped, scenic gateway that is free of unplanned development and visual clutter. This protects property values and enhances the natural features of the area wherever practical.

Building Setbacks
A minimum 50' front yard setback is required along Lake Mary Boulevard to provide for adequate space and building clearance for the required landscape components.

Landscape Buffer
A minimum 15' landscape buffer shall be provided on lots abutting the ROW. The buffer requires that live oak trees be planted 40 feet on center, staggered across the ROW to reduce conflict at their mature size. All landscaping shall comply with schedule J (http://www.ci.Sanford.fl.us/media/pdf/ldr/schedule_J.pdf).
There are additional requirements regarding parking lot visibility as well as restrictions on size and location. Internal parking landscape requirements require additional material and island placement. Parking lot lighting shall be full cut-off fixtures with very little light spill into adjacent properties.

Signage
Signage restrictions include the allowable size of wall signs on a given commercial property as well as the number and size of ground signs that will be permitted. Signage, sound barriers, planters, freestanding walls, etc. shall be constructed of brick or half-block. Ground signs shall be enclosed in a base such as a planter or brick container unit. Any and all uplighting shall be concealed within this base. The overlay district prohibits flashing, moving, or pulsating signs and continues to restrict the lighting of signage.



Source: Seminole County Land Development Code 30.1500

Utilities
All new or relocated utility lines shall be installed under ground, unless otherwise determined by the City that the soil condition, topography or other geographical reason renders this impractical.

Downtown/Riverfront/Midtown Overlay Districts
While these overlay districts do not intersect any of the CRA, they are directly adjacent to the CRA boundary in the Sanford Historic district. Land development regulations, allowable uses, and densities should work together to provide a viable commercial core and protect Sanford's historic neighborhoods.

The purpose of these districts is to encourage and regulate different land uses within the historic Sanford core downtown. They should promote traditional neighborhood design that provides walkable, safe streets and a diverse range of residential and commercial development.

District Intents
Riverfront Overlay District – Intended to provide for a mixed-use area of high-density residential, office and retail.

Midtown Overlay District – Intended to encourage residential uses. Mixed-use single family, multi-

family and commercial/office where appropriate and without conflict

Downtown Overlay District – Intended to provide a commercial use zone within the core of the riverfront and midtown overlays.

Designation of Street Type
Surrounding streets have been designated either 'A' primary streets, 'B' secondary or pedestrian priority streets depending on the traffic capacity and importance of each street. Primary streets require building frontage and active retail on the first floor, while secondary streets will act as side streets and pedestrian priority streets have frontage requirements too, but restrict vehicle access and service uses.

Permitted Uses
- Single Use Commercial
- Mixed Use Development
- Attached Residential
- Transitional Mid-Block Residential
- Infill Development

Uses vary by district but most are permitted in all overlay districts.

Site Design & Lot Layout
Development footprint examples are provided not to prescribe exact development layout, but to qualify development patterns. Each site will have its own requirements and challenges that must be met within the framework of the site design examples shown in Schedule-U. (http://www.ci.Sanford.fl.us/media/pdf/ldr/schedule_U.pdf).

The block standard illustrations are intended for any new development over 2 acres which must conform in general to these block standards, building design and site design. The maximum allowable block size shall not exceed 350' x 600'. Buildings are brought up to the street with little or no setback, moving service yard and vehicle access to the sides and rear to promote a walkable block size and development pattern. A maximum of two curb cuts/vehicular accesses are allowed along "A" streets to reduce potential conflict zones.

Parking garages are to be located behind a building frontage and accessed only on "B" side streets. Garages should be built into the block structure as part of a building and not "stand alone". See block design examples.

Building Design
Building frontages shall be on either "A" streets or pedestrian priority streets. If site constraints occur, a knee wall may be constructed to mitigate for some of the remaining frontage. Building entrance for the public shall have an entrance accessible to pedestrians from the street. The entrance must have a recognizable, distinctive change in building mass and materials to clearly identify the front entrance. Building facades shall have a foundation or base that is a different in volume, matieral or shape from the upper portions of the building. A clear visual division shall be made between ground floor levels and upper floors with either a cornice or an awning (12-16 ft.). A maximum of 30 ft. of wall can be constructed without a visual break. A small list of design features is provided within the section from which designers can choose a minimum of three as additional architectural features.

Storefront Character
Commercial and Mixed-Use buildings with a commercial use shall follow these guidelines. Corner stores must orient their business to the corner, rather than adjusting to one side or another in particular. Consistent and appropriate windows with awnings can be used to tie the building to consistent design standards. Minimum window coverage on frontage facing windows, allows for daylighting and better viability of commercial products.

Roofline
Non-residential buildings shall have a varied roofline to help compensate for large building mass. To complement the pedestrian scale and residential buildings direction adjacent to most commercial, facades should be broken up and vary to help reduce the overall scale of the building.

Color
The use of black and fluorescent colors is prohibited, as is the use of primary and secondary colors in order to blend in and complement the nearby buildings.

3. US 17-92 Community Redevelopment Area Target Zone Height Alternative Standards (Seminole County LDC Sec.30.1500)
The intent of this target zone is to allow for increased building heights within predetermined zones established within the area target zone standards. This determination is made based on the subject parcels distance from existing single-family residential land uses. These target zones can be located in the figures on this page.

Building Height Limits
Proposed buildings within the target zone that meet the requirements setforth in this section of Seminole County's Land Development Code may surpass the 35 ft. height limitation requirement.

Setbacks
Except as provided in the table below, all properties setback along US 17-92 shall be 25 ft. If a property abuts US 17-92 and an intersecting roadway, the setback shall be 25 ft. on either street. Ornamentation features on a building may encroach into the setback, including but not limited to, outdoor cafes, awnings, canopies and arcades.

Height (feet)	Setback
36-45	50 ft.
46-55	80 ft.
55+	110 ft.

The same requirements apply to properties fronting on a lake. The setback designation shall be taken from the ordinary highwater elevation. The County Planning Manager has the authority to wave up to 50% of the setback standard if he or she feels that the adjacent residential property is adequately protected from such development.

Open Space

These open space requirements apply to parcels that qualify within the area target zone. These parcels must meet the Land Development Code, landscaping in parking areas, (Sec. 30.1230).

- Parcels less than 5 acres have no open space requirement
- Parcels greater than 5 acres have a 15% open spacing requirement (as part of the gross acreage).
- Open Space shall be accessible by pedestrians for use as passive/active recreation area. They may not be fenced or house mechanical or other service equipment.
    - Open space areas may include stormwater retention ponds, but must include 2 of the following:
    - Outdoor patio/café seating area
    - Pedestrian plazas/kiosk area
    - Water features with sitting areas
    - Continuous walkway linking adjacent buildings

Building Design

Proposed buildings should be compatible with adjacent buildings and structures and meet the list of required fenestration as put forth in the area target zone height standards. Building stepbacks, architectural detailing, appropriate massing and color choices are all detailed in the requirements, which can be found in Chapter 30, Part 74 of the Seminole County Land Development Code.

Street Design

Internal street design within proposed developments must provide cross access easements and stub-outs to future development as provided in this section of the Seminole County LDC (Sec. 30.1500). Larger developments with internal streets and blocks must define blocks between 200 and 500 ft. Blocks larger than this must provide pedestrian midblock crossings. Street development should be urban in nature and pedestrian-oriented, with accessible sidewalks minimal driving lanes and traffic calming devices.

D. Landscape Code Requirements

Landscape Codes provide a necessary component to the continued design and development pattern in any city or the County. They contribute largely to the overall makeup and character of a place or corridor, providing a lush, green buffer to what could be an otherwise harsh environment. These regulations can also unintentionally impair development by restricting parking, creating unwalkable suburban environments, and creating unusable ponds or green space where it is not needed or unwanted. Most landscape code requirements revolve around buffering one use from another incompatible use or a use from a busy roadway. Sometimes though, a high degree of access and a tightly developed urban environment is preferred, which can directly conflict with the existing landscape requirements.

For the US 17-92 corridor it is extremely important that a landscape code be developed that provides a single recognizable development pattern for the corridor, but at the same time allows for much needed flexibility. The corridor encompasses many densities and types of development including, urban, suburban, protected environmental and waterfront. All of these should come together to form a dynamic mixed-use

LANDSCAPE CODE REQUIREMENTS BY JURISDICTION

Jurisdiction	(17-92) R/W Buffer				Non-Residential Property Buffer[2]				(Active/Passive) Residential Buffer			
	Buffer Width	Opaque Coverage	Shrub Height	Canopy Tree Spacing (OC)	Buffer Width	Opaque Coverage	Shrub Height	Canopy Tree Spacing (OC)	Buffer Width	Opaque Coverage	Shrub Height	Canopy Tree Spacing (OC)
Seminole	5'[1]	75%	3'	25'	5'[1]	75%	3'	25'	25[4]/15	100%	6'[3]	25'
Sanford	25'	100%	3'[3]	50' (double row)	10'	100%	3'[3]	30-40'	50/25	100%	6'[5]	25'
Lake Mary	15'	100%	2'	33' / Understory 25'	10'	100%	2'	50' / Understory 33'	45	100%	6'[3]	7, 9 Understory per 100 LF
Winter Springs	5'	100%	3'[3]	1/75 LF	5'	50%	3'	1/75 LF	(25/15)	100%	6'[3]	4/8 per 100 LF

[1] 10' Average
[2] If adjacent property contains a conforming hedge, buffer may be waived, except for canopy tree requirement.
[3] A Wall or landscape berm may be installed assuming the overal height requirment remains
[4] 50' for buildings 2 stories and over
[5] See Table A Section 3.4 for appropriate visual screen type

corridor that meets a large array of development patterns and user needs.

E. Landscape Requirement Analysis

R/W Buffer Requirements

Existing buffer requirements vary in width from 5-25 feet. Both Seminole County and Winter Springs require a minimum five foot buffer with ten feet as an average. Sanford and Lake Mary require 25 and 15 feet, respectively. The minimum five foot buffer works well in a more urban environment where space is an issue and the landscape is there to create a safe buffer between vehicles and the pedestrian zone. This area can also be used as a step out for exiting a parked car or passengers getting in. The additional 25 foot buffer creates a significant barrier between traffic and the pedestrian but does not allow the pedestrian to actively engage the transition zone between the sidewalk and street, making roadway crossing distances even longer.

Sanford also requires a double row of canopy trees to be planted fifty feet on center. This necessitates a large area to adequately space these large trees far enough apart that they will not have any spacing problems at maturity. The other municipalities offer a less stringent requirement, even though Seminole County still maintains 25 feet, which again, is too close for a mature canopy tree. Larger spacing, between 40-50 feet, recommended; this will allow for a natural infill of tree canopy over time and does not cause unwanted canopy that reduces visibility and blocks storefront signage. Additional canopies could be placed in the medians (following FDOT guidelines), where they offer shade and reduce conflicts with signage.

Non-Residential Adjacent Property Buffers

Currently buffer requirements between two non-residential properties are similar to those along the R/W. All of the jurisdictions require that a three foot hedge be maintained between the two adjacent parcels. Shrub coverage in these areas varies between 50-100 feet, while width requirements may only be 5-10 feet. This requirement usually boils down to one row of shrubs (typically viburnum) along the property line. Unfortunately these types of buffers provide very little visual buffer, but they reduce the ability of pedestrian access between adjacent parcels. It is recommended that focus be placed on interconnectivity of parcels rather than inconsequential shrub rows. Sometimes there is a need for a vegetative buffer between uses. In the event that heavy commercial use or an industrial facility abuts an office, for example, a buffer should still be required.

Residential Adjacent Property Buffers

Residential buffer requirements should be more stringent than other requirements in order to protect the residential neighborhoods that surround the US 17-92 corridor. All existing codes require a 6' screenwall or berm/landscape combination for any non-residential properties that abut a residential use. This is important because it provides a greater amount of privacy at ground level, compared to a lower shrub installed at three feet as the other boundary requirements state. Buffer widths are also much larger (25-50' in active buffers). This increase in depth translates into a greater number of screening material being installed to block the view. Canopy tree spacing has also been reduced to 25 feet or less in all instances. This helps to block what can be seen over the screen wall, from a height of 8-22 feet (at installation). The Lake Mary code actually provides for understory trees, as well, to provide some emphasis on the aesthetic nature of these buffers.

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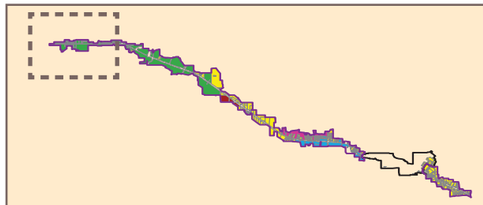
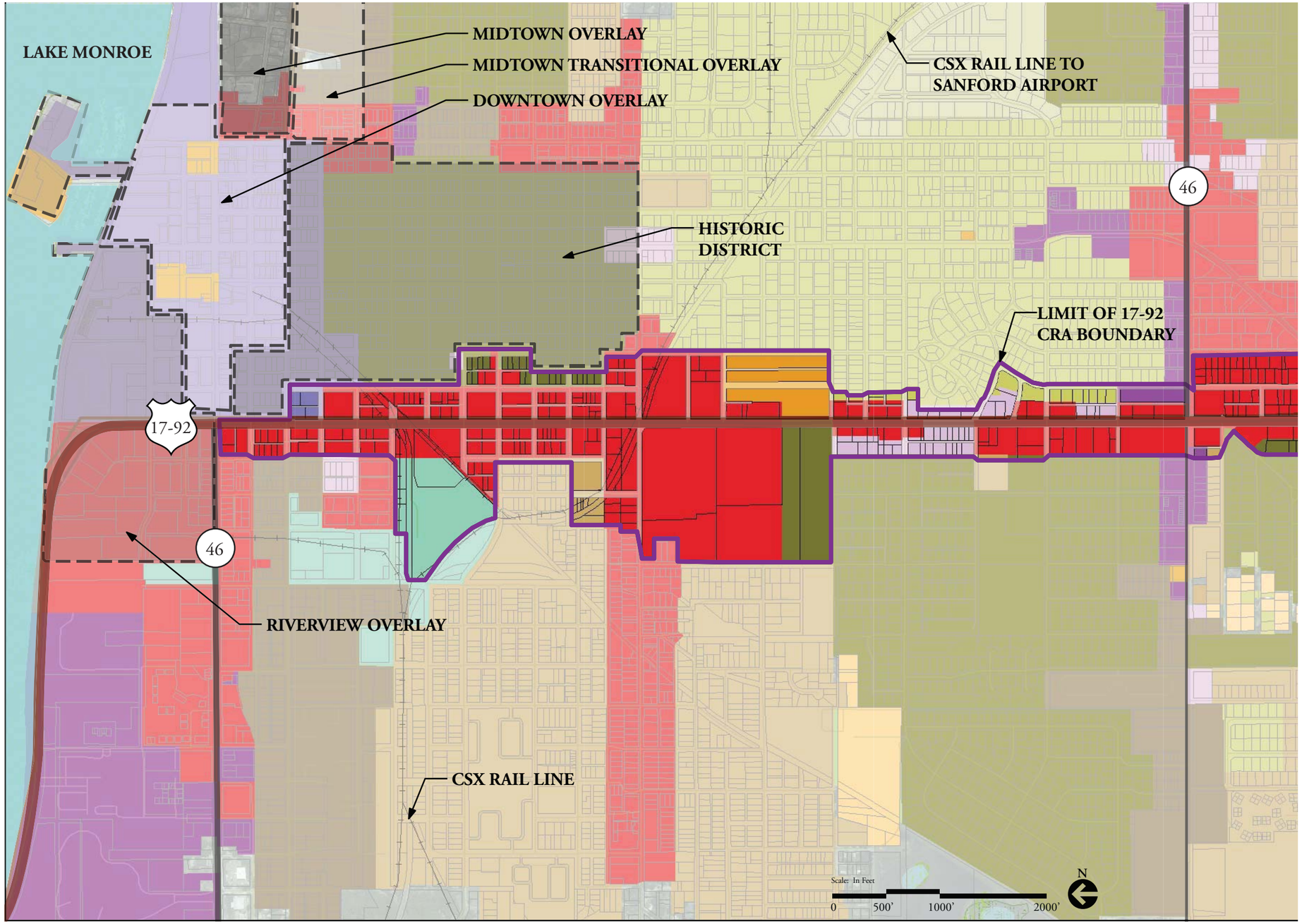
VII. Land Development Code Compatibility - Zoning

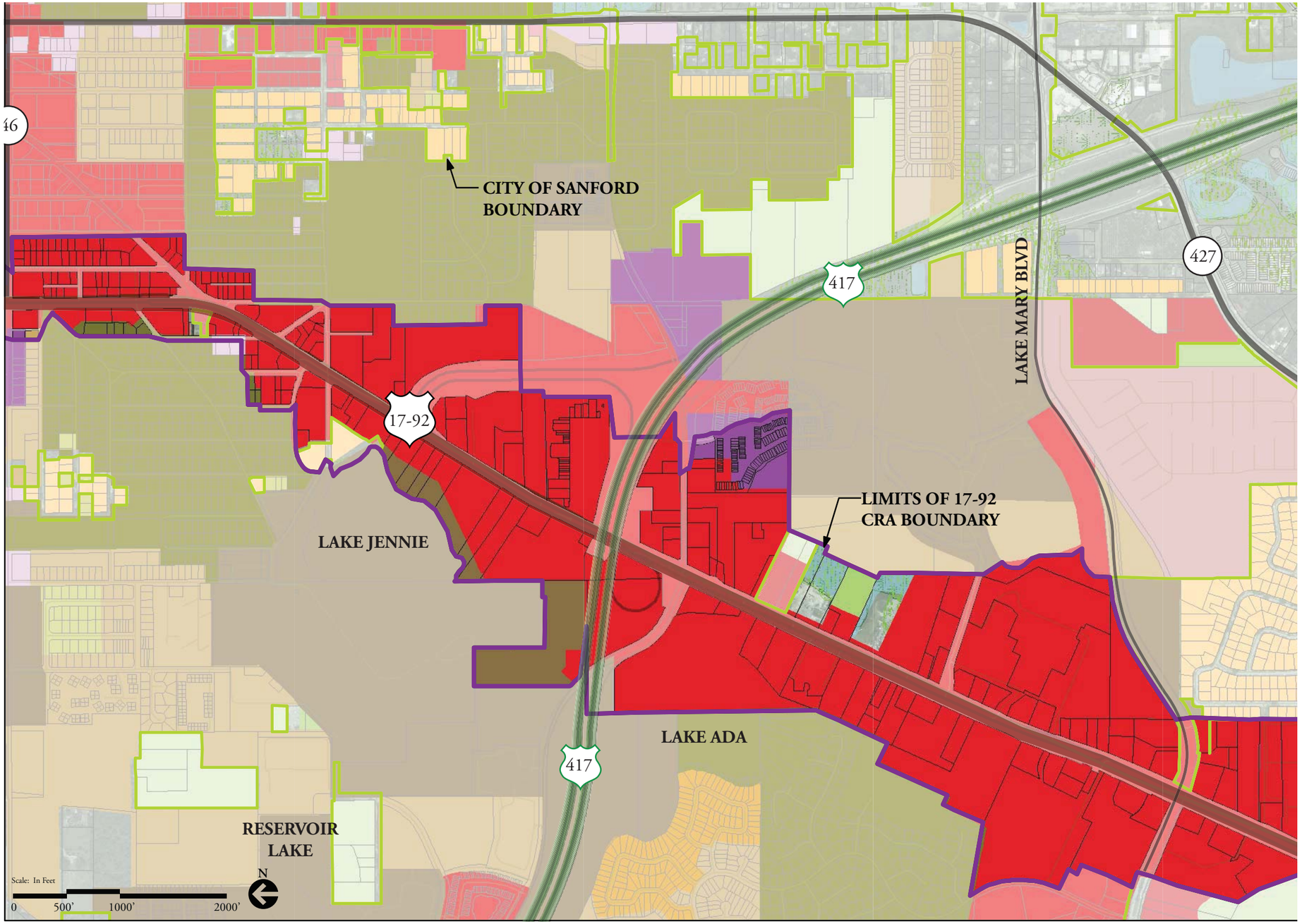
Legend

- 17-92 CRA Boundary
- Sanford Zoning
- ZONING
  - Agriculture (AG)
  - Genearl Commercial (GC-2)
  - Multi Family Residential (MR-1)
  - Multi Family Residential (MR-2)
  - Multi Family Residential (MR-3)
  - Planned Development (PD)
  - Restricted Commercial (RC-1)
  - Restricted Industrial (RI-1)
  - Multi Family Residential / Office / Institutional (RMOI)
  - Special Commercial (SC-3)
  - Single Family Residential (SR-1)
  - Single Family Residential (SR-1A)
  - Single Family Residential (SR-1AA)
  - Mobile Home (SR-2)
  - Wetlands (FLUCCS)
  - Wetlands (NWI)
  - Water Bodies
  - Railroad
  - Seminole County Parcels

Key Map



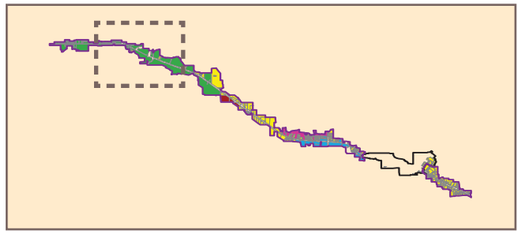




Legend

- 17-92 CRA Boundary
- Sanford Zoning
- ZONING
  - Agriculture (AG)
  - Genearl Commercial (GC-2)
  - Multi Family Residential (MR-1)
  - Multi Family Residential (MR-2)
  - Multi Family Residential (MR-3)
  - Planned Development (PD)
  - Restricted Commercial (RC-1)
  - Restricted Industrial (RI-1)
  - Multi Family Residential / Office / Institutional (RMOI)
  - Special Commercial (SC-3)
  - Single Family Residential (SR-1)
  - Single Family Residential (SR-1A)
  - Single Family Residential (SR-1AA)
  - Mobile Home (SR-2)
  - Wetlands (FLUCCS)
  - Wetlands (NWI)
  - Water Bodies
  - Railroad
  - Seminole County Parcels

Key Map

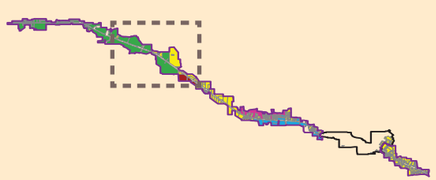


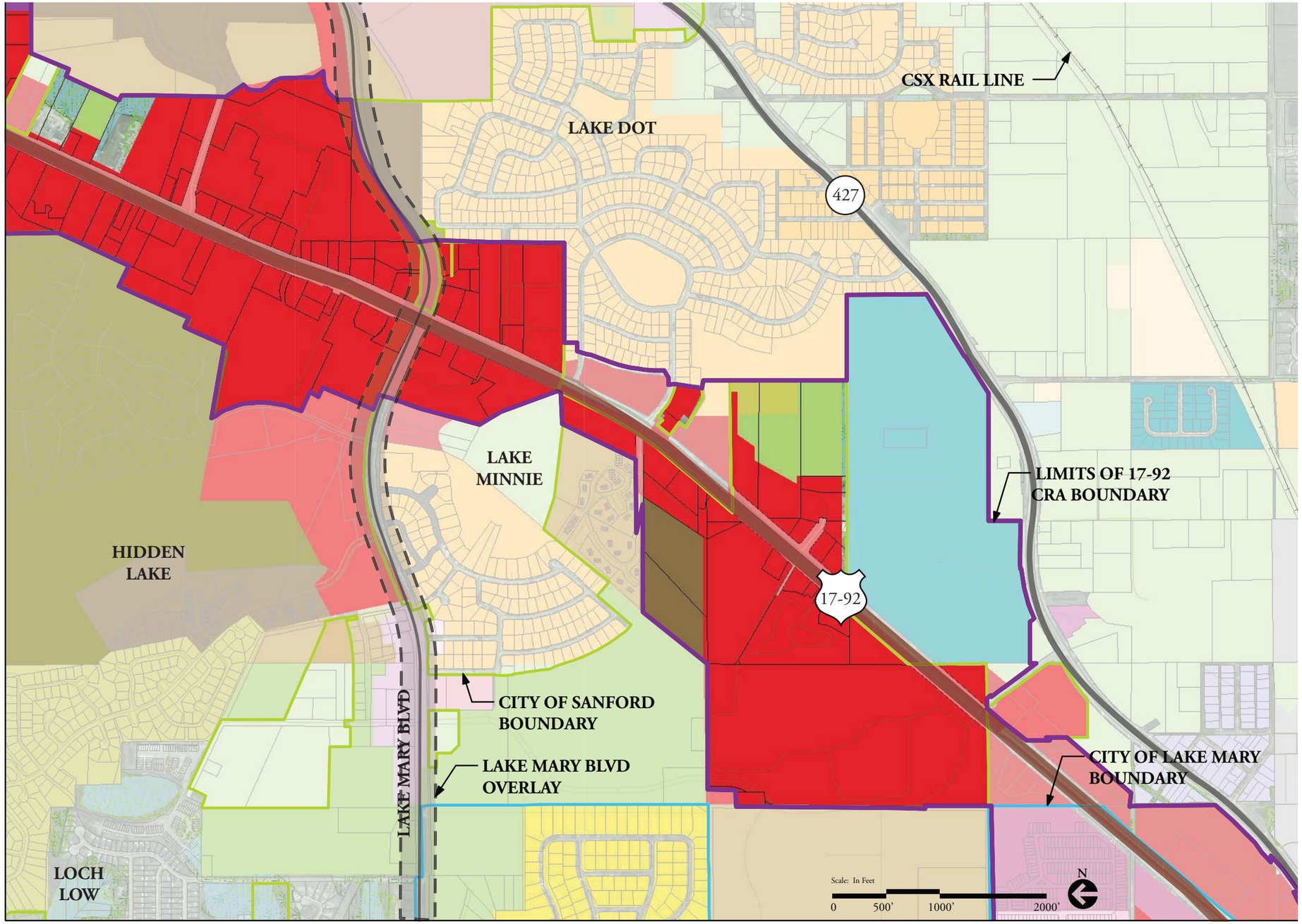
VII. Land Development Code Compatibility - Zoning

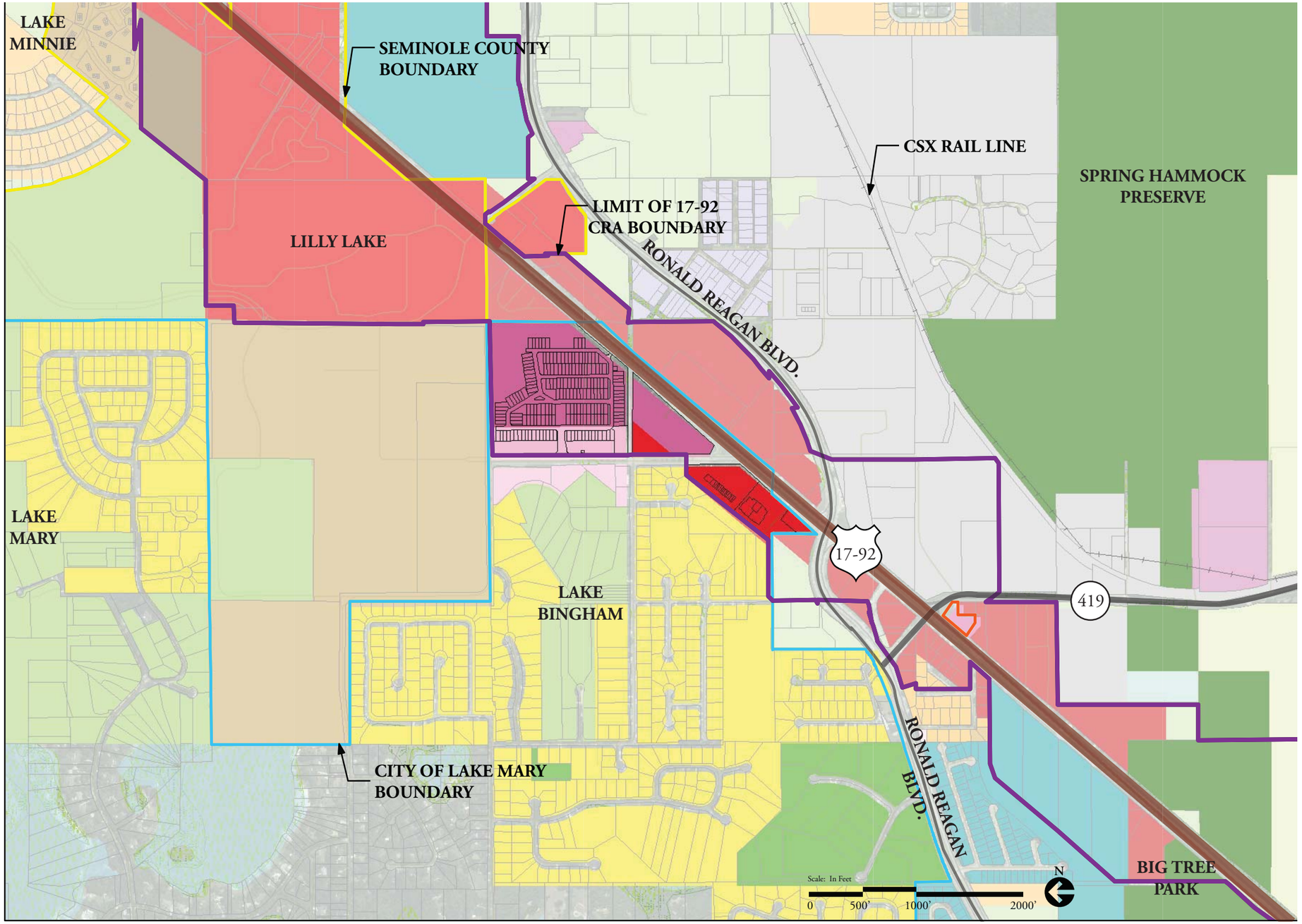
Legend

- 17-92 CRA Boundary
- Sanford Zoning
- ZONING
  - Agriculture (AG)
  - Genearl Commercial (GC-2)
  - Multi Family Residential (MR-1)
  - Multi Family Residential (MR-2)
  - Multi Family Residential (MR-3)
  - Planned Development (PD)
  - Restricted Commercial (RC-1)
  - Restricted Industrial (RI-1)
  - Multi Family Residential / Office / Institutional (RMOI)
  - Special Commercial (SC-3)
  - Single Family Residential (SR-1)
  - Single Family Residential (SR-1A)
  - Single Family Residential (SR-1AA)
  - Mobile Home (SR-2)
  - Wetlands (FLUCCS)
  - Wetlands (NWI)
  - Water Bodies
  - Railroad
  - Seminole County Parcels

Key Map



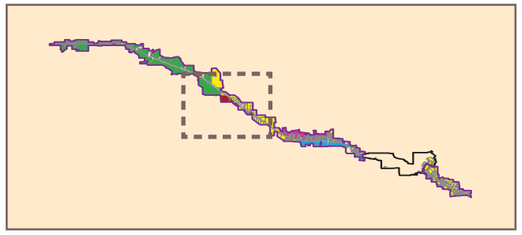




Legend

- 17-92 CRA Boundary
- Lake Mary Zoning
- ZONING
  - Agriculture (A-1)
  - General Commercial (C-1)
  - Commercial (C-2)
  - Professional Office (PO)
  - Single Family (R-1AA)
  - Rural Country Estate (RCE)
  - Wetlands (FLUCCS)
  - Wetlands (NWI)
  - Water Bodies
  - Railroad
  - Seminole County Parcels

Key Map



VII. Land Development Code Compatibility - Zoning

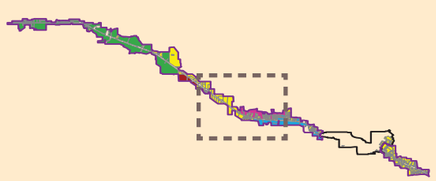
Legend

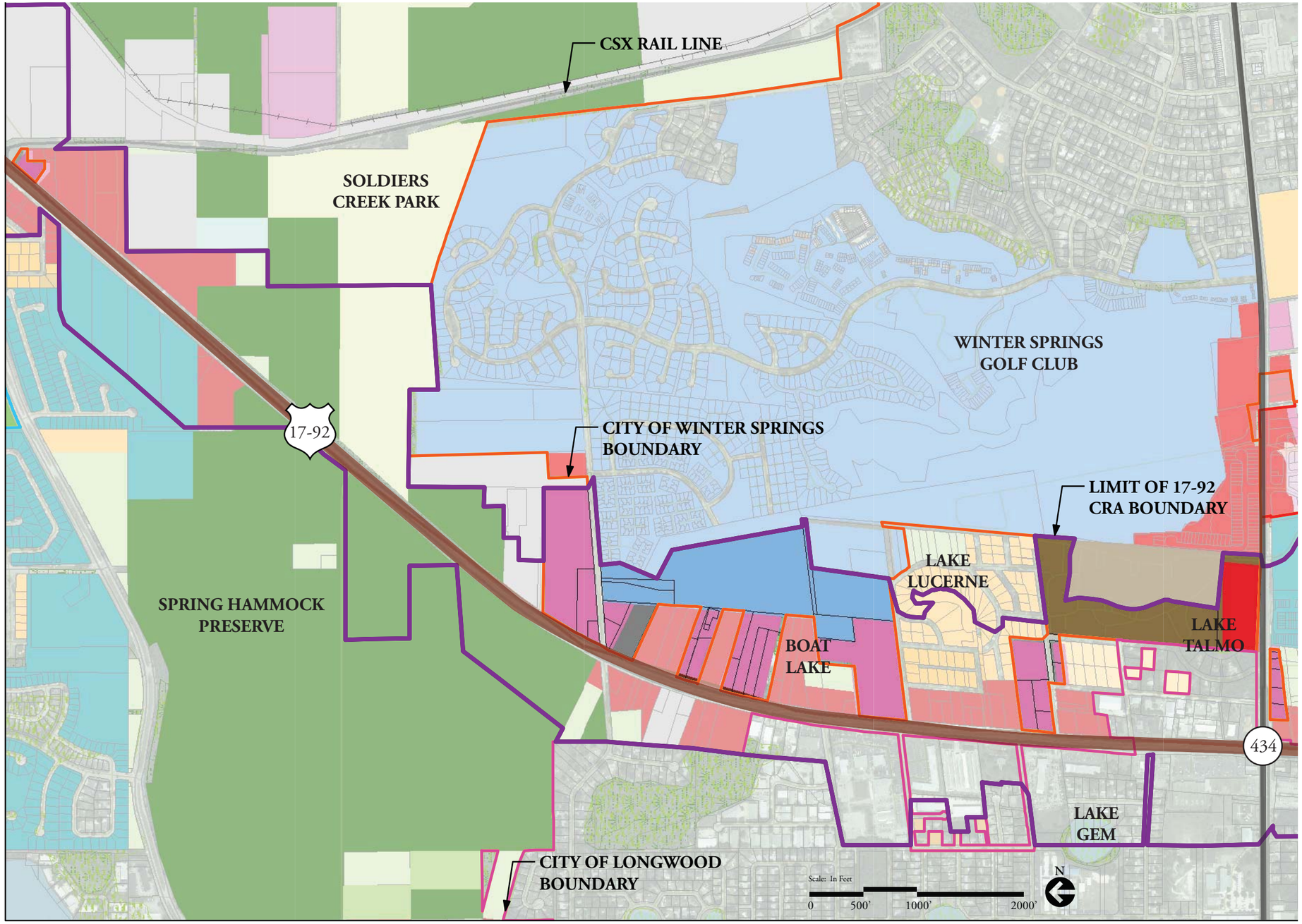
- 17-92 CRA Boundary
- Winter Springs Zoning

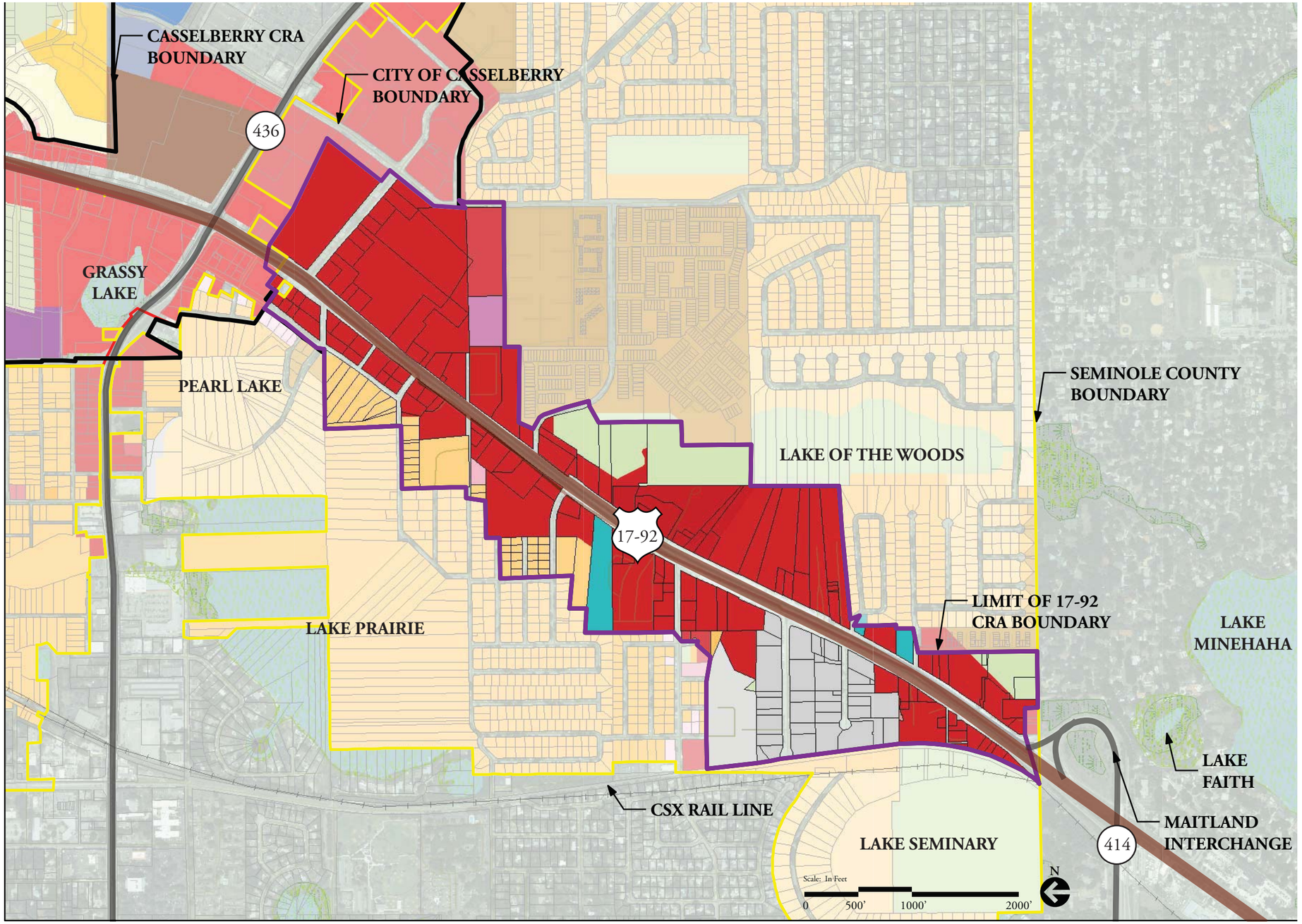
ZONING

- Minimum 8,000 SF Lot (R-1A)
- Minimum 6,600 SF Lot (R-1)
- Multi-Family (R-3)
- Planned Unit Development (PUD)
- Neighborhood Commercial (C-1)
- General Commercial (C-2)
- Light Industrial (I-1)
- Commerce Center (C-C)
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







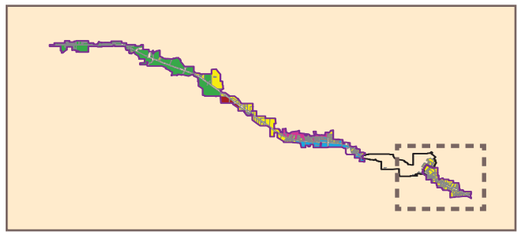
Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Seminole County Zoning

ZONING

- Agricultural-1Ac (A-1)
- Single Fam-13500 (R-1AAA)
- Single Fam-11700 (R-1AA)
- Single Fam-9000 (R-1A)
- Single Fam-8400 (R-1)
- Single Fam-5000 (R-1BB)
- One and Two-Family-9000 (R-2)
- Multi-Family-10DU (R-3A)
- Multi-Family-13DU (R-3)
- Single Fam Mobile Home-7000 (RM-1)
- Residential Professional (RP)
- Office (OP)
- Convienence Commercial (CS)
- Restricted Neighborhood Com. (CN)
- Retail Commercial-Commodities (C-1)
- Retail Commercial (C-2)
- Gen Commercial & Wholesale (C-3)
- Very Light Industrial (M-1A)
- Industrial (M-1)
- Planned Unit Dev. (PUD)
- Planned Commercial Dist. (PCD)
- Public Land & Institutions (PLI)
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



VII. Land Development Code Compatibility - Zoning

Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Seminole County Zoning

ZONING

- Agricultural-1Ac (A-1)
- Single Fam-13500 (R-1AAA)
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- Single Fam-9000 (R-1A)
- Single Fam-8400 (R-1)
- Single Fam-5000 (R-1BB)
- One and Two-Family-9000 (R-2)
- Multi-Family-10DU (R-3A)
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- Wetlands (NWI)
- Water Bodies
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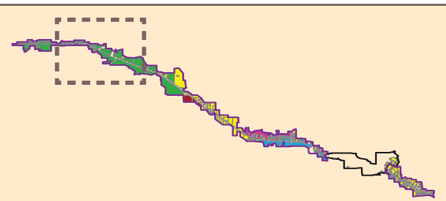
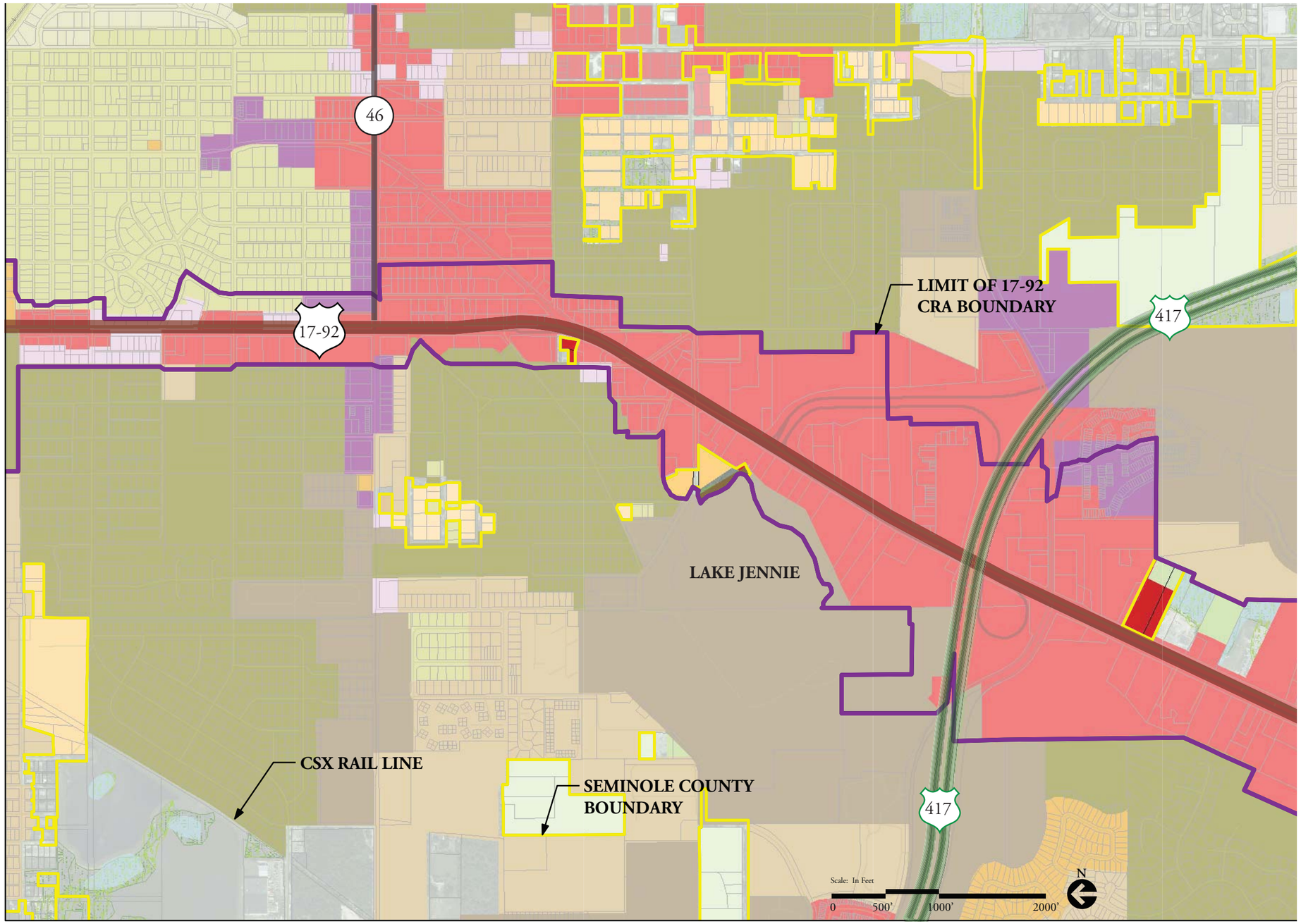
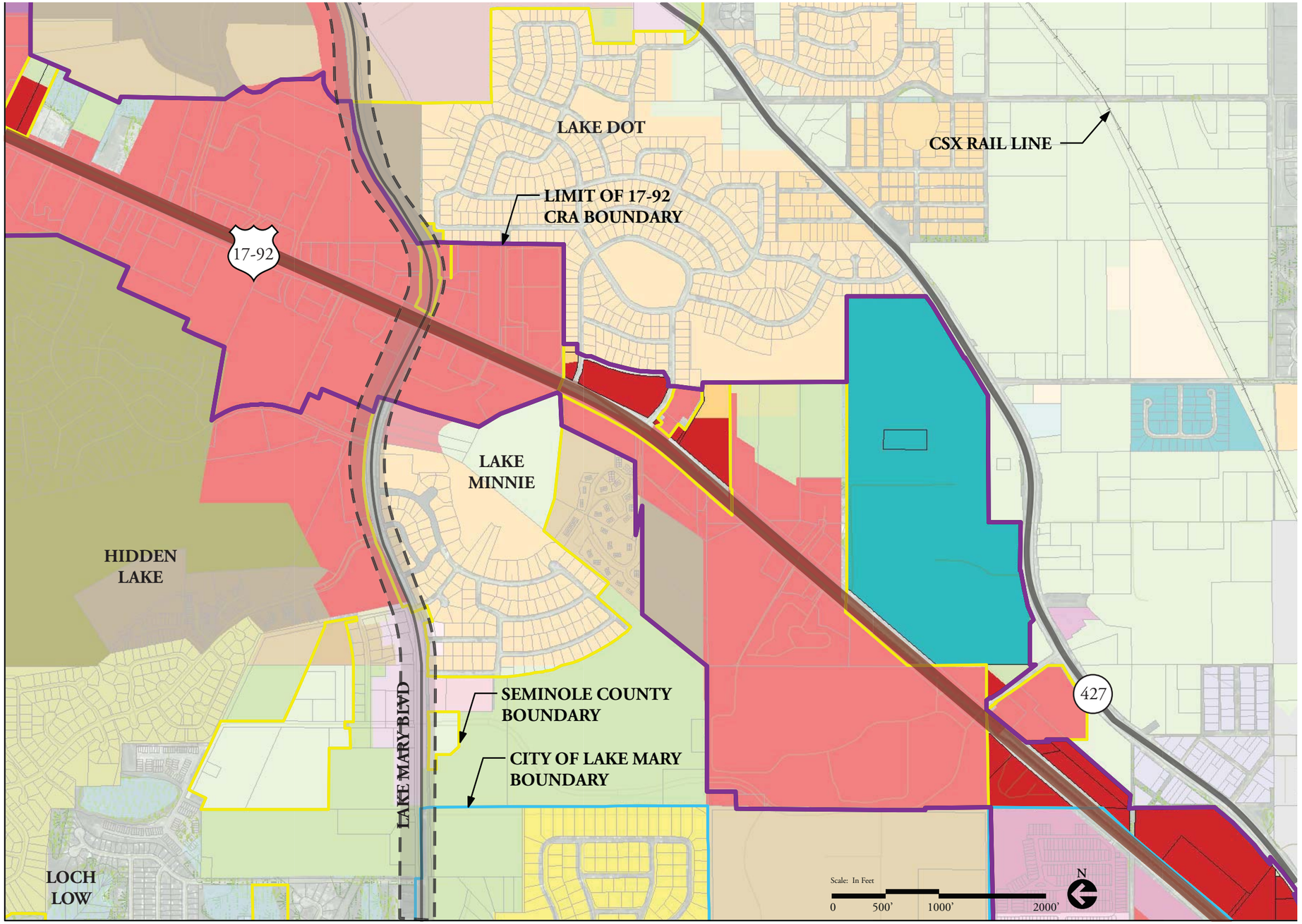
- Seminole County Parcels

Key Map





SEMINOLE



Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Seminole County Zoning

ZONING

- Agricultural-1Ac (A-1)
- Single Fam-13500 (R-1AAA)
- Single Fam-11700 (R-1AA)
- Single Fam-9000 (R-1A)
- Single Fam-8400 (R-1)
- Single Fam-5000 (R-1BB)
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- Multi-Family-13DU (R-3)
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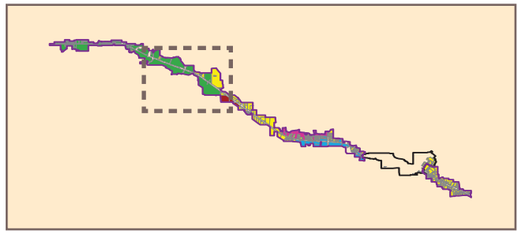
- Planned Commercial Dist. (PCD)
- Public Land & Institutions (PLI)
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



VII. Land Development Code Compatibility - Zoning

Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Seminole County Zoning

ZONING

- Agricultural-1Ac (A-1)
- Single Fam-13500 (R-1AAA)
- Single Fam-11700 (R-1AA)
- Single Fam-9000 (R-1A)
- Single Fam-8400 (R-1)
- Single Fam-5000 (R-1BB)
- One and Two-Family-9000 (R-2)
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- Industrial (M-1)
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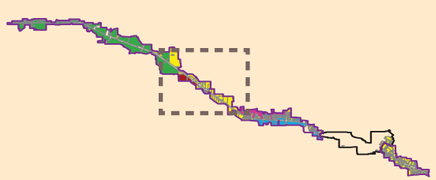
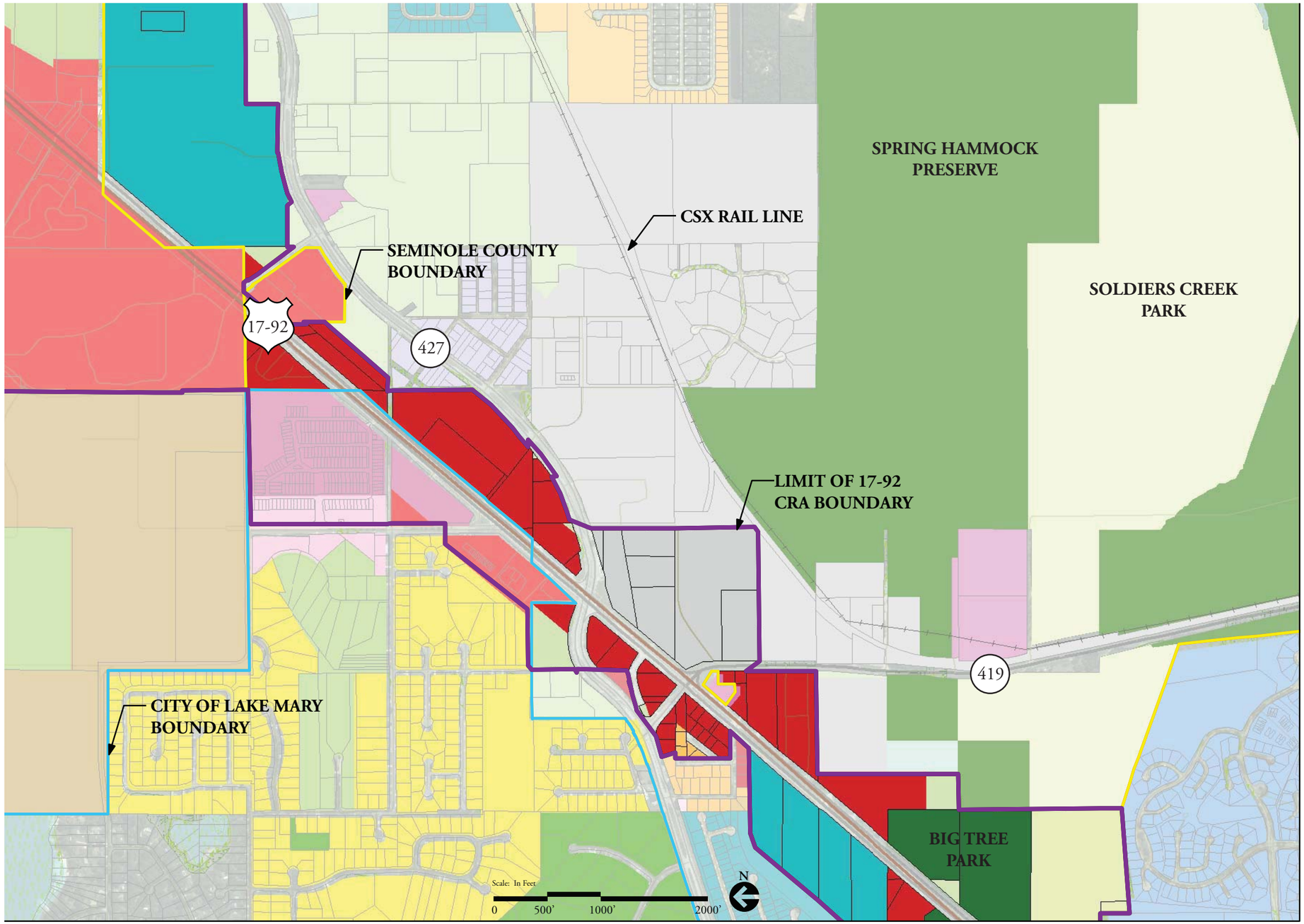
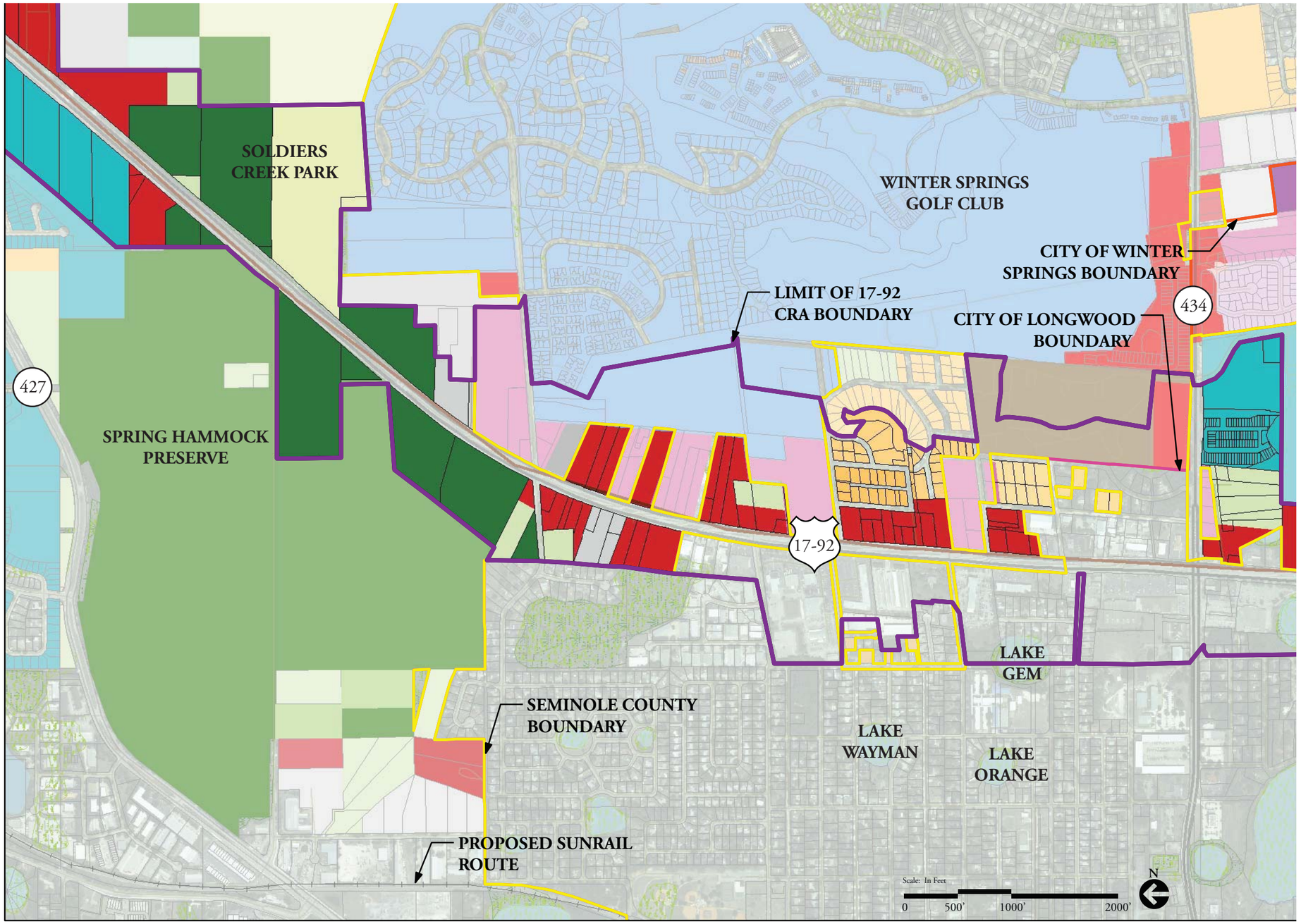
- Planned Commercial Dist. (PCD)
- Public Land & Institutions (PLI)
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Forest / Parks / Rec Areas
- Railroad
- Seminole County Parcels

Key Map







Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Seminole County Zoning

ZONING

- Agricultural-1Ac (A-1)
- Single Fam-13500 (R-1AAA)
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- Multi-Family-13DU (R-3)
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- Retail Commercial-Commodities (C-1)
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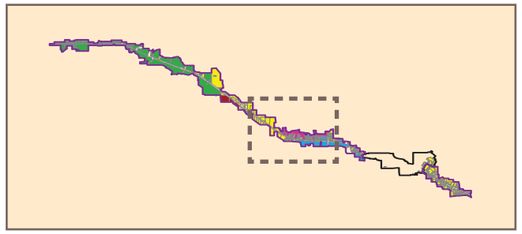
Key Map



VII. Land Development Code Compatibility - Zoning

Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Seminole County Zoning

ZONING

- Agricultural-1Ac (A-1)
- Single Fam-13500 (R-1AAA)
- Single Fam-11700 (R-1AA)
- Single Fam-9000 (R-1A)
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- One and Two-Family-9000 (R-2)
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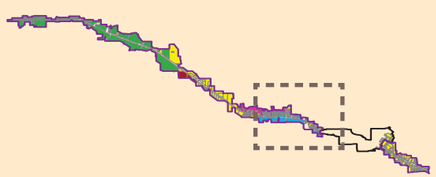
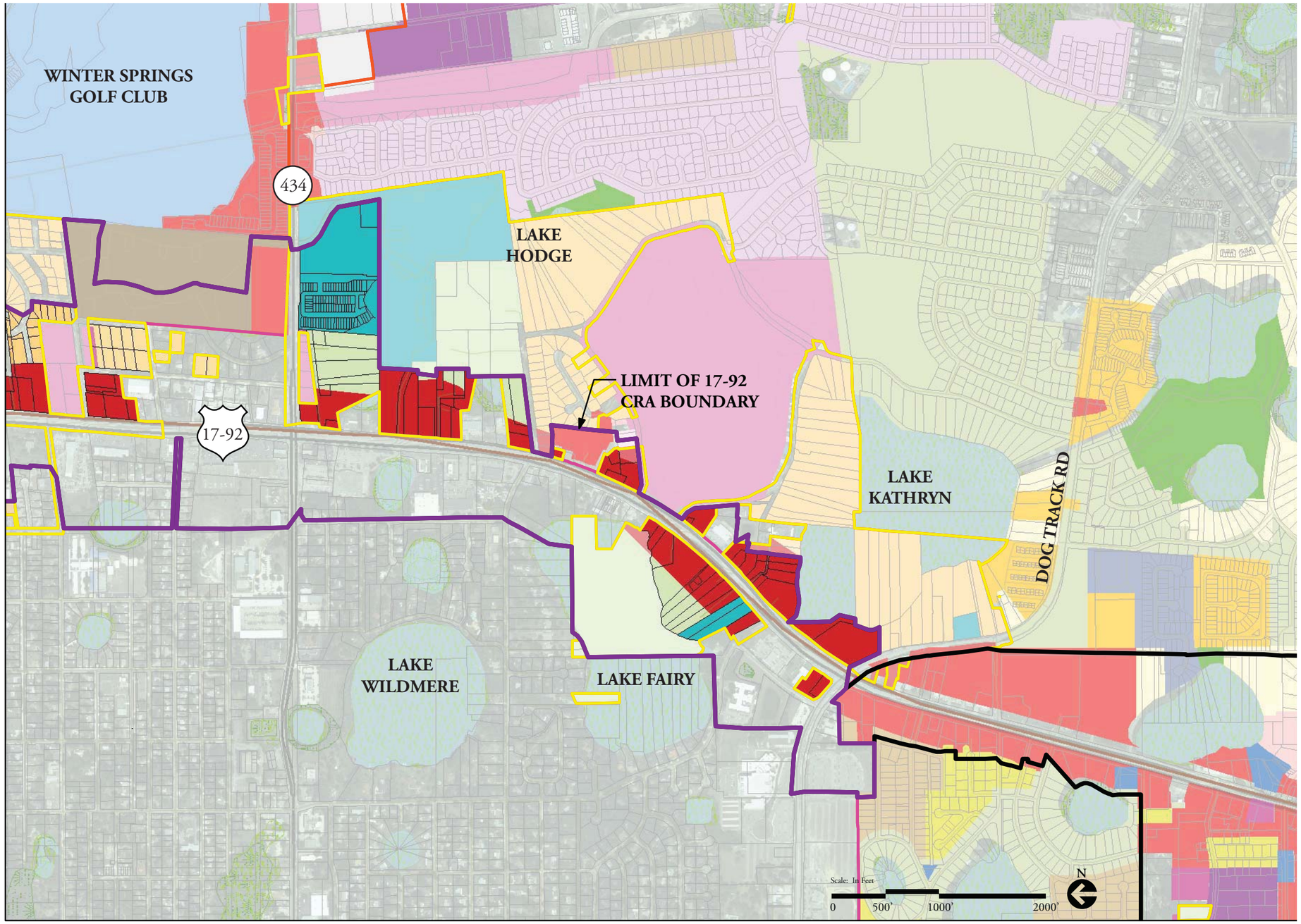
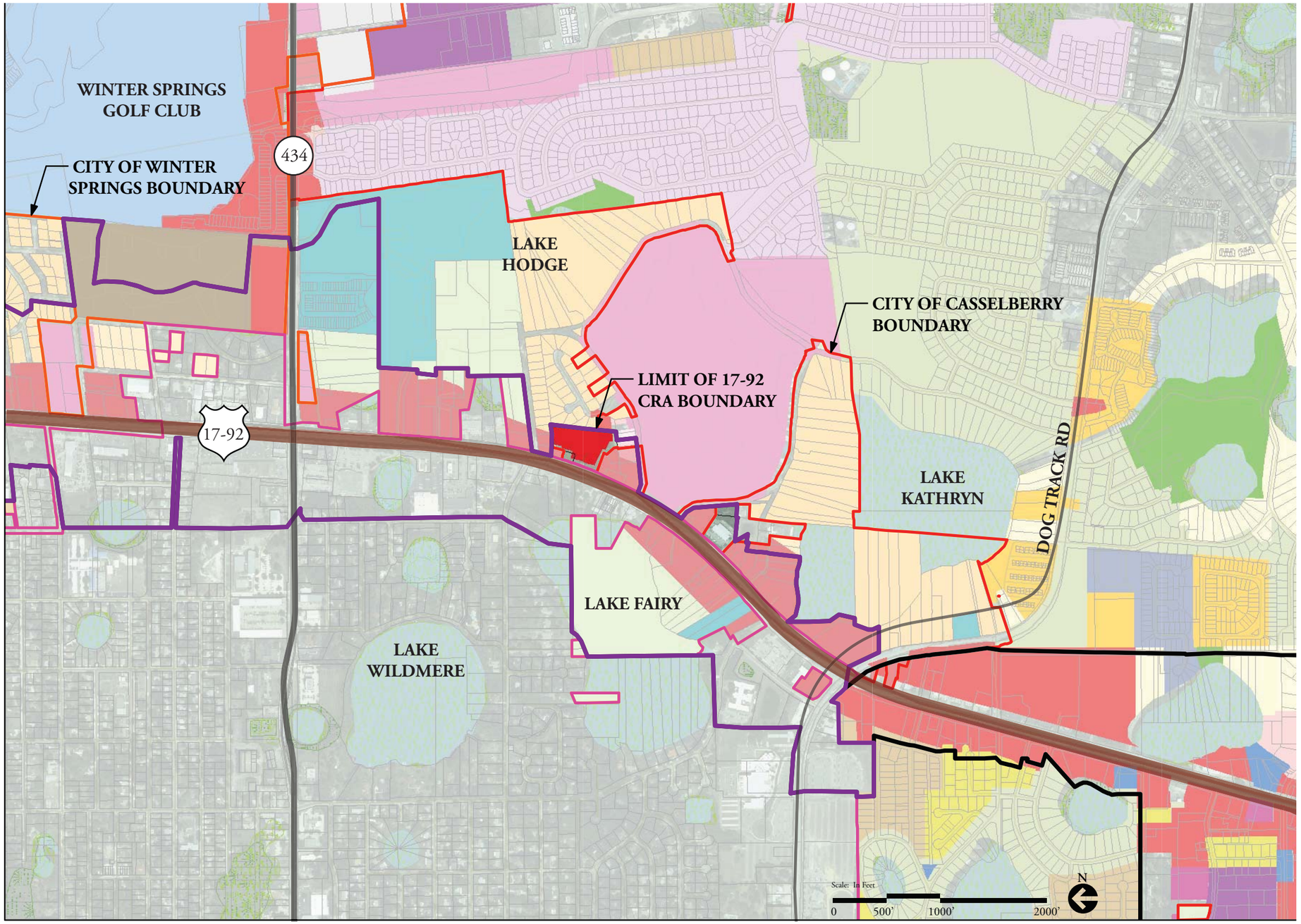
Key Map





SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

SEMINOLE



Legend

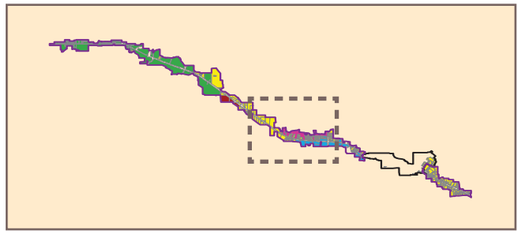
- 17-92 CRA Boundary
- Casselberry CRA

Casselberry Zoning

ZONING

- CG
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



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Section VIII: Land Use Analysis

Utilizing all available City and County data to discern each parcels current use and its value based on size, location, use and other available data. This analyis includes a deatiled set of charts relating uses and their percentage based on acerage and each parcels relating use to its value and adjacent parcels.

VIII. Land Use Analysis

A. **Historic Growth Patterns (discussion of evolution of vehicular based economy driving urban form)**

The US 17-92 corridor's origins can be traced back to the early 19th Century, when the corridor was known as the Black Bear Trail and was used by early settlers and Native Americans. This dirt path was later improved with clay, shells, limestone and straw and called the Dixie Highway in the late 19th Century. It was again improved into a brick road the 1920s and was known as the Sanford-Orlando Road.

The road was then expanded from two lanes to four lanes in the 1950s in order to serve increased traffic and development. Prior to the construction of Interstate 4 (I-4) and Interstate 95 (I-95) in the 1960s and expansion in the 1970s, US 17-92 was the major north/south thoroughfare in Seminole County and the surrounding region, with a primary purpose of conveying large volumes of automobile traffic quickly. The majority of new commercial use, industrial use, and government use in the corridor was developed in the 1970s and 1980s.

However, as development shifted from US 17-92 to other areas of the County in conjunction with new residential communities and highway-related development, economic conditions on the corridor began to deteriorate, resulting in blight and reduced tax base growth. The stagnant economic conditions documented in the 1997 *Finding of Necessity* report led to the establishment of the US 17-92 CRA in order to revitalize the corridor.

Today, the US 17-92 Corridor can be characterized as a linear strip of automobile-oriented development, generally consisting of large non-residential parcels along the central spine. Because of this nature, buildings are generally set back far from the street and separated by large surface parking lots, resulting in an urban form that is less intense than a downtown business district or a residential neighborhood. This "suburban" development pattern is generally not pedestrian-oriented because the long distances between buildings, parking lots, streets, and sidewalks result in a built environment that is larger than that in which many pedestrians feel comfortable walking. In addition, the large number of existing vacant lots creates an uncomfortable walking experience.

LYNX (Central Florida Regional Transportation Authority) provides public bus service to numerous bus stops and shelters along the US 17-92 corridor. However, the timing and availability of service is limited compared to the more urbanized dense cities. Because of the limited bus availability, the inconvenience of bus service and the auto-oriented street, users are more likely to use a personal vehicle if possible.

There are no fixed light or commuter rail stops nor is there bus rapid transit (BRT) service along the corridor at this time. The historic lack of transportation choices has further reinforced the automobile-oriented development of the US 17-92 corridor.

B. **Predominant Land Uses and Percentages**

Using 2008 Florida Department of Revenue (DOR) property use data, an analysis was conducted to determine the predominant existing land uses within the US 17-92 CRA Corridor boundaries. Existing land use classifications represents the actual use of a property today, and not the zoning or Future Land Use classification, which represent potential maximum development conditions.

A summary of the entire corridor, including all jurisdictions, is presented in Table VIII.B.1 below:

Table VIII.B.1: Existing Land Use: Entire US 17-92 CRA Corridor

Existing Land Use Category	Acreage	Percentage
Commercial	556	32%
Vacant	325	18%
Government	254	14%
Industrial	127	7%
Residential	119	7%
Other (roads, utilities, right of way)	114	6%
Institutional/Education	84	5%
Public/Park/Recreation	83	5%
Office	70	4%
Hotel/Motel/Timeshare	23	1%
Mixed Use Development	2	<1%
TOTAL	1,760	100%

Note: All data is rounded

Source: DOR Property Use Code_Seminole
Published Date: Jan 2008
East Central Florida Regional Planning Council: www.cfgis.org

Commercial is the predominant existing land use within the overall US 17-92 CRA Corridor (32% of total acreage), followed by Vacant (18%) and Government (14%). The high vacancy rate is indicative of depressed economic conditions and the need for public and private reinvestment.

Total Land Area

Table VIII.B.2 describes the total land area by jurisdiction. Seminole County, including the unincorporated Fern Park area, and Sanford comprise the majority of the land area within the US 17-92 CRA corridor (approximately 90%).

Table VIII.B.2: Total Land Area by Jurisdiction

Jurisdiction	Acres	Percentage of CRA Corridor
Seminole County	542.7	31%
Fern Park (unincorporated Seminole County)	270.3	15%
Casselberry	6.9	<1%
Winter Springs	108.9	6%
Lake Mary	50.1	3%
Sanford	781.1	44%
TOTAL	1760.1	100%

Source: DOR Property Use Code_Seminole
Published Date: Jan 2008
East Central Florida Regional Planning Council: www.cfgis.org

Existing Land Use by Jurisdiction

The Tables VIII.B.3 through VIII.B.7 describe the predominant existing land uses for each jurisdiction within the US 17-92 CRA Corridor. This analysis will identify which jurisdictions have a high amount of the predominant land uses found in the Corridor, demonstrating a potential strength that may be complimentary to redevelopment opportunities. The presence of large portions of vacant existing land use may also illustrate which jurisdictions have a significant need for redevelopment.

Table VIII.B.3: Commercial by Jurisdiction

Jurisdiction	Acres	Percentage of CRA Corridor
Seminole County	147.4	26%
Fern Park (unincorporated Seminole County)	90.4	16%
Casselberry	4.2	1%
Winter Springs	25.6	5%
Lake Mary	7.9	1%
Sanford	280.7	50%
TOTAL	556.2	100%

Source: DOR Property Use Code_Seminole
Published Date: Jan 2008
East Central Florida Regional Planning Council: www.cfgis.org

Approximately half of the existing commercial land use in the US 17-92 CRA corridor is located in the City of Sanford.

Table VIII.B.4: Vacant by Jurisdiction

Jurisdiction	Acres	Percentage of CRA Corridor
Seminole County	176.9	54%
Fern Park (unincorporated Seminole County)	37.2	11%
Casselberry	0.0	0%
Winter Springs	11.6	4%
Lake Mary	9.7	3%
Sanford	89.8	28%
TOTAL	325.2	100%

Source: DOR Property Use Code_Seminole
Published Date: Jan 2008
East Central Florida Regional Planning Council: www.cfgis.org

Seminole County (including unincorporated Fern Park) and Sanford have a combined 93% of the vacant land present in the entire corridor. Large parcels of vacant land represent potential opportunities for redevelopment, but are also indicative of depressed economic conditions and the need for public and private reinvestment.

Table VIII.B.5: Government by Jurisdiction

Jurisdiction	Acres	Percentage of CRA Corridor
Seminole County	78.5	31%
Fern Park (unincorporated Seminole County)	1.9	1%
Casselberry	0.0	0%
Winter Springs	0.0	0%
Lake Mary	0.0	0%
Sanford	173.5	68%
TOTAL	253.8	100%

Source: DOR Property Use Code_Seminole
Published Date: Jan 2008
East Central Florida Regional Planning Council: www.cfgis.org

The Seminole County Five Points Operations Complex in Sanford and includes the Animal Service, Public Safety Building, and the Criminal Justice Courthouse.

Table VIII.B.6: Industrial by Jurisdiction		
Jurisdiction	**Acres**	**Percentage of CRA Corridor**
Seminole County	23.9	19%
Fern Park (unincorporated Seminole County)	46.4	37%
Casselberry	0.0	0%
Winter Springs	20.4	16%
Lake Mary	0.0	0%
Sanford	36.1	28%
TOTAL	126.8	100%
Source: DOR Property Use Code_Seminole Published Date: Jan 2008 East Central Florida Regional Planning Council: www.cfgis.org		

The Fern Park area has the most Industrial acreage within the US 17-92 CRA corridor, primarily located in the southwest portion of this area and adjacent to existing railroad tracks. This represents a potential opportunity to connect employment centers with future commuter or heavy rail service.

Table VIII.B.7: Residential by Jurisdiction		
Jurisdiction	**Acres**	**Percentage of CRA Corridor**
Seminole County	38.6	32%
Fern Park (unincorporated Seminole County	16.0	13%
Casselberry	0.3	<1%
Winter Springs	17	14%
Lake Mary	6.0	5%
Sanford	41.7	35%
TOTAL	119.5	100%
Source: DOR Property Use Code_Seminole Published Date: Jan 2008 East Central Florida Regional Planning Council: www.cfgis.org		

Residential use is nearly equivalent in Sanford and Seminole County. The 41.7 acres of residential land in Sanford is comprised of 25.9 acres of single family existing land use and 15.8 acres of multi-family existing land use. In Seminole County, all 38.6 acres are single family existing land use. This indicates that Sanford may have areas of greater residential density that can be efficiently served by increased public transit service or pedestrian-oriented development. In addition, the residential existing land use in Winter Springs is multi-family, indicating an existing area of higher residential density that may be oriented towards increased public transit service or pedestrian-oriented development.

Summary

In general, the City of Sanford and Seminole County (including the unincorporated Fern Park area) have the greatest percentages of Commercial, Vacant, Government, Industrial, and Residential existing land uses, corresponding with the greatest percentage of land area of the CRA corridor.

Commercial, industrial, institutional, government, and other non-residential uses comprise the majority of land use within the US 17-92 CRA Corridor. There is 6,880,738 square feet of commercial on 556 acres, 1,688,960 square feet of industrial on 127 acres, 402,850 square feet of institutional on 46 acres, and 914,525 square feet of government facilities on 253 acres. The majority of the government use is located at the Seminole County Five Points Operations Complex in Sanford, which includes the Animal Service, Public Safety Building, and the Criminal Justice Courthouse.

Low and medium density residential uses are also present, comprising 2,155 residential units on 119 acres in 2008. Single family detached units account for 28% of the total units, and multi-family units and condominiums account for the remaining 72% of all residential units in the US 17-92 CRA Corridor.

Future Land Use Analysis

A similar analysis was conducted to determine the predominant Future Land Use and classification within the Corridor, using the Comprehensive Plan from each jurisdiction. The Future Land Use categories represent the desired uses and projected long term growth pattern for the communities within the US 17-92 CRA Corridor.

Table VIII.B.8: Future Land Use: Entire US 17-92 CRA Corridor		
Future Land Use Category	**Acreage**	**Percentage of CRA Corridor**
Commercial	643	33%
Mixed Use Development (includes Planned Development)	487	25%
Public/Recreation/Conservation	379	20%
Residential	241	13%
Industrial	166	9%
Office	9	<1%
TOTAL	1,926	100%
Note: All data is rounded Source: East Central Florida Regional Planning Council 09/01/2009 SeminoleCounty_GenFLU_2009_1Qt_and_2Qt Version 3		

Again, Commercial is the predominant Future Land Use type within the US 17-92 CRA Corridor (33% of total acreage), followed by Mixed Use Development (20%) and Public/Recreation/Conservation (20%). Because Future Land Use categories are broad in nature, it is difficult to make an "apples to apples" comparison with the existing land uses reported in the previous tables. For example, Commercial Future Land Use may permit commercial, office, retail, and lodging, all of which are reported as separate DOR codes. In addition, certain existing uses may pre-date the adoption of the Future Land Use Map of the Comprehensive Plan and are permitted as non-conforming or "grandfathered" uses. Finally, land uses permitted within Future Land Use categories vary by jurisdiction.

However, this does show that the total amount of Mixed Use Development is expected to increase within the corridor. Currently, there is only two (2) acres of existing Mixed Use Development in US-17-92 CRA corridor. The Future Land Use Maps of each Comprehensive Plan project a need for 487 acres of Mixed Use Development, a substantial increase. The majority of the Mixed Use Development occurs in Seminole County

(including unincorporated Fern Park), and is intended to implement Policy FLU 14.1 of the Seminole County Comprehensive Plan.

Mixed Use Development may include residential, retail, office, park, civic and institutional uses, all within the same parcel or project boundary. The previous CRA Master Plans and the Seminole County Comprehensive Plan promote Mixed Use Development because it can reduce vehicle trips by providing a variety of services within one area, encouraging walking instead of driving. It is anticipated and recommended that all proposed redevelopment projects and catalyst sites incorporated Mixed Use Development principles to balance the needs of pedestrians with the needs of the automobile.

C. Permissible Densities

The following chart depicts the maximum residential density and non-residential intensity permitted by the Comprehensive Plan Future Land Use classifications for each jurisdiction. All Comprehensive Plans are subject to amendments by the elected officials at public hearings.

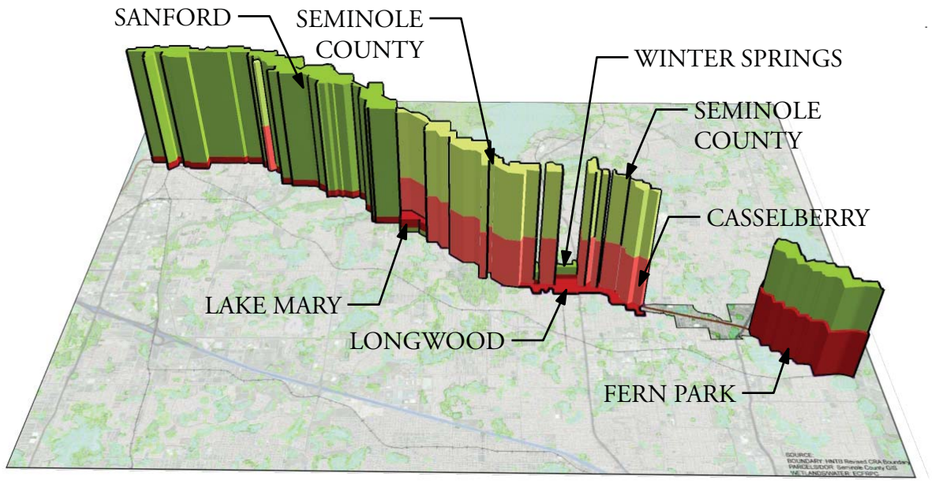
Jurisdiction	Future Land Use	Acreage	Density (units per acre)	Intensity (FAR)	Max Permitted Residential (1)(2)	Max Permitted Non-Residential Building SF (2)
Seminole County	COM-Commercial	8.7	0	0.35	-	133,250
	IND-Industrial	53.7	0	0.65	-	1,521,311
	LDR-Low Density Residential (3)	61.8	7	0	303	-
	MDR-Medium Density Residential (3)	4.9	12	0	41	-
	MXD-Mixed Development (4)	164.4	40	1	4,603	7,160,393
	PD-Planned Development (5)	147.4			-	-
	PUBC-Public	2.9	0	0.65	-	81,544
	REC-Recreation	120.3	0	0.5	-	2,620,352
	SEMINOLE County TOTAL	564.2			4,947	11,516,850
						-
Fern Park	COM-Commercial	10.4	0	0.35	-	158,711
	HDR-High Density Residential	0.0	20	0	0	-
	IND-Industrial	54.8	0	0.65	-	1,551,607
	LDR-Low Density Residential (3)	28.8	7	0	141	-
	MXD-Mixed Development (4)	156.8	40	1	4,390	6,829,772
	OFF-Office	9.0	0	0.35	-	137,214
	PD-Planned Development (5)	5.2			-	-
	PUBC-Public	0.5	0	0.5	-	11,108
	PUBG-Public	4.9	0	0.5	-	106,940
	FERN PARK TOTAL	270.4			4,532	8,795,352
						-
Casselberry	COM-Commercial	4.1	0	0.35	-	61,899
	CASSELBERRY TOTAL	4.1			-	61,899

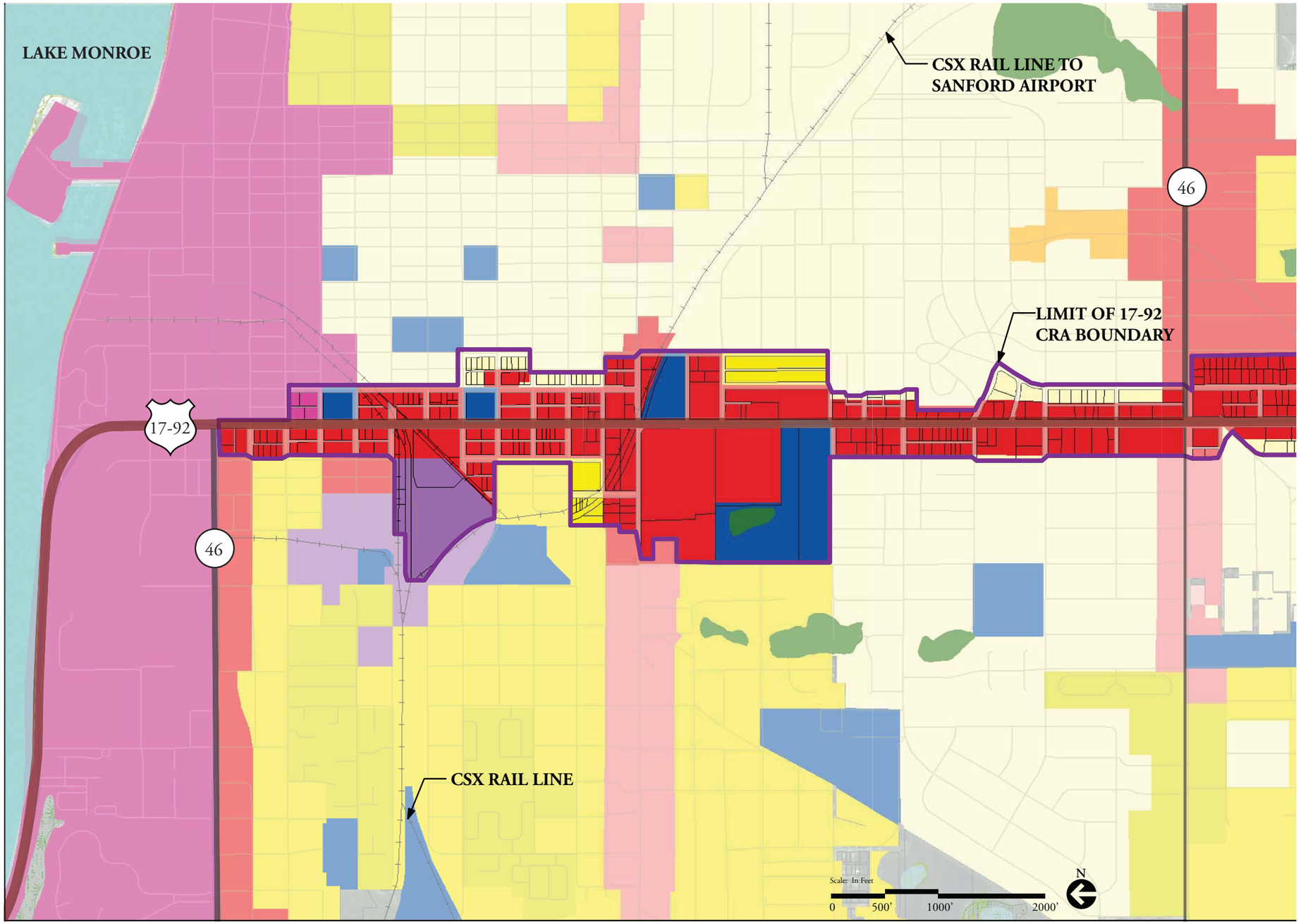
Jurisdiction	Future Land Use	Acreage	Density (units per acre)	Intensity (FAR)	Max Permitted Residential (1)(2)	Max Permitted Non-Residential Building SF (2)
Winter Springs	COM-Commercial	17.2	0	0.5	-	374,834
	CONS-Conservation	0.7	0	0	-	-
	HDR-High Density Residential	16.9	21	0	248	-
	IND-Industrial	42.3	0	0.5	-	920,641
	MDR-Medium Density Residential	32.8	9	0	207	-
	WINTER SPRINGS TOTAL	109.8			455	1,295,474
						-
Lake Mary	COM-Commercial	8.2	0	0.65	-	233,307
	MDR-Medium Density Residential	33.3	6	0	140	-
	PUB-Public	0.8	0	0.65	-	22,368
	RCOM-Restricted Commercial	7.7	0	0.65	-	218,584
	LAKE MARY TOTAL	50.1			140	474,260
						-
Sanford	GC-General Commercial (6)	583.6	20	0.35	6	8,896,803
	HDR-High Density Residential	18.6	20	0	260	-
	I-Industrial	15.4	0	0.5	-	336,065
	LDRSF-Low Density Residential SF	23.7	6	0	100	-
	MDR-15-Medium Density Residential	19.9	15	0	209	-
	NC-Neighborhood Commercial	0.7	0	0.35	-	11,282
	PSP-Public / Semi-public	155.8	0	0.35	-	2,374,565
	ROI-Residential / Office / Institutional (7)	13.5	20	0.35	47	154,823
	RP-Resource Protection	93.1	0	0	-	-
	WDBD-Waterfront/Downtown Business District (8)	2.7	50	1	38	70,567
	SANFORD TOTAL	927.0			653	11,844,106
	TOTAL US 17-92 CRA Corridor	1925.6			10,727	33,926,042

NOTES:
(1) Density calculations assume that 70% of acreage is buildable. Actual development potential will vary depending on site conditions
(2) Maximum development program assumes that all concurrency related public infrastructure is available to support development
(3) Seminole County density calculations assume workforce housing for LDR and MDR
(4) Assumes FLU Policy 5.15 to provide energy efficient housing is met
(5) Density and Intensity for PD Future Land Use is determined on a case-by-case basis at the time of Comprehensive Plan Amendment and is not included in this analysis
(6) Residential use permitted for equivalent 40% of commercial square feet. Limited by available school concurrency
(7) Assumes 25% residential, 75% non-residential
(8) Assumes 40% residential, 60% non-residential

The maximum development program for each jurisdiction is conceptual in nature and may be subject to change based on more detailed survey, environmental, specific building product information, and market conditions. It assumes that all concurrency-based public infrastructure, such as potable water, wastewater, public schools, and roadways, are available or will be available to support the proposed development at buildout, much of which is not available today.

The results of this analysis show that the US 17-92 CRA Corridor has lands allocated for over 10,000 new residential units and almost 34 million square feet of non-residential development over the long-term Comprehensive Plan horizon (year 2025 or 2030) for each jurisdiction. Seminole County and the unincorporated Fern Park area have the most potential for new residential growth, followed by Sanford. Similarly, Sanford has the most potential for new non-residential development, followed closely by Seminole County including unincorporated Fern Park.





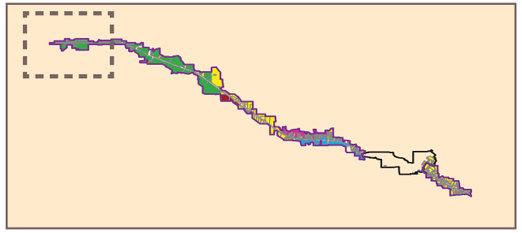
Legend

- 17-92 CRA Boundary

Sanford Future Land Use

- LDR-SF - Low Density Residential
- LDRMH - Low Density - Mobile Home
- MDR-15 - Medium Density Residential
- HDR - High Density Residential
- ROI - Residential / Office / Institutional
- NC - Neighborhood Commercial, Office
- GC - General Commercial, Office
- I - Industrial
- WDBD - Waterfront / Downtown BD
- PSP - Public / Semi-Public
- RP - Resource Protection
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



Legend

- 17-92 CRA Boundary

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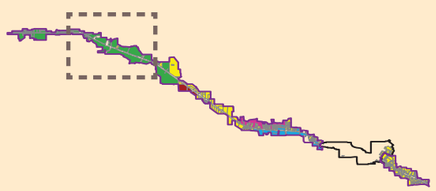

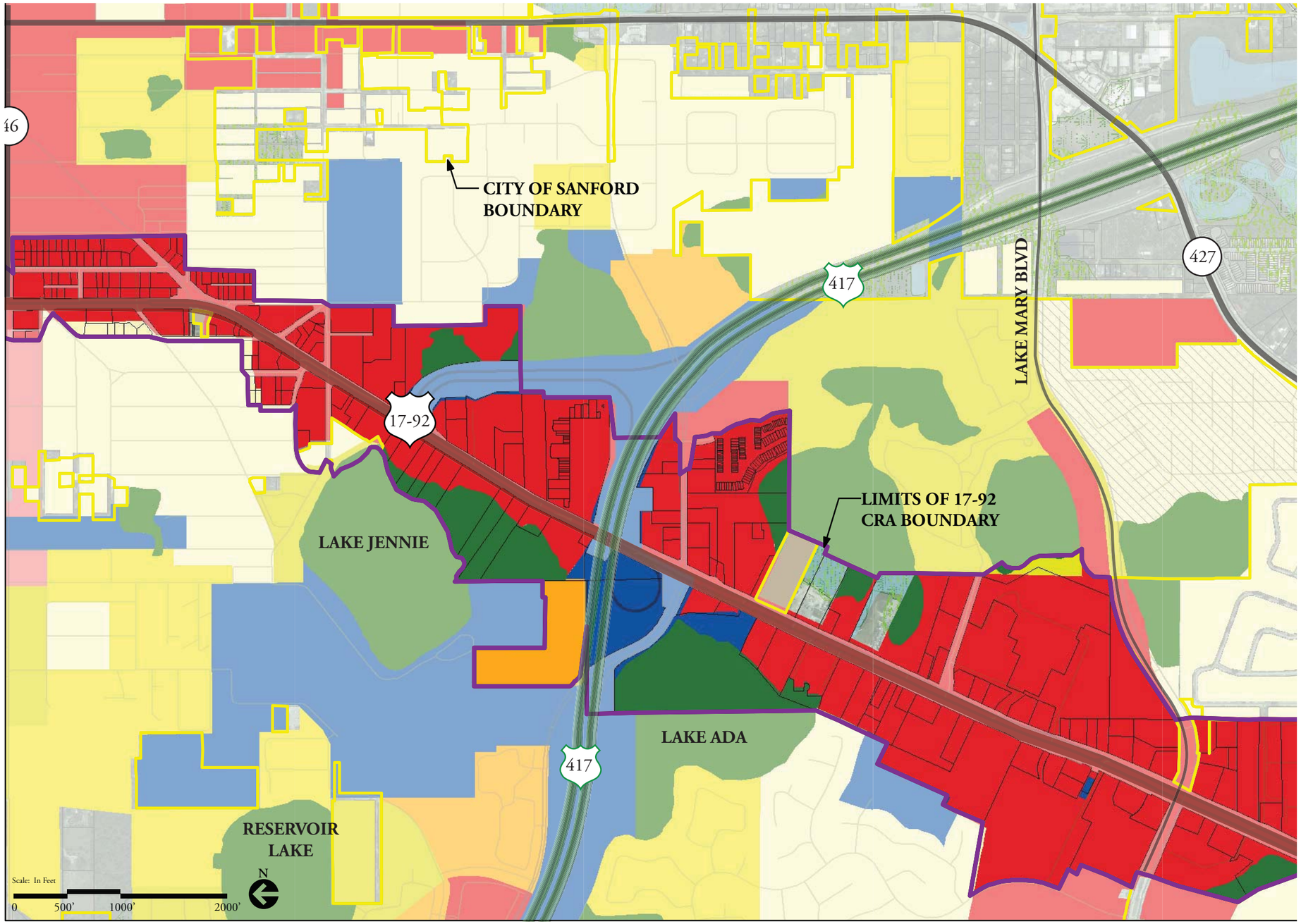

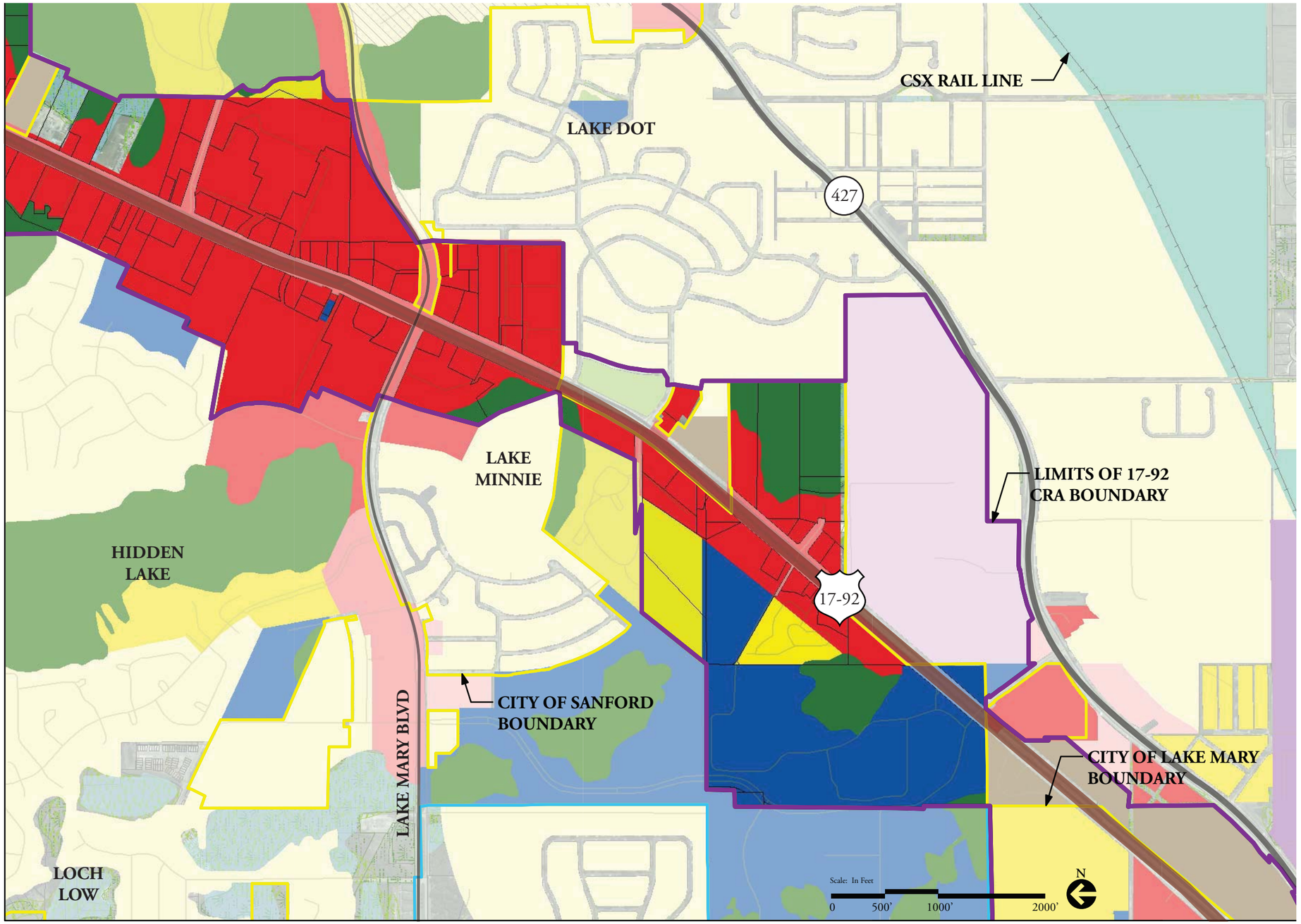

Legend

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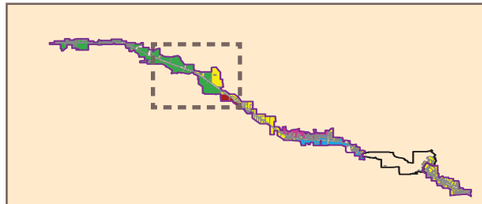
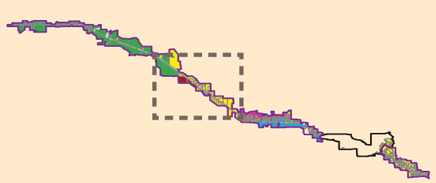
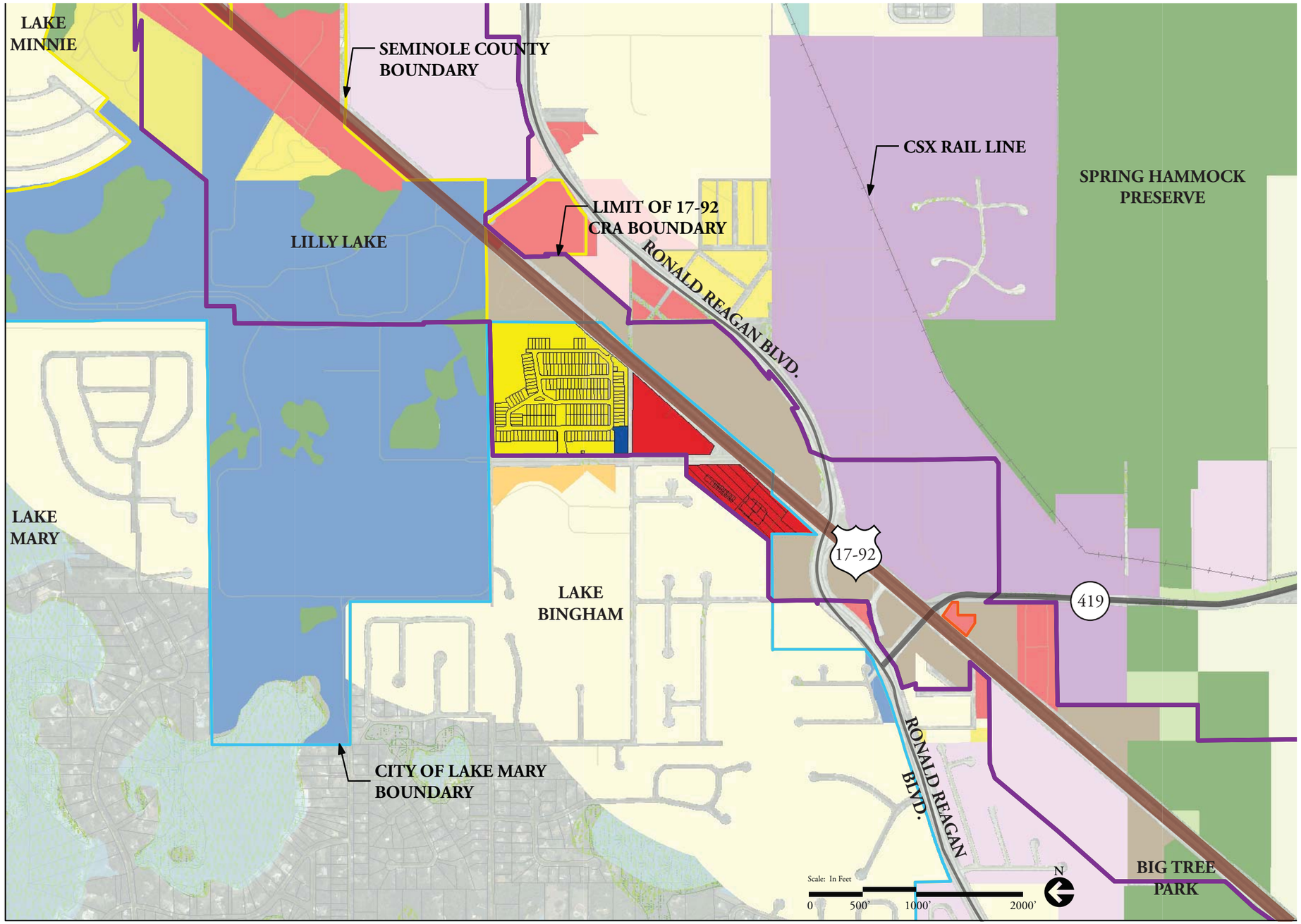


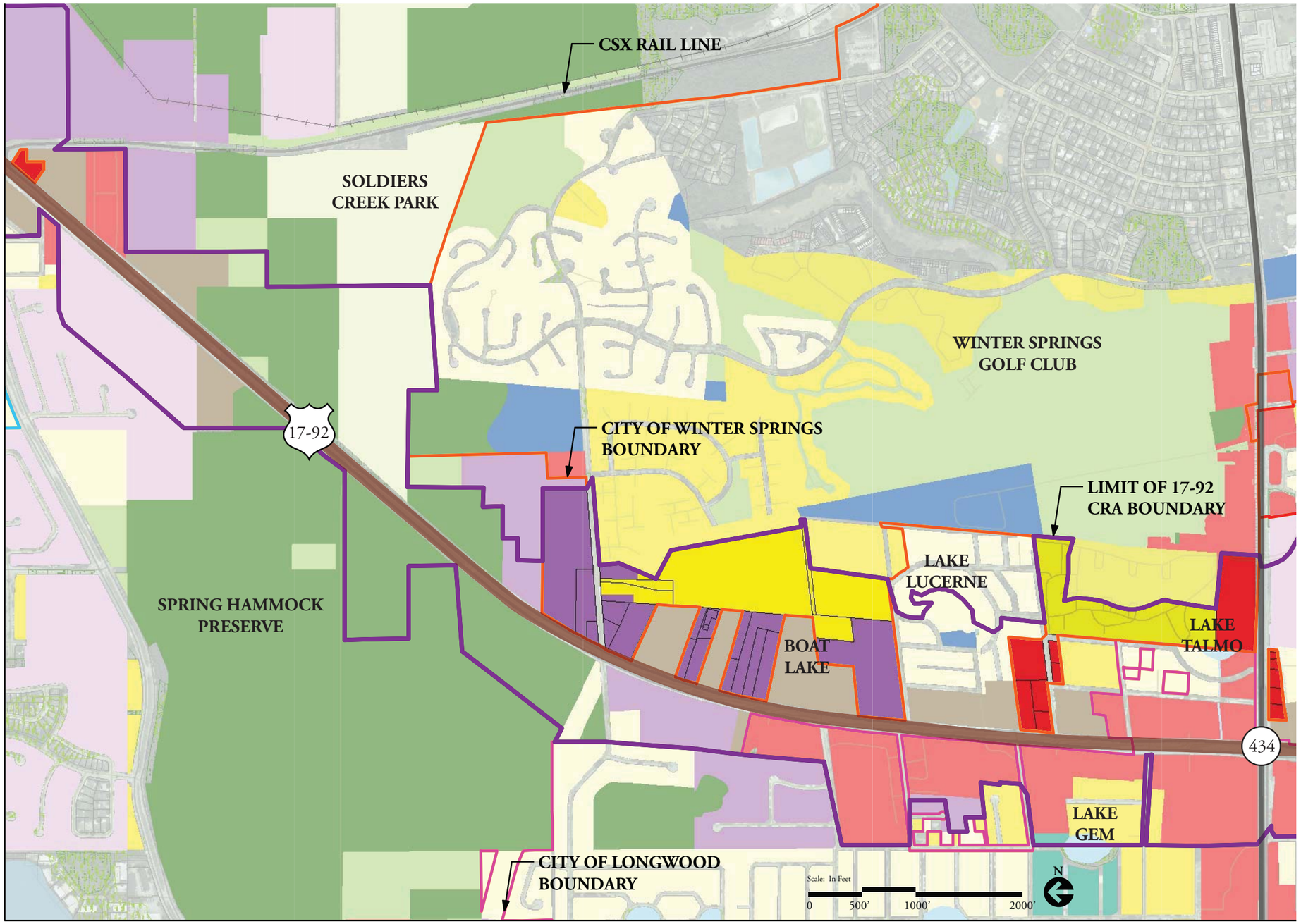
Legend

- 17-92 CRA Boundary
- Lake Mary Future Land Use
  - LDR - Low Density Residential
  - MDR - Medium Density Residential
  - OFF - Office
  - COM - Commercial
  - RCOM - Restricted Commercial
  - PUB - Public
  - Wetlands (FLUCCS)
  - Wetlands (NWI)
  - Water Bodies
  - Railroad
  - Seminole County Parcels

Key Map







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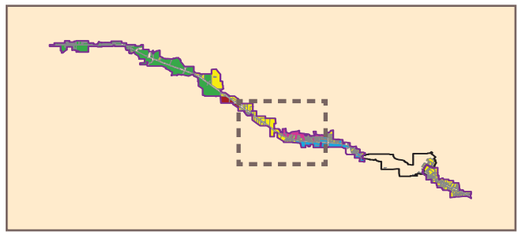

Legend

- 17-92 CRA Boundary
- Casselberry CRA

Seminole County Future Land Use

- SE - Suburban Estate
- LDR - Low Density Residential
- MDR - Medium Density Residential
- HDR - High Density Residential
- OFF - Office
- COM - Commercial
- IND - Industrial
- MXD - Mixed Development
- PD - Planned Development
- PUB - Public / Quasi-Public
- REC - Recreation
- Wetlands (FLUCCS)
- Wetlands (NWI)
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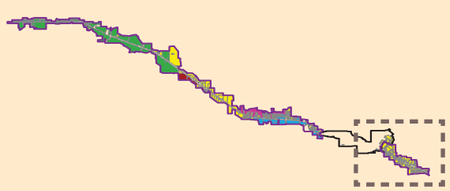

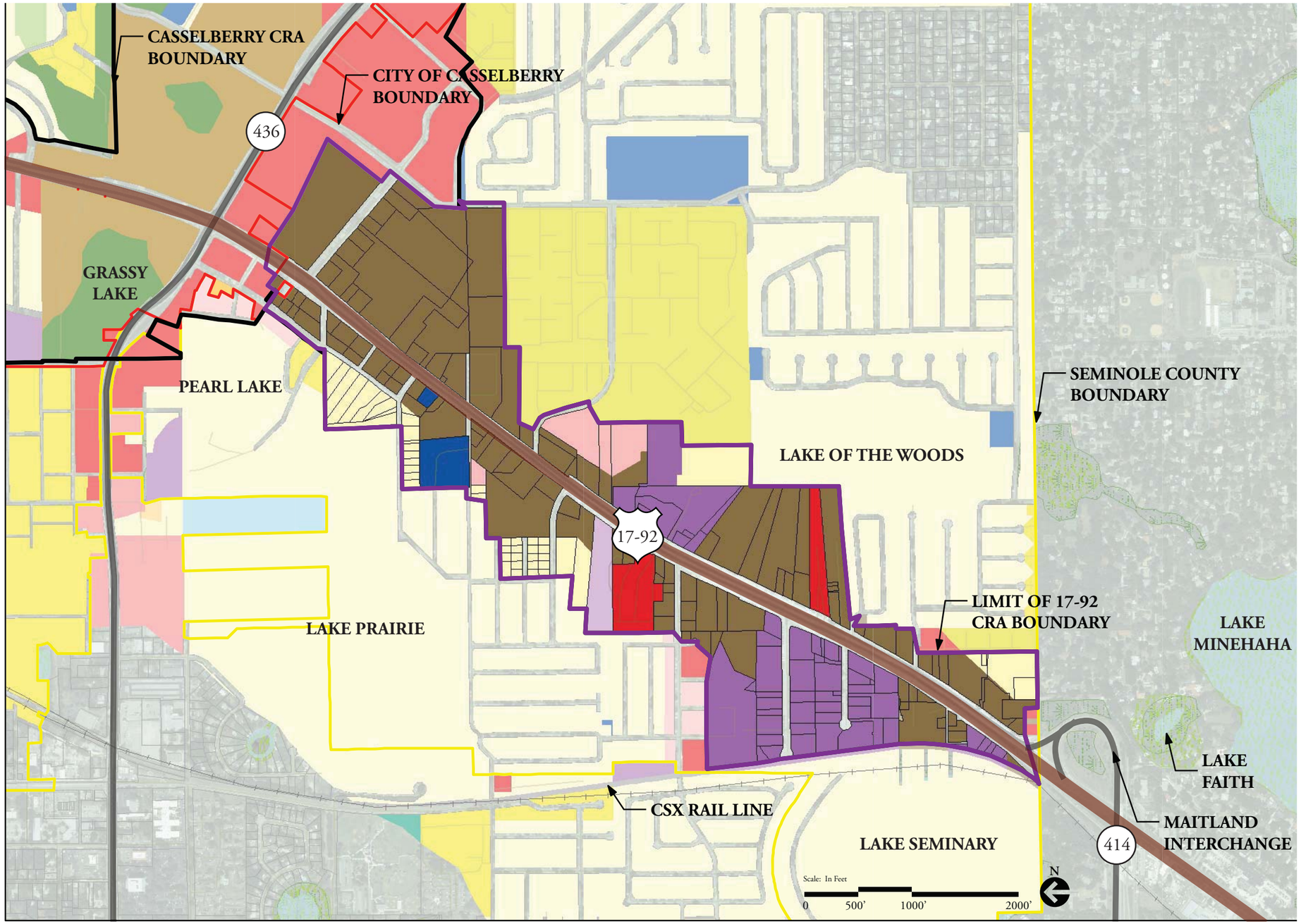

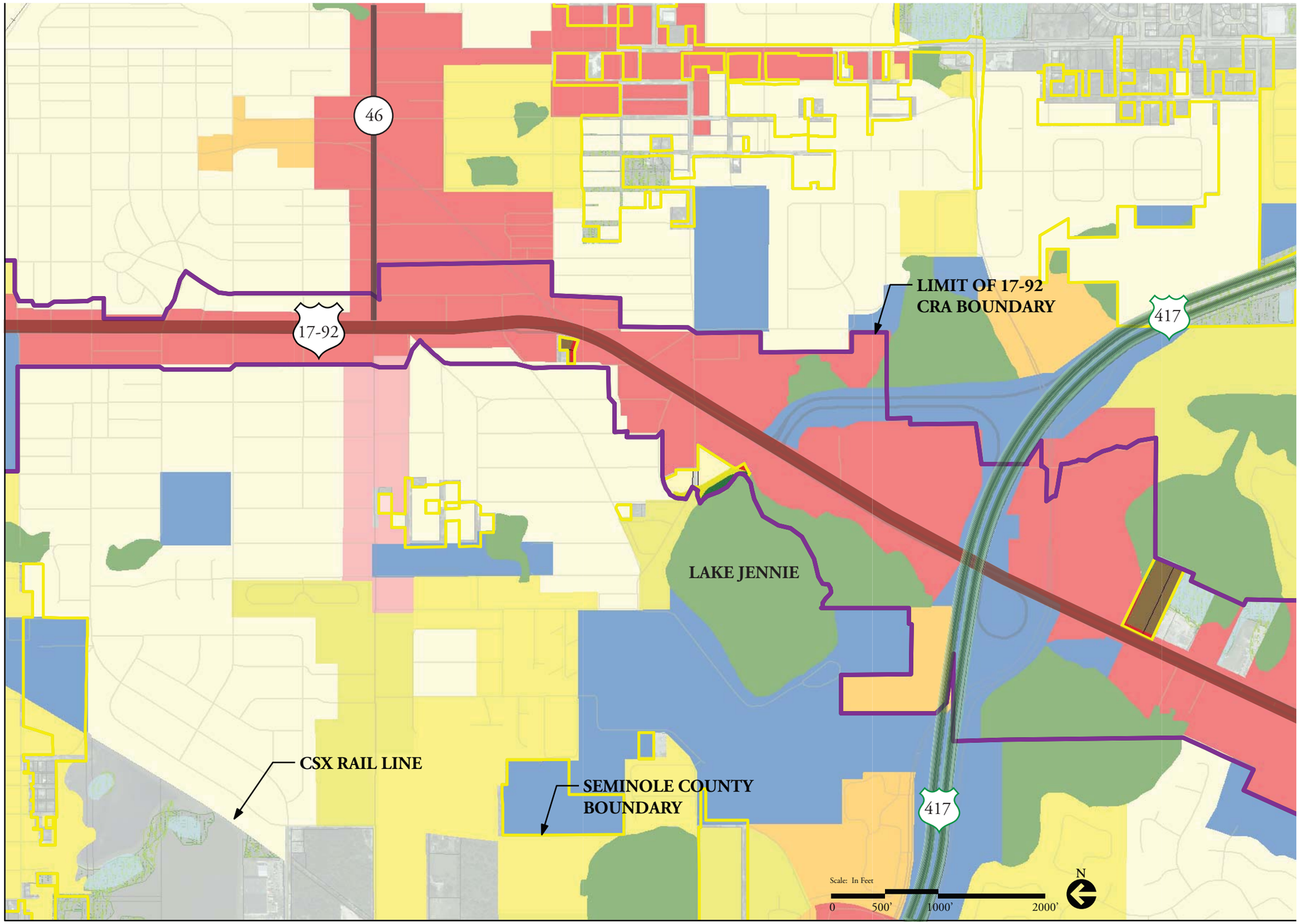

Legend

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Seminole County Future Land Use

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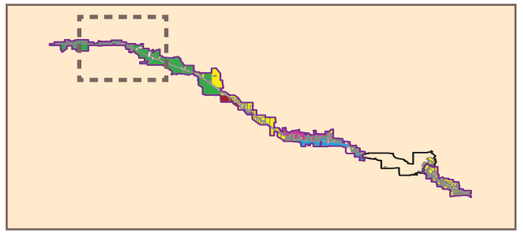

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Seminole County Future Land Use

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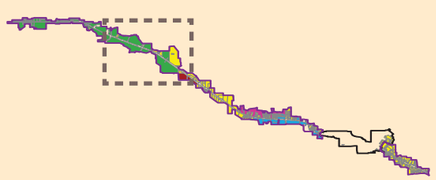

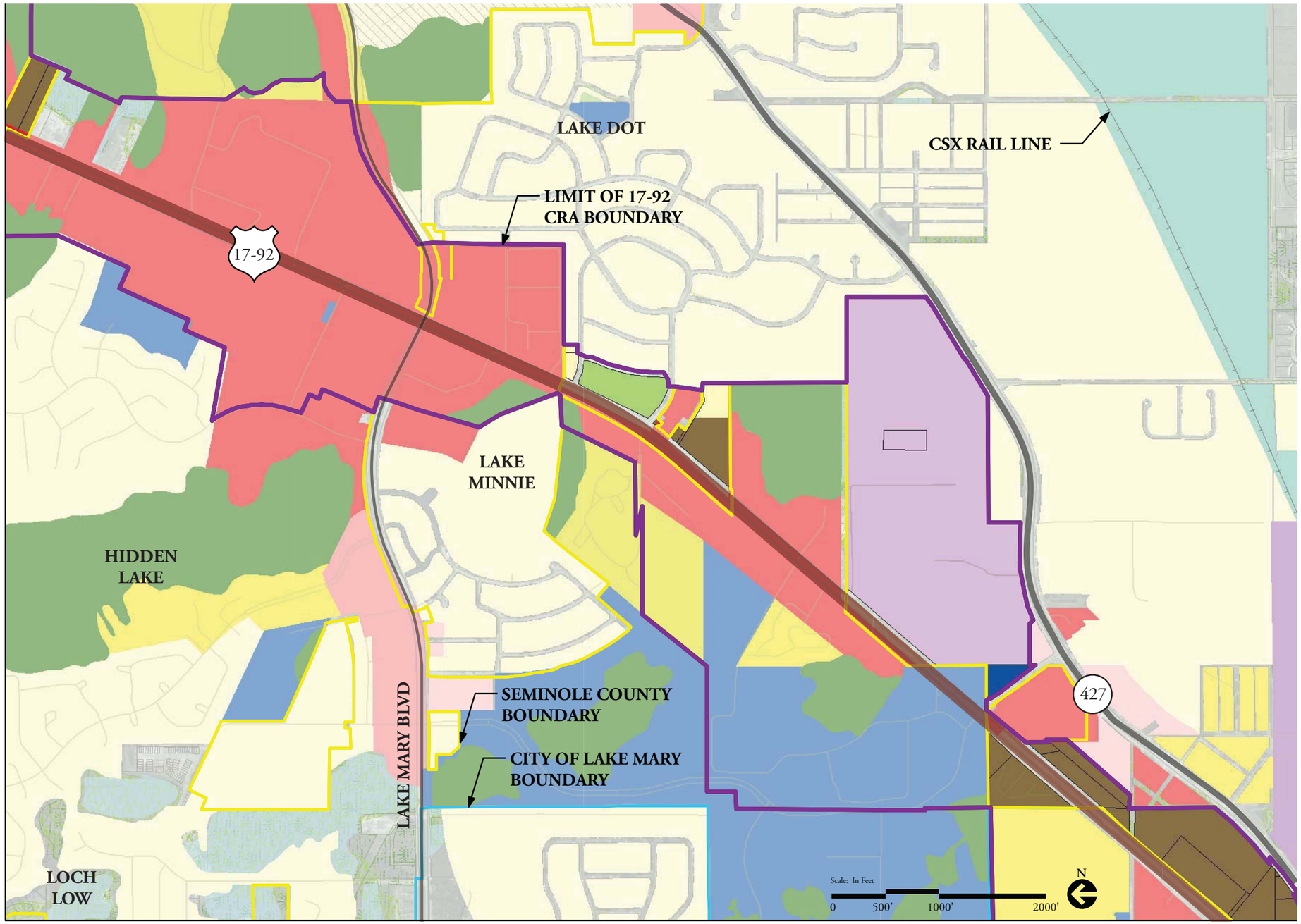

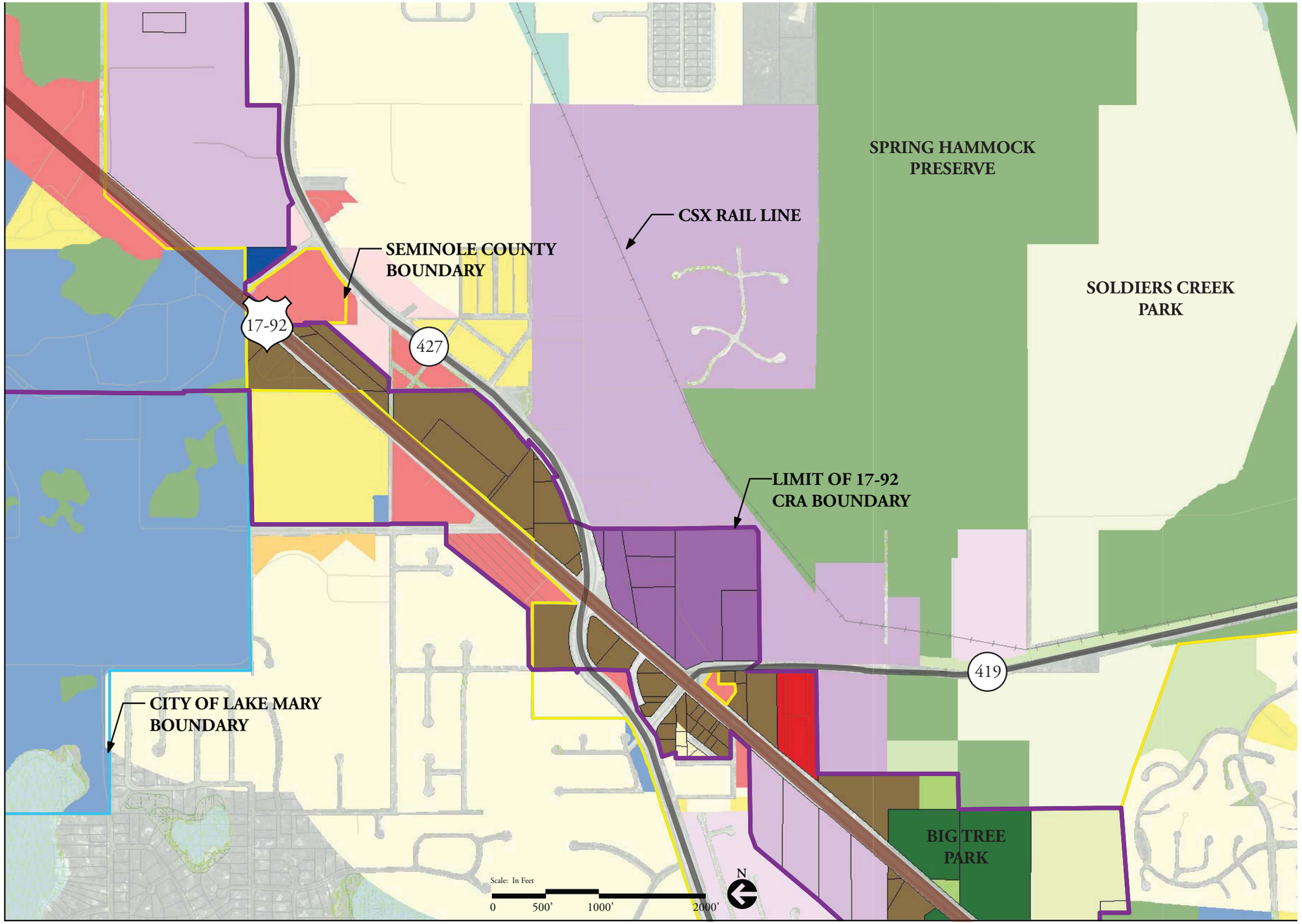

Legend

- 17-92 CRA Boundary

Seminole County Future Land Use

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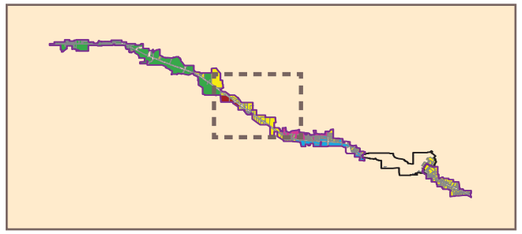

Legend

- 17-92 CRA Boundary

Seminole County Future Land Use

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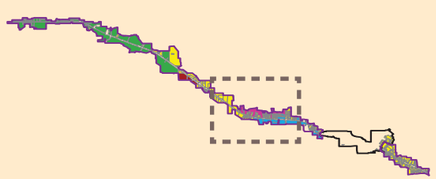

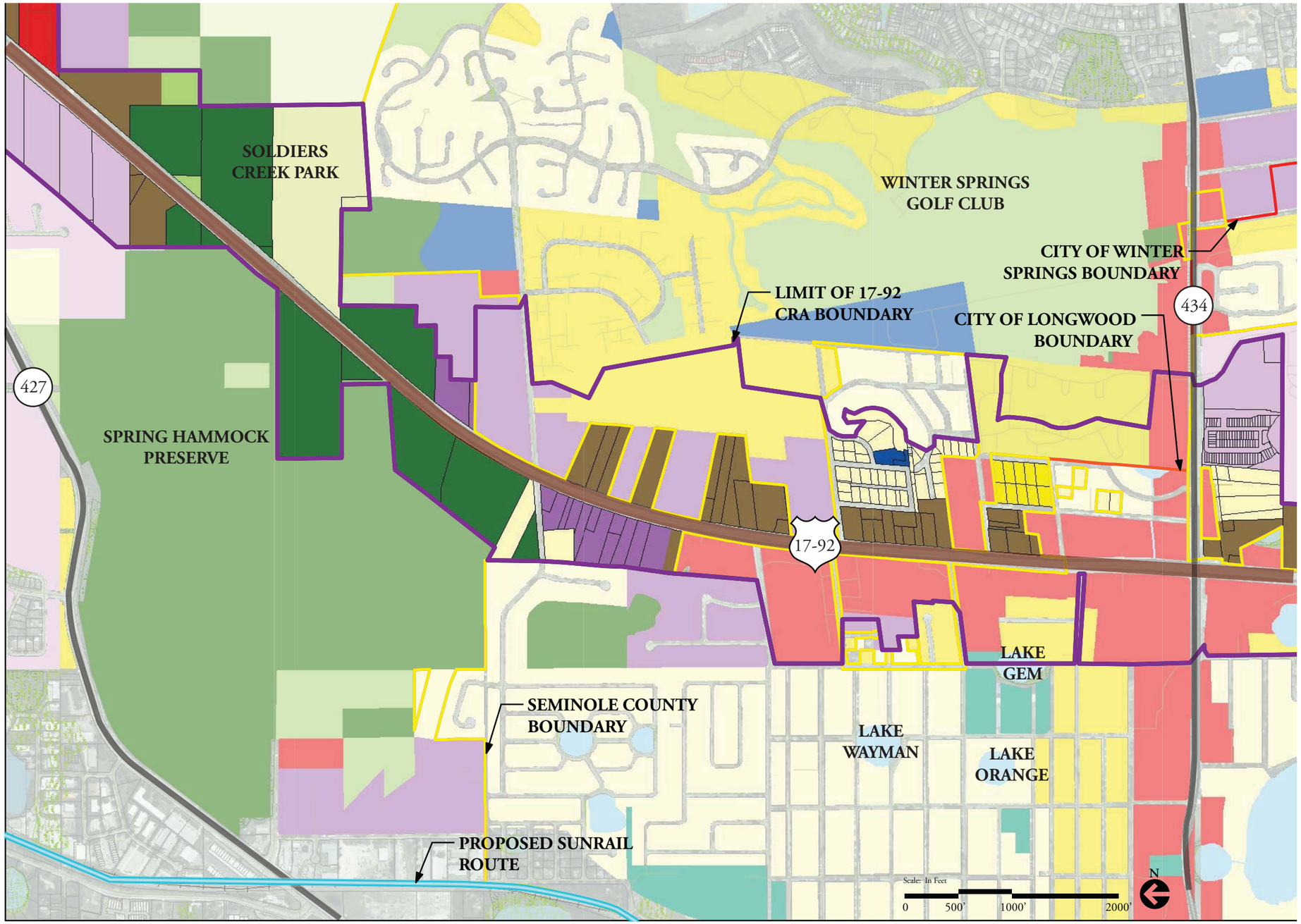

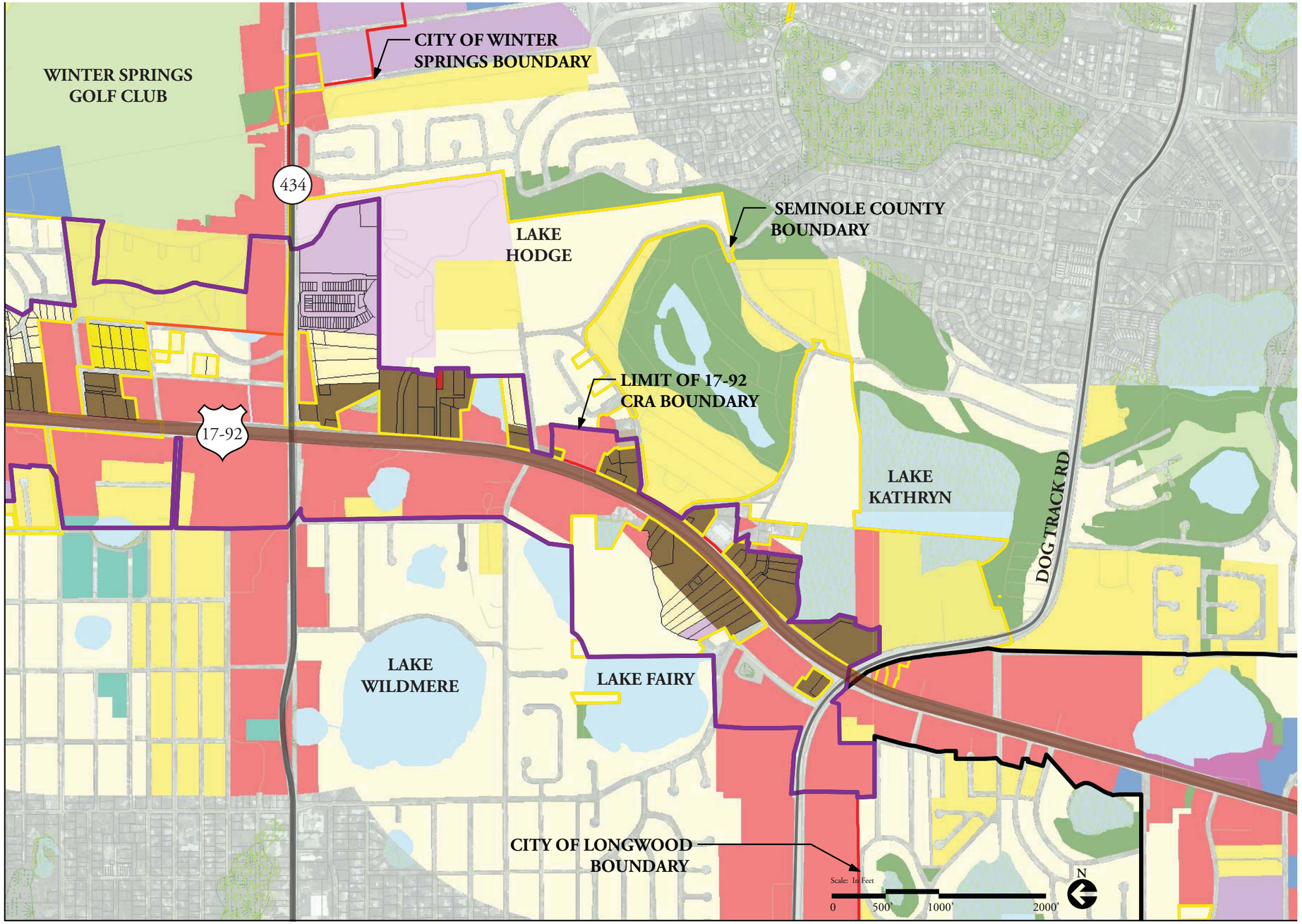

Legend

- 17-92 CRA Boundary

Seminole County Future Land Use

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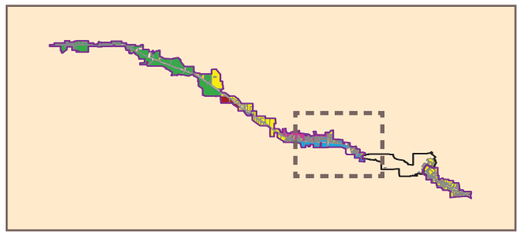
Key Map



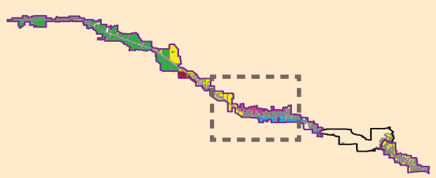
Legend

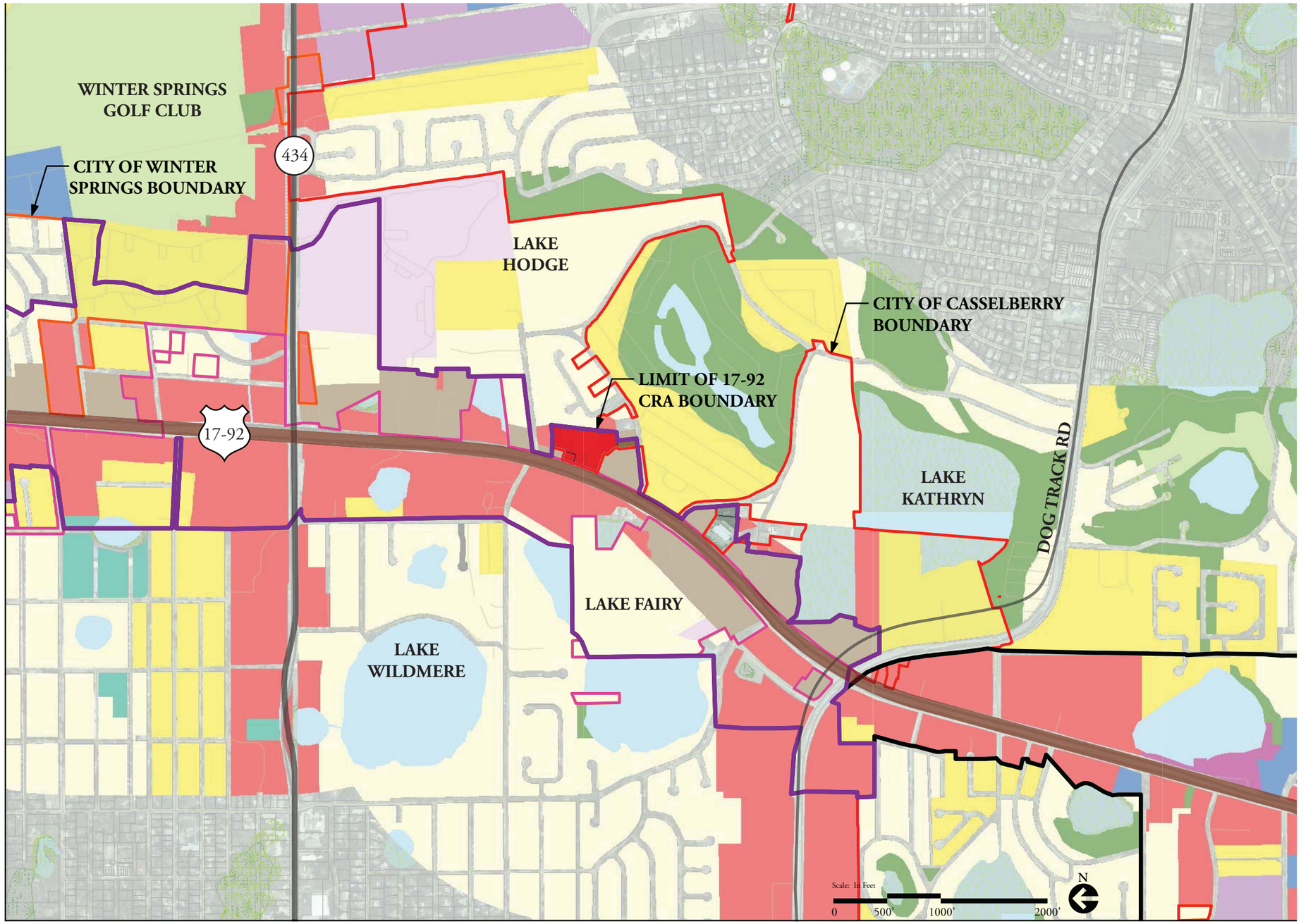
- 17-92 CRA Boundary
- Casselberry CRA

Casselberry Future Land USe

- Low Density Residential
- Medium Density Residential
- High Density Residential
- High Intensity Non Residential
- Office
- Office Residential
- Commercial
- Industrial
- Mixed Use
- Public Service
- Recreation / Open Space
- Conservation
- Water
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map





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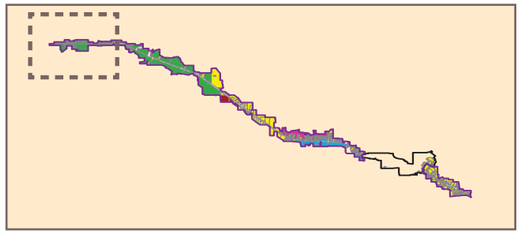
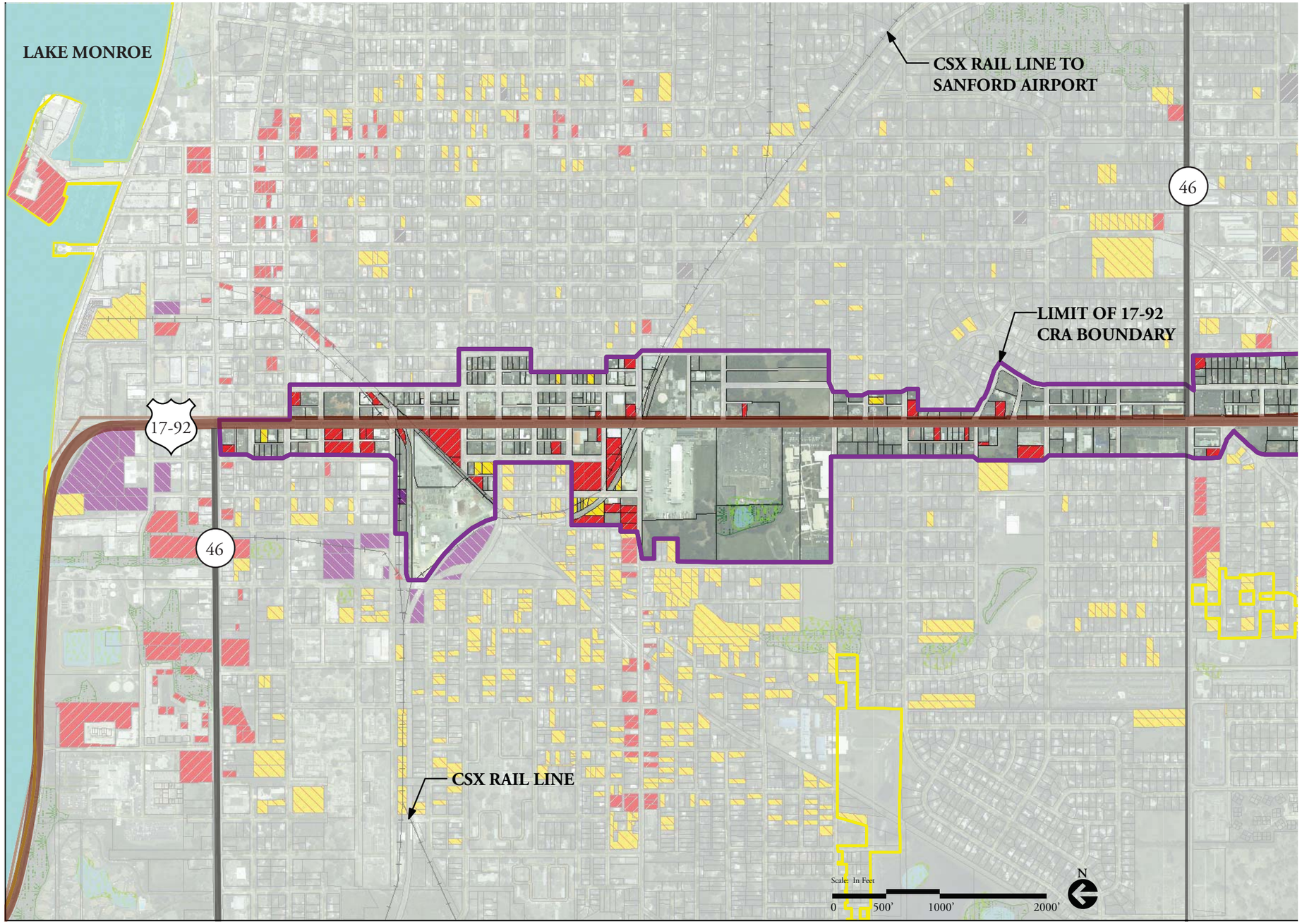
VIII. Land Use Analysis - Vacant Parcels

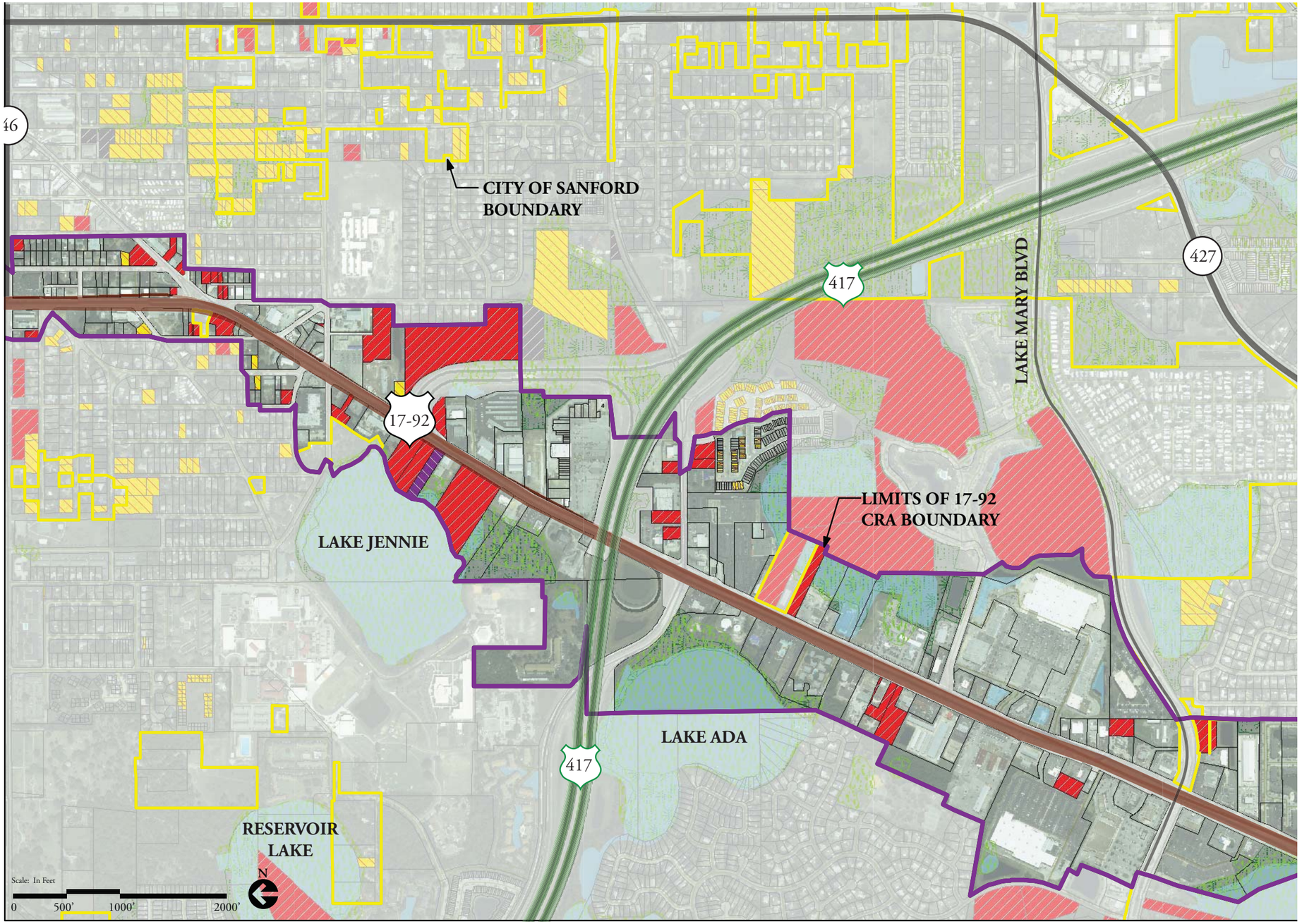
Legend

- 17-92 CRA Boundary
- Vacant Commercial
- Vacant Industrial
- Vacant Institutional
- Vacant Residential
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



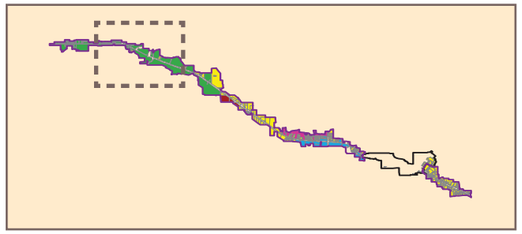




Legend

- 17-92 CRA Boundary
- Vacant Commercial
- Vacant Industrial
- Vacant Institutional
- Vacant Residential
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



VIII. Land Use Analysis - Vacant Parcels

Legend

- 17-92 CRA Boundary
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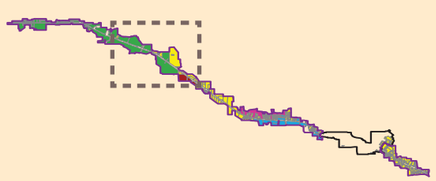

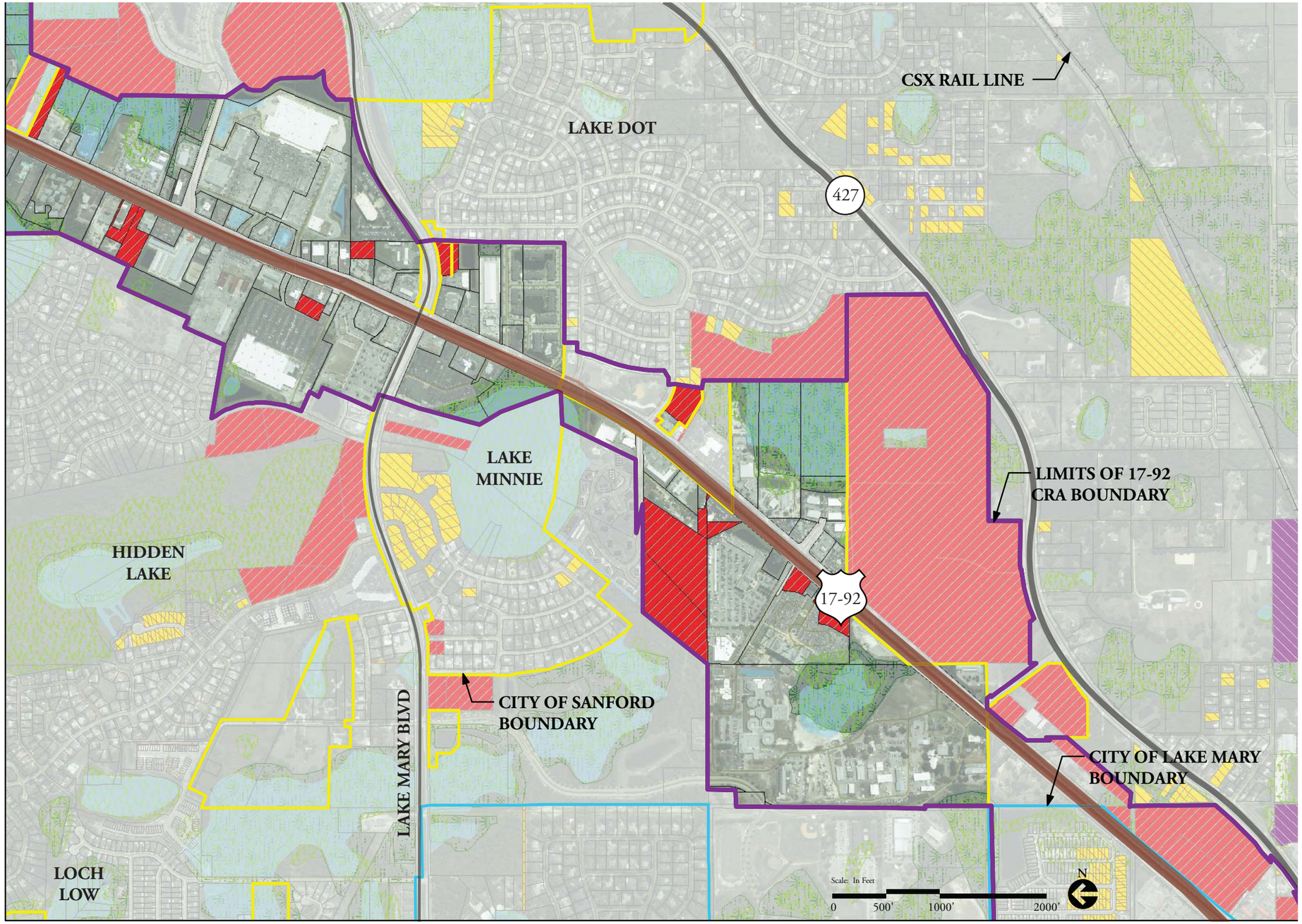

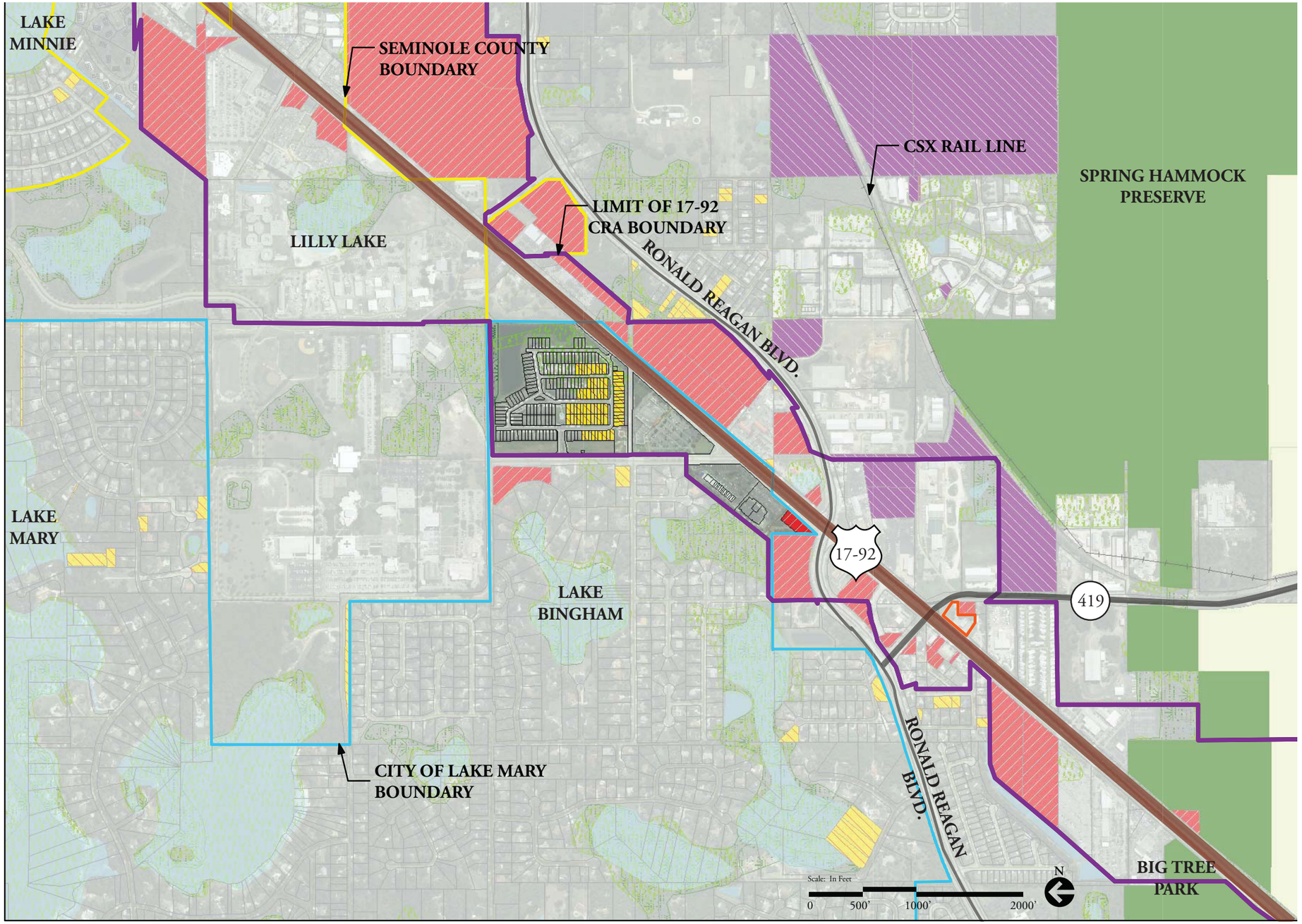

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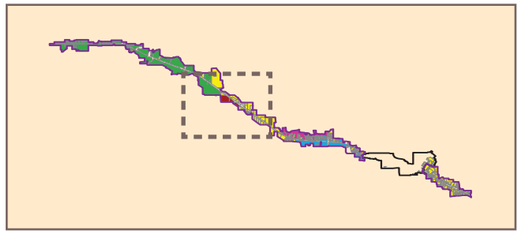

VIII. Land Use Analysis - Vacant Parcels

Legend

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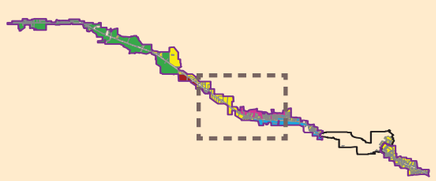

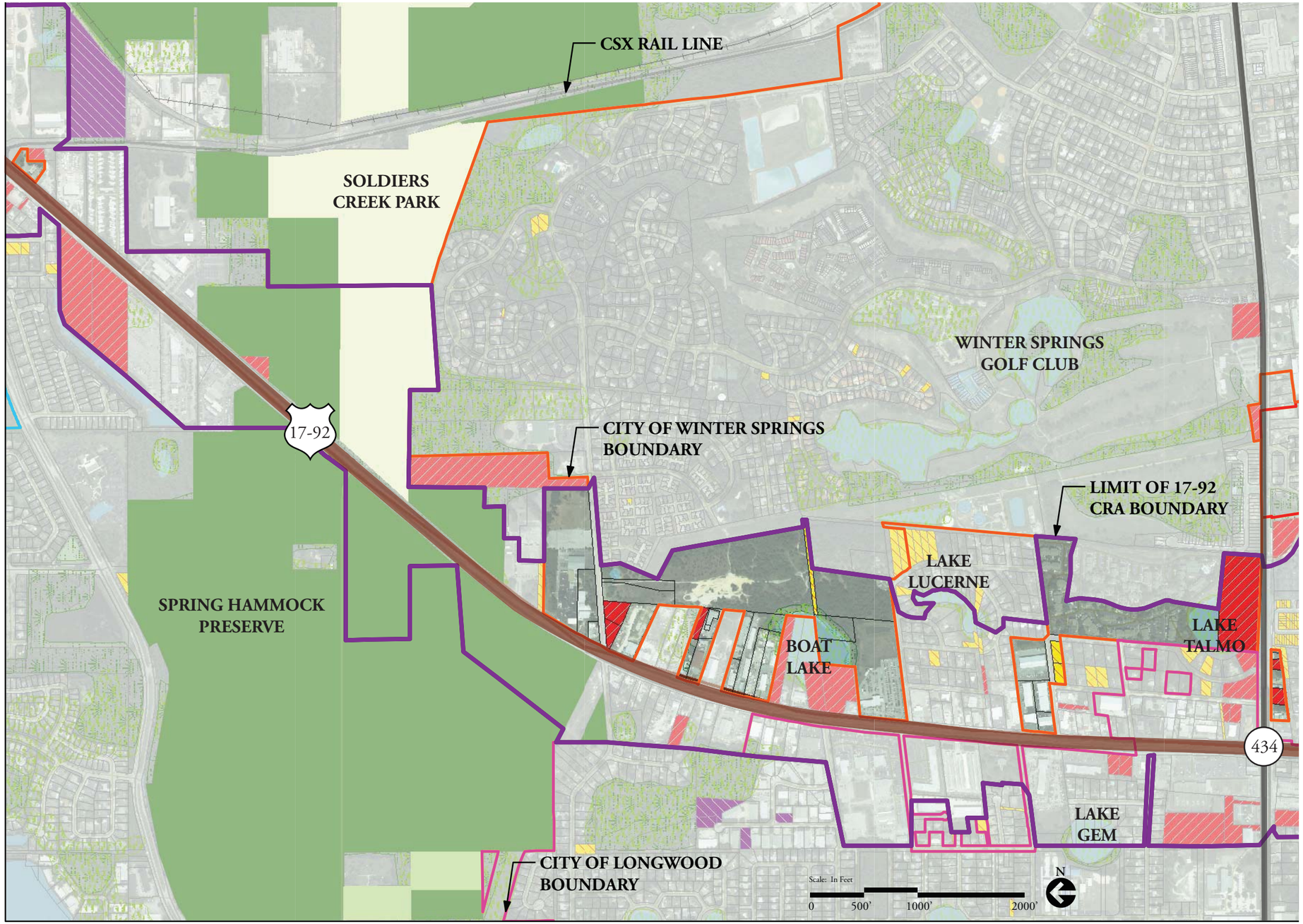

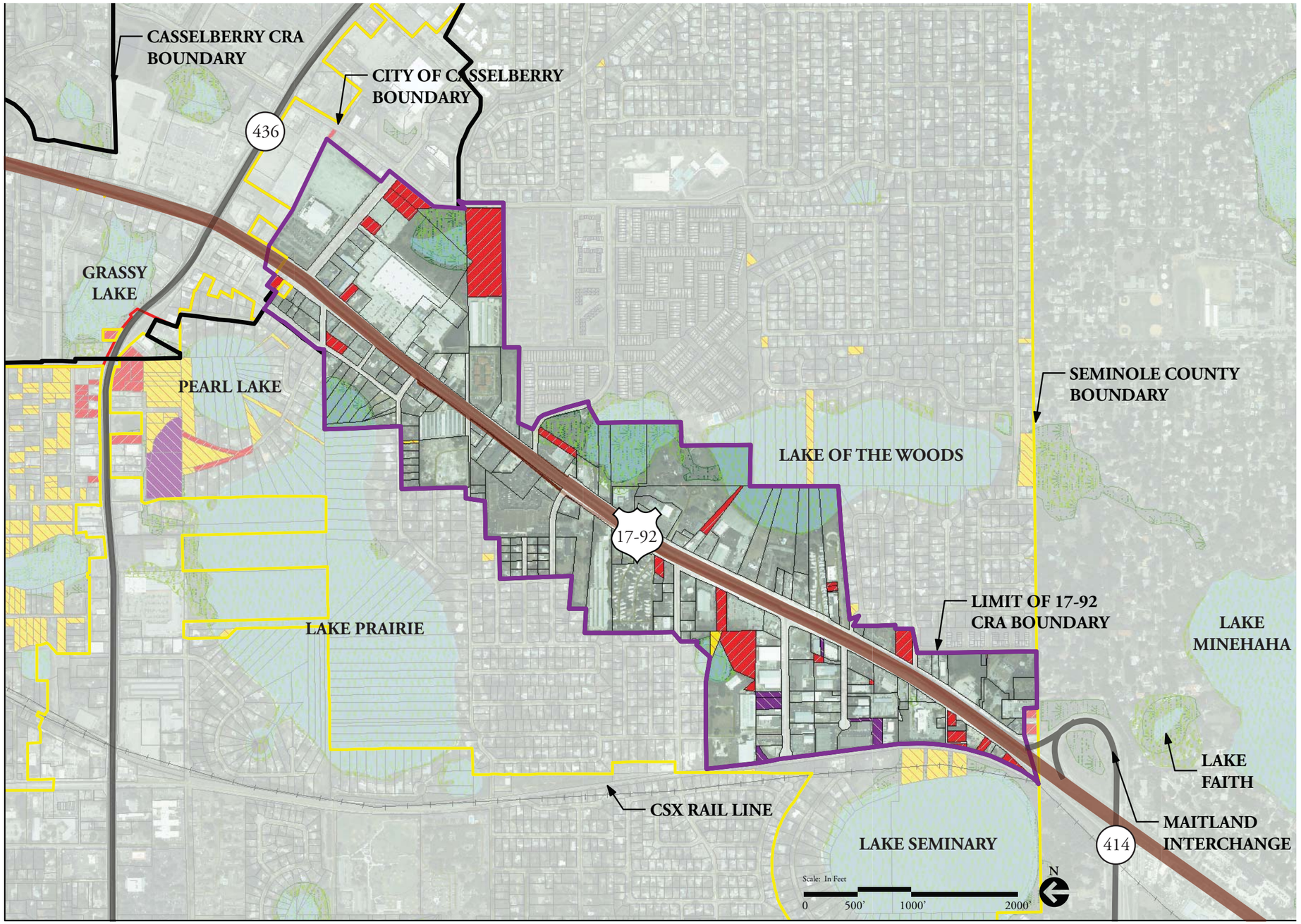

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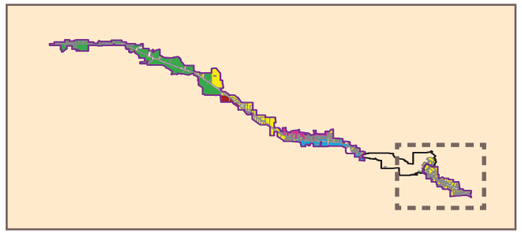

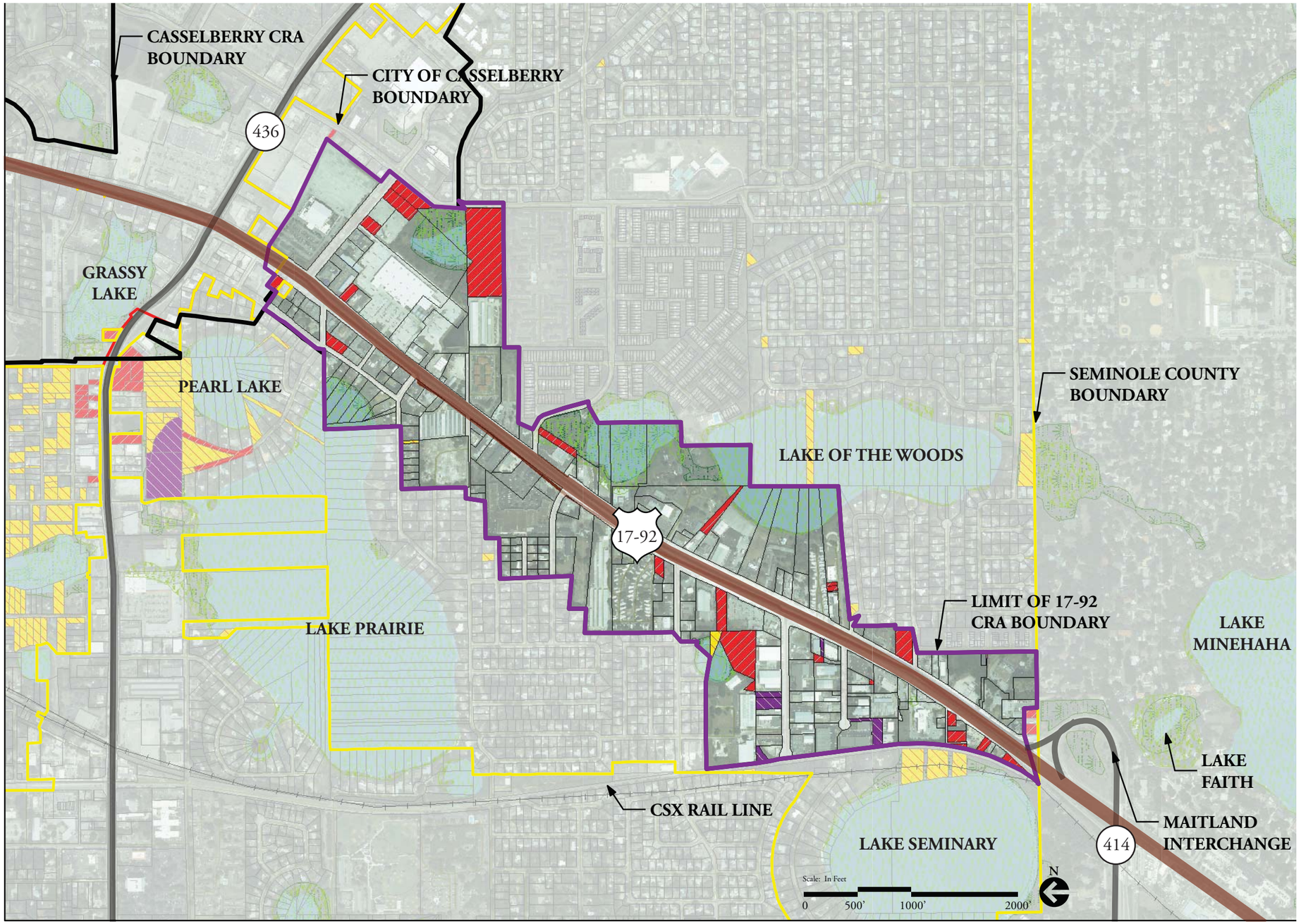

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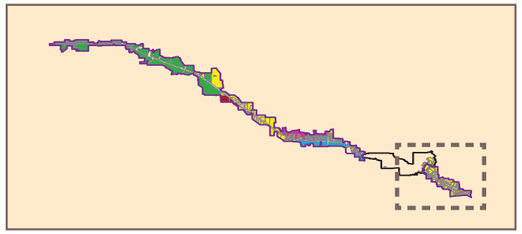

VIII. Land Use Analysis - Vacant Parcels

Legend

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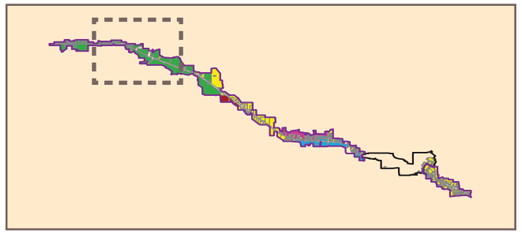
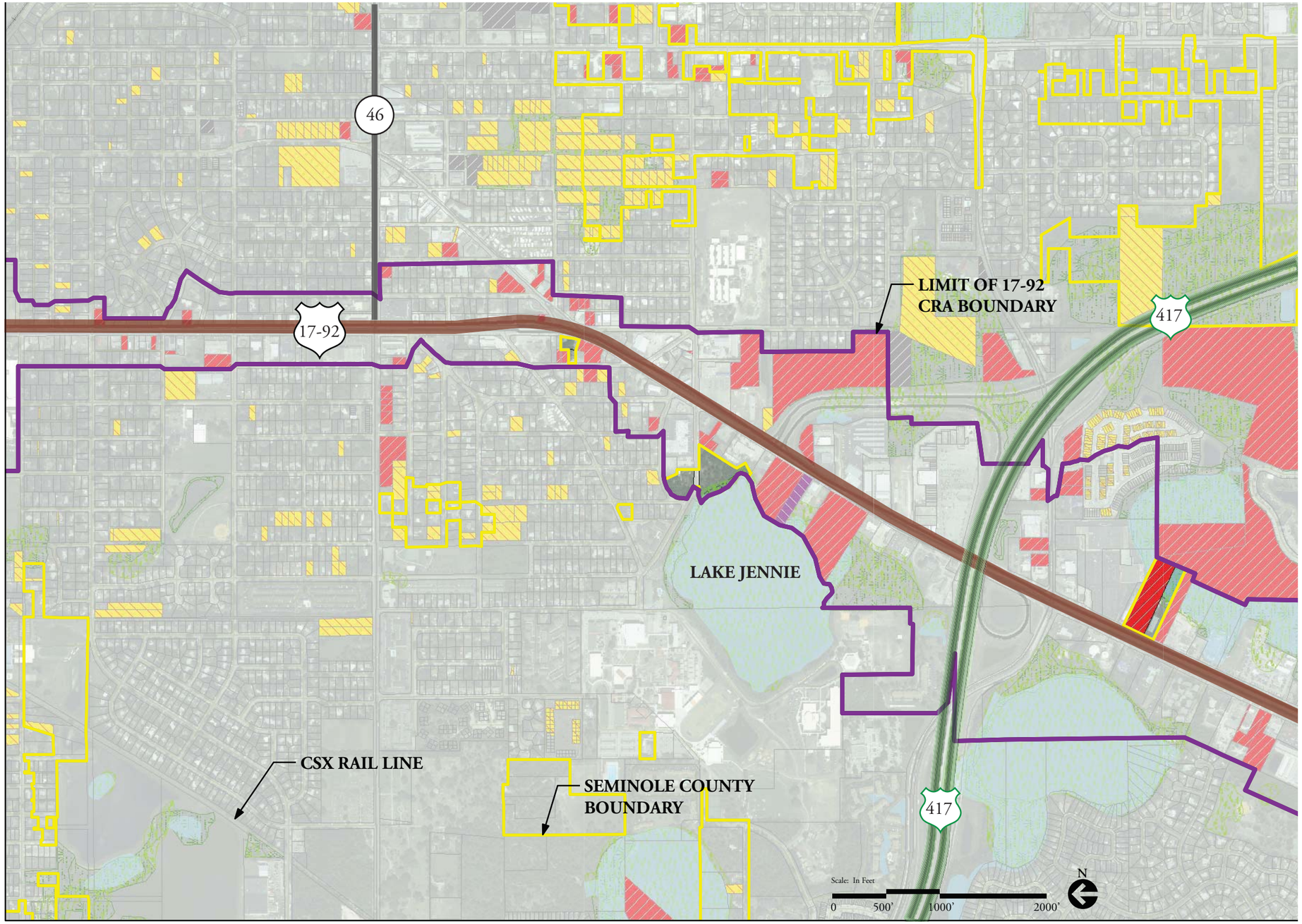
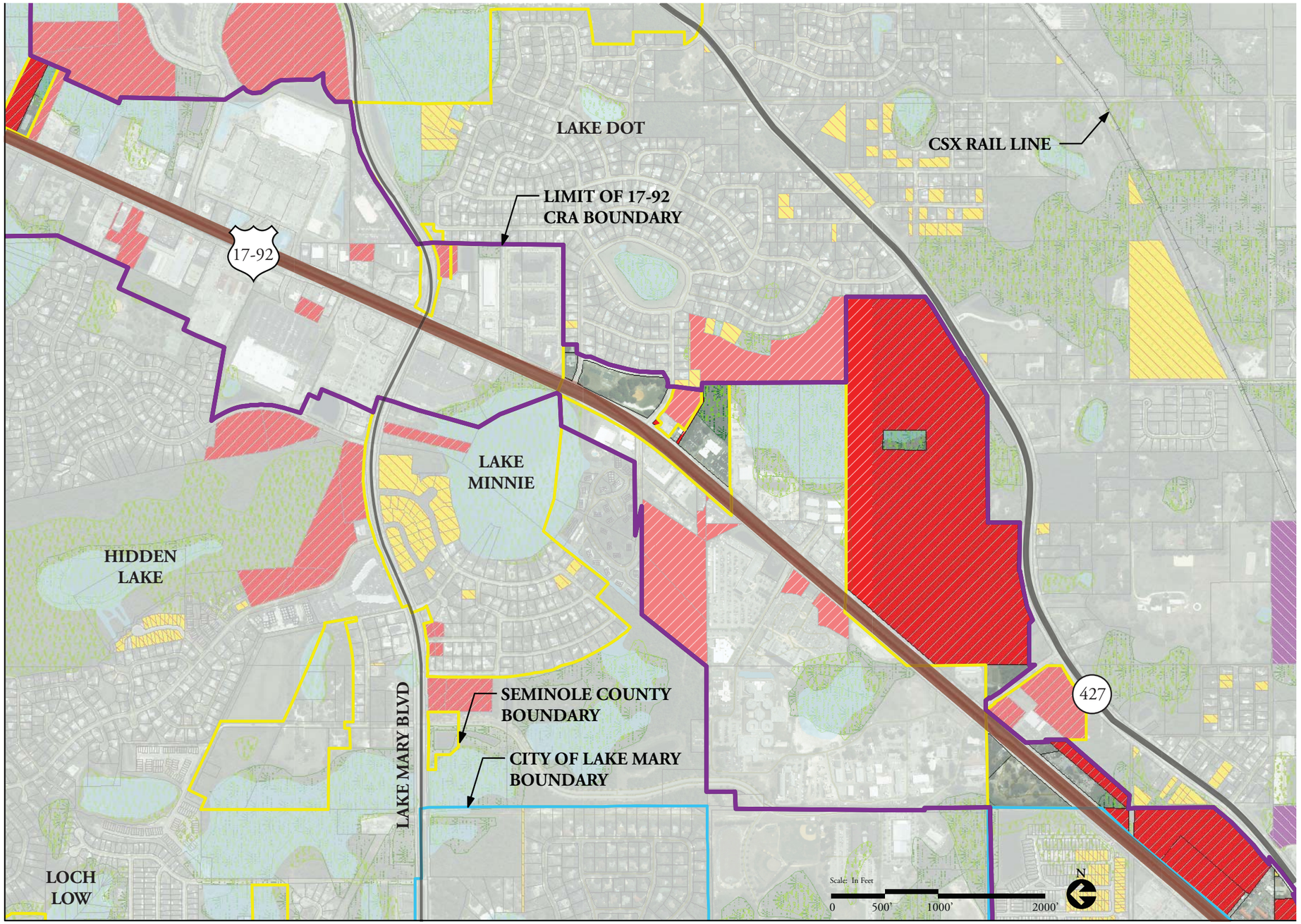




SEMINOLE



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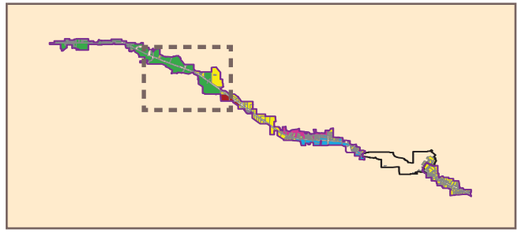

VIII. Land Use Analysis - Vacant Parcels

Legend

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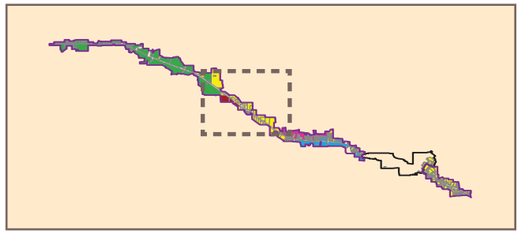

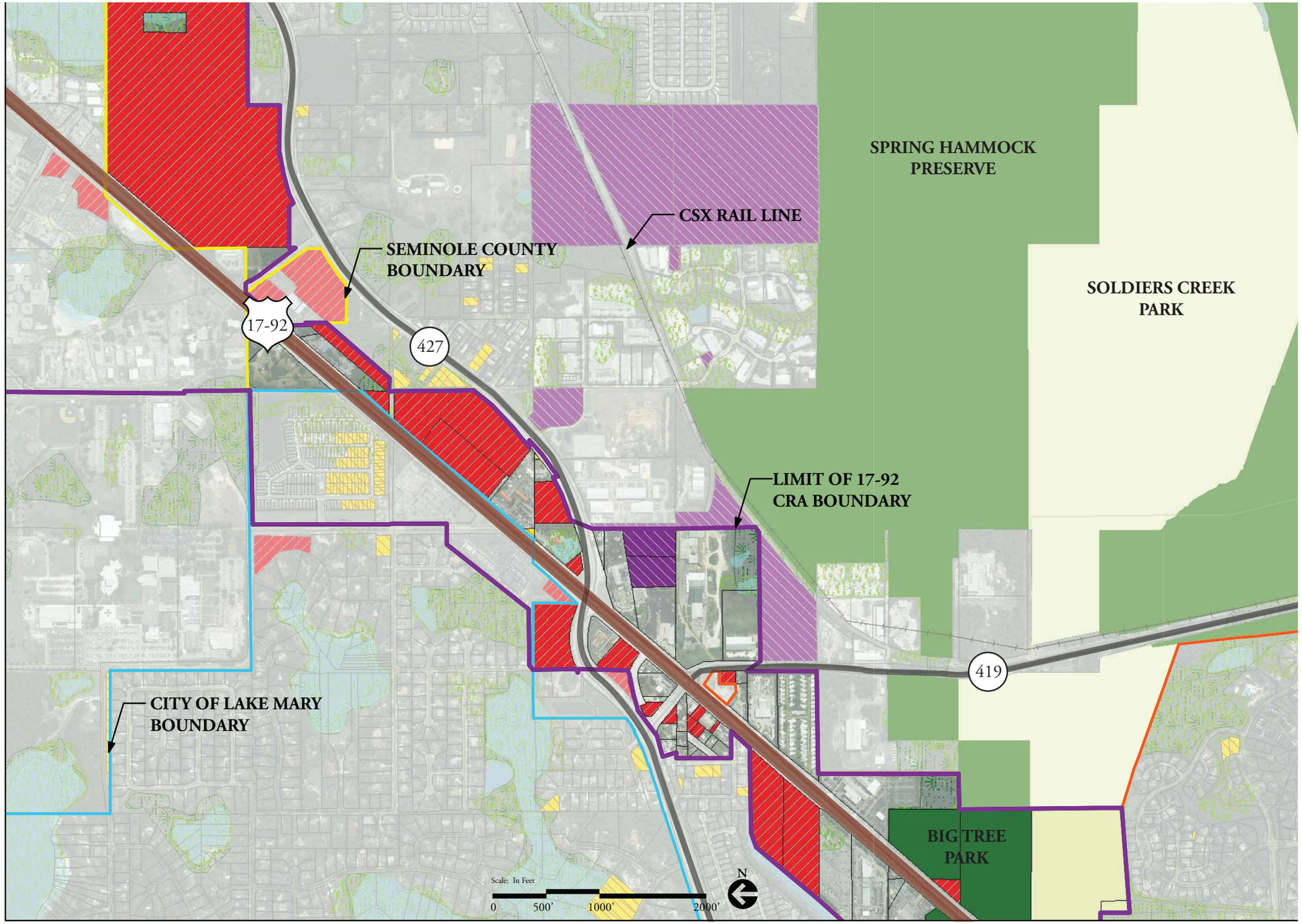

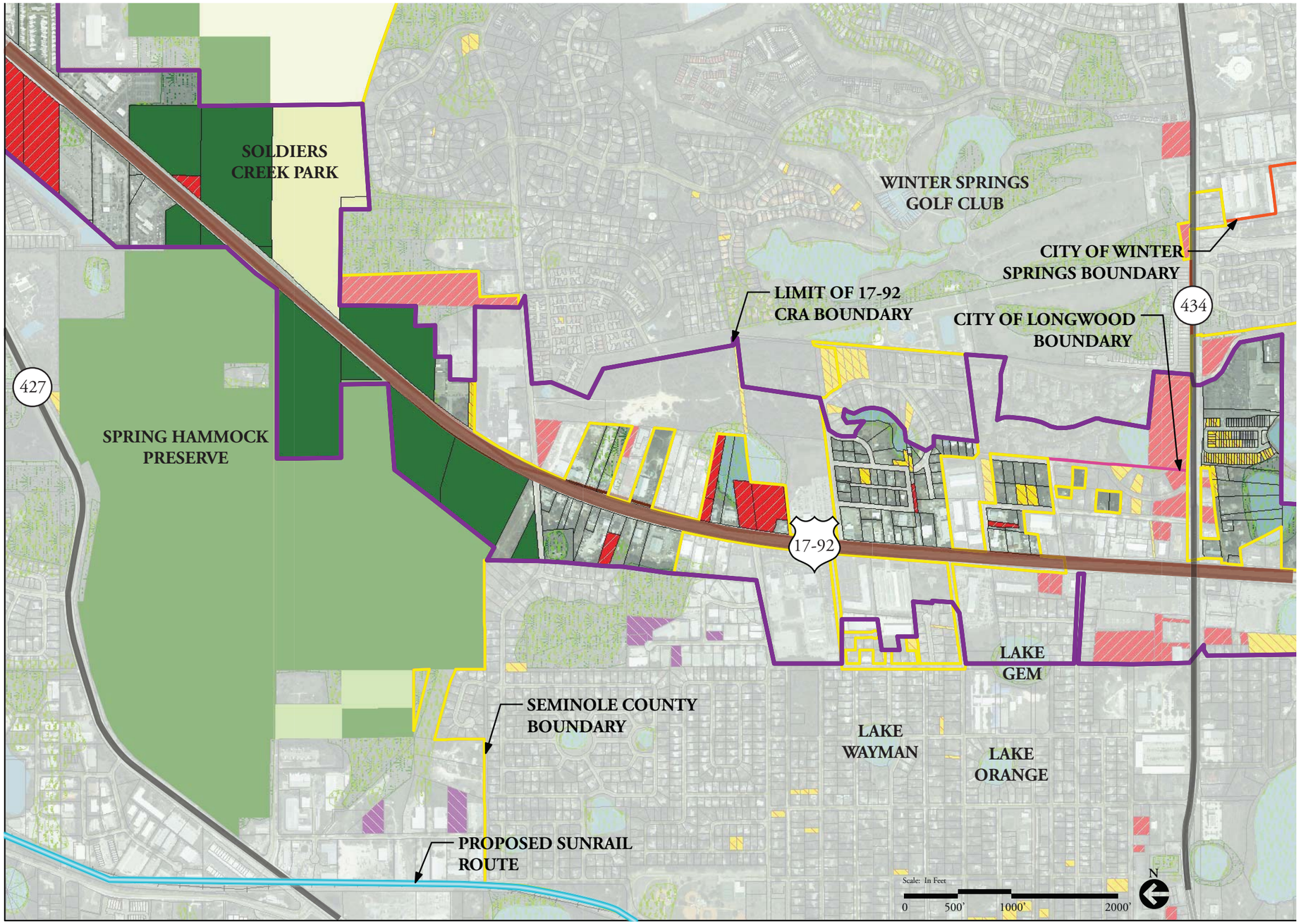

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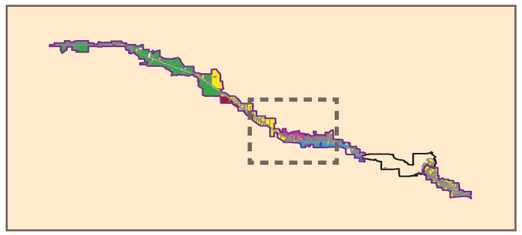

VIII. Land Use Analysis - Vacant Parcels

Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Vacant Commercial
- Vacant Industrial
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- Vacant Residential
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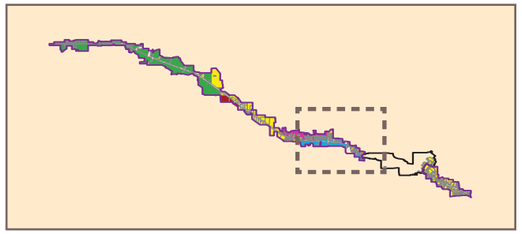
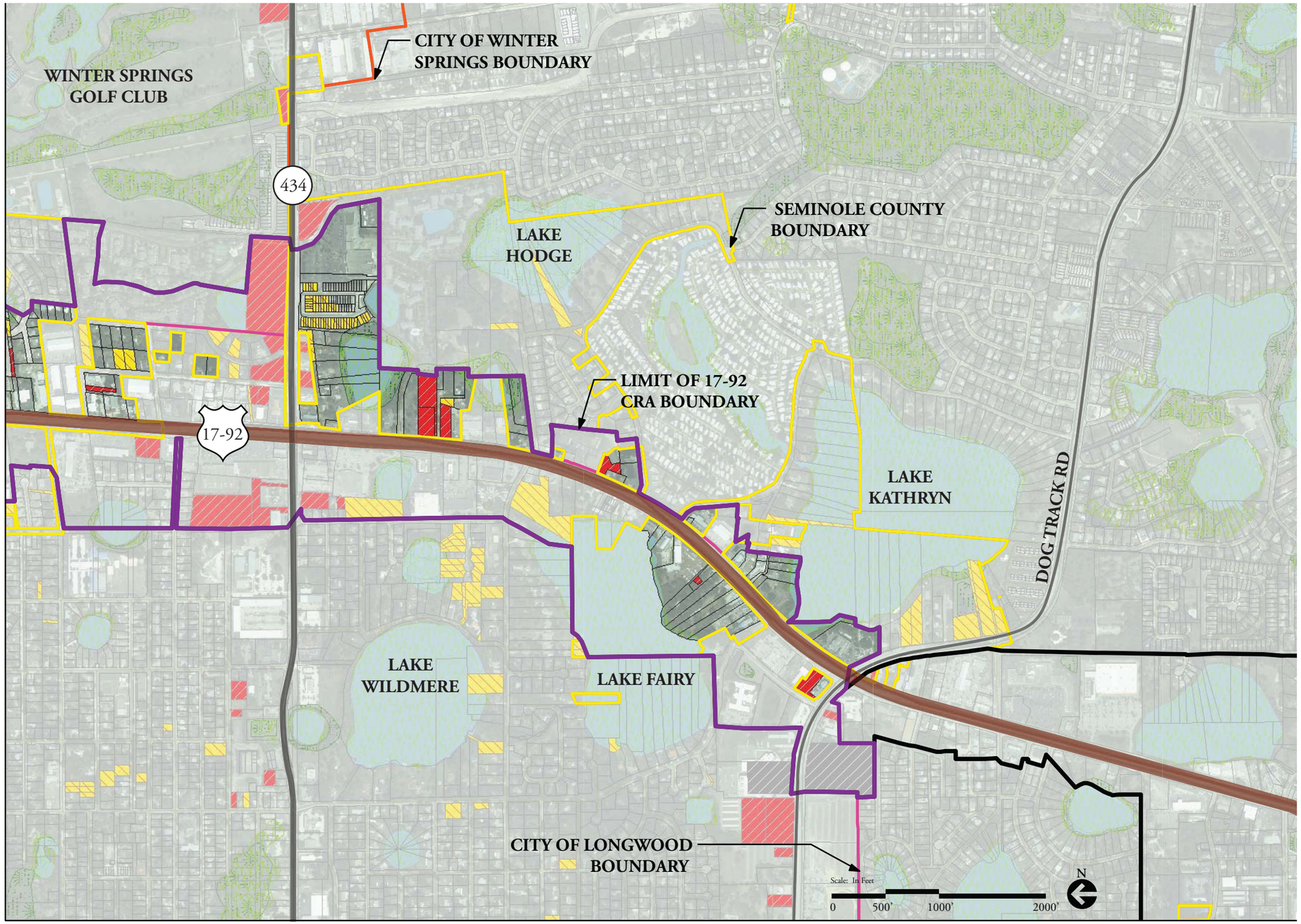
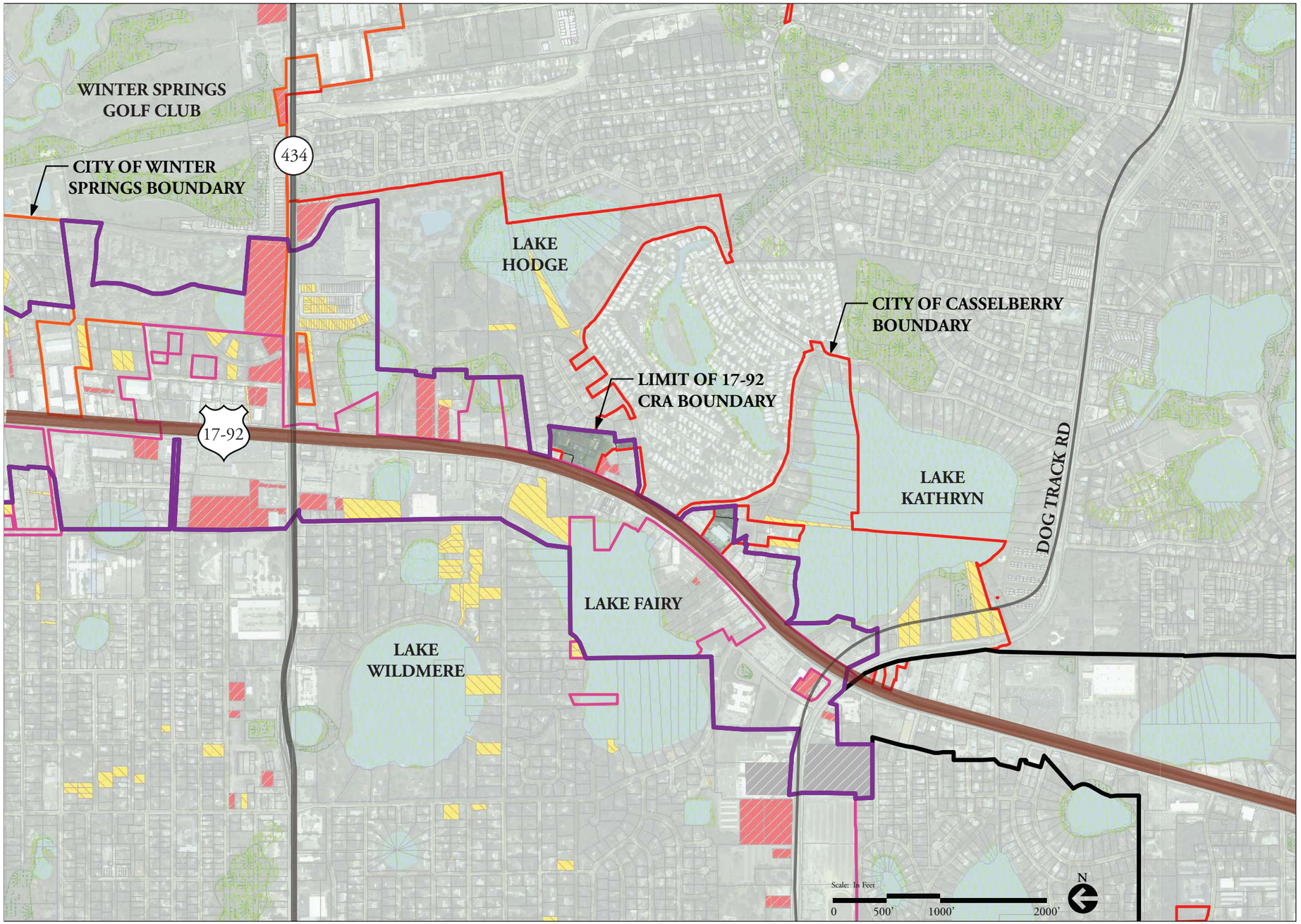
Key Map







Legend

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- Casselberry CRA
- Vacant Commercial
- Vacant Industrial
- Vacant Institutional
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- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
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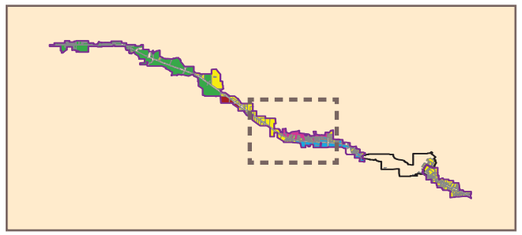
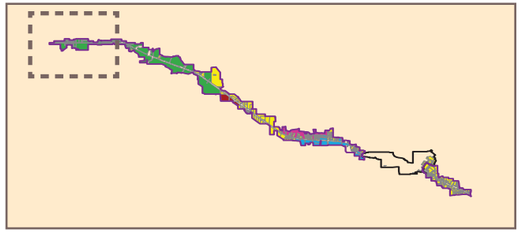
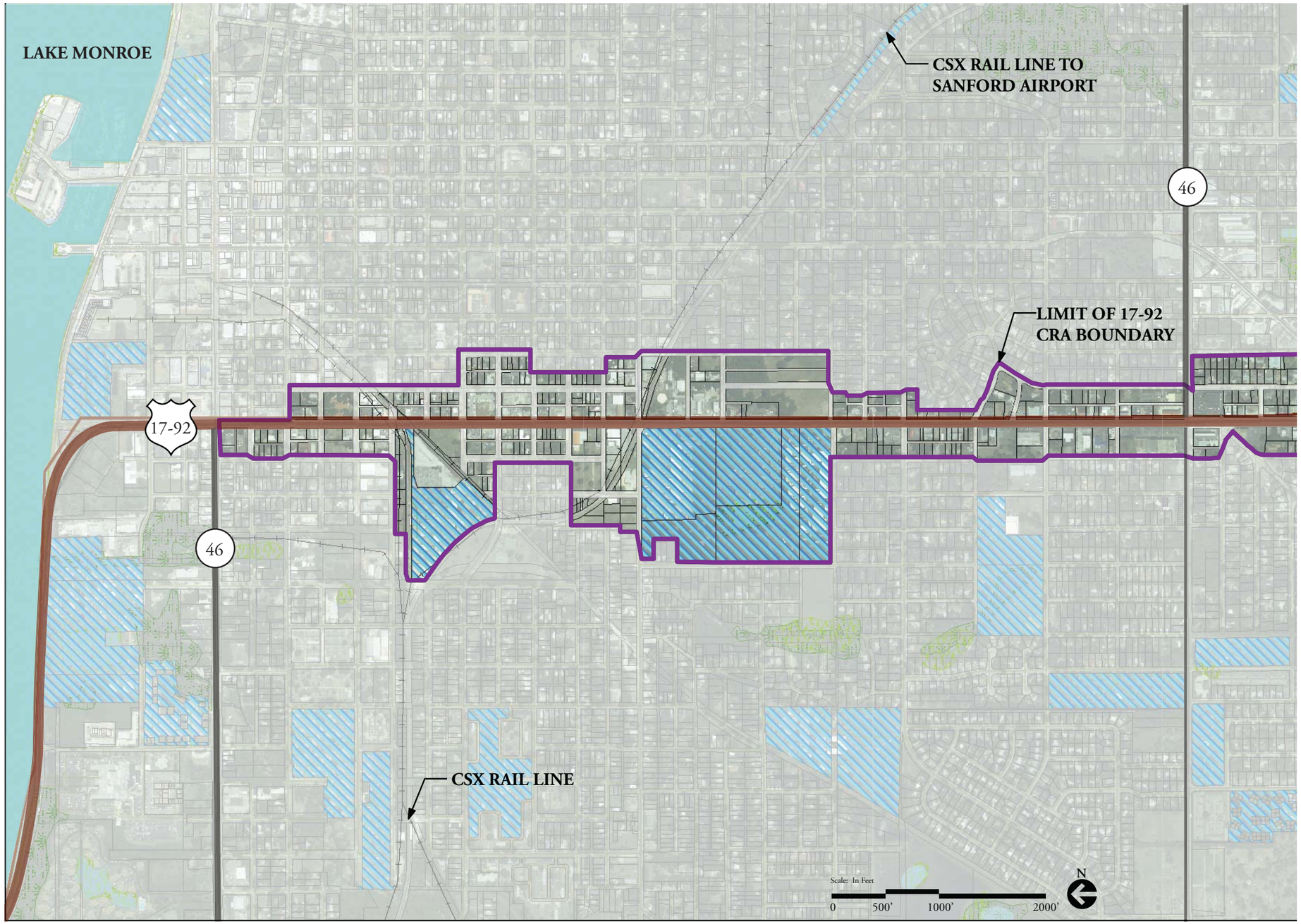


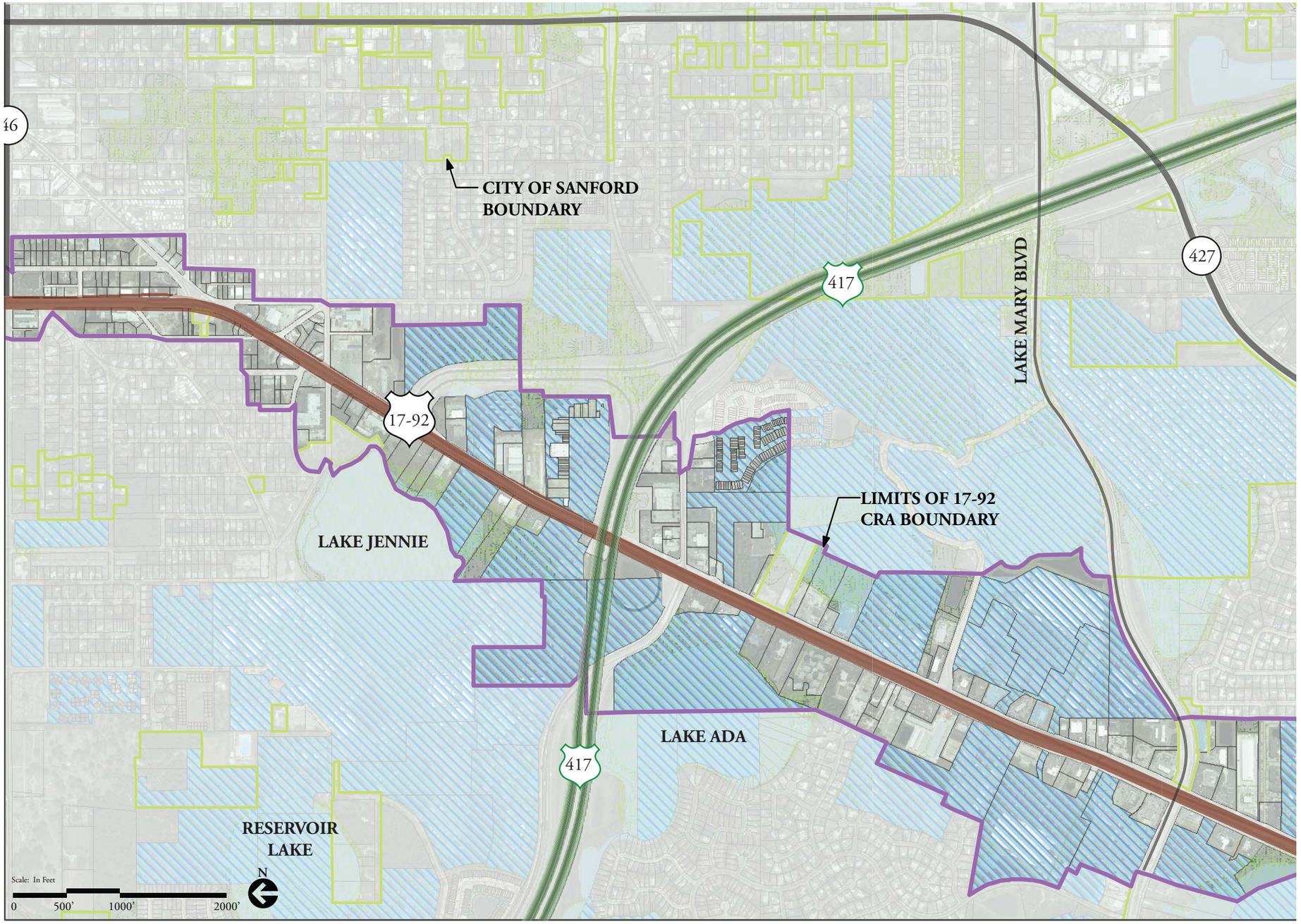
Legend

- 17-92 CRA Boundary
- 0-5 Acres
- 5+ Acres
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







Legend

- 17-92 CRA Boundary
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- 5+ Acres
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
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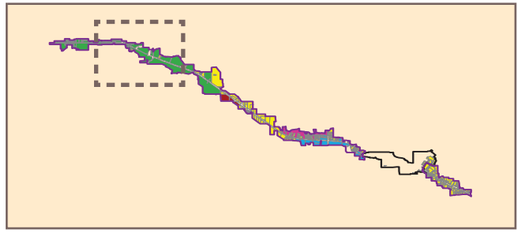
Key Map

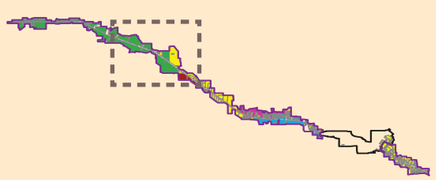


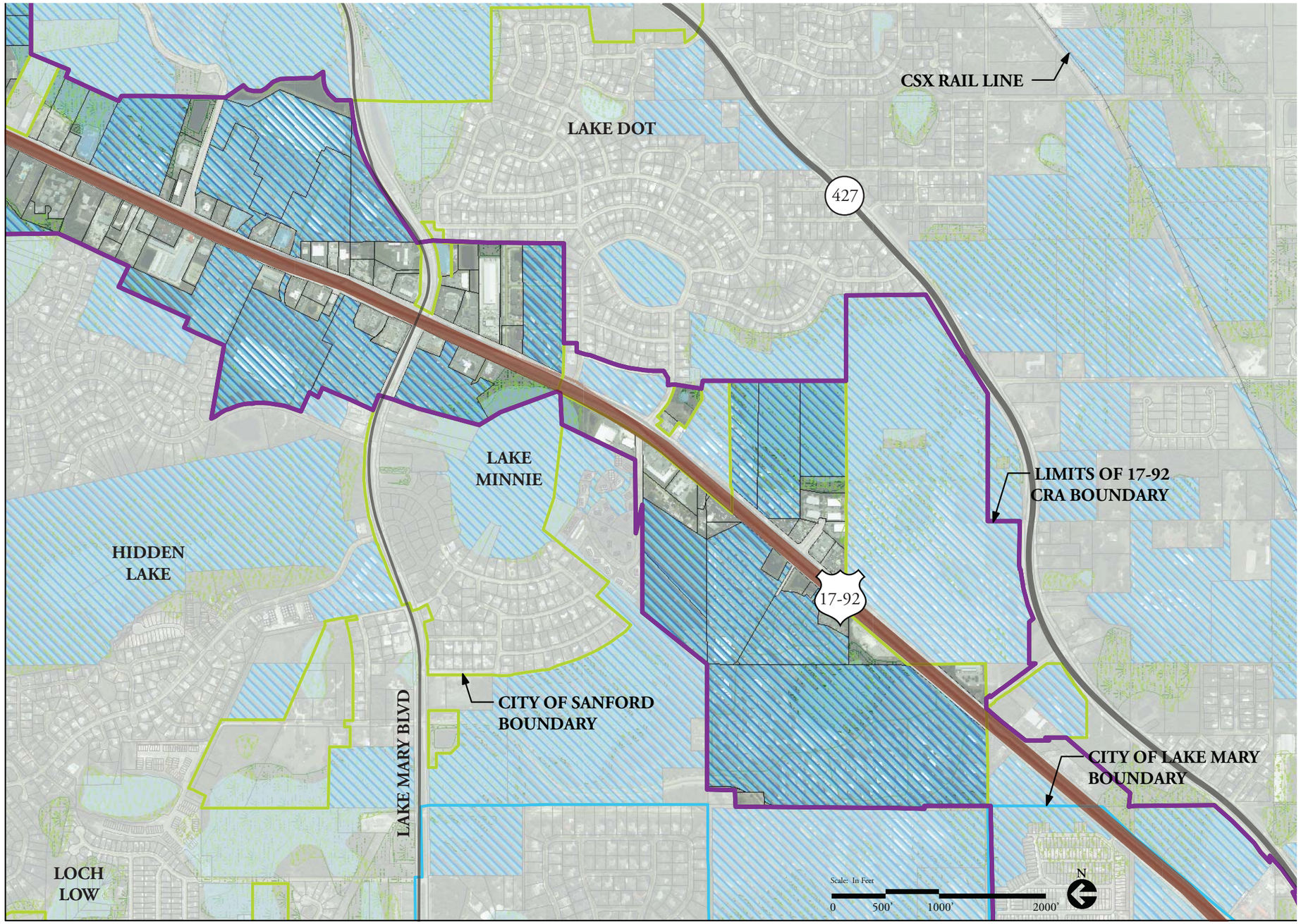
VIII. Land Use Analysis - Large Parcels

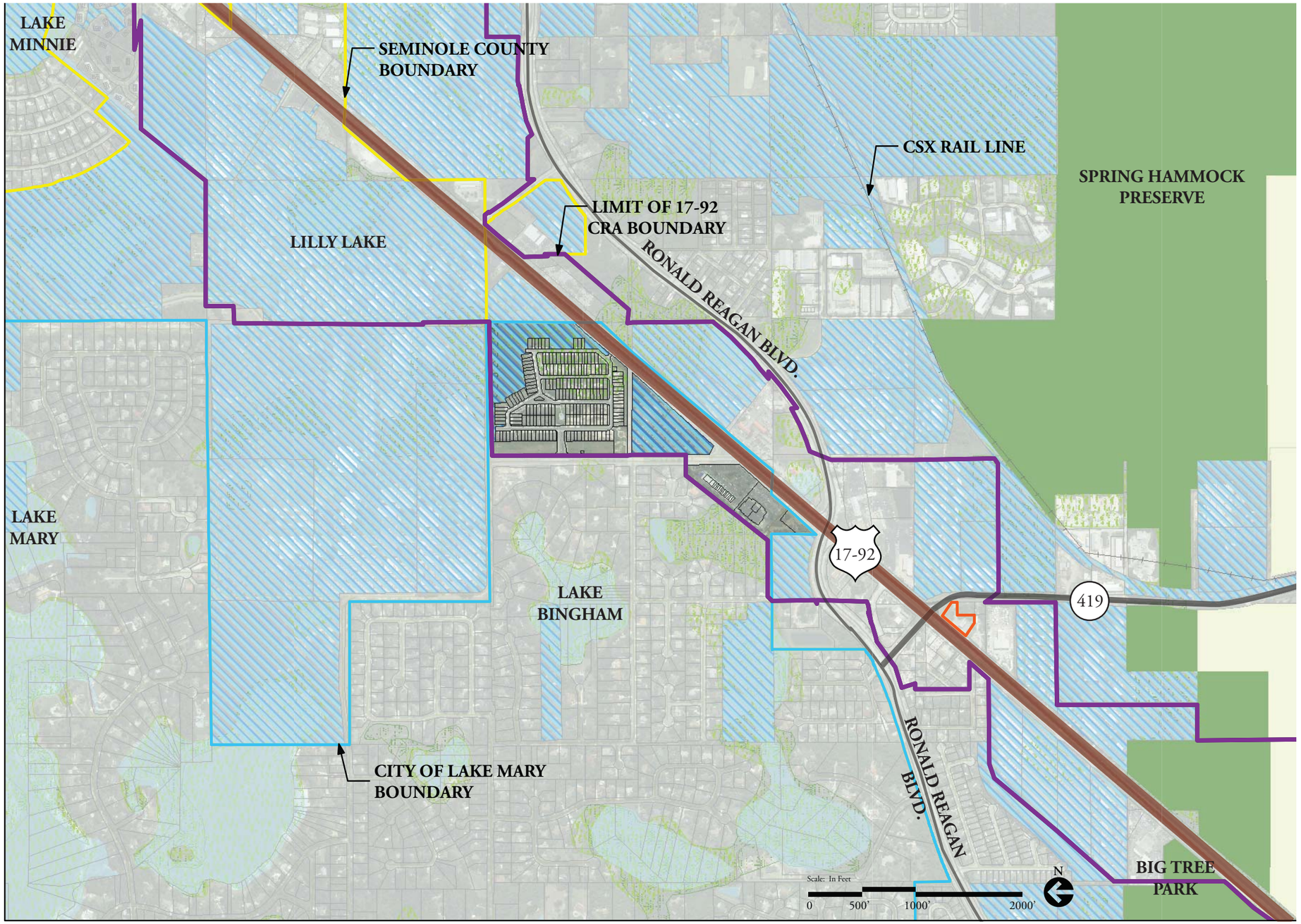
Legend

- 17-92 CRA Boundary
- 0-5 Acres
- 5+ Acres
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







Legend

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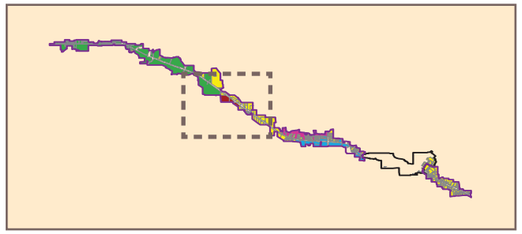

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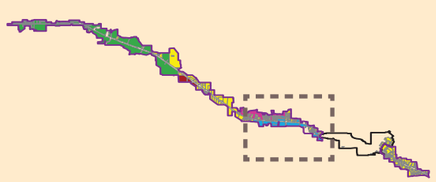

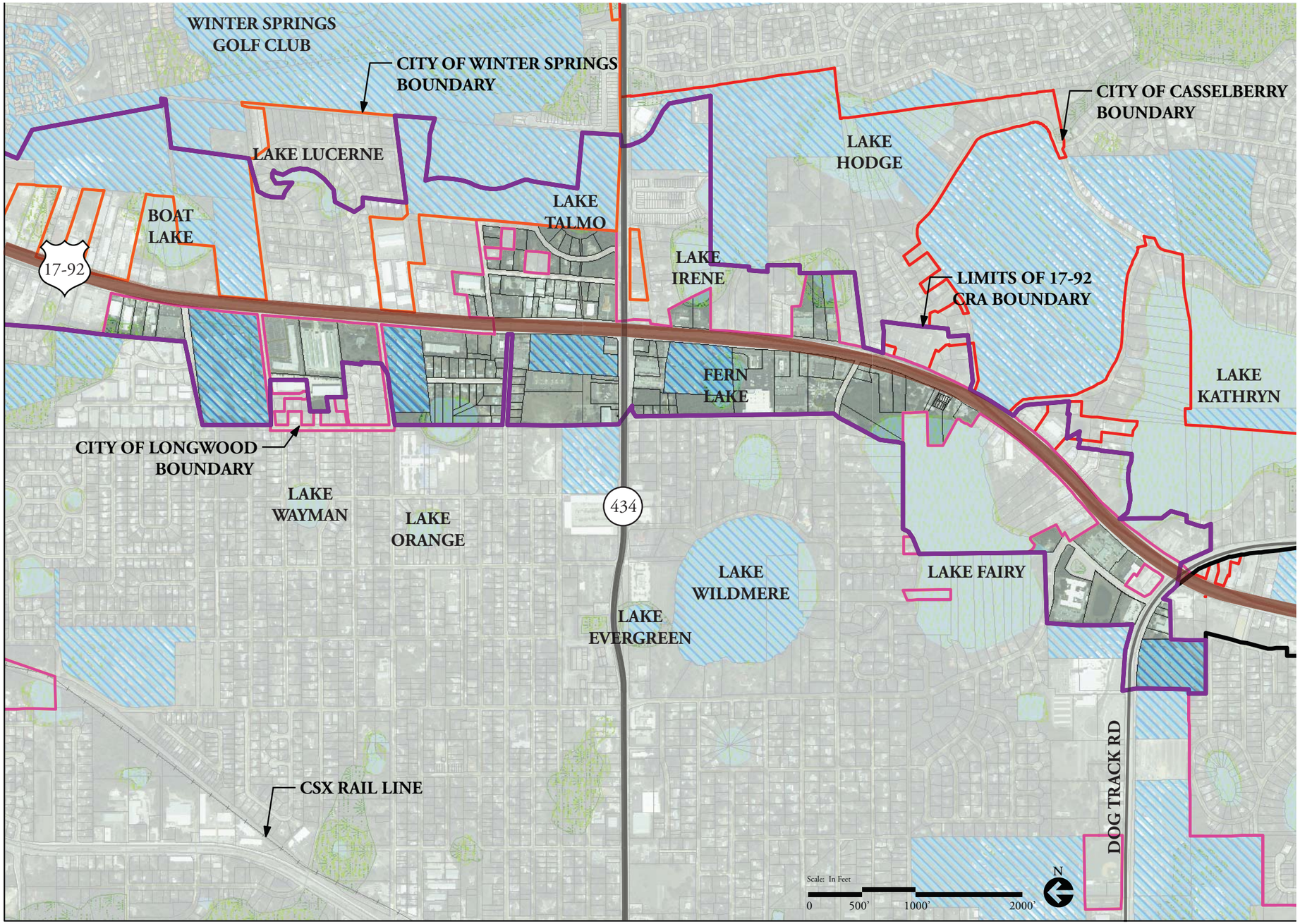

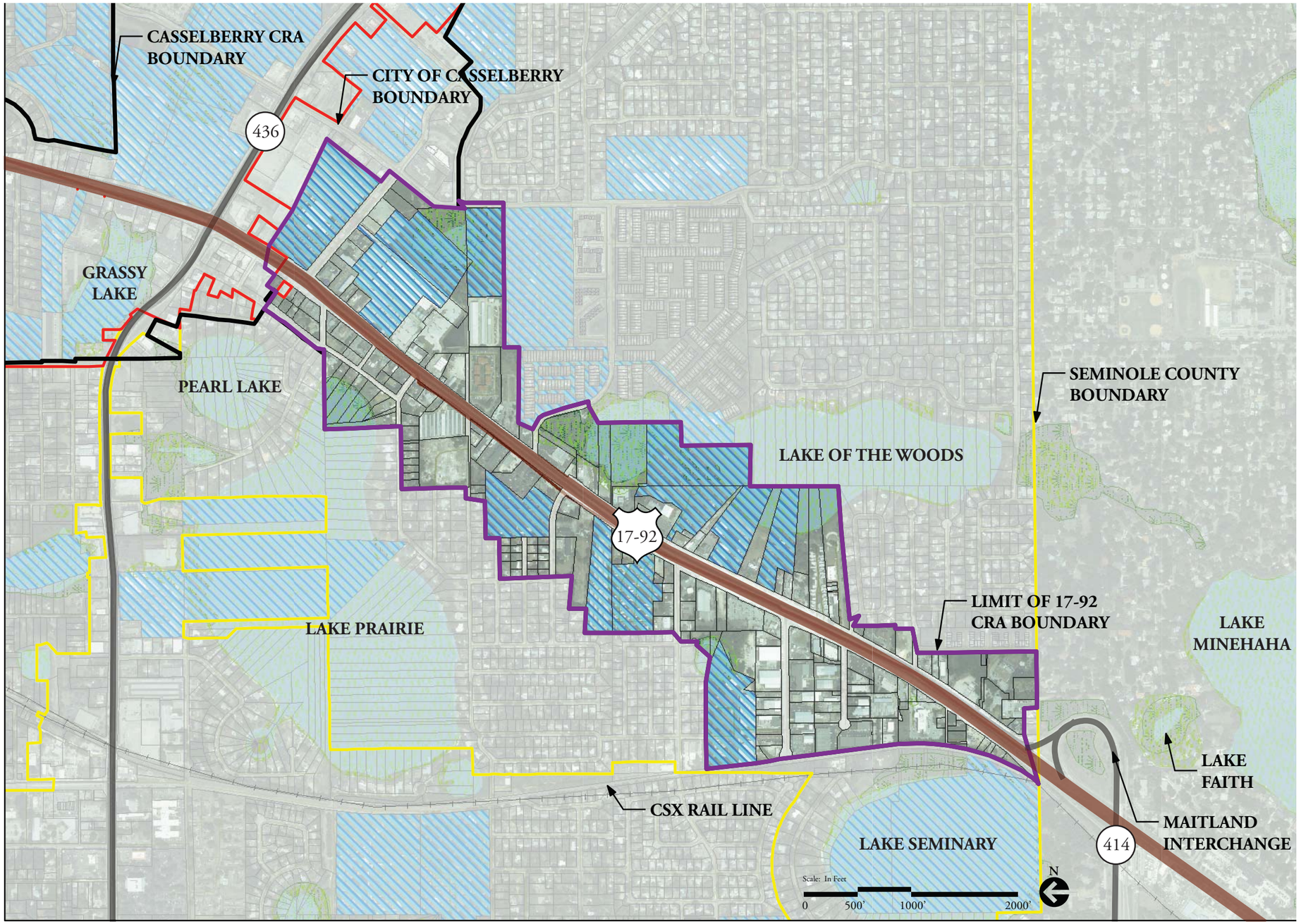

Legend

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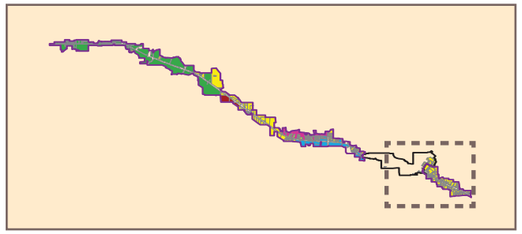

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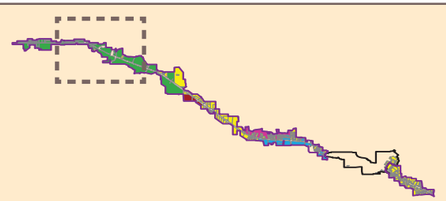

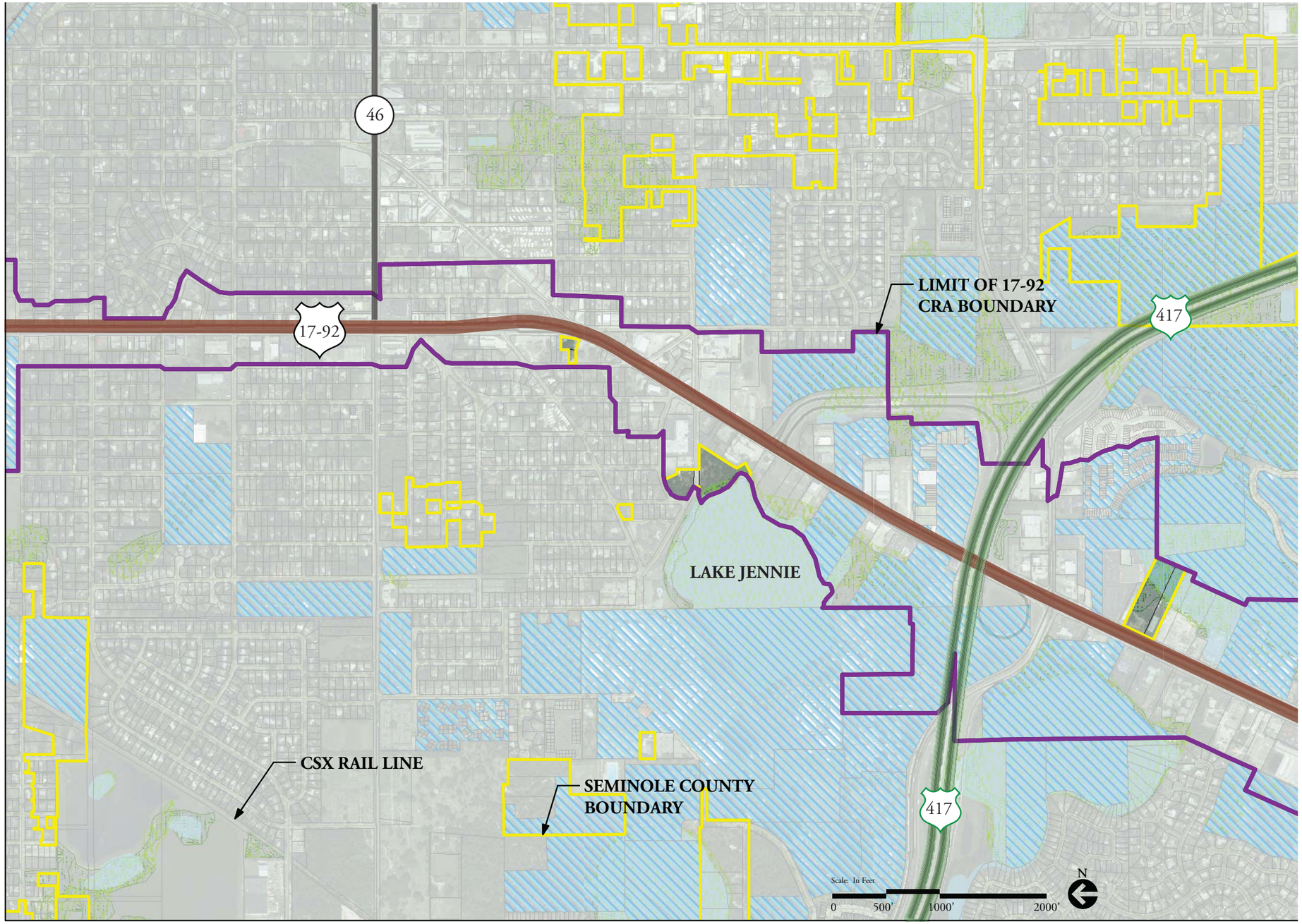

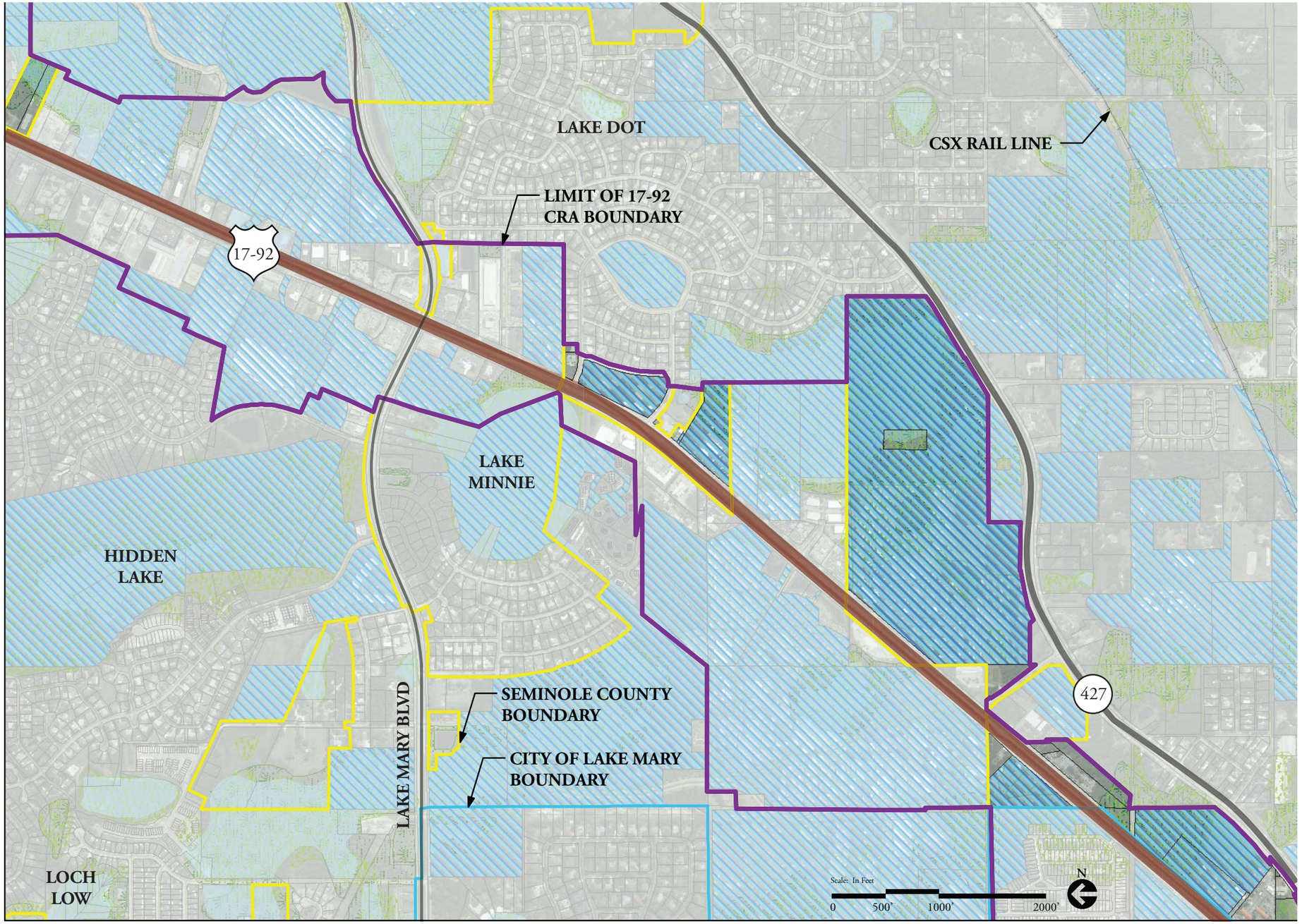

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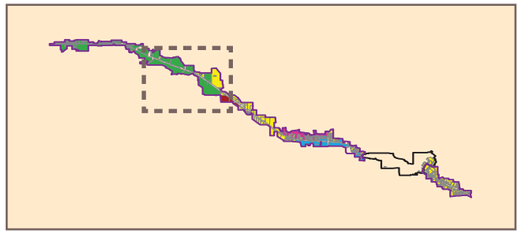

VIII. Land Use Analysis - Large Parcels

Legend

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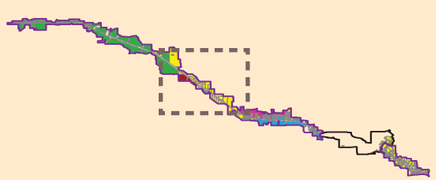

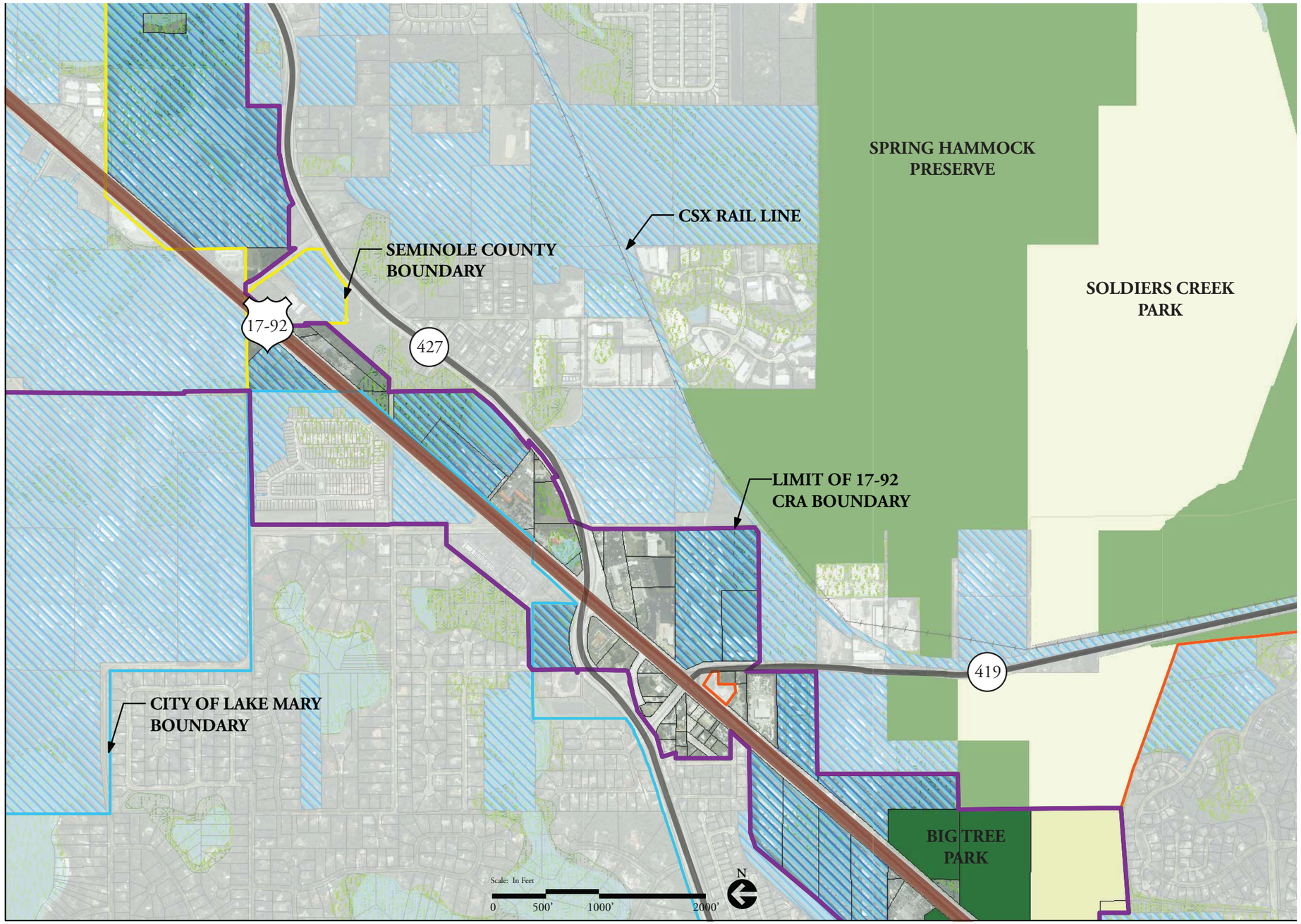

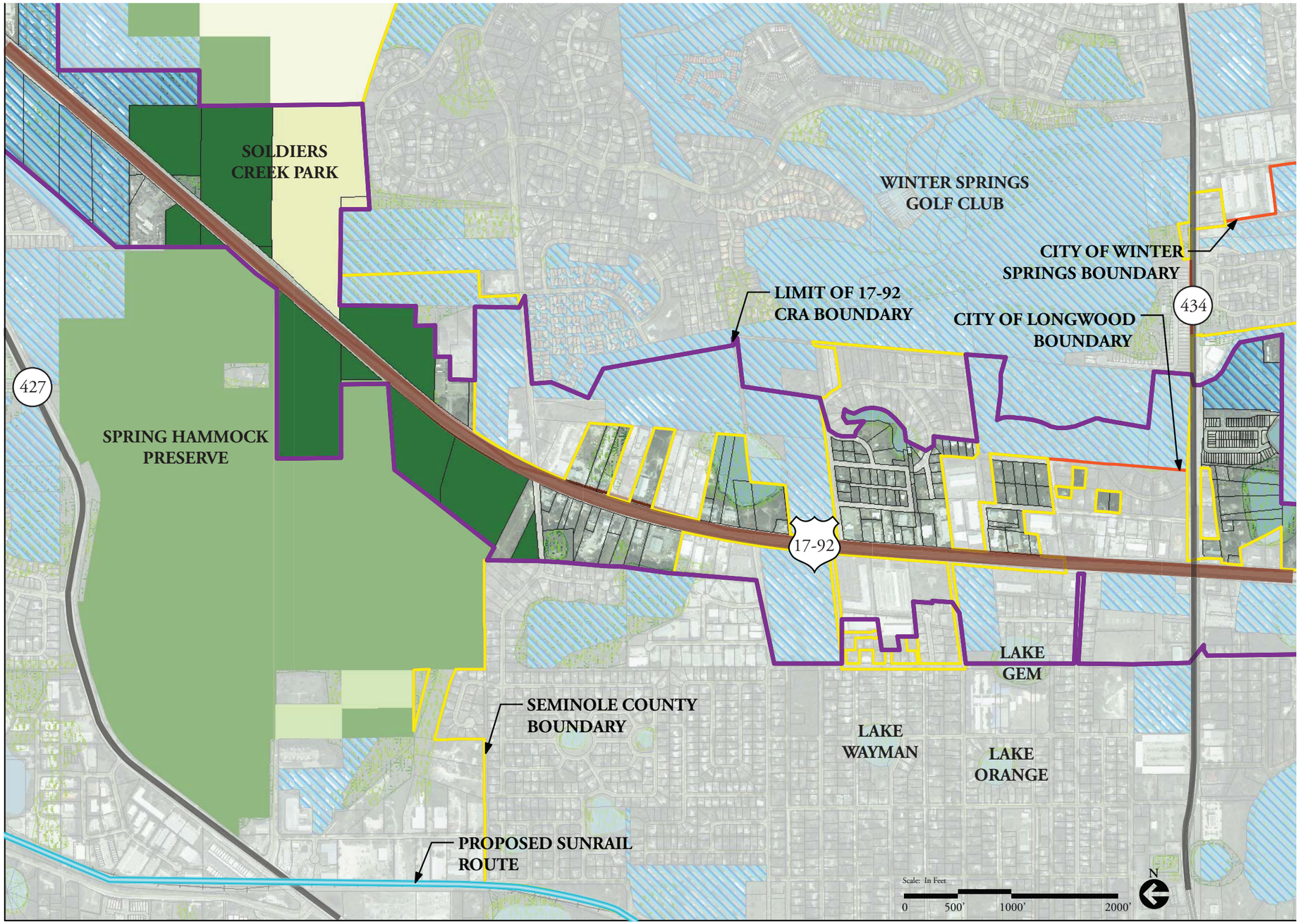

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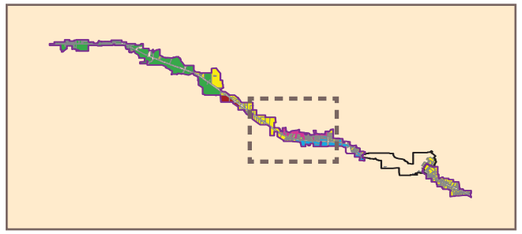

Legend

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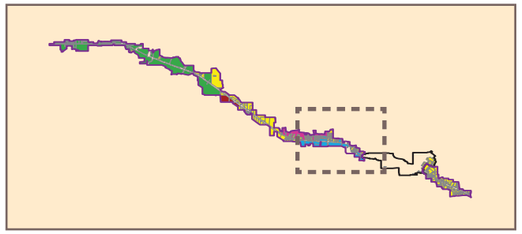
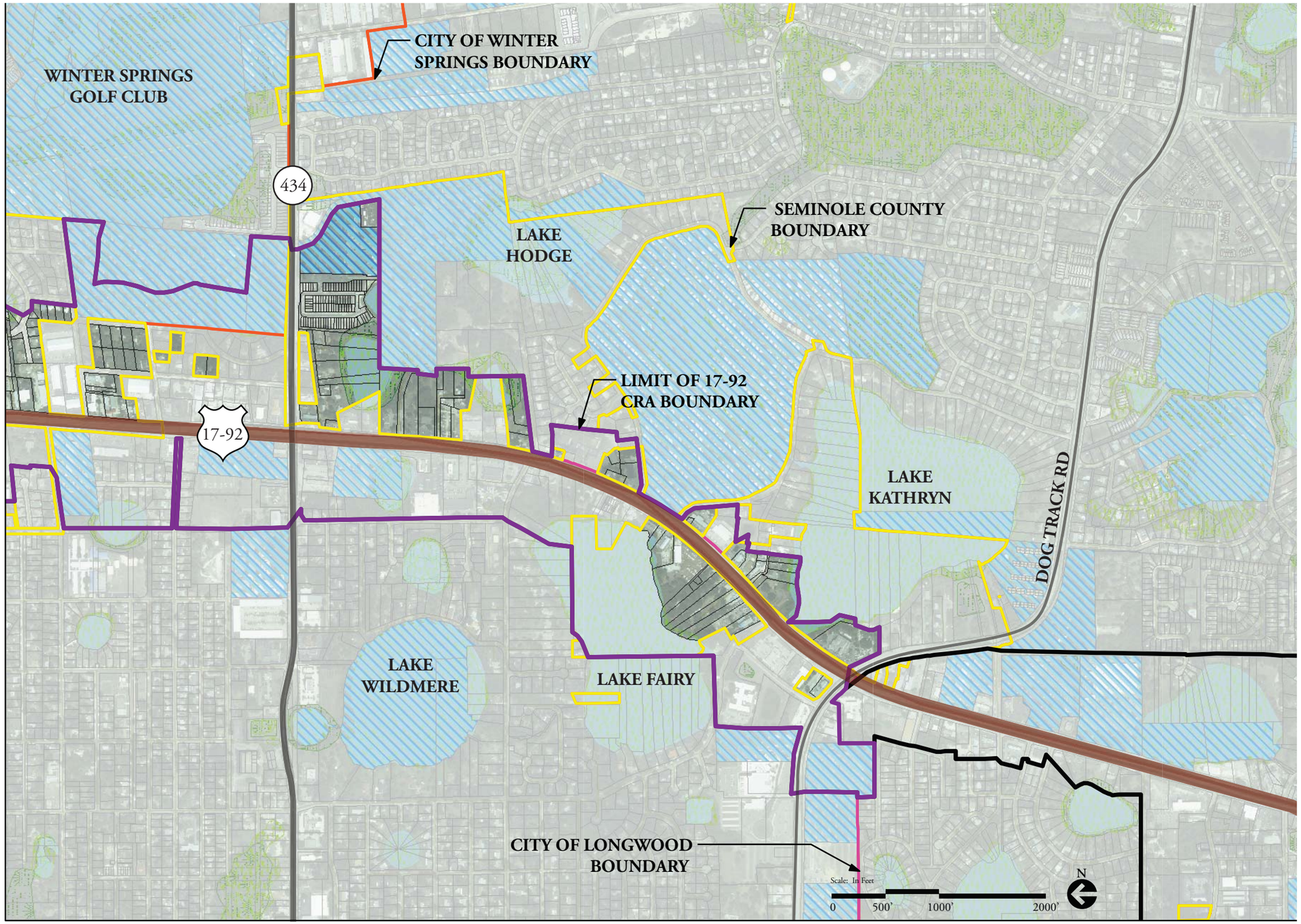
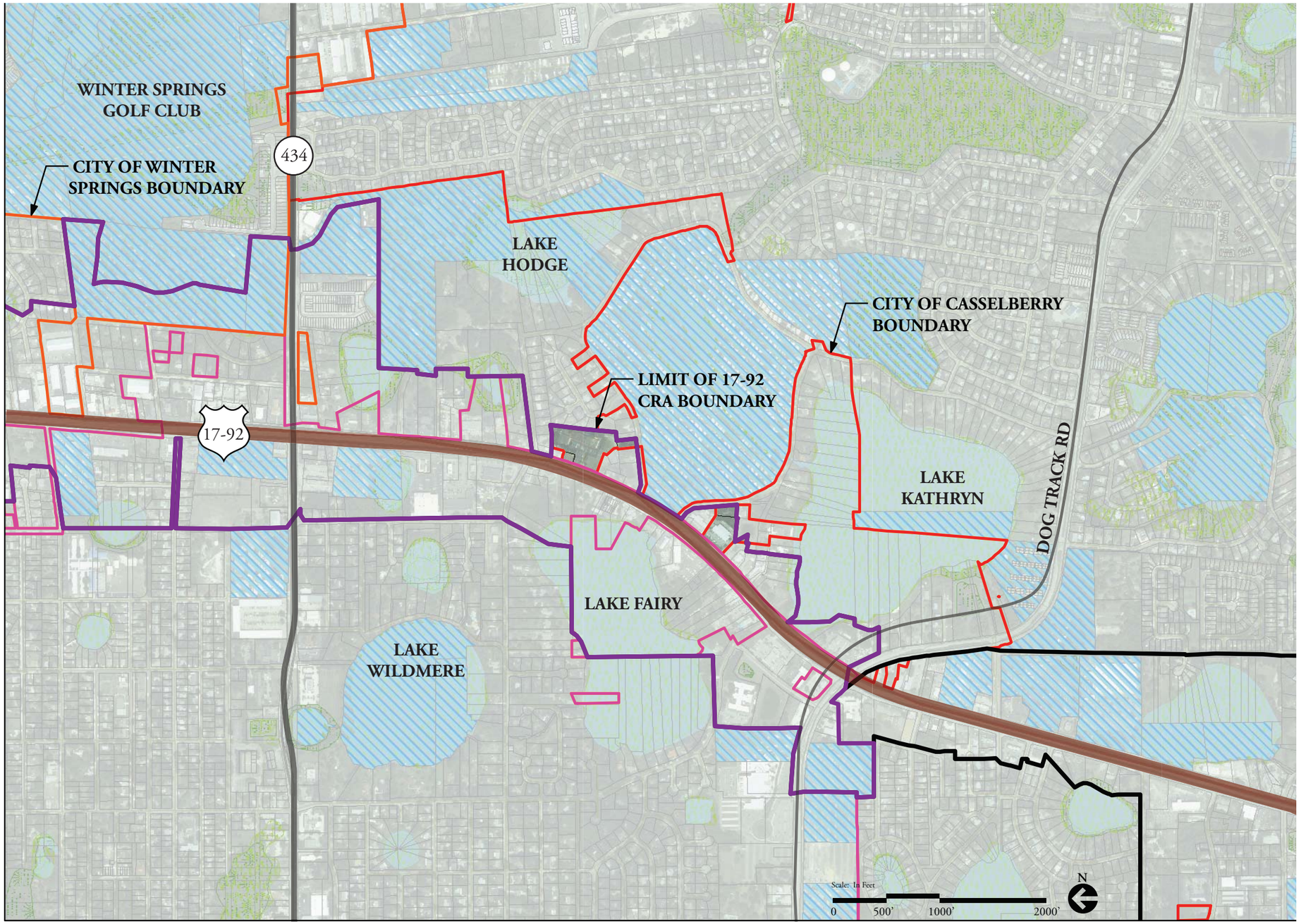


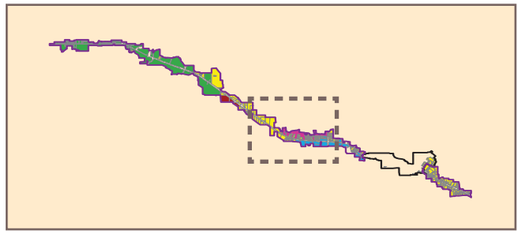




Legend

- 17-92 CRA Boundary
- Casselberry CRA
- 0-5 Acres
- 5+ Acres
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



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Section IX: FDOT Design and Construction Criteria Overview

After reviewing the Florida Department of Transportations available information, details and design guidelines; this section is an overview of the available design patterning for the US 17-92 Corridor as it exists today. Available data includes:

FDOT Greenbook Guidelines 2010

FDOT Plans Preperation Manual 2009

Florida Highway Landscape Guide

FDOT and Seminole County Signage Regulations

IX. FDOT Design and Construction Criteria Overview

A. FDOT Design and Construction Criteria

1. Existing FDOT Roadway Classifications

FDOT roadway classifications help to determine a large part of the regulations and restrictions that are placed on a particular roadway. Classification can determine pavement widths, median opening, type of landscape and design speed, among other things. It is an important starting point in determing what options are available for roadway design. Even a seemingly small change in classification or median width can significantly change the overall feeling and operability of a corridor. Even though the 13.5 mile US 17-92 corridor appears to change greatly throughout length of the roadway, the actual determining factors, such as speed and number or lanes changes very little. Below is the minimal criteria information for each section of roadway along the corridor:

Maitland Ave/414 Exchange to Shepard Road: 6 Lane Divided*

Classification	Design Speed	Median Width	Sight Distance Triangle		Tree Spacing	
			L	R	Cal <11"	Cal >11"
Urban	45 MPH	22 ft.	440 ft.	110 ft.	40 ft. O.C.	146 ft. O.C.

Shepard Road to County Home Road: 4 Lane Divided**

Classification	Design Speed	Median Width	Sight Distance Triangle		Tree Spacing	
			L	R	Cal <11"	Cal >11"
Urban	45 MPH	22 ft.	420 ft.	130 ft.	40 ft. O.C.	146 ft. O.C.

County Home Road to S. Park Drive: 4 Lane Divided

Classification	Design Speed	Median Width	Sight Distance Triangle		Tree Spacing	
			L	R	Cal <11"	Cal >11"
Urban	45-50 MPH	22 ft.	420-460 ft.	130-140 ft.	40-45 ft. O.C.	146-165ft. O.C.

S. Park Drive to Seminole Boulevard: 4 Lane Undivided Flared - Symmetrical

Classification	Design Speed	Median Width	Sight Distance Triangle		Tree Spacing	
			L	R	Cal <11"	Cal >11"
Urban	40-45 MPH	N/A	275-310 ft.	165-185 ft.	33-40 ft. O.C.	126-146 ft. O.C.

The original of clear sight line on a minor road is set 14.5' back from the edge of the major road being intersected. This should be aligned with the driver's position as if stopped at the intersection on the minor road. (See Figure, next page).

* The intersection of US 17-92 and 436 is slated to become a single point urban interchange. A flyover will be constructed allowing traffic on US 17-92 to remain uninterrupted, while frontage roads will allow access to adjacent businesses along the corridor. The bridge over 436 will include two 12-foot drives in either direction separated by a 19-ft concrete traffic separator. The future design speed will be 50 MPH.

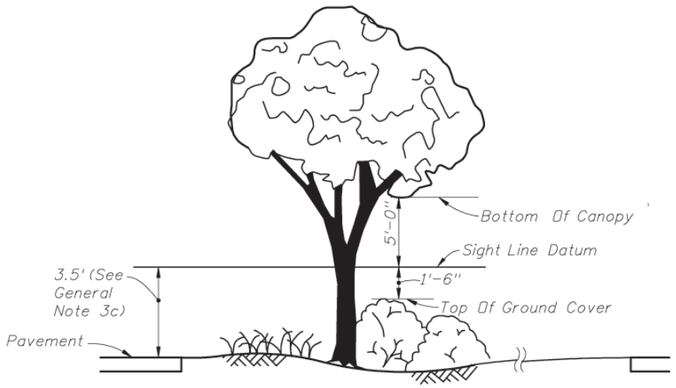
** From Shepard Road to Lake Mary Boulevard, US 17-92 is slated to become a 6 lane divided urban corridor section. It will include three 12-foot lanes, a 4-foot bike lane in both directions and a median (typically 30 ft. wide). The design speed will be 45 MPH.

2. Required Site Triangle Design Criteria

The limits of a clear sight define a corridor throughout which a clear sight window must be preserved.

FDOT Sight Distances are based upon the design speed of the road, the current design cross-section and traffic flow (i.e. 6 lane divided). The US 17-92 Corridor varies between a 4 and 6 lane cross-section with design speeds of 40-50 MPH. Most of the roadway has a divided median averaging 22', while Sanford has a more urban section with no median and a dedicated turn lane.

The limits of a clear sight define a corridor throughout which a clear sight window must be preserved. The clear sight window is based on a sight line from a driver's seated position set at 3.5' above grade. The window extends 5' above and 1.5' below the sight line in which a window must be maintained. Some small plant material may reside within this window but it is limited per index 546. Ground covers and shrubs must be maintained at or below 24" (bottom of the sight window), while tree canopy bust be maintained above the sight window and spacing is determined by caliper size and the design speed of the road.

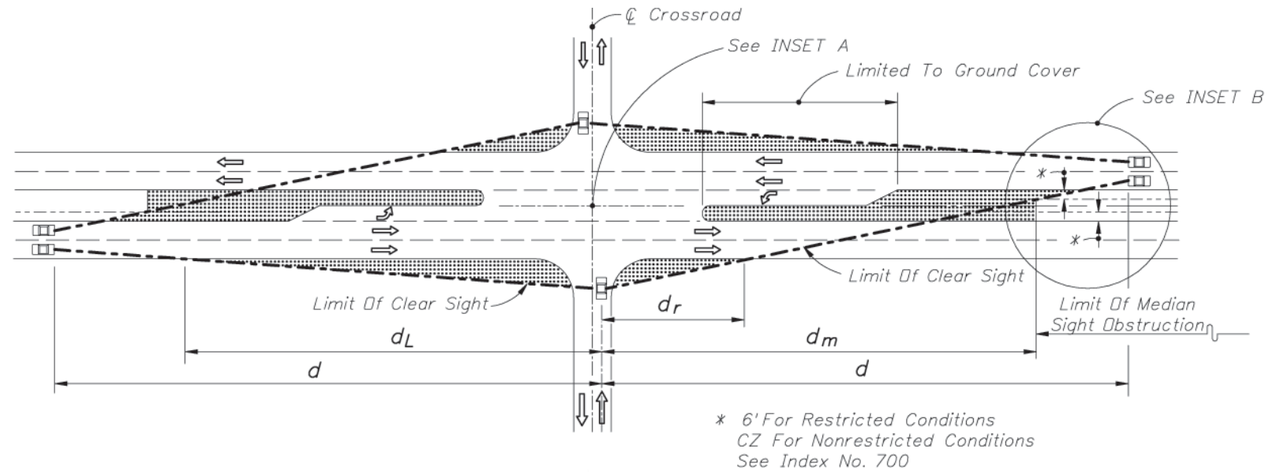


The Intent Of This Standard Is To Provide A Window With Vertical Limits Of Not Less Than 5' Above And 1'-6" Below The Sight Line Datum, And Horizontal Limits Defined By The Limits Of Clear Sight.

MEDIAN 22' OR LESS				
Design Speed	d	d_L	d_r	d_m
30	390	280	90	320
35	460	330	100	380
40	520	370	110	430
45	590	420	130	480
50	650	460	140	530
55	720	510	160	590
60	780	550	170	640
65	850	600	190	700

25'-64' MEDIAN				
Design Speed	d	d_L	d_v	d_{vL}
30	290	210	330	230
35	330	230	390	280
40	380	270	440	310
45	430	300	500	350
50	480	340	550	390
55	530	370	610	430
60	570	400	660	470
65	620	440	720	510

PASSENGER VEHICLE (P)



3. Median Criteria

Median location is dependant on many factors, including roadway access classification and design speed.

US 17-92 from the Orange County line to South Park Drive in Sanford has an access classification of 5. From South Park Drive to 1st Street in Sanford it has been given the classification 6, resulting in a more accessible commercial corridor.

By Definition a class 5 roadway has a restrictive median, only allowing access in specified locations to help move traffic quickly and safely through the corridor. The portion of US 17-92 that is a class 6 roadway, by definition, has a non-restrictive median (dedicated turn lane), allowing unrestricted left-hand turning movements.

The figure below shows median opening spacing for a class 5 roadway, such as a significant portion of US 17-92, listed above. Also note that minimum distance from the end taper of an off ramp to a full median opening shall be 2,640 ft.

Median Width Criteria

Minimum and Recommended Median Widths<55 MPH requires a 22 foot median width

- >55 MPH requires a 40 foot median width
- Recommended 4 lane highways with medians expecting significant u-turns and directional median openings with excellent positive guidance 30 feet for single left turns and 42 feet for dual lefts.
- Recommended 6 lane highways with medians expecting significant u-turns and directional median openings with excellent positive guidance 22 feet for single left turns and 34 feet for dual lefts.

Source: Median Handbook, FDOT. January 10, 1997

Medians can do more than separate traffic. A median can serve as a much needed pedestrian refuge while crossing multi-lane roadways such as US 17-92. A minimum distance of 8' should be observed, while a distance of 10' or more is recommended. This allows for several pedestrians to share the space and allows for recovery/fall space.

Median Clear Sight and Landscape Criteria

Landscaping and clear sight restrictions are the same as the driveway access standards set forth in Index. 546. All landscaping within the median must adhere to these restrictions and allow for clear sight distances to be met. It should be noted that the fewer median openings occur along a corridor the more flexibility and consistency can be created with the landscaping within the median. Because of the clear sight restrictions, median openings disrupt the landscape design pattern and take away from the overall roadway aesthetic.

4. Driveway Location Criteria

FDOT access management guidelines greatly restrict the ability for driveway curb cuts along US 17-92. Distance between cuts is determined by the roadway access classification (F.A.C. 14-97.003). Generally roadways with higher speeds and less development are more restricted and have a lower access classification. Likewise, denser urban environments are less restricted as they have lower traveling speeds and require more access to development.

US 17-92 from the Orange County line to South Park Drive in Sanford has an access classification of 5. From South Park Drive to 1st Street in Sanford it has been given the classification 6, resulting in a more accessible commercial corridor.

This rule applies to new development along a FDOT managed roadway. Existing connections and curb cuts may remain unless a significant modification to the property has been made, at which point the qualifying standard must be met. FDOT expansion of an existing roadway does not trigger a need for driveway reduction/relocation.

Access width, number of lanes, turning radius and other factors are site specific and depend on many factors that include a daily trips analysis of the property. Generally, a driveway must be between 12'-36' for an urban section of road according to FDOT Standard Index 515.

5. Landscape Design Criteria

Horizontal Clearance

- No fixed objects within horizontal clearance area
- All plantings shall have a trunk diameter of 100mm or less when measures 150mm above the ground Clearance are is based on index No. 700 (design speed and existing roadway conditions) and based on FDOT Roadway Plans Preparation Manual 2009 chapter 2.11 "Horizontal Clearance"
- Horizontal clearance applied primarily to rural sections

> "In urban areas, horizontal clearance based on clear zone requirements for rural highways should be provided wherever practical. However, urban areas are typically characterized with lower speed, more dense abutting development, closer spaced intersections and accesses to property, higher traffic volumes, more bicyclists and pedestrians, and restricted right of way. In these areas, curb with closed drainage systems are often used to minimize the amount of right of way needed. Highways with curb or curb and gutter in urban areas where right of way is restricted do not have roadsides of sufficient widths to provide clear zones; therefore, while there are specific horizontal clearance requirements for these highways, they are based on clearances for normal operation and not based on maintaining a clear roadside for errant vehicles. It should be noted that curb has no re-directional capabilities except at speeds less than the lowest design speeds used on the State Highway System. Therefore curb should not be considered effective in shielding a hazard. Curb is not to be used to reduce horizontal clearance requirements". – FDOT PPM 2009

Access Class	Median Treatment	Minimum Median Opening Spacing (Directional)	Minimum Median Opening Spacing (Full)	Minimum Signal Spacing
5	Restrictive	660 ft.*	1,320 ft.*	2,640 ft.

Source: Florida Administrative Code. Rule No. 14-97.003

*Opening distance is from centerline of directional opening see figure

- **Horizontal clearance to trees (4" or greater trunk diameter)**
  - 4' from outside face of curb.
  - 6' from edge of inside travel lane.
- **Horizontal clearance to signal poles and controller cabinets**
  - Rural and Urban Flush Shoulders:
    - Outside the clear zone.
  - Urban Curb or Curb and Gutter:
    - 4 ft. from face of outside curbs and outside the sidewalk. However, when necessary, the Signal Poles may be located within sidewalks such that an unobstructed sidewalk width of 4 ft. or more (not including the width of curb) is provided.
- **Horizontal clearance for light poles**
  - Conventional lighting
    - Rural and Urban Flush Shoulders:
      - 20 ft. from the travel lane, 14 ft. from auxiliary lane (may be clear zone width when clear zone is less than 20 ft.).
    - Urban Curb or Curb and Gutter:
      - From right of way line to 4 ft. back of face of curb (may be 2.5 ft. back of face of curb when all other alternatives are deemed impractical). Placement within sidewalks shall be such that an unobstructed sidewalk width of 4 ft. or more (not including the width of curb) is provided.
  - Highmast Lighting
    - Outside of clear zone unless shielded
- Horizontal Clearance for traffic control signs
  - Placement within sidewalks shall be such that an unobstructed sidewalk width of 4' or more is provided.
  - Supports (except overhead sign supports) shall be breakaway.
  - When practical, supports should be placed behind barriers.
  - Overhead sign supports shall be located outside clear zone, unless shielded.

Horizontal Clearance

- When a rigid barrier wall system is utilized to redirect errant vehicles, trees and large trunk material may be planted 1.2m (4'), 1.5 (5') for guardrails.

Roadway Section	Access Class	<45 MPH	>45 MPH
Orange County Line - S. Park Dr.	5	440'	440'
S. Park Dr. - Seminole Boulevard.	6	245'	245'

Source: Florida Administrative Code. Rule No. 14-97.003

Urban Street Section

- Medians shall be a minimum of 4.7m (15') or greater between edge of through lanes before trees are placed within the median.
- Trees shall be placed a minimum of 1.8m (6') from the edge of inside through lane.

Rural Street Section

- Trees should be placed outside the clearance area and on top of a raised berm or natural ground with a 3:1 slope to help re-direct errant vehicles.

Access Management Plans

- All median openings are treated as intersections and clear-sight requirements of FDOT index no 546 apply.
- No trees with a trunk diameter greater than 100mm (4") in median within intersection influence area. (Intersection influence area is defined as the intersection approach beginning at the point where the pavement begins transitioning).
- Access management plans are developed during the PD&E phase of each major project and follow both FDOT rule Chapter 14-96 and 14-97.
- Access management plans are developed for all 3R projects(improvements to existing highway systems).

Intersection Clear Site

- Sight datum line established starting 42" above pavement at driver's stop location, 6.1m (20') from the through lane.
- Clear sight window 1500mm (5') above and 470mm (1.5') below the sight datum line.

Pedestrians, bikes and public transportation

- All tree limbs shall be a minimum of 3m (10') over sidewalks.
- 4.4m (14.5') over roadway bike lanes (un-separated bike path on pavement).
- Bus Shelters outside of horizontal clearance and clear sight areas.
- Landscape lighting shall not be directed towards the driver or create bright spots of light in drivers vision.

Outdoor highway advertisements (billboards)

- See FDOT Rule chapter 14-13 for "Vegetation Management Permit Area" (clear viewing zone in front of billboard signage)

Plant and turf grass usage

- Use of native and low water consumptive material (xeriscape) is and should be encouraged.
- Plants with same water requirements should be lumped together.
- Utilize appropriate soil amendments to improve water retention for plant material being installed.
- Utilize low use and efficient irrigation design.
- Drought tolerant turf species should be used on roadway shoulders and large open areas, with more water consumptive species in high focal or specially selected areas.
- Take into account maintenance and long term growth and life span of plants when designing (typically, FDOT projects are revisited every 20 years).
- All landscape plants shall be florida grade no. 1 or better.
- Tree trunks within limits of intersection sight distances should never block more than 50% of a drivers view of a passenger car.
- 3 gallon min. container size for medium height shrubs.
- 1 gallon min. container for ground cover shrubs.
- 4" containers min for urban wildflowers or dune sunflower.
- Plants should be spaced to achieve solid plant mass with 18 months.
- Width of turf areas should ideally be in multiples of 1.2m (4') for efficient mowing.

Tree Protection

- Disturbance should remain outside of a tree's critical protection zone (CPZ).
- CPZ is measured as a radius of .3m for every 2.5cm of tree DBH (1' for every 1").

Mulch

- Cypress bark is discouraged.
- Pine straw is preferred.

6. Bus Shelter Design Criteria

Bicycle Storage Area
Location – Bicycle storage areas should be placed in well lit and trafficked areas to reduce the rate of stolen or vandalized bicycles. The area should be located away from any irrigation sprinklers to avoid water damage on bikes being stored. Preferably bicycles should be stored under a sheltered area to provide a dry place for pedestrians to either pick up or drop off their bike.

Bicycle Rack
Bike Racks should be covered so as not to provide cover for a potentially dangerous explosive device or other unwanted contraband. Racks should support bikes at two points along their frame. An inverted 'U' serves as a typical model of how this can be handled. Specific aisle widths and spacing should be observed for riders to be able to rack and un-rack their bicycle easily and safely.

Bus Stop Sign
Easily legible, clearly labeled signage is an important factor in any bus stop location. FDOT requires that signage be located no more than 8 feet from the face of curb as to be easily visible from the roadway. Signage placement should not interfere with current ADA guidelines and allow for easy access and readability for all users.

Benches
Some type of seating or bench is suggested at each and every bus stop. Wait times are often long during off-peak hours and adequate seating should be provided for travelers. Benches should be provided in locations without adequate shelter or where headways times are longer than 20 minutes. Benches should be located at least 5 feet away from the bus drop off to allow for exiting passengers and other pedestrian movements. Bench locations should be well lit and free of any immediate landscape material that could serve as cover for attackers. Per F.A.C. rule 14-20.0032 Benches should not exceed 74 inches in length, 28 inches in depth and 44 inches in height. This is to deter the ability to sleep or lay down on a bench.

Shelters
Bus Shelter design is extremely important in Florida. Heavy rains, high humidity and extreme heat conditions can make travel (and especially waiting) on public transit uncomfortable or even unsafe. Care should be given to the shade area provided by the shelter as well as material choices, regarding heat and rain conditions. Shelters should be considered at any stop with more than 25 boardings a day. ADA standards should be included in the planning of a bus shelter and care should be taken to provide an easily accessible shelter. High demand locations should take care to provide enough seating and shelter for riders at peak times. Minimum shelter dimensions should be 10 feet by 4 feet to shelter passengers from the elements. This dimension should grow depending on demand at each location. In urban conditions allow for a minimum of 5 feet of clearance from the bus drop-off area for exiting passengers. Rural setbacks are determined by the speed of the road (F.A.C. 14-20.003).

Shelters should remain well lit at all times and provide safe, secure areas for riders to wait for transportation. Signage referring to route maps, fare information and headway times should be integrated into the overall shelter design to provide the rider with vital information about the transit system.

Informational Signage
Bus route and fare information should be posted at all bus stop locations. It can be an important tool for passengers to plan routes and become educated about fare information and offerings from the transit system. This is especially important at high volume stops and transfer stations.

Maps and schedules should be located under a canopy structure or bus shelter, so as to be read under all weather conditions. Maps should be easily readable by those with visual impairments as well as the potential for international users.

Bus Shelters and Wind Load
Please note that Florida building code requires that bus shelters in this area withstand maximum wind loads of 110 MPH.

Landscaping
Landscaping at bus stops can help create a safe, secure and comfortable stop location for passengers. By creating shade, secure conditions and reducing the heat island effect, landscape is an important, integral part of any successful stop location.

Plant materials should be low maintenance and support the design of the bus stop rather than conflict with it. Selected shrub material should not reach a mature height of more than 3 feet while canopy trees should be maintained at a clear trunk of at least 6 feet. Landscape material should not tend to collect trash or litter, as some plant types do, nor should they provide areas for someone to hide. Plant material should be drought tolerant and low maintenance, to ensure a long lasting, attractive stop location.
All landscape along FDOT right-of-way must comply with the latest edition of the Plans Preparation Manual and the Florida Highway Landscape Guide (http://www.dot.state.fl.us/emo/beauty.landscap.pdf), and the FDOT Design Standards Index 546 and 700.

Lighting
Good lighting design can greatly increase both the perceived and the actual safety of a bus stop facility. It should allow appropriate levels of lighting in loading zones as well as waiting and seating areas. Lighting should be integrated into the overall design to include signage, advertisements and mapping in an easily readable, well-lit area. Light fixtures must be designed in such a away as to protect from vandals and still provide an excellent light source. Lighting should be adequate and controlled, but should not produce unnecessary light pollution. Care should be taken to choose lighting equipment with full cutoff features that reduce excess upward lighting and follow the appropriate jurisdictions lighting requirements.

7. FDOT and Seminole County Outdoor Advertising Sign Regulations

FDOT is responsible for controlling Outdoor Advertising signs (Billboards) on all national and state highways. FDOT sets size, location and height criteria but, all criteria must coincide with the local jurisdictions sign regulations. (Florida Statute 479.07 Sign Permits)

FDOT Regulations are as follows:

- Outdoor Advertising signs must be a minimum of 1500 ft. away from any other sign on the same side of the highway (if on an interstate highway).
- Outdoor Advertising signs must be a minimum of 1000 ft. away from any other sign on the same side of the highway (if on a federal-aid primary highway).

- These spacing requirements allow for the permitting of V-type, back-to-back, stacked and double facing signs, etc. If a sign is visible from two highways within the jurisdiction, the more stringent of the regulations applies to the sign in question.

- In order to meet minimum FDOT Regulations an outdoor advertising sign must not:
  - Exceed 50 ft. above the crown of the applicable roadway, if outside an incorporated area.
  - Exceed 65 ft. above the crown of the applicable roadway, if inside an incorporated area.
  - Exceed 950 SF of signage, including all embellishments.

FDOT maintains an Outdoor Advertising Database with up-to-date permit, location and application data, which may be found here: http://www2.dot.state.fl.us/rightofway/

Seminole County maintains their own outdoor advertising sign code in chapter 30, Part 65 of the Land Development Code. The regulations are as follows;

Outdoor Advertising Signs Shall:

- Be permitted only within the allowable zoning classification
- Be set back according to the building setback requirements within the zoning district and shall not be closer than 100 ft. to any residential district.
- All signs shall be a one pole design, at the base of each structure a 5 ft. landscaped buffer yard shall be maintained with a 6 ft. height and 75% opaque within one year of planting.
- On all toll roads except the beltway, signs must be spaced at least 2000 ft. apart from any other sign on the same side of the road and 1000 ft. from any other sign on the same road, regardless of which side it is located. Signage must also be further than 150 ft. from any ground pole sign.
- On all other state and County roads signs must be spaced at least 2000 ft. apart from any other sign on the same side of the road and 1000 ft. from any other sign on the same road, regardless of which side it is located. Signage must also be further than 150 ft. from any ground pole sign.
- V-type signs are allowable provided the inner angle not exceed 30 degrees.
- All installed Outdoor single-sided signs must have an angle facing the roadway less than 45 degrees. Views of the rear side of the sign should be minimized.
- Maximum outdoor advertising sign area along toll roads shall not exceed 672 SF and a maximum height of 30 ft. above the crown of the road adjacent to the sign. On all other state and County roads, the maximum signage area shall not exceed 400 SF and the maximum height shall be 30 ft. above the crown of the road.
-

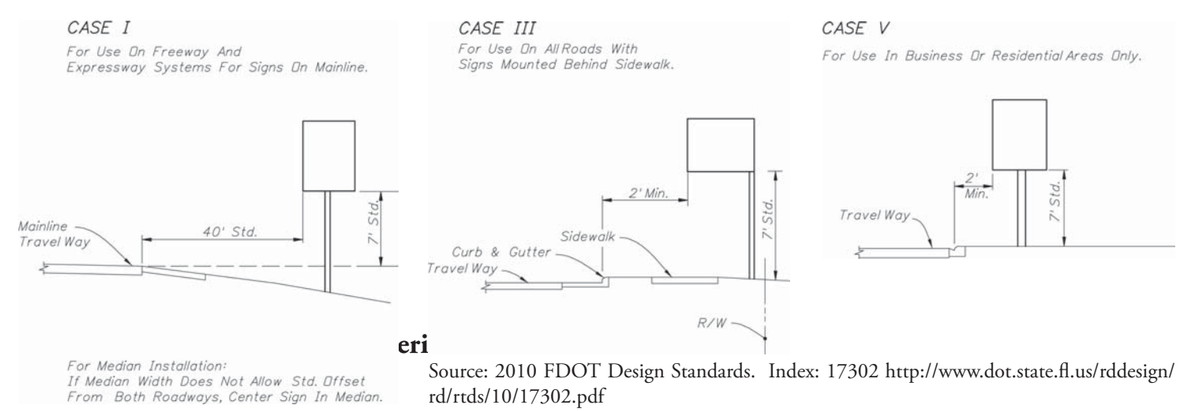
8. Signage Location Criteria

FDOT sign location criteria are dependant up on road section, urban/rural classification and sign type. FDOT provides typical sections to serve as a guide for locating traffic signs required under various roadside conditions.

FDOT Regulations are as follows:

- Ground signs shall be installed at an angle of 1 to 4 degrees away from the traffic flow.
- Setback for stop and yield signs may be reduced to a 3' minimum from the driving lane if required for visibility in business or residential sections with no curb and speeds of 30 MPH or less.
- Mountain heights are measured from the bottom of the sign panel to a horizontal line extended from the edge of the driving range (see Index no. 11860 for specifc mounting heights and construction specifications, including wind load).
- Sign supports should not be placed at the bottom of swales or drainage flows where erosion might affect the operation of the breakaway features.
- Sign posts/supports shall not reduce the accessible route to less than 4' minimum clear as required by the ADA Guidelines.

FDOT recognizes several design cases that apply directly to the US 17-92 corridor at various points along the roadway. Depending on the design section of the road, cases 1, 3 and 5 can all apply (see figures below).



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Source: 2010 FDOT Design Standards. Index: 17302 http://www.dot.state.fl.us/rddesign/rd/rtds/10/17302.pdf

IX. FDOT Design and Construction Criteria Overview

FDOT Billboard View Zone Criterias is intended to preserve the viewing area required for drivers to safely read billboards while driving on FDOT controlled roadways. The criteria is dependent upon the posted roadway speed, type of billboard being viewed and location of the billboard. The regulations below apply only to signs permitted by FDOT.

FDOT Regulations are as follows:

- The established view zone is within 1000' of the outdoor sign as measured along the edge of pavement.
- The view zone for roadways with a posted speed less than 35 MPH is 350 ft. The view zone for roadways with a posted speed greather than 35 MPH is 500 ft. The view zone applies only to the vegetation planned between edge of pavement and ROW, unless the sign faces across the median (cross readers), in which case allowed vegetaion will be limited within the median as well.

- Plant material growth within the view zone may reach a maximum height of the bottom of the outdoor sign face, as viewed from 3.5' above pavement grade in the nearest oncoming travel lane.

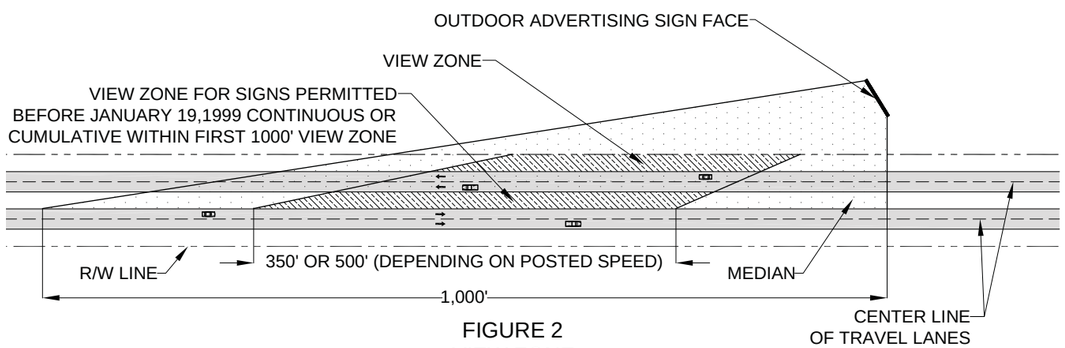

FIGURE 2
VIEW ZONE

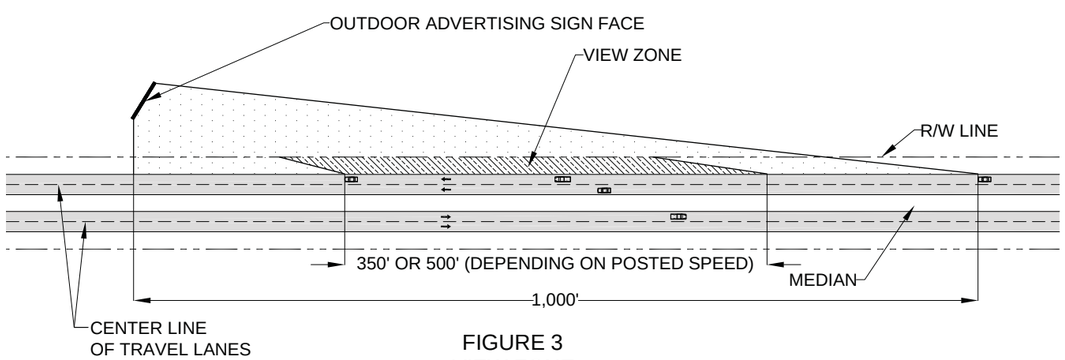

FIGURE 3
VIEW ZONE

- Additional Information can be found here: http://www.dot.state.fl.us/emo/beauty/Billboards.shtm
- Also a listing of FDOT permitted billboards can be found here: http://www2.dot.state.fl.us/RightofWay/

B. Alternatives to FDOT Design Criteria

1. **ITE (Institute of Transportation Engineers)**- Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities. http://www.ite.org/css/

Context Sensitive Design is the result of developing transportation projects that serve all users and are compatible with the surroundings through which they pass - the community and environment. CSS results from a collaborative, multidisciplinary, and holistic approach to transportation planning or project development. CSS in the transportation planning or project development process identifies objectives and issues project development. CSS in the transportation planning or project development process identifies objectives, issues and concerns based on prior stakeholder and community input at each level of planning and design (for exmple network, corridor and project). This report provides guidance in how CSS pricnciples may be considered and applied in the process involved along urban thorough fare.

2. **AASHTO Green Book (American Association of State and Highway Transportation Officials)** - A Policy on Geometric Design of Highways and Streets, 5th Edition.

The intent of this policy is to provide guidance to the designer by referencing a recommended range of values for critical dimensions. It is not intended to be a detailed design manual that could supercede the need for the application of sound principles by the knowledgeable design professional. Minimum values are either given or implied by the lower value in a given range of values.

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Section XI: Transportation Analysis

After reviewing the available information, GIS data, roadway information and traffic data. This section summarizes traffic patterns, data and potential improvements along the US 17-92 Corridor. Available data includes:

Lynx Station and Route Data

Crash Report Analysis

PD&E Analysis

FDOT HERR Program Overview

Proposed 17-92 / 476 Flyover Impact Analysis

Seminole County Concurrency Analysis

XI. Transportation Analysis

Introduction
The US 17-92 Corridor Master Plan is intended to develop a framework for future development and redevelopment on US 17-92 and in the communities along the corridor. The establishment of this framework is critical in order to take advantage of the recently approved SunRail commuter train and the potential for expansion of transit along the corridor, as well as the connections between the corridor and the future stations along the SunRail system.

In order for transit to be successful there are elements of the US 17-92 corridor that should be improved to support transit. The existing street network and any newly proposed network should be evaluated to ensure access to the transit system is maximized. The following discussion is intended to address considerations for the street network that falls within the study area. Some of the treatments may not be appropriate for a given condition, but are provided for future considerations as well.

A. Overview of FDOT 2010-2015 Work Program

An analysis of the Florida Department of Transportation (FDOT) 5-Year Work Program (2010-2015) was conducted to determine the planned and programmed improvements along US 17-92. The impact of the improvements along the US 17-92 corridor vary based on the type of work to be completed. A descriptive overview for each of the FDOT planned and programmed improvements included in the FDOT 5-Year Work Program is detailed below. This information was based on the 2010-2015 Adopted Work Program and the information contained in the Work Program is subject to change based on available funding.

SR 15/600 (US 17-92) From Orange County Line to Lake Of The Woods Boulevard
This project is located in unincorporated Seminole County. The project involved relocation of utilities, addition of bike lanes and construction of sidewalk along 1.042 miles of corridor. The project was constructed by Seminole County in 2009. The project has 4 feet wide on-street bike lanes and 10 feet wide sidewalks along the US 17-92 corridor.

SR 15/600 (US 17-92) From North Side of SR 436 to N of Seminola Boulevard
This project is located in the City of Casselberry. The proposed project involves addition of sidewalk along US 17-92 from north of the SR 436 intersection to north of Seminola Boulevard. The construction of this project began in March 2010 and the scheduled completion date is June 2010. The segment measures approximately 1.70 miles. Based on the information obtained from FDOT, the project will consist of 5-feet to 7-feet sidewalk on either side of US 17-92 depending on the right-of-way availability.

SR 15/600 (US 17-92) Interchange at SR 436
This project is located in the City of Casselberry. The project involves construction of a Single Point Urban Interchange (SPUI) at SR 436 centered in the right-of-way of US 17-92. The grade separation will allow the through traffic on US 17-92 to bypass SR 436 with four travel lanes. Access to local businesses will be accommodated by frontage roads exiting from the mainline.

The FDOT is currently in the process of acquiring right-of-way for construction of this interchange. Based on the FDOT work program information, this project has been allotted approximately $34.6 million to year 2015.

SR 15/600 (US 17-92) From Raven Avenue/Shepard Road to Lake Mary Boulevard
This project is located in the City of Sanford. The proposed project involves resurfacing of the existing travel lanes along US 17-92 from Raven Avenue/Shepard Road to Lake Mary Boulevard, approximately 3.645 miles. The estimated project begin date is in year 2012.

According to the FDOT Project Manager this project is an interim pavement repair that will be done prior to the improvements listed Project ID FM 240196-1, which includes widening along US 17-92 within this segment.

SR 15/600 (US 17-92) From Shepard Road to Lake Mary Boulevard
This project is located in the City of Sanford. The proposed project involves several components, including: the addition of two travel lanes, one in each direction; milling and resurfacing the existing 4 lanes; and the addition of bike lanes and sidewalks on either side of the street. The segment measures 3.645 miles and is phased to begin construction in 2010 and end in 2014. The phasing also involves acquisition of right-of-way.

The project will have an exclusive 4-feet bike lane along with sidewalks on both sides of the street. The sidewalk along the side of bike lane will be 5-feet wide and on the opposite side of the road, the sidewalk will be 8-feet wide.

SR 15 (US 17-92) from Lake Mary Boulevard to Airport Boulevard
This project is intended to provide highway lighting for the corridor from the intersection at Lake Mary Boulevard to the intersection of Airport Boulevard. The length of the project is 0.979 mile. Design of the project is scheduled to begin in the fall of 2010 and construction is scheduled to begin in the fall of 2012.

SR 15 (US 17-92) From Airport Boulevard to Seminole Boulevard
This project is located in City of Sanford. The proposed project involves milling and resurfacing of the existing pavement along US 17-92 from the intersection at Airport Boulevard to the intersection at Seminole Boulevard. The segment measures 3.029 miles and construction began in September 2009 and will end in 2010.

Based on the information provided by FDOT the project will have 0.896 miles of designated bike lanes (from MP 10.471 to MP 11.367) and 2.133 miles of undesignated bike lanes (from MP 11.367 to MP 13.500).

SR 15 (US 17-92) From Seminole Boulevard to I-4
This project is situated adjacent to the northern extent of the project limits, but is not located within the study boundary. This project is located in the City of Sanford. The project involves milling and resurfacing

of the existing pavement along US 17-92 from the intersection at Seminole Boulevard to the I-4 Interchange. The segment measures 3.145 miles and construction began in September 2009 and will end in 2010.

Based on the information provided by FDOT the project does not have any designated bike lanes, but the project has 4- to 5-feet of paved shoulder along the corridor which can be utilized by bicyclists.

Table 1 below lists the projects and Figure 1 shows the approximate location of the projects identified in the FDOT 5-Year Work Program.

Table 1: FDOT 2010-2015 Work Program Project Listing

Map Label	Project ID	Project Name	Type of Work	Fiscal Year
A	414779-1	US 17-92 From Orange Co Line To Lake Of The Woods Boulevard	Resurfacing, bike lanes and addition of sidewalks	Complete
B	424894-1	US 17-92 From N Side Of SR 436 To N Of Seminola Boulevard	Sidewalk	2010
C	404418-1	US 17-92 Interchange At SR 436	Interchange	2010-2014
D	424900-1	US 17-92 From Raven Ave/Shepard Rd To Lake Mary Boulevard	Resurfacing	2010-2012
E	240196-1	US 17-92 From Shepard Rd To Lake Mary Boulevard	Add Lanes and Reconstruct	2010-2014
F	427417-1	US 17-92 From Lake Mary Boulevard to Airport Boulevard	Lighting	2011-2013
G	411742-1	US 17-92 From Airport Boulevard To Seminole Boulevard	Resurfacing	Ongoing
H	422013-1	US 17-92 From Seminole Boulevard To I-4	Resurfacing	Ongoing

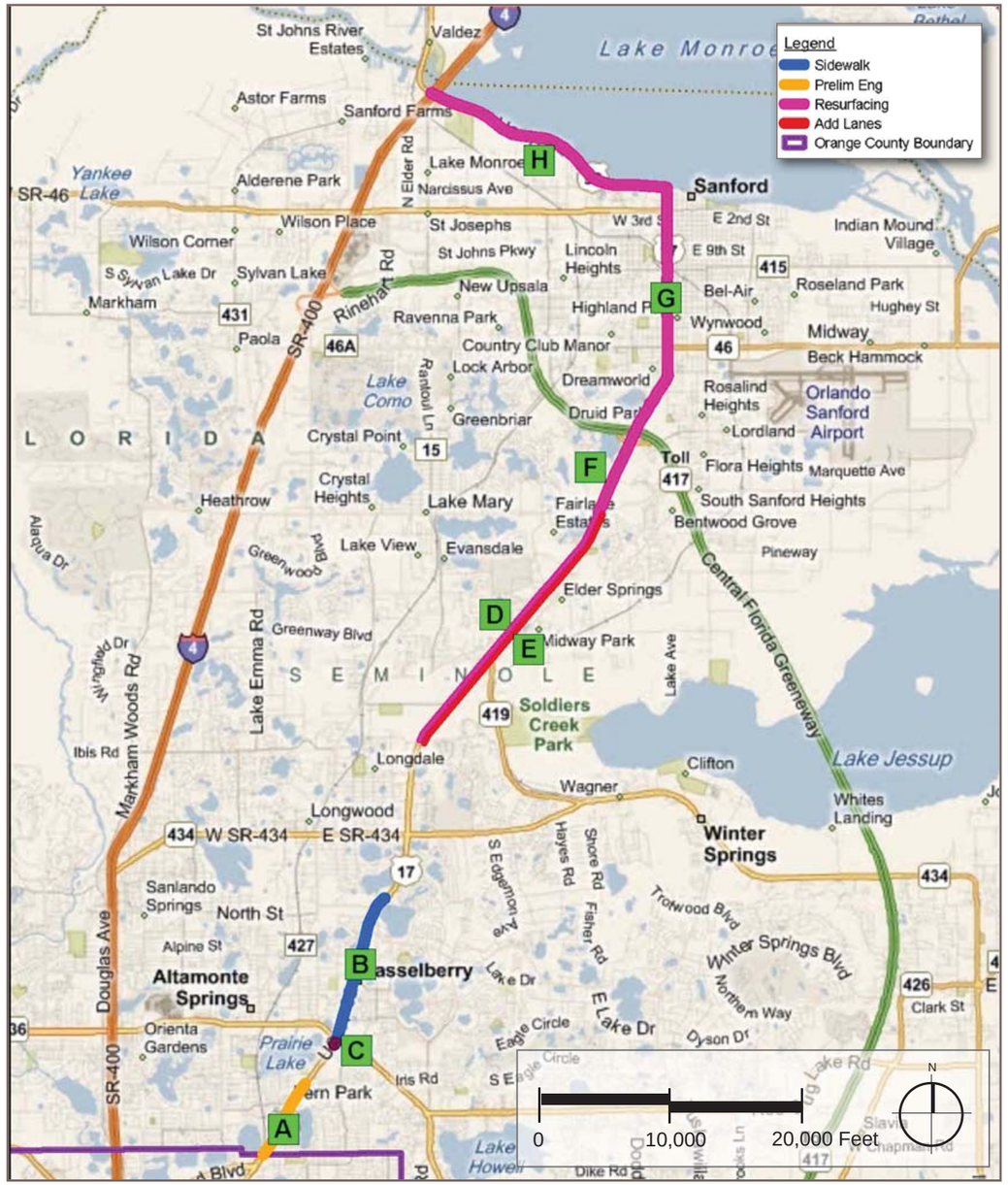
B. Synopsis of US 17-92 PD&E Studies

An assessment of Project Development & Environmental (PD&E) studies conducted along the US 17-92 corridor was completed to determine the identified needs along the roadway and evaluate the impacts of proposed improvements. Within recent years three PD&E studies were completed along the corridor, including the US 17-92 & SR 436 Interchange, Oxford Road, and US 17-92 Road Widening from Shepard Road to Lake Mary Boulevard. A synopsis of each of these studies is detailed in the following sections.

US 17-92 & SR 436 Interchange PD&E

The intersection of US 17-92 and SR 436 is located within Seminole County, in the City of Casselberry, situated in the southwest quadrant of Seminole County, Florida. The existing intersection is characterized as an at-grade intersection with the lane geometry of each approach including two left-turn lanes, three through lanes, and one right-turn lane. Based on existing traffic conditions, the intersection currently operates at a level of service (LOS) F for both the AM and PM peak hours, which indicates a significant amount of delay. Improvements to the intersection are necessary to provide adequate capacity to satisfy both existing and future traffic conditions, and ultimately improve the arterial LOS.

Figure 1 — FDOT 5 Year Roadway Plan



Source: VHB

Objective of the Study
The objective of the study was to analyze the capacity deficiencies and other needs for the project, and to provide a recommendation to the FDOT for the most suitable design alternative. Components evaluated during the study to determine the recommended interchange configuration for this intersection included the physical characteristics, traffic conditions, environmental constraints, impacts, costs and engineering judgment consistent with federal, state and local objectives.

Preferred Alternative Evaluation
The study evaluated eleven alternatives, including: "Build" Alternatives 1 through 9, a transportation system management (TSM) Alternative 10, and the "No-Build" Alternative 11. The study analyzed the advantages and disadvantages for each of the proposed alternatives using an evaluation matrix. The selection of the preferred alternative was derived based on a comparison of an evaluation matrix and the stated opinions of the public and local officials. The eleven (11) alternatives are summarized below.

Alternative 1
This alternative proposes a single point urban interchange (SPUI) at SR 436 centered in the right-of-way of US 17-92. "The grade separation will allow the through traffic on US 17-92 to bypass SR 436 with four travel lanes. Access to local businesses will be accommodated by frontage roads exiting from the mainline. The northbound frontage road was modeled with two left turn lanes, one through lane, one right turn lane, and a four foot wide bicycle lane at the intersection with SR 436. The southbound frontage road was modeled with three left turn lanes, one through lane, one right turn lane, and a 4-foot wide bicycle lane at the intersection with SR 436. In addition, the westbound approach of SR 436 was modeled with three left-turn lanes and included the widening of SR 436, east of US 17-92, from three to four through lanes in each direction". The intersections of Fernwood Boulevard and Live Oaks Boulevard along US 17-92 will only provide right-in/right-out access onto the frontage roads.

Alternative 2
This alternative is identical to Alternative 1 with the difference being a horizontal alignment shift of 17-92 westward to maintain the existing east right-of-way line.

Alternative 3
This alternative is identical to Alternative 1 with the difference being an eastern shift of the horizontal alignment of 17-92 to maintain the existing west right-of-way line.

Alternative 4
This alternative proposes a tight urban diamond interchange (TUDI) at SR 436 centered in the right-of-way of US 17-92. "The grade separation will allow traffic on US 17-92 to bypass SR 436 with four travel lanes. Access to local businesses will be accommodated by frontage roads exiting from the mainline. This alternative also included the widening of SR 436, east of US 17-92, from three to four through-lanes in each direction. The intersections of Fernwood Boulevard and Live Oaks Boulevard along US 17-92 will only provide right-in/right-out access onto the frontage road". The structure will accommodate U-Turns underneath the bridge spans.

Alternative 5
This alternative proposes a single point urban interchange (SPUI) at US 17-92 centered in the right-of-way of SR 436. "The grade separation will allow traffic on SR 436 to bypass US 17-92 with four travel lanes. Access to local businesses will be accommodated by frontage roads exiting from the main line. The intersections of Oxford Road and the Casselberry Exchange/Plaza Entrance along SR 436 will only provide right-in/right-out access onto the frontage roads. The structure will accommodate U-Turns underneath the bridge spans.

Alternative 6
This alternative is identical to Alternative 5 the only difference is it shifts the horizontal alignment of SR 436 towards the south to maintain the existing north right-of-way line.

Alternative 7
This alternative is identical to Alternative 5 the only difference is it shifts the horizontal alignment of SR 436 towards the north to maintain the existing south right-of-way line.

Alternative 8
This alternative proposes a tight urban diamond interchange (TUDI) at US 17-92 centered in the right-of-way of SR 436. The traffic operational functionalities are similar to Alternative 5.

Alternative 9
This alternative proposes a viaduct centered in the right-of-way of US 17-92 with a single point urban interchange (SPUI) at SR 436. The grade separation will allow the traffic on US 17-92 to bypass Fernwood Boulevard, SR 436 and Live Oaks Boulevard with four travel lanes. Access to local business will be accommodated by frontage roads exiting from the mainline.

Alternative 10
This is a Transportation Systems Management (TSM) alternative that proposes an at-grade intersection with three left-turn lanes on all four approaches. This alternative also included the widening of SR 436 east of US 17-92 from three to four through lanes in each direction.

Alternative 11
This is a "No-Build" alternative and consists of postponing any major improvements to the intersection beyond the Design Year 2030 but calls for widening of SR 436 east of 17-92 to four through lanes in each direction.

Determination of the Recommended Alternative
Each alternative was first analyzed for engineering and environmental criteria. The engineering criteria consisted of Intersection Closures, Travel Delay, Corridor Signal Spacing, Intersection Clearance Time, Access Management, ROW Costs, Construction Costs, Maintenance of Traffic, and Compatibility with Upcoming Projects. The environmental criteria consisted of Contamination, Air Quality, Noise, Wetlands, Archeological/Historical, Business Relocations, Business Impacts, Local Plans, Floodplains, and Pedestrian/ADA accessibility.

Few alternatives were eliminated using the criteria mentioned above.

The remaining alternatives were further analyzed by developing concept plans and typical sections to assess business impacts, residential impacts, right-of-way impacts, drainage requirements, impacts on cultural/historical resources and public parks, environmental impacts, potential contamination sites and estimated project costs.

Based on the above analysis and the public and local official's opinion Alternative 2 was the preferred alternative.

Recommended Alternative 2 Summary

Typical Section
The typical section of US 17-92 north and south of SR 436 will consist of three 12-foot wide through lanes, separated by a 22-foot wide median. A 4-feet wide bicycle lane, 2-foot curb and gutter, 3-foot wide sodded buffer, and 5-foot sidewalk will be provided on each side of the road. The typical section of the US 17-92 mainline bridge along with the northbound frontage and southbound frontage road cross sections have been provided in Figure 2 (page 184). The modifications proposed along US 17-92 will require 64.83 feet of right-of-way along the west side of US 17-92.

The intersections of Fernwood Boulevard and Live Oaks Boulevard will only provide right-in/right-out access onto the frontage road due to the elevated structure. U-Turns are proposed under the bridge to provide access to the businesses along the frontage roads. U-Turns are expected to enhance the capacity and efficiency of the intersection.

The typical section along SR 436 outside the limits of the US 17-92 & SR 436 Interchange will remain as is. As part of the interchange project, modifications to SR 436 include a proposed additional westbound left turn lane and an eastbound right turn lane. These proposed changes on SR 436 east of the intersection will require an additional 16.5 feet of right-of-way on each side for a total width of 153 feet. A 5-foot sidewalk is proposed on both sides of the street.

Intersection Concepts and Signal Analysis
The US 17-92 & SR 436 Interchange PD&E report states that the turning movement volumes at the US 17-92 and SR 436 interchange were documented in detail in the *"Design Traffic Report for SR 15/600 (US 17-92) interchange at SR 436"* dated June 2003. An intersection analysis was performed for year 2030 "Build" and the interchange will operate at LOS E as a single point urban interchange. Table 2 on the following page shows the levels of service for each approach of the intersection.

Table 2: Signalized Intersection Analysis Year 2030

Intersection	Approach	Lane Group	Measure of Effectiveness			Vehicle Queue Length (Ft)
			V/C	Delay (Sec)	LOS	
US 17-92 @ SR 436	EB	L	0.79	82.1	E	400
		T	0.97	73.9	E	N/A
		R	0.42	41.2	D	300
	WB	L	0.94	98.4	**F**	450
		T	0.78	51.5	D	N/A
		R	0.86	34.7	C	575
	NB	L	0.60	72.9	E	325
		T	0.89	193.5	**F**	N/A
		R	0.99	130.2	**F**	525
	SB	L	0.99	126.6	**F**	475
		T	0.90	202	**F**	N/A
		R	0.73	71.4	E	425

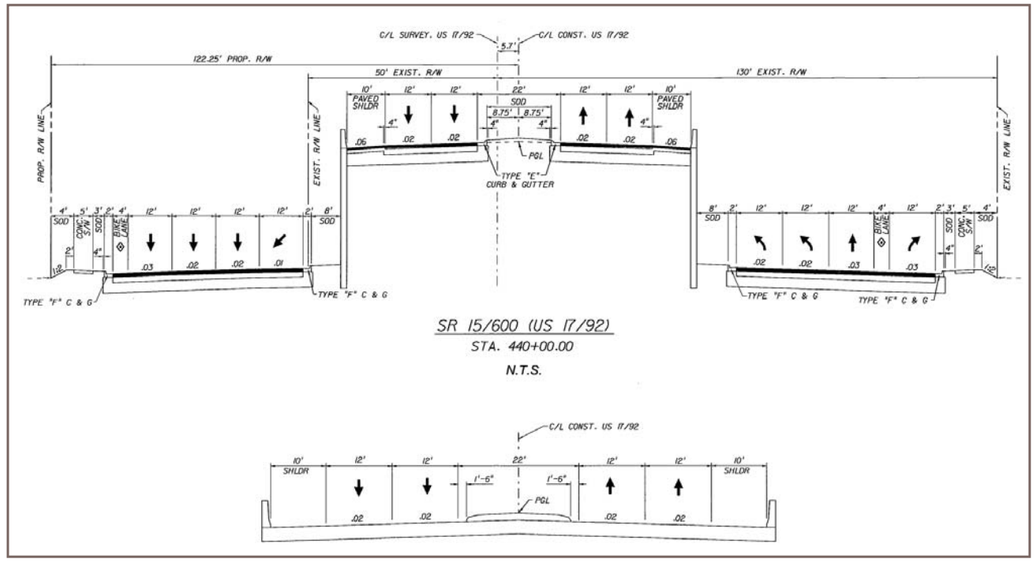
Commercial and Residential Parcel Relocation
The preferred alternative affects 38 commercial parcels and one residential property. Relocation will be required of 35 commercial parcels and the residential property. The remaining 3 commercial properties will require modification to obtain access to the property. The study states that there are adequate replacement sites available for the businesses to relocate based on a report by Orlando Economic Development Commission which states that the vacancy rate for office and retail is approximately 17 percent in this area.

Right-of-way and Construction Costs
The right-of-way acquisition cost for the project is estimated at $35.2 million (2003 base). The cost does not include the cost of clean-up for contaminated sites along the project corridor.

The construction costs, which includes erosion control, maintenance of traffic, mobilization, landscaping and 20 percent contingency, for the interchange is estimated at approximately $20 million (2003 base) but is currently programmed at $31 million for the adopted 2010-2015 work program. The construction and engineering costs were estimated at 12 percent of the construction cost amounting to $2.4 million. The preliminary engineering costs are programmed at $8.8 million in the current adopted work program. Construction is not currently programmed.

Pedestrian and Bicycle Facilities
Sidewalks will be provided on both sides of the roadway. The interchange study alternative includes 4-foot wide designated bicycle lanes along the at-grade alignment. All the pedestrian facilities will be designed to meet the American Disabilities Act (ADA) standards.

Figure 2 — Bridge Typical Section (US 17-92 Over SR 436) N.T.S.



Source: SR 15/600 (US 17-92), SR 436 Interchange Project Development, Environment Study by PBS&J dated February 4, 2004

Safety

The report states that the proposed alternative incorporated safety improvements into every aspect of design which will benefit motor vehicles, pedestrians, bicyclists and other roadway users. The safety features considered in the design are clear zone widths, provision for maintenance and improvement of pedestrian access and bicycle facilities, turn lanes designed with appropriate taper, deceleration, storage lengths, and adequate provisions for vertical and horizontal sight distances.

Access Management

The proposed improvements to the intersection of US 17-92 and SR 436 will close the existing median openings at the intersections of US 17-92 with Fernwood Boulevard and Live Oaks Boulevard. The construction of the bridge structure will permit only right turns into and out of these side roads.

Access to Fernwood Boulevard from southbound US 17-92 will be maintained through Oxford Road. Traffic that currently travels south on US 17-92 and makes a left at Fernwood Boulevard will have alternative access by making a left at SR 436, then turning right onto Oxford Road and then turning right again at Fernwood Boulevard. This section of Oxford Road is located in a commercial area and no additional traffic is anticipated in residential areas along the roadway. Traffic that currently travels left from Fernwood Boulevard to travel south on US 17-92 will be required to utilize the U-turn lane provided beneath the bridge structure at US 17-92 and SR 436.

Similarly, access to Live Oaks Boulevard from northbound US 17-92 will be maintained through Anchor Road. Traffic that currently travels north on US 17-92 and makes a left at Live Oaks Boulevard will have alternative access by making a left at SR 436 , then turning right onto Anchor Road and then turning right again at Live Oaks Boulevard. Traffic that currently turns left from Live Oaks Boulevard to travel north on US 17-92 will be able to utilize the no signalized U-turn lane provided under the bridge structure at US 17-92 and SR 436. Traffic circulation patterns to and from Fernwood Boulevard and Live Oaks Boulevard are provided in Figure 3 on the following page.

Oxford Road Traffic Study

Oxford Road is a minor collector street located within the City of Fern Park in Seminole County, Florida. The existing alignment runs generally north-south, east of US 17-92. The existing facility mainly serves a residential community and provides access to commercial developments near the vicinity of SR 436.

Objective of the Study

A Preliminary Engineering Report was completed for Oxford Road to consider alternative alignments. This report was presented to Seminole County which details the analysis of the alternative alignments and the associated environmental and economical impacts. The objective of the Preliminary Engineering Report was as follows:

- Determine the traffic impacts on the surrounding street network with the proposed extension of Oxford Road to US 17-92. An important evaluation factor includes the impact of this extension on the intersection of US 17-92 at SR 436. There is a possibility that the construction of the New Oxford Road will cause some diversion of traffic from the intersection at SR 436 and US 17-92 and improve its operation.

- Determine the impact of the New Oxford Road alignment on the revitalization and economic redevelopment of the Fern Park area.

- Benefits of the New Oxford Road alignment with respect to the Single Point Urban Interchange (SPUI) proposed for the intersection of SR 436 and US 17-92.

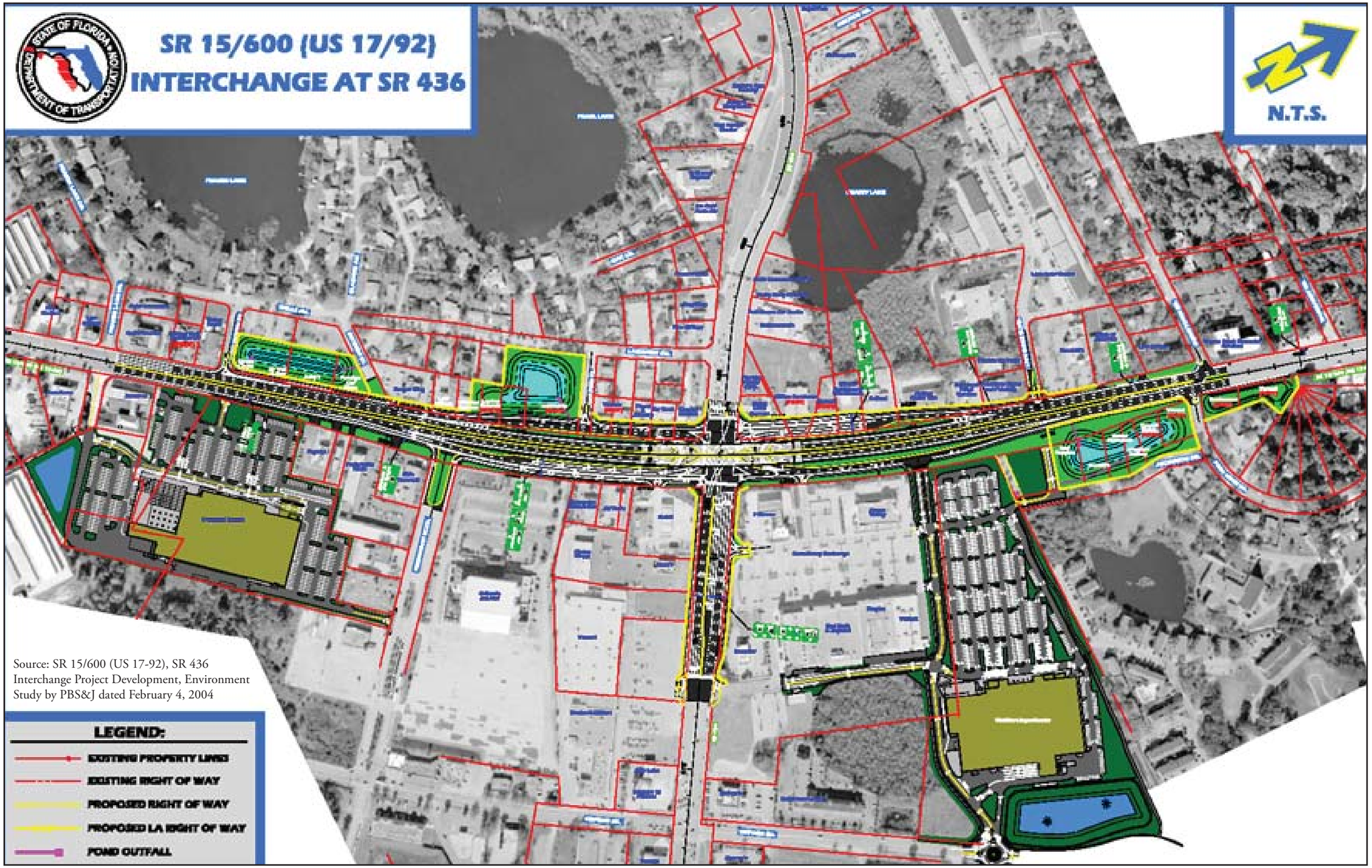
The corridor analysis for the project consists of New Oxford Road from US 17-92 to Fernwood Boulevard and Oxford Road from Fernwood Boulevard to SR 436.

Preferred Alternative Evaluation

The study evaluation considered four alternatives consisting of varying connections to US 17-92. The alignments were evaluated based on parcel impacts, wetland impacts, right-of-way acquisition costs, construction costs, traffic diversions from the intersection of US 17-92 and SR 436 and economic development analysis. The four alternatives are described below.

Model Alternative 1A, 1B: New Oxford Road intersects US 17-92 at South Street. The US 17-92 and Lake of the Woods intersection is restricted to right-in/right-out turn movements. Alternative 1A proposes Oxford Road between SR 436 and Fernwood Boulevard to be widened from 2 lanes to 4 lanes and 1B Oxford Road between SR 436 and Fernwood Boulevard remains 2 lanes.

Figure 3



Source: SR 15/600 (US 17-92), SR 436 Interchange Project Development, Environment Study by PBS&J dated February 4, 2004

Model Alternative 2: New Oxford Road intersects US 17-92 midway between South Street and Prairie Lake Drive. Both South Street and Prairie Lake Drive are restricted to right in/right-out turn movements.

Model Alternative 3: New Oxford Road intersects US 17-92 at Lake of the Woods Boulevard with no turn restrictions. The western end of Lake of the Woods Boulevard is realigned to intersect with New Oxford Road east of its intersection with US 17-92.

Model Alternative 4A, 4B: New Oxford Road intersects US 17-92 at Prairie Lake Drive with no turn restrictions. Under 4A Oxford Road between SR 436 and Fernwood Boulevard is widened to 4 lanes and under 4B Oxford Road between SR 436 and Fernwood Boulevard remains 2 lanes.

Based on the evaluation results of the described alternatives, Alternative 1A was the preferred alternative according to the traffic study. However, the decision on the recommendations from the report was that it would not be built.

Recommended Alternative 1A Summary
Alternative 1A is the recommended alternative due to the minimal amount of wetland impacts and traffic diversions in comparison to the existing conditions. The alignment for Alternative 1A is shown in Figure 4 on page 190.

A traffic analysis of the proposed alternatives was conducted for the future years of 2012, 2022 and 2032. Table 3 and Table 4 below summarize the level of service for the segments and intersections along US 17-92 for Alternative 1A.

Table 3: Alternative 1A - Level of Service for Segments on US 17-92

Roadway	Segment	2012 LOS		2022 LOS		2032 LOS	
		AM	PM	AM	PM	AM	PM
US 17-92	Lake of the Woods Boulevard.-New Oxford Road	F	F	F	F	F	F
	Fernwood Boulevard.- SR 436	F	F	F	F	F	F
	Fernwood Boulevard.- SR 436	D	F	C	D	E	D

Table 4: Alternative 1A - Level of Service for Intersections on US 17-92

Intersection	Intersection Control	Peak Hour (LOS)					
		2012		2022		2032	
		AM	PM	AM	PM	AM	PM
SR 436 @ US 17-92	Signalized	F	F	F	F	F	F
Fernwood Boulevard. @ US 17-92	Signalized 2012, Unsignalized 2022, 2032	B	D	A	B	B	B
Lake of the Woods Boulevard. @ US 17-92	Unsignalized	C	D	D	E	E	F
		F	C	F	D	F	F
New Oxford Road @ US 17-92	Signalized	F	F	F	F	F	F

Recommended Intersection Improvements
To improve the LOS at the intersection of the New Oxford Road and US 17-92, the study recommends construction of two westbound left turn lanes and one shared thru/right lane in year 2012. Additionally, in year 2032 the study recommends widening the westbound approach to include a separate through and right turn lane.

Pedestrian and Bicyclist Needs
The New Oxford Road typical section along the segment from US 17-92 to Fernwood Boulevard includes a 4-foot bike lane with 6-foot sidewalks on both sides of the street. An 8-foot sidewalk is proposed on the east side of the street from the intersection of Fern Park Boulevard to the Kewanee Trail for mixed-use. From Kewanee Trail to Fernwood Boulevard it is reduced to the standard 5-feet sidewalk.

Traffic Diversions
Study results indicate that minimal traffic is diverted from the intersection of US 17-92 and SR 436 after the construction of New Oxford Road. The reduction of the traffic at this intersection based on alternative 1A is 4.23 percent.

Affect of New Oxford Road on FDOT US 17-92/SR 436 Single Point Urban Interchange
The study references the preliminary engineering report for the US 17-92/SR 436 interchange, discussed in the preceding section. According to this study the New Oxford Road alignment "will provide a bypass and/or detour route during the construction of the flyover easing traffic congestion to some degree during construction".

US 17-92 Road Widening from Shepard Road to Lake Mary Boulevard

Purpose of Widening
The proposed widening of US 17-92 from Shepard Road to Lake Mary Boulevard is a roadway capacity improvement project. The need for the widening is based on improving efficiency of traffic flow, safety, and minimizing impacts to adjacent minor arterials and local collector roads. The modifications to the principal arterial include widening of a 3.65-mile long segment from four-lanes to six-lanes.

Proposed Improvement Conditions
The proposed changes will consist of converting the existing four-lane roadway to a six-lane urbanized roadway. The roadway will consist of three 12-foot lanes and a 4-foot bike lane in each direction. A 30-foot median is proposed along the entire segment except for along the portion of Spring Hammock Preserve where it is reduced to 22-feet from north of Shepard Road to north of Soldiers Creek Bridge. The roadway section will also include a 5-foot sidewalk on the east side of the roadway along with an 8-foot sidewalk on the west side of the roadway to accommodate heavier pedestrian usage. Bus bays are also proposed at the LYNX stops all along the corridor. The widening will not require any additional right-of-way acquisition, except that necessary for water retention areas.

Figure 4

Source: Preliminary Engineering Report New Oxford Road by Ghyabi & Associates, dated June 2007

Typical sections of the proposed roadway are presented in Figures 5a and 5b below.

Figure 5a: Preferred Alternative

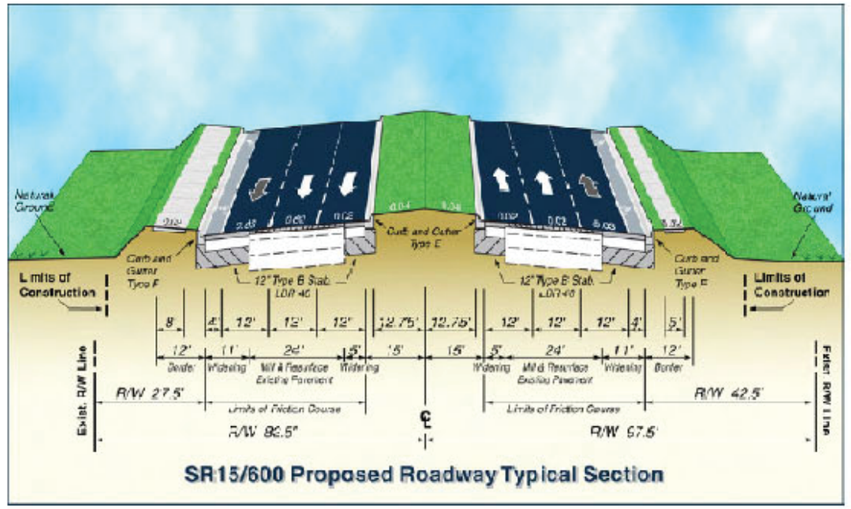
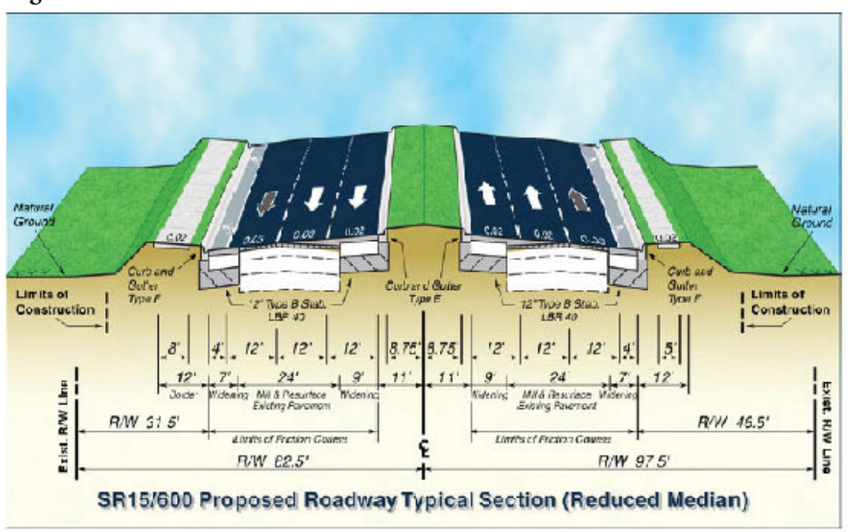


Figure 5b: Preferred Alternative - Reduced Median



Source: SR 15/60 (US 17-92) from Shepard Road to Lake Mary, Project Development and Environmental Study by Caltie Burgers, dated April 2007

Traffic

The study analyzed the segment of US 17-92 for the existing and future condition analysis for various roadways and signalized intersections located along this corridor. It provided traffic forecasts for the segments along US 17-92 for the year 2010, 2020 and 2030.

Roadways	Intersections
Lake Mary Boulevard.	US 17-92 at Lake Mary Boulevard
Bush Boulevard.	US 17-92 at Bush Boulevard
Tropic Park Drive	US 17-92 at Weldon Boulevard
County Home Road	US 17-92 at Ronald Reagan Boulevard
Weldon Road	US 17-92 at Silkwood Ct/SR 419
Ronald Reagan Boulevard.	US 17-92 at General Hutchison Parkway
Silkwood Court	US 17-92 at Shepard Road/Raven Avenue

The LOS of the roadway segments and the intersections in the "Build" scenario have been discussed in brief below. Table 5a lists the LOS for the roadway segments. The segment of US 17-92 from SR 419 to Weldon Road will exceed capacity. The other segments operate at or below the LOS C.

Table 5a: Roadway Segment Level of Service-Build Condition

US 17-92	Existing Year 2005	Opening Year 2010	Mid-Design Year 2020	Design Year 2030
Shepard Road to General Hutchison Parkway	C	B	B	C
General Hutchison Parkway to SR 419	C	B	B	C
SR 419 to Ronald Reagan Boulevard.	**F**	**F**	**F**	**F**
Ronald Reagan Boulevard. to Weldon Boulevard.	**E**	**E**	**E**	**E**
Weldon Boulevard. to Bush Boulevard.	B	A	B	B
Bush Boulevard. to Lake Mary Boulevard.	C	B	C	C

Table 5b includes the LOS for the intersections within the project limits. The intersection of US 17-92 at Lake Mary Boulevard operates at LOS E for the mid-design year and LOS F for the design year. The intersections of US 17-92 at SR 419/ Silkwood Court and Ronald Reagan Boulevard operate at LOS E for the 2030 design year.

Table 5b: Roadway Segment Level of Service-Build Condition

Intersection With US 17-92	Intersection Control	2005 (LOS)		2010 (LOS)		2010 (LOS)		2030 (LOS)	
		AM	PM	AM	PM	AM	PM	AM	PM
Shepard Road	Signalized	C	C	C	C	C	C	C	C
General Hutchison Parkway	Signalized	C	D	C	C	C	C	D	C
SR 419/Silkwood Court	Signalized	**E**	**F**	D	D	D	D	**E**	**E**
Ronald Reagan Boulevard.	Signalized	D	D	D	D	D	D	**E**	**E**
Weldon Boulevard.	Signalized	C	C	A	C	B	C	B	C
Bush Boulevard.	Signalized	B	C	C	C	C	C	C	C
Lake Mary Boulevard.	Signalized	**E**	**E**	D	D	**E**	**E**	**F**	**F**

Recommended Intersection Improvements

To improve the LOS for the intersections that are functioning below the adopted LOS D, the following intersection improvements are recommended.

- ***US 17-92 at Shepard Road***
  - Separate westbound and eastbound left turn and thru
  - Separate southbound thru and right turn

- ***US 17-92 at SR 419***
  - Separate eastbound and southbound thru and right turn (Opening Year)
  - Additional westbound right turn lane (Mid-Design Year)

- ***US 17-92 at Lake Mary Boulevard***
  - Increase intersection turn bay storage lengths

Impact on Existing Parks
There are three parks located in the vicinity of the proposed development and the associated impact of the proposed road widening was considered for each of the parks.

The Sunland Park is located one-half mile south of Lake Mary Boulevard along US 17-92. This park is expected to experience minimal to no impacts.

The Big Tree Park is located on General Hutchison Parkway between US 17-92 and CR 427. This park will not have any impacts as it is not located within the project right-of-way.

The Soldiers Creek/Spring Hammock State Park & Preserve is located 1 mile east of US 17-92 on SR 419. A potential stormwater management facility is proposed on a privately-owned parcel along Shepard Road. This parcel is adjacent to the Preserve and would require a narrow conveyance strip through the site. Only temporary impacts are expected to occur as a result of this effort.

Social Environment
Residential developments are located in close proximity to the proposed road improvements and based on the analysis there is a minimal expected impact to the neighborhoods.

Public Facilities:
There are several community services within the project corridor that include churches, daycare facilities, Seminole County Community College, a fire station, recreational areas and other public facilities. In addition, several public schools are located within the statutory walking distance of 2-miles within the project. The study anticipates temporary impacts from construction and no long-term adverse impacts on these facilities.

Business Centers and Office Complexes
There are commercial uses including a large flea market, and Seminole County Services Complex located along this corridor. The study anticipates temporary impacts from construction and no long-term adverse impacts on the developments.

Approved and Proposed Developments
The study identified three major ongoing Development of Regional Impacts (DRIs) and other proposed developments in the vicinity of this corridor. Morrison Homes is constructing townhomes along the project corridor and landscaping walls, ingress and egress locations have been addressed in the PD&E Study. Additional proposed developments include a 4.4-acre commercial shopping center north of Silkwood Court on the west side of US 17-92, and a Wal-Mart Supercenter on a site located approximately one-quarter mile north of the project's northern terminus. The approved Wal-Mart Supercenter is located outside of the project limits, but will result in additional traffic along US 17-92 within our study boundary.

How Widening Fits with Different Municipalities
Unincorporated Seminole County: According to the PD&E study the widening of US 17-92 will ease the congestion on the surrounding County arterial and collector roadways. The report also states that according to the "Seminole County's Comprehensive Policy Plan, specifically Objective TRA5 and its respective policies, which address the linkage of land use and transportation and encourages infill development utilizing existing transportation corridors. The area adjacent to the proposed project is predominantly urban and well suited for redevelopment. Improvements within this corridor will assist in the provision of adequate accessibility and mobility for future development.

The Cities of Lake Mary, Sanford and Winter Springs comprehensive plans call for level of service improvement along the US 17-92 corridor to support the adopted land use policies and provide adequate transportation facilities. The proposed project is consistent with their comprehensive plans.

Joint Land Use Development
The Seminole County Board of County Commissioners identify US 17-92 as the County's "Main Street" and established the "Spirit of 17-92 Ad-hoc Committee in 1991" to address development along the US 17-92 corridor. The County commission also established a US-17-92 corridor Community Redevelopment Agency (CRA). A multi-use trail bridge was recently built over US 17-92 that is part of the 24-mile Cross Seminole Trail.

Two acres of the Sunland Park parcel is proposed to be used for sub-surface stormwater management facility and to accommodate the County's planned renovation improvements.

Economic Conditions
The proposed project is anticipated to improve economic conditions in some sections along the US 17-92 corridor by increasing mobility and capacity.

Relocation Potential
The widening project does not cause any relocation of residences. It is anticipated that it may cause relocation of one potential business if the site it is on is selected for a potential stormwater pond.

Construction Costs
The total construction cost of the project is estimated at approximately $ 80 million which includes preliminary engineering, design, right-of-way acquisition, construction and CEI.

Lighting
The study states that the proposed project qualifies under the AASHTO Roadway Lighting Design Guide, 2005 Edition for lighting which will contribute substantially to safety as well as for lighting of urban streets. The study recommends roadway lighting to be coordinated with Seminole County during the design phase.

C. Impacts of the Proposed Flyover at US 17-92 and SR 436

Status of the Flyover
As detailed in the proceeding section, the demand at the intersection of US 17-92 and SR 436 exceeds capacity and operates below the adopted level of service. To improve the operation of the intersection and to reduce delay, an analysis was conducted to consider alternative configurations to the geometry. The final decision to construct a single point urban interchange (SPUI) at US 17-92 and SR 436 was determined to be the preferred alternative. The selection of the preferred alternative was derived based on a comparison using an evaluation matrix and the stated opinions of the public and local officials.

The FDOT is currently in the process of acquiring necessary right-of-way for construction the interchange. As included in the FDOT work program information, this project has been allotted approximately $31 million to year 2015.

Mobility Impacts of the Flyover
Based on the configuration of the interchange and the implementation of access management along US 17-92, mobility impacts to both motorized and non-motorized vehicles will be affected. The elimination of left turns and crossing movements for local traffic who currently utilize the intersecting roads with US 17-92 will be necessary and may have adverse impacts on adjacent neighborhoods. The proposed improvements include the closure of the existing median openings at the intersections of US 17-92 with Fernwood Boulevard and Live Oaks Boulevard. The construction of the bridge structure will permit only right turns into and out of these side roads, as described in the preceding section. Additionally, vehicular access to adjacent businesses properties and residences will be modified through the use of frontage roads.

Economic Impacts of the Flyover
The economic impacts to the local businesses within the vicinity of the flyover will be due in part to the required relocation of several businesses and also due to the access modification resulting from the frontage roads. The preferred alternative requires the relocation of 35 commercial parcels. The PD&E study states that there are adequate replacement sites available for the businesses to relocate based on a report by Orlando Economic Development Commission which states that the vacancy rate for office and retail is approximately 17 percent in this area.

D. County/Municipal Roadway Improvements (Planned And Programmed)

An analysis of the improvements along US 17-92 was conducted for Seminole County and associated municipalities to determine the planned and programmed improvements. The impact of the improvements along the US 17-92 corridor vary based on the type of work to be completed. A descriptive overview for each of the County and Municipality planned and programmed improvements included in those Capital Improvement Programs is detailed below.

Seminole County Capital Improvement Program
The projects listed in the Seminole County Capital Improvement Program along the US 17-92 corridor include sidewalk projects and one roadway resurfacing. Each of the projects within the vicinity of US 17-92 are described below, listed in Table 6, and illustrated on Figure 6 on page 191.

Table 6: Seminole County Capital Improvement Program Projects:

Label	Project ID	Project Name	Type of Work	Fiscal Year
1	00192583	Sidewalk along Airport Boulevard.from US 17-92 to Sanford Avenue	Sidewalk	2010
2	00192582	Sidewalk along West 27th Street from US 17-92 to Sanford Avenue	Sidewalk	2010
3	00283601	Resurfacing West 25th Street from Old Lake Mary Rd to Sanford Avenue	Resurfacing	2010
4	00192584	Sidewalk along CR 46A from Ridgewood Avenue to US 17-92	Sidewalk	2009

Airport Boulevard Sidewalk, From US 17-92 to Sanford Avenue
This project consists of constructing 6,000 linear feet of 6-foot wide sidewalk on the north side of Airport Boulevard. It also includes replacing cracked and/or sub-standard existing sidewalk on Airport Boulevard from US 17-92 to Sanford Avenue. The construction efforts began in 2009 and will be complete in 2010.

West 27th Street Sidewalk, From US 17-92 to Sanford Avenue
This project consists of constructing 3,000 linear feet of 6-foot wide sidewalk on the north side of the West 27th Street from US 17-92 to Sanford Avenue. The sidewalk construction will be completed in 2010.

West 25th Pavement, From Old Lake Mary Road to US 17-92
This project includes pavement rehabilitation of West 25th Street from Old Lake Mary Road to US 17-92 in the City of Sanford. It includes milling and resurfacing, installation of traffic signal loops and controls, and pavement marking along the 1.2-mile corridor. The construction efforts began in 2009 and will be complete in 2010.

County Road 46 A, Sidewalk, From Ridgewood Avenue to US 17-92
This project consists of constructing 2,600 linear feet of 6-foot wide sidewalk on the south side of the CR 46-A between Ridgewood Avenue and US 17-92. The construction of the project was scheduled for 2009.

Municipal Roadway Improvements
The municipalities along US 17-92 within the Seminole County boundary include the following cities: Casselberry, Lake Mary, Sanford, and Winter Springs. The Capital Improvement Programs were reviewed for projects within the US 17-92 corridor for each of the cities. The planned and programmed improvements are described below.

City of Casselberry Capital Improvement Program
The City of Casselberry does not have any roadway improvements proposed along the US 17-92 corridor or any intersecting streets included in the 5-year Capital Improvement Plan.

City of Lake Mary Capital Improvement Program
The City of Lake Mary does not have any roadway improvements proposed along US 17-92 included in the 5-year Capital Improvement Plan. However, there are improvements proposed on Weldon Boulevard that intersects US 17-92 which includes milling and reconstruction/resurfacing.

City of Sanford Capital Improvement Program
The City of Sanford identifies the following segments of US 17-92 to operate below the adopted Level of Service (LOS) D for the short- and long-term planning period.

- Airport Boulevard to Ramp SR 417 (Short (2015) and long term(2030))
- Lake Mary Boulevard to Airport Boulevard (Short (2015) and long term(2030))
- SR 417 northbound ramps to Park Drive (Long term(2030))
- SR 419 to Lake Mary Boulevard (short term; capital project identified to correct)

The City of Sanford plans on establishing US 17-92 corridor as a Transportation Concurrency Exception Area (TCEA) as part of an overall redevelopment strategy. The strategy involves lowering the adopted LOS for portions of US 17-92 and widening certain segments as part of long-term strategy.

LYNX has identified US 17-92 under the LYNX Transit Development Plan as a "Transit Emphasis Corridor" for 2008-2017 fiscal years. The City anticipates that as multi-modal options increase, the LOS will be improved along US 17-92.

City of Winter Springs Capital Improvement Program
The City of Winter Springs does not have any roadway improvements proposed along the US 17-92 corridor or any intersecting streets in the 5-year Capital Improvement Plan.

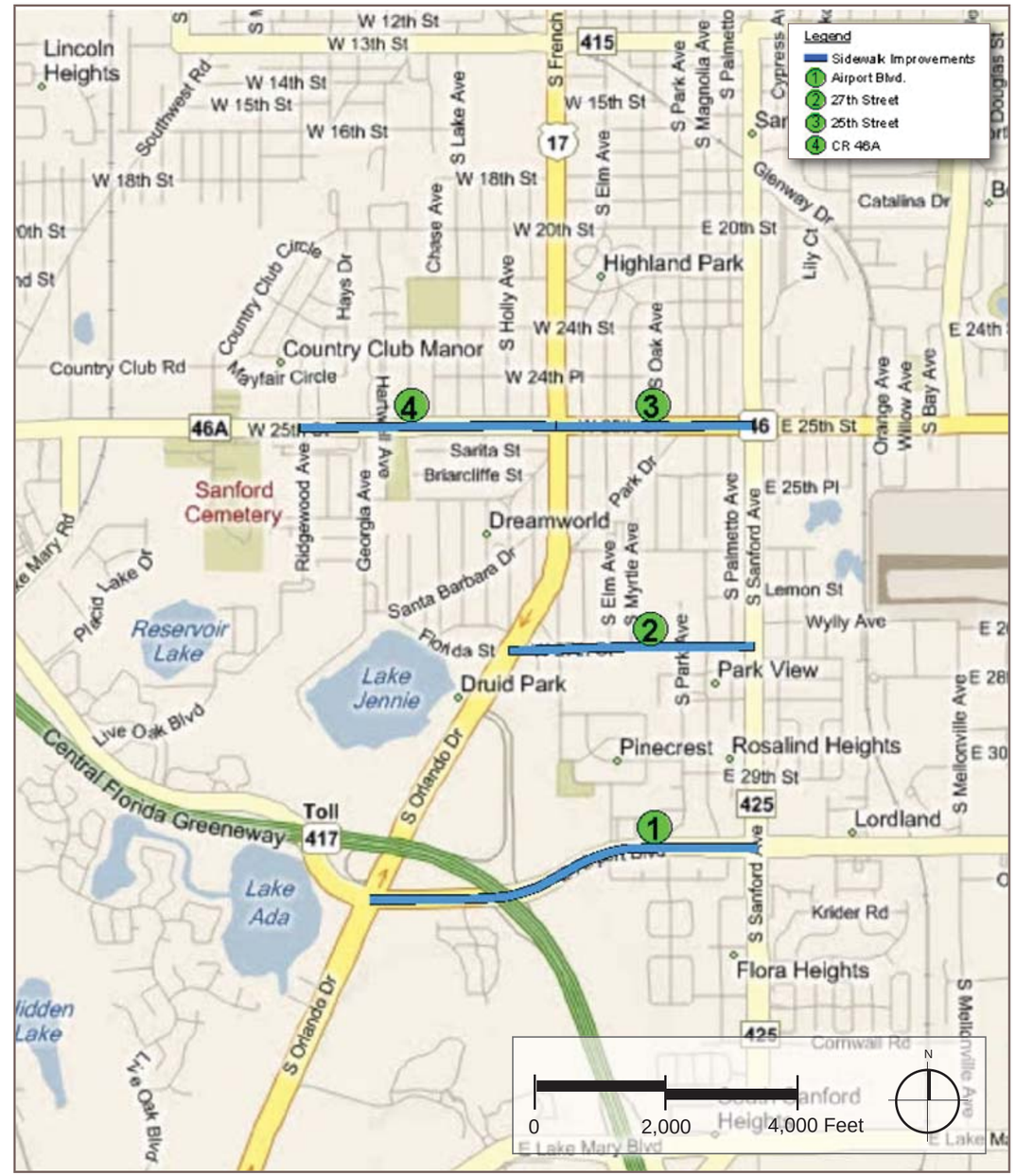
E. Level Of Service - Capacity Analysis

The table below shows the existing levels of service for the US 17-92 corridor from the Orange/Seminole County line (near the City of Maitland) to Seminole Boulevard (in the City of Sanford). The level of service (LOS) is based on the 2008 Annual Average Daily Traffic (AADT). The adopted FDOT level of service for the US 17-92 corridor is listed as D. Overall the corridor has been divided into three major segments, including:

- Segment 1: Orange/Seminole County Line to Shepard Road/Raven Avenue
- Segment 2: Shepard Road/Raven Avenue to Lake Mary Boulevard
- Segment 3: Lake Mary Boulevard to Leg to Seminole Boulevard

Segment 1 operates at a LOS C, Segment 2 is functioning over capacity with an overall LOS E and Segment 3 operates at a LOS D.

Figure 6 — Seminole County Roadway Projects



Source: VHB

Table 7: FDOT Level of Service for US 17-92 (2008 AADT)

Road Name	From	From M.P.	To	To M.P.	Section Length (Miles)	LOS	Deficiency Determination
SR 15/ US 17-92	**Orange County Line**	**0.00**	**Shepard Road/Raven Ave**	**5.70**	**5.70**	**C**	**Near Capacity**
	Orange County Line	0.00	Lake O'Woods Boulevard	1.04	1.04	F	Over Capacity
	Lake O'Woods Boulevard	1.04	SR 436/Semoran Boulevard	1.75	0.71	D	Near Capacity
	SR 436/Semoran Boulevard	1.75	Normandy Rd	2.20	0.45	E	Over Capacity
	Normandy Rd	2.20	Seminola Boulevard/ Dog Track Rd	3.39	1.18	E	Over Capacity
	Seminola Boulevard/Dog Track Rd	3.39	SR 434	4.51	1.12	C	
	SR 434	4.51	Shepard Road/Raven Ave	5.70	1.19	B	
	Shepard Road/Raven Ave	**5.70**	**Lake Mary Boulevard**	**9.35**	**3.65**	**E**	**Over Capacity**
	Shepard Road/Raven Ave	5.70	SR 419/Silkwood Ct	7.09	1.39	C	
	SR 419/Silkwood Ct	7.09	Lake Mary Boulevard	9.35	2.26	F	Over Capacity
	Lake Mary Boulevard	**9.35**	**Leg to Seminole Boulevard**	**13.59**	**4.24**	**D**	
	Lake Mary Boulevard	9.35	Airport Boulevard	10.33	0.98	F	Over Capacity
	Airport Boulevard	10.33	Ramp SR 417	10.88	0.56	E	Over Capacity
	Ramp SR 417	10.88	S. Park Dr	11.33	0.44	D	Near Capacity
	S. Park Dr	11.33	HE Thomas Pkwy	11.65	0.32	C	
	HE Thomas Pkwy	11.65	CR 415/13th St	12.60	0.96	D	Near Capacity
	CR 415/13th St	12.60	SR 46/1st St	13.37	0.77	C	
	SR 46/1st St	13.37	Leg to Seminole Boulevard	13.59	0.22	B	

The length of Segment 1 is approximately 5.70 miles and is divided into six sub-segments. Out of the six sub-segments, the sub-segment from the Orange County Line to Lake O' Woods Boulevard is functioning at LOS F and the sub-segments from SR 436 to Seminola Boulevard/Dog Track Road are functioning at LOS E. The remaining three sub-segments within Segment 1 are functioning below or near capacity. Segment 1 includes the major signalized intersection of US 17-92 and SR 436 which, during the AM and PM peak hours, operates at LOS F. As discussed in previous sections, FDOT has included a single point urban interchange at this intersection in its 5-Year Work Program to improve the operation of this intersection.

The length of Segment 2 is approximately 3.65 miles and is comprised of two sub-segments. In Segment 2, the sub-segment from SR 419/Silkwood Court to Lake Mary Boulevard is functioning at LOS F. The FDOT has included this segment in the 5-Year Roadway Plan for road widening from 4 lanes to 6 lanes.
The length of Segment 3 is approximately 4.24 miles and it is divided into seven sub-segments. Out of the seven sub-segments, the sub-segment from Lake Mary Boulevard to Airport Boulevard functions at LOS F, the sub-segment from Airport Boulevard to SR 417 functions at LOS E. The remainder of the five sub-segments are functioning below, near or at capacity.

F. Seminole County Concurrency Analysis

Seminole County has classified US 17-92 Corridor from the Orange/Seminole County Line to Lake Monroe in the City of Sanford as a transportation concurrency exception area (TCEA) to allow for redevelopment and infill opportunities along the 17-92 Community Redevelopment Area (CRA) corridor. The only portion left out of the TCEA is the US 17-92 between SR 436 to Seminola Boulevard.

According to Seminole County, the LOS along this corridor will improve by encouraging pedestrian activity and creating a transit oriented development (TOD) in the identified portions of the corridor by discouraging commercial strip development land use pattern. Strategies in the Seminole County Concurrency Analysis adopted by the County are intended to encourage pedestrian and transit activity along this corridor by ensuring a successful implementation of the TCEA to include the following:

- Adoption of Seminole County land development code provisions, including a Mixed Development (MXD) zoning district by 2010 that contains the performance standards specified by Policy FLU 5.15 regarding pedestrian, bicycle and transit oriented building and site design requirements to establish a development pattern that promotes pedestrian activity and transit use while preventing strip development patterns;
- Continued joint planning with the cities involved in the US 17-92 Community Redevelopment Agency (CRA), including updating of the CRA Plan by 2009 to: delineate mobility strategies; identify land use amendment review processes that ensure the desired ultimate land use patterns; identify interlocal agreements that ensure joint enactment of land use designations and continued redevelopment review processes to incentivize transit-compatible and walkable land uses, and discourage those uses whose scale, activity and/or design are not supportive to transit;
- Continued commitment by the County and CRA of funds to support transit improvements through LYNX bus and SunRail service;
- Commitment of funds by the CRA and other partners to increase LYNX bus headways during peak hours and bus shelters;
- Incentives to encourage affordable and workforce housing as part of redevelopment efforts that will ensure transit-oriented development patterns, as specified in Policy FLU 5.15;
- Creation of joint development approval requirements that address Transportation Demand management (TDM) requirements for employers, such as staggered work hours, the provision of

on-site transit facilities, transit passes for workers, bicycle parking and showers as part of interlocal agreements or other instruments, pursuant to Policy IGC 8.2;

- Development of roadway design standards to create streets that emphasize the safe movement of pedestrians, bicyclists and transit circulation;
- Revised parking standards, including reduced parking requirements for transit supportive uses and provisions for shared parking;
- Transportation mitigation for development and redevelopment projects through CRA funding for improvements to bicycle, pedestrian and transit systems, including sidewalks;
- Recommended additional mobility improvements and funding sources; and
- Operation by the CRA or other mechanism identified in the updated CRA Plan of a ride share or ride matching program, pursuant to Policy IGC 8.2.

Comparison with Capacity Analysis from PD&E Studies

The PD&E Study for US 17-92 from Shepard Road/Raven Road to Lake Mary Boulevard shows that the segment from SR 419 to Ronald Reagan Boulevard will function at LOS F after the road widening from 4-lanes to 6-lanes. Also, the report shows the roadway segment along US 17-92 from Ronald Reagan Boulevard to Weldon Boulevard will function at LOS E after improvements. These segments are included in the US 17-92 segment from SR 419/Silkwood Court to Lake Mary Boulevard and currently operate at LOS F, prior to widening projects.

G. LYNX Routing and Bus Stop Conditiions

LYNX is the public transportation provider in Central Florida, encompassing Orange, Osceola and Seminole Counties. Along the US 17-92 corridor in Seminole County, LYNX operates eight bus routes with a frequency which varies between 15 and 60 minutes. Listed below is information about the bus routes and the current bus stop locations within the study area.

I. LYNX Routes along 17-92

LYNX operates six bus routes along US 17-92 in Seminole County. The bus route information obtained from the LYNX website shows the frequency of buses operating along this corridor varies between 15-60 minutes. The routes provided along this corridor are described below.

Link 102

The bus route origin is at LYNX Central Station in Orlando and it terminates in the vicinity of the intersection of Fernwood Boulevard and Oxford Road in the City of Casselberry. Based on the bus schedule obtained from the LYNX website the trip time for this route is 49 minutes. The major stops on this route include the Florida Hospital on Orange Avenue and Valencia.

Link 103

The bus route origin is at the intersection of Fernwood Boulevard and Oxford Road in the City of Casselberry and it terminates at the Central Florida Regional Hospital in the City of Sanford. The trip time for this route is 39 minutes. The major stops for this route include Seminole State College, Flea World and the Seminole Center. The frequency of buses on this route is 15 minutes.

Link 34

The bus route origin is at the Seminole Centre in the City of Sanford and it terminates at the Central Florida Regional Hospital in Sanford. The trip time for this route is 25 minutes. The frequency of buses on this route is 60 minutes.

Link 41

The bus route origin is at the Apopka superstop in the City of Apopka and it terminates at the Orlando International Airport. The trip time for this entire route is 1 hour and 42 minutes. This route will also serve the proposed Altamonte Springs Sunrail Station which will begin service in early 2013.The frequency of buses on this route is 25 minutes.

Link 45

The bus route origin is at the Seminole Centre in Sanford and it terminates at Sand Pond Road and Lake Emma Road (Technology Park) in Lake Mary. The trip time for this route is 31 minutes. This route serves Lake Mary City Hall and some of the major employment hubs in City of Lake Mary, including Seminole State College, and the AAA headquarters. This route will also serve the proposed Lake Mary SunRail Station which will begin service in early 2013. The frequency of buses on this route is 60 minutes.

Link 46E

The bus route origin is at the Midway Avenue/Jitway Avenue and terminates at the Central Florida Regional Hospital. The trip time for this route is 15 minutes. This route serves the Seminole County Service Building which will begin service in early 2013. The frequency of buses on this route is 60 minutes.

Link 46W

The bus route origin is at the Central Florida Regional Hospital and terminates at the Seminole Town Center. The trip time for this route is 15 minutes. This route will also serve the proposed Sanford Sunrail Station which will begin service in early 2013. The frequency of buses on this route is 60 minutes.

Link 434

The bus route origin is at the Seminole State College Altamonte campus and terminates at the University of Central Florida superstop. The trip time for this route is 1 hour and 21 minutes. This route will also serve the proposed Longwood Sunrail Station which will begin service in early 2013. The frequency of buses on this route is 60 minutes.

II. Current Bus Stop Locations

Based on the bus stop location map provided by LYNX there are 92 designated bus stops in the US 17-92 CRA Corridor Study Area. A field study of the bus stops was conducted which revealed that several locations have lighted bus shelters with a bench and trash can. A majority of the newly built bus stop shelters are lighted using solar energy. Bicycle racks are provided at a small number of bus stops. The map series at the end of this section shows the location of the bus stops along the US 17-92 corridor.

A review of the existing LYNX bus stops along the US 17-92 corridor was conducted during field investigations to analyze various aspects of the bus stops. The evaluations were performed to determine if the bus stops met basic requirements, which include location in proximity to high demand trip generators, commuter accessibility and amenities provided at the bus stop. The field investigations discovered bus stops that met, and on some occasions exceeded, the basic requirements; while others were found to need improvements in order to meet the basic requirements. A brief summary of the field observations is discussed on the following page.

Location of Bus Stops

The locations of the bus stops along the US 17-92 corridor were evaluated for the proximity of the location relative to high trip generators, such as retail shopping centers, business centers, or high density residential areas. Several of the bus stops were found to be situated in these area types, including the location near Seminole State College. Other bus stops were found to be situated in areas within areas of relatively close proximity of trip generators, but not situated adjacent to these areas. A small percentage of the bus stops are located in areas with no pedestrian generators. For these areas, commuters would have difficulty accessing the bus stop location due to the placement in a grassy area without sidewalks.

Typical bus bay

Accessibility to Bus Stops

The location of the bus shelter should be such that it provides good accessibility and a sense of safety and security to the commuter. The picture shown below demonstrates favorable locations of a bus shelter along the US 17-92 corridor. Most of the bus stops are located adjacent to the sidewalk along US 17-92, with the bus shelter placed behind the sidewalk as to not obstruct the pedestrians using the sidewalk. Also, some of the bus stop locations were situated in areas where bus bays are available, allowing the bus to move completely from the travel way of vehicles. Bus bays allow for a safer situation for riders to board and leave the bus since the bus is not in the roadway. In most of the recent locations, for instance, in Fern Park and Sanford where the 17-92 was either widened or improved, bus bays were added along the stops so

Typical bus shelter with no sidewalk connection

Swale may flood and be a pedestrian hazard

Pedestrians must access shelter from traffic turn lane

that it does not hinder the traffic flow on the street. Most of the bus stops were observed to have adequate accessibility for the commuters.

While most of the bus stops provided adequate accessibility, a small number of bus stop locations did not meet this basic requirement. One of the bus stops along the corridor was found to be inaccessible for commuters using a sidewalk path to access the bus stop. The photos to the right illustrate a bus stop that does not allow for safe accessibility by commuters. The bus shelter shown is located at the intersection of US 17-92 and Tropic Park Drive. As shown in the photo, the sidewalk is located behind a roadside ditch and gives no connectivity to the bus shelter. To access this bus stop and shelter, especially for the disabled users, commuters have to traverse in a right-turn lane along US 17-92, opposing on-coming traffic. Also, during inclement weather the ditch will be filled with water and the only way a pedestrian can access the bus stop is by walking

Shelter provides limited or hazardous access

in the turn lane. This is an extreme example of an inaccessible facility along the corridor. The bus stop does however have a good provision of all the necessary amenities.

A correctable measure to a similar situation as the issue illustrated above was constructed at the bus stop located on the opposite side of US 17-92. As shown in the photograph to the right, a sidewalk was constructed over the ditch with a culvert underneath it, providing for adequate and safe accessibility for all commuters. Additional locations were observed to provide inadequate accessibility.

Shelter does not allow for pedestrian pass through

Bus shelter meeting minimum reconmmended requirements

Bus shelter with access and ammenities

The field observations also revealed bus shelters in few locations that were encroaching into the adjacent sidewalks hindering accessibility and reducing the width of the sidewalk. One major factor of consideration at these locations is the accessibility of individuals with disabilities. According to Americans with Disabilities Act (ADA) regulations, the minimum acceptable sidewalk width is five feet, and some of the bus stop locations do not meet the minimum ADA requirement. The locations of these bus stops and shelters are situated in areas with limited right-of-way, resulting in sidewalk width additions in the planting strip adjacent to the curb, as shown in the photographs below. In areas such as these, the accessibility of disabled commuters is limited.

Bus Stop Amenities

The most prevalent amenities at the bus stops include bus shelters and benches. Other amenities include lighting, trash cans and bicycle racks.

A bus stop that meets the basic requirements provides a location suitable to meet a high demand of riders, safe and adequate accessibility for pedestrians and bicyclists and especially for individuals with disabilities, and basic amenities that include a bus shelter, benches, lighting, trash cans and bicycle racks. Generally, field observations found most of the bus stops meet the basic requirements and some that need minor improvements.

Access to the Proposed Commuter Rail System

LYNX currently provides routes to the four commuter rail system stations proposed in Seminole County. The frequency of the buses serving the Lake Mary, Longwood, and Sanford stations is currently 60 minutes, and the frequency of the buses serving the Altamonte Springs Station is currently every 30 minutes. The LYNX system map does not currently show any bus link serving the Longwood Station.

The frequency of these buses needs to be increased during the AM and PM peak hour periods to encourage use of the multi-modal system by commuters.

LYNX Access to the Points of Interest

LYNX provides access to most of the important destinations located along the US 17-92 corridor such as the Seminole County Five Points Operation Center, Seminole Community College, the retail shopping centers located on the northeast and southeast quadrants of the SR 436 and US 17-92 intersection, Central Florida Regional Hospital and others. The LYNX routes also provide access to the major employment centers in Seminole County including the Altamonte Mall along SR 436 in Altamonte Springs, the Seminole Town Center along SR 46 in Sanford and the Technology Park in Lake Mary. LYNX also provides access to the other public transportation systems including the Amtrak and Greyhound Stations in the City of Sanford and the Orlando International Airport. LYNX does not provide services to the Orlando-Sanford International Airport.

Travel Times to Major Destinations

To get actual travel times for the LYNX routes, either an on-board survey would have to be performed or a corridor model of the system would have to be created. Neither of these options are within the scope of this CRA study therefore the information contained in the report is based on LYNX schedules. The scheduled travel times for the all LYNX routes running along US 17-92 and serving some of the major points of interest listed above were obtained from the LYNX website, and the travel times determined based on time to get from a point of origin to a point of destination.

LYNX Future Plan for US 17-92 Corridor

LYNX has identified US 17-92 as one of the fourteen transit emphasis corridors in the three County service area. The transit emphasis corridors are expected to develop into Bus Rapid Transit (BRT) service with

high frequencies of service, premium amenities such as transit stations, ticket vending, next bus arrival notification and unique vehicles. The BRT services may also include dedicated bus lanes, signal priority and intersection modifications to permit the BRT vehicle faster travel times than regular traffic, attracting more riders than conventional bus service.

To implement BRT, a series of studies must be done to secure Federal and State funding. The first study is a feasibility study to evaluate the following:

- Define how the project will complement and enhance redevelopment and sustainability within a corridor.
- Describe the project's transportation benefits including impacts on traffic, accessability to transit and improve overall mobility in the corridor.
- Establish criteria that will guide the location and design of the project.
- Identify environmental and regulatory issues that will need to be addressed.

The 17-92 corridor is one of the LYNX transit emphasis corridors. Because of recent Seminole County comprehensive plan amendments and the work being done for the CRA Master Plan, positive impacts of the feasibility of BRT, and because BRT has a positive impact of potential redevelopment in the corridor, LYNX and CRA staff agree there is an opportunity to complete a BRT Feasibility Study as part of the ongoing Seminole County Master Plan. By doing the feasibility study concurrent with the master plan, there is a savings of both time and money as well as moving the implementation of BRT along the US 17-92 corridor forward, providing premium transit service that will have a positive impact of the CRA's redevelopment efforts.

The proposed increase to the LYNX service level and infrastructure improvements meets the goals and objectives of the CRA in the following ways:

- Promotes environmental clean-up, restoration and protection.
- Provides infrastructure upgrades and enhancements where existing service is in poor condition, inadequate or non-existent.
- Stimulates private investment along the corridor by increasing the corridor's accessibility to the workforce.
- Encourages the acquisition, demolition and reuse of properties.
- Improves the investment image of the redevelopment area.
- Provides a transit mobility option as required by the Transportation Concurrency Exception Area (TCEA). The TCEA allows development without holding the developer responsible for insuring the

Table 8: Historical Crash Data along US 17-92 (Year 2001 through 2008)

Location	Year	Crashes	Injured	Fatal
US 17-92 at Lake Mary Boulevard	2001	132	21	0
	2002	94	10	0
	2003	111	13	0
	2004	126	14	0
	2005	108	8	0
	2006	111	13	0
	2007	89	2	1
	2008	73	13	0
	Totals	**844**	**94**	**1**
US 17-92 at SR 436	2001	99	66	0
	2002	99	50	0
	2003	119	33	0
	2004	73	21	0
	2005	72	10	0
	2006	75	13	1
	2007	66	8	0
	2008	58	8	0
	Totals	**661**	**209**	**1**
US 17-92 at SR 434	2001	84	22	0
	2002	92	9	0
	2003	73	13	0
	2004	66	13	0
	2005	74	8	1
	2006	76	7	0
	2007	69	6	0
	2008	61	9	0
	Totals	**595**	**87**	**1**
US 17-92 at Airport Boulevard	2001	80	33	0
	2002	87	26	0
	2003	59	22	0
	2004	55	17	0
	2005	53	13	1
	2006	59	7	0
	2007	55	11	2
	2008	61	5	1
	Totals	**509**	**134**	**4**

level of service of the roadway, by insuring the workforce has access to other modes transportation.
- Establish finance options and strategies needed to move the project forward.
- Evaluate methods for funding capital, operations and maintenance of the system.
- Establish a timetable for project implementation.

H. Crash Report Analysis

An evaluation of the crash reports along US 17-92 was conducted to identify locations along the corridor that have a historically high volume of intersection crashes. To complete the analysis, a review of Seminole County Annual Crash Summary data was reviewed between the years 2001 through 2008 for locations along US 17-92. In addition, the more recently published year 2009 data was reviewed for high crash locations at intersections along the study corridor.

Historical Intersection Crash Analysis

A review of the crash data between the years 2001 through 2008 indicates there are four intersections along the study segment of US 17-92 that continually result in a high number of crashes and are included in the "Top 15 Crash Locations" report in Seminole County. These intersections along the study corridor include: SR 436, Lake Mary Boulevard, SR 434 and Airport Boulevard. Within the analyzed eight years of data, there was at a minimum of one fatality occurring at each of these intersections. As shown in Table 8, the highlighted intersections report a high number of crashes resulting in a high number of injuries. The intersection with the highest number of reported crashes is US 17-92 at SR 436. The totals shown in Table 8 represent the total number of crashes, injuries, and fatalities at each of the four intersections between the years 2001 through 2008.

Year 2009 Intersection Crash Analysis

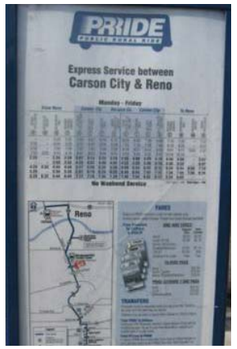
In addition to the historical crash review, an evaluation of the most currently published 2009 Seminole County crash data was conducted. The comparison of the more recent to the historical data indicates that two locations remain on the "Top 15 Crash Locations" list, including the intersections of US 17-92 at SR 436 and at SR 434. The other two locations, US 17-92 at Lake Mary Boulevard and at Airport Boulevard, while these are not included in the Seminole County's Top 15 Crash Locations, they are ranked as Numbers 1 and 2, respectively, on the City of Sanford's Top 10 Crash Locations. These results are indicative that safety analyses should be performed at each of these locations along US 17-92 to determine potential safety enhancements to reduce the number of crashes.

The 2009 Seminole County crash data along the study section of US 17-92 are illustrated on the following figures, stratified by the city boundary. The cities within the study boundary include Casselberry, Lake Mary, Longwood, Maitland/Fern Park, and Sanford. Each of the illustrations shows the number of crashes along the corridor at the recorded intersections, giving special emphasis to those intersections with crashes greater than 15 in 2009. The crash spreadsheets can be found in the Transportation Appendix Section.

I. TOD (Transit Oriented Development) Plans & Capabilities

In order for transit to be a success, there are elements of the US 17-92 corridor that should be improved to support transit and the existing street network, and any new proposed network should be evaluated to ensure access to the transit system is maximized. The following discussion is intended to address considerations for the street network that falls within the study area. Some of the treatments may not be appropriate for a given condition, but are provided for future considerations as well.

In order for a community to be sustainable, people need to move about efficiently to get their daily needs met. People of all ages and abilities should be able to move about their community: people with cars, people without cars, people who do not want to drive, people who cannot drive. A community should offer a full range of transportation choices: walking, driving, biking, and mass transit wherever feasible.

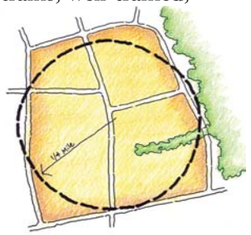


Transit should be reliable and run frequently to maximize ridership.

The focus of the Corridor Master Plan is on mass transit. A primary goal for successful transit is to begin with the intent to make transit competitive as a transportation choice instead of the mode of last resort. To achieve that goal there are concepts and details that should be understood in order to successfully address them. Every transit trip begins and ends by walking and/or biking, so pedestrian access is critical to transit success. Every effort should be made to ensure that pedestrians and bicyclists needs are adequately addressed within those corridors providing access to transit stations or routes by following these principles in planning or desiging those corridors:

- Safety – providing safe access for the pedestrian to and at transit stations, both in terms of freedom from criminal activity and safe travel along and across streets and highways
- Convenience – providing amenities such as providing restrooms, restaurants, retail shops where pedestrians can get daily needs met, easy ways to purchase tickets such as kiosks

- Efficiency – short headways along routes to provide flexibility in travel, express buses
- Comfort – shelter from the elements, places to sit, trash receptacles
- Welcome – attractive, well maintained transit shelters, buses and trains, well-trained, knowledgeable and polite transit employees



Pedestrian Shed

The first concern for most people, when making choices about travel, is safety. If communities within the study area want children, adolescents, teens, adults and older adults to feel comfortable choosing to travel around their community outside of an automobile, they must focus on creating that safe environment. The challenge for most communities is how to accomplish that goal.

Municipalities do not have the resources to provide officers to "protect" every street corner so other approaches are necessary to achieve a safe environment. People feel safer and more comfortable when they can see and be seen by others, so if we create places such as neighborhood parks and mixed use districts where people want to be, we will have places where people feel safe. Through the proper mix of uses, placement of buildings and design of streets and pathways, more people tend to be "out and about" and the resulting built environment promotes oversight from surrounding uses. This type of visibility is considered "natural surveillance". Utilizing natural surveillance ensures that people on the street and occupants of nearby buildings can't help but notice what is happening at the transit stop or on the street. More "eyes on the street" increases safety, discourages crime, and, thereby increases the attractiveness of using transit.

With regard to transit, the concept of "convenience" begins with easy access to information that is quickly and easily understood. If people do not understand how the transit system works or feel intimidated by it, they will not be discouraged from using it. Transit systems should provide easy-to-read schedules and maps. Once the potential passenger understands the routing and schedules, ease of payment or other access into the transit system becomes important. New technologies allow people to pay and enter transit without searching for coins. Instead, transit users can utilize season passes, prepaid cards, prepay kiosks, or service areas offering free access.

Providing proper shelters lets riders know that they are valued customers. These adults probably do not feel welcome, since the sign is the only indication that this is a transit stop.

Time is always of the essence in modern life. Accordingly, transit patrons need to know how reliably the transit service is provided. Schedule information can be communicated by placards, kiosks, the Internet, and cell phones. Real-time information on scheduling is important to assure riders that the transit service is provided as expected. This information can be communicated at the stop, on the vehicle or through smart phones. Anything that hinders a rider from reliable transit service can discourage ridership. Transit services may take longer than driving, or transit stops/stations may require additional travel to reach a final destination. Transit routes and stops need to be in locations where trip generators or destinations are located or where higher density development is located or desired. In essence, routes should create a network for users that provides efficient and convenient access to places people want to go or live.

Frequency of service is also essential to a successful transit system and different types of transit technology provide different frequencies of service. Some systems, such as regional rail, can be successful with service on an hourly basis, but hourly service might not be sufficient for light rail and even less so for bus service. More frequent service (10 or 15 minutes between pickups) improves flexibility and convenience for users and provides for less delay when transfers are part of a commuters trip.

Ideally, transit stops should be located with a focus on pedestrian accessibility. People will generally walk for a quarter-mile (called the pedestrian shed) to a half mile to access transit services, which takes approximately five to ten minutes for the average person. Accordingly, stops should be located within a quarter to half-mile of places people live or want to travel to.

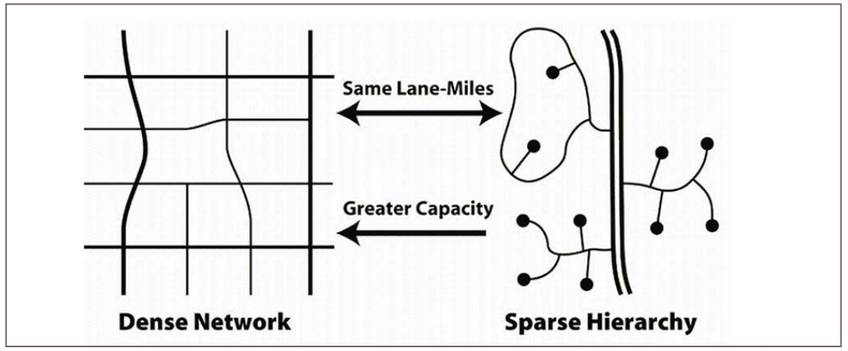
The pedestrian experience along access routes to transit is equally important to the distance they must travel. Creating walkways that pedestrians feel safe and comfortable walking along is essential. Street trees and building features such as awnings and arcades to provide protection from the elements will extend the reasonable pedestrian shed for transit stops. That experience can be further enhanced by providing amenities for the pedestrian such as restaurants and shops.

The service area around stops can also be increased significantly by improving access for bicyclists on the access routes to transit stops. Bicyclists need streets which can be shared space with motorists when speeds and volumes are low (≤ 30 mph) or through bike lanes when those conditions can't be met. Signalized intersections along routes which cyclists use to access transit stops need detection for bicycles so they don't experience unreasonable delay.

As the desired service area grows larger, such as a city or region, various transit modes (commuter rail, light rail, street car, and bus) can be combined to create a system.

Comfort is essential for people to choose transit and therefore increase ridership. They need to feel comfortable and sheltered from elements; consequently riders should have shelter from the sun and rain along with seating and lighting. Bicyclists need secure bike racks or lockers. Basic amenities, such as transit schedules and trash receptacles are necessary. Convenient services (vending machines, newsstands, coffee shops) are desirable, if possible. For intermodal or transfer facilities where riders may have to wait for connections, restrooms should be provided, wherever possible.

All facilities need to be clean, well-maintained, and fit within the context of the city. Cities can use shelters as a way to promote civic pride and reinforce the community's identity. In some locations, such as their downtown, municipalities have designed unique shelters or allowed the shelters to become subjects of art and design competitions. Having comfortable, attractive facilities helps to communicate that transit riders are valued customers. Finally, transit employees should be helpful, informed, and courteous. The fleet and facilities should be clean, well-maintained, and attractive.
Creating a more attractive service is not lost on many transit providers, who are offering free newspapers,



Diagrams showing two different patterns of development, both using the same amount of lane-miles. The one on the left offers numerous alternatives to get from one point to another, increasing the network's capacity. The one on the right forces every trip onto the collector (central) street, reducing the capacity of the network.

television, and wireless services at transit stops, stations and on transit vehicles. Treating riders as though they are valued customers and providing convenient services will increase ridership by attracting riders who have been choosing the automobile as their normal travel mode.

Streets and Blocks

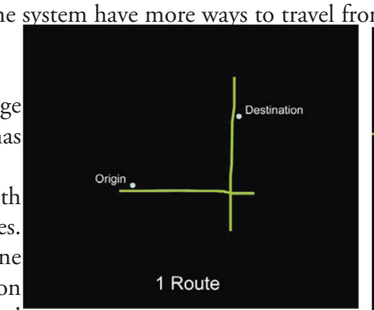
Thirty to forty percent of all developed surface area is dedicated to streets, and streets always serve as a community's front door. Streets are an important component of the public realm and how they are treated has significant impacts on the safety and comfort of users and the quality of life for its inhabitants. Their creation should be undertaken with the same care that is given to design of any other important public or civic space. Streets should be viewed as centers of human activity and designed to be safe, inviting and comfortable places for people whether they are in a car, bicycling or walking.

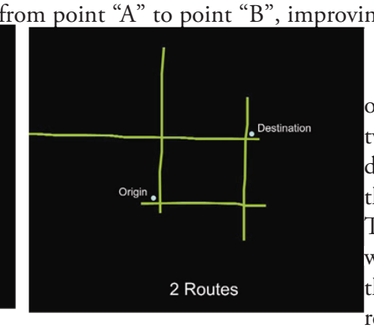
Great towns have a diversity of street types serving the different trip lengths and types, modes, and community needs. Streets range in size and scale: streets in business districts are intended to provide access to business and customers and usually have defined and managed on-street parking and wider sidewalks, to accommodate outdoor dining, street furniture, formal landscaping and larger numbers of pedestrians; local streets in residential areas may have smaller travel lanes, encouraging slower vehicular speeds with less formal parking arrangements and narrower sidewalks. Streets should terminate at an intersection with other streets, creating a dense network of transportation routes. Cul-de-sacs should be used very sparingly such as when some physical barrier prohibits connecting into the network.

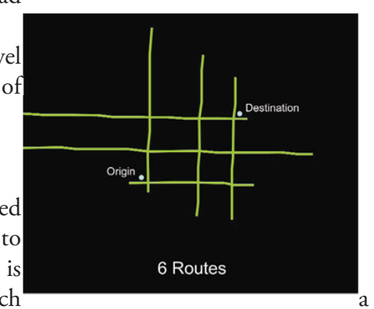
Equally important to the creation of streets is the size selected for block structure. Most of the blocks created in residential communities for the past forty years have been highly irregular in shape and very large in size. This same pattern holds true for commercial development resulting in what has been termed "superblocks." This large block structure eliminates the potential for creating a dense network of streets and limits flexibility for modifying the built form over time. For block size to be supportive to pedestrians and therefore supportive to all modes of travel, block perimeters should be limited to an average perimeter of approximately 1,320 feet.

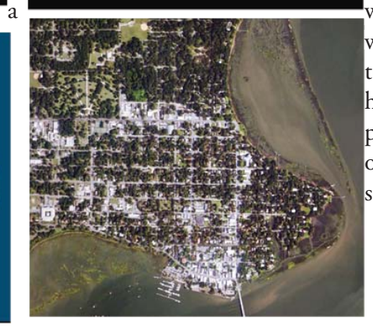
The Grid

The grid is the most efficient system of street planning. A dense network of interconnected streets provides more routes for drivers to select from. Our conventional hierarchal street system puts most of the heavy lifting for trip making on the arterial system, usually a state road. As traffic builds along these corridors, larger intersections must be built to process the vehicles wanting to get through the intersection during the peak periods. This increased demand from more vehicles needing to "share this limited space" is what creates most of the significant congestion we experience in many suburban areas. To complicate matters, if a crash or some other incident occurs, there is rarely another convenient route to "get there from here". Utilizing a denser network of streets allows intersections to remain smaller, which are more efficient and all users of the system have more ways to travel from point "A" to point "B", improving convenience for all modes.









The image on the following page has two diagrams depicting different network patterns with the same amount of lane miles. The difference is that everyone who drives in the network on the right must use the same road regardless of their destination, even if they want to travel from east to west instead of north to south.

A gridded network is usually easier to navigate since the network is typically oriented in such a way the users have a sense of which direction they are travelling in. A grid does not have to consist entirely of parallel streets and may be consist of some diagonal or curvilinear streets, but it

should be predictable. Where a community has an existing grid in place, communities should not reduce the effectiveness or capacity of the grid by closing streets to public use, creating superblocks for development purpose or gating neighborhoods. Following are some guidelines for developing a network of streets to encourage pedestrian and bicycle activity.

1. Encourage average intersection spacing for local streets to be 300-400 feet.
2. Limits maximum intersection spacing for local streets to about 600 feet.
3. Limits maximum spacing between pedestrian/bicycle connections to about 300 feet (that is, it creates mid-block paths and pedestrian shortcuts).

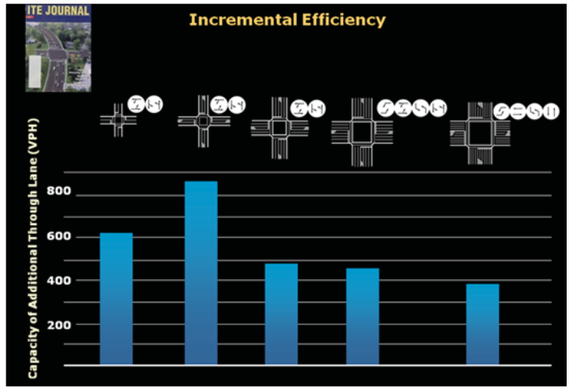
Designing Streets for Low Speed

Managing speeds of vehicles into the lower range of speeds used on streets is paramount to pedestrian safety. The chart to the right shows the increase in pedestrian fatalities as vehicles travel faster. Fatality rates decrease significantly between 20 and 30 miles per hour and rise significantly until the fatality rate is about 80% at only 40 miles per hour.

This is a significant concern since most state roads are posted for 45 miles per hour. This becomes more of a concern since many people travel faster than the posted speed. Our previous discussion highlighted the point that pedestrians need a safe environment for them to feel safe on our streets and other roadways. Yet it is clear from these statistics that pedestrians and bicyclists are at greater risk once speeds reach 30 miles per hour. It is important to realize that 30 mph is a typical posted speed for most suburban residential neighborhoods.

The most effective way to keep travel speeds low is to design the road for the speed vehicles are intended to travel. This begins with using a gridded network to allow the pervasive use of two lane roads. Two lane roads (one lane of travel in each direction) can be effectively designed to manage speeds. This is due to the cautious driver, who will set the speed for those following. If there are four or more travel lanes, the cautious driver is no longer a factor and drivers will drive as fast as they feel personally comfortable driving.

In support of the use of two lane roads to better manage speeds is the efficiency a network of two lane roads with associated smaller intersections. A two lane road with a left turn lane provides the most capacity per lane, and as additional lanes are added the incremental gain in capacity per lane is reduced. This is because intersections create the majority of delay due to the need to share time with crossing streets. As lanes are added the added turning movements require their own phase to avoid conflicts with through movements. This is illustrated in the graphic below. Consequently the additional lanes do not simply double or triple capacity.



With a two lane street in place, the remaining characteristics necessary to manage speeds include the following:

- Lane widths of 10-11 feet for streets where two lanes must be maintained at all times
- On street parking (7-8' wide) to provide parking for customers to access businesses and to create more cautious driver behavior
- Shorter block lengths which contribute to lower speeds
- Buildings at the back of sidewalk which contribute to a sense of enclosure
- Curb extensions which help define parking and create additional narrowing of the roadway
- And ultimately more pedestrian activity which again creates more caution by drivers

Some local governments have realized the importance of design speed. The Seven Cities Charrette in 2004 called for the narrowing of US1 in northern Palm Beach County. Other communities have limited the number of lanes by policy or acquiring right-of-way adjacent to the road.

Traffic Calming
Traffic calming is performed on streets when the existing street design fails to keep speeds in a range acceptable to the community or to dissuade "cut through traffic" from entering into a neighborhood to take a shortcut. Despite the desire for drivers to slow down along corridors, there can be challenges or community concerns that must be addressed prior to the installation of traffic calming devices. There are two basic classifications of devices, horizontal treatment and vertical treatments. Each approach has its own characteristics and advantages and disadvantages.

Vertical Deflection Traffic Calming Devices
While these devices can be highly effective in reducing speeds when used properly and are relatively inexpensive to install. These devices, which include speed humps, raised intersections, raised crosswalks and speed tables have negative attributes which should be evaluated along with their benefits before implementing.

Speed humps or tables should be spaced appropriately (approximately 300' spacing) to be effective in managing speeds along a street. If spaced too far apart, drivers tend to accelerate between devices. Unfortunately they can create a disruptive ride for buses, emergency service vehicles and vehicles with low clearances, which may experience undercarriage damage. Therefore these treatments are many times opposed by fire departments, other emergency responders and the general public.

Raised Crosswalk

Raised crosswalks and intersections are very effective ways to reduce speed and therefore improve safety for pedestrians.

Horizontal Deflection Traffic Calming Devices
The Citizens' Master Plan recommends horizontal traffic calming features such as mini circles, curb extensions, and medians. If designed properly, they effectively slow traffic and can provide opportunities for landscaping or other treatments to help beautify the community.

Modern Roundabouts
Modern roundabouts are a form of traffic control device which are growing in popularity in lieu of traffic signals. Modern roundabouts are at times confused with older and larger traffic circles. Modern roundabouts differ from traffic circles in that they are smaller (80 – 200'), require yield on entry, and are lower speed (typically 15-25 mph). They have a number of advantages which have been documented by research in the US Those advantages include improved safety, reduced delay, reduced greenhouse gases, improved fuel consumption, and reduced maintenance costs.

Mini roundabouts are small roundabouts (45-80') usually within a neighborhood. They also function as a traffic control device in place of stop signs or a traffic signal. They can be elegantly and creatively treated with landscaping, sculptures, and monuments. Properly designed mini-roundabouts do not require "stop" signs, allowing vehicles to move slowly through the intersection unless there is a vehicle already in the intersection.

Mini circle in Orlando, FL

Mini circles use the same concepts as modern and mini roundabouts but are even smaller in size (<45') in diameter and are used primarily for traffic calming. They calm traffic by placing an obstacle in the middle of the intersection. They have the same benefits and potential for landscaping treatments but are less expensive to construct and should not normally require right of way to construct.

Curb Extensions, Chokers or Bulbouts

Curb extensions temporarily narrow the roadway forcing drivers to slow and be careful. They can also be treated with landscaping or accommodate a transit stop. Curb extensions located at intersections provide the additional benefit of shortening the distance a pedestrian has to travel to cross the street. They are also useful in better defining on-street parking in that they provide a physical barrier to parking on-street without blocking the travel lane.

Curb Extension in West Palm Beach, FL

Medians

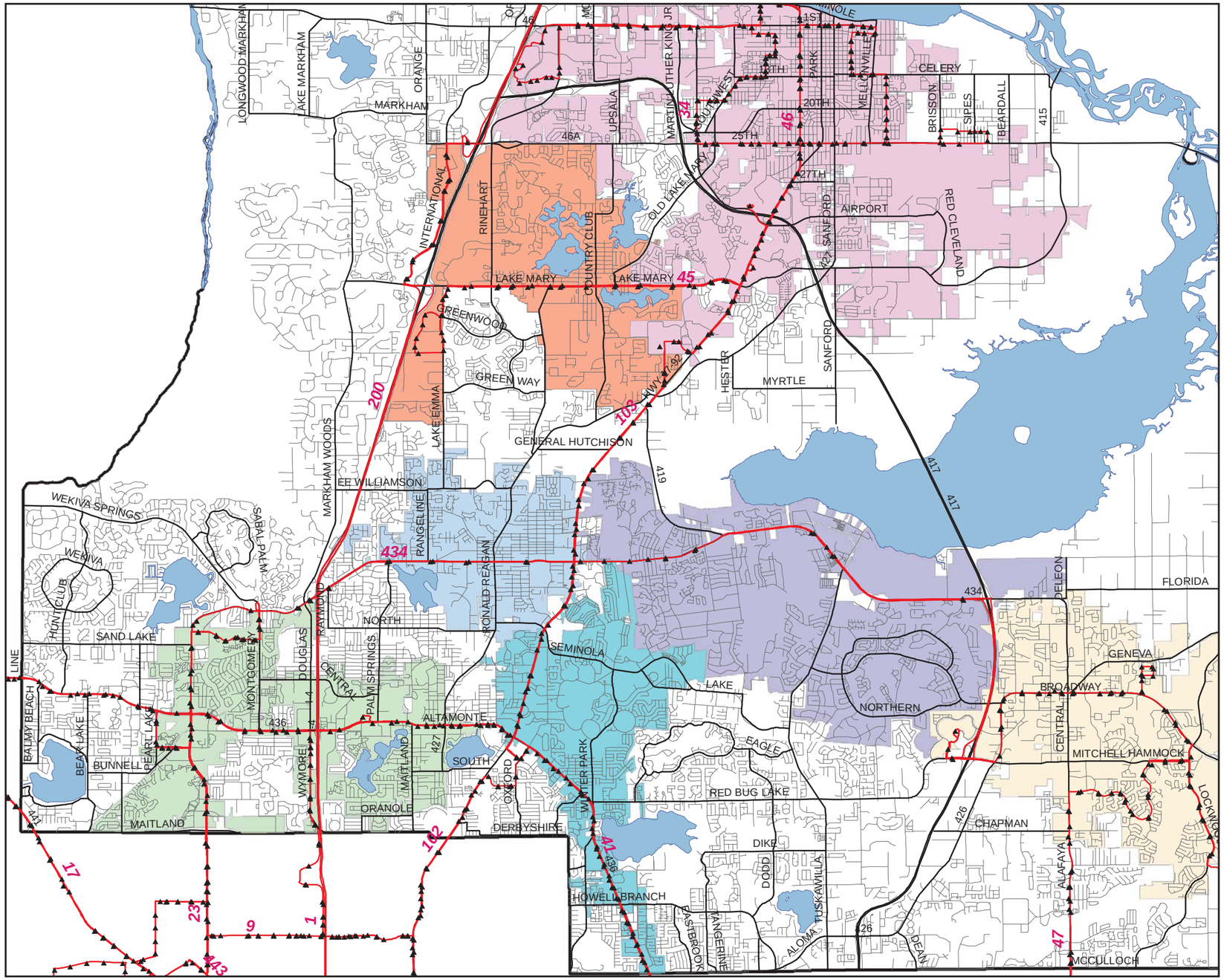
Medians help to manage access along a divided roadway, managing where motorists can cross the roadway, turn and u-turn. Medians can help keep the feel of the overall roadway width smaller since it can create a break in the pavement. When trees are planted in the median to provide a canopy over the roadway, the visual quality of the corridor is significant increased and the "sense of enclosure" provided to the motorist can help to slow travel speeds. They are an important source of refuge for pedestrians (between opposing travel lanes) and for vehicles waiting to turn left. They have been proven to significantly reduce crashes when compared with undivided four or more lane roadways.

They can also add civic character and beauty to a city by providing places for trees, landscaping and hardscape treatments such as art work or statues. The medians in the photos in the City of Stuart allow the median to serve three functions: calm traffic, beautify and shade the street, and provide drainage.

Median in Charlotte, NC

Textured Crosswalks

Textured crosswalks are beneficial in a number of ways. In addition to visually reminding a driver to slow, a slight rumble and vibration also occurs.Textured crosswalks can be made of brick/concrete pavers, or pigmented concrete/asphalt and patterned to beautify the street.



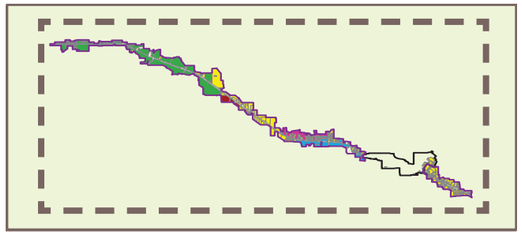
Legend

- All stops as identified by LYNX
- Bus Routes

City Limits

- Altamonte Springs
- Casselberry
- Longwood
- Lake Mary
- Sanford
- Oviedo
- Winter Springs

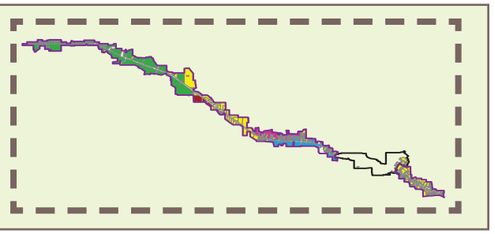
Key Map

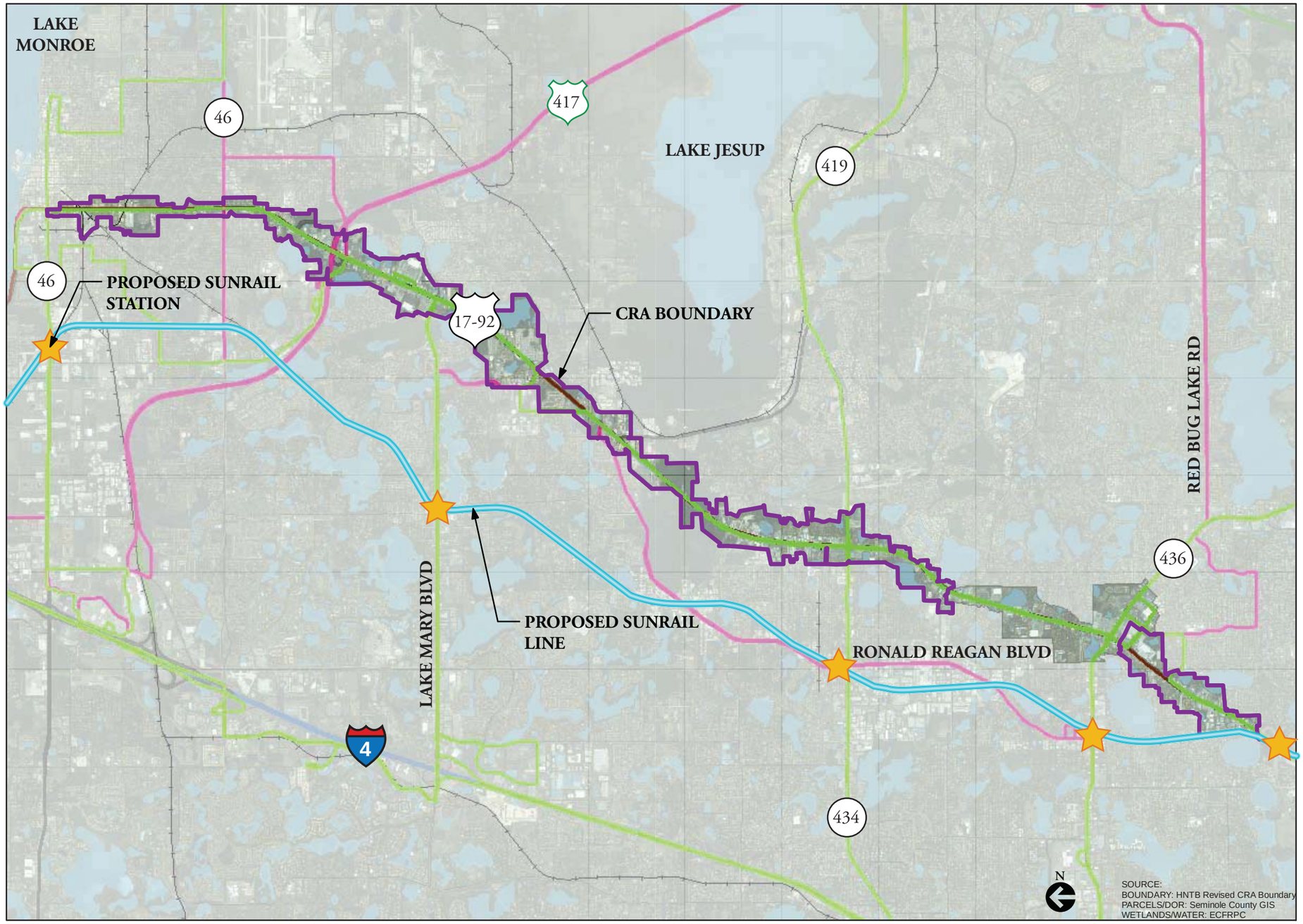


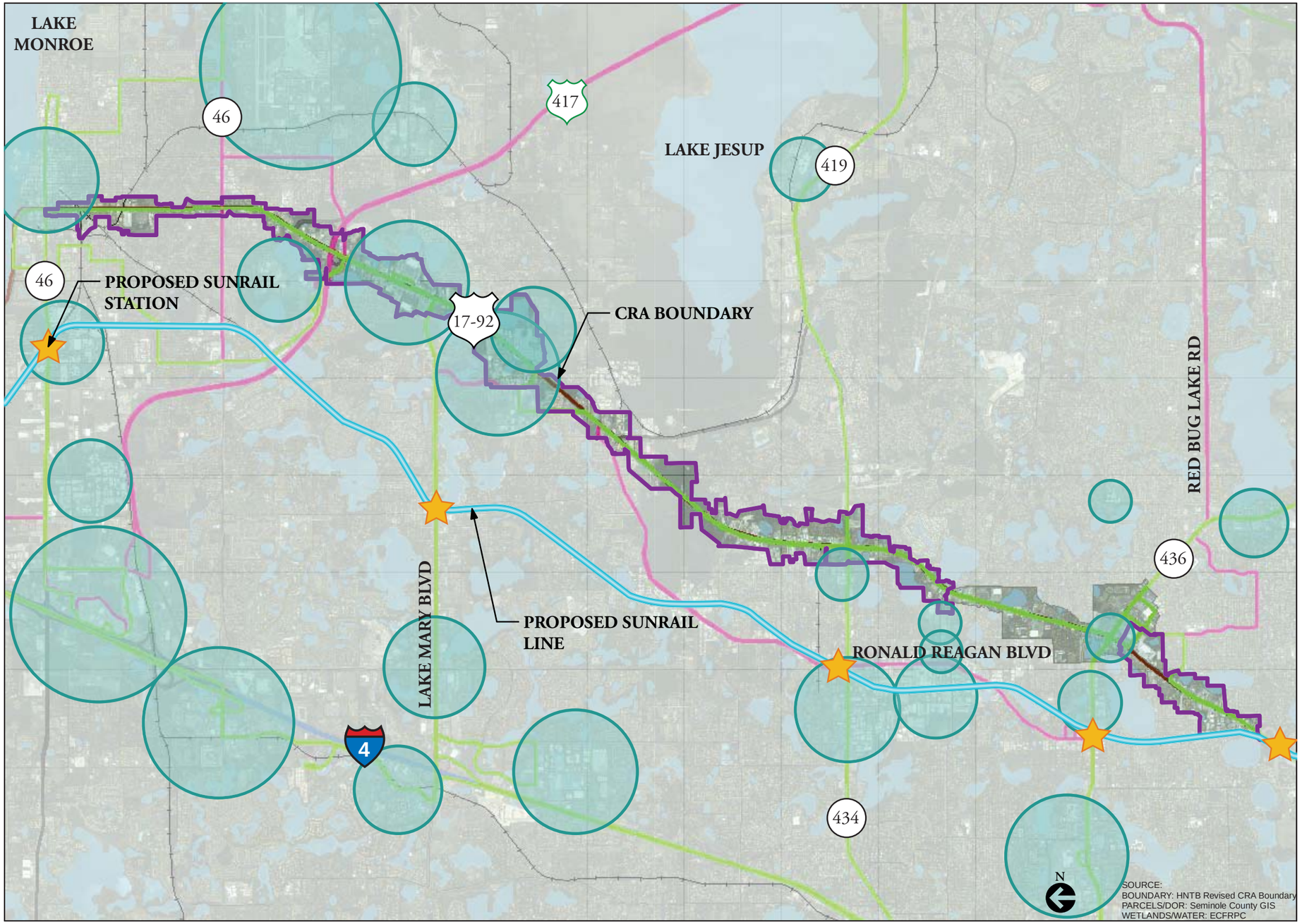
Legend

- 17-92 CRA Boundary
- Casselberry CRA
- Future Bus Routes
- Lynx Bus Routes
- Lynx Bus Stops
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







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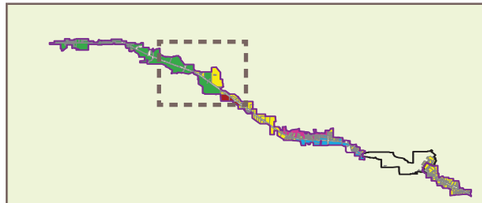

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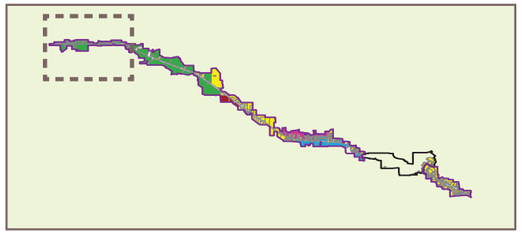

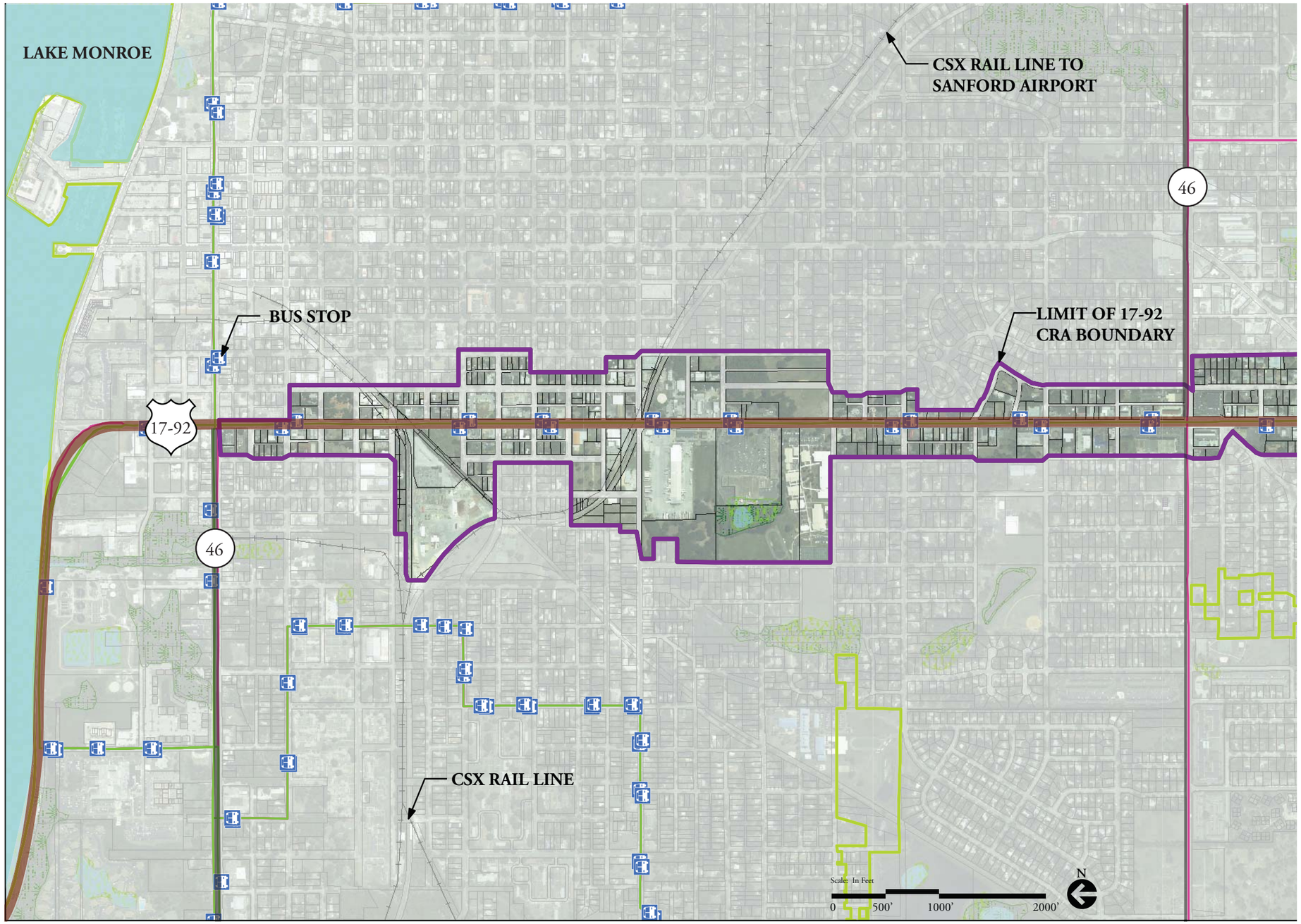

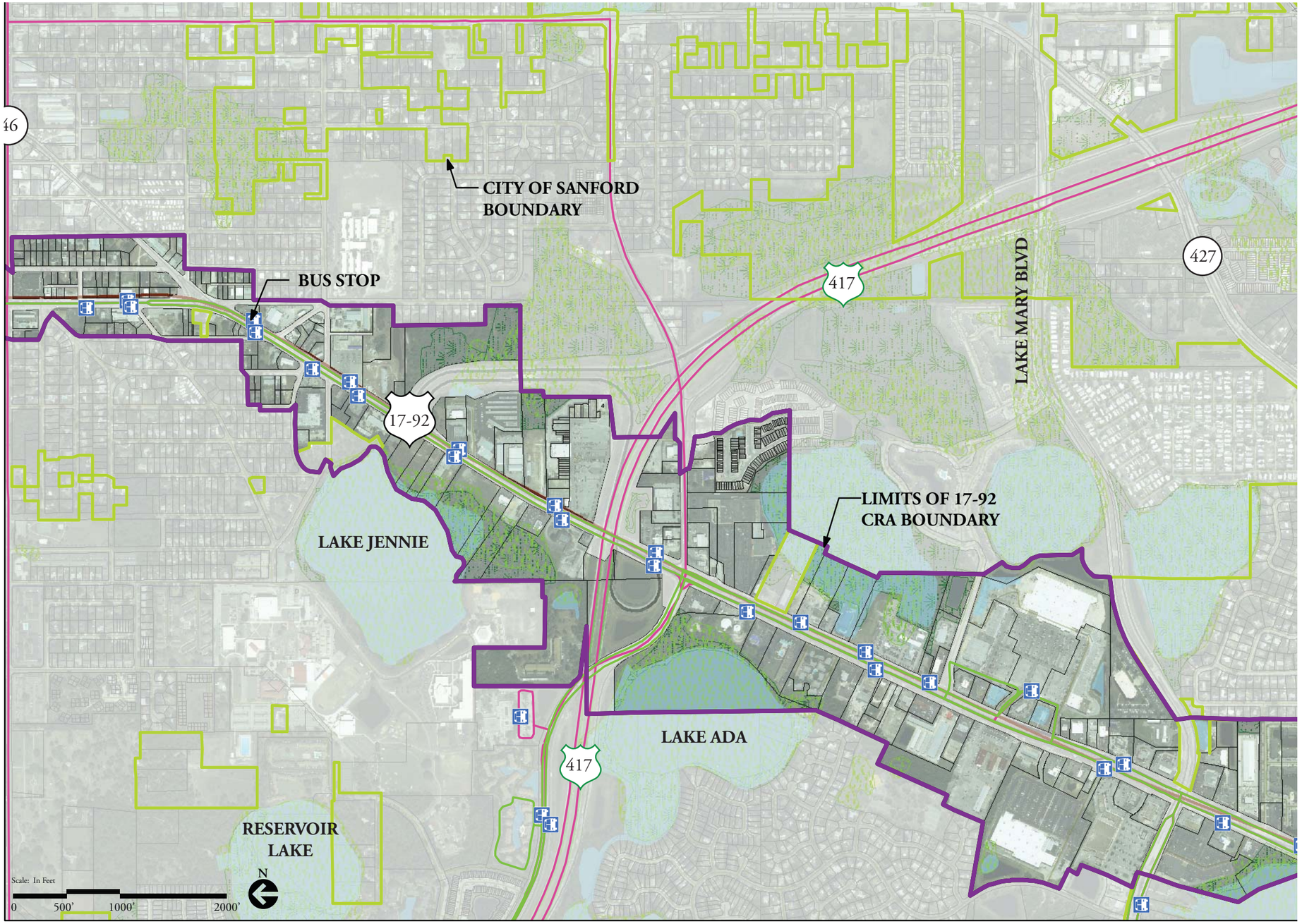

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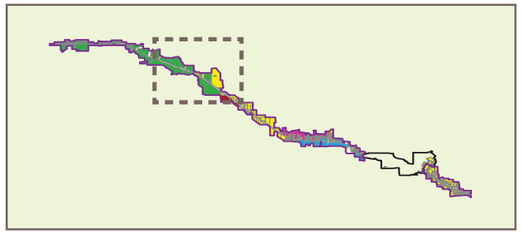

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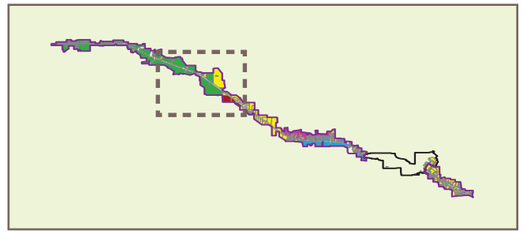

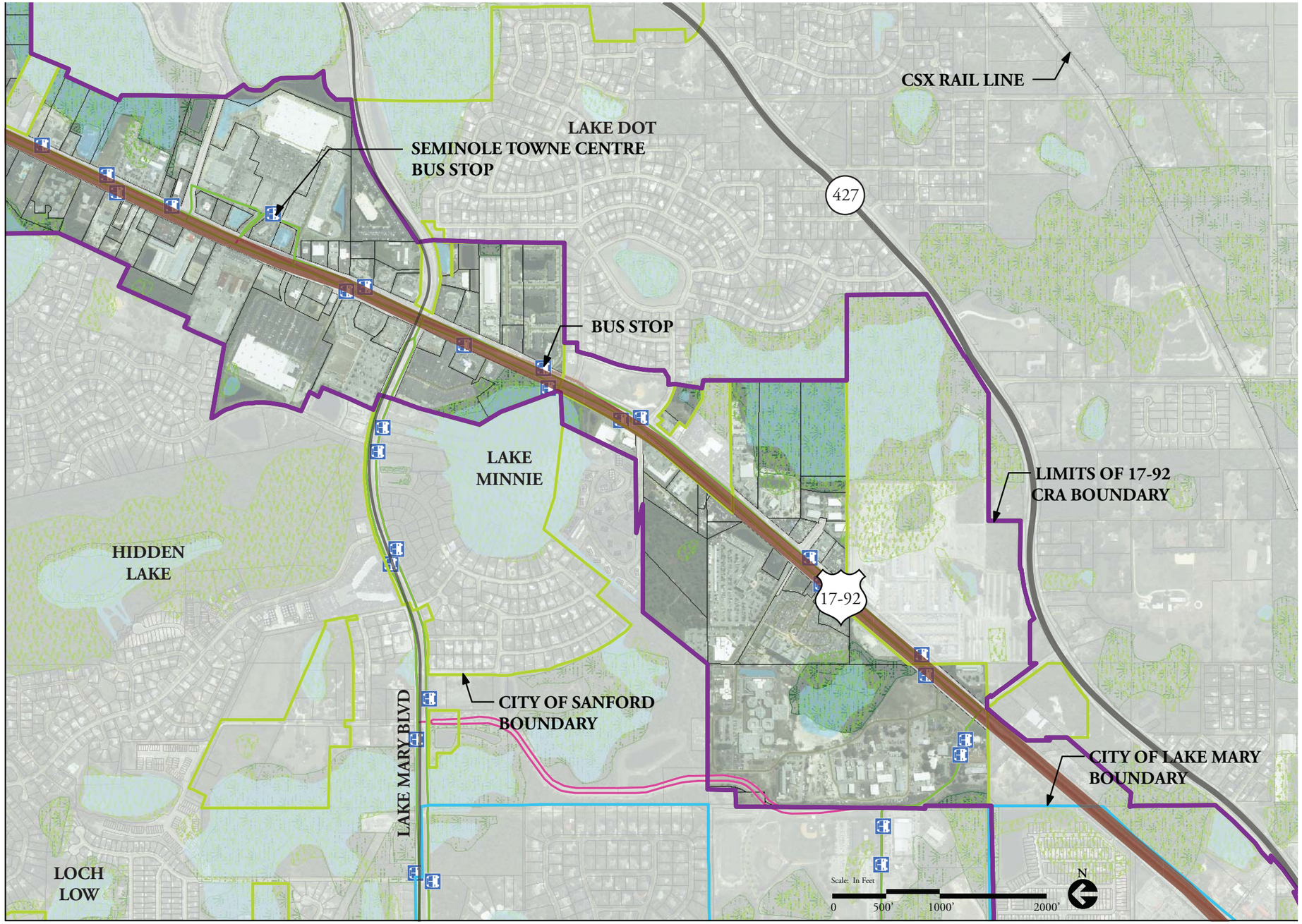

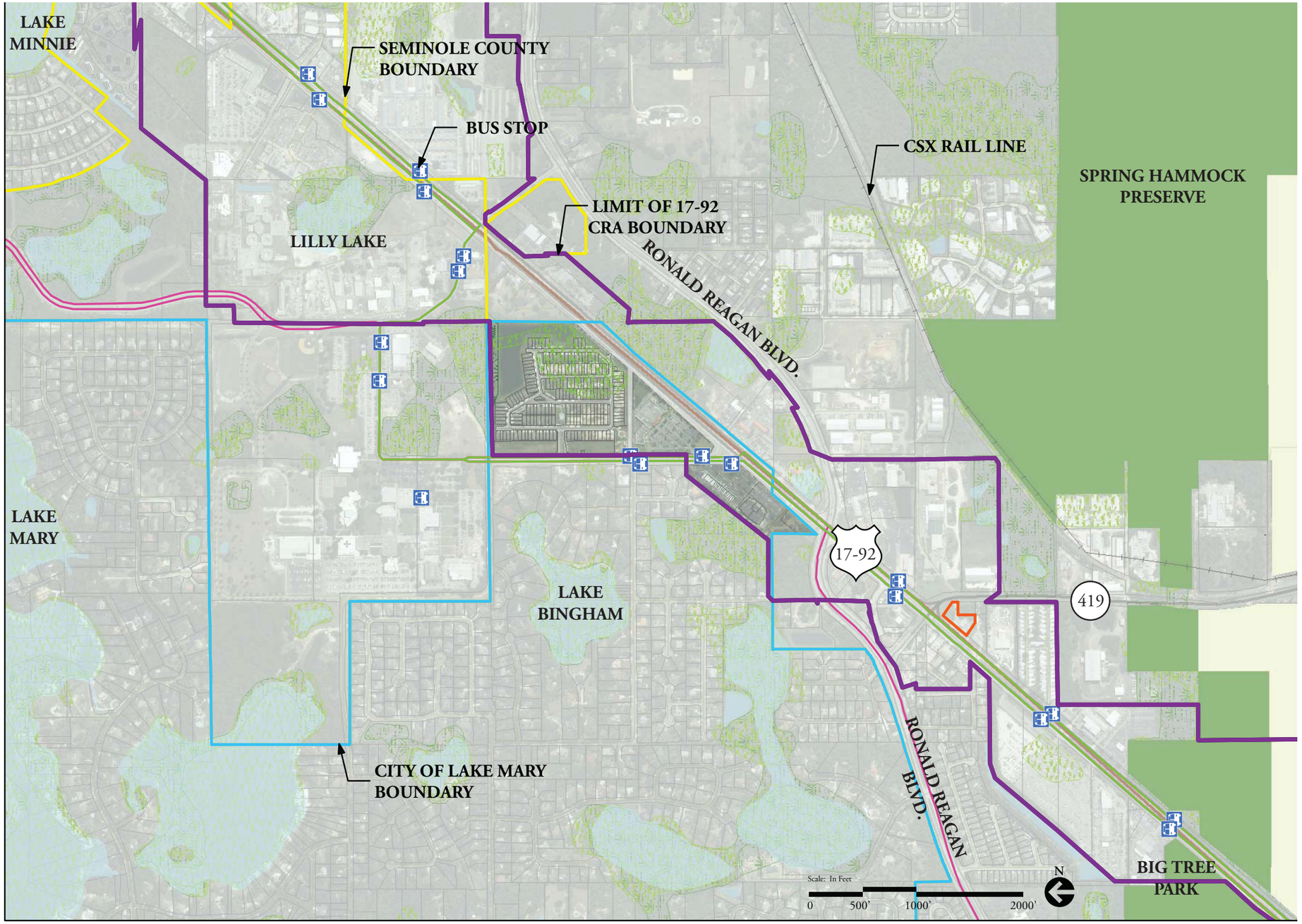

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- Wetlands (NWI)
- Water Bodies
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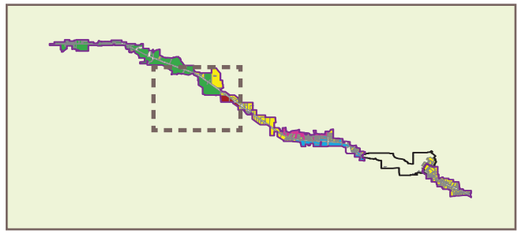
Key Map



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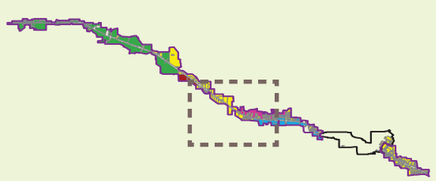

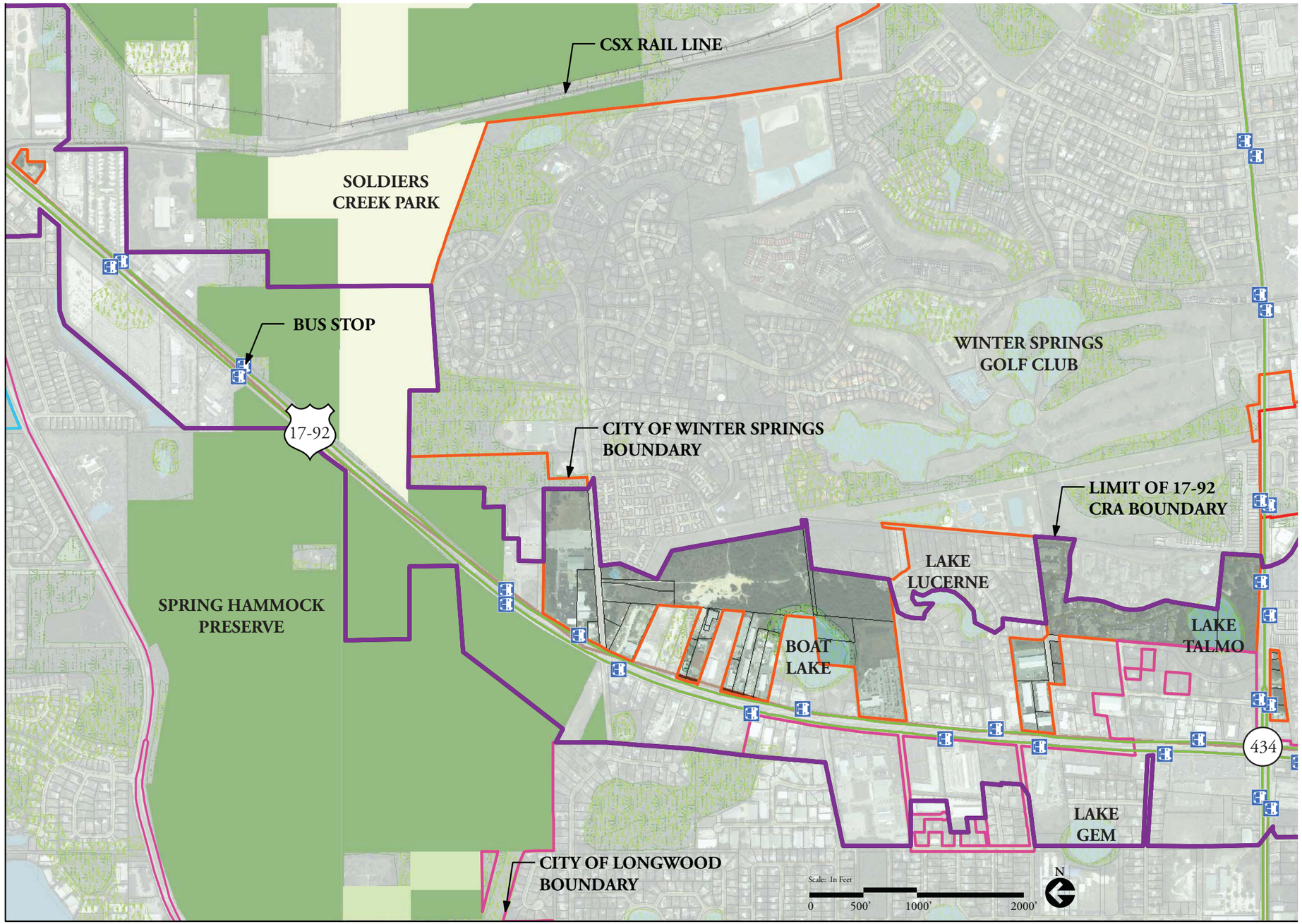

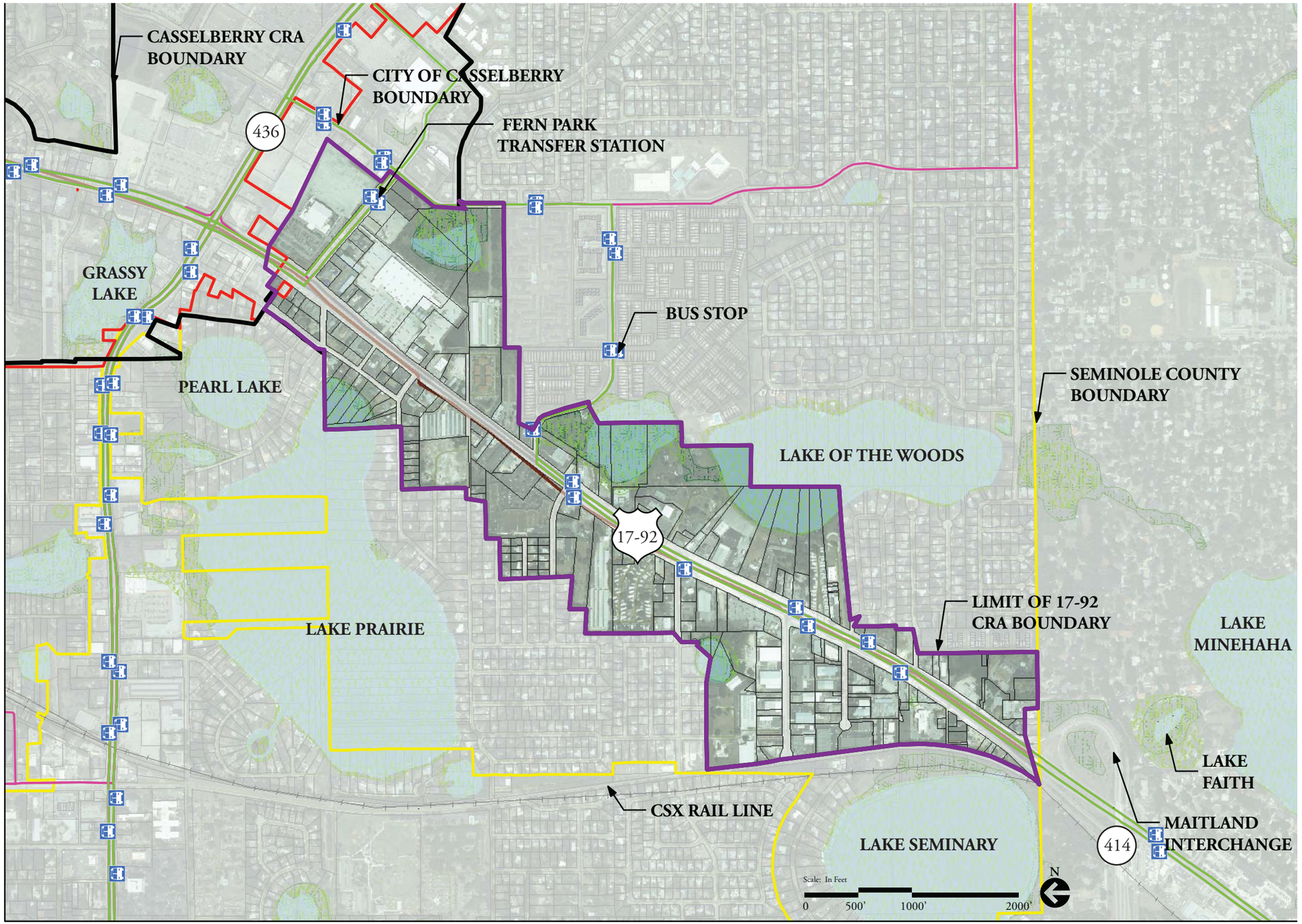

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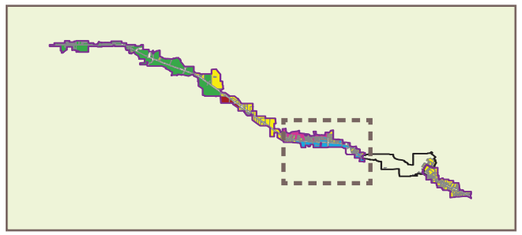

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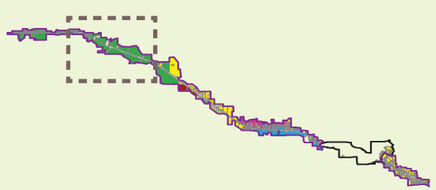

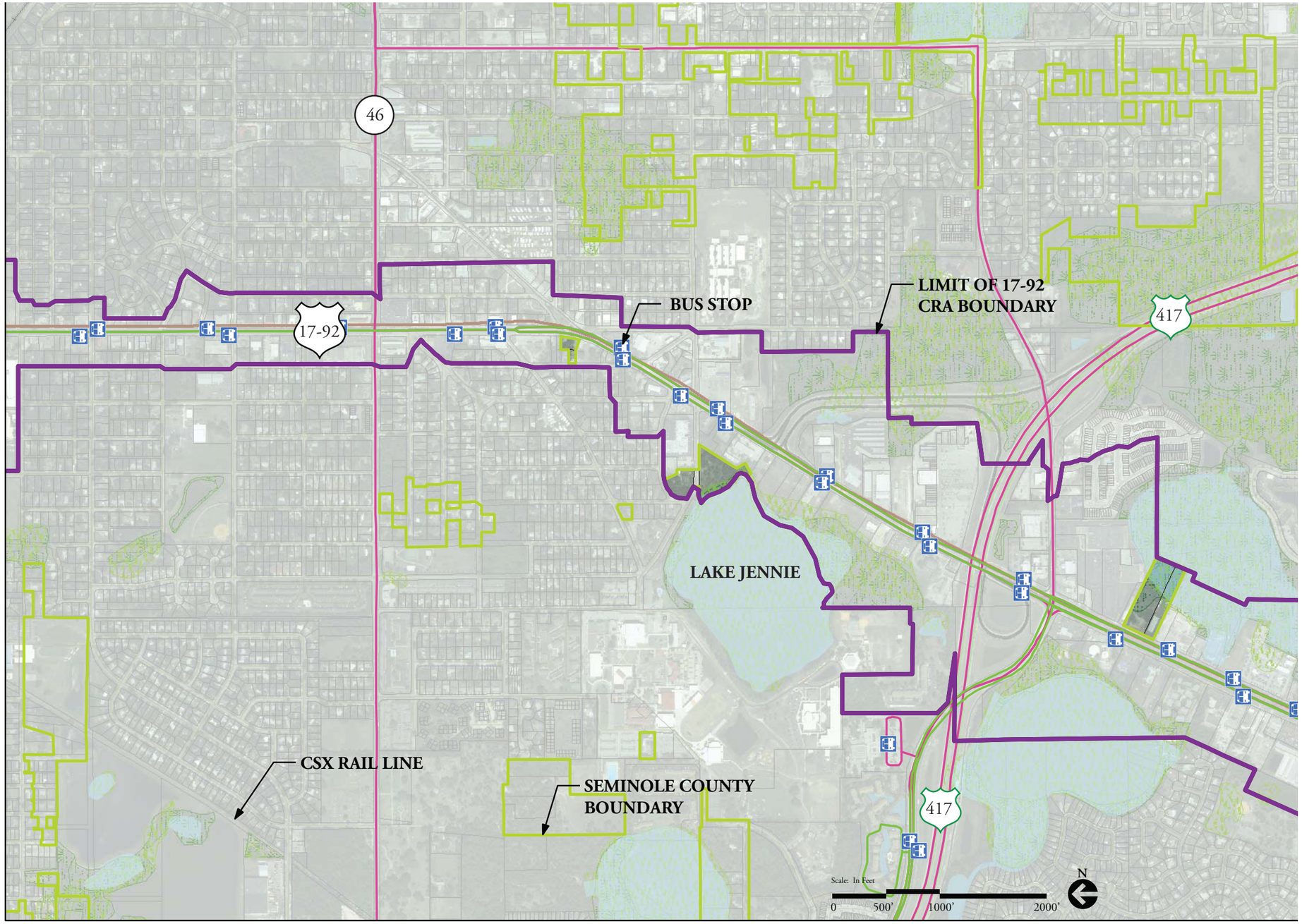

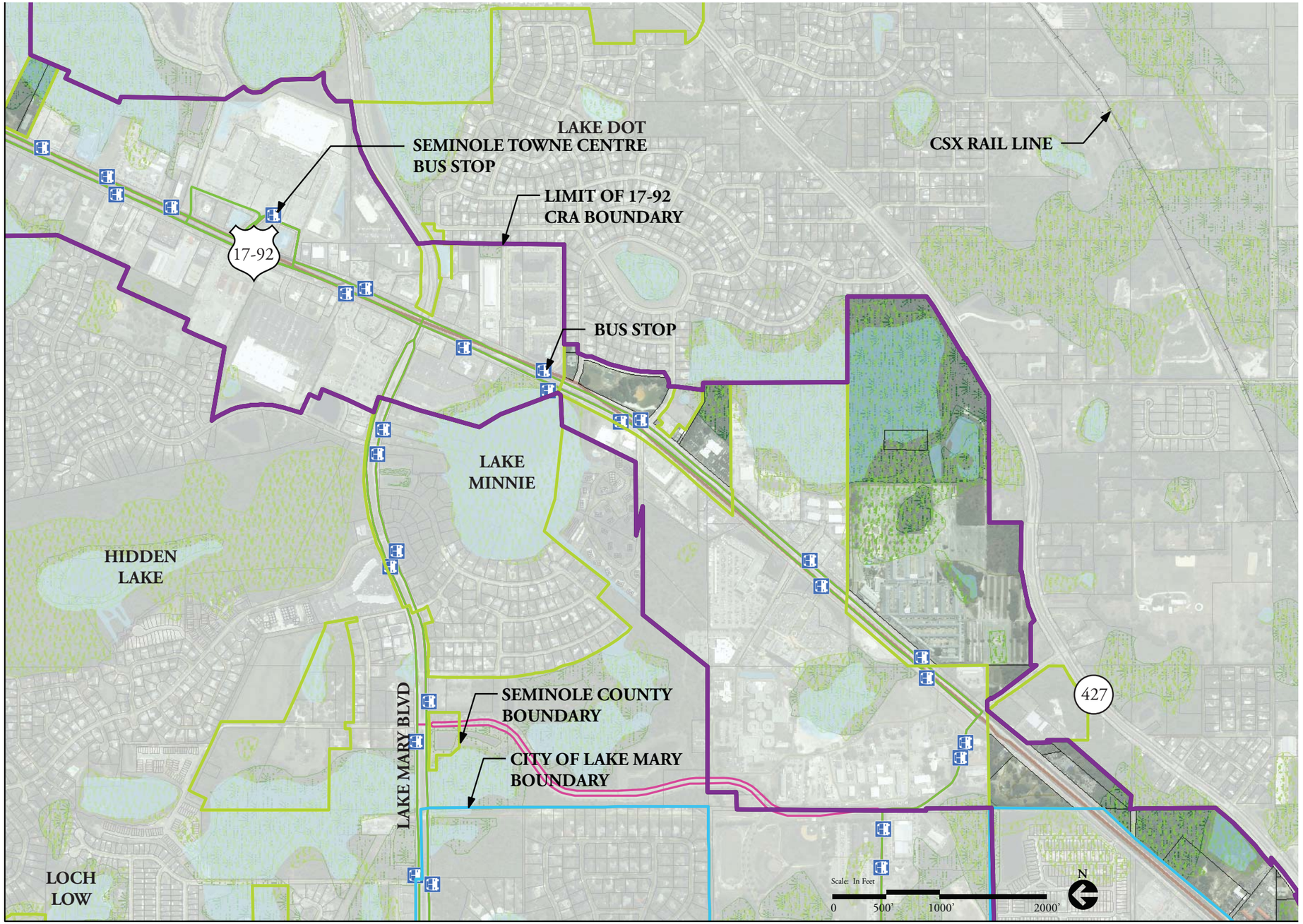

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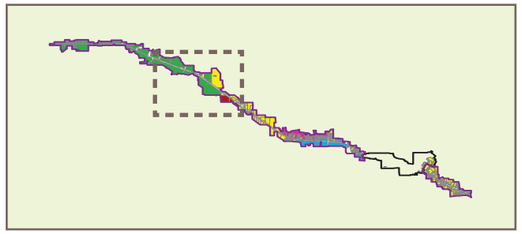

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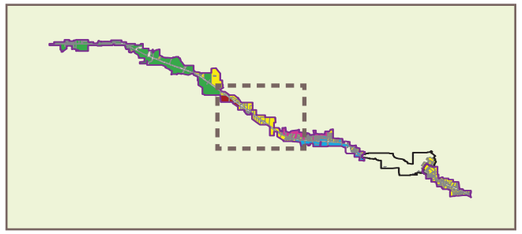

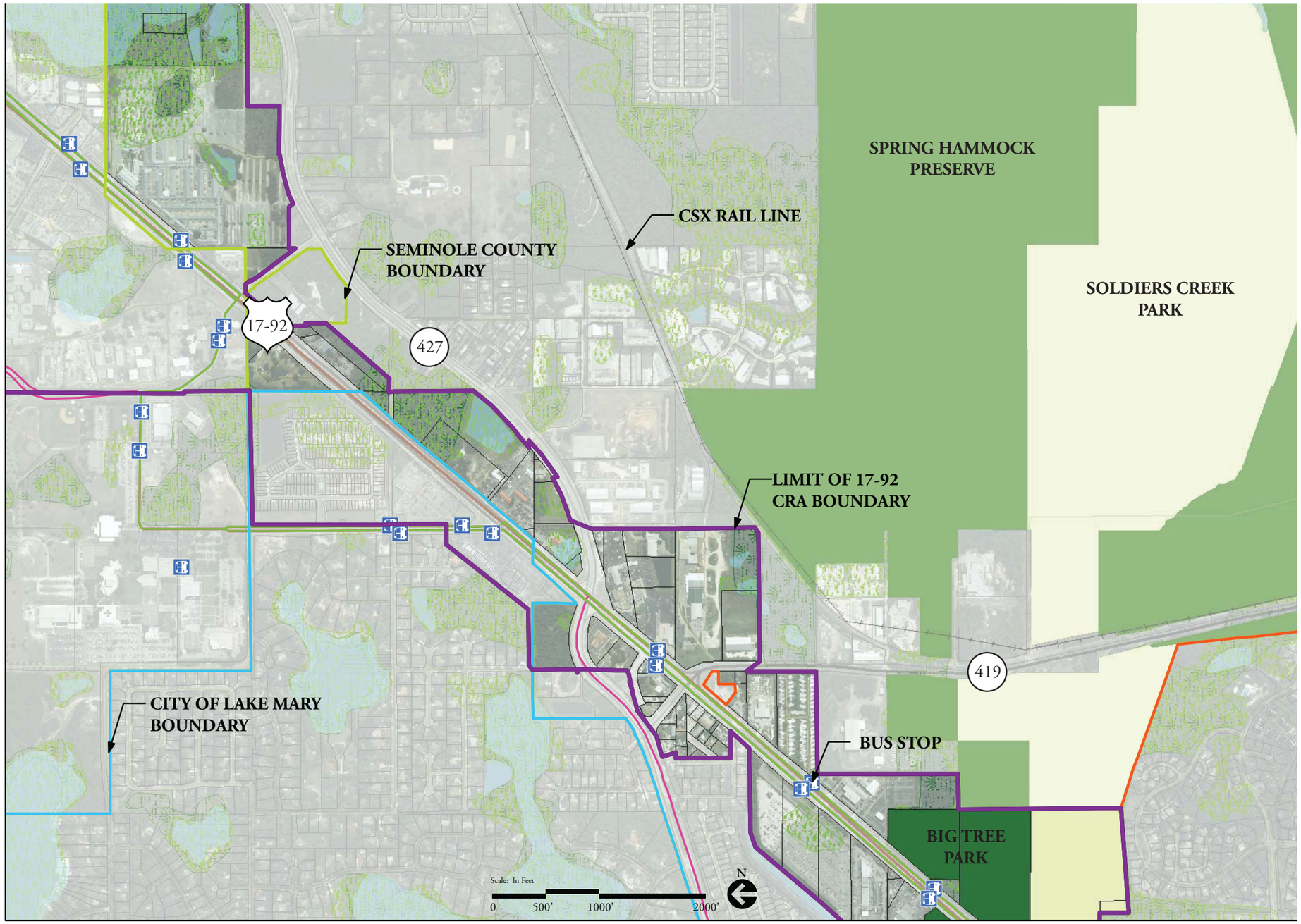

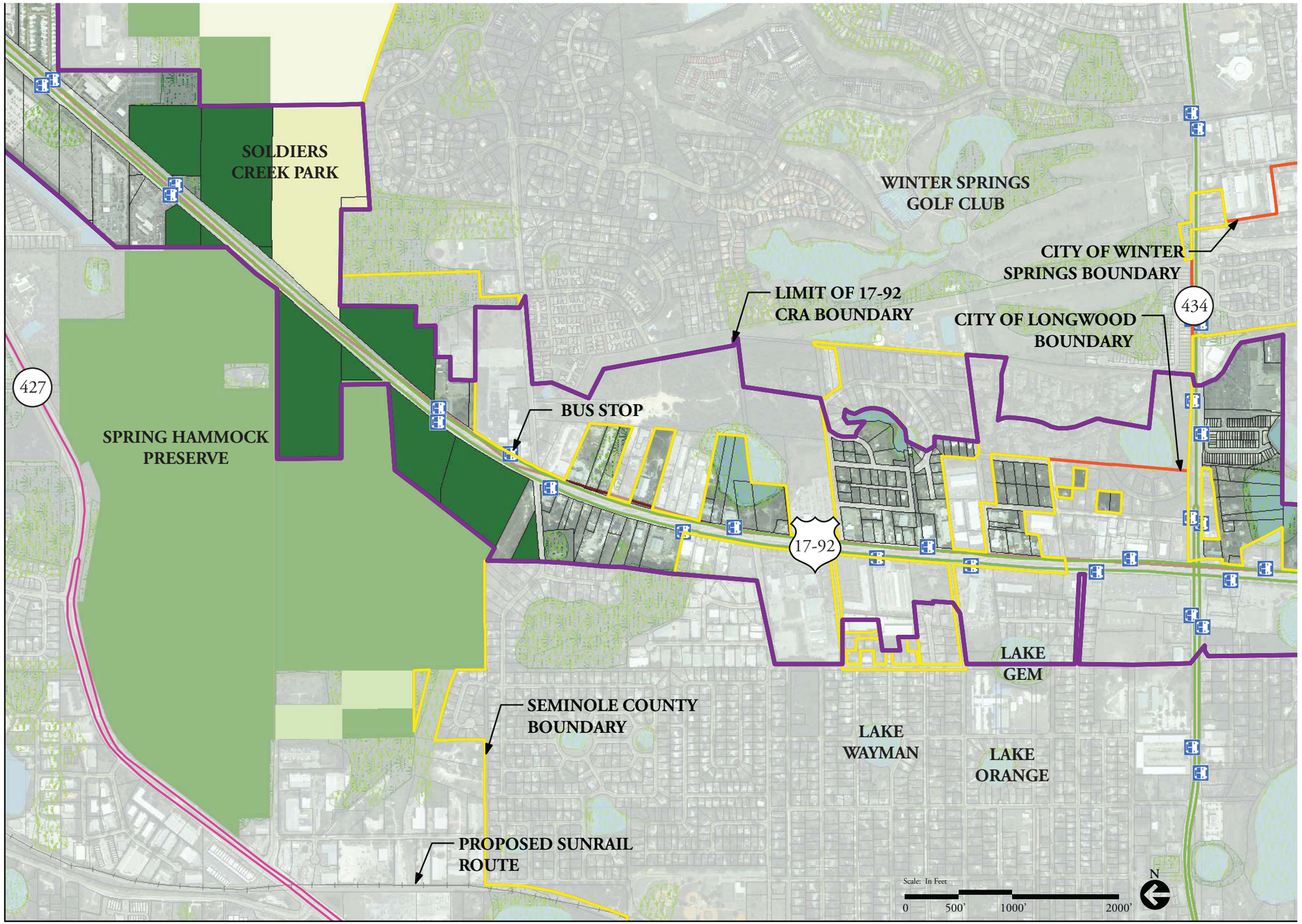

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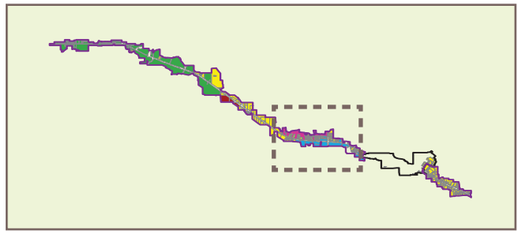

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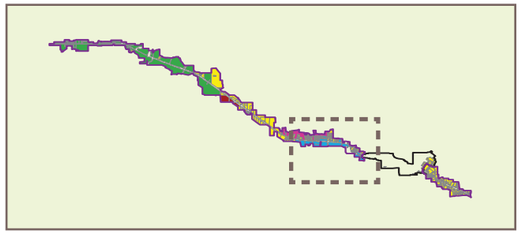

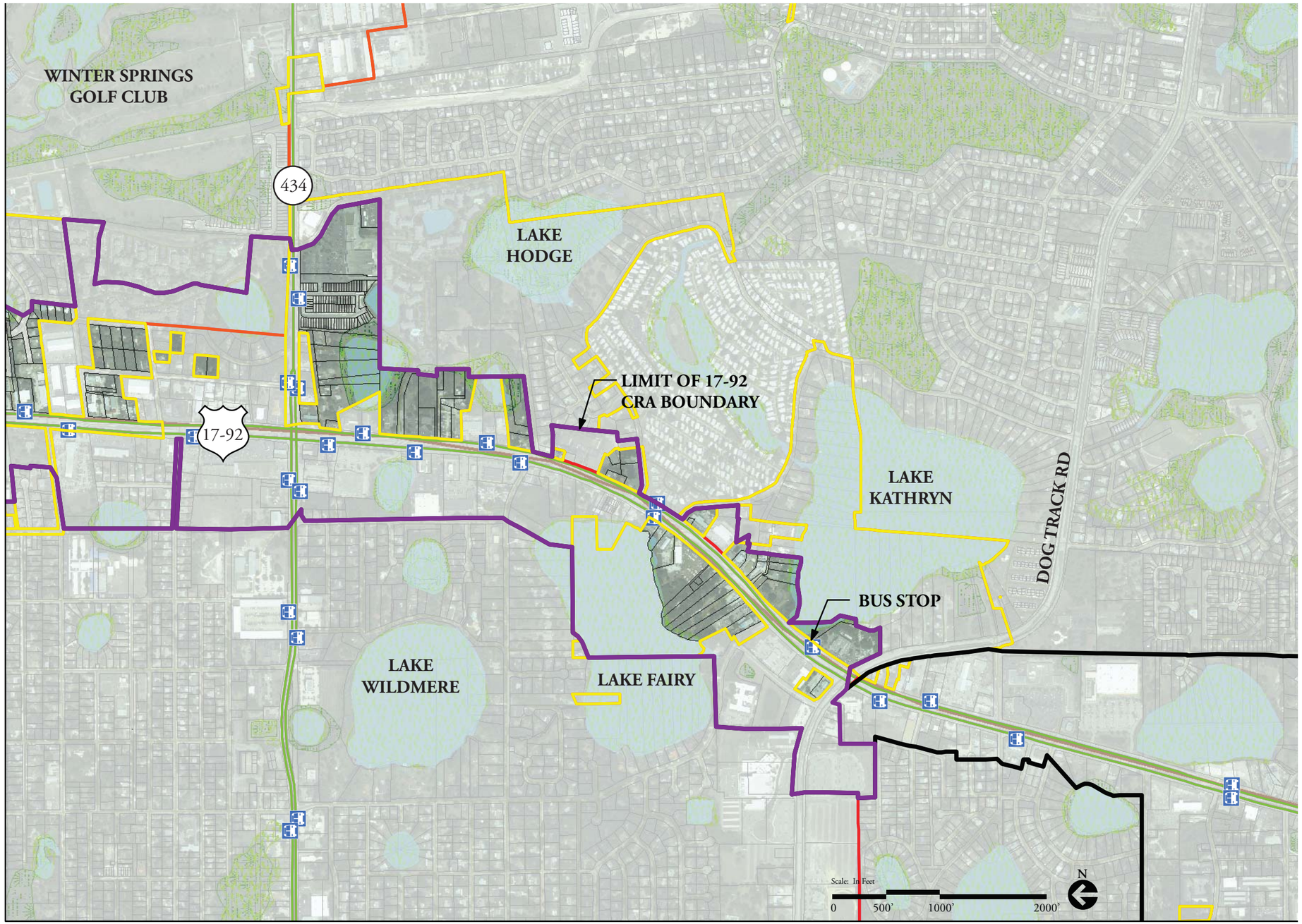

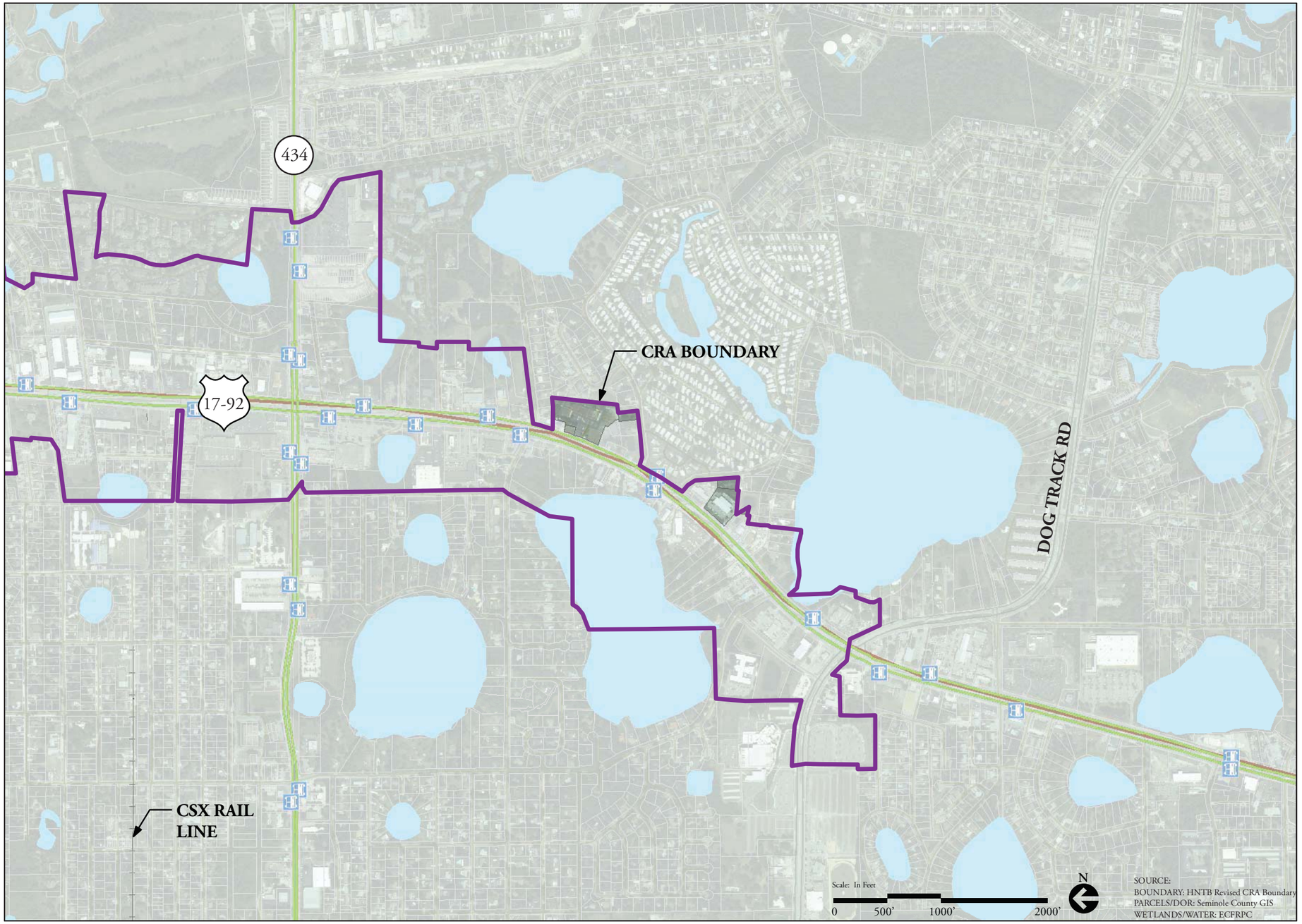

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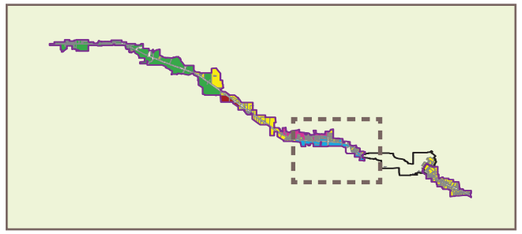

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Section XII: Economic Market Analysis

After Analyzing available market data, trends, demographic information and parcel data, this section summarizes existing and potential market conditions along the corridor.

XII. Economic Market Analysis - Summary

Real Estate Research Consultants, Inc. (RERC) was retained by VHB MillerSellen to assist with the evaluation and analysis of the US 17-92 corridor in Seminole County related to a master plan for the area that is currently underway. This 13 mile long corridor stretches from the south end of the County at Fern Park, north up to Sanford. RERC was tasked with analyzing development and valuation trends along the entire length of the corridor and operating characteristics for major commercial land uses in the area. This chapter summarizes the results of that effort. RERC was also asked to perform an analysis of the Community Redevelopment Area's (CRA) Tax Increment Financing (TIF) revenue and to conduct market analyses for specific redevelopment sites.

In order to complete this assignment, RERC made use of the following data resources:

- VHB MillerSellen provided data from their GIS department to RERC for all parcels contained in the corridor.
- RERC supplemented this information with Seminole County property tax roll data from the Florida Department of Revenue (DOR) for all parcels within the corridor. Tax roll data for the years 2000 through 2009 were incorporated into the analysis.
- Key operating statistics for the retail, office and industrial markets were profiled from 2000 through year-to-date 2009. This data tracks characteristics of those land use types for buildings over a certain square feet in size, so this in effect represents a subset of the total inventory in the area. The data was obtained via knowledgeable real estate brokers active in this market.
- RERC conducted fieldwork over the entire length of the corridor to visually inspect the area and compare its physical characteristics with data from the property tax rolls.

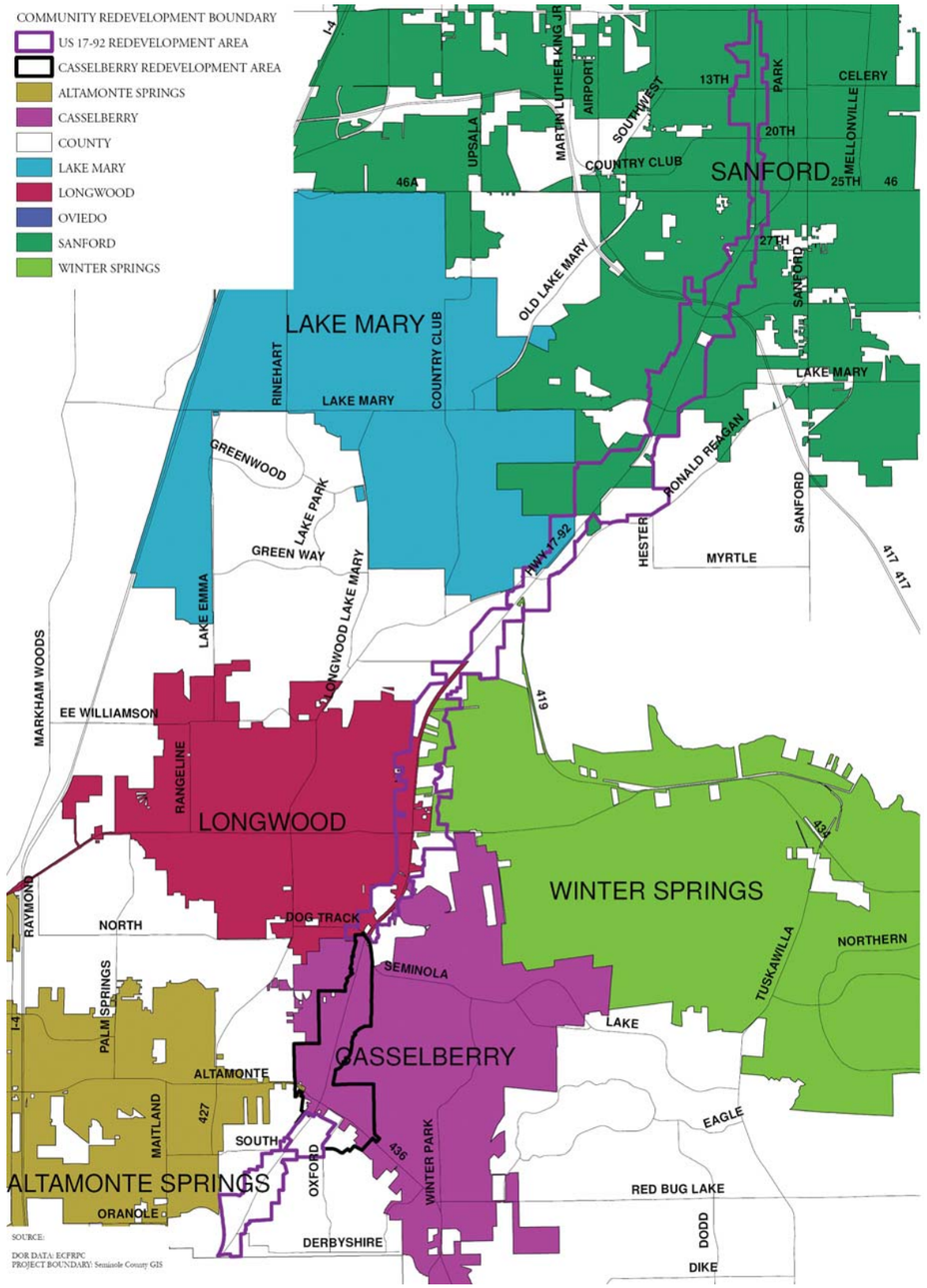
US 17-92 Corridor Description

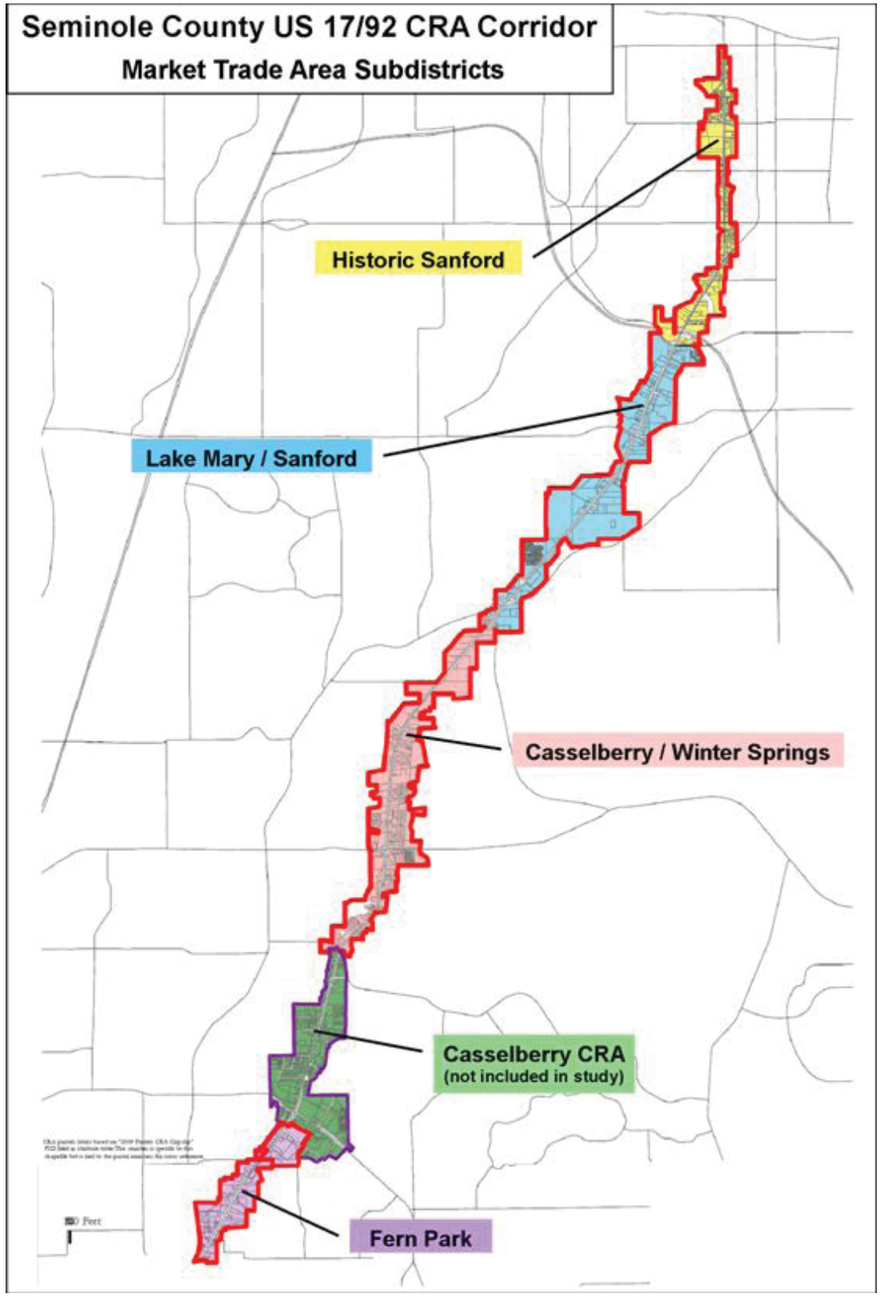
As noted earlier, the US 17-92 Corridor stretches 13 miles from Fern Park, the area between Casselberry and Altamonte Springs, into Sanford. The adjacent map shows the Corridor in relation to other major jurisdictions within the County.

Since the Corridor spans a relatively long distance within Seminole County, it is too cumbersome to focus the profile on the entire area in total. Therefore, RERC, with the assistance of VHB MillerSellen, divided the Corridor into five subdistricts as follows:

- Fern Park
- Casselberry
- Casselberry/Winter Springs
- Lake Mary/Sanford
- Historic Sanford

This approach allowed examination of market characteristics in all five cohesive subdistricts, each of which represents a general market trade area and is not limited to jurisdictional boundaries. Restricting this analysis





to jurisdictional boundaries is not appropriate because market areas are not defined by such boundaries. As an example, there are numerous parcels within unincorporated Seminole County that are located in the Corridor. Yet many of these are not adjacent to each other and are scattered over the entire length of the Corridor. Tying the research to such a disparate collection of parcels would not yield results that would be useful in any future analysis of potential catalyst sites because they exist within separate market trade areas and do not function together as one market despite their jurisdictional commonality. The following map shows the boundaries of each market trade area subdistrict within the Corridor.

Development Patterns and Absorption Trends

RERC profiled trends in development and absorption for Seminole County, the Corridor and each subdistrict. For each subdistrict, the following land use types were evaluated:

The time frames used in the trending analysis were:

- Residential:
  - Vacant Residential
  - Single Family
  - Multi-Family
  - Condo
  - Other Residential
- Commercial:
  - Vacant Commercial
  - Retail
  - Office
  - Restaurant
  - Entertainment
  - Hotel/Motel
  - Auto Uses
  - Other Commercial
- Industrial:
  - Vacant Industrial
  - Industrial (Improved)
- Institutional:
  - Vacant Institutional
  - Institutional (Improved)
- Government:
  - Educational
  - Parks/Recreational
  - Government (City, County, State, Federal)
- Miscellaneous

- Prior to 1970
- 1970-1979
- 1980-1989
- 1990-1999
- 2000-2009

For each subdistrict analyzed, the following items were profiled: the units or square feet absorbed for each time period; the average annual absorption within each period; the percent of total units or square feet

absorbed for each period; and each subdistrict's capture of the Corridor's overall absorption. Tables 1 through 13 in the Appendix provide details of this data. The following are what we consider to be the major points from this information:

US 17-92 Corridor

- The Corridor totaled 2,155 residential units in 2009. This represents about 1.3% of the County's total units. Over time, the Corridor has captured up to 10% of the County's total residential development, though most periods were at lower capture rates of from 4.0% to 6.0%.
- Residential development in the Corridor is dominated by multi-family and condominium product, which account for 72% of all units. Much of this product was added to the market in the last 10 years.
- There are about 6,881,000 square feet of commercial development in the Corridor in 2009. The Corridor is heavily dominated by commercial product. Retail is the most significant component, accounting for about 58% of all commercial uses. Automobile related uses, such as dealerships, repair shops, service stations, etc., are the next most prevalent product, representing about 17% of the total. Office uses represent about 13% of the total commercial square footage.
- The commercial component of the Corridor represents about 14% of the total within the County. Most of this product was added during the 1980's when an average of 278,000 square feet of space was absorbed each year. The Corridor's capture of County commercial development has been tapering over the years as development patterns have shifted to other locations. Over the last 10 years, retail, auto and restaurant uses captured from about 9% to 16% of the County's total development in those categories. Of the County's total, office captured about 2% and hotel/motel captured 6.5% over those 10 years.
- Industrial land uses are also prevalent throughout the Corridor, totaling about 1,689,000 square feet in 2009. This represents about 6% of the County's total. Much of this is older product that was added prior to 1970, but there was also a spike in industrial development during the 1980's. Capture rates of the County's total reflect this older product, as they were the highest prior to 1970.
- Government uses totaled about 915,000 square feet of space in 2009 within the Corridor. Most of this product was added from 1980-1999.

Subdistricts

- Most of the residential product is located in the Casselberry and Casselberry/Winter Springs subdistricts, which represents about 69% of the Corridor's total. The Lake Mary/Sanford area has about 25% of the Corridor's total.
- Commercial land uses are spread relatively evenly throughout the Corridor. The Lake Mary/Sanford area has about 27% of the total Corridor commercial product. The remaining sections range from about 14% to 23% of the total. The highest concentration of retail product is in the Lake Mary/Sanford area, although there are also significant amounts of retail space in the Casselberry, Casselberry/Winter Springs and Historic Sanford subdistricts. Automobile related land uses are most prevalent in the Casselberry/Winter Springs and Lake Mary/Sanford area. Almost 44% of the office product is located in the Casselberry subdistrict. Restaurant space is well represented in all of the subdistricts with the exception of Fern Park.
- Fern Park has the highest concentration of industrial space (581,000 SF) with about 35% of the total within the Corridor. The remaining subdistricts have industrial space ranging from about 223,000 to 340,000 square feet.
- As would be expected, government land uses are concentrated in the Lake Mary/Sanford subdistrict since that area contains the Seminole County Five Points Operational Complex. That subdistrict accounts for about 70% of the total government uses within the Corridor. It would also represent a significant concentration of employment within the area.
- Although technically out of the Corridor's boundaries, Seminole State College (formerly Seminole Community College) has a large and expanding campus near the Five Points complex. In the 2008-2009 school year, enrollment at the college totaled 30,899 students. The Sanford/Lake Mary location totals about 280 acres and is one of five campuses within the County. In 2005, the Board of Trustees adopted a master plan for the campus. The 20-year plan envisioned "an Academic Village," with a core or central area where students can study, congregate and socialize. This decade, the college opened three new buildings (D building, the Center for Public Safety and the CFADA Professional Automotive Training Center); completed renovations on building E; and prepared for the opening of the $30 million Partnership Center. In addition, new parking lots and a south loop road were constructed to improve vehicle traffic. Earlier this year the Florida Board of Education approved the College's application to begin offering its first four-year degree program. The first students will enter the four year program in January 2010. The student and faculty at the Sanford/Lake Mary campus combined with the nearby governmental complex make this area one of the more significant concentrations of people and employment within or near the Corridor.

Trends in Taxable Valuations

RERC evaluated the tax values trend within the Corridor using data from the 2000 to 2009 Seminole County tax rolls. The same land uses that were noted in the previous section were profiled for the Corridor and each subdistrict. Taxable values reflect valuations after the impact of homestead exemptions for residential property and the removal of most public sector/government uses from the tax rolls. Tables 14 through 37 in the Appendix provide details of this data. The following are what we consider to be the major points from this information:

US 17-92 Corridor

- In 2009 taxable values totaled approximately $773,380,000. This represents a drop of about 9.5% from 2008 levels. Annual growth in taxable values averaged approximately 8.3% from 2000 through 2009. Values jumped dramatically (30.5%) from 2005 to 2006 due principally to the addition of a significant amount of parcels to the Corridor. Growth rates in other years ranged from about 3% to 13%, with most in the 5% to 9% range.
- The commercial component of the Corridor accounts for almost 74% of the total taxable value. This is not surprising since so much of the land uses along US 17-92 are in these categories. The retail portion of the commercial component is about 48% of the total value in 2009.
- Residential taxable values are second highest to the commercial land uses, totaling approximately $109,186,000 in 2009, or about 14% of the total taxable value in the Corridor. Annual growth in residential taxable values averaged approximately 12.3% from 2000 through 2009. As with commercial land uses, residential values jumped dramatically (108%) from 2005 to 2006 due principally to the addition of a significant amount of parcels to the Corridor. Growth rates in other years ranged from about 2% to 14%, with most in the 6% to 14% range. In more recent years values have dropped over 25% from their peaks in 2007.
- Residential values per unit in 2009 averaged around $40,000 for multi-family product and $75,000 for single family. Values dropped significantly since 2008, particularly for condominium product which declined in value by over 55%. Multi-family taxable values per unit dropped by about 28% and single family per unit values decreased approximately 12%. Please note that residential taxable values per unit were only available in 2008 and 2009.
- Commercial taxable values per square foot ranged from about $65 to $90 in 2009 for most uses. The exception was restaurant space that averaged about $170 per square foot in taxable value, and other commercial at almost $125 per square foot. These values per square foot also generally declined over the past year but not as significant a decrease that was noted for residential product.
- Industrial taxable values per square foot have been in the $45 to $50 range over the last three years. Values per square foot declined by about 6% since 2008.

Subdistricts

- Taxable valuation patterns in the subdistricts generally follow the same trends as noted in the Development Patterns and Absorption Trends section. That is, the larger the concentration of use in a particular area, the larger the share of taxable valuation.
- Single family residential taxable values per unit ($156,000) are the highest in the Lake Mary/Sanford subdistrict. Multi-family and condo taxable values per unit are very similar in most of the subdistricts at around $42,000 to $43,000. The exception is in Casselberry and Lake Mary/Sanford, with values closer to $32,000 to $34,000 per unit.
- Residential tax values per unit dropped from 2008 to 2009 in all subdistricts. The Lake Mary/Sanford area had the largest drop in single family values at about 28%. Casselberry and Casselberry/Winter Springs had the largest drop in multifamily and condo values, ranging from about 35% to 55%.
- Fern Park has the highest retail taxable values per square foot at about $87 and Historic Sanford has the lowest at $50. The other subdistricts range from about $67 to $76 per square foot.
- Office values per square foot are the highest in Casselberry/Winter Springs at $125 and the lowest in Casselberry at $77. The other areas tend to range from about $85 to $90 per square foot.
- Most of the subdistricts have restaurant taxable values per square foot from about $170 to $190, with the exception of Historic Sanford at $127.
- Hotel/Motel values are the highest on a per square basis ($98) in the Casselberry and Casselberry/Winter Springs areas.
- Automobile land uses generally range from about $75 to $85 per square foot, although Fern Park and Casselberry achieved values in the $107 to $117 range.
- Industrial land taxable values per square foot were very consistent amongst almost all subdistricts, generally averaging in the $40 to $45 range. The exception was Casselberry at $63 per square foot.
- Most commercial land use categories actually saw an increase in taxable values per square foot from 2008 to 2009. These increases generally ranged from about 5% to 10%.
- Industrial taxable values per square foot generally increased from about 5% to 8% from 2008 to 2009.

Trends in Retail, Office and Industrial Market Occupancy Characteristics

RERC evaluated trends in retail, office and industrial occupancy characteristics within the Corridor from 2000 to 2009. This data tracks characteristics of these land use types for buildings over a certain number of square feet in size, thereby representing a subset of the total inventory in the area. For retail and office land uses, buildings with a minimum of 15,000 square feet were included in the survey. Industrial buildings with a minimum of 5,000 square feet were included. The data was obtained from knowledgeable real estate brokers active in this market. Tables 38 through 45 in the Appendix provide details of this data. The following are what we consider to be the major points from this information:

US 17-92 Corridor

- Retail occupancy averaged about 87% in 2009, a significant decline from the 95% occupancy achieved in 2008. Current office occupancy levels are relatively low at about 74% but are actually slightly higher than what was achieved in 2008 (73%). There was a serious decline in office occupancy from 2006 (99%) to 2007 (74%) when about 50,000 square feet of new product entered the market. Industrial occupancy levels have declined to about 89% in 2009 from the 92% achieved in 2008. Retail and office occupancies within the Corridor are generally lower than what the Orlando metro area and Seminole County have achieved over the same time periods. However, the Corridor's industrial occupancy is higher than either the Orlando metro area or Seminole County as a whole.

Subdistricts

- Fern Park, Casselberry and Historic Sanford have the highest retail occupancy in the Corridor, ranging from about 88% to 92%. Casselberry/Winter Springs and Lake Mary/Sanford averaged about 83% retail occupancy. Casselberry, Casselberry/Winter Springs and Lake Mary/Sanford have seen significant declines in retail occupancy over the last two years. Fern Park has actually seen significant increases in retail occupancy over the same time period, most likely due to the opening of the new Lowes store in the area.
- Due to the 15,000 square foot size limitations for office buildings, there is not a significant amount of this space tracked in the survey. The Casselberry market has the most office supply tracked within the Corridor. That area has occupancy levels of about 70% in 2009. Occupancy levels in that subdistrict declined significantly from 2006 to 2007 when about 32,000 square feet of product came on-line.
- The Casselberry/Winter Springs subdistrict has the most industrial space tracked by the survey and also has one of the highest 2009 occupancy rates at about 95%. The Fern Park and Lake Mary/Sanford areas have significant industrial concentrations in the survey and also achieve strong occupancy levels of 93% to 99% in 2009. Historic Sanford has a relatively low 2009 industrial occupancy of about 78%. Casselberry's occupancy is even lower than that; however, the amount of space tracked by the survey in this particular subdistrict is relatively small.

Next Steps

This analysis is meant to provide background on the physical and operating characteristics of land uses that are within the US 17-92 Corridor and, as such, is intended to be used as a tool in projecting future property tax revenue from the Corridor CRA, as well as to identify opportunities for redevelopment. RERC will work with VHB MillerSellen and County representatives to identify and rank specific candidate sites for redevelopment. The potential absorption by market appropriate land use type at up to two candidate redevelopment sites will be performed as part of a separate phase of work once such site(s) have been selected.

The work to date indicates that much of the commercial and industrial product within the Corridor is relatively old, which may partially contribute to some of the lower occupancy levels noted earlier. The current recessionary period has severely impacted the housing and retail market, which is now being felt in other commercial areas as well, especially the relatively large component of automobile related land uses in the Corridor. Many dealerships in the area have closed, leaving large areas of land either unused or underutilized. This may lead to areas of opportunity as we hone in on potential redevelopment locations.

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XII. Economic Market Analysis - Age of Structures

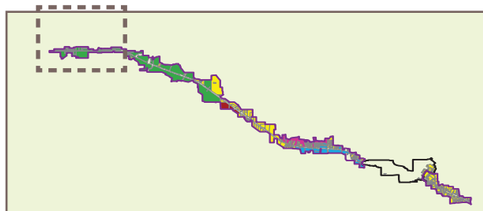
Legend

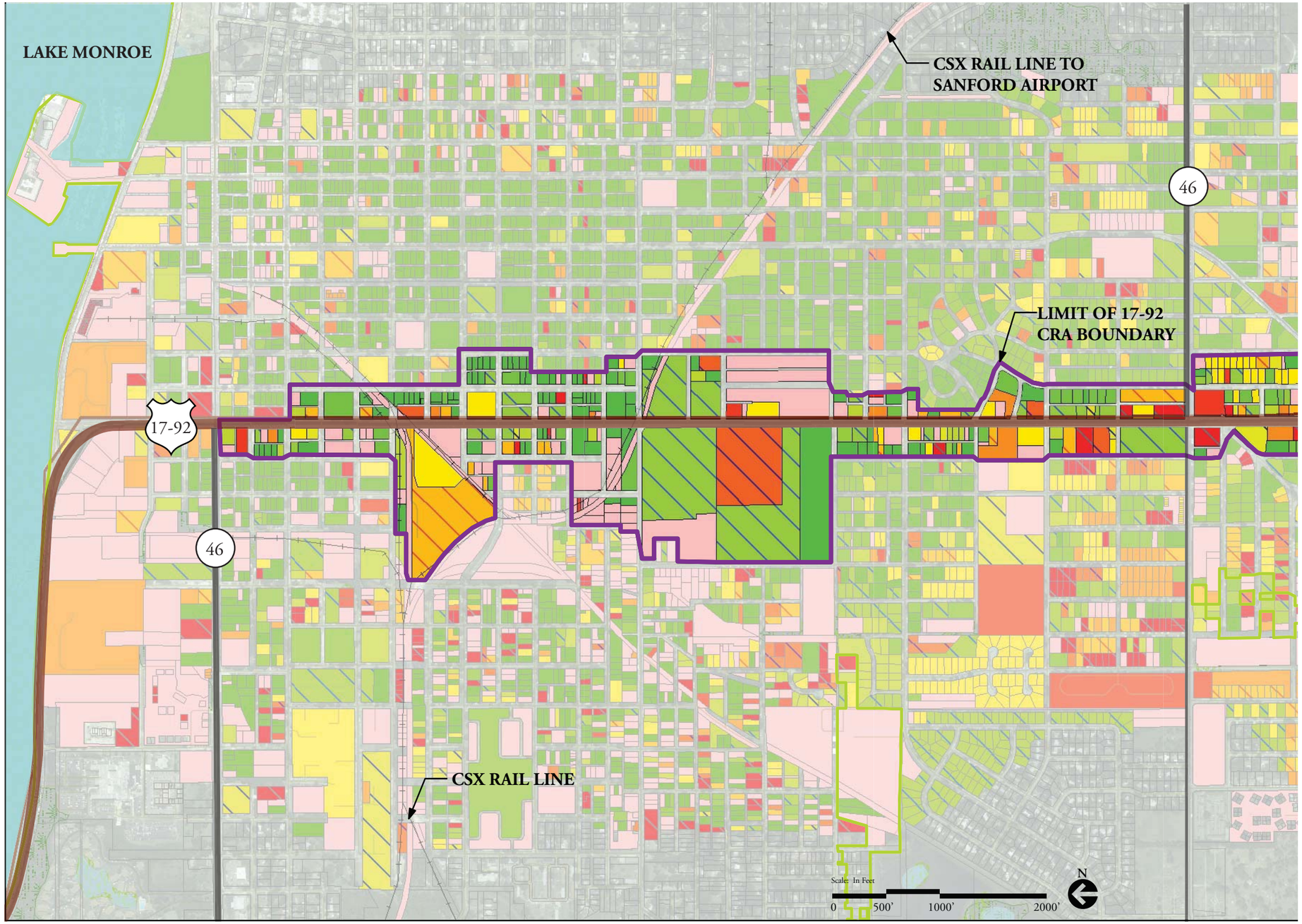
- 17-92 CRA Boundary

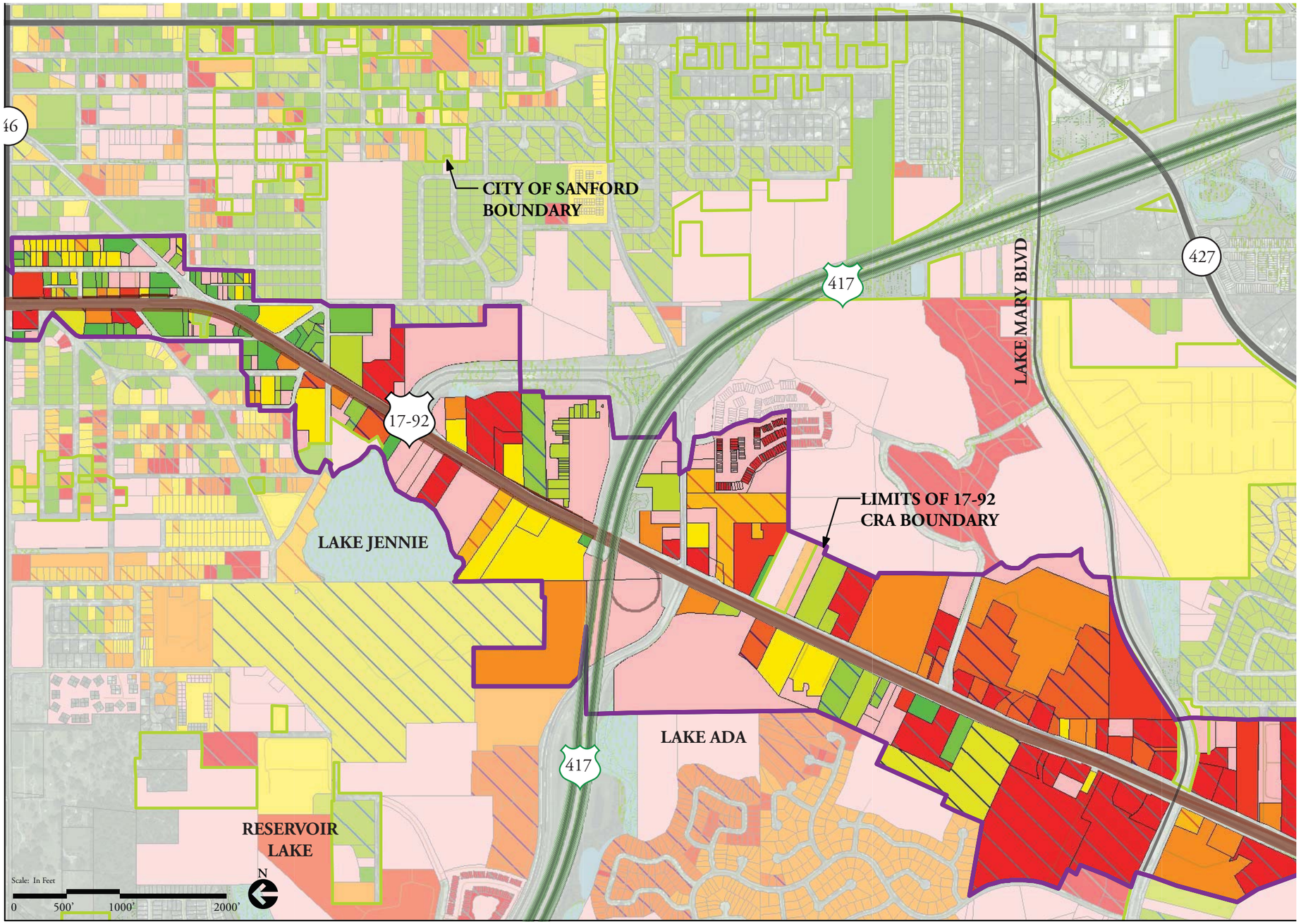
Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
- 1966- 1970
- 1971- 1975
- 1976-1980
- 1981-1985
- 1986- 1990
- 1991-1995
- 1995 - Present
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







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- 17-92 CRA Boundary

Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
- 1966- 1970
- 1971- 1975
- 1976-1980
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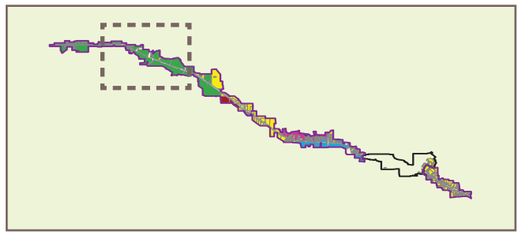
- Seminole County Parcels

Key Map



XII. Economic Market Analysis - Age of Structures

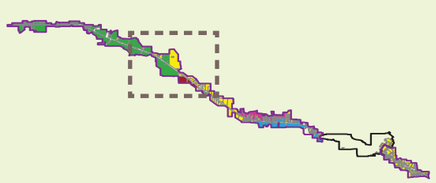
Legend

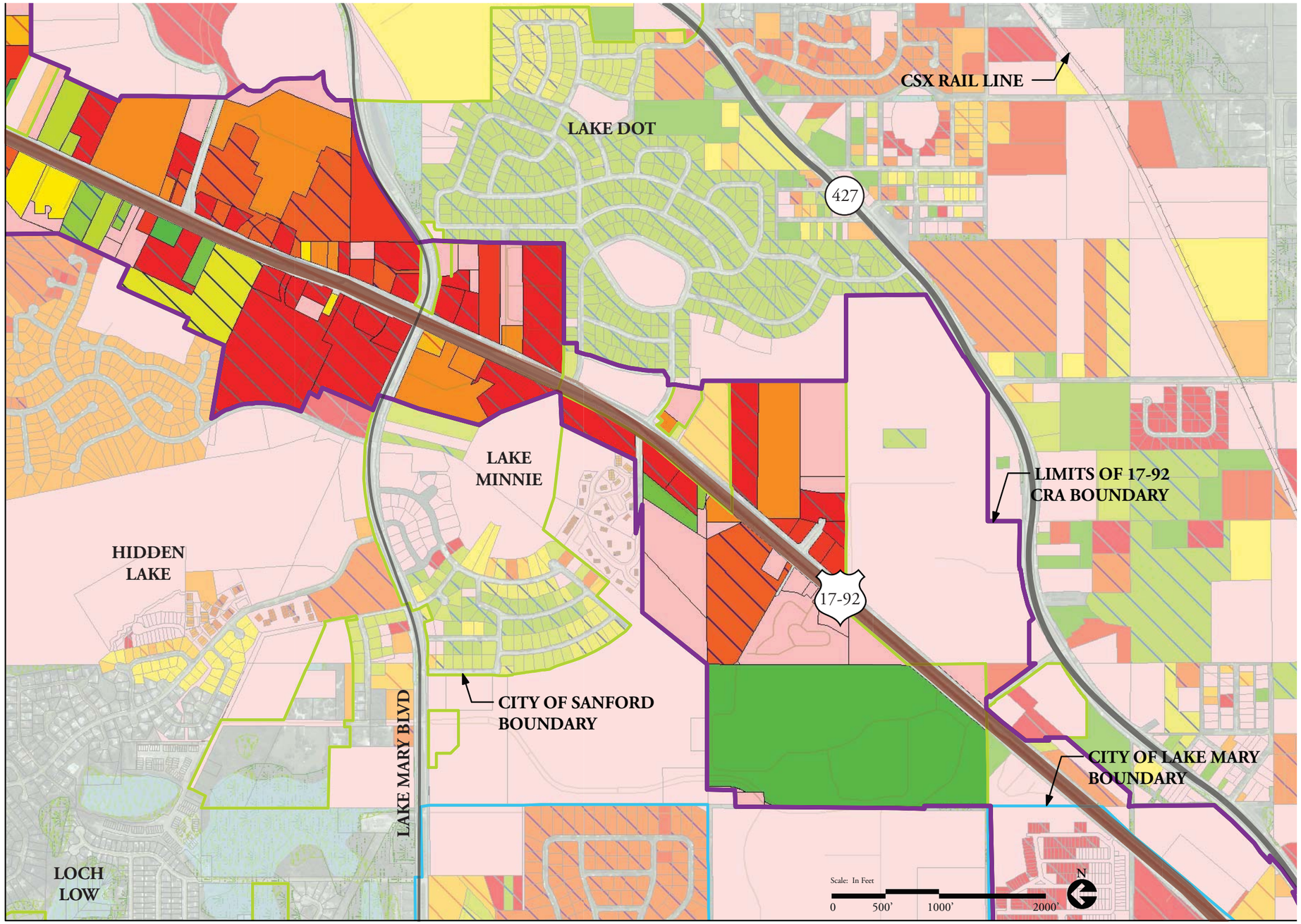
- 17-92 CRA Boundary

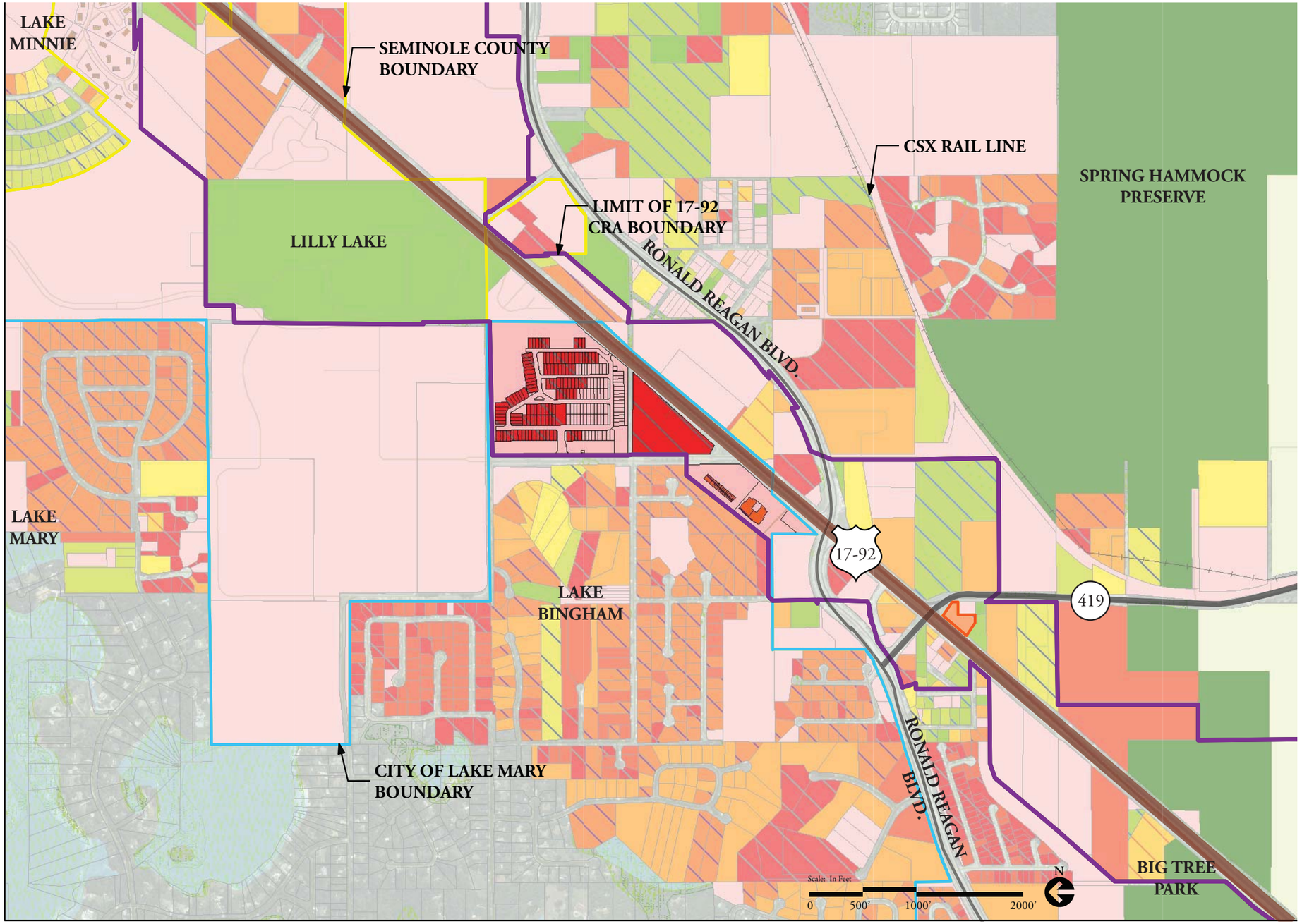
Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
- 1966- 1970
- 1971- 1975
- 1976-1980
- 1981-1985
- 1986- 1990
- 1991-1995
- 1995 - Present
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







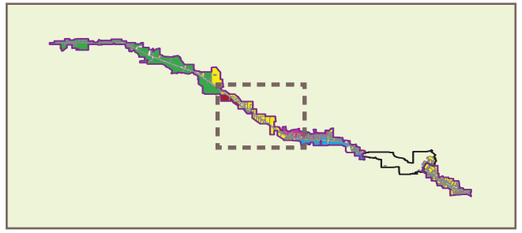
Legend

- 17-92 CRA Boundary

Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
- 1966- 1970
- 1971- 1975
- 1976-1980
- 1981-1985
- 1986- 1990
- 1991-1995
- 1995 - Present
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



XII. Economic Market Analysis - Age of Structures

Legend

- 17-92 CRA Boundary

Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
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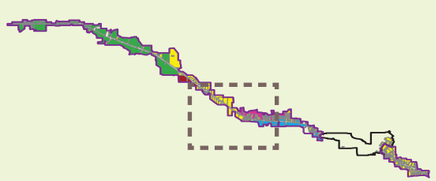
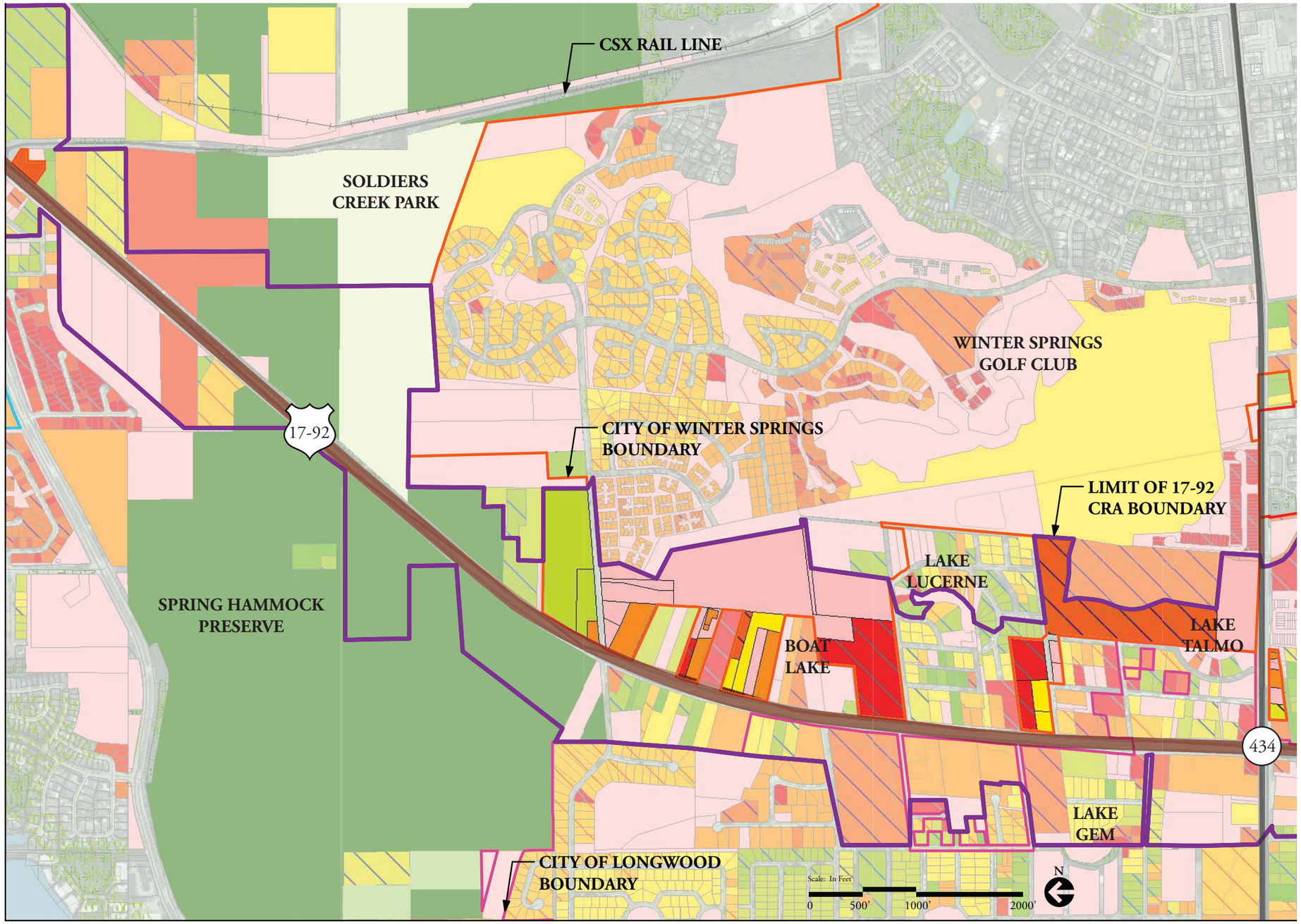
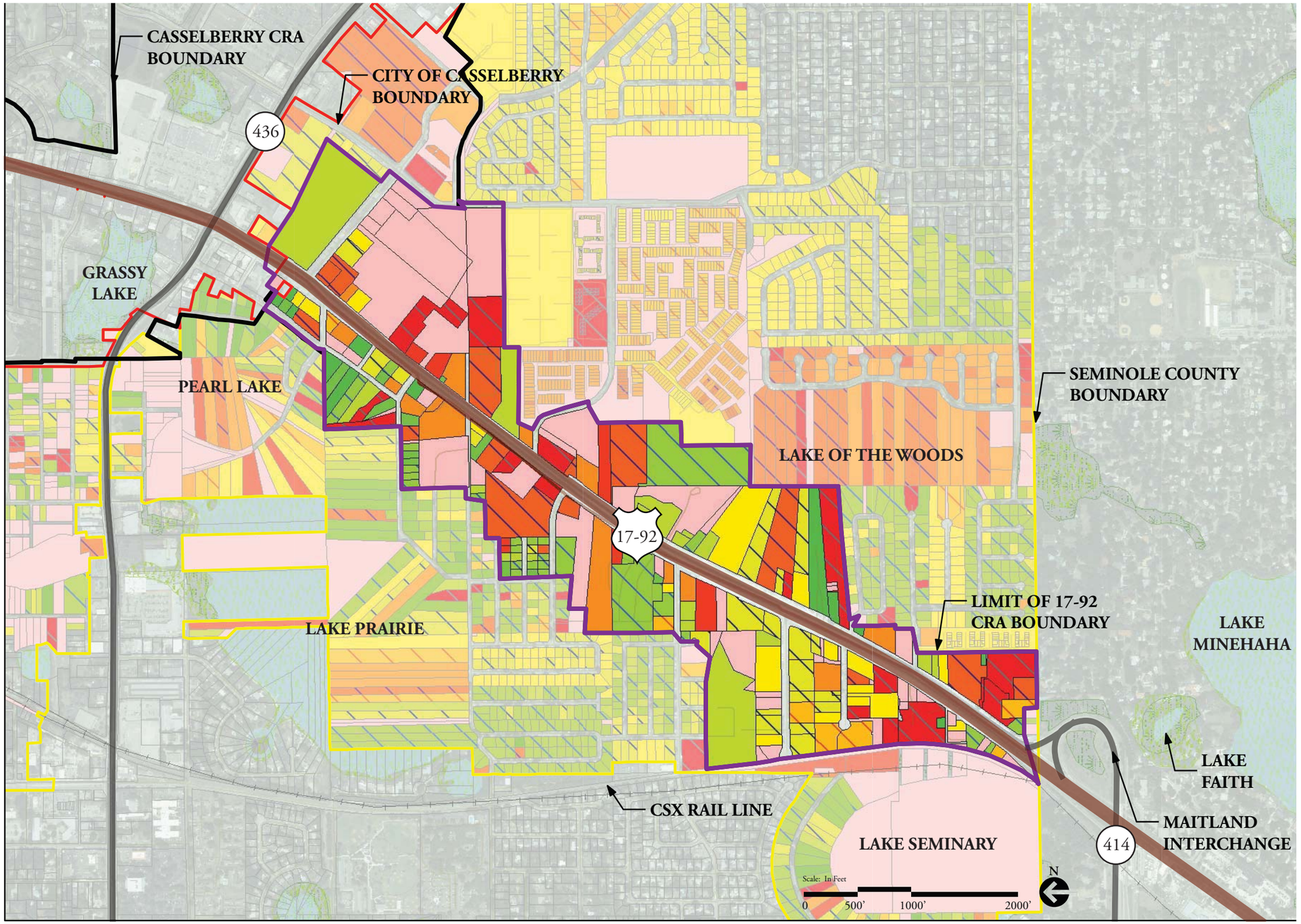
- Railroad
- Seminole County Parcels

Key Map







Legend

- 17-92 CRA Boundary

Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
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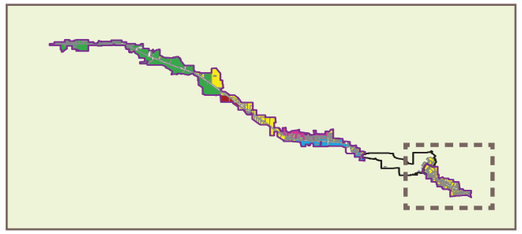
- 1995 - Present
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



XII. Economic Market Analysis - Age of Structures

Legend

- 17-92 CRA Boundary
- Casselberry CRA

Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
- 1966- 1970
- 1971- 1975
- 1976-1980
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- 1986- 1990
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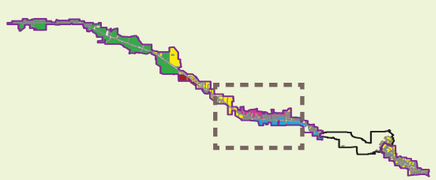
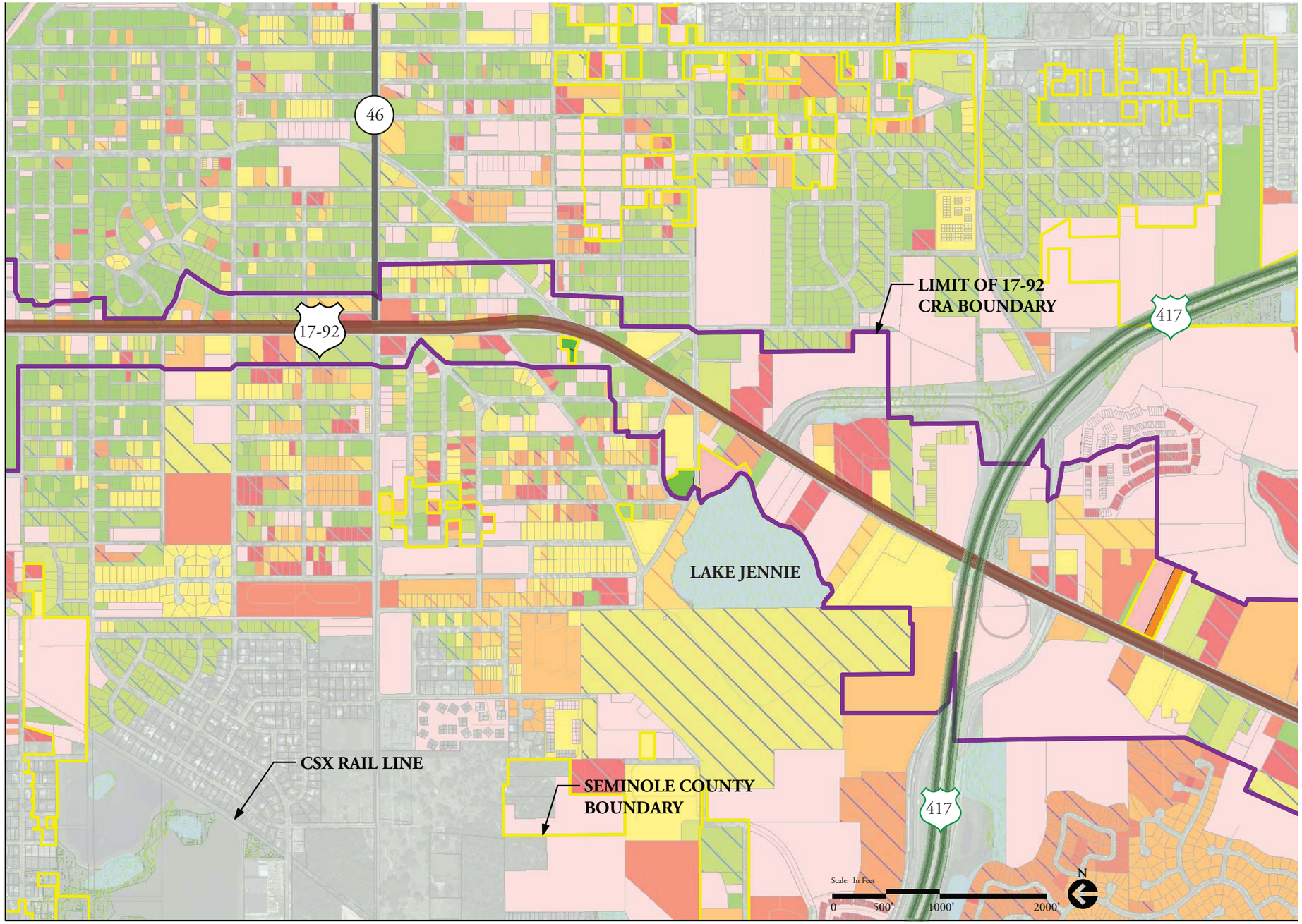
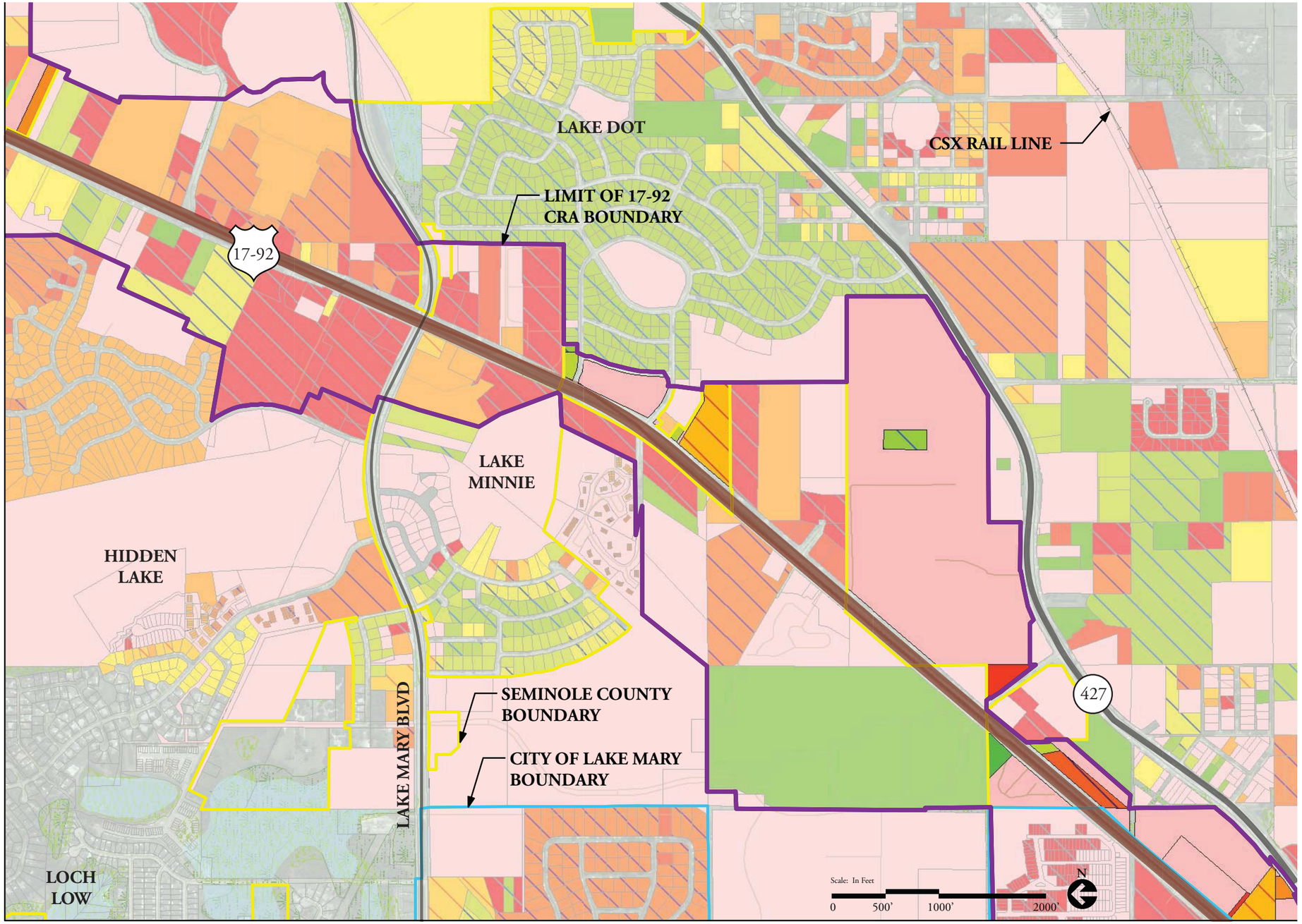
- 1995 - Present
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







Legend

- 17-92 CRA Boundary

Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
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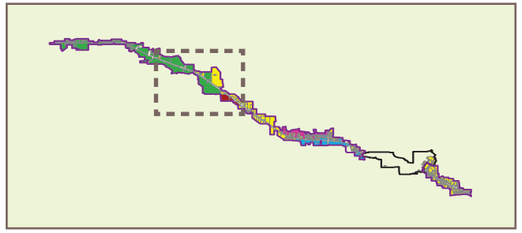
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



XII. Economic Market Analysis - Age of Structures

Legend

- 17-92 CRA Boundary

Year Built

- No Building Present
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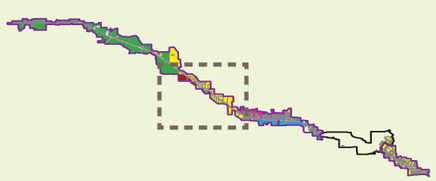
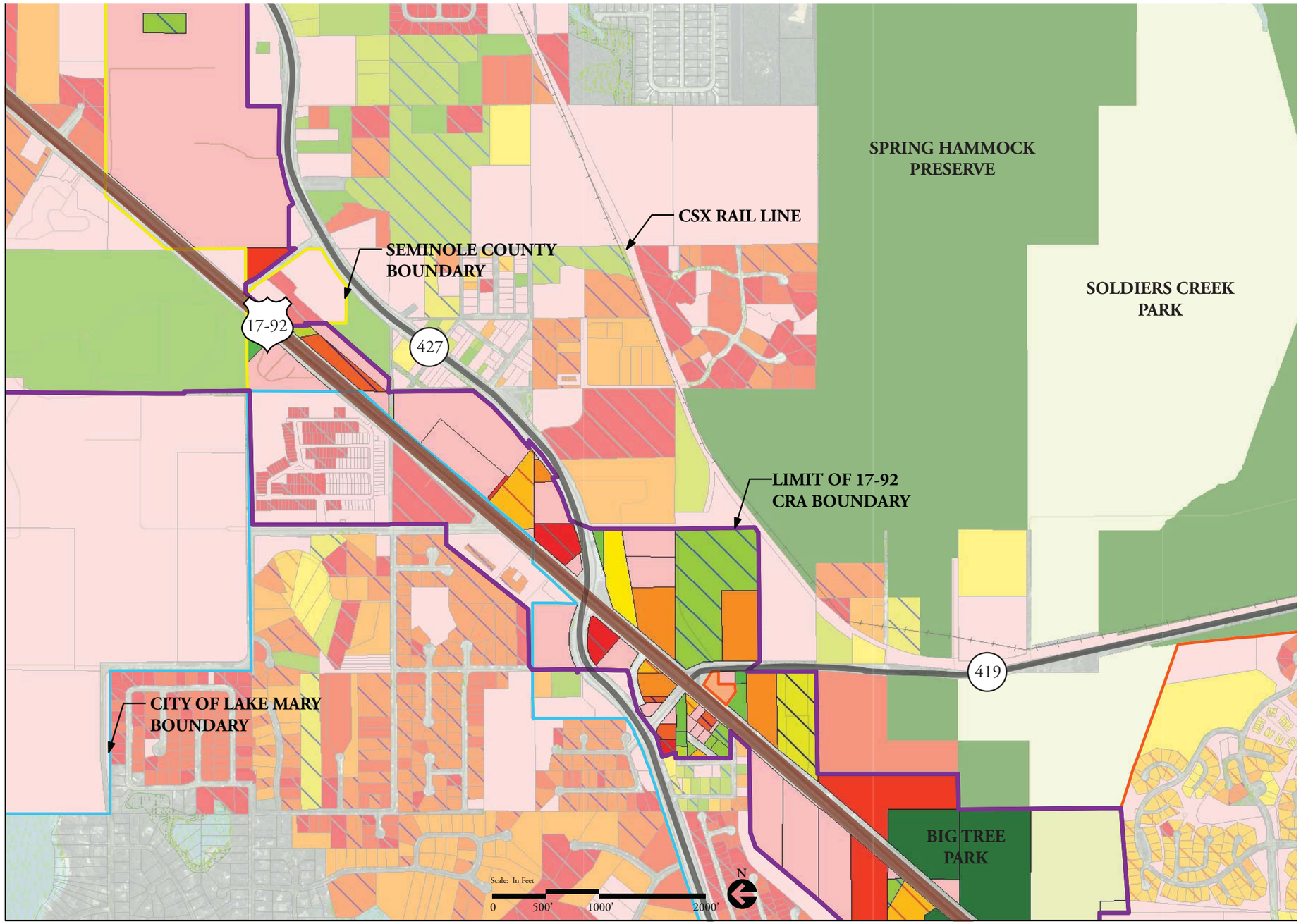
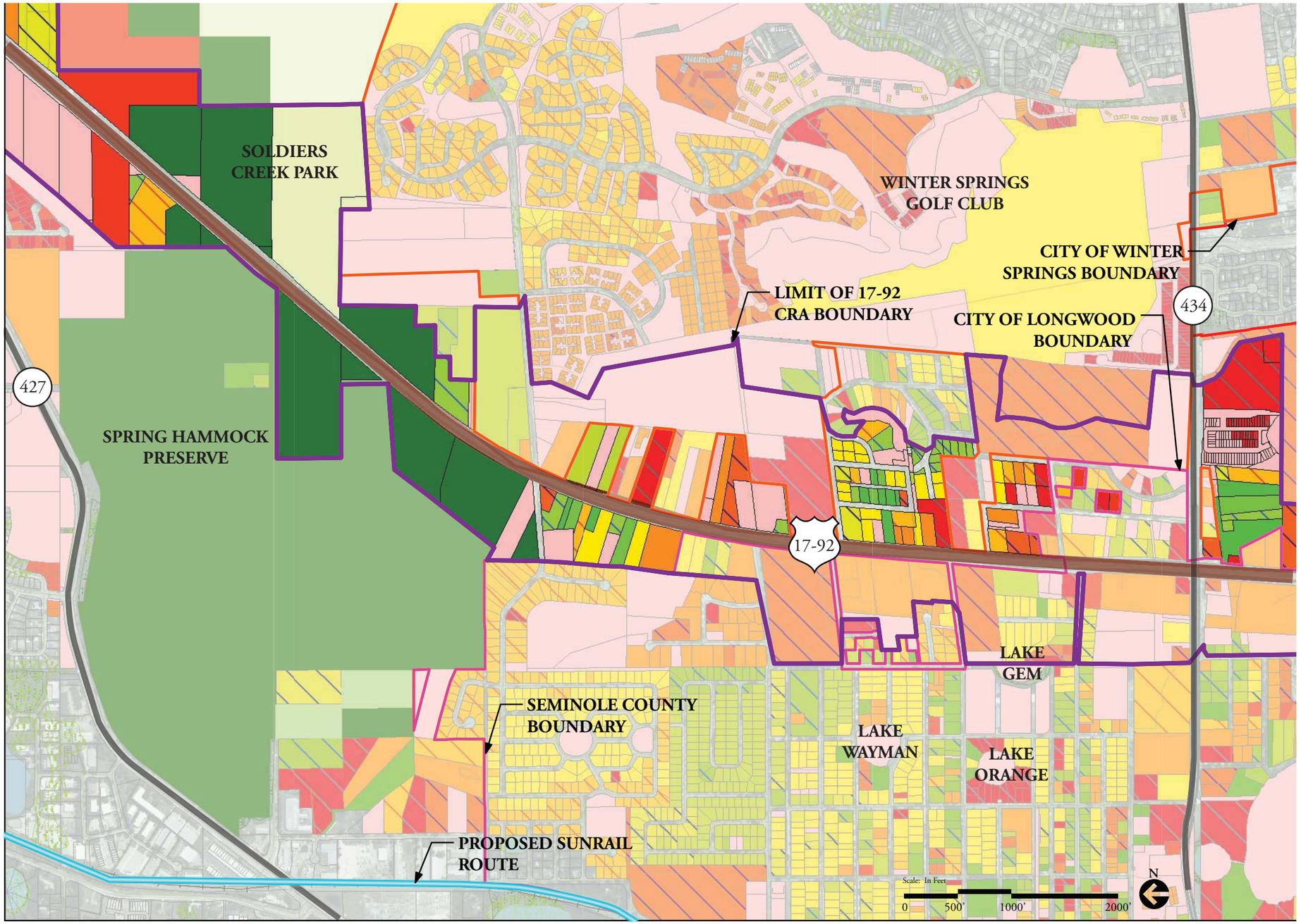
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







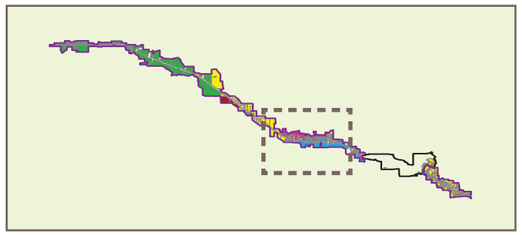
Legend

- 17-92 CRA Boundary
- Casselberry CRA

Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
- 1966- 1970
- 1971- 1975
- 1976-1980
- 1981-1985
- 1986- 1990
- 1991-1995
- 1995 - Present
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



XII. Economic Market Analysis - Age of Structures

Legend

- 17-92 CRA Boundary

Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
- 1966- 1970
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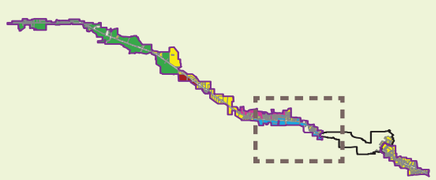
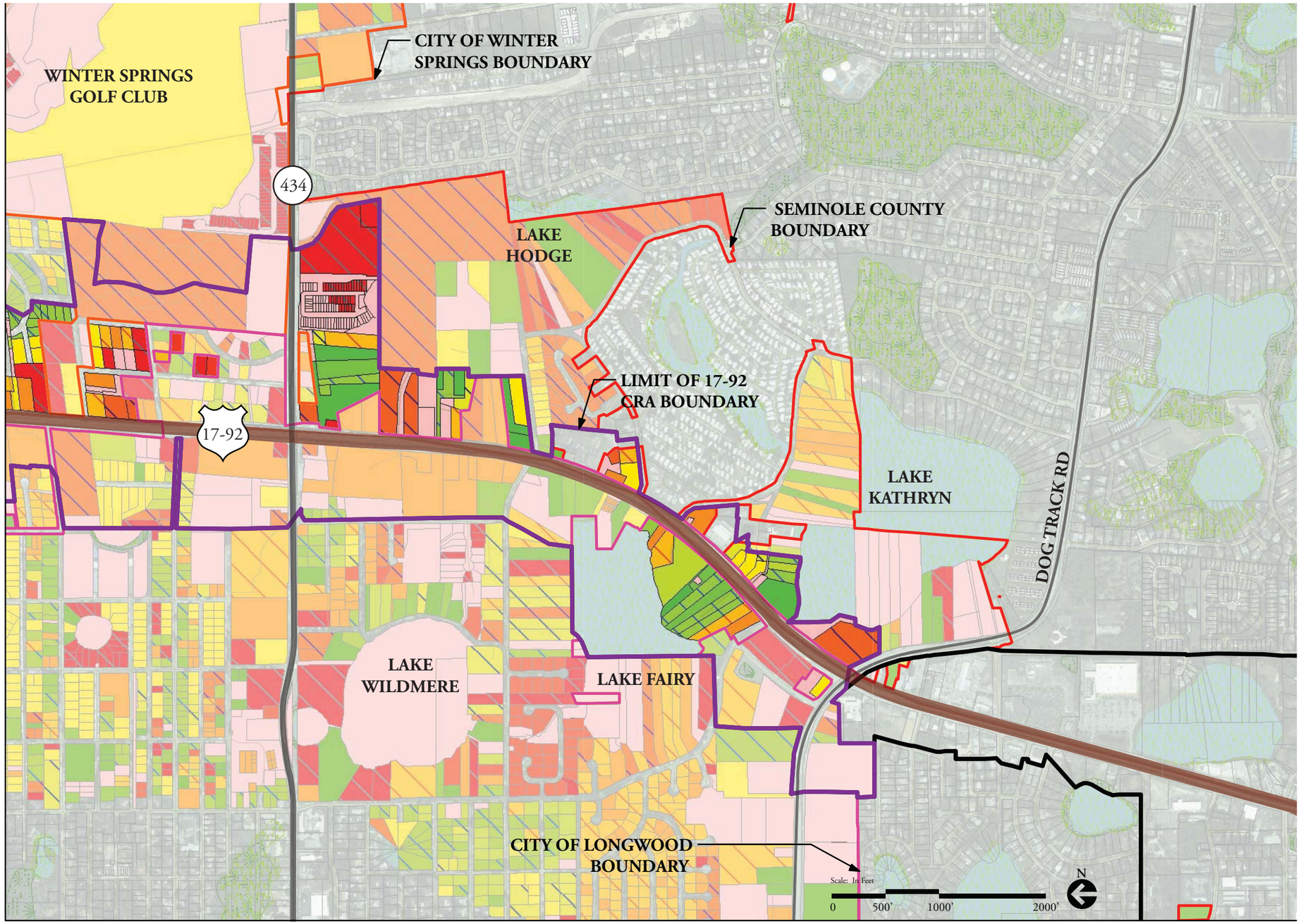
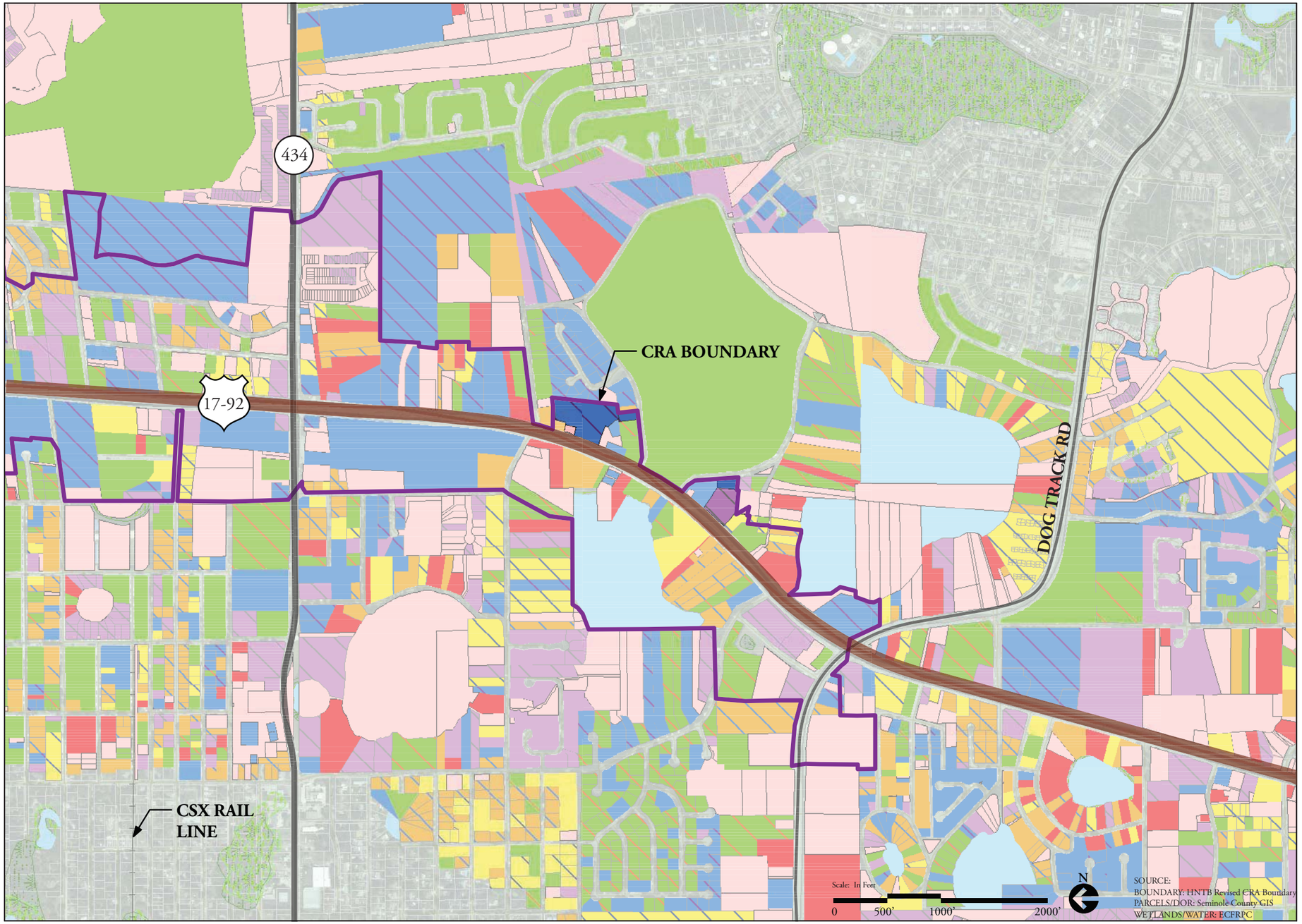
- 1986- 1990
- 1991-1995
- 1995 - Present
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







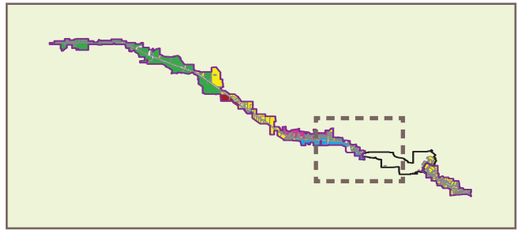
Legend

- 17-92 CRA Boundary

Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
- $75,001 - $100,000
- $100,001 - $150,000
- $150,001 - $200,000
- $200,001 - $250,000
- $250,001 - $300,000
- $300,001 - $400,000
- $400,001 - $500,000
- $500,001 - $600,000
- $600,001 - $800,000
- $800,001 - $1,000,000
- $1,000,001 - $1,500,000
- $1,500,001 - $2,000,000
- $2,000,001 - $3,000,000
- $3,000,001 - $5,000,000
- $5,000,001 and Higher
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



XII. Economic Market Analysis - Assessed Parcel Value

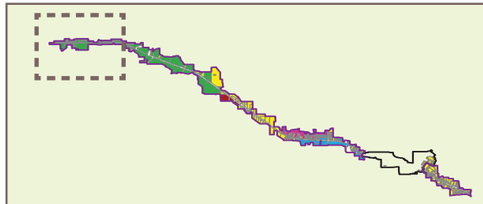
Legend

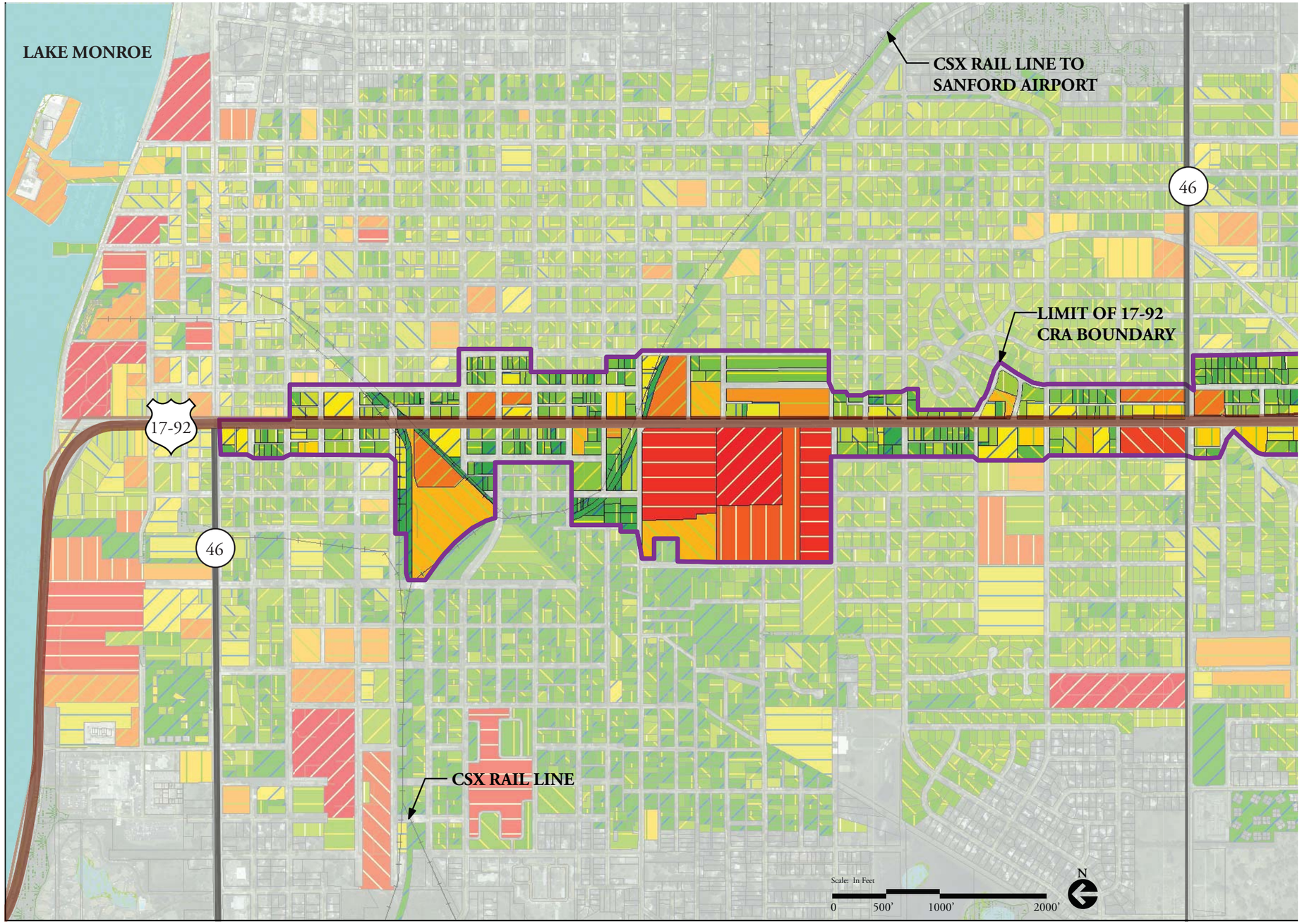
- 17-92 CRA Boundary
- Casselberry CRA

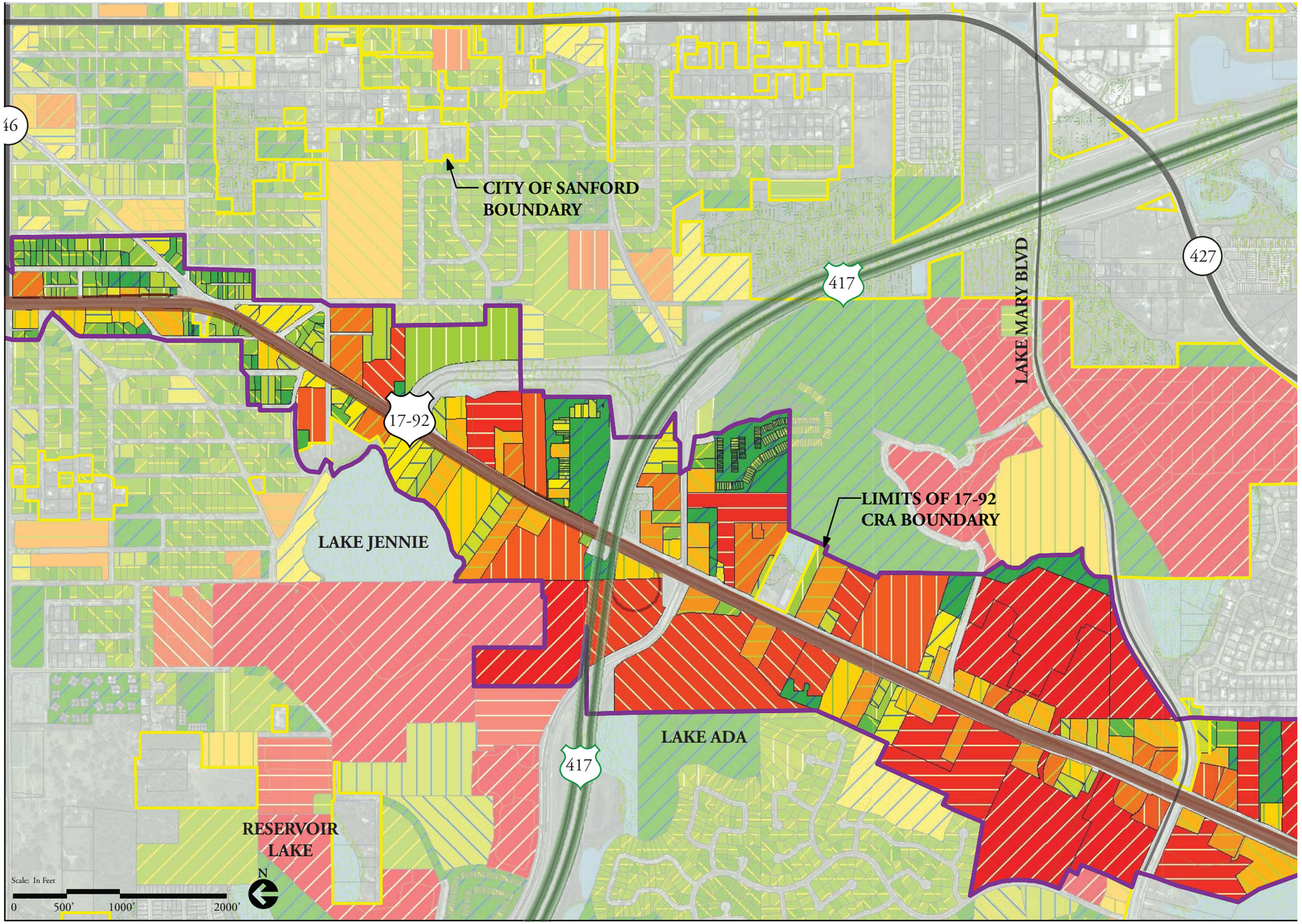
Year Built

- No Building Present
- Pre 1950
- 1951-1955
- 1956-1960
- 1961-1965
- 1966- 1970
- 1971- 1975
- 1976-1980
- 1981-1985
- 1986- 1990
- 1991-1995
- 1995 - Present
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







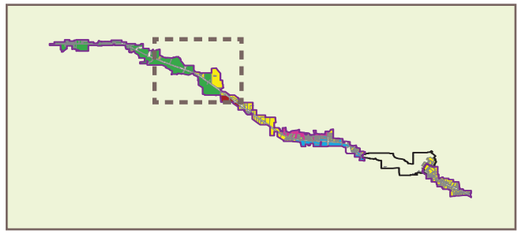
Legend

- 17-92 CRA Boundary

Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
- $75,001 - $100,000
- $100,001 - $150,000
- $150,001 - $200,000
- $200,001 - $250,000
- $250,001 - $300,000
- $300,001 - $400,000
- $400,001 - $500,000
- $500,001 - $600,000
- $600,001 - $800,000
- $800,001 - $1,000,000
- $1,000,001 - $1,500,000
- $1,500,001 - $2,000,000
- $2,000,001 - $3,000,000
- $3,000,001 - $5,000,000
- $5,000,001 and Higher
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



Market Analysis - Assessed Parcel Value

Legend

- 17-92 CRA Boundary

Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
- $75,001 - $100,000
- $100,001 - $150,000
- $150,001 - $200,000
- $200,001 - $250,000
- $250,001 - $300,000
- $300,001 - $400,000
- $400,001 - $500,000
- $500,001 - $600,000
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- $800,001 - $1,000,000
- $1,000,001 - $1,500,000
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- $5,000,001 and Higher
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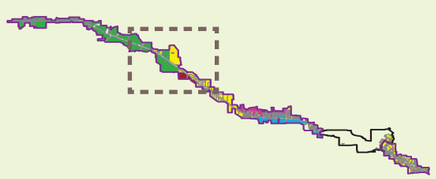
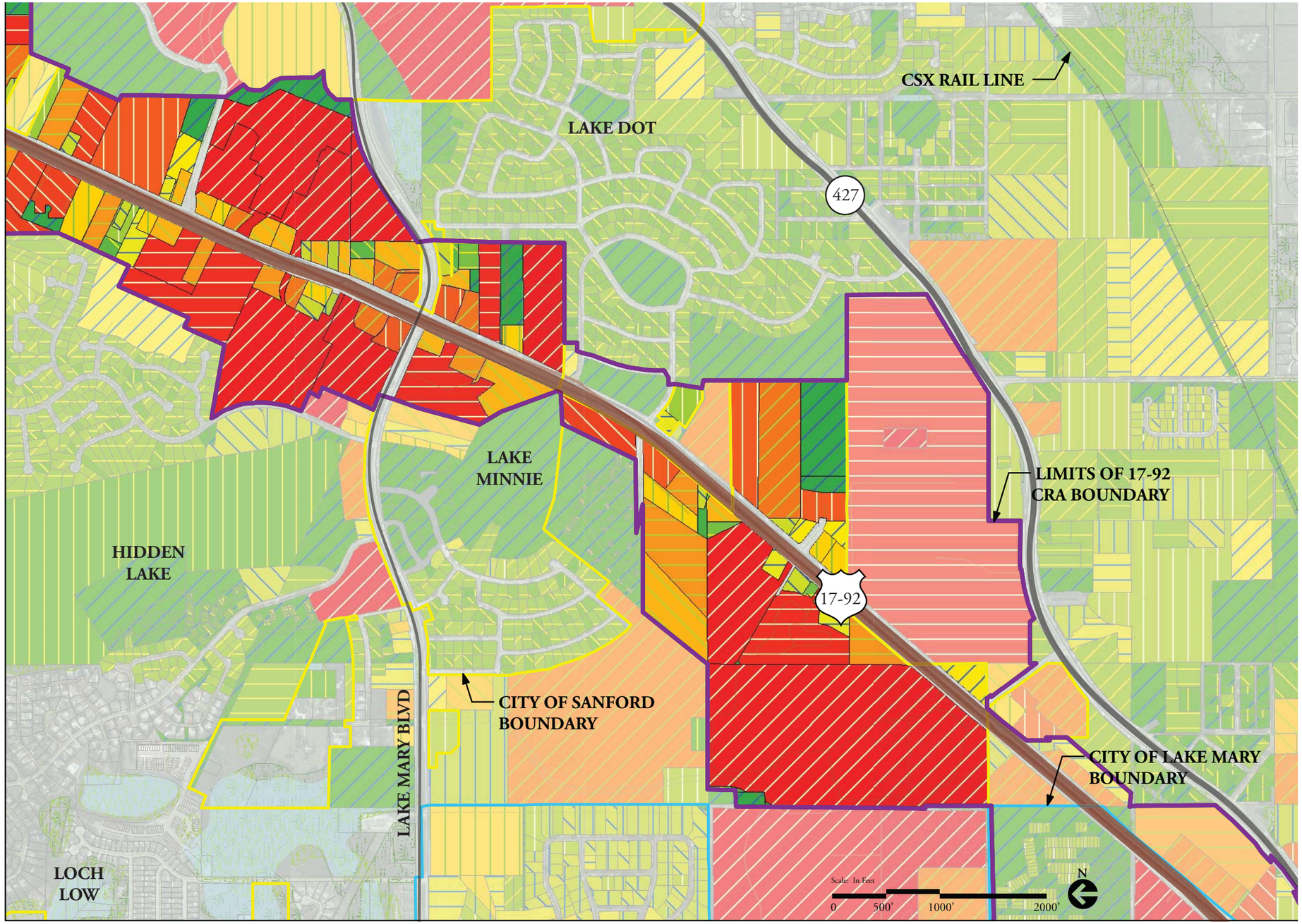
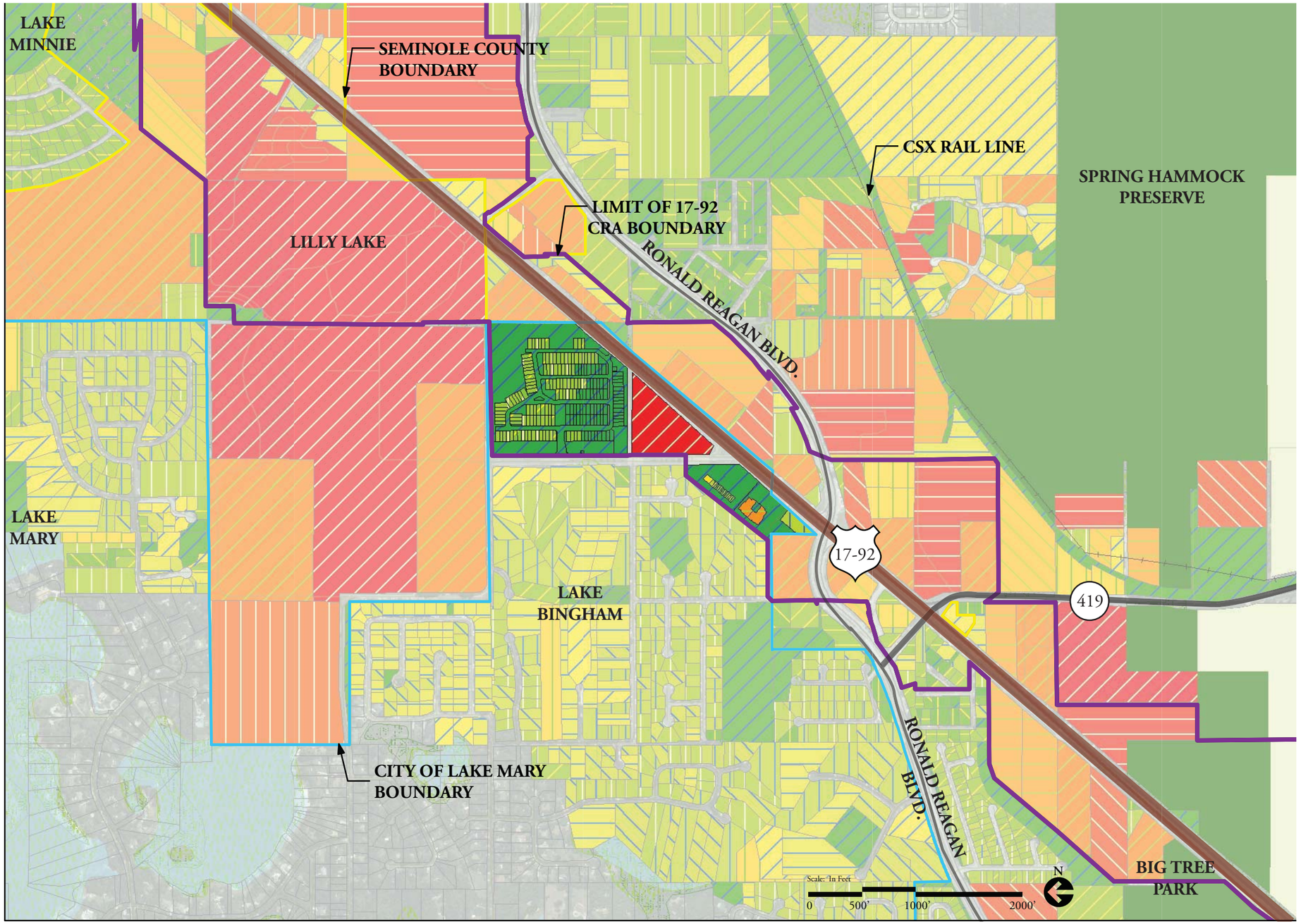
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







Legend

- 17-92 CRA Boundary

Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
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- $250,001 - $300,000
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- $400,001 - $500,000
- $500,001 - $600,000
- $600,001 - $800,000
- $800,001 - $1,000,000
- $1,000,001 - $1,500,000
- $1,500,001 - $2,000,000
- $2,000,001 - $3,000,000
- $3,000,001 - $5,000,000
- $5,000,001 and Higher
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map

XII. Economic Market Analysis - Assessed Parcel Value

Legend

- 17-92 CRA Boundary

Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
- $75,001 - $100,000
- $100,001 - $150,000
- $150,001 - $200,000
- $200,001 - $250,000
- $250,001 - $300,000
- $300,001 - $400,000
- $400,001 - $500,000
- $500,001 - $600,000
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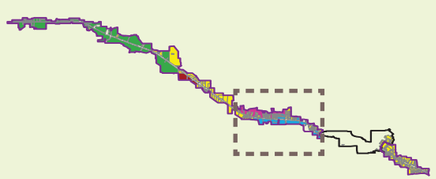
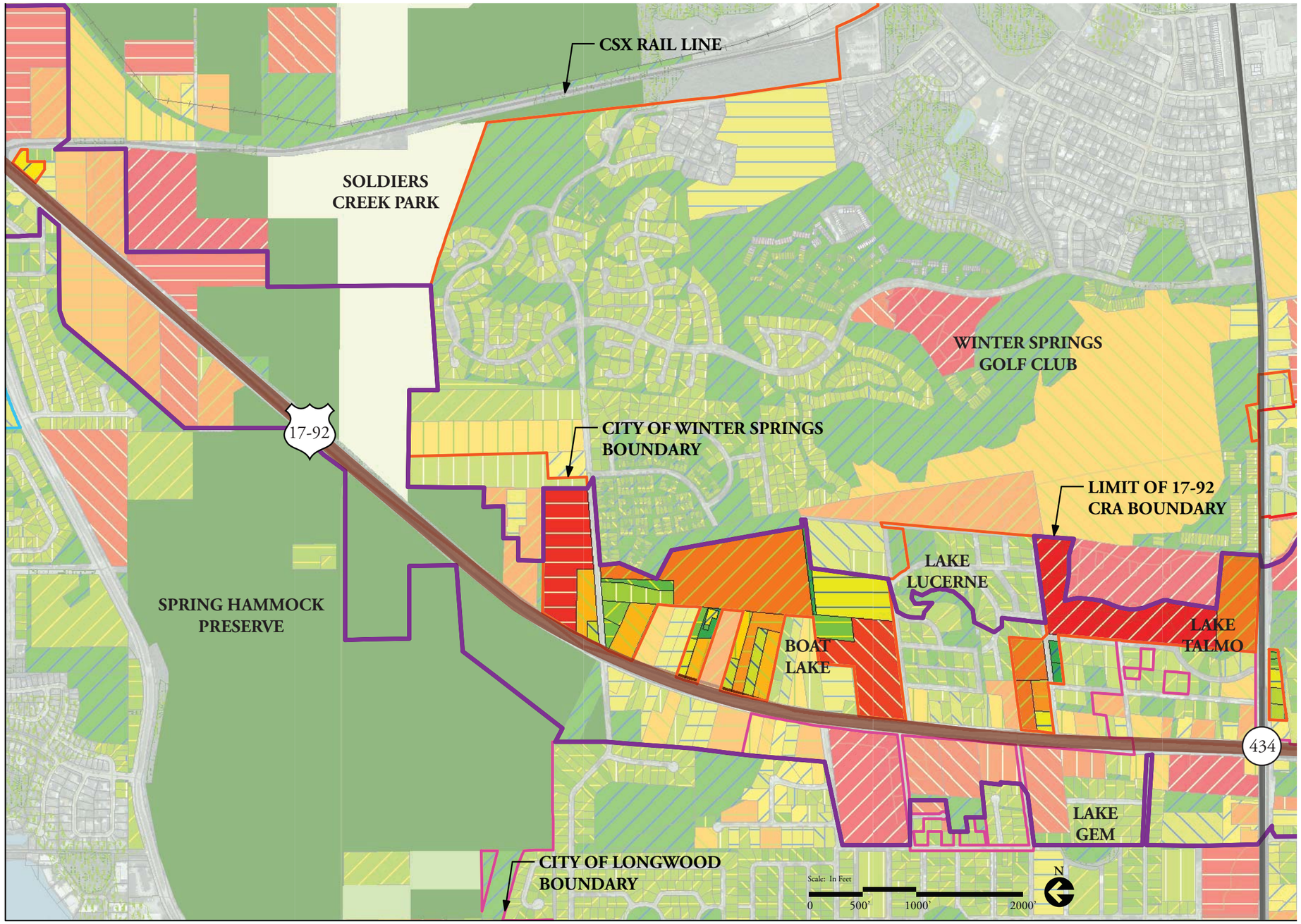
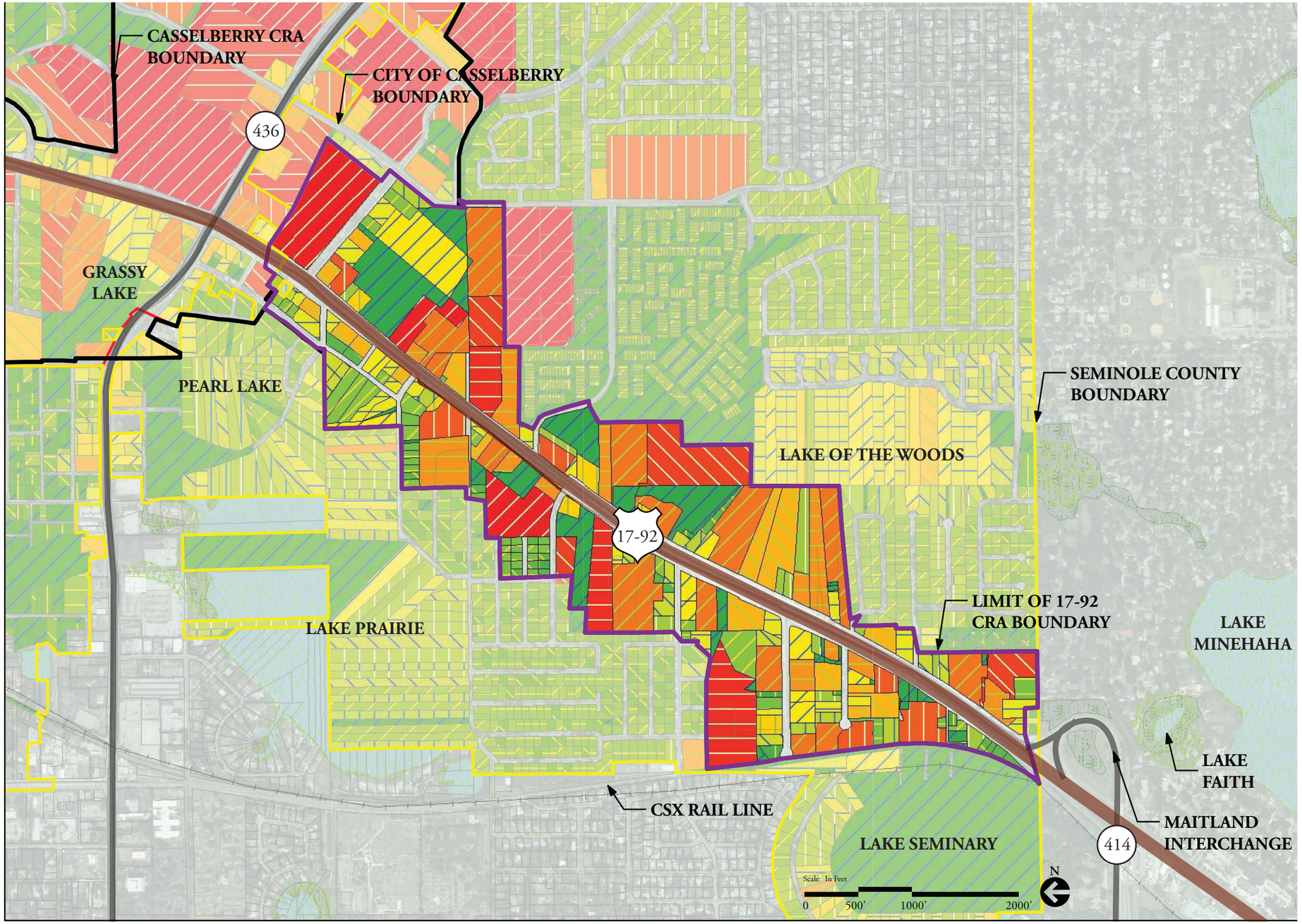
Key Map







Legend

- 17-92 CRA Boundary

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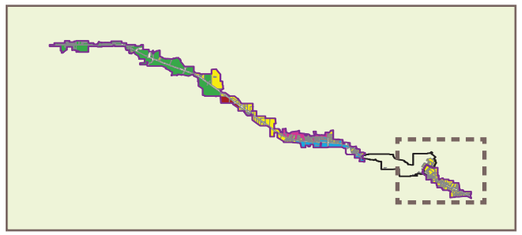

XII. Economic Market Analysis - Assessed Parcel Value

Legend

- 17-92 CRA Boundary
- Casselberry CRA

Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
- $75,001 - $100,000
- $100,001 - $150,000
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- $250,001 - $300,000
- $300,001 - $400,000
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- $5,000,001 and Higher
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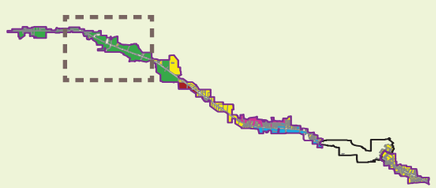
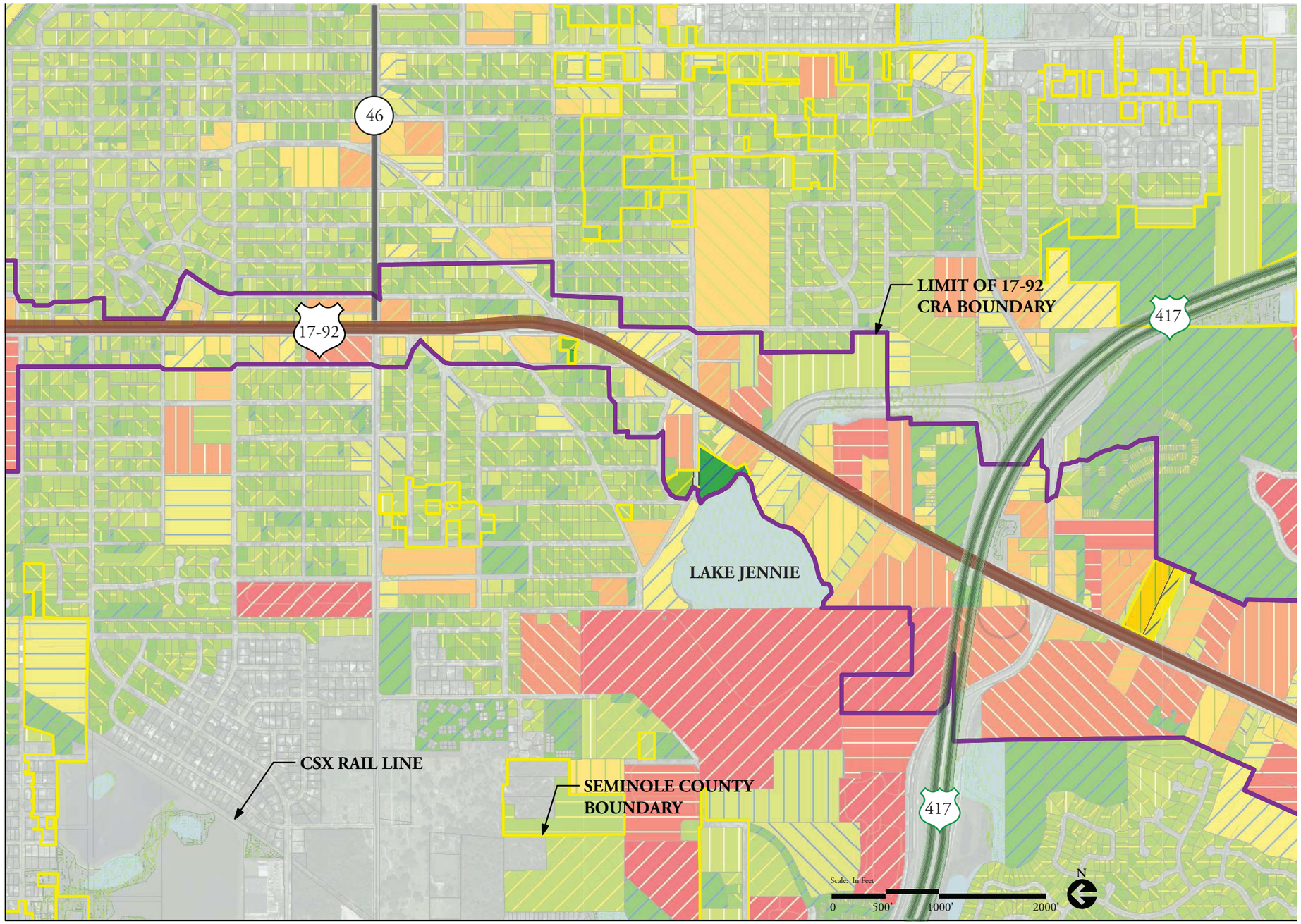
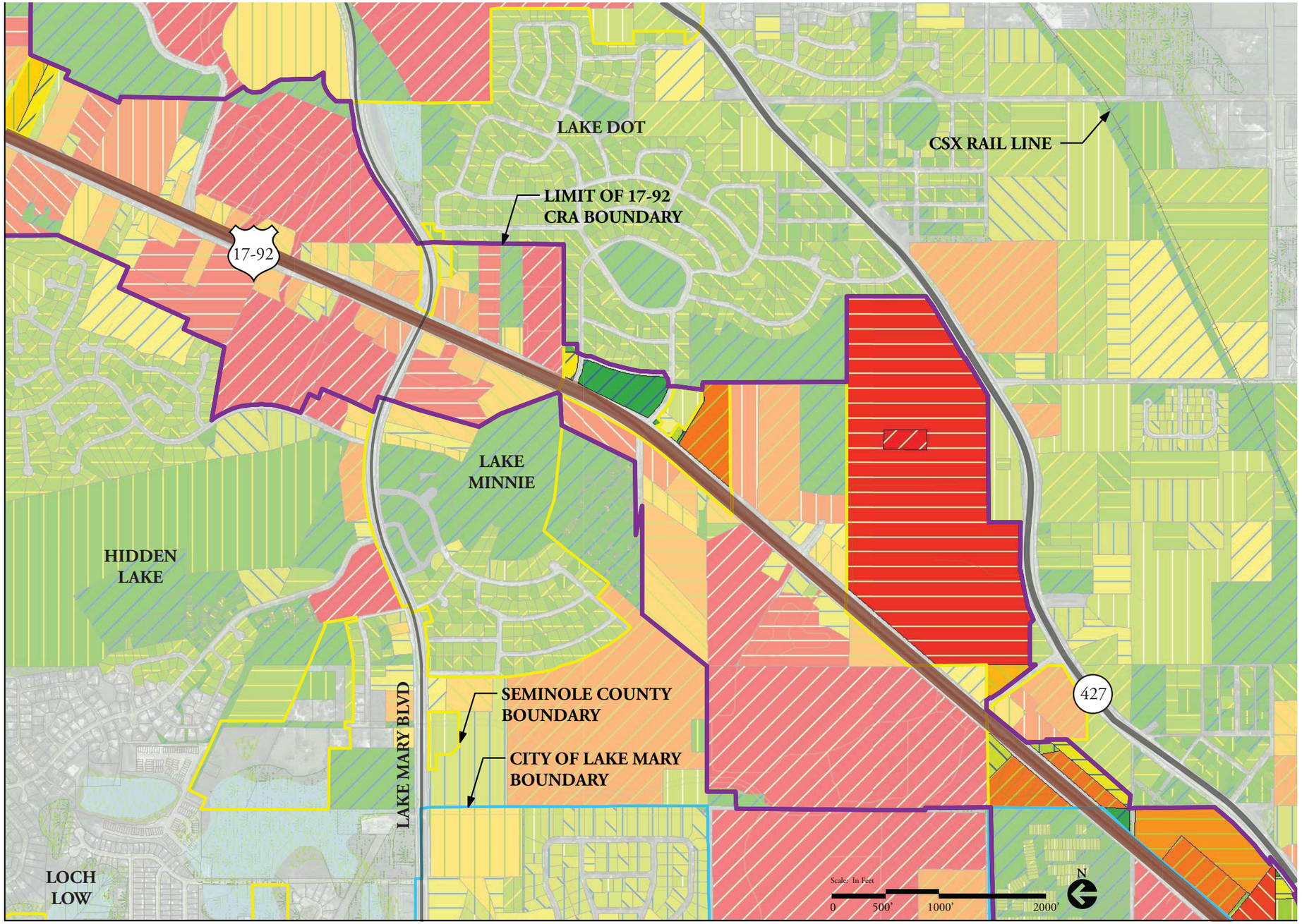
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







Legend

- 17-92 CRA Boundary

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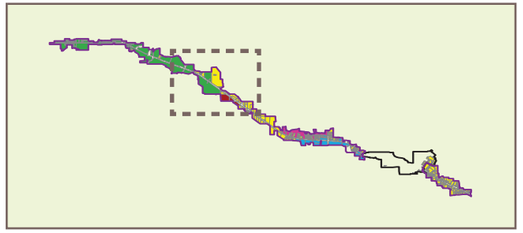
- $300,001 - $400,000
- $400,001 - $500,000
- $500,001 - $600,000
- $600,001 - $800,000
- $800,001 - $1,000,000
- $1,000,001 - $1,500,000
- $1,500,001 - $2,000,000
- $2,000,001 - $3,000,000
- $3,000,001 - $5,000,000
- $5,000,001 and Higher
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



XII. Economic Market Analysis - Assessed Parcel Value

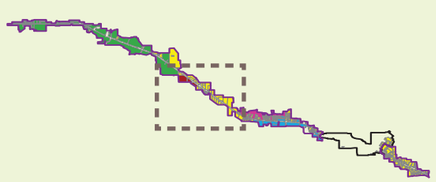
Legend

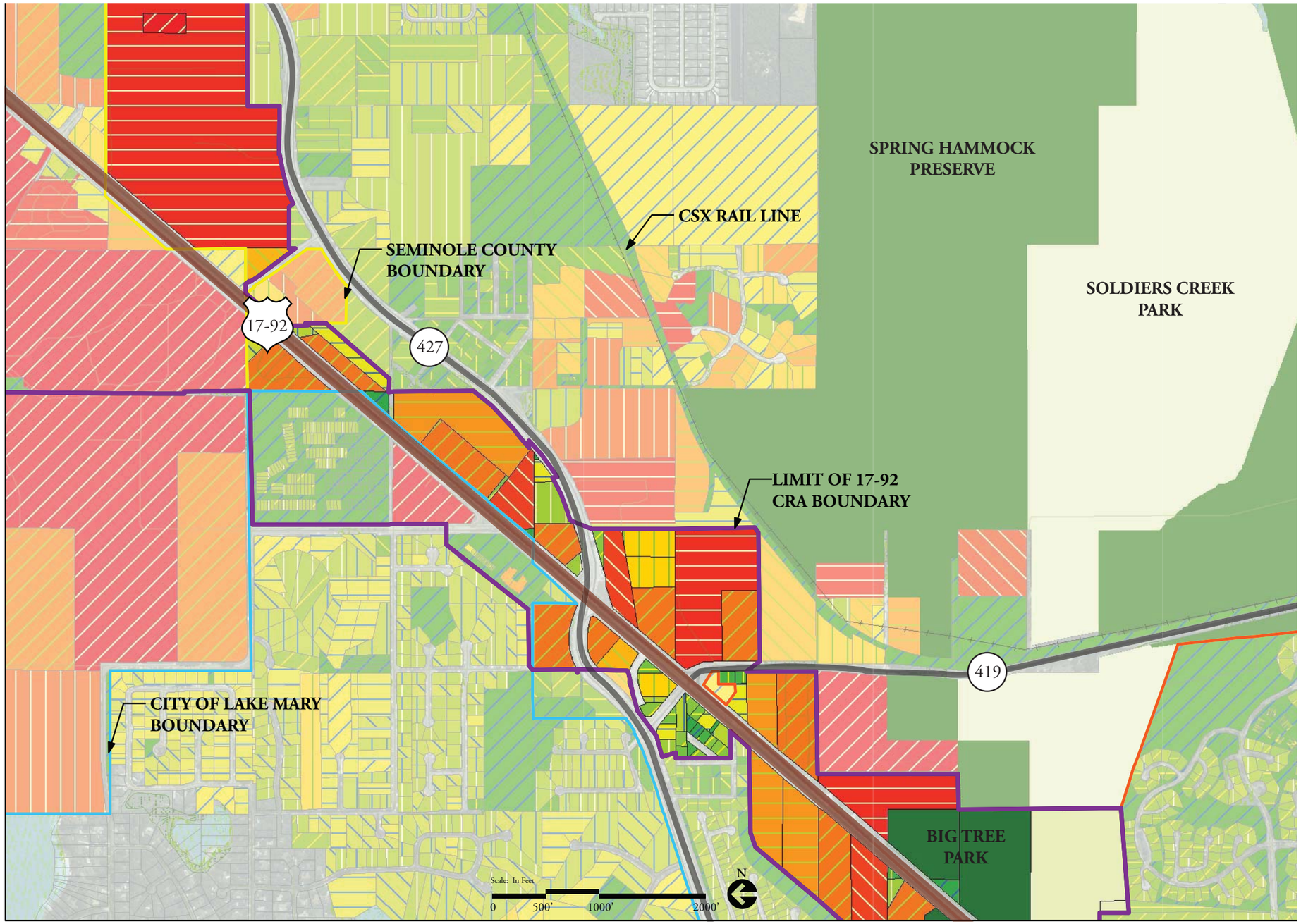
- 17-92 CRA Boundary

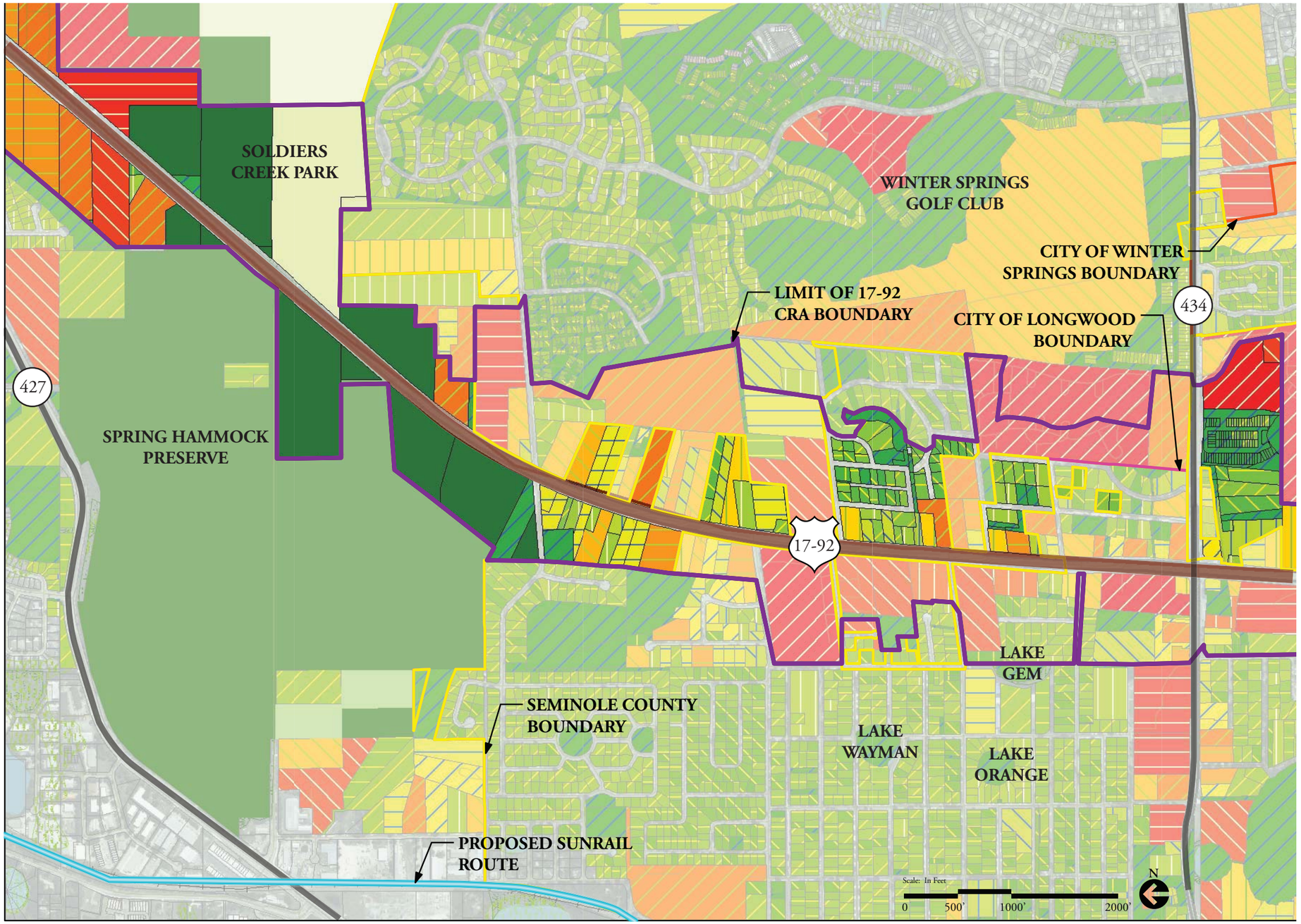
Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
- $75,001 - $100,000
- $100,001 - $150,000
- $150,001 - $200,000
- $200,001 - $250,000
- $250,001 - $300,000
- $300,001 - $400,000
- $400,001 - $500,000
- $500,001 - $600,000
- $600,001 - $800,000
- $800,001 - $1,000,000
- $1,000,001 - $1,500,000
- $1,500,001 - $2,000,000
- $2,000,001 - $3,000,000
- $3,000,001 - $5,000,000
- $5,000,001 and Higher
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







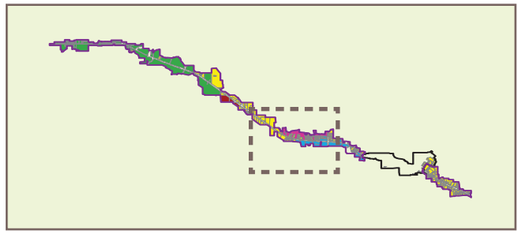
Legend

- 17-92 CRA Boundary
- Casselberry CRA

Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
- $75,001 - $100,000
- $100,001 - $150,000
- $150,001 - $200,000
- $200,001 - $250,000
- $250,001 - $300,000
- $300,001 - $400,000
- $400,001 - $500,000
- $500,001 - $600,000
- $600,001 - $800,000
- $800,001 - $1,000,000
- $1,000,001 - $1,500,000
- $1,500,001 - $2,000,000
- $2,000,001 - $3,000,000
- $3,000,001 - $5,000,000
- $5,000,001 and Higher
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map

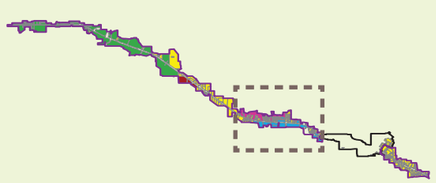


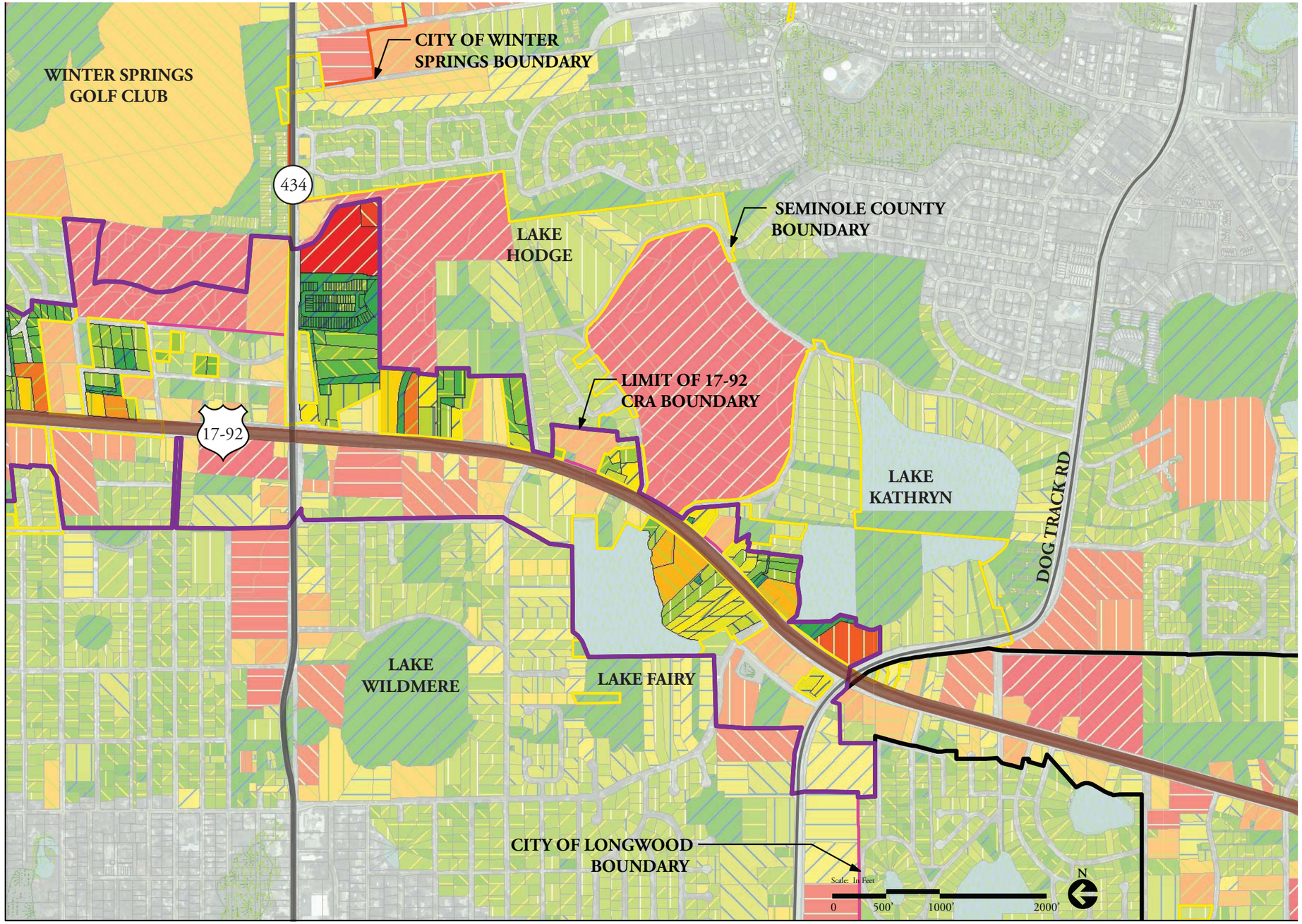
XII. Economic Market Analysis - Assessed Parcel Value

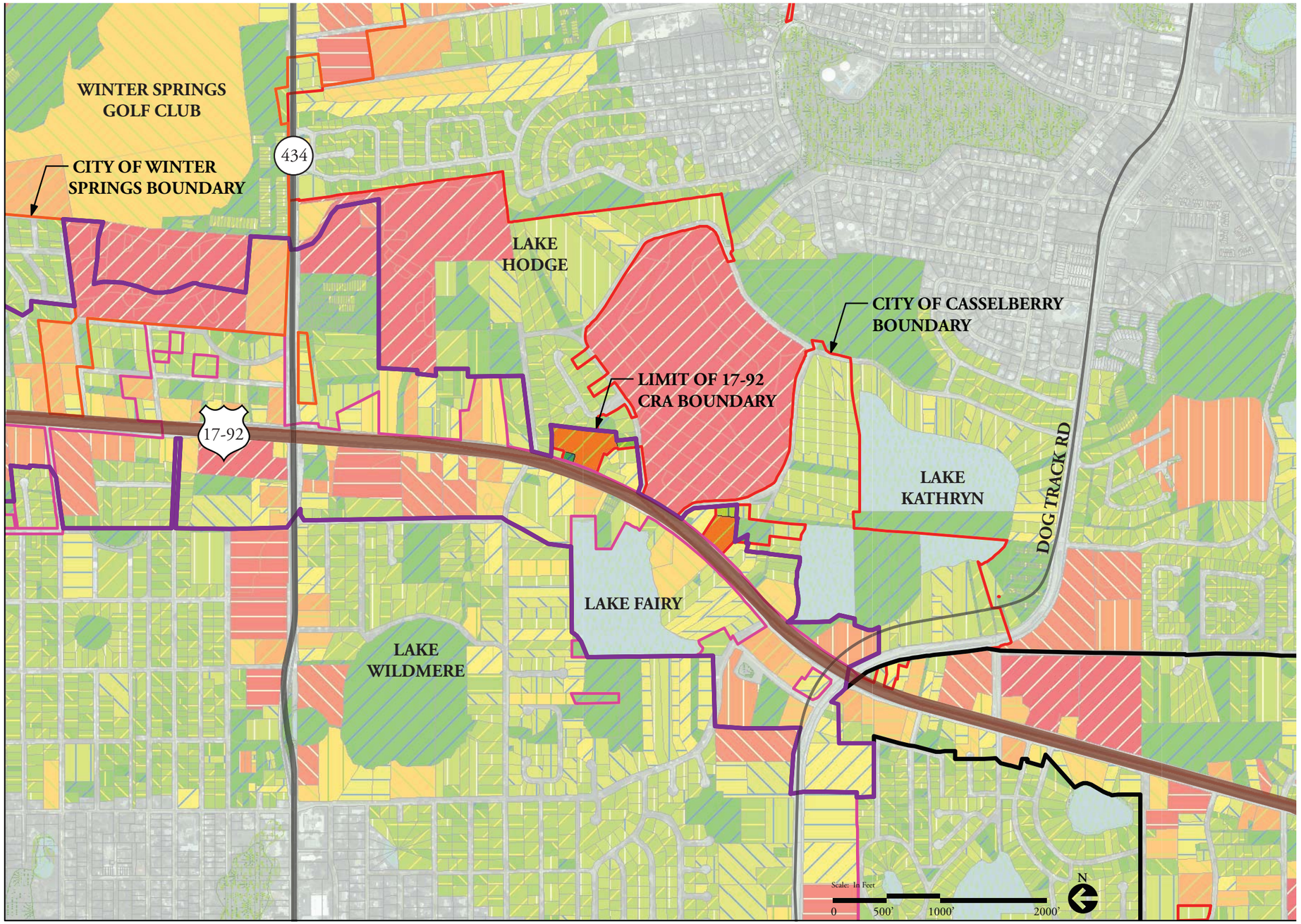
Legend

- 17-92 CRA Boundary
- Total Assessed Value
  - Less than $30,000
  - $30,001 - $50,000
  - $50,001 - $75,000
  - $75,001 - $100,000
  - $100,001 - $150,000
  - $150,001 - $200,000
  - $200,001 - $250,000
  - $250,001 - $300,000
  - $300,001 - $400,000
  - $400,001 - $500,000
  - $500,001 - $600,000
  - $600,001 - $800,000
  - $800,001 - $1,000,000
  - $1,000,001 - $1,500,000
  - $1,500,001 - $2,000,000
  - $2,000,001 - $3,000,000
  - $3,000,001 - $5,000,000
  - $5,000,001 and Higher
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map







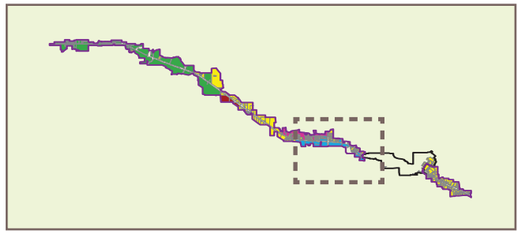
Legend

- 17-92 CRA Boundary

Total Assessed Value

- Less than $30,000
- $30,001 - $50,000
- $50,001 - $75,000
- $75,001 - $100,000
- $100,001 - $150,000
- $150,001 - $200,000
- $200,001 - $250,000
- $250,001 - $300,000
- $300,001 - $400,000
- $400,001 - $500,000
- $500,001 - $600,000
- $600,001 - $800,000
- $800,001 - $1,000,000
- $1,000,001 - $1,500,000
- $1,500,001 - $2,000,000
- $2,000,001 - $3,000,000
- $3,000,001 - $5,000,000
- $5,000,001 and Higher
- Wetlands (FLUCCS)
- Wetlands (NWI)
- Water Bodies
- Railroad
- Seminole County Parcels

Key Map



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Section XIII: Public Meetings Overview

VHB Miller Sellen distributed questionairres to the general public as well as private stakeholders and public figures involved with hands on decision making for the corridor. Stakeholder interviews were also conducted in order to gain a better understanding of the complex issues, history and vision for the US 17-92 Corridor. This section is a summary of those reponses and interviews that will help shape the future vision of the corridor.

Public Participation

In order to obtain public feedback on corridor redevelopment goals, priorities, and recommendations, the County utilized a multi-faceted approach, consisting of questionnaire forms, stakeholder interviews, and a series of public workshops. The public participation campaign was also designed to gain insight into the community's perception of the effectiveness and shortcomings of the ongoing redevelopment efforts.

Questionnaire forms were handed out to the public, including business owners, during site surveys to evaluate existing conditions within the US 17-92 Corridor. The Questionnaire forms were also direct-mailed to the members of the Community Redevelopment Agency (CRA), the Redevelopment Planning Agency (RPA), planning and public works directors for each jurisdiction, and other stakeholders with vested interests in the redevelopment of the corridor, such as residents, business owners, developers, and commercial real estate brokers.

Individual stakeholder interviews over a two-day period were scheduled in order to gain additional public input and feedback, such as preferred development patterns, market demand/absorption of current built projects, key factors to be addressed to improve business along the corridor, and potential incentive strategies for redevelopment and refurbishment along the corridor.

Finally, public input from series of public workshops and design charrettes establishes community consensus for the design vision and future of the US 17-92 CRA Corridor, as well as priorities for public and private reinvestment and redevelopment opportunities. The findings of these workshops will be used to inform decision makers of public preferences and provide a framework for the Corridor Redevelopment Master Plan process.

Public Interview Summary and Conclusion

Using a questionnaire distributed to respondents in advance of the interview, a thorough examination of the US 17-92 Corridor Master Plan (1997, as amended) was conducted focusing on policies, programs, projects, and progress toward achieving plan goals. Highlights of answers received are summarized below and tabulated in the attached questionnaire document.

As has been the experience in other similar studies, VHB Miller Sellen received diverse and honest input from various policy makers, stakeholders or interested persons through the interviews conducted during the week of March 1, 2010. Thirty interviewees were contacted to participate. Due to scheduling conflicts and cancellations, five interviews were conducted with twelve persons participating. Respondents included: Commissioner Brenda Carey, Greg Stake, Commissioner Michael McLean, Commissioner Bob Dallari and Commissioner Sandi Solomon. Interviewees were selected to achieve a sampling of various points of view from different stakeholder groups; however the survey sample was not intended to be a scientific sample group according to traditional social science research methodology.

Selected highlights of the responses, as interpreted by VHB Miller Sellen, are as follows:

CRA Vision:

- In general, respondents felt that the CRA has lacked focus and vision in the past and needs a master plan to assist it in refocusing its efforts to achieve more noticeable projects and stay focused on the original goals of the CRA. A Redevelopment Plan which is more strategic and focused is favored over one more general and comprehensive.

CRA Extension

- In order to complete the original mission of the CRA and to have the intended impact that is needed along the corridor, every respondent felt it was important to extend the CRA past the original 2017 sunset date.

Plan Priorities:

- A stormwater master plan that would alleviate some of the redevelopment burden placed on smaller parcel owners by newer development criteria is a priority. The plan should include potential shared stormwater ponds that could be incorporated into an open space network along the corridor.
- Additional infrastructure is necessary for commercial parcels and redevelopment to occur where commercial water and sewer facilities are lacking.
- A more bikeable/walkable corridor that could tie into a pond system or open space network was a decidedly important part of a more pedestrian friendly, usable corridor.
- Corridor planning and beautification is favored and would assist in the development of a more cohesive corridor master plan. This could include median improvements, hardscape and site amenity packages as well as branding and signage.
- Marketing to and keeping a database of potential companies to relocate to the corridor is an important step for bringing financial stability to the corridor. Direct marketing to large employers and maintaining a database of prospective companies should be an important goal for the CRA.
- A corridor transportation network that ties into existing Lynx transit lines and connects to important high density nodes along the corridor is an integral step to achieving the necessary density and levels of desired pedestrian activity.
- Current development standards create a potential hardship for business owners or future investors with smaller parcels along the corridor. New overlay standards or relaxed development guidelines could potentially alleviate some of the difficulty created by the current standards.

Budget and Finance:

- Respondents favored more emphasis on activities and CRA investment in redevelopment and public infrastructure/beautification, public attractions and image-building; they favored less investment/ emphasis on programs dealing with workforce or affordable housing. Respondents were mildly

supportive of parcel assembly and land acquisition as an appropriate priority of the CRA and its Plan.

- There is general support for the CRA's expenditures and budget priorities to date. There is a general willingness to incur more debt to support desired projects, however details must be presented.
- Increasing façade grants assist existing business owners and helps attract additional owners to the corridor. This investment alone has the potential to change the overall appearance of the CRA, as well as increased business for individual owners.

Design:

- Analogue or successful comparison redevelopment projects from which to emulate certain features in creating catalyst site plans include Mizner Park in Boca Raton, City Place in West Palm Beach and Winter Park Village in Winter Park.
- Strict Design Guidelines were not favored, but it was suggested that general development guidelines would be more appropriate.
- Encouraging and preparing for mixed use development is a priority for the CRA. Investment in mixed use developments creates destinations for community members to congregate, live and work. Larger parcel aggregation and acquisition is an important hurdle that must be overcome to achieve this goal.

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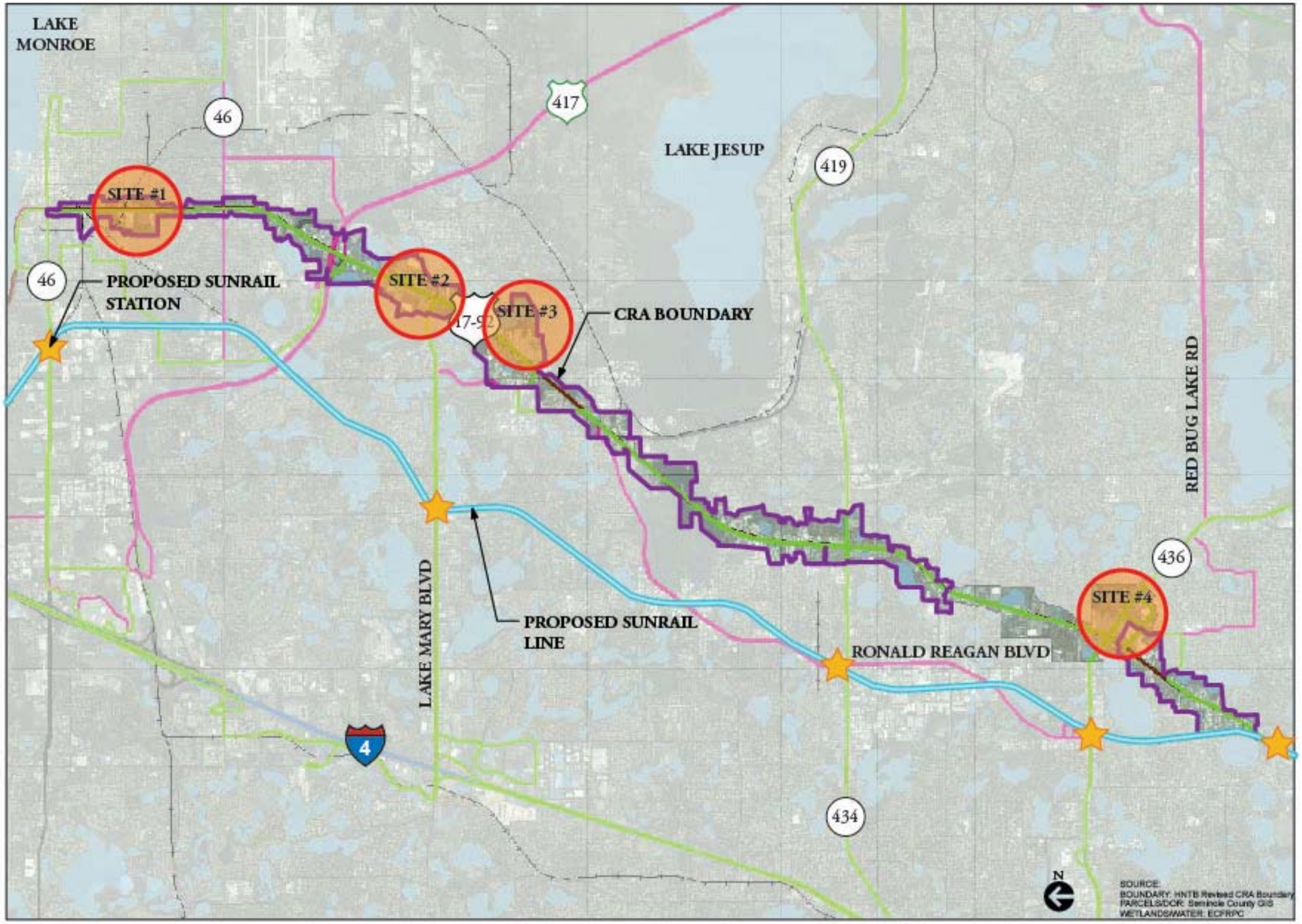
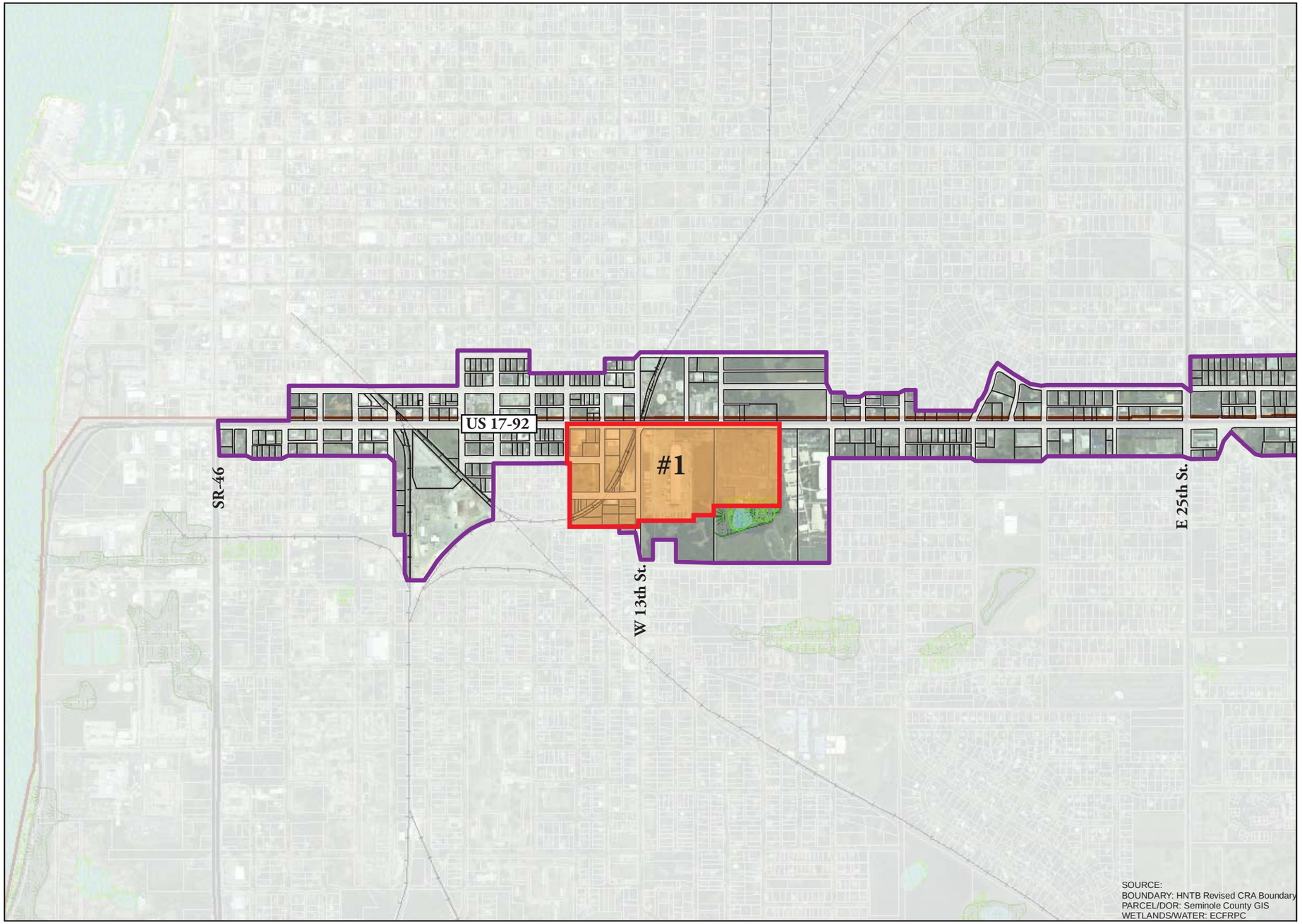
XIV: Catalyst Redevelopment Sites

Catalyst Redevelopment sites are the planned redevelopment areas that the CRA has chosen to place emphasis on for redevelopment based on their location, size and potential for strong economic development. These sites will help spur future adjacent redevelopment along the 17-92 Corridor and continue to reenergize the corridors economic engine.

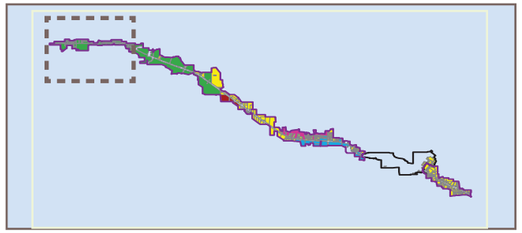

LAKE MONROE
46
417
LAKE JESUP
419
SITE #1
46
PROPOSED SUNRAIL STATION
SITE #2
17-92
SITE #3
CRA BOUNDARY
RED BUG LAKE RD
436
SITE #4
PROPOSED SUNRAIL LINE
LAKE MARY BLVD
RONALD REAGAN BLVD
4
434
N
SOURCE:
BOUNDARY: HNTB Revised CRA Boundary
PARCELS/DOR: Seminole County GIS
WETLANDS/WATER: ECFRPC



Analysis Notes

- 17-92 CRA Boundary
- Casselberry CRA
- US Hwy 17/92
- Interstate
- Toll Road
- Highway
- Major Road
- Local Street
- Railroad
- Water Bodies
- Wetlands (NWI)
- Wetlands (FLUCCS)
- Seminole County Parcels

Key Map



Analysis Notes

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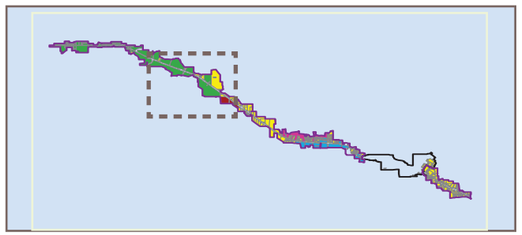

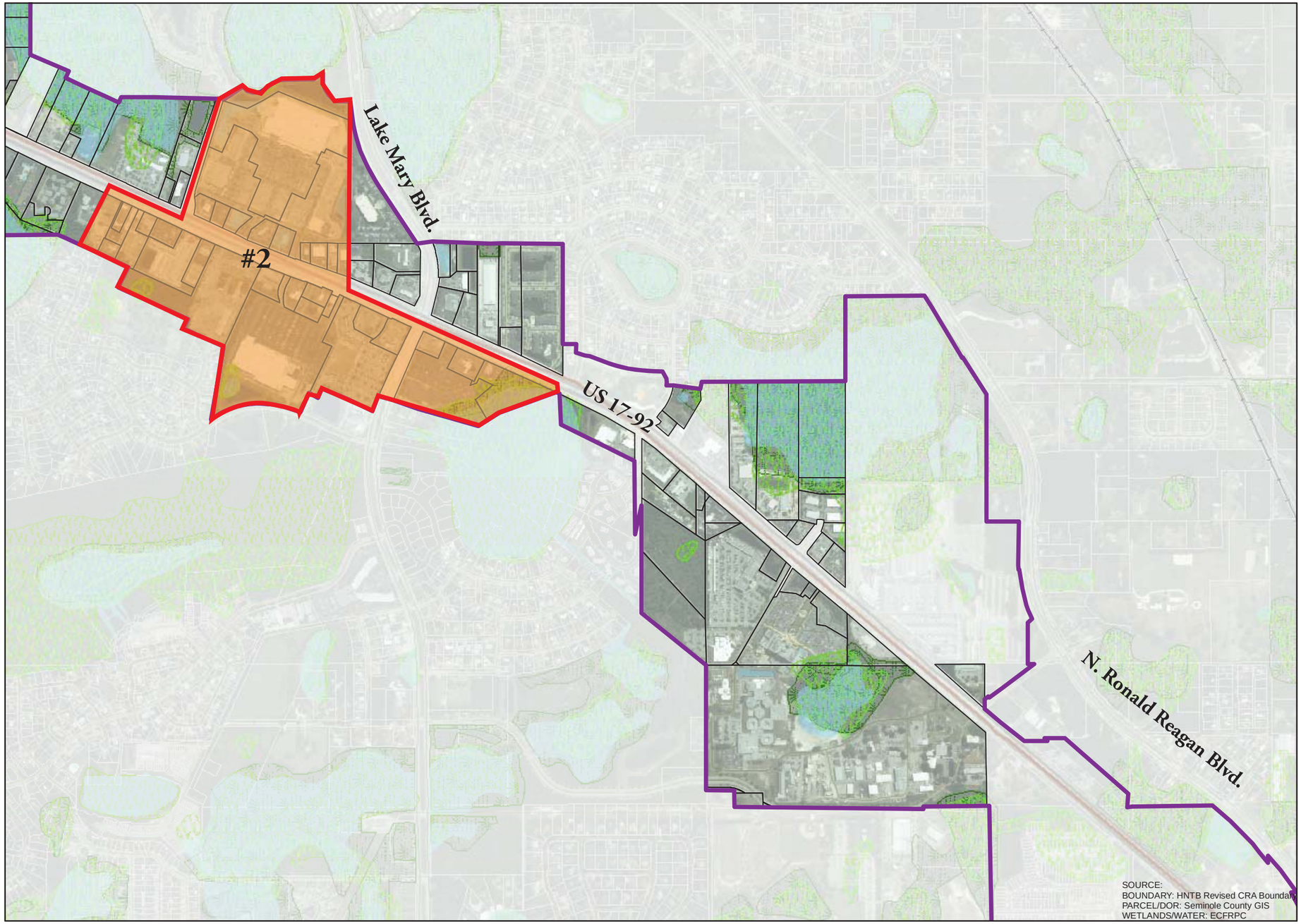

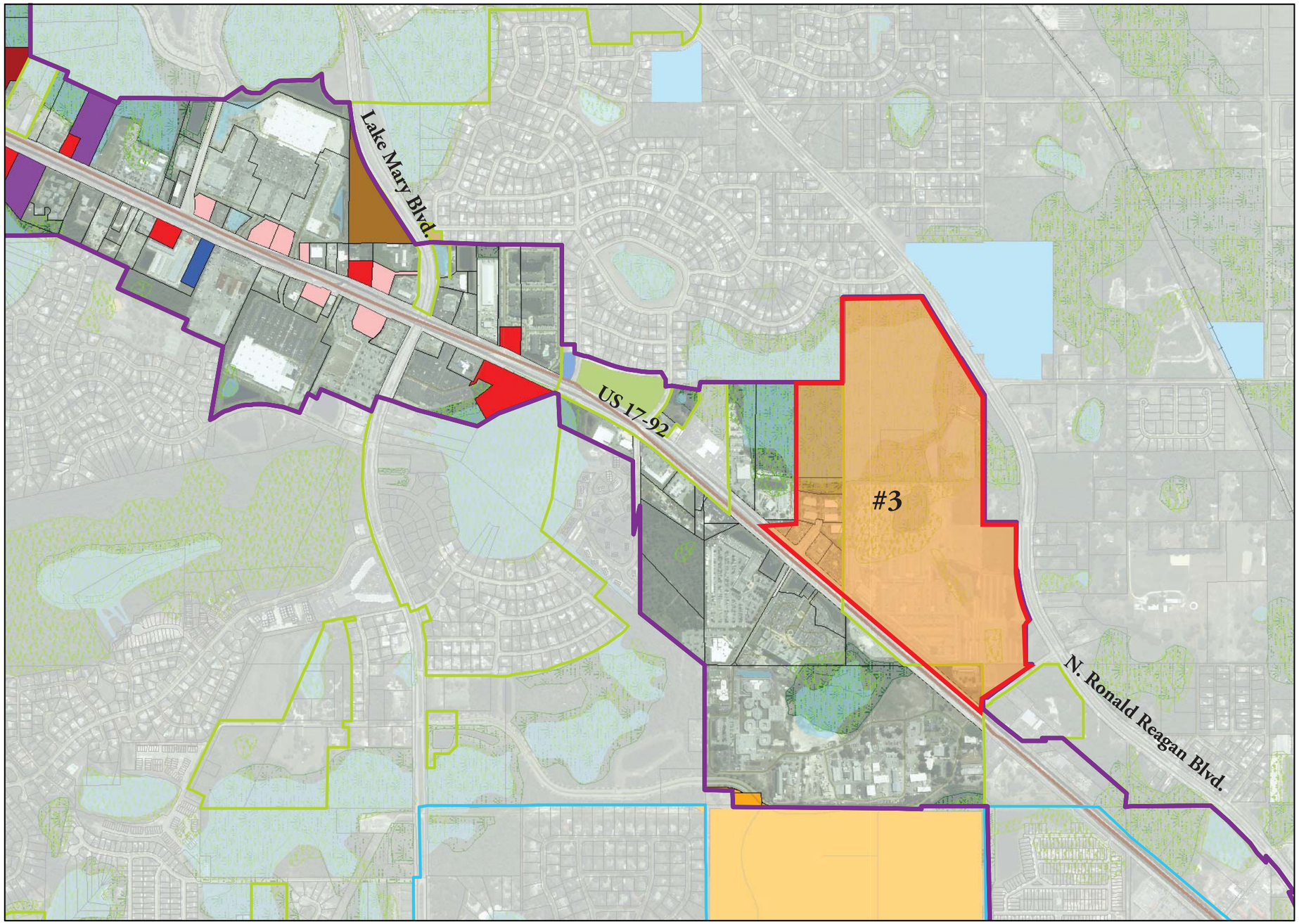

Analysis Notes

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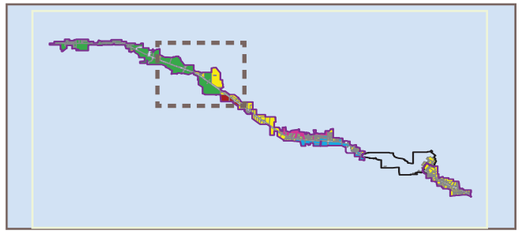

Analysis Notes

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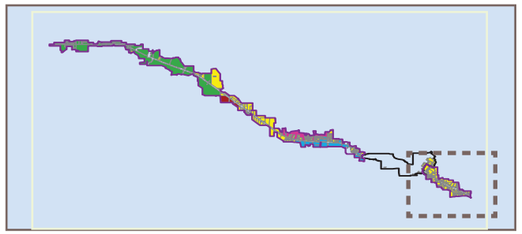

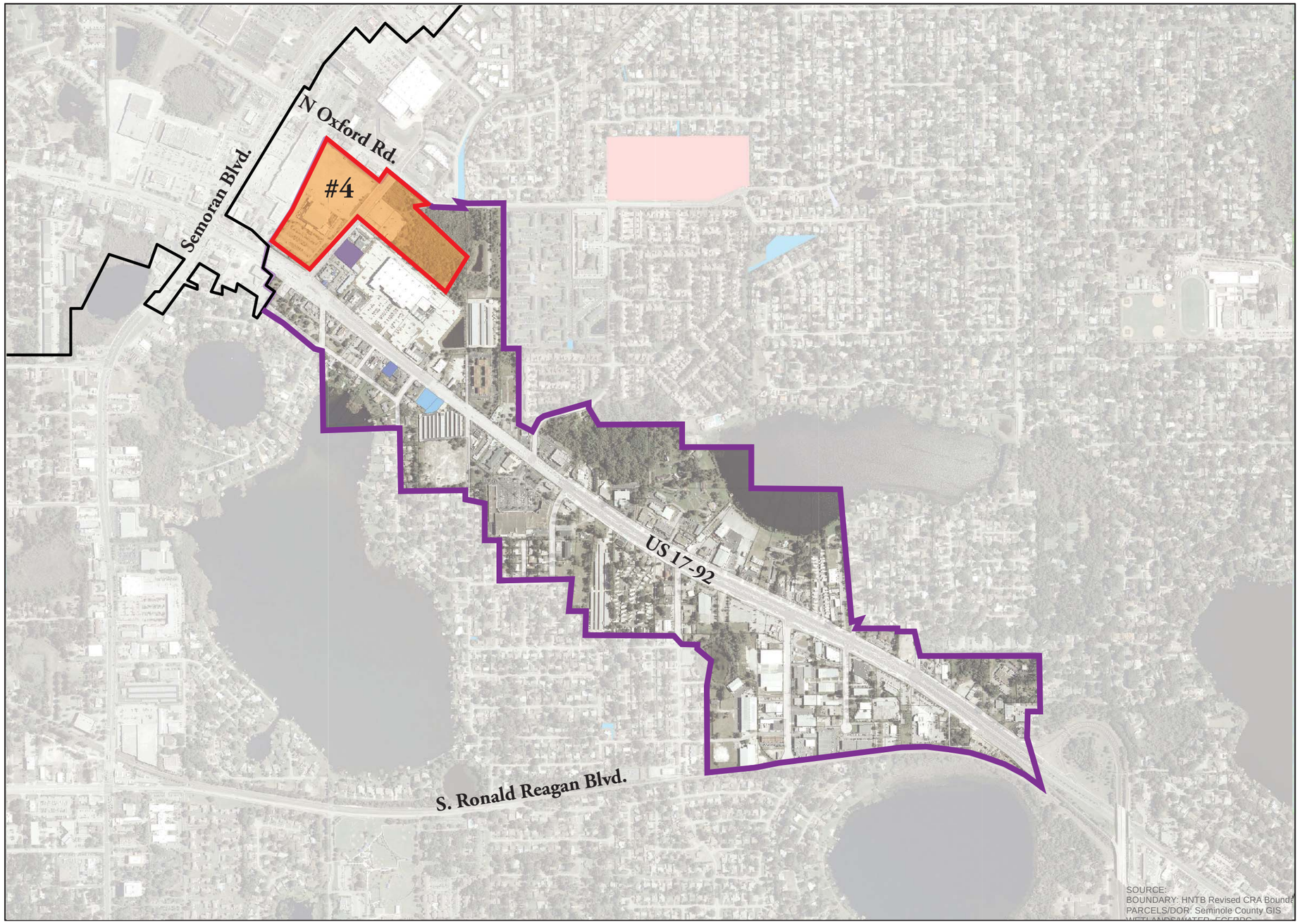

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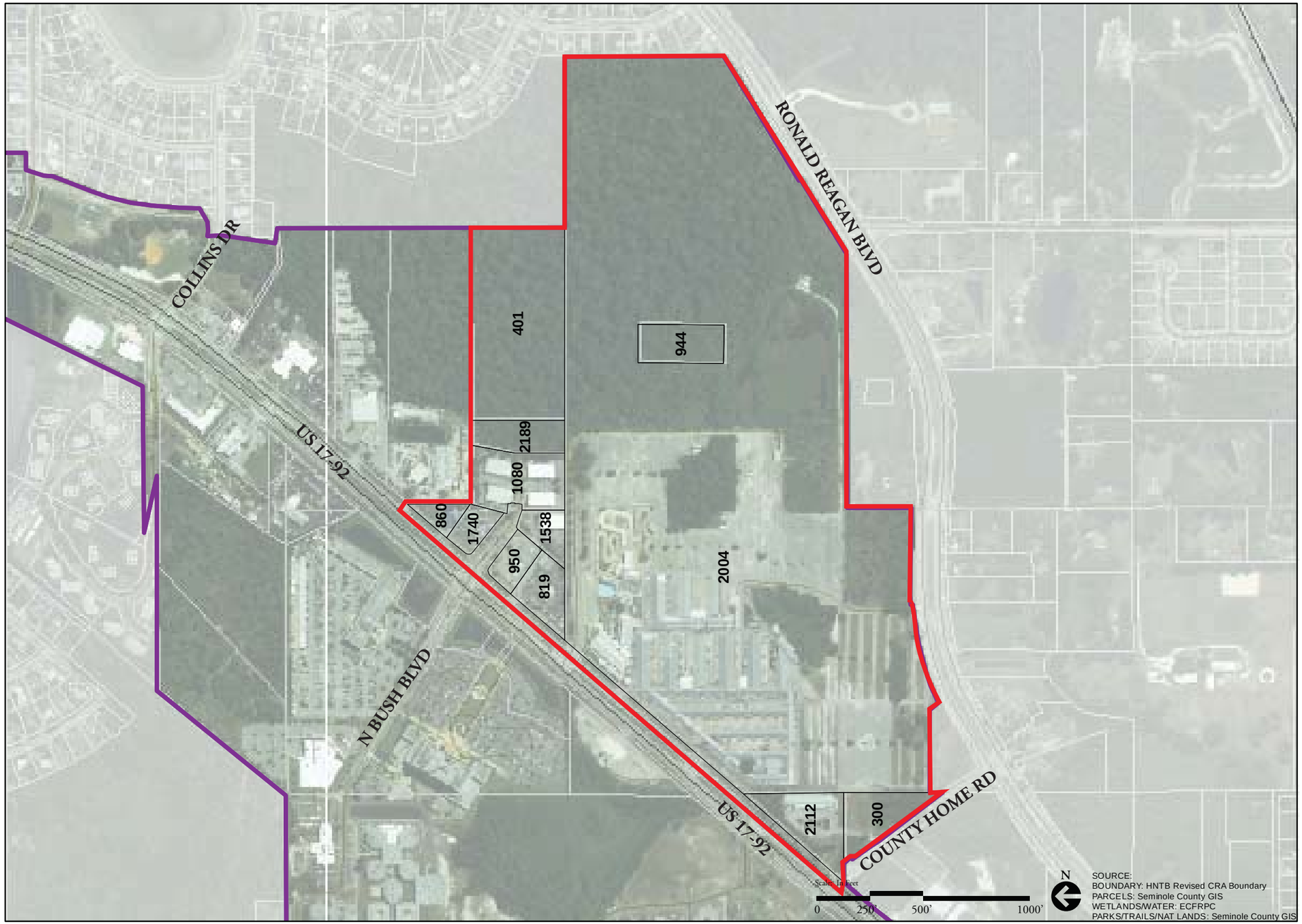
US 17-92
13TH ST
18TH ST
US 17-92
873
767
1180
1285
539
604
530
6
2102
1036
969
1280
2054
1799
1746
1164
1992
561
1873
2108
2023
1071
1081
1052
1073
919
1072
1065
906
2249
Scale: In Feet
0
150'
300'
600'
N
SOURCE:
BOUNDARY: HNTB Revised CRA Boundary
PARCELS: Seminole County GIS
WETLANDS/WATER: ECFRPC
PARKS/TRAILS/NAT LANDS: Seminole County GIS

FID	Parcel ID	Acres	Owner	Building Value	Total Value	Building SF
6	1930255AG14100010	0.71	JTV INV LLC	$0.00	$31,400.00	0.00
530	1930255AG14090060	0.50	JTV INV LLC	$0.00	$134,400.00	0.00
539	1930255AG14090010	0.31	JTV INV LLC	$682,408.00	$803,341.00	17,345.00
561	1930255AG13110030	0.11	FLAGLER JAMIE	$0.00	$12,288.00	0.00
604	19303630001400000	0.56	JTV INV LLC	$19,018.00	$172,521.00	840.00
767	1930255AG13090040	0.26	JCV PROPERTIES LLC	$37,794.00	$93,346.00	1,500.00
873	1930255AG13090010	0.79	SANFORD GROUP LLC	$458,916.00	$677,500.00	7,440.00
906	19303651200000020	0.27	SANFORD CITY OF	$0.00	$28,782.00	0.00
919	1930255AG13110080	0.29	KIRCHHOFF WILLIAM E &	$0.00	$1,100.00	0.00
969	1930255AG14100070	0.10	JONES JACK JR HEIRS	$0.00	$14,815.00	0.00
1036	193025300027N0000	0.28	CSX TRANSPORTATION INC	$0.00	$10.00	0.00
1052	19303630001600000	0.24	SANFORD CITY OF	$0.00	$27,864.00	0.00
1065	19303630001700000	0.34	SANFORD CITY OF	$0.00	$32,724.00	0.00
1071	1930255AG14110010	0.19	KIRCHHOFF WILLIAM E &	$25,947.00	$55,228.00	4,000.00
1072	1930255AG14110060	0.41	SANFORD CITY OF	$0.00	$45,839.00	0.00
1073	19303630001500000	0.24	KIRCHHOFF WILLIAM E &	$72,530.00	$92,294.00	1,410.00
1081	1930255AG1411006A	0.30	SANFORD CITY OF	$0.00	$32,869.00	0.00
1164	1930255AG1311001A	0.10	CLARKE WINSOME	$48,864.00	$58,249.00	1,168.00
1180	1930255AG13090050	0.11	JCV PROPERTIES LLC	$0.00	$43,400.00	0.00
1280	19303651200000030	0.94	ICE ENTERPRISES OF MID-FLORIDA	$127,378.00	$205,819.00	4,946.00
1285	1930255AG13090080	0.46	JCV PROPERTIES LLC	$47,910.00	$86,286.00	5,720.00
1746	1930255AG13110010	0.15	CLARKE WINSOME	$0.00	$14,538.00	0.00
1799	19303651200000050	10.25	RAMCO USA DEV CORP	$3,858,940.00	$5,671,971.00	47,185.00
1873	193025300027H0000	0.42	CSX TRANSPORTATION INC	$0.00	$10.00	0.00
1992	1930255AG13110020	0.06	GIBSON MICHAEL PER REP EST OF	$0.00	$7,558.00	0.00
2023	1930255AG1410007A	0.01	SANFORD CITY OF	$0.00	$100.00	0.00
2054	19303651200000040	13.43	DEPT AGRICULTURE/STATE OF FLA	$1,177,099.00	$3,263,410.00	58,200.00
2102	1930255AG13100010	1.68	JCV PROPERTIES LLC	$0.00	$123,552.00	0.00
2108	1930255AG1311003A	0.09	CADAVID MILTON	$0.00	$10,385.00	0.00
2249	1930255AG13110060	0.55	SANFORD CITY OF	$0.00	$76,550.00	0.00
Total		**34.14**		**$6,556,804.00**	**$11,818,149.00**	**149,754.00**

US 17-92
AMERICANA BLVD
LAKE MARY BLVD
US 17-92
2283
934
1541
352
597
802
90
2303
2120
1424
340
225
1066
1338
289
1928
244
621
2234
467
467
2310
1929
948
2075
1751
2227
775
1525
2207
794
1580
210
1782
1916
2253
Scale: In Feet
0
200'
400'
800'
N
SOURCE:
BOUNDARY: HNTB Revised CRA Boundary
PARCELS: Seminole County GIS
WETLANDS/WATER: ECFRPC
PARKS/TRAILS/NAT LANDS: Seminole County GIS

FID	Parcel ID	Acres	Owner	Building Value	Total Value	Building SF
90	203011300013A0000	1.14	SONNY'S FRANCHISE CO	$327,366.00	$695,105.00	5941.00
210	2030115AN000000A0	0.94	CUMBERLAND FARMS INC	$364,417.00	$719,182.00	9600.00
225	20301130003700000	0.69	WACHOVIA BANK NA	$234,244.00	$562,803.00	4098.00
244	203011300030B0000	0.81	SHERWIN WILLIAMS DEVELOPMENT	$375,608.00	$639,955.00	9500.00
289	2030115QU00000030	1.04	KIMCO OF MERRITT ISLAND INC	$340,524.00	$793,932.00	3080.00
340	203011300036B0000	0.85	KFC US PROPERTIES INC	$292,804.00	$672,804.00	2600.00
352	203011300010A0000	0.94	MEIXSELL EDWARD	$0.00	$164,820.00	0.00
467	2030115QU0B000000	4.18	WAL-MART STORES EAST LP	$0.00	$0.00	0.00
597	20301130001100000	1.78	MEIXSELL EDWARD	$0.00	$351,633.00	0.00
621	203011300030A0000	0.59	D'ERAMO DEBRA	$59,595.00	$245,488.00	2600.00
775	203011300018B0000	0.35	SELLERS JOHN	$107,798.00	$210,983.00	4416.00
794	20301151800000020	1.62	SANDEFUR & ASSOC INC	$760,321.00	$1,631,849.00	13070.00
802	203011300011A0000	0.60	UNATIN JEROME LLC	$346,312.00	$536,237.00	6030.00
934	20301130001000000	0.56	BALES DONALD J & EVELYN C CO	$109,158.00	$284,249.00	7000.00
948	203011300026A0000	1.40	RACETRAC PETROLEUM, INC #695R	$180,461.00	$892,571.00	3696.00
1066	2030115QU00000040	0.81	KIMCO OF MERRITT ISLAND INC	$467,237.00	$1,331,470.00	7670.00
1338	203011300036A0000	1.11	EIBER ENRIQUE & ROSA TRS	$262,545.00	$692,437.00	3725.00
1424	20301130001500000	12.25	CAR SON MAS LP	$933,790.00	$3,149,870.00	17706.00
1425	20301151900000030	20.37	LOWES HOME CENTER INC	$6,341,965.00	$12,338,346.00	157697.00
1541	203011300003A0000	0.63	SANFORD CITY OF	$0.00	$58,905.00	0.00
1580	20301151800000050	12.30	SANDEFUR & ASSOC INC	$5,145,930.00	$10,078,486.00	61672.00
1751	2030115190000002A	0.88	SELLERS JOHN G	$0.00	$292,720.00	0.00
1782	20301150200000020	1.44	HARBOR FEDERAL SAVINGS BANK	$412,644.00	$848,679.00	4172.00
1916	20301150200000010	8.86	HERDOR LLC	$2,773,694.00	$4,130,342.00	38122.00
1928	20301130002800000	0.39	STEWART MONI B TRUSTEE	$144,135.00	$284,945.00	2285.00
1929	2030115QU00000020	17.17	KIMCO OF MERRITT ISLAND INC	$7,678,267.00	$15,758,584.00	10128.00
2075	20301151900000010	1.02	DM HUBER FAMILY LP	$499,765.00	$1,119,425.00	5801.00
2120	20301151800000010	1.47	SANDEFUR & ASSOC INC	$403,592.00	$1,096,956.00	4342.00
2207	20301151800000010	1.47	SANDEFUR & ASSOC INC	$403,592.00	$1,096,956.00	4342.00
2227	20301151900000020	0.89	3768 DD ORLANDO MSA LLC	$244,938.00	$561,951.00	2256.00
2234	20301130003000000	0.75	HIGHTOWER FINANCIAL SERV INC	$461,296.00	$731,608.00	5138.00
2253	2130175060F000050	0.39	MCWADE SCOTT & JOY	$53,614.00	$78,521.00	1557.00
2283	20301130000900000	2.17	BALES DONALD J & EVELYN C CO	$285,216.00	$945,365.00	20991.00
2303	20301130001300000	4.70	U-STORE-IT LP	$1,742,095.00	$3,114,818.00	2600.00
2310	2030115QU00000010	18.56	WAL-MART STORES EAST LP	$8,248,935.00	$13,453,737.00	208103.00
Total		125.13		$40,001,858.00	$79,565,732.00	629,938.00


RONALD REAGAN BLVD
COLLINS DR
US 17-92
N BUSH BLVD
COUNTY HOME RD
401
944
2189
1080
860
1740
1538
950
819
2004
2112
300
Scale In Feet
0
250'
500'
1000'
N
SOURCE:
BOUNDARY: HNTB Revised CRA Boundary
PARCELS: Seminole County GIS
WETLANDS/WATER: ECFRPC
PARKS/TRAILS/NAT LANDS: Seminole County GIS

FID	Parcel ID	Acres	Owner	Building Value	Total Value	Building SF
300	20302230000200000	1.86	SEMINOLE B C C	$483,336.00	$692,424.00	7,912.00
401	2030145160B000000	9.05	GRINDLE ARTHUR E TR & GRINDLE	$0.00	$0.00	0.00
819	20301451600000010	1.36	GRINDLE ARTHUR E TR &	$147,814.00	$568,399.00	1,395.00
860	20301451600000040	0.53	GRINDLE ARTHUR E TR &	$122,105.00	$276,523.00	1,395.00
944	203014300015A0000	1.67	UNITED TROPHY MFG	$4,401,540.00	$5,047,561.00	3,820.00
950	20301451600000020	0.88	GRINDLE ARTHUR E TR &	$147,814.00	$541,793.00	1,395.00
1080	20301451600000050	2.70	GRINDLE ARTHUR E TR &	$1,709,749.00	$1,764,134.00	7,680.00
1538	20301451600000090	0.90	GRINDLE ARTHUR E TR &	$392,793.00	$441,034.00	7,680.00
1740	20301451600000030	0.75	GRINDLE ARTHUR E TR &	$138,844.00	$429,096.00	1,395.00
2004	20301430001500000	100.63	LEVY SYDNEY & MARIANNE V	$0.00	$3,821,648.00	0.00
2112	203015300044A0000	2.25	SEMINOLE B C C	$0.00	$479,024.00	0.00
2189	2030145160A000000	1.47	GRINDLE ARTHUR E TR & GRINDLE	$0.00	$0.00	0.00
Total		**124.04**		**$7,543,995.00**	**$14,061,636.00**	**32,672.00**

OXFORD RD
FERN PARK BLVD
FERNWOOD BLVD
SR 436
US 17-92
1145
2362
1413
238
356
562
2098
1626
1329
790
1456
1258
1547
1223
2294
214
79
2319
744
564
2425
1119
2422
2421
2426
1582
795
786
899
2423
994
1289
2016
2277
148
237
603
1797
1265
2017
1519
459
513
1594
497
1642
159
2116
95
521
Scale: In Feet
0
200'
400'
800'
SOURCE:
BOUNDARY: HNTB Revised CRA Boundary
PARCELS: Seminole County GIS
WETLANDS/WATER: ECFRPC
PARKS/TRAILS/NAT LANDS: Seminole County GIS

FID	Parcel ID	Acres	Owner	Building Value	Total Value	Building SF
79	17213051000000010	0.15	REFERENCE ONLY	$0.00	$0.00	0.00
148	17213030002900000	0.57	LAUREL HOMES INC	$219,452.00	$339,918.00	5,032.00
214	172130300025K0000	0.25	SUNTRUST BANK CENTRAL FLA	$0.00	$148,500.00	0.00
237	172130300029B0000	0.35	BOMBINO ROBERT M	$181,651.00	$284,392.00	5,747.00
238	17213051900000010	7.62	EIFFEL TOWER INV LLC	$3,402,098.00	$3,886,221.00	93,800.00
356	172130300025C0000	0.94	BFS RETAIL & COMM OPERATIONS	$286,875.00	$1,025,603.00	7,621.00
459	17213030001700000	1.54	EXXON CORP	$255,963.00	$1,424,496.00	3,910.00
513	172130300018A0000	0.36	SANWOOD CO INC	$166,019.00	$399,099.00	4,000.00
521	1721305100000004H	8.06	FLA JAI-ALAI INC	$0.00	$490,993.00	0.00
562	17213052702000000	3.89	KANE FURNITURE CORP	$4,147,815.00	$5,541,383.00	59,598.00
564	1721305100000001B	2.97	SUNTRUST BANK CENTRAL FLA	$800,594.00	$1,831,553.00	15,602.00
744	1721305100000001A	0.63	MDC2 LLC	$123,555.00	$529,401.00	2,541.00
786	172130300025X0000	1.30	ELLZEY INGA &	$445,502.00	$714,281.00	4,187.00
790	172130300025P0000	5.62	FIRST TEAM JEEP EAGLE CHRYSLER	$1,075,728.00	$3,100,341.00	23,980.00
795	1721305100000001C	0.14	REFERENCE ONLY	$0.00	$0.00	0.00
899	172130300025T0000	7.41	GREENWAY PARTNERS II LLC	$3,309,025.00	$5,083,281.00	42,056.00
994	1721305100000002A	3.22	KIMZAY OF FLA INC C/O KIMCO	$1,397,340.00	$2,742,898.00	27,576.00
1119	17213051900000030	1.00	FIFTH THIRD BANK	$0.00	$600,000.00	0.00
1145	17213030002600000	4.76	SEMINOLE B C C	$0.00	$1,582,794.00	0.00
1223	172130300025W0000	10.71	SAM'S EAST INC	$3,412,993.00	$7,432,728.00	135,110.00
1258	172130300025G0000	0.98	BOB EVANS FARMS INC	$271,196.00	$812,147.00	5,245.00
1265	17213030002000000	3.34	KIMZAY OF FLA INC C/O KIMCO	$2,808,002.00	$3,514,338.00	50,834.00
1289	172130300029F0000	0.10	MC KINNISS RICHARD J & JOYCE	$0.00	$20,736.00	0.00
1339	172130300025A0000	7.03	RUDNICK JAMES M TRUSTEE	$4,758,109.00	$6,189,018.00	15,740.00
1413	17213051900000020	9.74	OXFORD SQUARE LTD	$2,342,668.00	$6,124,855.00	11,440.00
1456	172130300025Q0000	2.02	DB PHASE ONE LLC	$518,169.00	$1,510,126.00	10,951.00
1519	17213030001900000	2.40	KIMZAY OF FLA INC C/O KIMCO	$557,915.00	$1,542,880.00	3,052.00
1547	172130300025B0000	0.42	LUIHN FOOD SYSTEMS INC	$231,439.00	$565,449.00	3,512.00
1582	17213051000000020	0.98	S C G PARTNERSHIP	$256,373.00	$876,107.00	3,944.00
1594	17213030001800000	0.60	KOTT MICHAEL J &	$121,131.00	$432,702.00	3,508.00
1603	172130300029C0000	0.22	PATEL PARESH S & PINKOO	$96,523.00	$154,449.00	3,398.00
1626	172130300025E0000	0.56	FAMILY 4 FABRICS INC	$119,384.00	$510,001.00	2,938.00
1797	17213030002100000	1.79	KIMZAY OF FLA INC C/O KIMCO	$0.00	$771,440.00	0.00
2016	172130300029A0000	0.29	MC KINNISS RICHARD J & JOYCE	$160,124.00	$229,371.00	2,904.00
2098	172130300025H0000	0.89	ROSSLER CHARLENE &	$146,193.00	$718,881.00	3,016.00
2277	172130300029D0000	0.25	REID ROBERT M	$175,455.00	$263,571.00	3,532.00
2294	172130300025F0000	2.54	FIRST TEAM JEEP EAGLE CHRYSLER	$0.00	$773,370.00	0.00
2319	172130300025R0000	0.21	SUNTRUST BANK CENTRAL FLA	$0.00	$148,500.00	0.00
2362	1721305320A000000	3.86	WAL-MART STORES EAST LP	$0.00	$0.00	0.00
2421	17213053200000010	16.87	WAL-MART STORES EAST LP	$1,853,595.00	$6,974,507.00	58,826.00
2422	17213030001600000	1.06	MOUZAKIS ELEFTHERIA	$283,989.00	$908,340.00	6,601.00
2423	17213053200000020	15.29	MSKP CASSELBERRY EXCHANGE LLC	$7,015,975.00	$14,992,411.00	12,512.00
2425	17213052600000020	5.43	H S I CASSELBERRY	$3,871,568.00	$4,451,527.00	47,655.00
2426	17213053200000030	2.11	MSKP CASSELBERRY EXCHANGE LLC	$737,963.00	$2,460,800.00	1,796.00
Total		**95.46**		**$29,738,764.00**	**$64,561,048.00**	**386,514.00**

FID	Parcel ID	Acres	Owner	Building Value	Total Value	Building SF
95	213017300023B0000	2.46	REFERENCE ONLY	$0.00	$0.00	0.00
159	21301751000000040	0.82	FLA JAI-ALAI INC	$0.00	$329,464.00	0.00
497	2130175100000004B	0.93	FLA JAI-ALAI INC	$0.00	$114,975.00	0.00
521	2130175100000004H	8.06	FLA JAI-ALAI INC	$0.00	$490,993.00	0.00
1622	213017300029E0000	1.12	FLA JAI-ALAI INC	$0.00	$234,178.00	0.00
2017	21301751000000030	13.13	FLA JAI ALAI INC	$3,822,067.00	$7,040,946.00	100,242.00
2116	2130175100000004J	0.43	FAIRWINDS CREDIT UNION	$0.00	$132,300.00	0.00
Total		**26.95**		**$3,822,067.00**	**$8,342,856.00**	**100,242.00**

Fern Park Site	26.95		$3,822,067.00	$8,342,856.00	100,242.00
Casselberry Site	95.46		$29,738,764.00	$64,561,048.00	386,514.00
Total	**122.41**		**$33,560,831.00**	**$72,903,904.00**	**486,756.00**

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