US-17-92 CORRIDOR REDEVELOPMENT MASTER PLAN

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City of Winter Springs:

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Preface

What is the future for the US 17-92 Corridor? Through the thoughtful efforts of Seminole County and other City Leaders the US 17-92 Community Redevelopment Agency (CRA) was created. The focus of this agency is to help guide sustainable development patterns for future development and redevelopment efforts, identify opportunities for both public and private sector redevelopment efforts to foster the continued economic revitalization along the corridor, and to provide valued assistance as a liaison between private development and the governing agencies to help facilitate the urban renewal process. The following Updated Corridor Redevelopment Master Plan has been developed to help guide future redevelopment efforts along the corridor. The concepts and recommendations as presented are based on inventory and analysis of the current physical and economic conditions.

Ultimately, this master plan is a living document that will be subject to change based on market demand and any changes in collective community vision. It must be viewed as a flexible tool, but with the primary focus to help guide cohesive development patterns.

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Chapter I: Overview - Highway Corridors

Overview

What is a Corridor?
Throughout this Master Plan we will refer to the US 17-92 "Corridor." The term corridor as used in this document refers to a multi-modal transportation network, knit together around a major transportation facility (US 17-92). The corridor encompasses all the surrounding land uses. A corridor links places together like pearls on a necklace. These places, or "nodes," are comprised of existing destinations in the community--- they can be as large as a downtown (Sanford) or as small as a street corner with a few shops.

Context and Observations on Corridor Redevelopment

"The American Suburb as we know it is dying."

This prediction was presented in Time Magazine (2009, March 23). 10 Ideas Changing the World Right Now. *Time* Magazine. The second presented in the Time Magazine article addressed the need for "recycling" our suburbs. Faced with the after-effects of the burst in the housing bubble and the subsequent loss of retail – an estimated 148,000 store closures in the last year (2009)—American suburbs are confronted with an even bigger challenge resulting from the demographic landscape that may foreshadow necessary adaptations to the traditional patterns of suburban development.

The shadow of this change is being cast by a number of compelling shifts:

- The rise in the number of households without children;
- The reverse migration of "empty nesters" and "twenty somethings" to the cities and inner ring suburbs seeking better Live/Work/Play options;
- The preferences of retirees who seek connectivity and transit options re expected to drive demand for attached housing types;
- The echo boomers (born 1979-1996) do not share the American dream for a house and a lawn and seek more varied lifestyles –77% say they plan to live in urban centers. This group represents a change in composition as well …30% are non-Caucasian, 25% grew up in a single parent household and 75% had mothers who worked outside the home; and
- The new immigrant preferences for affordable housing in proximity to transit and jobs.
- Other factors point to evolving pressure to adapt existing suburban development patterns:
    - Fluctuating gas prices;
    - Climate change and growing energy constraints;
    - Raised environmental awareness and the focus on sustainability;
    - Changes in transportation policy and funding; and
    - Technological changes that impact the workplace, the home and the marketplace.

Does this mean that the doors to the suburbs will be closing? Not likely. According to the 2000 US Census, 75% of all construction and 40% of all office space is suburban located, and over 50% of people in the US—140 million—choose to live in the suburbs. While the results of the 2010 Census are expected to see less suburban development, the overwhelming percent of new construction will still be located in the suburbs.

Predictions vary as to the rate of population growth nationally or here in Florida, but the challenge to suburban areas is implicit. Will suburbs continue to grow following the status quo patterns of the last 50 years? Will suburban growth be limited by the risk of economic decay and stratification? Or, will growth in the suburbs continue but in more sustainable patterns.

While trends certainly indicate changing attitudes regarding location preferences, underscoring the urban renaissance for some, many more will continue to choose suburban locations for a host of personal reasons. The real challenge posed by the trends will be how suburban development patterns adapt to meet the new demands… the desire for place and connectivity and the need to provide for transportation and housing choices within the existing suburban framework.

One area of opportunity ripe for adaptation and retrofit is the revitalization of the suburban highway corridor. Today, the 17-92 corridor is faced with the typical issues found along a deteriorating highway corridor. These issues can be characterized by declining rents, unintended uses, lack of investment and declining tax revenues.

Seminole County and the cities along the corridor can play a role in repositioning the 17-92 Corridor to attract new development or redevelopment. They can use land use, streamlining of development approvals, reduction in fees and other fiscal incentives to guide development such that it meets a broader community objective for economic development. They can use these incentives and development guidelines to create more interesting places and more options for mixing land uses and meeting transportation needs.

A Framework for Corridor Redevelopment: Economics, Transportation and Politics
The Urban Land Institute (ULI) characterizes retail corridors like the 17-92 Corridor as "one-dimensional forms of development that lack a distinct sense of place or community and that are increasingly plagued by problems to do with fragmentation, congestion, inconvenience, inefficiency, deterioration, and visual blight."
There are many factors that have led to the decline of these centers. Primarily, it is the the result of development which was created to respond to a different set of demographics and preferences; when traffic was less and speeds were slower; and when land prices were cheaper and shopping options more limited.

The framework of the retail corridor is the interaction between three major factors:

- The economic context including the market factors that drive decisions from a private development standpoint as well as the potential tax benefits to public jurisdictions;
- Transportation policies, from the federal to the state and local level, that set the stage for future development; and,
- The political arena which establishes the land use policies that set the final development patterns in place.

Economic Framework

The economics of the corridor are driven by the desires of the market place and the community's need for tax revenues to support growth and sustain services. Because retail has traditionally paid a high price for location, corridors, with their high traffic volumes, have been the ideal meeting place for community tax objectives and commercial profit goals.

One common societal thrust behind this change is the desire for mixed-use environments. The retail corridor has evolved from a single use mentality; an economic model that no longer works well in many places and that has fallen out of favor with shoppers. The ULI publication, Ten Principles for Reinventing America's Suburban Strips, discusses "diversifying the character" of these single use areas as an important strategy for change. "As development pressures increase and land values rise along suburban strips, the character of the strips should densify and diversify, and mixed-use development should become an essential part of this change."

Mixed-use has proven to be an effective model, as evidenced by the popularity of the Town Center concept being built in suburban locations, such as the Colonial Townpark located at the intersection of SR 46A and Interstate 4 (I-4). The model takes its cues from inner ring suburbs where housing, office and retail are in close proximity, all within a walkable environment. As Ron Loch, a Vice President with the Taubman Companies states, "Mixed–use communities where people can live, work, shop and play-create synergistic adjacencies and environments that are pleasing to be in. People love to be around people, and they love to be in these kinds of places."

The typical retail corridor, like US 17-92, is misaligned with these trends and many of the financial conditions underpinning the corridor have evaporated. The problem is made more difficult by the complexities the corridor presents: multiple building typologies, multiple ownerships and operators, short term leases, and a lack of common management and vision, to name a few. It's hard to pull a wagon with horses that are going in different directions!

The 17-92 corridor must also contend with other trends in retail that have been more responsive to changing shopper attitudes and preferences. The domination of discount "category killers," such as Best Buy, Target and Walmart, have influenced a surprisingly broad spectrum of consumers. According to a 2004 survey by the American Affluence Research Center, the top seven retailers favored by the wealthiest (average income $359,000) 10% of the U.S. population were (in order) Target, Home Depot, Costco, Nordstrom, Gap, Bed Bath and Beyond, and Best Buy. All these facilities are big footprint stores requiring larger sites and lots of parking. While they may have had their beginnings as a single use on a large parcel accessed from independent access points along the corridor, they now like to be near the action. They are now opting for location in Power Centers, Lifestyle Centers or adjacent to regional malls where they can benefit from the economic synergy that these locations provide. The result is more empty big box stores or so called "ghost boxes" along corridors.

The "big guys" are much better equipped to embrace new technologies such as in-store pick-up for online orders by creating working partnerships with Amazon and the like. There are other challenges for which single use development along the corridor is ill equipped. "The biggest trend in retail today is building green, from eco-friendly materials to HVAC systems that have a low impact for the environment," says Ed Nakfoor, a Birmingham based retail consultant. With community awareness for green buildings and Smart Growth on the rise, retail corridors face a tough challenge for new investment dollars.

Ultimately, unless the development pattern along the 17-92 corridor can be retrofitted to balance demand for big box retailers while incentivizing higher density, mixed-use centers that offer a diversity of housing, office and retail uses in an environment that accommodates walking and transit, the local government jurisdictions along the corridor will have to cope with declining tax revenues as the corridor deteriorates, is unable to adapt to changing conditions or simply maintains too much retail space to be sustainable.

To overcome the issues of a deteriorating corridor, the Master Plan recommends the establishment of activity nodes at key intersections where land values and economic potential is highest. The nodal areas with the most potential have been identified as "catalyst" sites and conceptual land use plans have been developed to demonstrate how development programs with greater market appeal could be encouraged to produce a higher return on investment for the current property owners. The catalyst sites demonstrate opportunities to knit the corridor more effectively into its surroundings. The catalyst sites also demonstrate how an existing group of neighborhoods or concentration of existing commercial uses may benefit from establishing new connections, which can improve access marketability and ultimately reduce congestion.

I. Overview - Highway Corridors

Transportation Framework

"The purpose of transportation is to bring people and goods to places where they are needed, and to concentrate the greatest variety of goods and people within a limited area, in order to widen the possibility of choice without making it necessary to travel. A good transportation system minimizes unnecessary transportation; and in any event, it offers change of speed and mode to fit a diversity of human purposes."

This quote from noted urbanist Lewis Mumford represents the essence of what should be accomplished by America's transportation network, but one could argue that the US 17-92 Corridor, and for that matter all major corridors, represent the opposite of what transportation should accomplish.

Retail corridors, rather than concentrate the greatest variety of people and goods, have paved the way to development patterns that have dispersed uses, increased travel miles and lessened convenience. Implied in Mumford's definition is the notion of connectivity: a multiple set of shopping options in one place; and access options. Influenced by zoning, the Corridor evolved into a linear system disconnected from its context internally and externally.

Among the problems faced today is that the US 17-92 Corridor in Seminole County extends over 13 miles, and the cross-section has many different widths and shapes. In some areas the right-of-way is as large as 200 feet, which means that, given the desired building to parking ratio preferred by retailers, there could be as much as 700 to 800 feet from building face to building face. The US 17-92 Corridor also has varying traffic volumes and posted speed limits. Therefore, ongoing planning efforts must recognize how the different market segments of the 17-92 Corridor function, investing wisely in areas where a balance between automobile access and pedestrian/bicycle safety and comfort is achievable.

In order to maintain the functionality of the transportation network in the US 17-92 Corridor, one must weave land use and development patterns with transportation types and functions. For this reason, the Master Plan recognizes a number of distinct land use/transportation districts and nodes where the plan divides the US 17-92 Corridor into more manageable sub-areas based on common characteristics. Best Practices Recommended Design Patterns and use recommendations have been developed for each of the sub-areas to reinforce the proper land use and transportation interface and maximize the economic potential of the US 17-92 Corridor from both the public realm and private realm.

Political Framework

The retail corridor has been created within a political arena, at the federal, state and local levels that is responsible for developing and implementing transportation policies, creating and administering zoning, providing utilities to service new areas for development and balancing a tax base with the overall service needs of the community. Transportation and the marketplace meet within this political arena and it is important to recognize that any desired change to ameliorate a deteriorating corridor must work within this framework.

There has been a political mind-set in place for the last 50 years that produced the retail corridor, but that mind set is beginning to change in response to new and emerging forces:

- Suburban areas have matured and many have evolved with no true centers;
- Energy awareness, brought on by rising gas prices, and the volatility of the marketplace have raised the desire for transportation options…transit ridership is at it highest point in the U.S. in 50 years and locally, Lynx ridership increased 10% in the last two months of 2010;
- Demographics and lifestyle preferences have affected how people choose to live, and increasing numbers of them want to live, work and play in closer proximity; and
- Technological changes have altered the workplace, the home and the way people shop.

Raised consciousness about the environment has communities looking more closely at development options, particularly mixed use, with a focus on compact, walkable places that offer a variety of housing and mobility choices.

The marketplace is just beginning to find solutions to redeveloping suburban corridors like US 17-92 by exploring ways of thinking and adapting to new expectations and needs, turning a former big box store into a library, for example. Retail corridors like US 17-92 represent enormous investments of public and private capital, and the stakes are too high for Seminole County and the municipalities along the corridor to stand by and watch them fail. The fact that the all of the affected jurisdictions have created the US 17-92 Community Redevelopment Agency was a major step in establishing a mechanism to incentivize the planning and fiscal support necessary to implement new ideas, retrofit existing conditions and reinforce quality business along the US 17-92 Corridor.

Chapter II: Updated US 17-92 CRA Overview

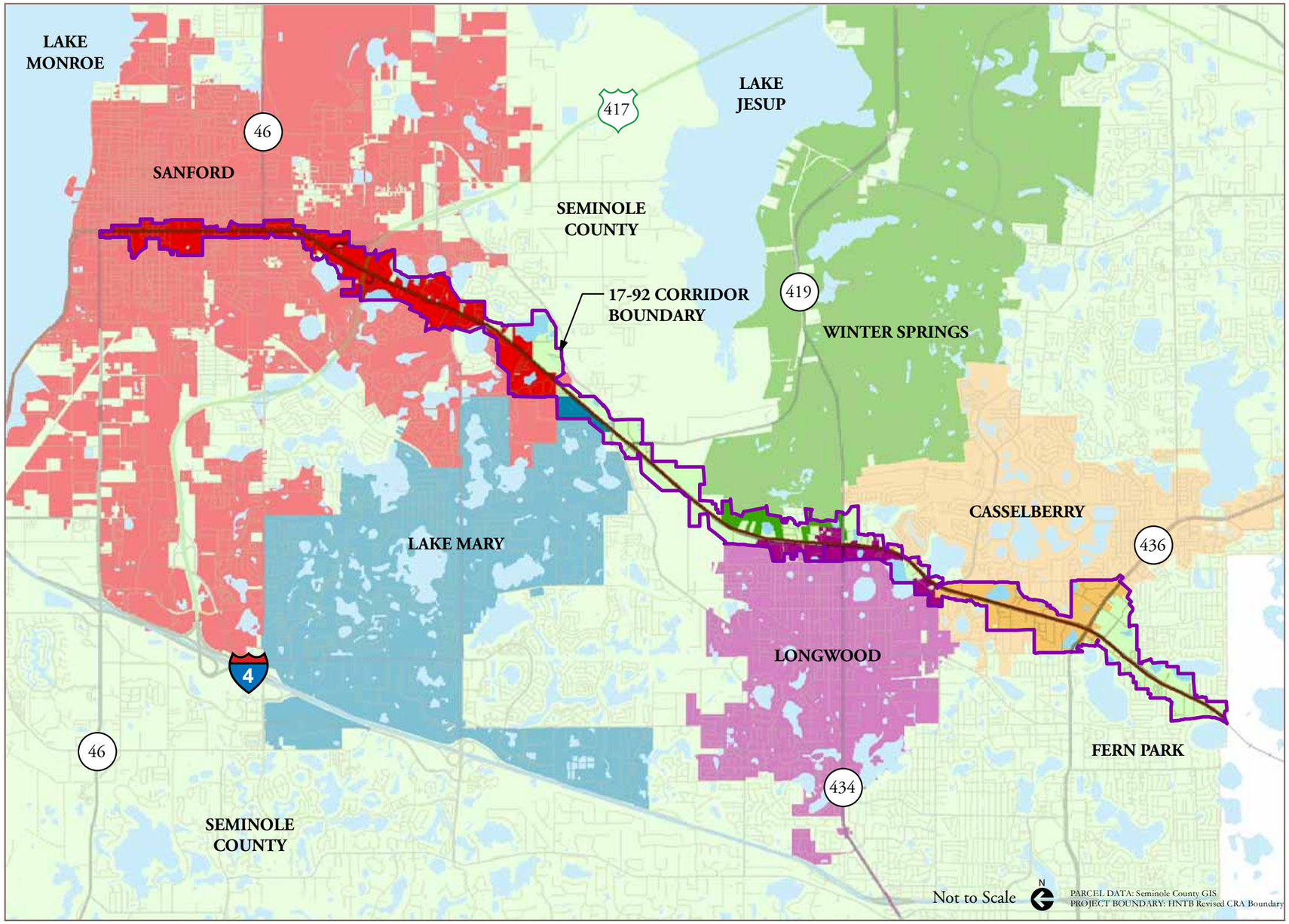
II. Updated US 17-92 CRA Overview

Introduction

The US 17-92 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 Seminole County Board of County Commissioners serves as the Community Redevelopment Agency ("CRA Board"). CRA projects and programs are reviewed by the Redevelopment Planning Agency (RPA), which offers recommendations to the CRA Board, and 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 17-92 Corridor, providing a safe and attractive environment for existing and new businesses. In addition, the CRA Board administers grant programs to provide incentives to existing and new businesses.



CRA Jurisdictional Boundary

Existing Conditions

Using 2008 Florida Department of Revenue property use data, an analysis was conducted to determine the predominant existing land uses within the US 17-92 CRA jurisdictional boundaries. This analysis included the following:

- 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. The vacant acreage makes up 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 jurisdictional boundary.

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 jurisdictional boundary. 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.

Summary by Jurisdiction

Seminole County

A large portion of the US 17-92 CRA jurisdictional land area 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 jurisdictional land 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, enhancing 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 jurisdictional boundary. 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 jurisdictional boundary, 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 accommodate market conditions and privately-initiated development applications. There are 18 policies in the Seminole County Comprehensive Plan that implement the current CRA Master Plan.

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 jurisdictional boundary.

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 jurisdictional boundary 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 jurisdictional boundary, indicating that it will remain a corridor of high intensity.

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) and the Board of County Commissioners, acting as the Community Redevelopment Agency (CRA Board).

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 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; and
    - Trash collection at 14 LYNX bus stops.
- Construction Projects:
    - Mast arm construction to replace existing cable traffic signals; and
    - 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
    - Funding for 15 light fixtures; and
    - Funding for maintenance and installation of 27 roadway medians.
- Aid to Private Organizations
    - Development Grants (up to $2 million); and
    - Mini-grants (up to $200,000.00).
- Aid to LYNX (Central Florida Regional Transportation Authority)
    - 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.
- General administrative operating expense.
- Professional staff salaries and benefits.

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

CRA Capital Projects Spending Program
(2008-2011)

The following is a synopsis of the US 17-92 CRA funded Capital Projects from 2008-2011.

The projects funded were initiated by both the CRA and individually by the partner jurisdictions and private property owners. From 2008-2011 the total captital projects and studies expenditure was $ 3,823,343 with $1,954,445 (51%) being dedicated to public realm improvements projects. Private realm investment projects totaled $1,223,986, which accounted for roughly 32% of total expenditure. Private investment by property owners was approximately $24.5 million. Based on these findings it is strongly recommended that a strategic campaign be developed to define targeted private realm improvements projects and advertise available grant funding improvements. Greater focus should be placed on funding projects that specifically create increased property valuation and job base within the CRA jurisdictional boundary.

Municipal Public Realm Projects

- Sanford: Park Ave. to Airport Rd.
  Median & Lighting Improvements & Upgrades
  $407,950

- Sanford: 13th Street, Streetscape Project
  Median, Lighting & Roadway Improvements
  & Upgrades
  $433,000

- City of Lake Mary
  SEED Public Hearing
  $350.00

- LYNX/CRA Joint Project
  Increased Bus Headways
  $216,000

- Sanford: The 13th Street Reclaimed Water
  Line Project. Irrigation Project
  $33,000

- Sanford 13th Streetscape Project
  Beautification, lighting
  $400,000

- Sanford: Water & Sanitary
  Sewer Line Extension Project
  Infrastructure Improvements
  $464,145

Total
$1,954,445

CRA Development Grants

- Patio Grill Restaurant
  2900 Orlando Dr. Sanford, 32771
  $233,188 /$2,100,000

- China Star Restaurant
  2508 South French Ave., Sanford
  $25,900 /$129,607

- DeGusipe Funeral Home
  9001 N. Orlando Ave. Maitland, 32751
  $254,658 /$851,908

- Adcock Roofing
  800 French Ave., Sanford
  $8,177/$40,887

- Hopi LLC
  2520 South French Ave., Sanford
  $32,765/$88,827

- Lowes
  6735 South US 17-92, Fern Park
  $225,000/$13,000,000
- Buffalo Land Co.
  3101 South Orlando Ave., Sanford
  $182,372/$7,551,486

- French Ave. LLC
  2535/2543 French Ave., Sanford
  $180,100/$638,500

- Pinter Enterprises
  2500 South US 17-92, Seminole County
  53,768./$144,123

Total
$1,195,928 (CRA contribution)
$24,545,338 (Private investment)

CRA Mini-Grants

- Demetree Chiropractic Office
  3505 S. Orlando Ave. Sanford
  $2,750 /$5,500

- Soon Chang Mini-Mall
  1911 French Ave. Sanford
  $2,250 /$4,500

- Bethune/AAMCO Service center
  2890 Orlando Dr. Sanford
  $3,900/$7,811

- Maryanne Bailey
  2531 French Ave., Sanford
  $4,952/$9,904

- Compass Mini-Mall
  2108 French Ave. Sanford, 32771
  $4,206 /$9,413

- The Appliance Store
  906 S, French Ave., Sanford
  $5,000 /$261,936

- Inlign Auto
  1325 South US 17-92, Seminole County
  $5,000/$10,702

Total
$28,058 (CRA contribution)
$309,766 (Private investment)

CRA Funded Studies

- CRA Master Plan Update Study
  $490,000

- CRA Mapping & Boundary Study
  $25,000

- CRA Property/ Parcel Inventory &
  Analysis Study
  $130,000

Total
$645,000

Total CRA funded Projects and Studies
$3,823,343

CRA Statutory Requirements (Section 163 Overview)

Originally adopted in 1969, Part III of Chapter 163, Florida Statutes, ("Part III") otherwise known as the Community Redevelopment Act of 1969, provides for the establishment, operation, and funding for Community Redevelopment Areas and the associated CRAs within the State of Florida. As stated in Section 163.340(10), a Community Redevelopment Area is defined as a:

> …slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly, or a coastal and tourist area that is deteriorating and economically distressed due to outdated building density patterns, inadequate transportation and parking facilities, faulty lot layout or inadequate street layout, or a combination thereof which the governing body designates as appropriate for community redevelopment. For community redevelopment agencies created after July 1, 2006, a community redevelopment area may not consist of more than 80 percent of a municipality.

The terms "slum area" and "blighted area" are further defined in Sections 163.340(7) and (8), Florida Statutes as:

(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence, and exhibiting one or more of the following factors:

a. Inadequate provision for ventilation, light, air, sanitation, or open spaces;
b. High density of population, compare to the population density of adjacent areas within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
c. The existence of conditions that endanger life or property by fire or other causes.

(8) "Blighted area" means an area in which there are a substantial number of deteriorated, or deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

a. Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
b. Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the 5 years prior to the finding of such conditions;
c. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
d. Unsanitary or unsafe conditions;
e. Deterioration of site or other improvements;
f. Inadequate and outdated building density patterns;
g. Falling lease rates per square foot of office, commercial, or industrial space compared to the remainder of the county or municipality;
h. Tax or special assessment delinquency exceeding the fair value of the land;
i. Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
j. Incidence of crime in the area higher than in the remainder of the county or municipality;
k. Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
l. A greater number of violations of the Florida Building Code in the area than the number of violations recorded in the remainder of the county or municipality;
m. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
n. Governmentally owned property with adverse environmental conditions caused by a public or private entity.

Redevelopment Trust Fund

Section 163.387, Florida Statutes, authorizes a CRA to establish a Redevelopment Trust Fund. Funds allocated to and deposited into this fund shall be used by the agency to finance or refinance any community redevelopment it undertakes pursuant to the approved community redevelopment plan.

The Redevelopment Trust Fund generates revenue through Tax Increment Financing (TIF), which represents the difference between the ad valorem taxes that would have been levied each year by the taxing authority and the assessed value of properties at the baseline year when the CRA was established.

Use of Redevelopment Trust Fund Monies

Section 163.387(6), Florida Statutes, limits expenditure of funds in the Redevelopment Trust Fund to the identified redevelopment area, consistent with the approved redevelopment plan. Eligible expenses include the following:

(a) Administrative and overhead expenses necessary or incidental to the implementation of a community redevelopment plan adopted by the agency.

(b) Expenses of redevelopment planning, surveys, and financial analysis, including the reimbursement of the governing body or the community redevelopment agency for such expenses incurred before the redevelopment plan was approved and adopted.

(c) The acquisition of real property in the redevelopment area.

(d) The clearance and preparation of any redevelopment area for redevelopment and relocation of site occupants within or outside the community redevelopment area as provided in s. 163.370.

(e) The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness.

(f) All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.

(g) The development of affordable housing within the community redevelopment area.

(h) The development of community policing innovations.

History of Tax Increment Financing in the US 17-92 Corridor

In order to establish the US 17-92 CRA, a "*Finding of Necessity for a Community Redevelopment Area*" Report was prepared in May 1997. This report included a tax base evaluation for years 1992 and 1997 which 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).

Following the Finding of Necessity Report and declaration of blighted conditions, Seminole County prepared the US 17-92 Corridor Redevelopment Plan in 1997, which established the US 17-92 CRA by Ordinance 97-54, codified in Chapter 58 of the Seminole County Code of Ordinances. 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 subsequent 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 included tax revenue projections for 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 represented stagnant economic growth, resulting in a small increase in annual revenue ($131,197 in 2007) over the fixed tax base. 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.

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 Plan. However, since 2009, this revenue has been declining.

Market Analysis Summary

Real Estate Research Consultants, Inc. (RERC) was retained by VHB-MS to assist with the evaluation and analysis of the US 17-92 Corridor in Seminole County in preparation of this Master Plan. RERC was tasked with analyzing development and valuation trends along the entire length of the US 17-92 Corridor and operating characteristics for major commercial land uses in the area. This section summarizes the results of that effort. RERC was also asked to perform an analysis of both the land area within the CRA jurisdictional boundary and the TIF revenue; as well as conduct market analyses for specific redevelopment sites.

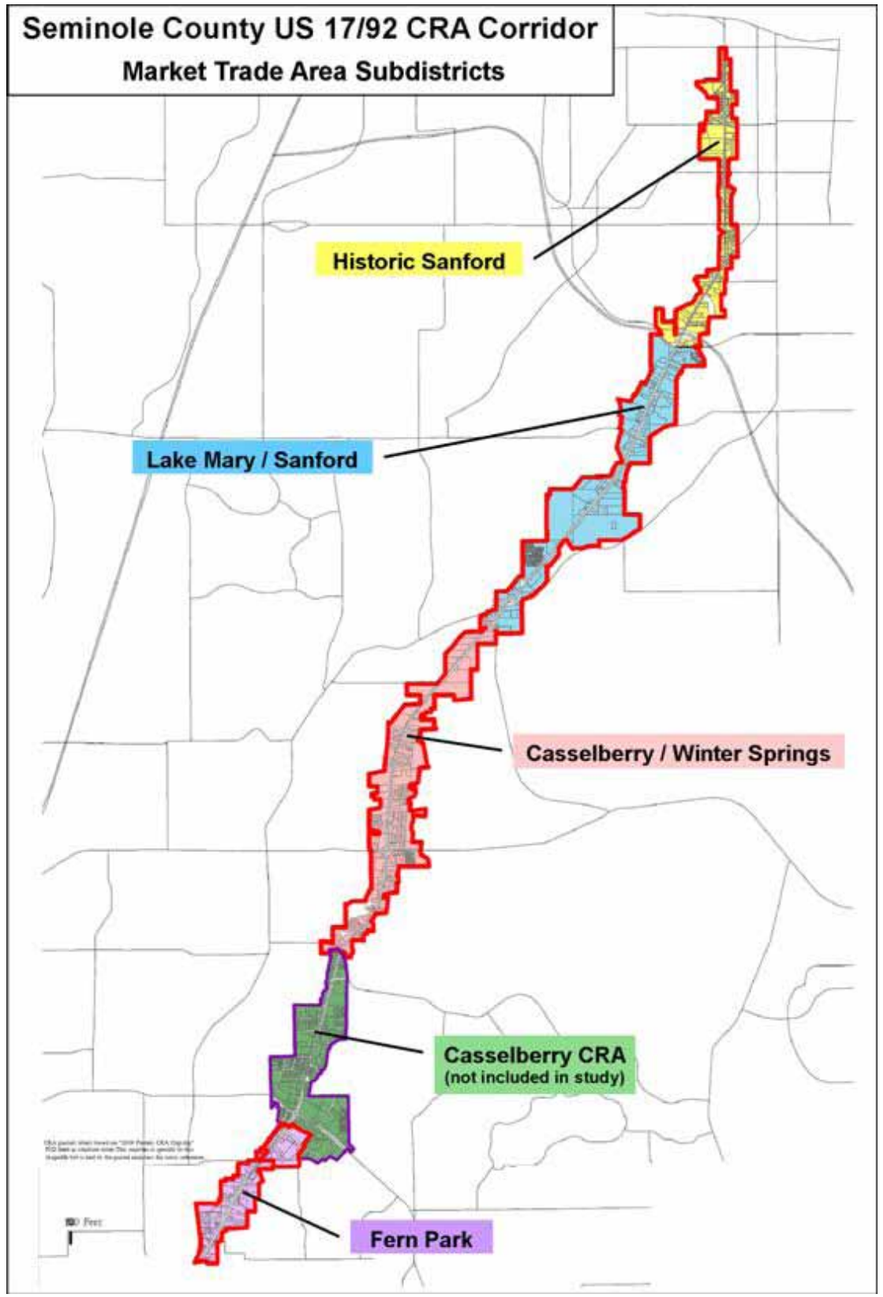
In order to complete this assignment, RERC made use of the following data resources:

- GIS data provided by both Seminole County and the East Central Florida Regional Planning Council 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 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 2009. This data tracks characteristics of those land use types for buildings over a certain square feet in size, representing 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

Because market boundaries do not necessarily follow jurisdictional boundaries, RERC and VHB-MS 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 US 17-92 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 preceding map shows the boundaries of each market trade area subdistrict within the US 17-92 Corridor.

Development Patterns and Absorption Trends

RERC profiled trends in development and absorption for Seminole County, the US 17-92 Corridor and each subdistrict. The time frames used in the trending analysis were:

- 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 US 17-92 Corridor's overall absorption. The following are what RERC considers to be the major points from this information:

US 17-92 Corridor

- The US 17-92 Corridor totaled 2,155 residential units in 2009. This represents about 1.3% of the County's total units. Over time, the US 17-92 Corridor has captured up to 10% of the County's total residential growth, though most periods were at lower capture rates of from 4.0% to 6.0%.
- Residential development in the US 17-92 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 approximately 6,880,738 square feet of commercial development in the US 17-92 Corridor in 2009. The US 17-92 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 US 17-92 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 US 17-92 Corridor's capture of County commercial development has been tapering off 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 US 17-92 Corridor, totaling approximately 1,688,960 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 approximately 914,525 square feet of space in 2009 within the US 17-92 Corridor. Most of this product was added from 1980-1999.

Sub-Districts

- Most of the residential product is located in the Casselberry and Casselberry/Winter Springs subdistricts, which represents about 69% of the US 17-92 Corridor's total. The Lake Mary/Sanford area has about 25% of the US 17-92 Corridor's total.
- Commercial land uses are spread relatively evenly throughout the US 17-92 Corridor. The Lake Mary/Sanford area has about 27% of the total US 17-92 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 US 17-92 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 US 17-92 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. Since the year 2000, 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 US 17-92 Corridor.

Trends in Taxable Valuations

RERC evaluated the tax values trend within the US 17-92 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 US 17-92 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. 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 new development and the addition of new subdivided 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 US 17-92 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 US 17-92 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 newly subdivided parcels to the US 17-92 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 following year but not as significant a decrease as that which was noted for residential product.
- Industrial taxable values per square foot have been in the $45 to $50 range between 2007 and 2010. 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 US 17-92 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. 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. 2009 office occupancy levels were 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 declined to about 89% in 2009 from the 92% achieved in 2008. Retail and office occupancies within the US 17-92 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 US 17-92 Corridor, ranging from about 88% to 92%. in 2009. 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 had 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 was 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.

The work to date indicates that much of the commercial and industrial product within the US 17-92 Corridor is relatively old, which may partially contribute to some of the lower occupancy levels noted earlier. The current recessional 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 US 17-92 Corridor. Many dealerships in the area have closed, leaving large areas of land under utilized. This may lead to areas of opportunity for potential redevelopment locations.

FDOT Improvement Program

To evaluate the potential for implementation of improvements proposed by the CRA, an evaluation of the Florida Department of Transportation Work (FDOT) Program along or connecting to the corridor was conducted early in the study. The projects listed below, were recently updated to reflect each project's current status. The following table also contains the project description and limits. Most of these projects are complete or well underway, with the plans production approaching the 90% completion stage:

Project ID	Project Name and Limits	Type of Work	Status
414779-1	US 17-92: Orange Co Line To Lake Of The Woods Blvd	Resurfacing, bike lanes and addition of sidewalks	Complete
424894-1	US 17-92: N Side Of SR 436 To N Of Seminola Blvd	Sidewalk	Complete
404418-1	US 17-92 Interchange At SR 436	Interchange	ROW Acquisition funded through 2016
424900-1	US 17-92: .Shepard Rd To Lake Mary Blvd	Resurfacing	Construction 7/2011
240196-1	US 17-92: Shepard Rd To Lake Mary Blvd	Add Lanes and Reconstruct	Construction 9/2014
427417-1	US 17-92: Lake Mary Blvd to Airport Blvd Corridor Redevelopment Agency will provide local funds to upgrade the light poles to a painted product	Lighting	Construction 9/2012
411742-1	US 17-92: Airport Blvd To Seminole Blvd	Resurfacing	Complete
422013-1	US 17-92: Seminole Blvd To I-4	Resurfacing	Complete

Generally, these projects will provide improved access for pedestrians through the installation and repair of sidewalks, upgrades to ADA access and other related modifications. However, the six laning of US 17-92 from Shepard Road to Lake Mary Boulevard creates a wider and generally faster roadway creating difficulties for pedestrians to negotiate crossing the corridor. While the intention of redevelopment is to intensify development projects, especially at intersections with transit routes expected to connect to SunRail, the widening of US 17-92 creates greater challenges to transit supportive development and pedestrian activity.

The interchange at US 17-92 and SR 436 creates even greater challenges, because the elevated approaches to the bridge create a barrier to any crossing of 17-92, by any mode of transportation.

In addition to the sidewalk project listed above, the installation of lighting on US 17-92 from Lake Mary Blvd. to Airport Blvd. is intended to improve pedestrian safety in that portion of the corridor. The CRA is working to create a joint project agreement with FDOT to upgrade the standard cobra head lighting to decorative lighting in keeping with improving the Corridor's appearance.

Based on the latest information, the one project for which the information is not complete is the interchange at SR 436 and US 17-92. The purchasing of right of way is funded through 2016, but the funding of construction is not programmed in the FDOT current work program within the five year timeline the work program covers.

The implications of the stage of completion relates to the FDOT's ability or willingness to accommodate proposed modifications to the corridor based on proposals for improvements by the CRA. The FDOT will have concerns with impacts to their schedule for production and additional costs related to changes to the construction plans. The earlier coordination with the FDOT can occur, the more likely revisions can be incorporated into the project. The FDOT may be willing to accommodate revisions to its plans, but may expect the CRA to fund any modifications to the construction plans in addition to the increases in construction costs related to CRA improvements.

Seminole County

Similarly, the Seminole County Capital Improvements Program (CIP) was assessed early in the study to determine which projects may influence the corridor. The following projects were listed in the Seminole County CIP and at this point in time, all of them have been completed. The projects that have the most potential to impact the US 17-92 Corridor is the installation of sidewalks. These sidewalk projects will improve access to the corridor for pedestrians which will improve the potential for increasing transit ridership.

Project ID	Project Name and Limits	Type of Work	Status
192583	Sidewalk along Airport Blvd. from US 17-92 to Sanford Ave.	Sidewalk	Complete
192582	Sidewalk along West 27th St. from US 17-92 to Sanford Ave.	Sidewalk	Complete
283601	Resurfacing West 25th St. from Old Lake Mary Rd to Sanford	Resurfacing	Complete
192584	Sidewalk along CR 46A from Ridgewood Ave. to US 17-92	Sidewalk	Complete

FDOT Requirements

- FDOT Maintenance Requirements: The FDOT expects local governments to sign maintenance agreements related to maintenance of items not normally built or maintained by the FDOT within the right-of-way, such as landscaping, wayfinding, "non-standard" lighting fixtures, hardscape, textured pavement surfaces, etc.

- The mechanism for the agreement requires the local government to take over routine maintenance of the right of way during the term of the agreement. FDOT then reimburses the agency for the "normal" cost of maintenance that they would incur within that segment of roadway. There are additional terms for liability and other conditions outlined in these agreements such as litter removal, mowing, etc.

- FDOT Liability Requirements: When a local government proposes extensive landscaping or geometric treatments such as speed management features, the FDOT will many times require the local government to assume liability for the roadway segment. This is accomplished by the local government taking over ownership of that portion of the corridor. The determination for who retains ownership is handled on a case by case basis and varies from FDOT District to District. Some Districts exhibit more flexibility in allowing extensive landscaping or more aggressive speed management techniques than others.

Consequently, as the CRA is preparing to enter into the final design process for the streetscape for each segment of the corridor, early coordination with FDOT District Five will be essential to ensure that the design approach is acceptable to the District.

Chapter III: Updated US 17-92 CRA Master Plan

A. Purpose of the Corridor Redevelopment Master Plan

This updated Master Plan is intended to be the blueprint by which the CRA proceeds with implementing the development strategy for the corridor. The Master Plan addresses: existing conditions, transportation needs, current market conditions, revitalization concepts, and site development standards.

The Updated US 17-92 CRA Corridor Redevelopment Master Plan establishes the vision and design patterns for both the public and private realms of the corridor. It builds 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 over-arching theme and design patterning for the various segments of the corridor.

Vision Statement

The Updated US 17-92 CRA Corridor Redevelopment Master Plan is based on a vision to transform this 13 mile traditional highway corridor from its current, under-utilized, auto-centric, condition to a new more sustainable urban condition. The redevelopment of the corridor will feature:

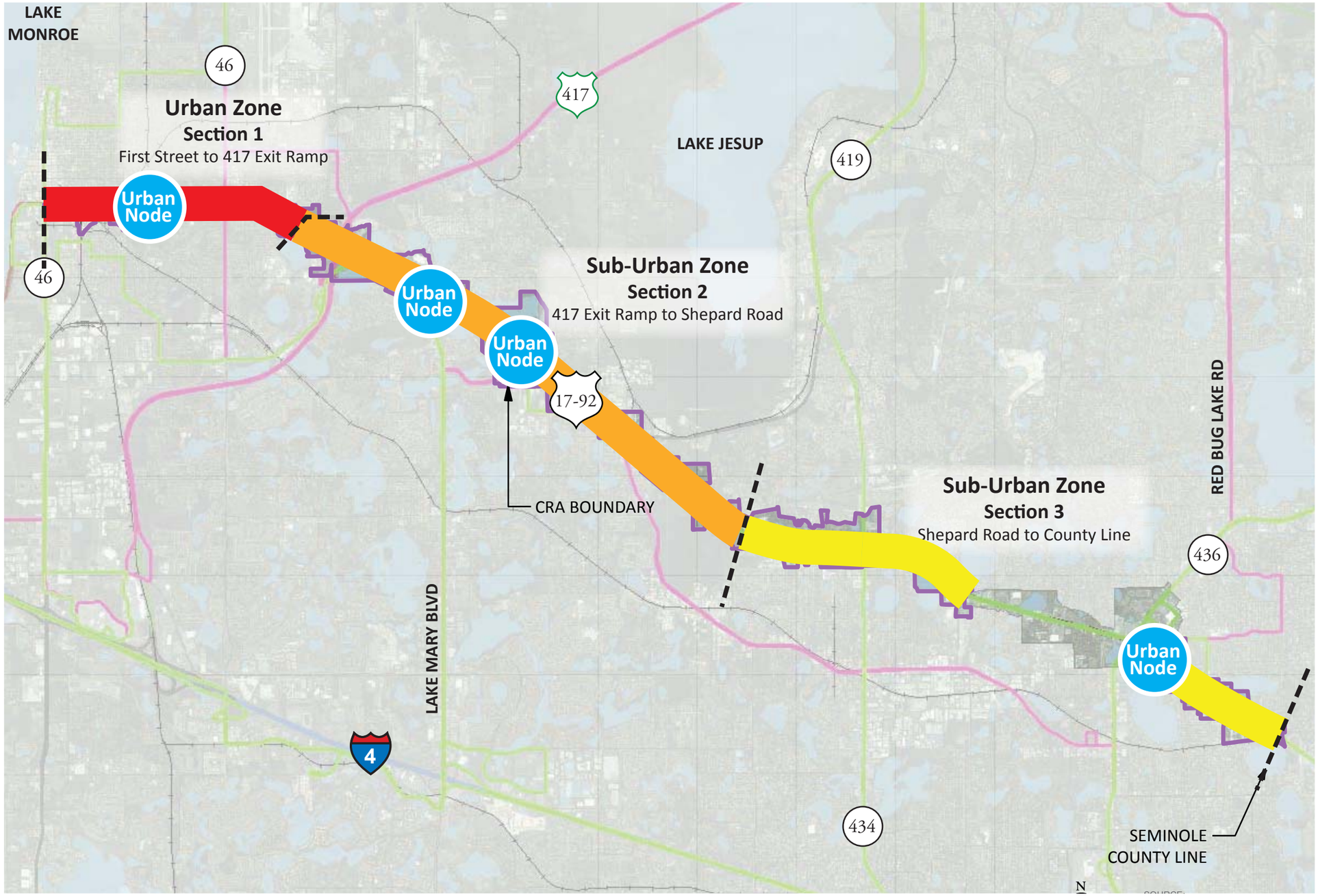
- A mix of uses at higher densities and intensities, affording the community a wider range of goods, services, and experiences at one location, thereby increasing connectivity and choice and reducing trip generation rates;
- Greater connectivity and mobility achieved through the availability of a balanced transportation system including public transit, pedestrian and bicycle networks; and
- The establishment of character districts focusing on catalyst projects that establish a sense of place, increase real estate, and subsequently, taxable value.

The vision should be expected to evolve over time. Changes may be small at first and facilitated primarily by public investment, but once critical mass is achieved, the private sector will carry the momentum for realizing the vision.

Guiding Principles for Corridor Redevelopment

The following principles are recommended to promote realization of the US 17-92 Corridor Redevelopment Master Plan. These principles should serve as the framework for establishing the Goals, Objectives and Policies for corridor redevelopment and near, mid and long term recommendations.

- Anticipate evolution of the corridor
- Ignite leadership in both the public and private sector
- Establish and concentrate on nodes
- Focus on place making
- Improve connectivity and balance access
- Explore and improve public/private financing opportunities
- Build strong relationships between developers and property owners
- Encourage higher density
- Identify, program and complete several catalytic projects in the corridors
- Stress sustainable economic development results over regulation


LAKE MONROE
46
Urban Zone
Section 1
First Street to 417 Exit Ramp
Urban Node
46
417
LAKE JESUP
419
Sub-Urban Zone
Section 2
417 Exit Ramp to Shepard Road
Urban Node
Urban Node
17-92
CRA BOUNDARY
Sub-Urban Zone
Section 3
Shepard Road to County Line
RED BUG LAKE RD
436
Urban Node
LAKE MARY BLVD
4
434
SEMINOLE COUNTY LINE
N

Extents of

B. Goals, Objectives, and Policies

The following Goal, Objectives and Policies for the US 17-92 Corridor Redevelopment Master Plan are based on community input as provided during a public charrette and focus group meetings. Combined with detailed contextual and economic analysis and sound planning and redevelopment strategies, the following Goal, Objectives, and Policies will provide the framework and general guidelines that promote focused redevelopment and new development efforts and the desired urban form as envisioned by the community.

Goal: Promote and provide a cohesive, economically sustainable, and functional built environment throughout the entire US 17-92 corridor

Objective 1: Establish the administrative framework and financial programming to achieve the recommendations of the Corridor Redevelopment Master Plan

Policy 1.1: Maintain a dedicated CRA staff position that provides focused customer and public support, encourages economic redevelopment efforts, and actively promotes and markets CRA initiatives to both public and private sectors.

Policy 1.2: CRA staff shall meet with planning staff from the incorporated jurisdictions on a quarterly basis to promote intergovernmental coordination and consistency with CRA Corridor Master Plan redevelopment framework. CRA staff shall provide input on proposed projects within the US 17-92 corridor during staff technical review periods.

Policy 1.3: CRA staff shall provide quarterly updates to the Redevelopment Planning Agency to report on the progress and status of implementation of projects identified in the CRA Corridor Master Plan.

Policy 1.4: CRA staff shall engage business owners and residents in a public outreach campaign to provide information about ongoing and planned CRA projects, available funding assistance programs and project application assistance.

Policy 1.5: CRA staff shall create a public marketing campaign to highlight redevelopment opportunities to potential developers, investors, commercial brokers and local banking institutions.

Policy 1.6: CRA staff shall develop a strategic relationship with a local banking institution(s) to assist developers in financing redevelopment projects.

Policy 1.7: CRA shall establish neighborhood specific advisory, policing and community outreach groups to engage both residents and business owners in the revitalization process.

Objective 2: Eliminate existing blight and prevent the continued degradation of physical and social environment within the CRA jurisdictional boundary and surrounding community.

Policy 2.1: Encourage privately-initiated rehabilitation of substandard and unsightly structures, signs, landscape and parking areas through available funding programs. Provide matching grants contingent upon design compliance with Corridor Redevelopment Master Plan redevelopment framework standards and perpetual maintenance agreement.

Policy 2.2: Initiate area specific code compliance violation analysis and identify properties in violation. Once identified, coordinate with Code Enforcement staff to provide notification to property owners and monitor mitigation compliance.

Policy 2.3: Identify non-conforming uses and develop a strategy for replacement, removal or redesign.

Objective 3: Establish context-sensitive redevelopment framework guidelines that promote development patterns appropriate for different portions of the US 17-92 corridor.

Policy 3.1: Encourage use of the CRA Master Plan Redevelopment Framework standards for new development and redevelopment projects within the US 17-92 CRA jurisdictional boundary.

Policy 3.2: Encourage each local government to codify community appropriate Redevelopment Framework standards through appropriate Comprehensive Plan and land development code amendments.

Policy 3.3: Coordinate with the Redevelopment Planning Agency to monitor the application of Redevelopment Framework standards and to recommend modifications to the standards effectiveness as deemed necessary.

Objective 4: Develop strategies to focus economic redevelopment investment and employment opportunity investment by both public and private sectors

Policy 4.1: Evaluate strategic locations for public infrastructure investments to support new office and employment centers along the corridor.

Policy 4.2: Develop incentives for redevelopment and new development that creates localized employment and new jobs within the CRA jurisdictional boundary.

Policy 4.3: Evaluate potential new mixed-use development opportunities associated with the Seminole State College, Lake Mary Campus expansion.

Policy 4.4: Convene a strategic advisory group of major employers and key stakeholders along the corridor to promote a balanced jobs-to-housing ratio by evaluating local workforce, employment opportunities, available housing, and transit service.

Policy 4.5: Establish an expedited permitting process for redevelopment projects and assist applicants in navigating through the approval process.

Policy 4.6: Develop relocation strategies and incentives for heavy industrial, light industrial, and commercial vehicular service businesses.

Objective 5: Establish a sustainable land use pattern that accommodates both pedestrians and vehicles, provides for a mixture of uses within parcels, improves pedestrian connectivity to adjacent residential communities, and encourages the infill of new residential housing where appropriate.

Policy 5.1: Identify and analyze areas for potential property assemblages to create large scale redevelopment opportunities.

Policy 5.2: Identify areas constrained for redevelopment due to parcel size and inability to meet land development code requirements (i.e. stormwater, setbacks, buffers etc.) and develop alternative strategies for redevelopment. Prepare associated amendments to the land development code if necessary.

Policy 5.3: Identify target areas for increased density and mixed-use development. Initiate Comprehensive Plan future land use changes, creation of appropriate zoning classifications and development standards to encourage the desired urban form.

Policy 5.4: Encourage pedestrian-oriented mixed use development that includes wide sidewalks and trails, shade landscaping, street furniture, and other amenities.

Policy 5.5: Require cross-access easements and connections between development parcels to reduce excessive curb cuts and driveways on US 17-92.

Policy 5.6: Prioritize pedestrian safety and circulation both within the public right-of-way and on all private development parcels.

Policy 5.7: Prepare a master stormwater plan and system to assist in the redevelopment of constrained properties.

Policy 5.8: Encourage shared master stormwater system design through negotiated agreements between property owners to allow for additional redevelopment potential.

Policy 5.9: Position heavy industrial land uses away from defined urban density nodes to promote safe and healthy mixed-use development and pedestrian friendly environments.

Objective 6: Coordinate and facilitate the development of the necessary public facilities and infrastructure to accommodate redevelopment and new development within the CRA jurisdictional boundary and potential future connections to the immediate surrounding areas.

Policy 6.1: Identify and reserve future utility capacity needs for potential catalyst development projects at the urban nodes.

Policy 6.2: Work with the Redevelopment Planning Agency to identify and develop a regional master stormwater system to assist constrained properties with redevelopment of greater density or intensity.

Policy 6.3: Where feasible, provide underground stormwater collection and conveyance systems near constrained properties to increase redevelopment potential. Target areas planned for high density or intensity.

Policy 6.4: Conduct a detailed pedestrian safety analysis and coordinate with FDOT and other governing agencies to develop appropriate traffic calming and pedestrian circulation on roadways that connect to the US 17-92 corridor.

Policy 6.5: Identify opportunities to provide new linear parks and trails along the corridor to increase pedestrian and bicycle activity and to connect urban nodes.

Policy 6.6: Construct adequate sidewalks and bicycle facilities along the entire corridor to support safe pedestrian circulation and alternative modes of transportation.

Policy 6.7: Coordinate with FDOT and MetroPlan Orlando to identify and provide a multi-modal transportation system for the US 17-92 corridor that provides adequate transit headways and interconnectivity between LYNX and SunRail systems and employment centers.

Policy 6.8: Pursue grant funding opportunities to finance transportation and infrastructure improvements that provide adequate public infrastructure necessary for redevelopment efforts.

Objective 7: Support the development of new residential housing and preservation of existing neighborhoods within the CRA jurisdictional boundary.

Policy 7.1: Promote mixed use development, including residential uses, that are connected to urban nodes, public transit, and future SunRail stations.

Policy 7.2: Encourage continued private home ownership within the CRA jurisdictional boundary to help stabilize neighborhoods by promoting available tax credits and homeowner assistance programs.

Policy 7.3: Identify locations within the CRA jurisdictional boundary for potential workforce housing projects and market properties to potential developers or as a CRA initiated Request for Proposal (RFP).

Policy 7.4: Develop a strategic relationship with a local banking institution(s) to create a financing assistance program to assist potential homeowners with low and moderate income levels.

Policy 7.5: Provide assistance in establishing neighborhood watch and policing programs to help reduce vandalism, illicit activities and crime within both residential and commercial areas.

Objective 8: Support preservation of historic properties within the CRA jurisdictional boundary.

Policy 8.1: Identify historic structures within the CRA jurisdictional boundary and preserve landmarks and significant historic resources.

Policy 8.2: Develop appropriate variance policies for redevelopment of historic structures and sites. Coordinate with the Florida Division of Historic Resources.

Policy 8.3: Provide funding opportunities for renovation and reuse of structures with historic façade that face public rights-of-ways.

Policy 8.4: Provide funding opportunities for reuse of historic buildings by new businesses or residential uses if the renovation preserves existing architecture and the character of surrounding community.

C. Corridor Analog Case Studies

As part of the design process for the corridor, multiple analog case studies were identified and analyzed. Three specific analogs were identified as having similar characteristics to the US 17-92 Corridor. The three analogs selected were:

1. Fruitville Road, Sarasota, FL,
2. PGA Boulevard, Palm Beach Gardens, FL, and
3. Southern Boulevard (SR 80), West Palm Beach, FL.

The following is a list of physical design condition and character similarities to the US 17-92 corridor.

- All are FDOT Roadways;
- All are either 4-lane or 6-Lane divided roadway sections;
- All 6-lane sections identified have central medians;
- All have right-of-way widths between 70'-200';
- All are located within urbanized areas;
- All have pedestrian connectivity similar to the US 17-92 corridor; and
- Varying levels of urban renewal and redevelopment were identified along all corridors.

It should be noted that all of these analogs are in FDOT districts outside of FDOT District 5. These were chosen because they represent sustainable design patterns, and good design practices.

Fruitville Road - Sarasota

PGA Boulevard - Palm Beach Gardens

Southern Boulevard (SR 80) - West Palm Beach

Fruitville Road

Statistics: ***FDOT District 1***
Corridor Length: ***6.16 miles***

Corridor ROW Width: 112' (On Average)

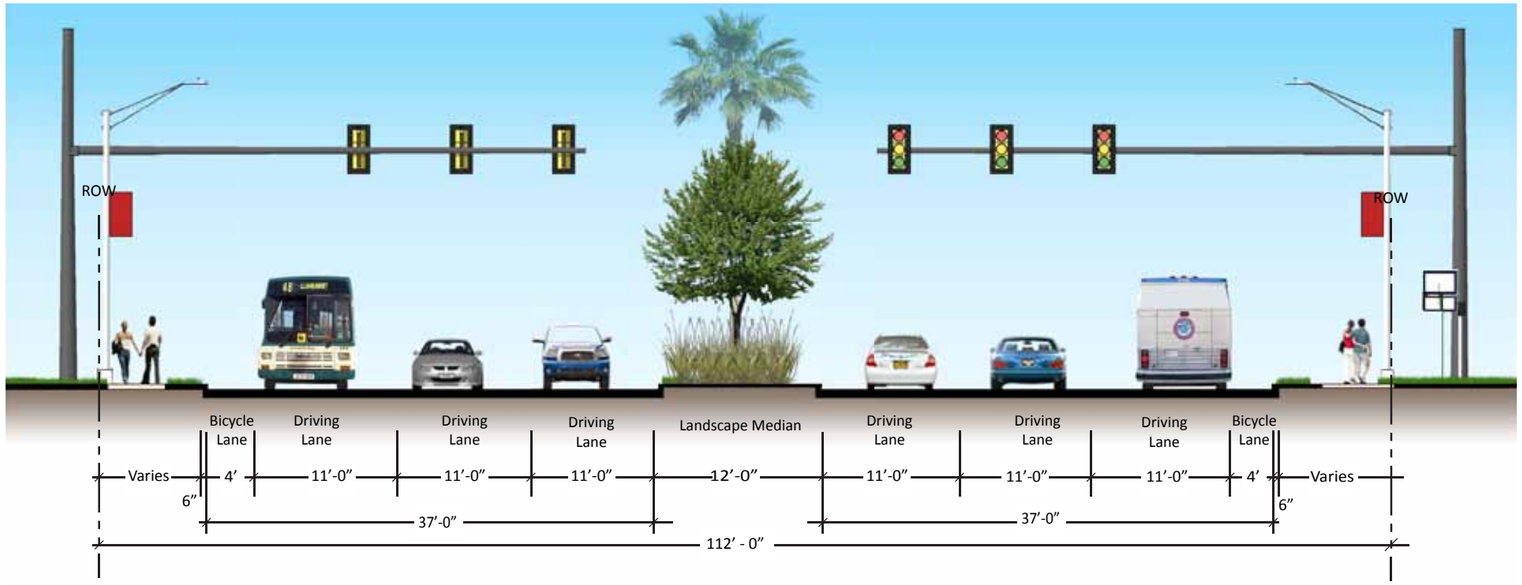
Year of Improvement:2009-2011 (Various Phases)

Exemplary Design Characteristics

- Streetscape landscape visually breaks-up mass of asphalt and slows driver speeds due to created "edge" conditions.
- Landscape provides cohesive visual pattern along entire roadway corridor.
- Substantial native plant palette reduces overall maintenance and protects against freezing, pests and fertilization requirements.
- Very low water usage compared to maintained sod conditions.
- Maintenance costs reduced due to native plant usage and drip irrigation design.
- Streetscape design set precedent for private realm design and redevelopment improvements.

Dense landscape provided in landscaped central median

Signature landscape elements strategically placed to Provide visual queueing of transition zone



Typical Streetscape Section Condition - Fruitville Road

PGA Boulevard

Statistics: ***FDOT District 4***
Corridor Length: ***5.3 miles***

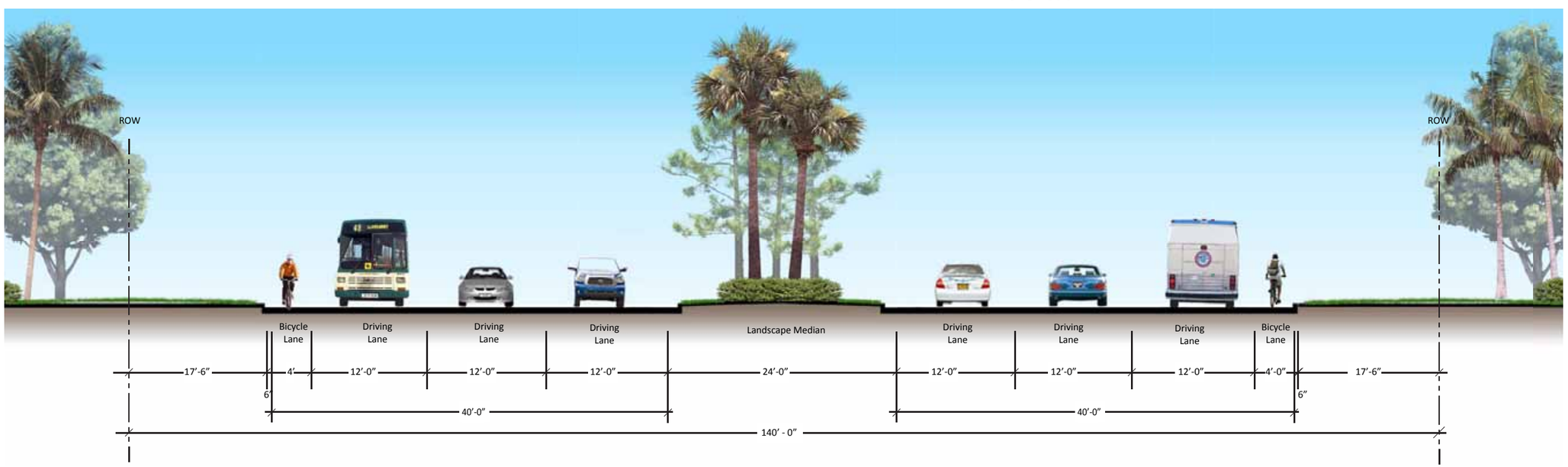
Corridor ROW Width: 140' (On Average)

Year of Improvement:1994-2009 (Various Phases)
Exemplary Design Characteristics

- Streetscape pedestrian realm is well designed and provided for safe connectivity and travel along the corridor.
- Substantial native plant palette reduces overall maintenance and protects against freezing, pests and fertilization requirements.
- Speed of corridor is reduced based on landscape conditions providing "edges" and reducing perceived roadway width.
- Periphery landscape treatments along right-of-way creates urban greenscape buffer. Buffer creates "safety zone" from drive lanes and opens public safety perception for the development of front of buildings facing the streets, outdoor dining and public pedestrian zones abutting the roadway as opposed to the rear of the building facing the road.

Meandering pedestrian walkway between back of curb and retail storefronts creates pleasant pedestrian experience

Canopy trees planted within landscape median visually reduce the width of the corridor



Typical Streetscape Section Condition - PGA Boulevard

Southern Boulevard (SR 80)

Statistics: ***FDOT District 1***
Corridor Length: ***2.76 miles***

Corridor ROW Width: 160' (On Average)

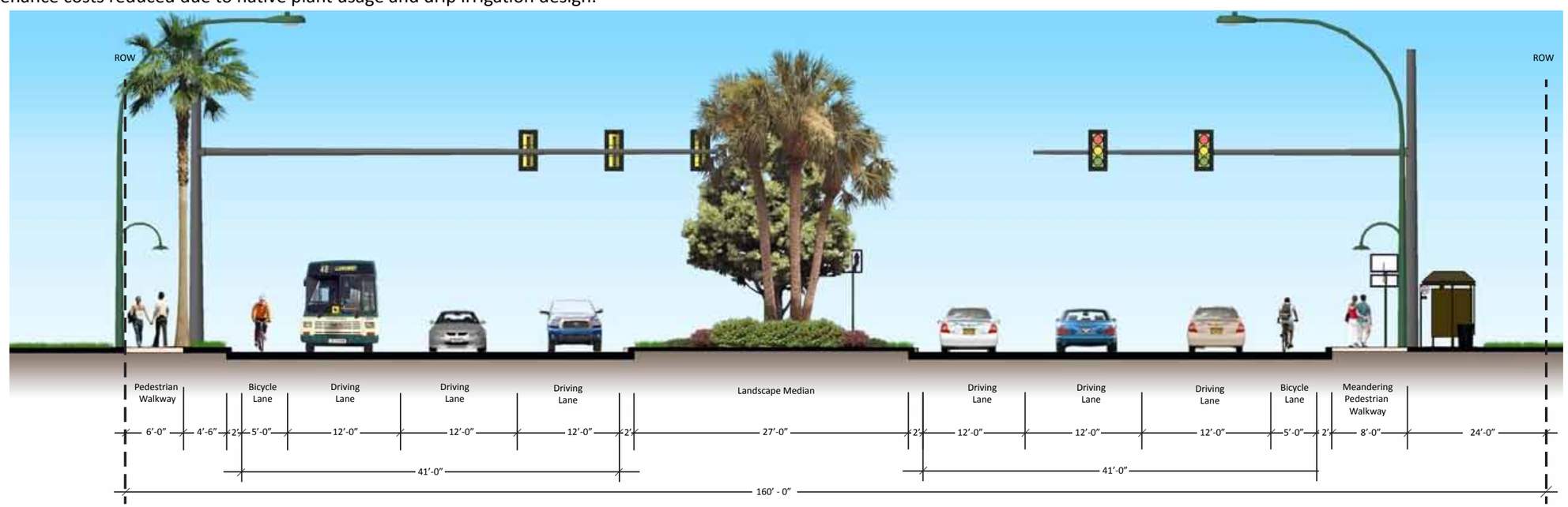
Year of Improvement: 2009-2011

Exemplary Design Characteristics

- Extensive use of native plant material used to reduce maintenance and water requirements.
- Landscape visually breaks down long monotonous linear view of corridor.
- Landscape and hardscape used to provide visual queuing of entrance into urban density nodes and to identify pedestrian crossings.
- Roadway landscape set precedent for future private realm development parcel landscape buffer design by establishing pattern and plant palette thereby creating stronger continuity along the length of the corridor.
- Maintenance costs reduced due to native plant usage and drip irrigation design.

Dense landscape provided in central median provides visual buffer from opposing traffic and visually narrows the width of the corridor.

Landscaped berms on shoulders providing softening of corridor edge andf transitions into private development



Typical Streetscape Section Condition - Southern Boulevard (SR 80)

On-street parking provides buffer from passing vehicles and helps to activate the commercial storefronts.

Although minimal due to narrow section, landscape and hardscape treatments help to create a more comfortable walking envirnmnent for the pedestrian

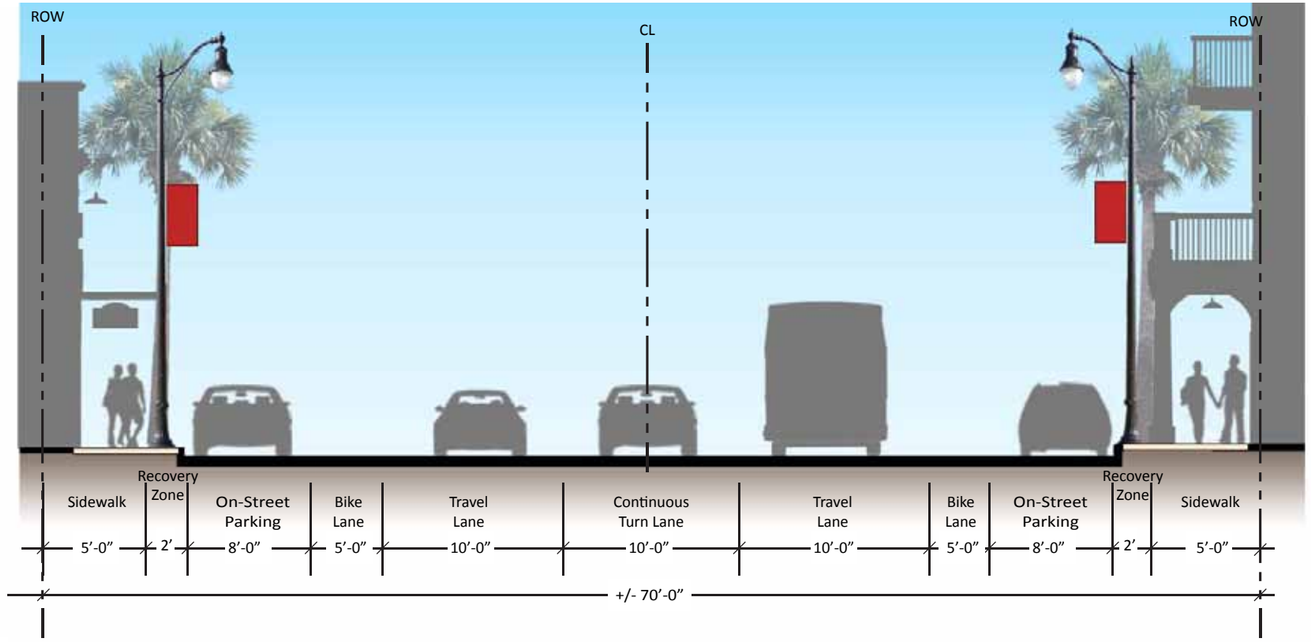
Edgewater Drive (Orlando)

Statistics: ***FDOT District 4***
Corridor Length: ***5.3 miles***

Corridor ROW Width: 170' (On Average)

Year of Improvement:1997-2007 (Various Phases)
Exemplary Design Characteristics

- Strong example of urban redevelopment/renewal/infill development.
- Road section has maintained historical on-street parking.
- Urban form encourages pedestrian walkability and interaction.
- Streetscape lane width narrowed to slow traffic speeds.



Typical Streetscape Section Condition - Edgewater Drive

D. Corridor Redevelopment - Future Trends

According the Brookings Institute:
The US population is expected to increase 33% by 2030 to 376 million people. That's 94 million more people than there were in 2000. With this projected growth there is an estimated need for almost 60 million new housing units by 2030. Further projections estimate that about half of the homes, office buildings, stores and factories needed by 2030 don't exist today. Even in light of the recent substantial down turn in Florida's real estate markets, these projections must still be considered to plan for the future today. The suburban form that has been created along the corridor over the last fifty years is not going to change overnight, and in most accounts will take many years to evolve into an urban form. So why is it important to consider changing the suburban along the US 17-92 Corridor?

Corridor redevelopment has been a growing concern and major focus for communities throughout the country. Many, if not all of the same conditions that exist along this corridor are consistent with other communities whose growth has been substantially driven by vehicular traffic over the years. The commercial retail models that have built the current urban form are now experiencing a renaissance to adapt to the changing needs and desires of the people, costs of fuel, and a strengthening movement to create a more sustainable living and working environment. The following quotes exemplify the changing market trends that must be at the forefront of the CRA's attention when considering this Master Plan.

The recession proved that we have too much retail. Strip centers are now littered with vacant stores. By some estimates, there is currently more than 1 billion square feet of vacant retail space, much of which has to be repurposed or demolished. One retail analyst estimates that we need to demolish 300 million square feet of retail space."
(Source: The Future of the Strip, Urban Land Edward T. McMahon, 2011)

Context-sensitive design improvements along the right-of-way are also a critical part of this strategy. For multifamily developers facing price-constrained consumers, the shopping, entertainment, and nearby recreational uses along the corridor replace typical project amenities (clubhouse, pool, etc.). The quality of this "ped shed" in turn relies on the commercial developers who create the space, the businesses that operate there, and the local government that provides parks, policing, maintenance, and parking. The ped shed should factor more heavily into where developers locate their next housing project and how they market it."
(Source: Repositioning Urban Corridors, Urban Land, Karen Gulley, 2011)

Based on the research completed by the Urban Land Institute (ULI), the following are a few facts that must be taken into consideration when preparing a Redevelopment Master Plan for a suburban highway corridor:

Sprawling low-density urban patterns has many effects on a community including:

- Creating long commutes;
- Higher infrastructure cost;
- Higher cost mass transit systems;
- Reduction in pedestrian walkability and accessibility;
- Increases in the need to maximize paved parking areas, in-turn substantially impacting the urban heat island effect; and
- Substantially reducing the net usable land areas.

Urban Development Trends:

- Today's fastest growing households include:
    - Young Professionals;
    - Empty Nesters;
    - Single Parents;
    - Couples without Children; and
    - Senior Citizens
- Married couples with children make up less than 25% of American households (Source: US Census Bureau)
- In a national survey, 6 out of 10 prospective home buyers chose a higher-density, mixed community. (Source: Smart Growth America and National Association of Realtors)
- 40% of apartment residents choose to rent for lifestyle reasons, not because they have to. (Source: Fannie Mae Foundation)
- Nearly one-quarter of renters earn $50K or more. (Source: US Census Bureau)

Bearing all of this is mind, it is important to recognize that current market conditions have greatly slowed property development. It must also be noted that communities that take a proactive stance on defining their vision, and that implement a strategic plan (even in sluggish market conditions), will be better positioned for market investment.

E. Existing Conditions Analysis

Overview of Corridor Context Analysis

As part of the development of this Master Plan, a detailed inventory and analysis was performed to fully understand the context of the CRA jurisdictional boundaries, property ownerships, existing land uses, transportation networks, and pedestrian usage. In addition, a full analysis was performed of each governing jurisdiction's comprehensive plan and land development code to identify potential areas of inconsistencies that may potentially cause deviations in land use patterns and/or physical inconsistencies in site development design. For the purposes of this analysis each jurisdiction was evaluated separately so that future recommendations could be made on a jurisdiction specific basis as well as on a collectively basis. This information was compiled utilizing data provide by the East Florida Regional Planning Council, the Seminole County GIS department and VHB-MS's individual research and field data collection. This detailed analysis was prepared as an independent companion document to this masterplan and is entitled the US 17-92 Corridor Context Report.

Redevelopment Framework Introduction

How is the Redevelopment Framework Structured?

The redevelopment framework that follows has been broken down between the public and private realms to provide detailed analysis and recommendations to each realm specifically.

Public Realm

The Public Realm includes all improvements that may fall within the public corridor road right-of-way and may include:

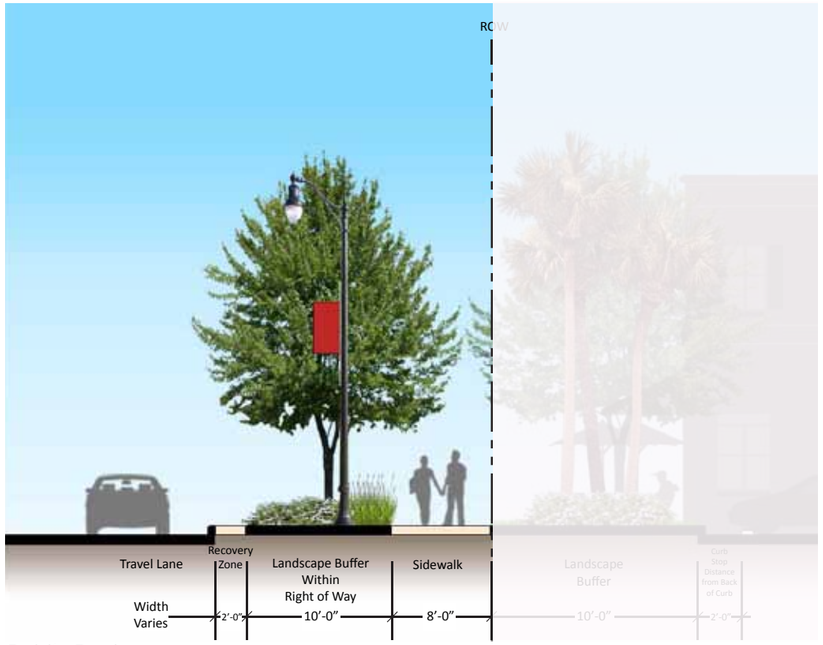
- Streetscape Landscape and Hardscape Improvements;
- Intersection Improvements;
- Corridor Lighting;
- Corridor Site Furnishings;
- County/FDOT Roadway Improvements; and
- Public Transit/Transportation Networks Improvements.

Private Realm

The Private Realm Framework identifies potential "Catalyst" redevelopment areas, analyzes their development potential and provides visioning for future build-out considerations. Also, included as an appendix to this Master Plan, are best practice recommended design patterns that have been developed to help guide future private realm development efforts, (see appendix E). These guidelines address a variety of site development criteria such as:

- Site Access;
- Site Building Placement and Orientations;
- Vehicular Circulation;
- Pedestrian Circulation;
- Landscape Buffering and Internal Landscape Standards;
- Signage Standards;
- Screening, Odor and Noise Abatement;
- Parking Standards; and
- Redevelopment Standards for Existing Sites.

The proposed framework is intended to be used as a guiding document to assist the CRA, public planning and engineering staff, FDOT staff, private developers and designers in the redevelopment design that will occur along the Corridor. The information included herein is based on the Vision and guiding principles that were established through both the public vision charette and multiple interviews with CRA Board Members, RPA Board Members, County and City staff and key stakeholders along the corridor.



Public Realm

Private Realm

F. Public Realm Redevelopment Framework

Overview

The redevelopment of the public streetscape realm has a significant role in the revitalization of this corridor. Visible public investment to change the conditions of blight, address public safety issues, and create a more aesthetic driving and walking environment will reinforce private investment.

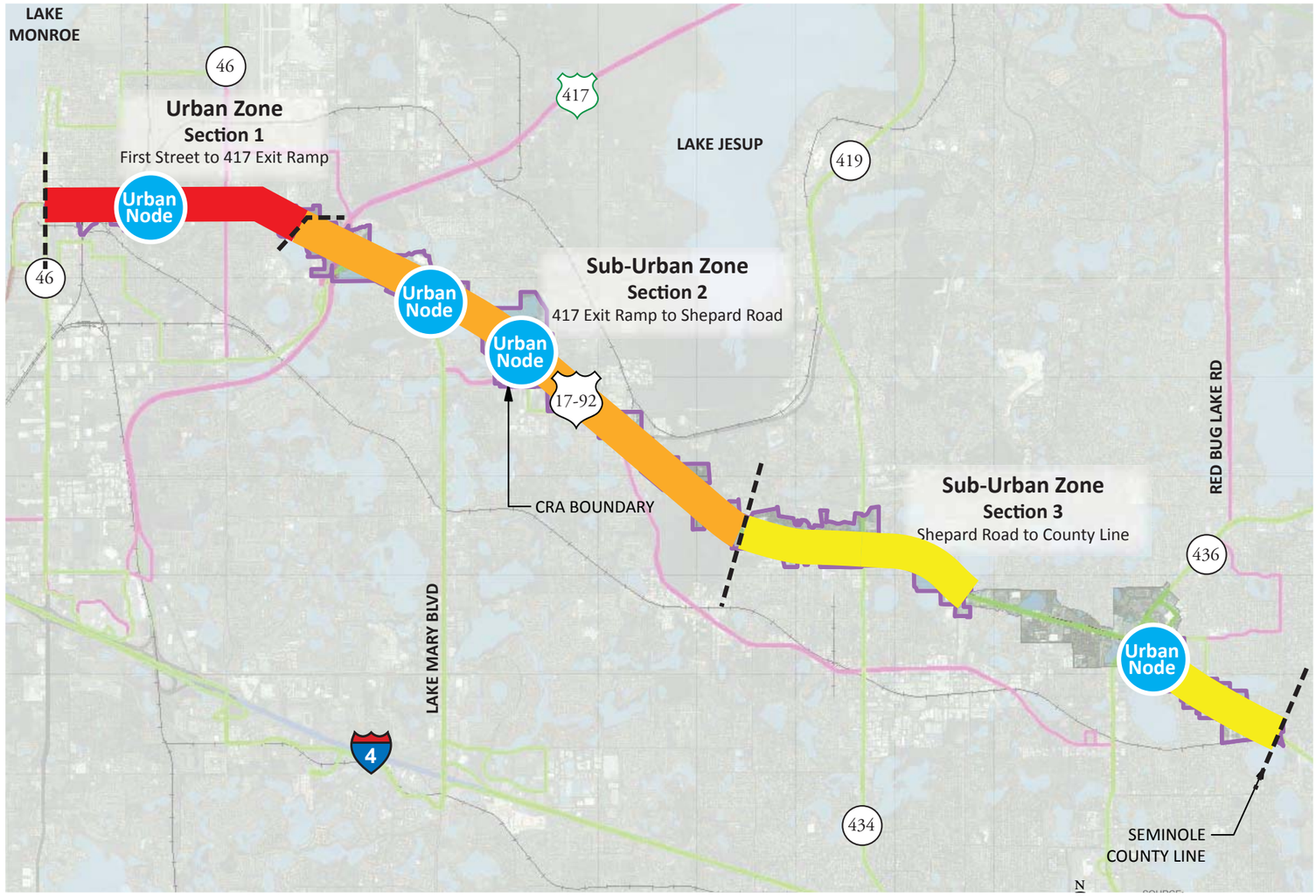
The public realm redevelopment framework that follows has been broken down to focus on the following:

- Identification of corridor zones;
- Review of existing conditions within each zone;
- Development of preferred building conditions for each zone; and
- Public realm redevelopment framework recommendations.

"The most dangerous metropolitan areas in the U.S. for walking in 2007-2010 were: Orlando, Tampa, Miami, Jacksonville, Memphis, Raleigh, Louisville, Houston, Birmingham and Atlanta. Orlando tops the list because of its high pedestrian fatality rate of 2.9 pedestrian deaths per 100,000 residents, despite a very low proportion of residents walking to work, only 1.3 percent. In other words, the few people who do walk in Orlando face a relatively high risk of being killed by a vehicle."

"As a result, more than half of fatal vehicle crashes occurred on these wide, high capacity and high-speed thoroughfares. Though dangerous, these arterials are all but unavoidable because they are the trunk lines carrying most local traffic and supporting nearly all the commercial activity essential to daily life. "

Dangerous by Design



Streetscape Zone and Urban Node Keymap

Streetscape Zones - Definition and Characteristics

The public realm redevelopment framework includes analysis and recommendations to help guide public improvement within the public right-of-way. For the purposes of this masterplan, three distinct zones were identified:

- Urban Roadway Zone
- Sub-Urban Roadway Zone
- Urban Node Roadway Zone

The following pages provide an overview of the roadway sections.

Street Section Locations		
Zone	***Section***	***Limits***
Urban	Section I	First Street to Park Drive
Sub-urban	Section II	Park Drive to Shepard Road
Sub-urban	Section III	Shepard Rd to Seminole County Line
Urban Node		See Map

Design Process

Based on the public charrette visioning process, stakeholder interviews, and meetings with various County, CRA and city staff multiple corridor public realm streetscape design alternatives were developed. Once developed, these alternatives were presented to the CRA and to the CRA Technical Advisory Committee for review, comment and approval. The following streetscape design concepts represent the preferred design alternatives as approved by the CRA and the CRA Technical Advisory Committee. It should be noted that these concepts are prototypical design sections and represent the community preferred design patterns for the Corridor. Final construction design plans will need to take into account all field survey conditions not available during the development of this Master Plan. Furthermore, all final design will be subject to detailed coordination with FDOT to ensure that plans are either in compliance with FDOT approved standards or that FDOT variance approval is coordinated as needed.

Preferred Streetscape Patterns

Public Involvement and Comments and Recommendations

As part of the design process a multi-tiered public involvement process was initiated, starting with a public design visioning charrette that was coordinated and facilitated by Seminole County Growth Management in 2010. This initial meeting was held to discuss the community vision for the future of the corridor and gain further insight as to the preferred goals for redevelopment efforts. To further our commitment to gain public input, multiple public interviews were held with public officials, commercial business owners and the general public. During this process, the attendees were asked to provide feedback as to their perceptions of the US 17-92 corridor and to provide recommendations for improvements and potential projects that they felt should be prioritized in the redevelopment of the corridor itself. The following is a synopsis of their comments and recommendations:

Comment: There was a general consensus that the visual appearance of the corridor reflected very poorly on the community and the business owners. Improving the visual appearance along the corridor must be made a priority.

Recommendations:

- Development of a streetscape will show immediate re-investment. The CRA should work with private property owners to initiate a dual streetscape program.
- A phased streetscape program is acceptable as long as development of entire streetscape can be achieved.
- Use native plant materials to reduce watering and maintenance requirements.
- The open drainage swales presents and unsightly appearance and should be improved, especially at the intersections. Cleaning of the swales is must also be made a priority.
- The CRA and County/Cities should strategize for the possible development of MSTU for streetscape maintenance to defray perpetual cost to County.

Comment: The number of curb cuts and entrance drives along the corridor create visual blight and safety conflicts for both cars and people.

Recommendations:

- It was suggested that the CRA embark on a study to identify the curb cuts that could be removed and/or consolidated, and then coordinate a strategy with FDOT and Seminole County Engineering to remove as many curb cuts as possible.
- CRA should work with FDOT, Seminole County planning staff and other jurisdictions to promote joint access drives, cross-access agreements and strategic drive locations for all site redevelopment and new development projects.

Comment: The corridor is not perceived to be safe for pedestrians or bicycles. Measures need to be taken to improve safety.

Recommendations:

- Pedestrian safety must be as prioritized over vehicle accessibility. Buffer zones between drive lanes and pedestrians zones should be encouraged.
- The CRA should work with FDOT and County to identify all missing links to sidewalk sections and coordinate improvements.
- The CRA should coordinate with FDOT for the inclusion of bike lanes along the Corridor.

Comment: Perception is that public transit is not well connected along the Corridor, and that travel times are too far apart to make the system usable.

Recommendation:

- The CRA should work with LYNX to increase travel connectivity and create shorter route service along the corridor to focus on the local traveler as well as the distant traveler.
- Consider future potential for some form of short loop system bus routes to improve local usage.
- Possible dedicated Bus Rapid Transit within current right-of-way.

Comment: Perception is that public transit stops are not well designed to protect the traveler from heat or rain, and that they are not maintained.

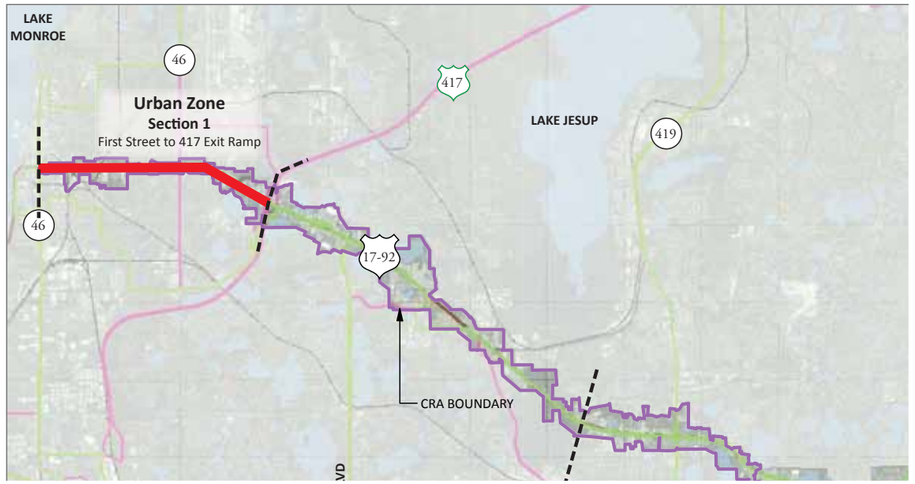
Recommendation:

- The CRA should coordinate with LYNX for the design and installation of new shelters consistent with those found elsewhere in Central Florida.
- The CRA should coordinate with FDOT and LYNX to create safer accessibility to bus stops to prevent the need to walk in roads or along right-of-way shoulders.
- The CRA should pursue the installation of new shelters in locations where none currently exist, specifically in heavy traffic locations.

Urban Zone – Existing Condition

The existing urban section is characterized by the following:

- Relatively narrow right-of-way (on average 60'-0").
- Absence of on-street parking and requiring all commercial businesses to provide their own parking. Historical records show on-street parking was provided prior to expansion of roadways to create dedicated turn lanes.
- Throughout the section a dedicated center turn lane is provided.
- Posted speed of road varies, but in most all cases the roadway speed was exceeded due to lack of traffic calming measures.
- Pedestrian sidewalk conditions vary based on setback proximity of buildings on abutting properties. Pedestrian sidewalk location varies from being immediately adjacent to curb line to being offset from curb line and separated by a 2'-0" grass strip.
- Perception of pedestrian safety is compromised by close proximity to travel drive lanes and excessive speed of traffic.
- Roadway lacks any streetscape or street trees making the road section unattractive.
- Current Land Development Code requirements allow for a 3'-6' building setback from ROW. Building setbacks vary throughout the section based on when the structures were built. Historically, buildings were deliberately placed closer to the roadway to encourage and capture pedestrian travel, and were supported by on-street parking. As support of vehicular travel grew more suburban, site design patterns supporting parking lots in front of buildings became the norm, forcing buildings to be setback substantially farther from roadways.
- Occurrence of landscape buffers is sporadic based on timing of parcel development.



Street Section Keymap

Positive Attributes:

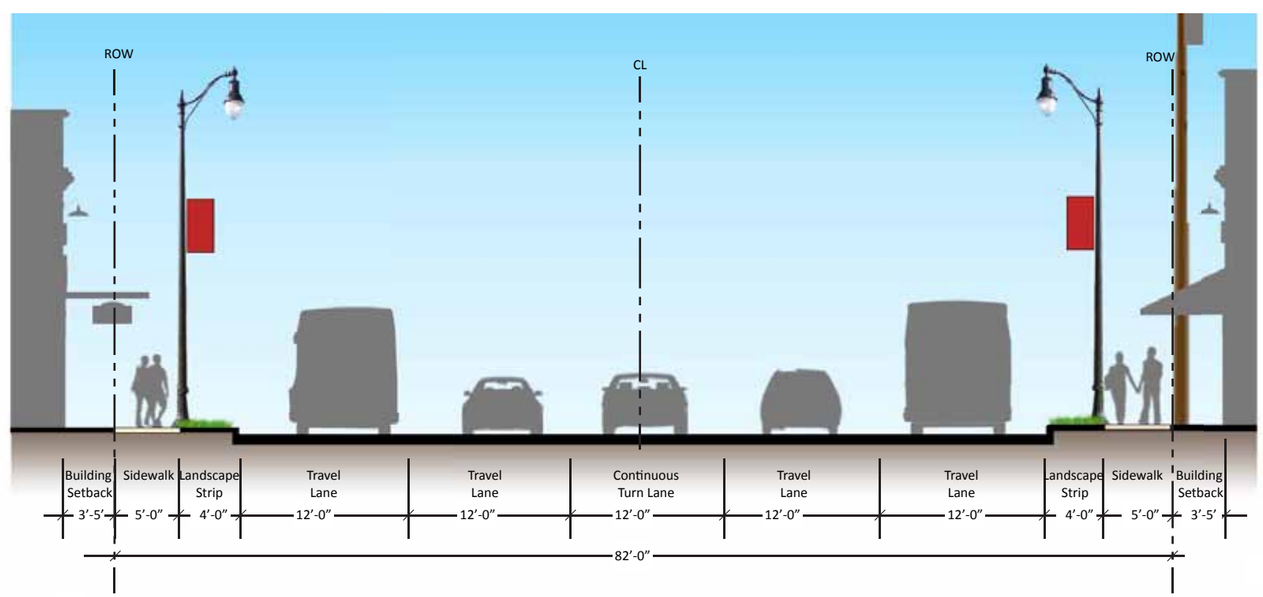
- Retains character of historic urban form in scale and building placement capability.
- Roadway speed can be controlled by traffic calming measures.
- Form supports pedestrian connectivity and circulation from adjacent neighborhoods.
- Sufficient room to actually provide "Road Dieting" to reduce travel lane widths to reduce roadway speeds.
- Development of streetscape is possible and will immediately change the visual character of the corridor through this section.

Negative Attributes:

- Overhead utility lines have been run along the edge of the right-of-way and are unsightly. Relocation and/or undergrounding of utilities is possible but can often meet opposition by utility agencies due to costs.
- Logistics of changing the roadway design section within the existing curb line can be accomplished but must be coordinated with FDOT. This process can often be complicated.
- The urban form of the corridor with respect to adjacent building locations is very random and will require both regulatory support and time to change the site design mentality to create a cohesive pattern and visual appearance.

Represents Existing Public Realm Condition

Represents Existing Public Realm Condition



Existing Public Realm Streetscape Section Condition

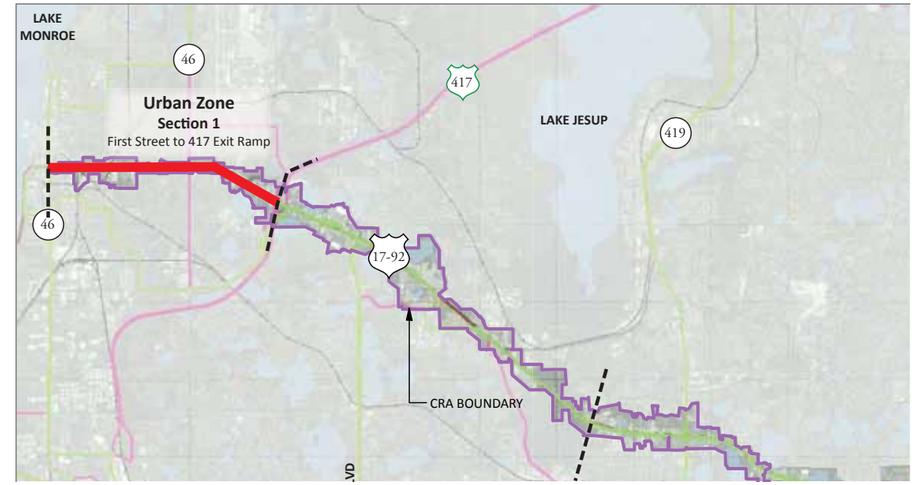
Urban Zone – Preferred Buildout Condition

The urban section as shown represents the "preferred" urban buildout condition. It should be noted that based on current field conditions, it may be necessary to construct this streetscape in phases to allow for redevelopment of existing parcels and sidewalk conditions. (Refer to proposed interim streetscape design section for phased streetscape design criteria)

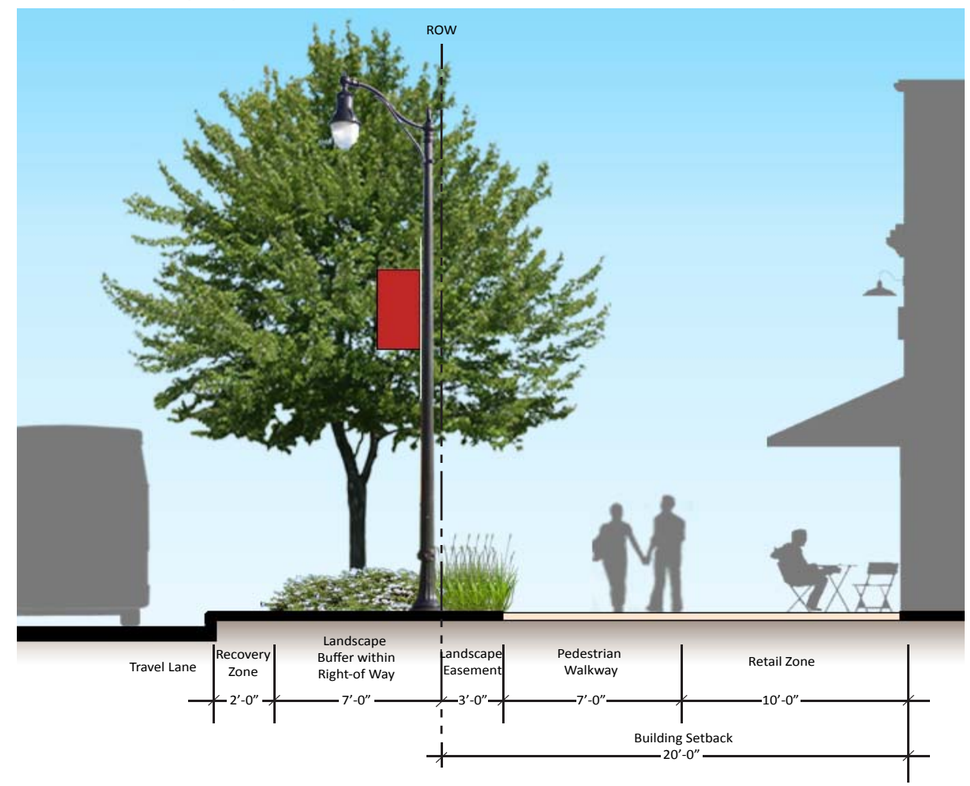
Where major new "greenfield" development or redevelopment is proposed to occur along the Corridor this section may be constructed immediately without phasing by making the preferred design section a condition of development approval.

The preferred urban section is characterized by the following:

- Public investment, intended to promote private sector investments.
- Public investment as a means to establish the preferred design pattern for private sector development.
- Re-established visual character to urban blighted condition.
- Safe pedestrian sidewalk zone separated from drive lane by landscape areas.
- Pedestrian activity zones for potential outdoor dining areas.
- Urban landscape and shade areas to promote pedestrian zone usage and reduce urban heat island conditions.
- Varying building setbacks can vary with a minimum building setback to be 25', and a maximum not to exceed 40'.
- Dedicated streetscape developed within public right-of-way with a minimum of a 3' landscape easement provided on private property.
- 2' paved step-up/recovery zone along backside of curb to prevent planters from abutting drive lane. This will prevent plant material growth and mulch wash out directly into drive lanes.



Street Section Keymap



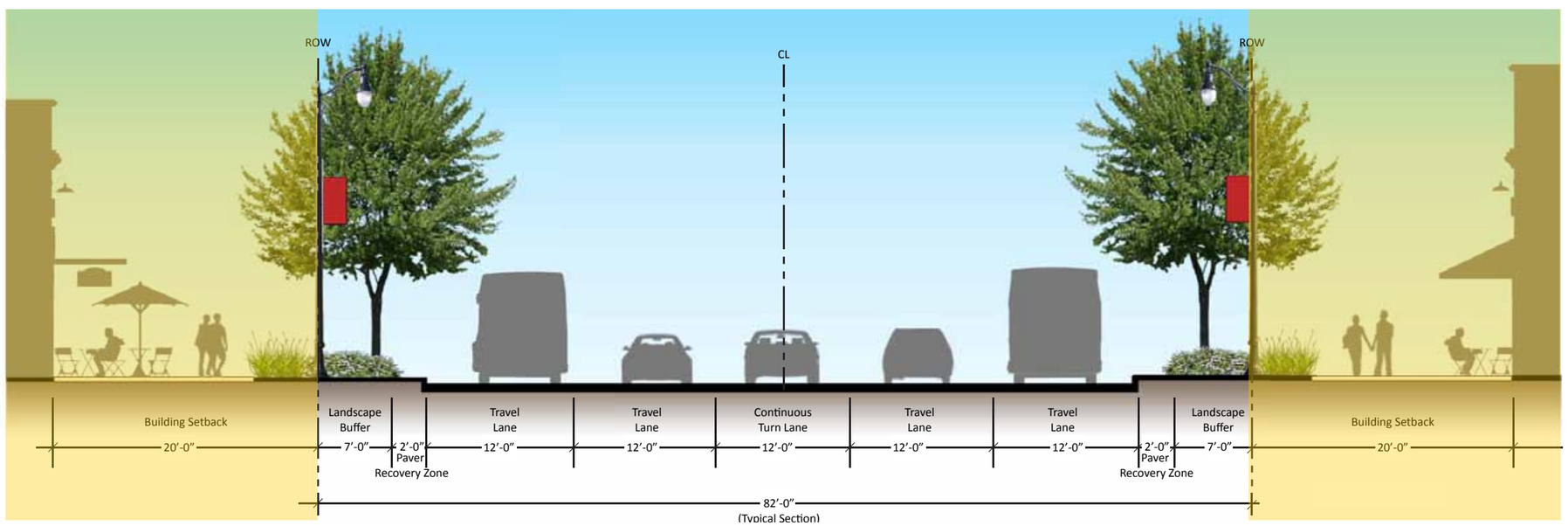
Preferred Private Realm Streetscape Section Condition

Represents Preferred Public Realm Condition

Represents Preferred Public Realm Condition

NOTE:

Graphics depict typical urban section with preferred 20' urban zone building setback and created pedestrian zone. Actual width of building setback and pedestrian zone will vary dependant upon existing conditions



Preferred Public Realm Streetscape Section Condition

NOTE:

Streetscape section currently does not provide for a dedicated bike lane. Travel lane widths could be reduced to 10'-0" to accommodate a minimum bike lane.

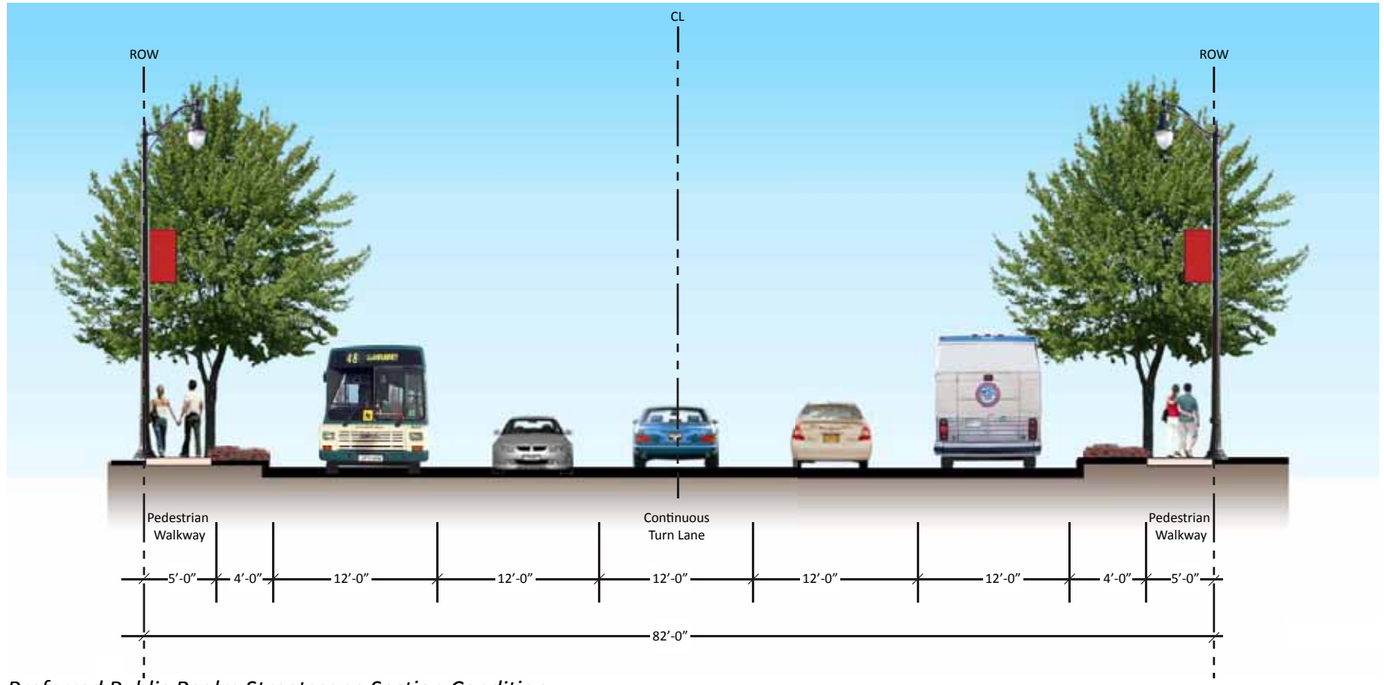
Cross section does not show overhead utility locations that may occur within the right-of-way. Streetscape tree selection to be adjusted to accomodate utilities.

Urban Zone - Preferred Buildout Cross-Section

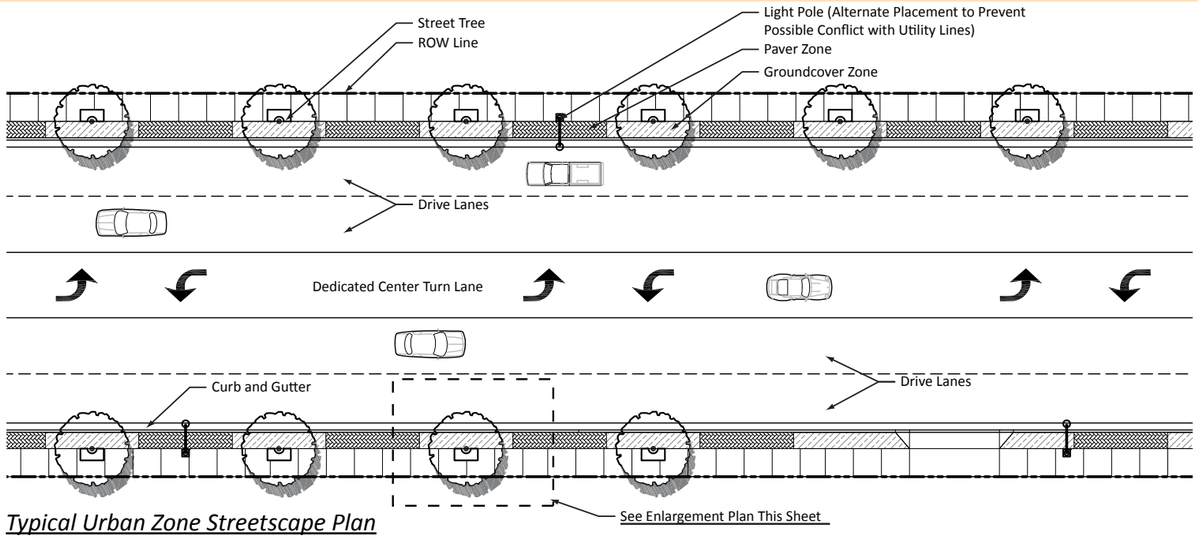
Description

The typical design section for the Urban zone section provides a more urban streetscape environment as it is in close relation with the surrounding downtown Sanford area and works within the existing right-of-way, which varies between 60'-0" to 80'-0" in width. The design allows the private realm to work succinctly with the streetscape within the right-of-way. As the pedestrian element of this section is particularly narrow, tree grates should be utilized within the pedestrian walkway area to accommodate street shade trees that meet the setback requirement of FDOT.

Street Section Keymap



Preferred Public Realm Streetscape Section Condition



Typical Urban Zone Streetscape Plan

Hardscape Elements

The hardscape to be installed within this section will be relatively simplistic in its form and materials due to the dimensional width of the corridor section. The design and construction of the hardscape must take into account potential underground utility locations and provide for potential access without substantial disruption to the pedestrian travelway and/or demolition of existing pavement. The proposed hardscape design also removes the perpetual maintenance of sod by recommending the installation of both hardscape materials and landscape groundcover beds. (See cross-section this page)

Recommended Hardscape Materials Schedule

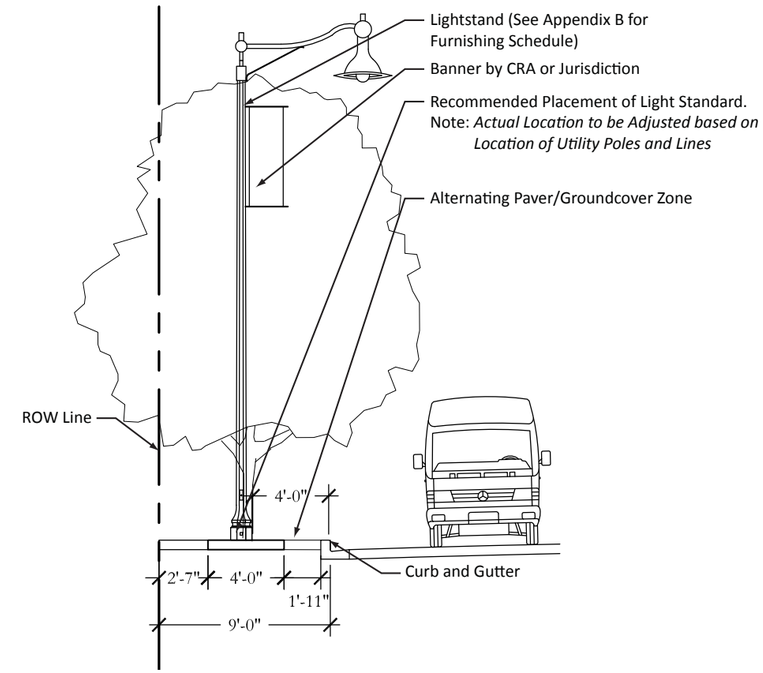
Pavers – Paversystems – Color Mix 2
Solid Pavement – Plain White Concrete w/ light broom finish
Solid Pavement – Integral Colored Concrete, w/light broom finish

Landscape Elements

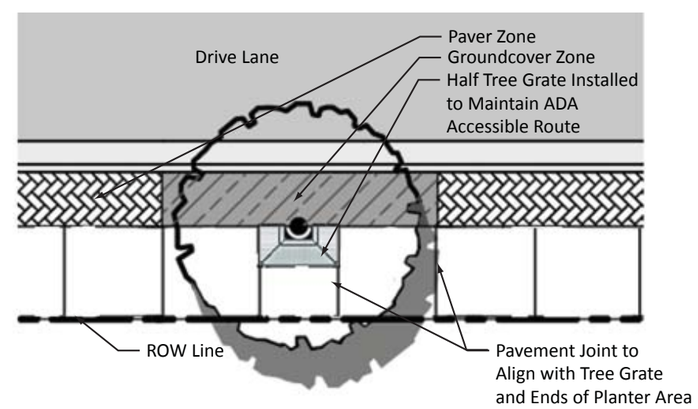
The landscape to be installed within this section will be very important to help unify the visual appearance of the street and adjacent businesses along the corridor. The design condition may vary based on location of overhead utilities and pole placement, driveway locations, and sight line criteria.
The plant list (Appendix B) provides recommendations for the urban streetscape section. Alternatives to these recommendations should be evaluated by staff for design continuity and context to the existing/ previously installed streetscape pattern.

Recommended Plant Schedule

A recommended plant materials schedule for the Urban Node streetscape section has been provided in Appendix B of this Master Plan. Alternatives to these recommendations should be evaluated by staff for design continuity and context to the existing installed streetscape pattern.



Streetscape Zone - Cross Section



Streetscape Zone - Enlargement Detail

Note: Typical Section is Conceptual only. Final Design to be based upon actual survey and subject to FDOT review and approval

Sub-urban Zone – Existing Condition

The sub-urban section is reflective of a greatly modified US 17-92 corridor section that was substantially enlarged to accommodate higher volumes of traffic. This section varies in design cross-section from curbed in areas to uncurbedin others with extensive open stormwater drainage swales in both the medians and along the sides of the public rights-of-ways. This design section is extremely wide, varying between 120' to 200' in width and ranges from a 4-lane to a 6-lane roadway section with a divided median in most areas.

The existing sub-urban section is characterized by the following:

- Right-of-way substantially grew to create available traffic volume based on the public's ever increasing demand on vehicles.
- Relatively wide right-of-way (averaging between 120'=200').
- Contains both a 4-lane divided section and a 6-lane divided section.
- No on-street parking is provided due to high speed of road and large number of driveways and access point along edges of right-of way.
- Posted speed of road varies, but in most all cases the roadway speed is exceeded due to lack of traffic calming measures.
- Roadway drainage is primarily sheet flow to open swale. Swales range from 10' to 60' in width and range from relatively shallow to extremely deep.
- Entire sections do not appear to be well maintained, with crumbling curb conditions, open space that is not well maintained, grade erosion conditions along road edges, sidewalks and within swale areas.

Positive Attributes:

- Capable of conveying high volumes of vehicles.
- Serves as a primary arterial roadway, bisecting multiple jurisdictions. Connectivity to the corridor from collector roadways is good.
- Width of right-of-way provides ability to modify the design section to accommodate future redevelopment opportunities and public mass transit.

Negative Attributes:

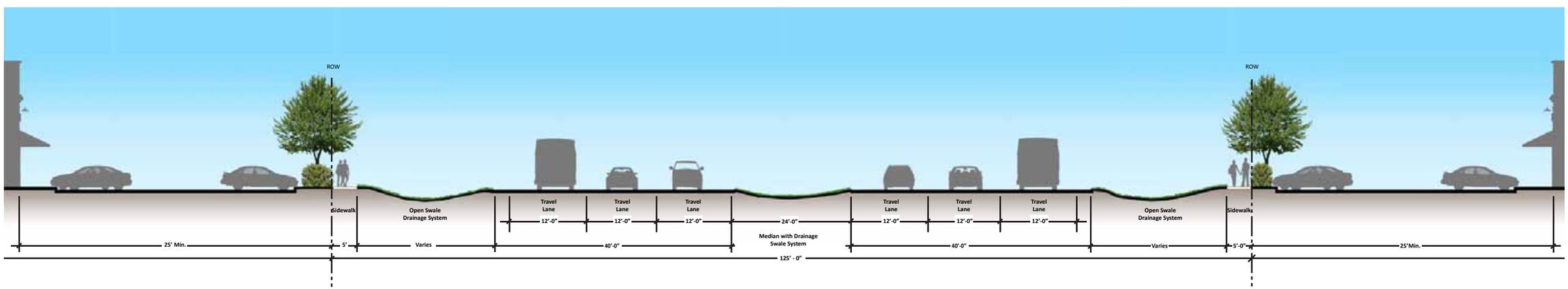
- Roadway is designed for speed and lacks any defined traffic calming design measures.
- Road speed is often substantially exceeded making vehicular movements onto and leaving the Corridor at higher risk for collision.
- Pedestrian safety and circulation is not perceived to be a priority.

Street Section Keymap

- Pedestrian design within the corridor meets minimum FDOT design criteria but does not create or induce a feeling of safety from adjacent traffic.
- Corridor is punctuated with excessive driveways and curb cuts that create substantial vehicular and pedestrian conflicts. Little has been done to manage or limit the driveway connections through the years of development.
- Open drainage swale conditions are highly unsightly and in many cases unsafe.
- Maintenance of drainage swales is a massive undertaking and has historically not been a priority. As such, these areas continue to be a visual source of blight because they collect trash and other debris.
- ADA accessibility to transit stops from the public sidewalk has not been taken into consideration in multiple instances, and consequently sidewalk connections have not been provided due to drainage swale grades.
- There is no visual continuity to the corridor either in streetscape or land use development patterns.
- The roadway design is driven by increasing volumes of vehicles and focused on speed and conveyance of traffic.
- There is no visual queuing along the corridor to accentuate that you have entered or left any particular city, neighborhood or commercial shopping area. This lack of definition has created one long monotonous unidentifiable urban pattern.

Represents Existing Public Realm Condition

Represents Existing Public Realm Condition



Existing Public Realm Streetscape Section Condition

Sub-urban Zone – Preferred Buildout Condition

The sub-urban section as shown represents the "preferred" sub-urban build-out condition. It should be noted that based on current field conditions it may be necessary to construct this design streetscape in phases to allow for redevelopment of existing parcels and sidewalk conditions. (Refer to proposed interim streetscape design section for phased streetscape design criteria)

Where major new "greenfield" development or redevelopment is proposed to occur along the corridor this section may be constructed immediately without phasing by making the preferred design section required as a condition of development approval.

The preferred sub-urban section is characterized by the following:

- Public investment promotes private sector investments.
- Public investment establishes preferred design pattern for private sector development.
- Establishes new urban character for the community and diverges from old poorly designed corridor pattern.
- Emphasizes desire to create a "park like" linear pathway connection system along the corridor within the wider right-of-way areas.
- Promotes pedestrian and bicycle usage.
- Safe pedestrian sidewalk zone created that is separated from drive lane by landscape areas.
- Creates urban landscape and shade areas that promote pedestrian zone usage and reduce urban heat island conditions.
- Emphasizes desire and need to consolidate unneeded curb cuts and access-ways. Stresses the desire to promote internal cross-access between parcels and create alternative internal circulation routing to reduce need to force short term trips back to US 17-92 Corridor.
- Promotes the modification of the open swale drainage pattern to a closed system to create new and usable land for public benefit.
- Landscaped median reduces visual mass of asphalt cross-section, and provides softening of corridor.
- Landscaped median helps to slow vehicle speeds by perceptually reducing lane widths for drivers, encouraging the driver to slow down because the experience of travel is better.
- Reduces overall mowing maintenance by providing mass native planted areas.

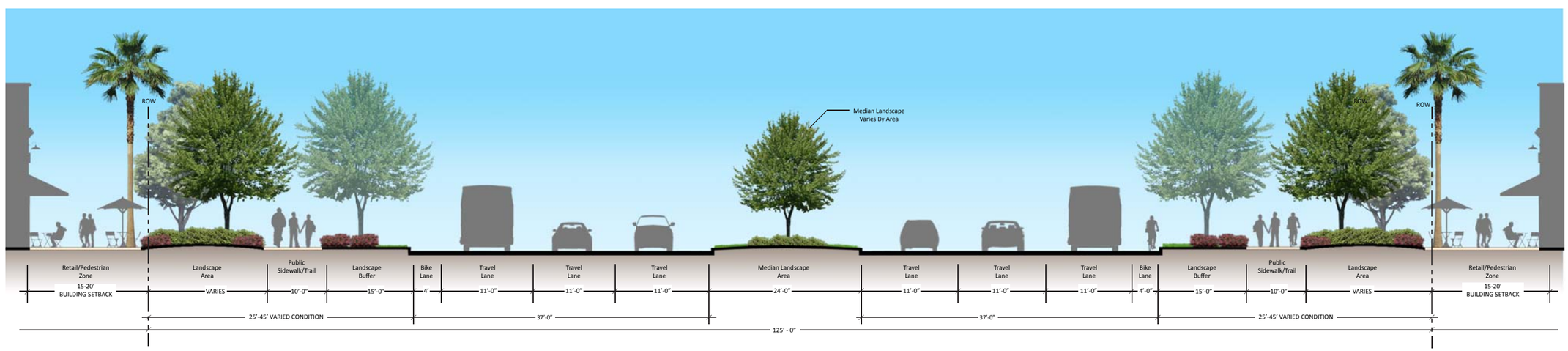
Street Section Keymap

Represents Preferred Public Realm Pedestrian Experience

Represents Preferred Roadway Buffer Section Showing Wider Pedestrian Sidewalk and Landscape to Create Urban Linear Park Within Roadway Section

Represents Preferred Roadway Buffer Section Showing Deeper Building Setback with Vehicular Access and Parking at Storefronts

NOTE:
Graphics depict preferred streetscape buffer conditions. Final design will vary depending on parcel driveway locations



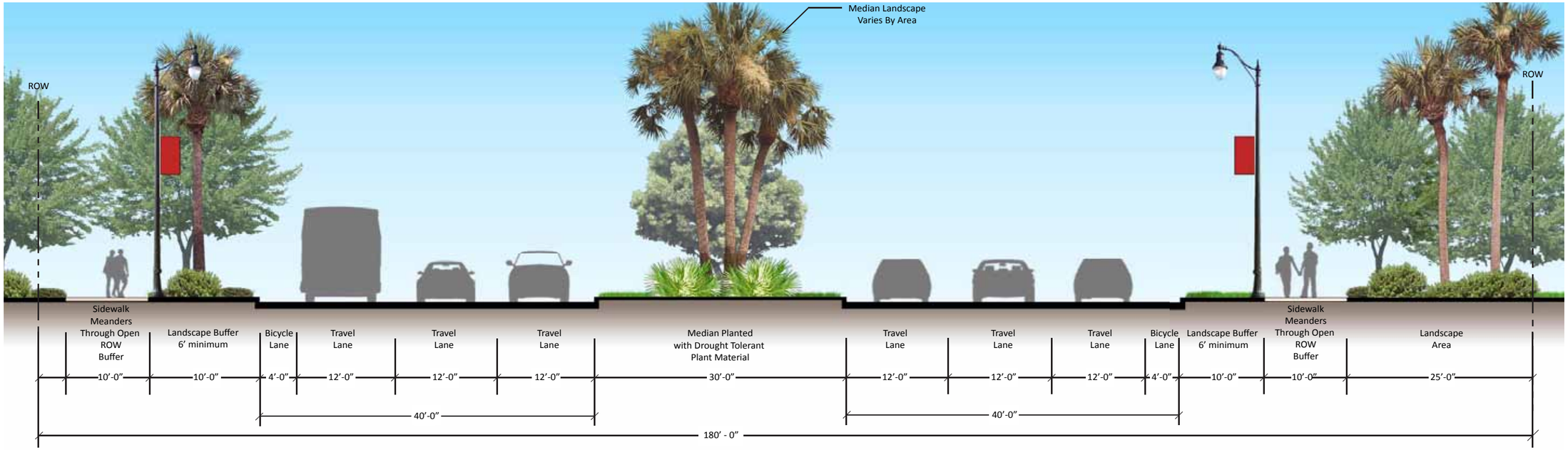
Preferred Public Realm Streetscape Section Condition

Sub-urban Zone - Preferred Buildout Cross-Section

Description

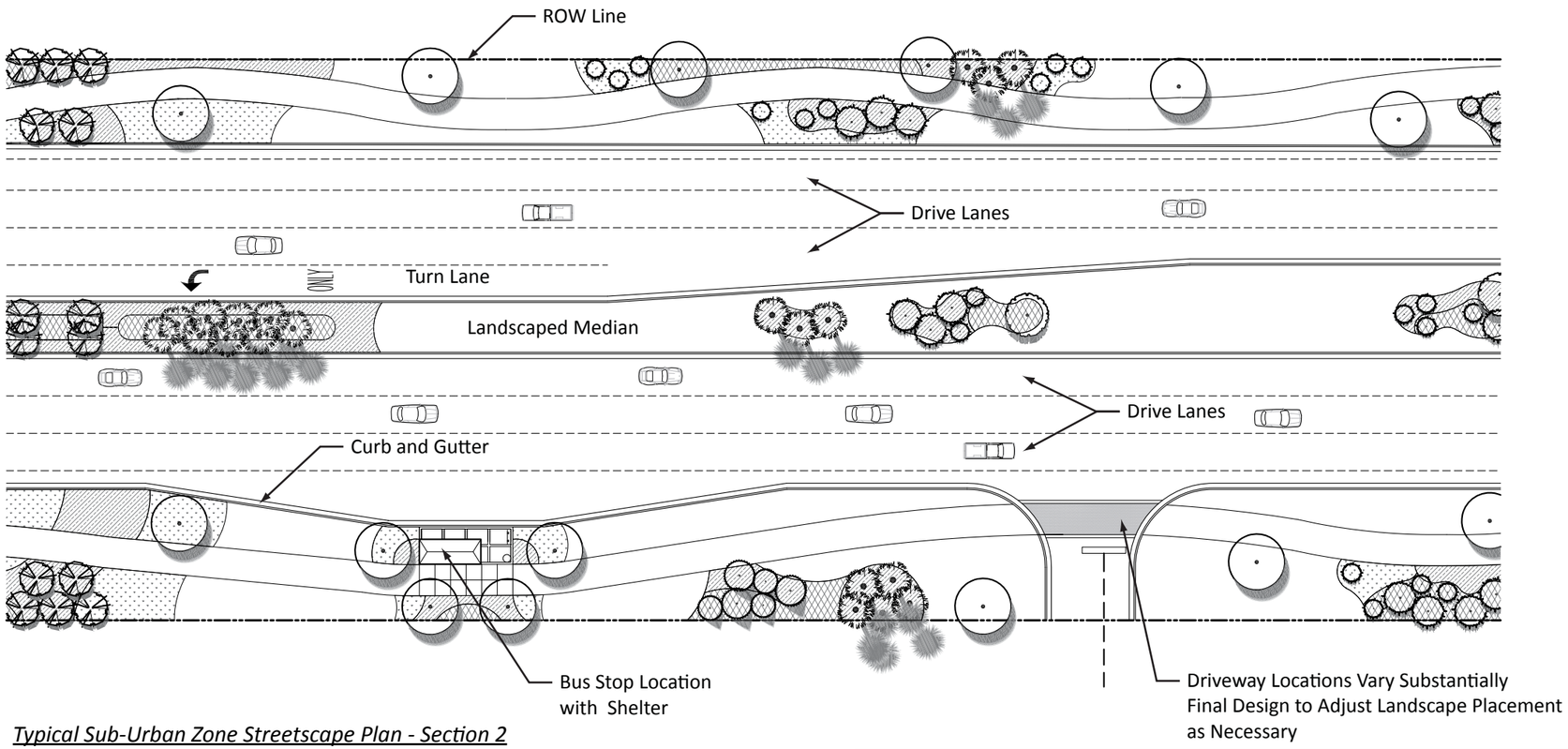
Roadway Section Two is defined as the Sub-urban roadway section from the SR 417 Exit Ramp South along the Corridor to Shepard Road. This section connects the Urban Streetscape Section One in Sanford to the Sub-urban Section Three along the Southern extent of the CRA jurisdictional boundary. Section Two has an average right-of-way width of 180'-0", The pedestrian walkway in this section is designed to meander through the large shoulder area between the curb and edge of right-of-way to provide a more pleasant environment for the pedestrian along this wider portion of the corridor.

Street Section Keymap



Preferred Public Realm Streetscape Section Condition

SUB-URBAN ZONE - SECTION 2



Typical Sub-Urban Zone Streetscape Plan - Section 2

Note: Typical section is conceptual only. Final design to be based upon actual survey and subject to FDOT review and approval

Hardscape Elements

The hardscape to be installed within this section will vary based on the actual design condition. Pedestrian sidewalk width will vary based on location, available right-of-way width and preferred aesthetic design condition. This section represents the largest majority of the length of the US 17-92 Corridor and has a multitude of existing built conditions that will have to be individually addressed during the final streetscape design process. The following recommendations are based on a standard preferred cross-sectional design, and although generic in nature, are intended to establish the patterns of both hardscape and landscape within these areas. The design and construction of the hardscape must take into account the potential underground utility locations and provide for potential access without substantial disruption tothe pedestrian travelway and/or demolition of existing pavement. (See cross-section this page)

Recommended Hardscape Materials Schedule

Pavers – Paversystems – Color Mix 2
Solid Pavement – Plain White Concrete w/ light broom finish
Solid Pavement – Integral Colored Concrete, w/light broom finish

Landscape Elements

Due to the expansive appearance of this roadway section the landscape to be installed within this section will be very important to help unify the visual appearance of the street and adjacent businesses along the US 17-92 Corridor; help serve as a traffic calming measure by visually reducing the overall corridor and perceptually the lane widths; and enhance the pedestrian travel zones to encourage increased usage. The design condition may vary based on location of overhead utilities and pole placement, driveway locations, and sight line criteria.

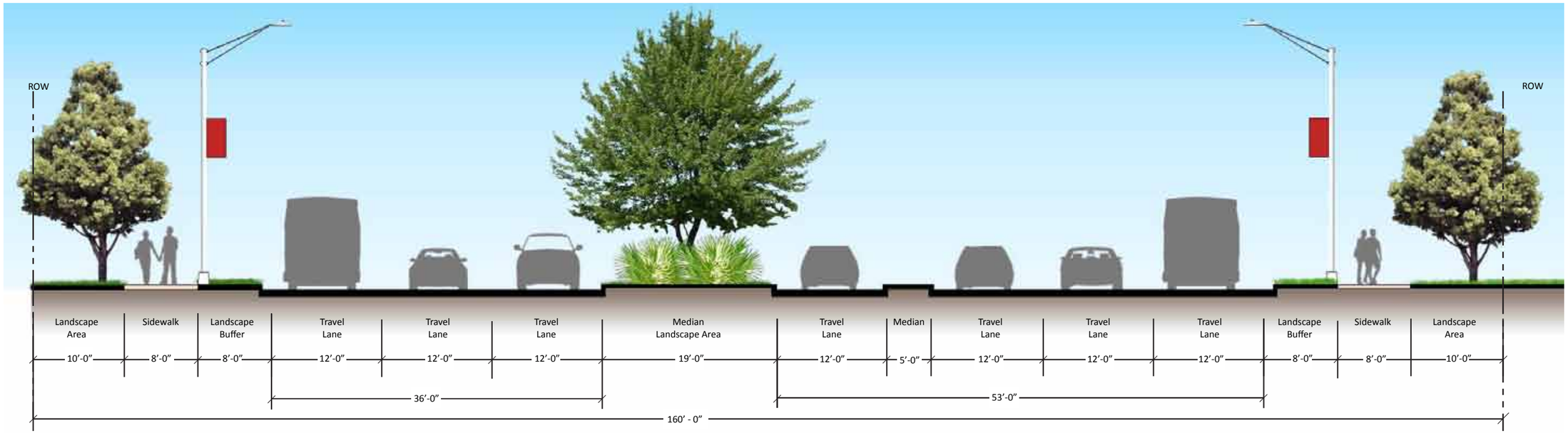
A recommended plant materials schedule for the Sub-urban streetscape section has been provided in Appendix B of this Master Plan. Alternatives to these recommendations should be evaluated by staff for design continuity and context to the existing/previously installed streetscape pattern.

Typical Sub-urban Zone - Roadway Section 3

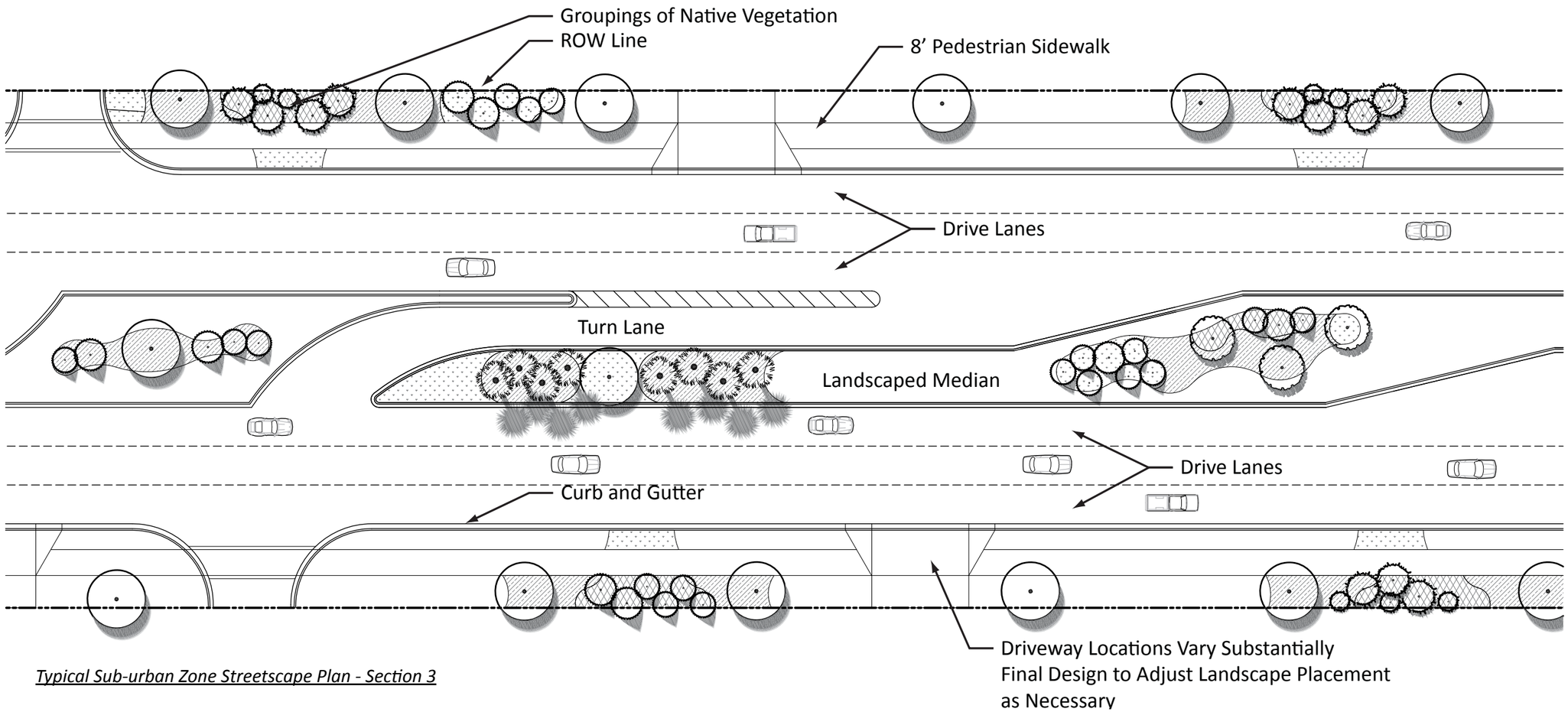
Description

Comprised of the southern end of the US 17-92 Corridor, Section Three extends from Shepard Road to the southern extents of the CRA jurisdictional boundary at the county line and has an average width of 160'-0". This portion of the US 17-92 Corridor is bisected by the Casselberry CRA which has recently installed improvements to the streetscape, particularly through the use of upgraded landscaping and hardscape features. The recommendations for this section are designed to compliment the existing improvements along the Casselberry portion and provide the appropriate vehicular and pedestrian element improvements necessary within the slightly more narrow right-of-way.

Street Section Keymap



Preferred Public Realm Streetscape Section Condition



Typical Sub-urban Zone Streetscape Plan - Section 3

Note: Typical section is conceptual only. Final design to be based upon actual survey and subject to FDOT review and approval

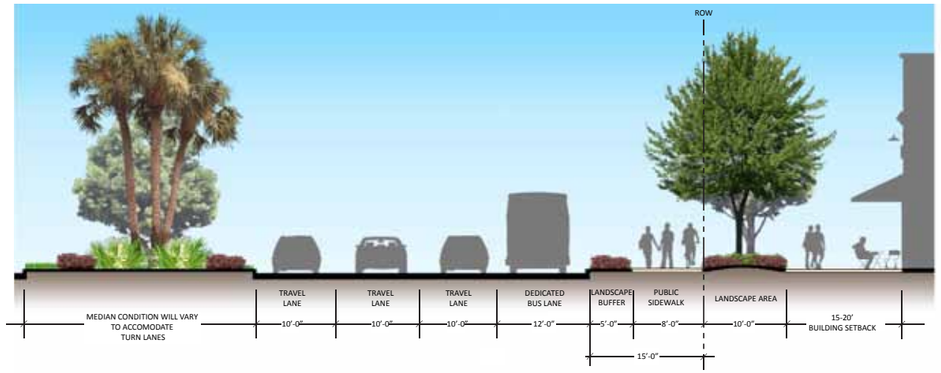
Urban Node Section – Preferred Condition

The urban node section as shown represents the "preferred" urban build-out condition. These nodes have been identified based on a physical field inventory; a market analysis; an analysis of existing property ownership; connectivity to surrounding neighborhoods and land uses; connectivity to both current and future mass transit; feasibility for assemblage; and redevelopment potential. The proposed sections represent preferred design conditions based on the redevelopment of these nodes to support higher density development of varying types and land uses. The proposed sections are intended to support multi-modal transportation as well as increased pedestrian activity, and as such have been designed to support a new urban form that does not exist currently but is anticipated to evolve based on future redevelopment efforts supported by pro-active redevelopment and regulatory planning changes.

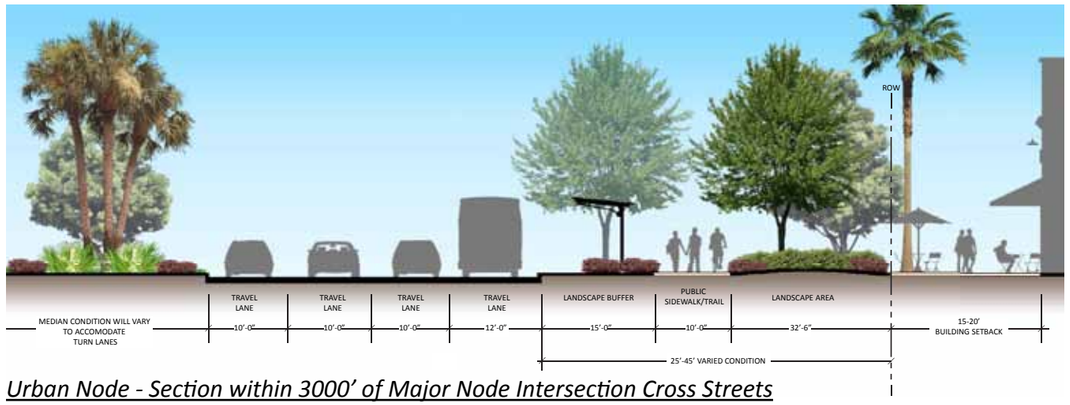
It should be noted that, based on current field conditions, it may be necessary to construct this design streetscape pattern in phases to allow for redevelopment of existing parcels and sidewalk conditions. Where major new "greenfield" development or redevelopment is proposed to occur along the US 17-92 Corridor, these sections may be constructed immediately without phasing by making the preferred design section required as a condition of development approval.

The preferred urban section is characterized by the following:

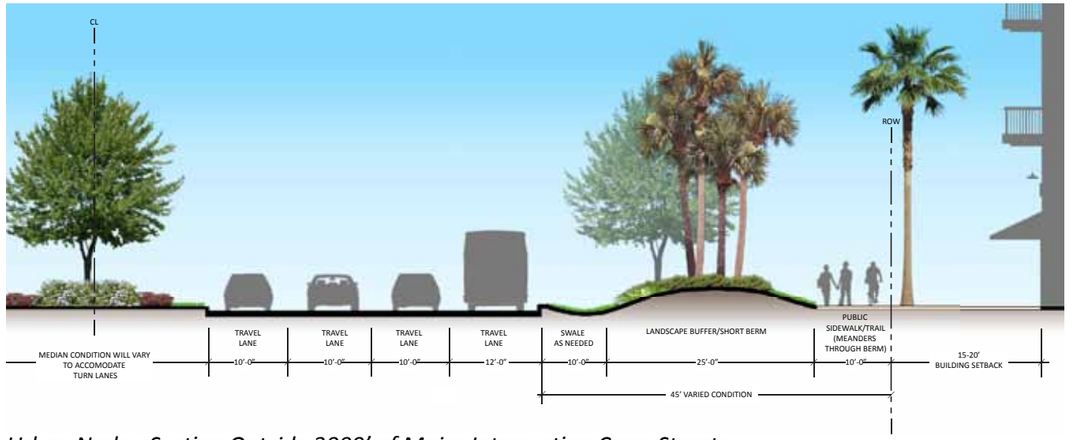
- Urban edge condition that supports redevelopment of parcels and placement of building frontages or active public function areas adjacent to or within close proximity of the roadway corridor.
- Emphasizes roadway/streetscape as an integral part of the urban form and not simply a isolated corridor to move vehicles.
- Creates pedestrian buffer safety zone from drive lanes to encourage pedestrian circulation and connectivity.
- Supports increased pedestrian intersection crossings by introducing traffic calming measures both in advance of the intersection and within the intersections/cross-walk areas themselves.
- Specifically limits access points in and around intersections to help prevent pedestrian conflicts due to turning movements.
- Requires internal cross-access between parcels that have frontage on the US 17-92 Corridor to minimize driveways and access points onto the US 17-92 Corridor in density node areas.
- Recommends reduction in roadway posted speeds through higher density node areas.
- Proposes all stormwater conveyance to be in an underground conveyance system.
- Requires that all public utilities be placed underground at time of redevelopment of corridor roadway section or at the time of adjacent parcel redevelopment where feasible.



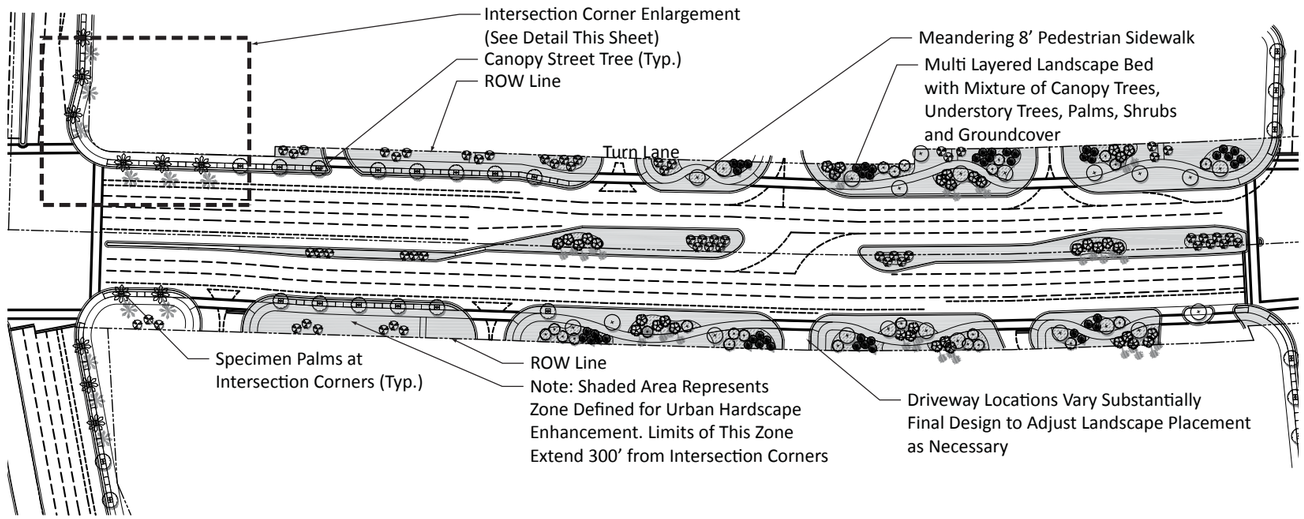
Urban Node - Section within Major Node Intersection



Urban Node - Section within 3000' of Major Node Intersection Cross Streets

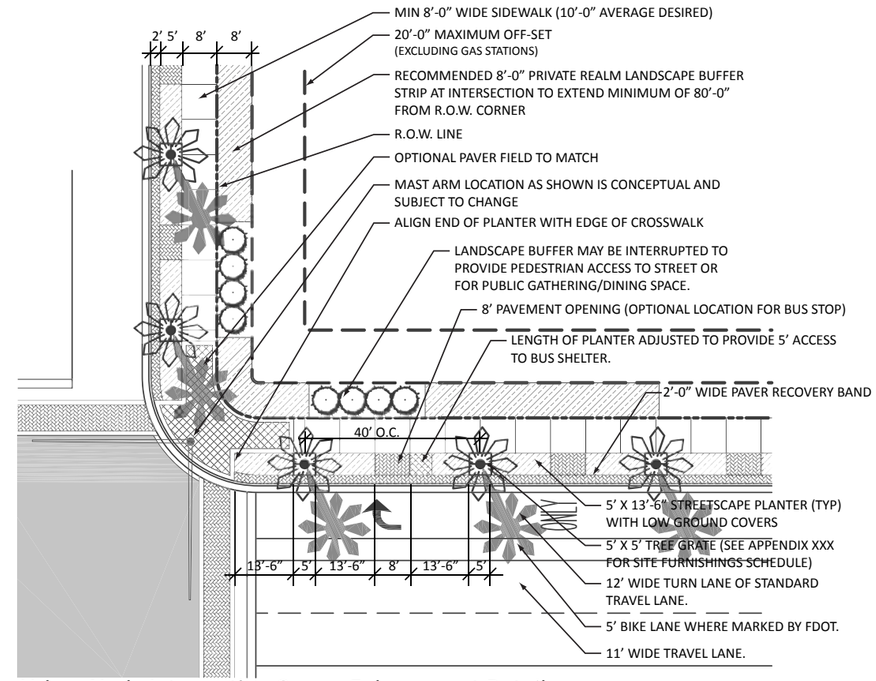


Urban Node - Section Outside 3000' of Major Intresection Cross Streets (Within Defined Urban Node Transition Areas)



Typical Urban Node Streetscape Plan

Note: Typical section is conceptual only. Final design to be based upon actual survey and subject to FDOT review and approval



Urban Node Intersection Corner Enlargement Detail

Hardscape Elements

The hardscape elements to be installed within the Urban Node Sections will be based on site specific conditions. Pedestrian sidewalks will run parallel with the road right-of-way but may vary in form and location depending on specific locations. A landscaped zone will buffer sidewalks from all road rights-of-way to create a physical, visual and safety buffer between the roads and pedestrians. Hardscape elements will be designed to encourage pedestrian circulation and connectivity. The cross-section above is conceptual in nature and is intended to represent the intent of the desired form of the hardscape areas for the Urban Nodes. Variations will take into account driveway locations and underground utilities.

Landscape Elements

Landscape elements within the Urban Nodes should be designed to highlight the unique character and function of these special places. In addition, these elements should facilitate/establish a form that creates an environment that supports pedestrian activity as well as enhances the adjacent land uses along the corridor. The landscape design will vary depending on driveway locations, the location of overhead utilities and site line criteria.

A recommended plant materials schedule for the Urban Node streetscape section has been provided in Appendix B of this Master Plan. Alternatives to these recommendations should be evaluated by staff for design continuity and context to the existing/previously installed streetscape pattern.

Public Transit

Lynx Transit Master Plan:
According to Lynx, the proposed transit service for the US 17-92 Corridor is conventional bus service. As SunRail is developed, the County, the CRA and Lynx are planning on increasing the frequency of service throughout the Corridor which will make using transit more attractive.

In order to create the opportunity for a premium transit service such as Bus Rapid Transit, more compact and mixed use through redevelopment of the proposed nodes within the US 17-92 Corridor should be encouraged. The creation of more supportive development patterns for pedestrian activity and increased density at the nodes will create more supportive conditions for increased ridership.

Existing Lynx Bus Stops
The locations of the bus stops along the US 17-92 Corridor, which can be seen on the following page, were evaluated for the proximity of the locations relative to high trip generators, such as retail shopping centers, business centers, or high density residential areas. Many of the bus stops were found to be situated in these locations, including the stop near Seminole State College.

In other cases, bus stops were found in areas with little if any trip generators or destinations. Another challenge for riders is stops that have no connection between the sidewalk, which in most cases is located at the back of the right of way, with the bus stop which is located at the street. In addition, there are a number of stops where riders must walk on the shoulder or in a right turn lane to get to the stop, making the transit user exposed to vehicle traffic, which is especially hazardous in low light conditions. Many of those locations will be improved if the recommended changes in the US 17-92 Corridor are undertaken to fill the open swales.

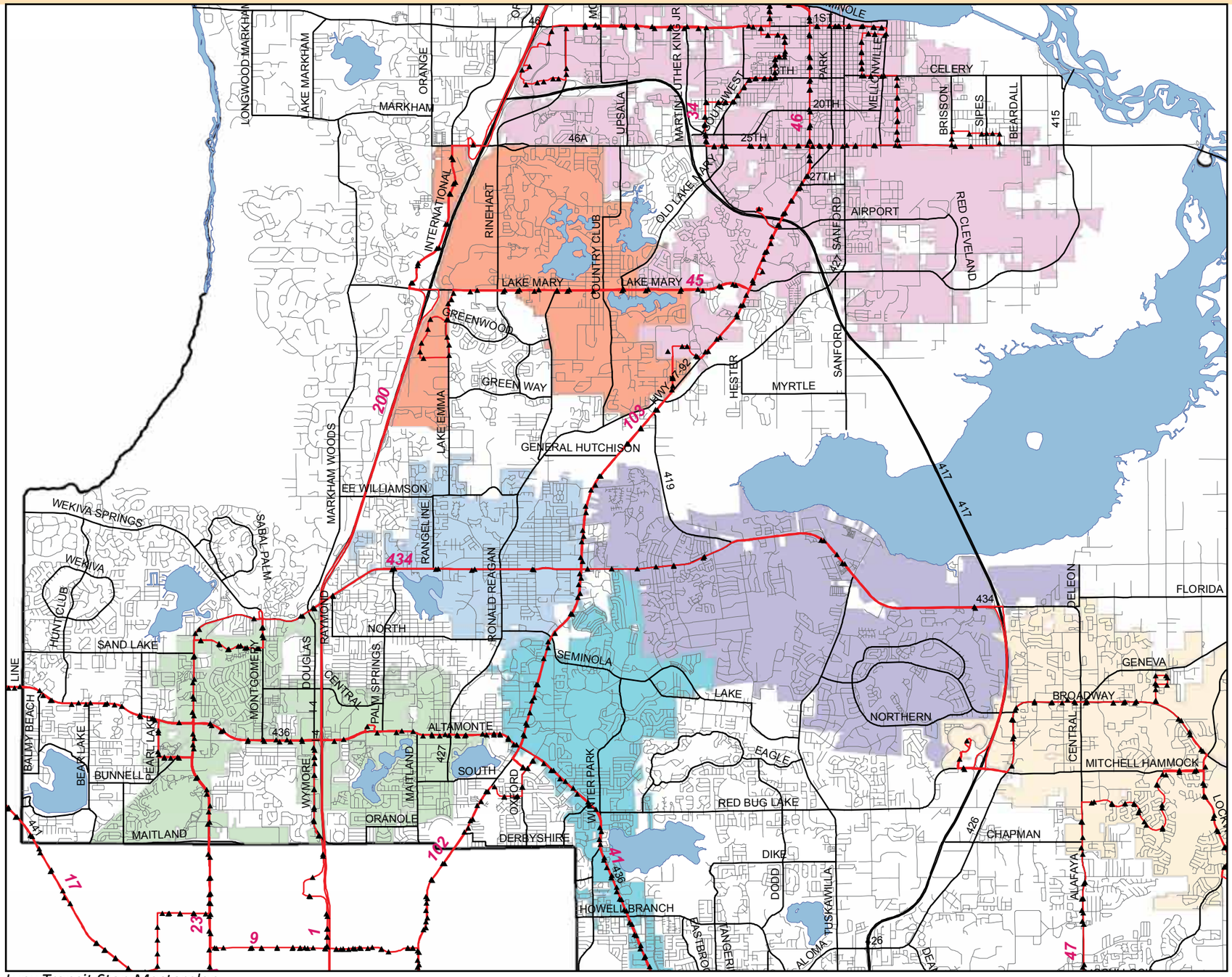
In locations where the swale condition will remain, walkway connections should be provided between the sidewalk and the bus stop. This will require the swale to be piped in order to place fill for the walkway.

Recommendations for Bus Stop Improvements
Based on the 2008 *Accessing Transit Design Handbook for Florida*, bus shelters should be provided at any stop with at least 25 boardings a day. They should also be provided at stops that are major generators of peak hour transit ridership or transfer points between routes. At some existing stops, although new shelters have been installed, the older existing benches have not been removed from the stop. Relocation of those existing benches to sites where no benches exist would better serve the riders.

Connectivity to Area Transit Systems
Generally, the current transit service by Lynx provides access along US 17-92 and to the activity centers along the corridor. This includes the corridors that will connect US 17-92 to the SunRail stations. While the current routes lead to locations near the proposed stations for SunRail, several of the routes currently don't provide direct access to the station location. Creating a direct connection to the stations will increase the potential for ridership.

Example of a Preferred Transit Stop located along the Corridor

Example of an undesirable Transit Stop located along the Corridor



Lynx Transit Stop Masterplan

Legend

- All stops as identified by LYNX
- Bus Routes

City Limits

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

Public Realm Redevelopment Framework - Recommendations

1. The CRA should establish a strong working relationship with the FDOT and LYNX to progress the goals of the public realm redevelopment framework. This relationship is important to ensure that the FDOT and LYNX area committed partners in the success of the CRA redevelopment efforts.

2. The CRA must promote the redevelopment goals and objectives to the various County and City Boards, and planning and public works departments, to ensure that collective decision making supports the development of a cohesive vision for the corridor with respect to the transportation and pedestrian design and connectivity.

3. A detailed multi-year budgetary program should be established for the design and construction of the various segments of the corridor streetscape.

4. The CRA should actively pursue grants to assist in funding the public realm streetscape redevelopment program.

5. The CRA should commission an independent study to develop a master stormwater system, for both the roadway corridor as well private properties, that allows private properties to outfall to a master stormwater system thereby not requiring small parcels to provide stormwater on-site and opening these parcels for redevelopment potential.

6. The CRA should work with LYNX and FDOT to create more attractive and functional bus shelters that provide for great levels of weather protection, seating and aesthetics.

7. A primary focus of the streetscape redevelopment program should be to increase the public safety for both the pedestrian and bicycle riders to promote other forms of accessibility within the corridor.

8. A more detailed transportation planning study should be conducted to determine the feasibility of advancing the concepts of some form of dedicated transit system along the corridor.

9. A detailed transportation planning study should be conducted to determine the effects of the proposed US 17-92 flyover on surrounding roadways and private development parcels to minimize negative impacts and create a proactive strategic plan for the future.

10. Detailed Intersection studies should be performed in association with the proposed catalyst sites areas to determine if additional pedestrian safety measures can implemented to create safer pedestrian crossing conditions.

11. Future transit connections from the proposed Sanford Gateway catalyst area to Sunrail and to the Sanford Airport should be considered. A separate study should be conducted to determine the feasibility of providing a rail station within this proposed density node area.

12. Road rights-of-ways and linkages within and around the catalyst areas should be further evaluated for the feasibility of realignment, abandonment or modification of cross-section to support the preferred development within the catalyst areas.

G: Private Realm Redevelopment Framework

Overview

The renaissance of the US 17-92 Corridor will not occur overnight and must be seen as a long term strategic and evolutionary process. Although investment in the public realm will help to encourage private investment, it will ultimately be investment in the private realm that will change the economic stability of the US 17-92 Corridor. Many factors will affect the re-investment potential along the Corridor, but the CRA, the County and the partnering jurisdictions can help to catalyze redevelopment efforts and set the framework to support private investment. The following section helps to identify exemplary opportunity redevelopment areas and to establish a framework to guide future development and redevelopment efforts.

The redevelopment of a corridor is a complex process that requires the change on multiple levels. These changes must be strategically planned to build upon one another. Ultimately, the revitalization of the private property realm is the foremost goal in the successful economic redevelopment of any corridor.

The private realm redevelopment framework that follows has been broken down to focus on the following:

- Catalyst area evaluation criteria;
- Identification of key catalyst areas;
- Regional context analysis;
- Catalyst areas recommendation and selection;
- Sanford Gateway catalyst area study;
- Seminole Crossing Five Points catalyst area study; and
- Private realm redevelopment framework recommendations.

The recession proved that we have too much retail. Strip centers are now littered with vacant stores. By some estimates, there is currently more than 1 billion square feet of vacant retail space, much of which has to be repurposed or demolished. One retail analyst estimates that we need to demolish 300 million square feet of retail space."
(Source: The Future of the Strip, Urban Land Edward T. McMahon, 2011)

At the same time that retail is rediscovering the city, the suburbs are being redesigned. Chris Leinberger recently declared that "the largest redevelopment trend of the next generation will be the conversion of dead or dying strip commercial centers in the suburbs into walkable urban places."
(Source: "Walkable Urbanism," Urban Land, September 1, 2010).

Context-sensitive design improvements along the right-of-way are also a critical part of this strategy. For multifamily developers facing price-constrained consumers, the shopping, entertainment, and nearby recreational uses along the corridor replace typical project amenities (clubhouse, pool, etc.). The quality of this "ped shed" in turn relies on the commercial developers who create the space, the businesses that operate there, and the local government that provides parks, policing, maintenance, and parking. The ped shed should factor more heavily into where developers locate their next housing project and how they market it."
(Source: Repositioning Urban Corridors, Urban Land, Karen Gulley, 2011)

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Identification of Catalyst Redevelopment Areas

Identification of the potential catalyst redevelopment areas was based on detailed analysis of existing land use patterns, field inventory and economic analysis. Findings that support the identification of the following catalyst redevelopment area can be found in the US 17-92 Corridor Master Plan Context Report which has been developed as a companion document to this Master Plan.

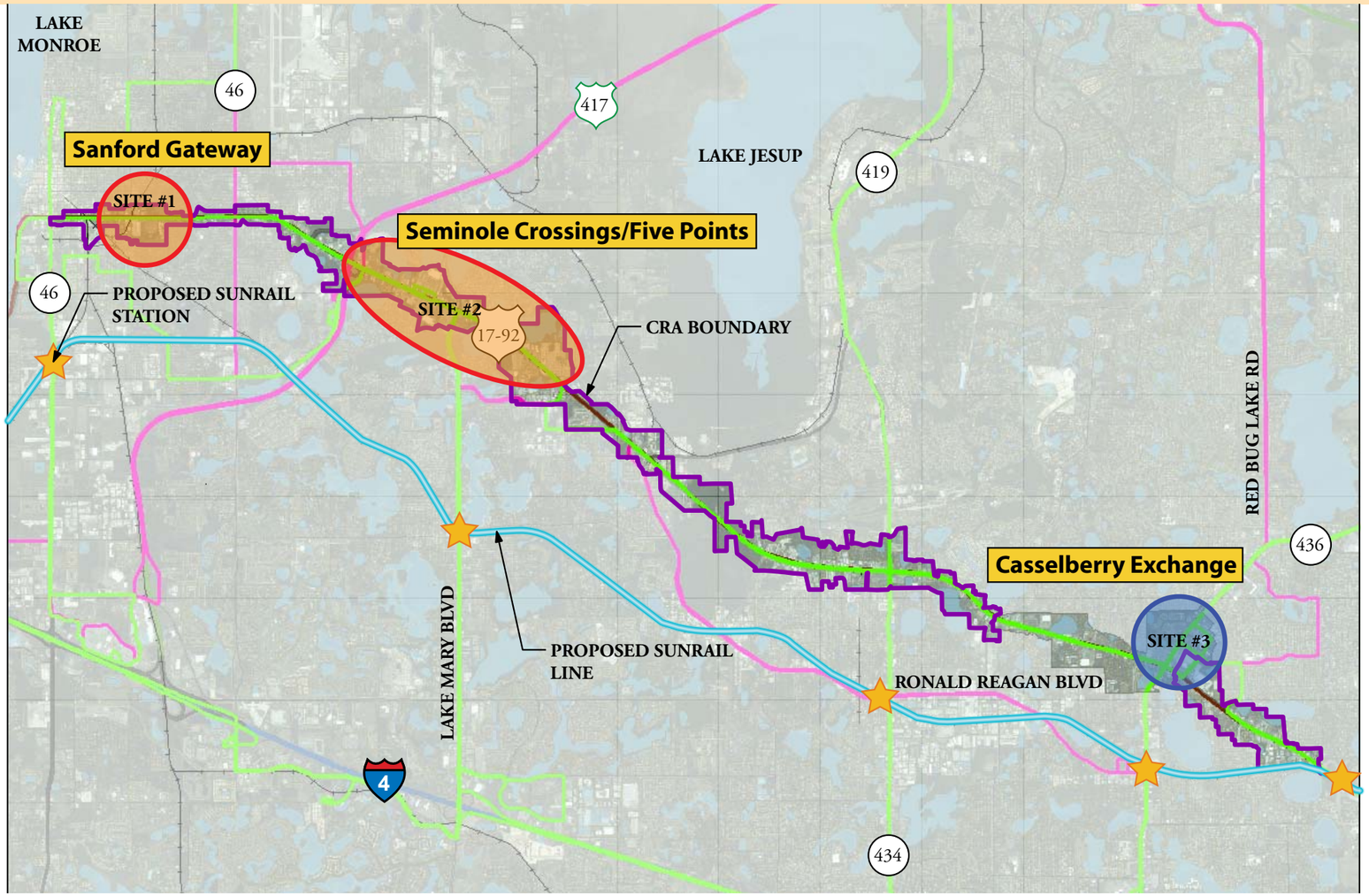
Identified Catalyst Areas

Based on a detailed analysis and selection criteria, four potential catalyst sites were identified. It should be noted that due to the proximity of the areas to one another, the sites do have the potential to overlap in market area demand. Therefore, the more distant each catalyst site is from the other the less competition each will present. Of course, this competition is highly dependent on the land use make-up of each area. For the purposes of this Master Plan, the individual redevelopment areas have been name 'branded' to help distinctly identify each of them.

Three distinct redevelopment areas were identified:

1. **Sanford Gateway**
2. **Seminole Crossing/Five Points**
3. **Casselberry Exchange**

This section provides an overview and location of each potential catalyst redevelopment area.



The criteria below was evaluated in the selection of the catalyst sites:

- Regional connectivity
- Area connectivity
- Availability to mass transit
- Ease of vehicular accessibility
- Ease of pedestrian accessibility
- Location and density of surrounding residential
- Proximity to public governmental centers
- Market demand/area demographics
- Existing land uses
- Age of land uses
- Age of structures
- Assessed property values
- Taxable values of structures
- Proximity to employment centers
- Parcel size
- Parcel ownership assemblage potential
- Accessibility to parks and trails

Regional Context Analysis

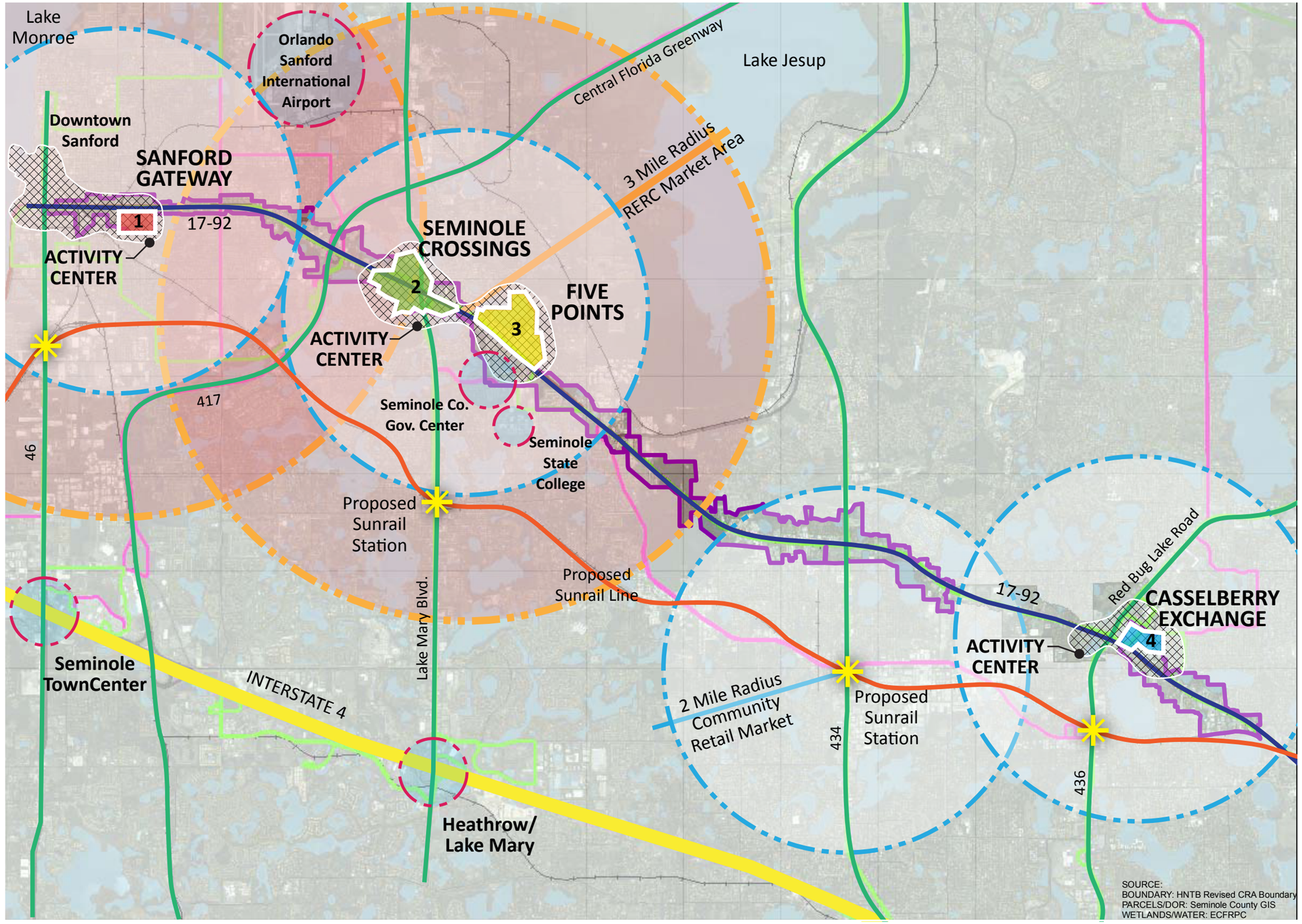
A specific focus for the Master Plan is to assist the CRA in identifying potential redevelopment areas along the US 17-92 Corridor. Through the identification of these areas, the CRA can then begin to work with both property owners, the County and partnering jurisdictions to develop specific redevelopment strategies focused on these sites to occur over a period of time. Through direct outreach by the CRA to private property owners and potential developers, partnerships can be developed that can change the paradigm for existing property owners and foster re-investment and redevelopment efforts. Focusing this approach on specific areas that have been found to be the most market suitable prevents the "shot gun" approach to redevelopment investment. As these specific areas redevelop over time, this will in-turn strengthen the redevelopment opportunities for surrounding properties. The focused approach of incentivizing redevelopment through funding assistance, property assemblage through acquisitions, and adjusted regulatory requirements all become key indicators of stability to both the private development industry and lending institutions.

Private equity lending in today's markets is very difficult to find, and is substantially dependant on businesses showing that they not only can survive but thrive in an area. Redevelopment along the US 17-92 Corridor must create stabilized opportunities. This will require rethinking the planning norms that have created the current land use patterns that are continuing to struggle and slowly destabilize year after year. The following redevelopment area analysis looks at regional development drivers as well as specific areas that can act as catalysts for future change.

Regional Analysis

Because US 17-92 is a major circulation corridor running through the majority of Seminole County, it is clear that this Corridor has the potential to serve a substantial population. So why is it in such a state of decline? As part of the planning analysis for the US 17-92 Corridor, a broader regional analysis was performed to fully understand how the it fits into the regional context from the standpoint of surrounding residential densities, natural systems, vehicular, bikeway and pedestrian circulation patterns, adjacency to other supporting land uses and connections to future transit hubs and systems. The following represents the findings and observations:

- The development of the I-4 corridor has drawn major employment hubs away from the US 17-92 Corridor. Projects like the Heathrow Center, Primeria, Maitland Center and others are examples.
- The majority of the housing stock surrounding the US 17-92 Corridor ranges from between 30-60 years old, with the newest and more affluent communities in Seminole County having been developed within closer proximity of the I-4 corridor within the last twenty years.
- The pattern of the Corridor supported the development of small scale vehicular oriented project development.
- The continued design of the roadway corridor widening with associated larger intersections and the individual site development projects have not supported a walkable or bikable environment. In addition, there is infrequent connection to adjacent neighborhoods which that US 17-92 Corridor depends on for financial support. In fact, in many cases there have been deliberate constraints imposed that prevent accessibility to the US 17-92 Corridor or to adjacent development.
- There is no identifiable "sense of place" along the US 17-92 Corridor that serve as regional or community centers. The focus has been to develop isolated vehicular oriented shopping centers of varying scales.
- There are no public realm locations such as parks, urban plaza, bikeways or even public buildings that support public gatherings at any scale large or small.
- There is not a clear sense that a strongly connected circulation grid network outside of the northern Sanford area has been developed or maintained. This lack of network has disconnected many of the adjacent neighborhoods from the Corridor, forcing vehicular trip traffic patterns back to the major intersecting arterials and reducing ease of access for short trip local shopping.
- SR 417 now intersects with the Corridor, and because of the expansive interchange ramps, accessing the corridor this roadway serves as a barrier to connecting communities from both a vehicular and pedestrian standpoint.
- The Orlando Sanford International Airport has a very strong potential to grow as an employment center and in the future will generate additional demand for office, retail and residential uses. This can present great opportunity for redevelopment and new development along the Corridor.
- The northern end of the Corridor in Sanford is bisected by both active rail line and an in-active rail line that is proposed to be developed as a bikeway. Both of these routes bisect the Sanford Gateway catalyst site. The active railway has the potential to provide both rail accessibility to the Sanford Airport as well as connectivity back to the newly proposed Sanford SunRail transit station. The proposed bikeway has the potential to provide direct access back into downtown Sanford and surrounding neighborhoods.
- The SunRail transit stations are all within close proximity of the US 17-92 Corridor. It is anticipated that LYNX ridership will increase along the corridor for those riders who need transportation to the SunRail stations.
- The SunRail stations will, over a period of time, drive densification around the urban nodes previously identified. The opportunity to capitalize on new development and redevelopment in the urban nodes that are within proximity of the SunRail stations must be considered.



Regional Context Graphic

Notes

(1) Catalyst sites (1 – 3) are identified on plan to show their location within US 17-92 corridor and regional context.

(2) The two mile radius for typical community retail market areas is identified at existing activity centers and shows the influence on the four catalyst sites.

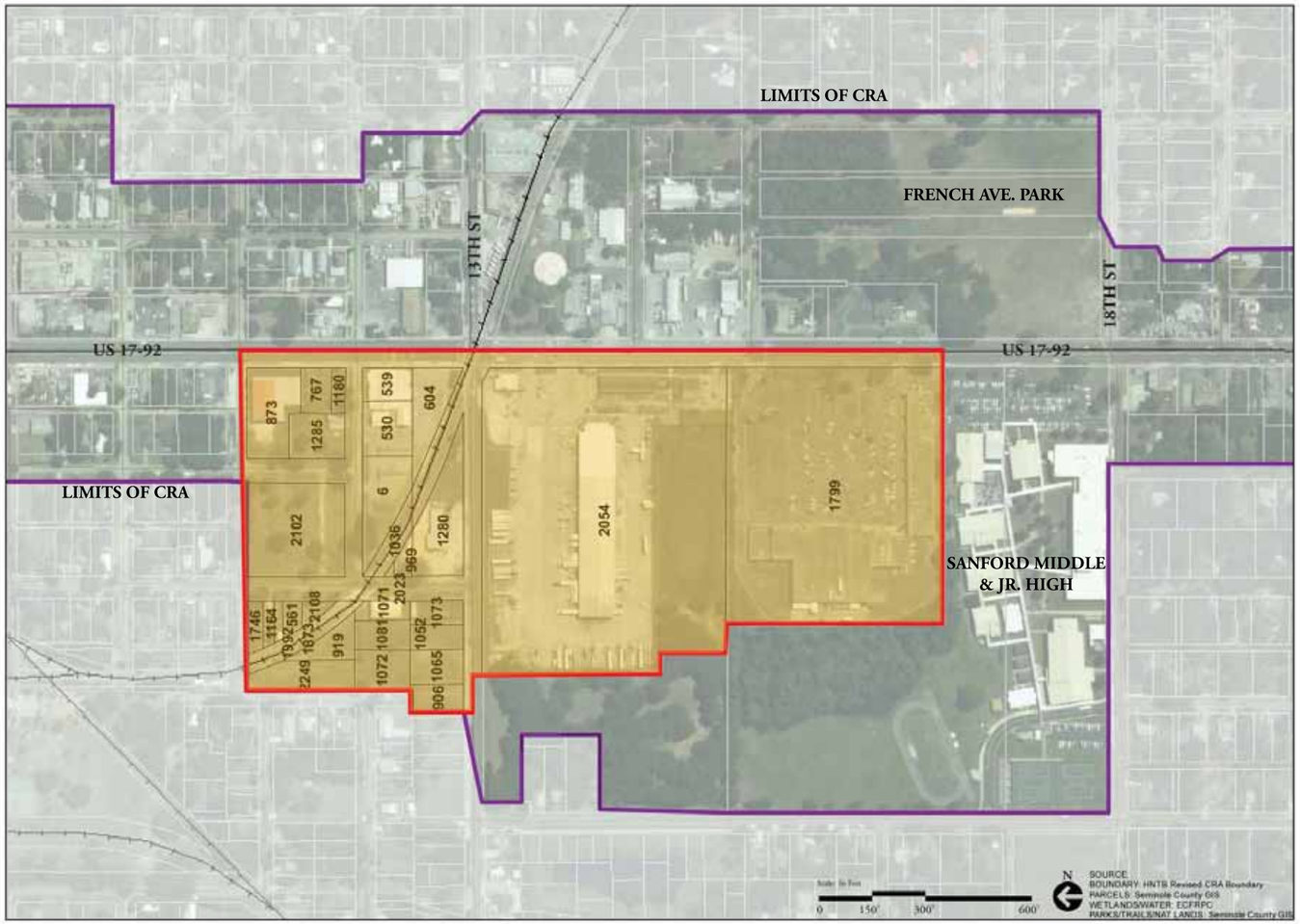
(3) The three mile Market Study radius is illustrated to show extent of analysis for the Sanford Gateway and Seminole Crossings/Five Points.

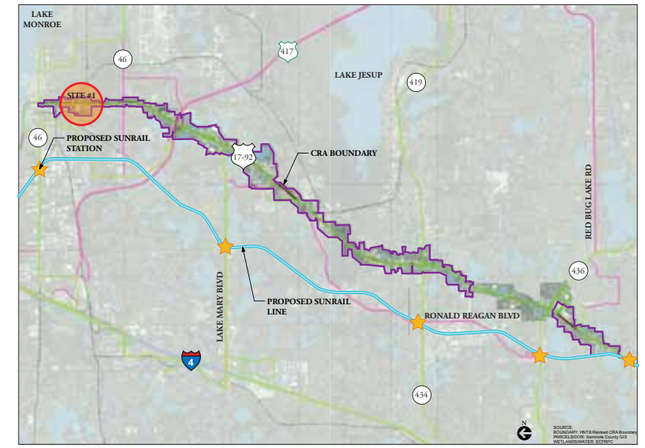
(4) Surrounding activity centers are identified to illustrate existing nodes of development. Downtown Sanford, the Sanford International Airport, Seminole Government Center and Seminole State College have the greatest influence in terms of population and employment centers which will effect Sanford Gateway and Seminole Crossings/Five Points.

(5) The Sunrail stations are identified to show proximity to catalyst sites and possible influence on these sites.

(6) Creating a hierarchy of community mixed use centers along the US 17-92 will help to identify 'special places' along the corridor.

Sanford Gateway - Site 1





Description:

The Sanford Gateway redevelopment area was chosen because it represents strong opportunities to effect positive change to this historic community. When looking at this area from a regional context, it was important that any proposed development be additive to the urban renewal efforts within downtown Sanford and not create competition. Although near downtown Sanford, this area presents very different opportunities.

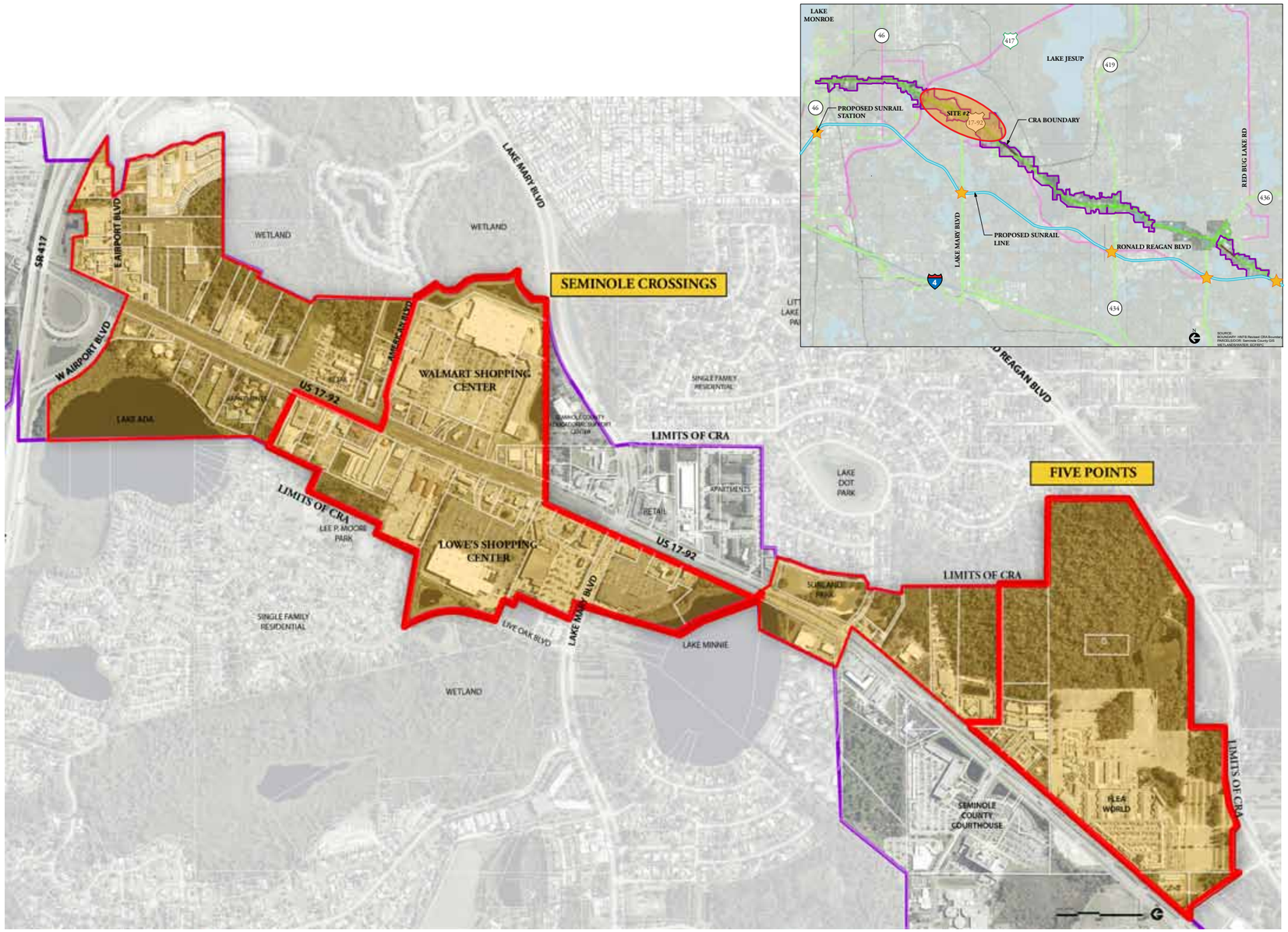
This site is approximately 34 acres and currently has an existing outdated Winn Dixie Plaza, agricultural and warehouse facilities, the Sanford Farmers Market, small retail uses, a residential lot and undeveloped parcels. Because of its size, its strategic location as a future gateway to historic Sanford, and its proximity to established residential neighborhoods, the Sanford Gateway has the potential to become a dynamic mixed use neighborhood center serving this area.

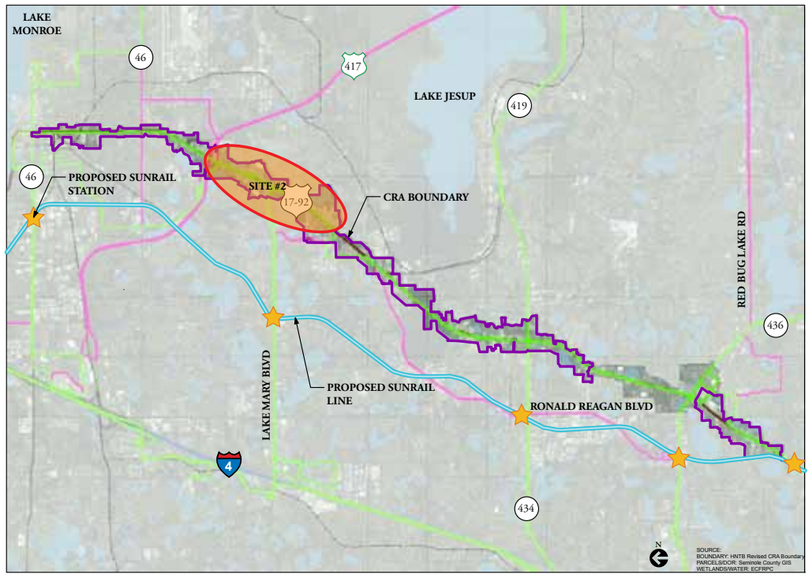
Seminole Crossing/5 Points- Site 2

Description:
Site 2 extends from the intersection at CR 419, including the area around the Seminole County Government Center and Flea World Site (Identified as Five Points), through the existing retail area surrounding the intersection with Lake Mary Blvd. (identified as the Seminole Crossings site), and culminating at the 417. The Two Sites below were looked at in greater depth and presented to the TAC.

Five Points
Five Points is a 124 acre site located on the east side of US 17-92 directly across from the Seminole County Government Center and Seminole State College. Flea World comprises the majority of the site with out-parcel retail sites, mini golf, go cart use and a large wetland system. Seminole County Land Development Code designated Five Points as a Target Zone G which indicates that this property could be redeveloped with a maximum height of 140 feet, provided that specified design criteria for building design, internal street design, and open space are met. Proximity to the Seminole County Government Center and Seminole State College make this a prime property for a catalyst redevelopment site.

Seminole Crossings
The 123 acre Seminole Crossing site provides a great opportunity for catalytic change along the US 17-92 Corridor. Located at the intersection of US 17-92 and Lake Mary Blvd., and within close proximity to substantial residential population, Seminole State College, governmental centers, Sanford International Airport and the future Sunrail Station, this site can become a center for not only the Corridor but the region as a whole.




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

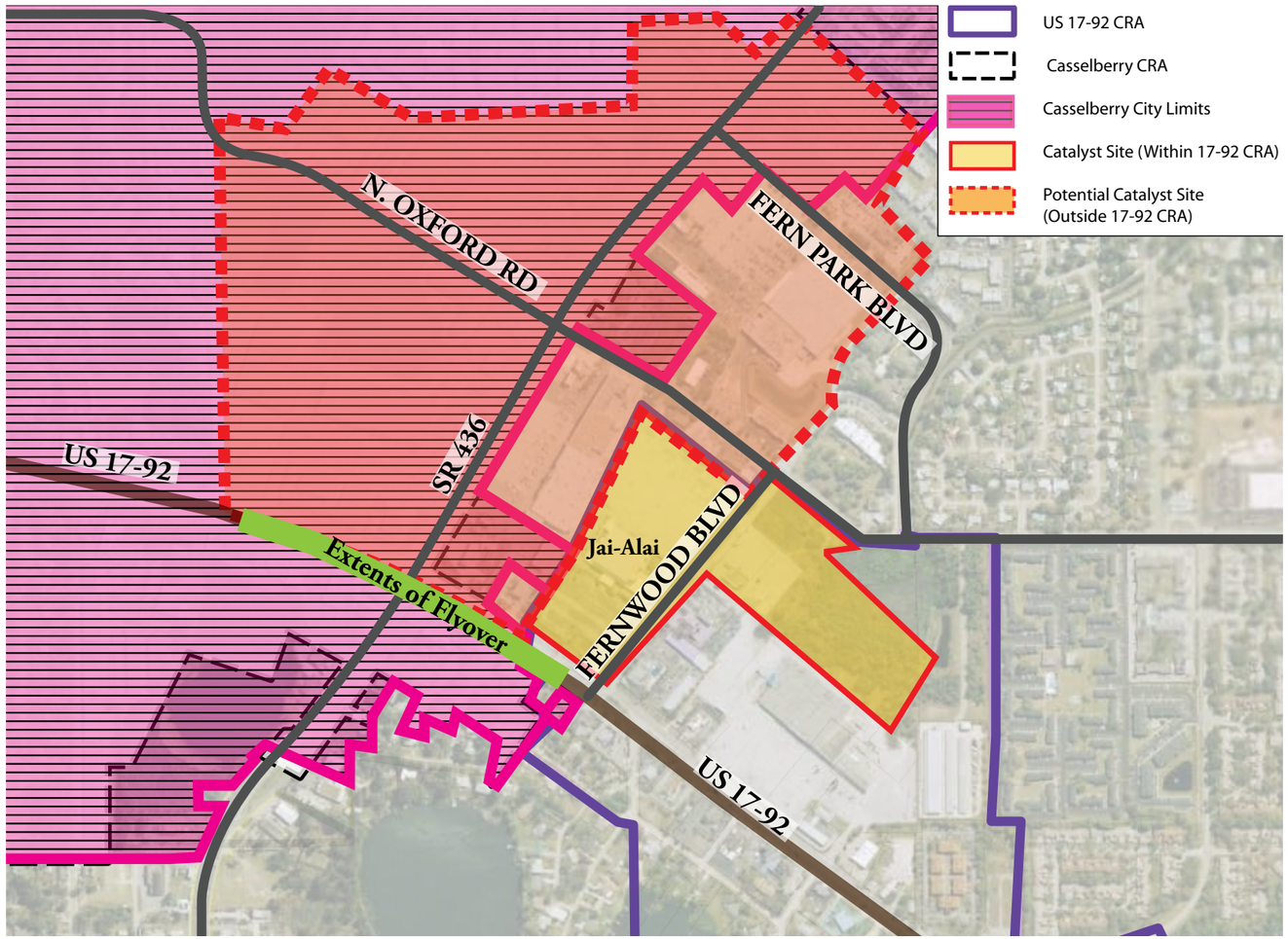
LOWE'S

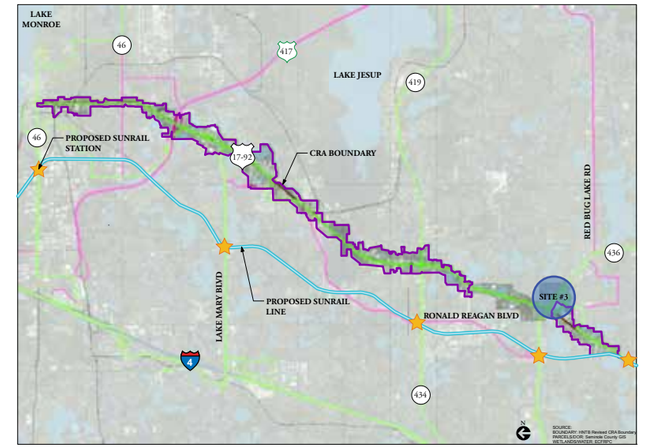
TIRE CITY
TIRE CITY
DAY SAME AS CASH
AC BRAKES TUNE UP

SALE - LEASE
3 PARCELS
FOR INFO CALL
407-869-6996

Casselberry Exchange Town Center - Site 3

Description:





The Casselberry Exchange site was evaluated as a potential catalyst site due to its proximity to SR 436, a regionally important intersection. Economic research by RERC found this site to have the most market absorption potential throughout the US 17-92 Corridor. Prior to this study, portions of the Casselberry Exchange site were designated as Target Zone "C" by Chapter 30, Part 74 of the Seminole County Land Development Code. To encourage infill and redevelopment, development within this Target Zone may be approved up a maximum height of 140 feet, provided that specified design criteria for building design, internal street design, and open space are met. This exceeds the standard zoning code of 35 feet, providing an incentive for redevelopment. Currently, only a small portion of this site falls within the US 17-92 CRA jurisdictional boundary. As this site also includes the City of Casselberry Community Redevelopment District (CRD), a separate study should be conducted to evaluate the potential for a joint redevelopment planning project.

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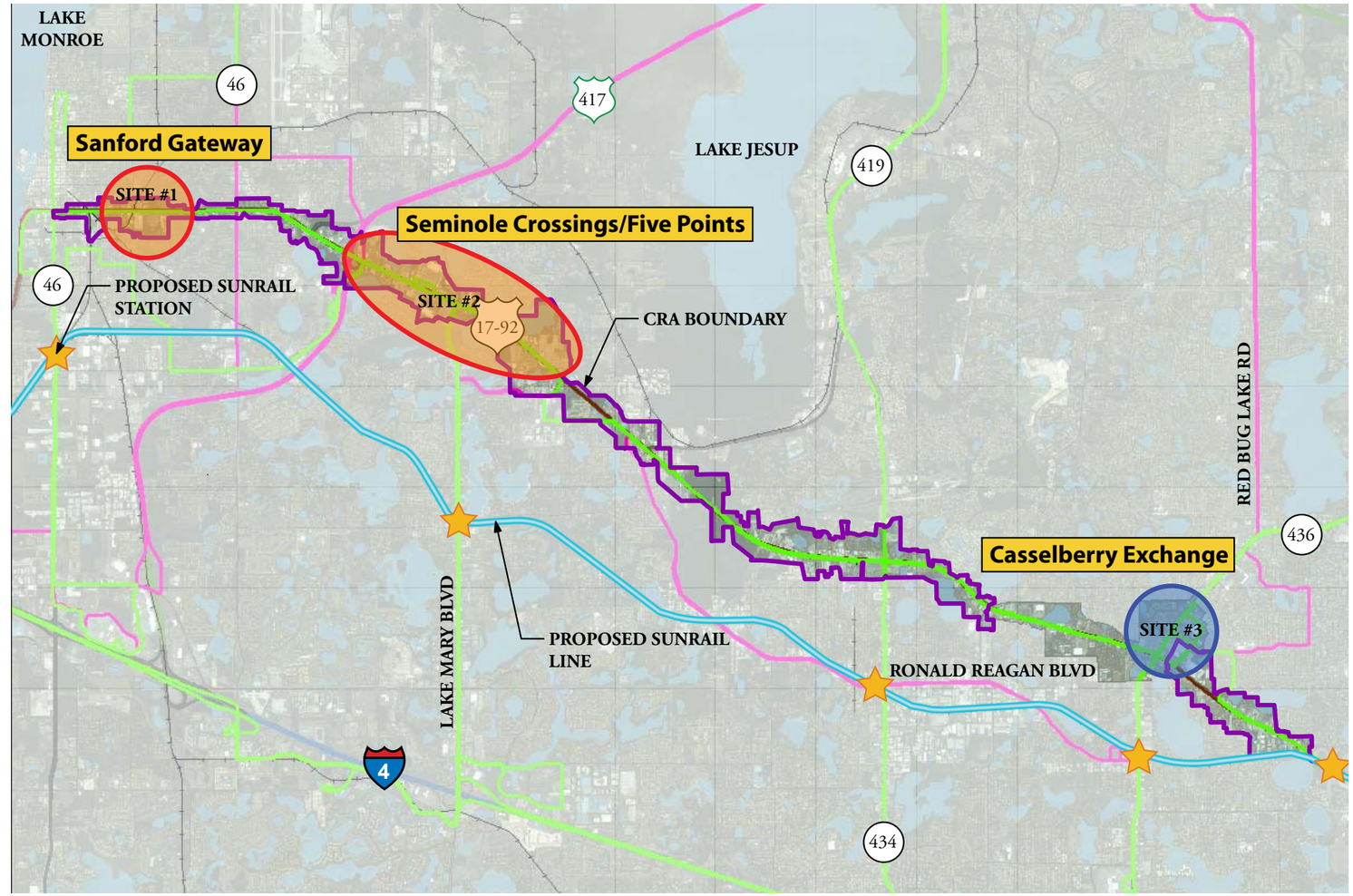
Catalyst Area Recommendations and Final Selection

Based on the initial identification and recommendation by the VHB-MV/RERC, the three catalyst redevelopment areas were presented to the CRA Technical Advisory Committee (TAC) for further consideration and selection. VHB-MS/RERC initial recommendations included the historic Sanford Gateway and the Casselberry Exchange redevelopment areas, with strong prioritization to the Casseberry Exchange area because this redevelopment area is located at a major regional crossroads and has the strongest assemblage and redevelopment potential for mixed use development.

Based on specific constraints that limit expenditure of funds outside of the CRA jurisdictional boundaries, the TAC decided that even though the Casselberry Exchange redevelopment area had strong redevelopment potential, this area should be analyzed in greater detail independent of the Master Plan, and an alternative site be selected. The TAC recommended that the Sanford Gateway and Seminole Crossings/Five Point redevelopment areas be selected for further study in the Master Plan.

The Seminole Crossings/Five Points redevelopment area was expanded south to include the intersection of C.R. 419 to reflect the redevelopment potential of that intersection. Given the continued investment by Seminole County and the State of Florida into the Seminole County Government Center and Seminole State College, respectively, the Seminole Crossings Catalyst Redevelopment Area demonstrates the demographic and commercial real estate characteristics that have, in the past, lead to a high potential for redevelopment. Access to a regional market provided by S.R. 417, proximity to the employment center located at Orlando Sanford International Airport and the potential for a transit circulator connecting Seminole Crossings to the Airport and Sun Rail Station in Lake Mary, makes this Catalyst Area a high priority for utilizing CRA funds to incentivize the higher density/intensity redevelopment envisioned in this Master Plan.

Note:
It is recommended that an intergovernmental agreement be considered to develop a larger planning area study for Site 3, Casselberry Exchange area. Even though only a small but significant parcel within the jurisdiction limits of the CRA falls within the recommended study area, this redevelopment area has the potential to have substantial regional redevelopment impact. Due to the proposed FDOT 17-92 fly-over, future development of parcels located within this area could be negatively impacted unless an alternative circulation and land use pattern can be established.



The following section provides a detailed analysis of two selected catalyst redevelopment areas

Sanford Gateway - Catalyst Study Area (Existing Conditions)

The Sanford Gateway Catalyst site is 34 acres in size and is located approximately one mile south of downtown Sanford and Lake Monroe on the west side of US 17-92. The site is bounded on the east by the Sanford Public Utilities facility/office, etc., small retail uses and the French Avenue Playground; on the south by the Sanford Middle School; on the west by the Sanford Public Safety Complex, residential, wetlands and open space; and on the north by retail and residential. The CSX rail line and West 13th Street bisect the northern portion of this catalyst site.

The site is comprised of 28 parcels, of which 11 parcels are currently developed. The developed parcels include the Winn-Dixie Shopping Plaza, the Sanford State Farmer's Market facilities, and miscellaneous retail and residential lots. The total building square footage on the catalyst site is 320,925 square feet.

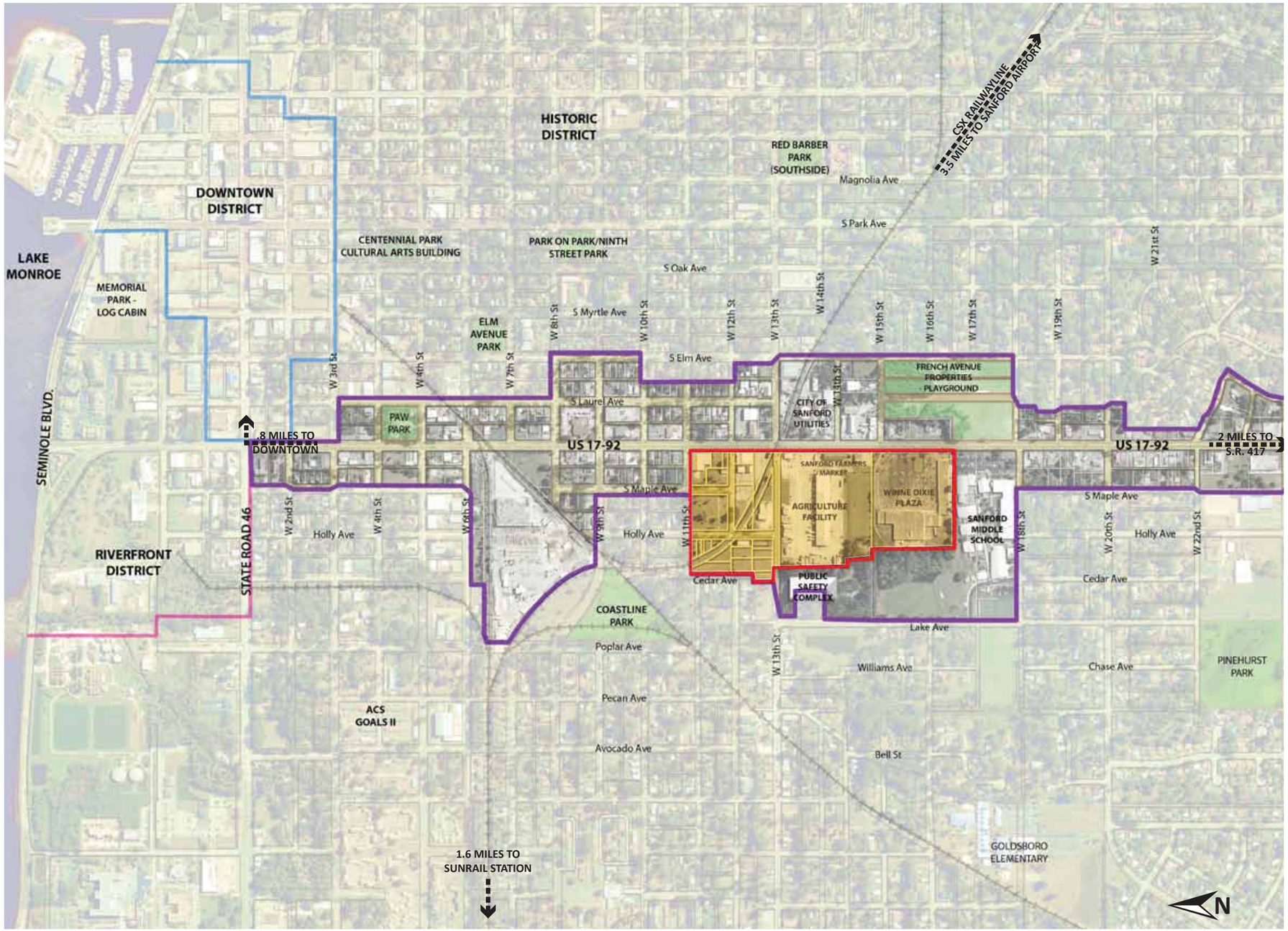
Currently, the majority of the development on site is either outdated, vacant or does not serve the community as a whole. These uses would be served better in another location.

The street pattern surrounding Sanford Gateway is composed of a small grid typical of cities built in the early 1900's. This grid pattern lies intact north of the CSX rail line and is interrupted to the south of the rail line with one large parcel serving both retail and industrial uses. The CSX rail line currently runs east to the Sanford International Airport and is proposed to connect west to the future Sunrail station. Just west of the Sanford Gateway, fronting West 13th Street, was a thriving business district which served the adjacent neighborhood. Today this retail center is suffering from current economic conditions that are affecting so many businesses along the 17-92 Corridor.

Established residential neighborhoods surround Sanford Gateway. Within these neighborhoods are a number of neighborhood parks as well as the Goldsboro Pedestrian and Bike Trail.

Seminole Crossings is strategically located to create catalytic change not only to the existing development parcels but to the US 17-92 corridor and surrounding neighborhood communities. A development with a variety of uses such as retail, office, residential and civic would help not only to revive an area but create a distinct and unique identifiable center for people to gather and celebrate.

A detailed list of parcel identification, ownership, square footages and valuation can be found in the companion Context Report. The data from that report, summarizes the Sanford Gateway site as having a total taxable value of $11.8 million.



Legend

- 17 - 92 CRA BOUNDARY
- CATALYST AREA BOUNDARY
- RIGHT OF WAY
- PARKS
- RAILROAD

EXISTING CONDITIONS DATA

*TOTAL NO. ACRES	33.0 Acres
R.R. R.O.W.	1.2 Acres
STORMWATER	2.5 Acres
NET DEVELOPABLE ACRES	29.3 Acres

* Total Acres excludes all existing road R.O.W.'s

EXISTING PARCELS	EXISTING SQ. FT.
WINN-DIXIE PLAZA	95,126 SF
WAREHOUSE	77,854 SF
OTHER	57,945 SF
TOTAL SQ. FT.	230,925 SF
RETAIL AVAILABLE DEMAND	98,000 SF
TOTAL SF/DU	328,925 SF
EXISTING & AVAILABLE DEMAND	100 DU

Sanford Gateway Development Area Contextual Analysis

Location / Development Site

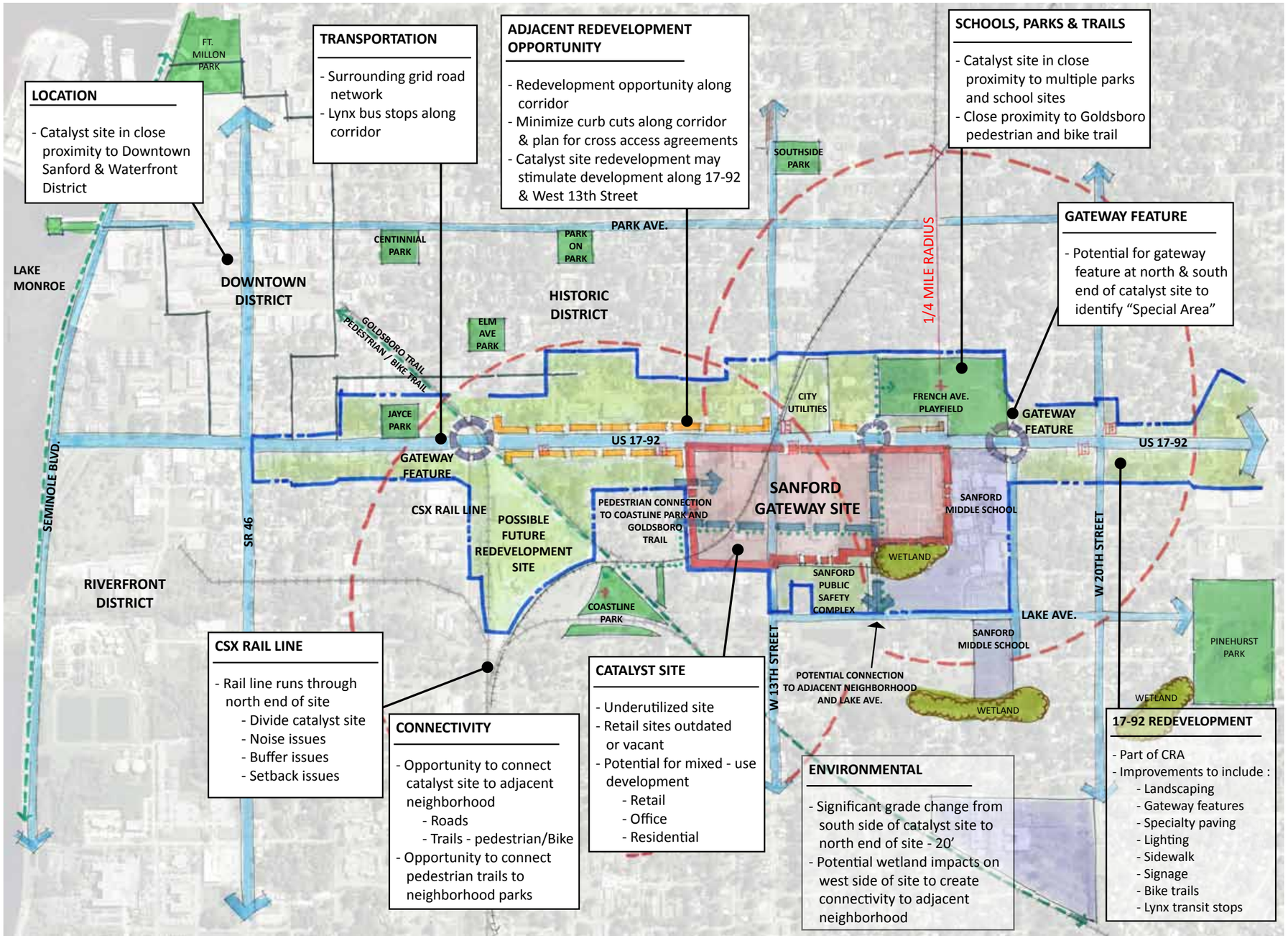
- The Sanford Gateway has the potential to become the 'Gateway' to downtown Sanford. Located less than one mile from the heart of Sanford, it can become the southern enty-way to Sanford.
- The Sanford Gateway redevelopment area has the potential to spur redevelopment along the US 17-92 corridor, West 13th Street business district, Pebble Junction and numerous vacant parcels throughout the area.
- Redevelopment in the form of retail, office, residential, civic and parks at Sanford Gateway and the immediate corridor will help to create a strong sense of identity to this immediate area.
- The Sanford Gateway is centrally located to established residential neighborhoods and retail uses. Developing the catalyst site will create a defined and well organized neighborhood center for these established neighborhoods.
- The Sanford Gateway is surrounded by a number of public schools, parks and the Goldsboro Trail. A regional trail system can be created to tie these public facilities together, including the Sanford gateway.
- Proposed residential redevelopment in the area will benefit from being located within close proximity to Goldsboro Elementary and Sanford Middle School.

Access / Transportation / Connectivity

- CSX rail line bisects the site and may provide potential future access to the Sanford International Airport and the future Sunrail station.
- The inactive portion of the CSX rail line is planned as a future bikeway and has potential to provide direct access back into downtown Sanford and surrounding neighborhoods.
- The Sanford International Airport lies within three miles of Sanford Gateway. The regional roadway network system today connects the site to the airport.

Environment

- An area-wide stormwater analysis should be performed to enhance not only onsite conditions but off-site conditions as well. Wetlands systems and natural topography should be protected to the greatest extent possible.



Legend

- 17 - 92 CRA BOUNDARY
- CATALYS SITE BOUNDARY
- 17-92 REDEVELOPMENT
- CATALYST SITE
- REDEVELOPMENT OPPORTUNITY
- **RAILROAD**
- **PARK**
- **SCHOOL**
- **ROADS**
- **PROPOSED ROADS**
- **PROPOSED PEDESTRIAN TRAILS**
- **1/4 MILE PEDESTRIAN WALKING RADIUS**
- **GATEWAY FEATURE**

Sanford Gateway Site Development Analysis

Site Specific Recommendations (Identified on the keymap above)

1. Potential gateway features along US 17-92 at West 18th street, West 15th street, West 13th street and West 6th street.
2. Provide train depot or civic building on site for future rail service to the Sanford Airport and Sunrail station.
3. Existing Lynx bus stops along US 17-92 Corridor currently provide public transportation to and from the site. Enhance bus stops with low maintenance landscaping and street trees.
4. Reestablish historic grid street pattern within Sanford Gateway to provide greater connectivity within site and to adjacent development.
5. Minimize access points and curb cuts along US 17-92 and West 13th Street to create clearly defined access points to Sanford Gateway.
6. Create pedestrian connectivity from site to adjacent residential neighborhoods, Coastline Park, French Avenue Playfield and Goldsboro Trail.
7. There is significant grade change, approximately 20', heading north from Sanford Middle School This drop in elevation provides an opportunity for views to the development site.
8. Potential impacts to the wetland adjacent to Winn-Dixie will provide pedestrian access to site from adjacent neighborhoods.
9. Redesign stormwater ponds to create efficiency of storage area as well as create an internal amenity to the Sanford Gateway.

Additional Observations include:

- Because of its size and proximity to surrounding established neighborhoods, the catalyst site has the potential to become an identifiable mixed use center for this area.
- Provide internal landscape improvements to minimize impervious ratio and for aesthetic purposes.
- Sanford Gateway is adjacent to the Sanford Middle School, Sanford Public Safety Complex, City of Sanford Utilities and French Avenue Playfield, all public facilities that complement a mixed use development program.
- Redevelopment improvements include: landscaping, specialty paving, lighting, street furniture, sidewalks, signage, and gateway features.
- Potential for a variety of land uses including retail, office, civic, residential and parks.

Short Term Redevelopment Alternative

This catalyst site study is based on the current market demand analysis contained in this masterplan. The intent of this planning study is to understand where current redevelopment opportunities may exist to capture untapped market demand, potentially reorganize land uses based on poor performance directly attributable to poor site design, and consider potential additional entitlements to existing properties to incentivize and cost balance potential redevelopment construction.

Specific planning opportunities/considerations

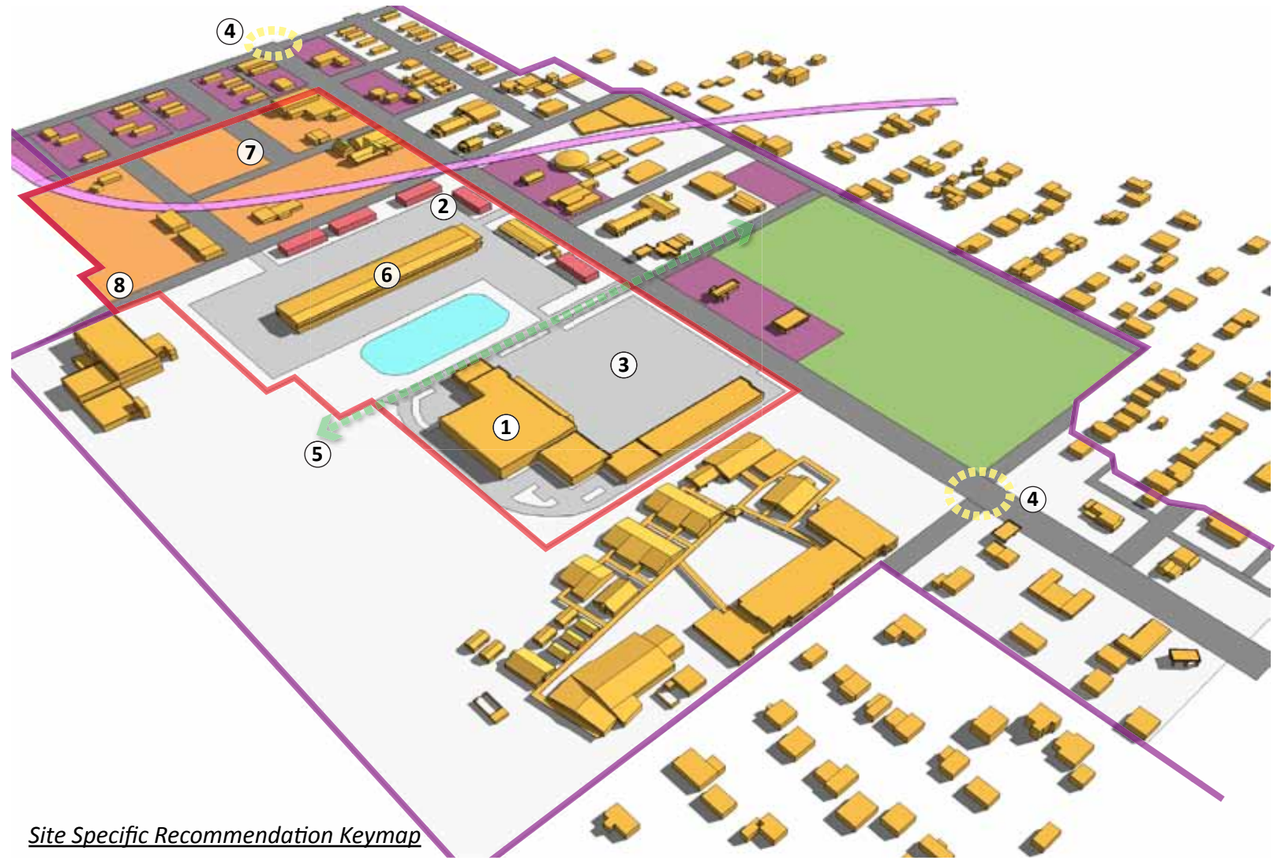
The Redevelopment Area Alternative utilizes the existing site framework to create a plan which improves upon existing development where appropriate and recommends redevelopment where the site is underutilized.

The Redevelopment Area Alternative recommends renovation of the Winn-Dixie site with new retail along US 17-92 to form a street edge. The entire site contains 230,925 square feet of existing retail, of which 95,126 square feet are within the Winn-Dixie shopping center. Uses within the Winn-Dixie shopping center including a grocery store, small retail and fast food facilities. Currently, the shopping center is experiencing high vacancy rates creating a center that is underutilized and not functioning to its highest potential. In addition, the center would benefit from architectural improvements bringing it up to contemporary shopping center standards.

Additional redevelopment opportunities would include redevelopment of the warehouse parcels and lands north of West 13th Street. The market analysis suggests a total current demand of 328,925 S.F. of retail and 100 residential units at this site. This total program cannot be met given the size of the property. It is suggested that redevelopment take place along the US 17-92 corridor to utilize and capture this additional demand.

Site Specific Recommendations (Identified on the adjacent keymap)

1. Renovation of existing buildings.
2. Additional retail use along US 17-92 to frame street.
3. Redesign of parking lot to include updated circulation system and landscape improvements.
4. Gateway feature at West 15th Street entrance.
5. Pedestrian connection to adjacent neighborhood.
6. Redevelopment of warehouse site and parcels north of West 13th street.
7. Future residential, with up to 100 units.

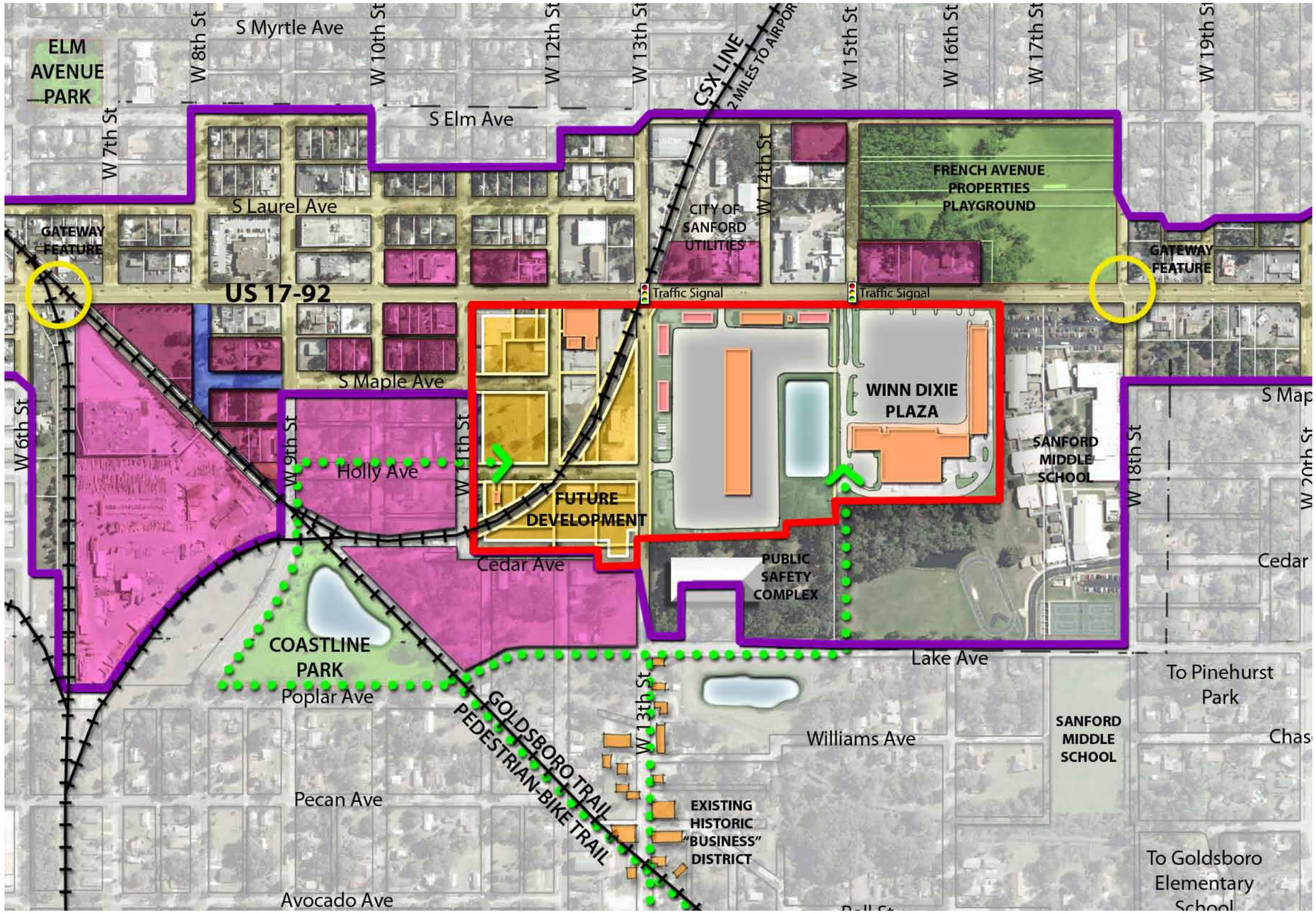


Site Specific Recommendation Keymap

Additional Recommendations include:

- Reduction of parking standards from 1 space/200 S.F. to 1 space/250 S.F.
- Landscape improvements internal to site.
- Retail, office and civic uses with up to + 200,000 square feet.

Short Term Conceptual Redevelopment Alternative



Legend

SITE DATA

TOTAL NO. ACRES*	33.0 Acres
R.R. R.O.W.	1.2 Acres
STORMWATER	2.5 Acres
NET DEVELOPABLE ACRES	29.3 Acres

* Total Acres excludes all existing road R.O.W.'s

EXISTING PARCELS	PROPOSED SQ. FT.
WINN-DIXIE PLAZA	95,126 SF
EXISTING RETAIL & WAREHOUSE	78,068 SF
PROPOSED RETAIL	27,000 SF
TOTAL SQ. FT.	200,194 SF
REMAINING DEMAND	128,731 SF
BASED ON RERC ANALYSIS	100 DU

- 17 - 92 CRA BOUNDARY
- CATALYST SITE
- RIGHT OF WAY
- PARKS
- CSX RAILWAY LINES
- PROPOSED RETAIL
- EXISTING BUILDINGS
- FUTURE DEVELOPMENT
- OPPORTUNITY REDEVELOPMENT SITES ***
- ROW ABANDONMENT POTENTIAL**
- EXISITNG STORMWATER
- PEDESTRIAN CONNECTION
- GATEWAY FEATURE

** Possible potential abandonment of public rights-of-way in the future to assist in parcel aggregation.

*** Land use and rezoning should be considered to encourage redevelopment

Long Term Vision Plan

The Long Term Vision Plan illustrates the redevelopment of the entire catalyst site with the exception of the Sanford Farmers Market and The Barn, a restaurant and bar. The Vision Plan proposes that the grocery store and accompanying retail site be redeveloped adjacent to West 13th street. Residential development is proposed to the north and south of the newly relocated retail center. West 13th Street historically was a thriving retail street that served the ajoining neighborhoods. Today, many of these store fronts are vacant or out of business. The relocation of the grocery store and adjacent retail uses will serve the neighborhoods on both the east and west side of US 17-92, stimulate growth to West 13th street and the surrounding area and become a central focus to the existing and proposed residential development.

In addition, The Long Term Vision Plan proposes the reestablishment of the existing street network internal to the catalyst site. This, along with the proposed park sites, link the catalyst site to the historic fabric of the City of Sanford.

Site Specific Recommendations (Identified on the adjacent keymap)

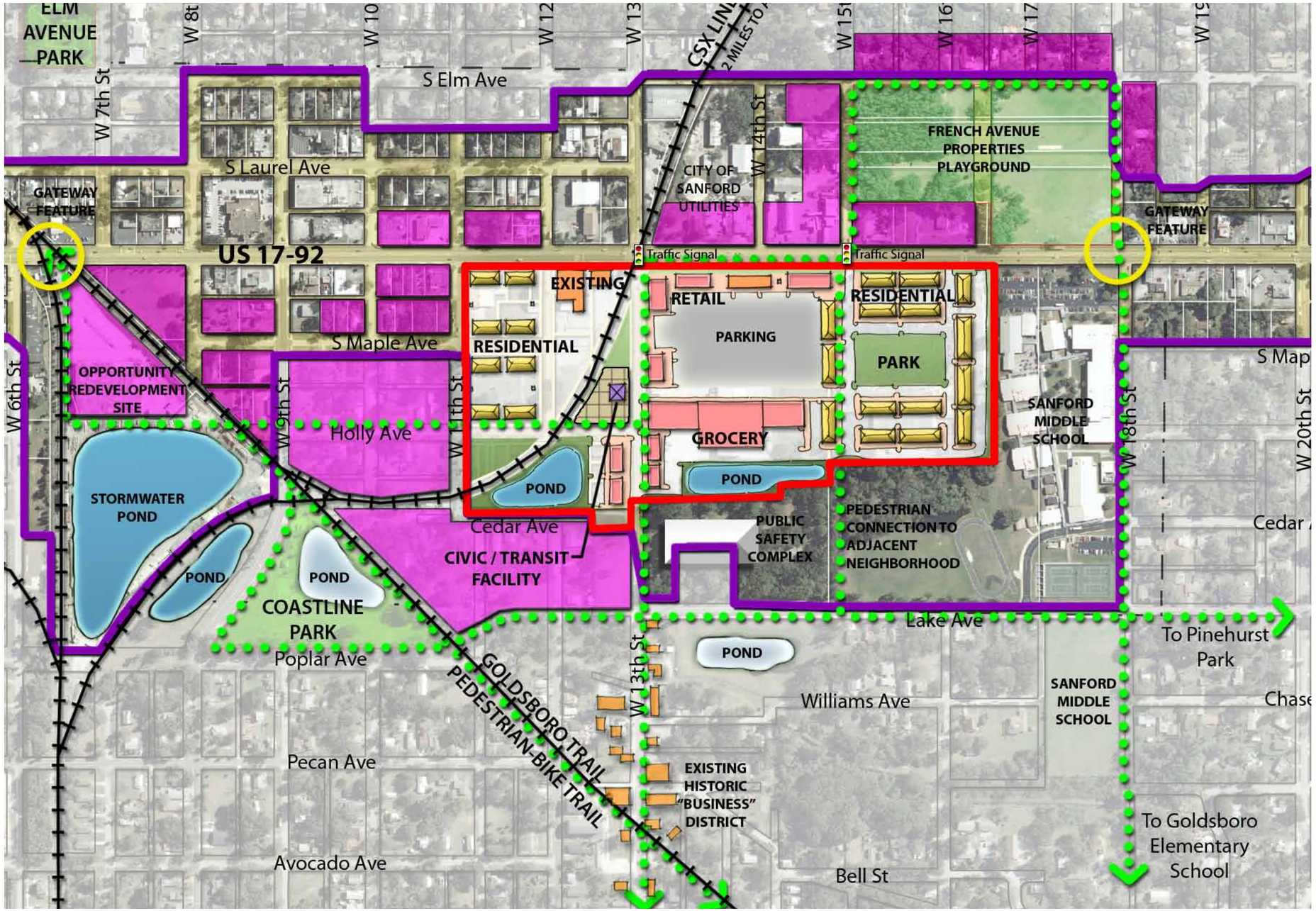
1. Preservation of Sanford Farmers Market and The Barn.
2. Development of 115 residential units.
3. Develop a building that could become a train depot station for pedestrian connection to Sanford International Airport.
4. Redesign of parking lot to include updated circulation pattern and landscape improvements.
5. Gateway feature at West 18th and West 6th Street entrances.
6. Pedestrian connection to adjacent neighborhoods, parks and middle school and the Goldsboro Trail.
7. Redesign of stormwater management areas to be incorporated in the open space network on site.
8. Develop additional 128,295 square feet of of retail, office and restaurant use for a total of 147,768 square feet.

Site Specific Recommendation Keymap

Additional Recommendations include:

- Reduction of parking standards from 1 space/200 S.F. to 1 space/250 S.F.
- Landscape improvements internal to site.

Long Term Conceptual Redevelopment Alternative



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SITE DATA

TOTAL NO. ACRES*	33.0 Acres
R.R. R.O.W.	1.2 Acres
STORMWATER	2.5 Acres
NET DEVELOPABLE ACRES	29.3 Acres

* Total Acres excludes all existing road R.O.W.'s

DEVELOPMENT PROGRAM

	EXISTING SQ. FT.	PROPOSED REDEVELOP. PROGRAM
RETAIL/OFFICE SQ. FT.	230,925 SF	147,768 SF
RESIDENTIAL UNITS		115 DU
REMAINING DEMAND BASED ON RERC ANALYSIS		181,157 SF

- 17 - 92 CRA BOUNDARY
- CATALYST SITE
- RIGHT OF WAY
- PARKS
- RAILROAD
- OPTIONAL TRANSIT LINE TO DOWNTOWN AND AIRPORT
- PROPOSED RETAIL
- EXISTING BUILDINGS
- RESIDENTIAL
- CIVIC
- PROPOSED STORMWATER
- OPPORTUNITY REDEVELOPMENT SITES*
- PEDESTRIAN CONNECTION
- GATEWAY FEATURE

Seminole Crossings - Detailed Catalyst Study Area

As part of the overall Seminole Crossings/Five Points catalyst area, the 123 acre Seminole Crossings Catalyst study area site is located on the east and west side of US 17-92 at the intersection of Lake Mary Boulevard. The site is predominately surrounded by retail and residential development, wetlands, Lee P. Moore Park to the northwest and Lake Minnie to the southwest.

The site consists of 35 parcels including Walmart, Lowes, retail parcels, outparcels and auto oriented retail services such as gas service stations, auto sales and auto repair. The development pattern for this catalyst site is typical of post WWII auto oriented development with large box users, strip retail, out parcels, and large expanses of parking areas.

The market study prepared for this site (See Appendix D) indicates that, based on existing available retail and office space, as well as the high vacancy rate in the area of Seminole Crossings, there is no additional demand for retail, restaurant or office uses. The total square footage on the existing parcels is 973,007 square feet. The market study does suggest a residential demand for 50-75 multi-family units.

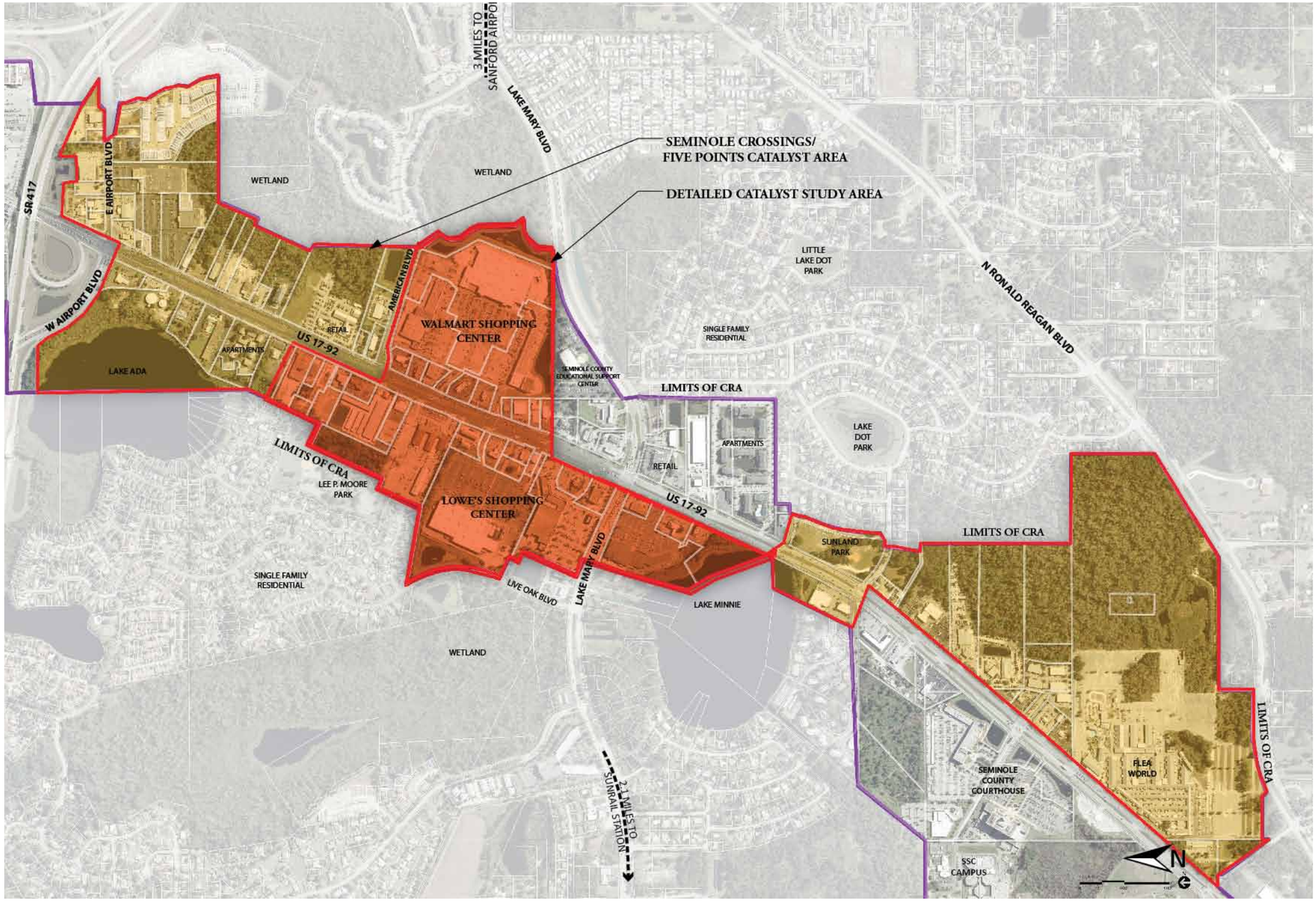
Beyond the 17-92 retail corridor lies single family and multifamily residential developments. In most cases this residential development is not connected to any adjacent development and has no relationship to the immediate site.

Major roadways surrounding the site include S.R. 417 and Ronald Regan Boulevard. A future Sunrail station lies approximately two miles west of the site.

Significant employments centers in close proximity to Seminole Crossings include Seminole County Educational Support Center, the Sanford International Airport, Seminole State College, and the Seminole County government center.

Seminole Crossings is strategically located to capitalize on the surrounding employment centers and redevelop a significant land mass to create a community center that creates a 'special' place for mixed use development and places for people to shop, live, gather and celebrate.

A detailed list of parcel identification, ownership, square footages and tax valuation can be found in the Context Report. The data from this report, which is referenced to 2009, summarizes the Seminole Crossings site as having a total taxable value of $79.5 million.



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EXISTING CONDITIONS	
TOTAL NO. ACRES*	123.3 Acres
WETLANDS & LAKES	10.7 Acres
STORMWATER	8.7 Acres
NET DEVELOPABLE ACRES	103.9 Acres

*Total Acres excludes all existing road R.O.W.'s

EXISTING PARCELS	EXISTING SQ.FT.
WALMART SITE	425,385 SF
LOWES SITE	458,111 SF
BIG LOTS SITE	89,581 SF
TOTAL SQ. FT.	973,077 SF
RETAIL DEMAND	973,077 SF
RESIDENTIAL DEMAND	50 - 75 DU

- 17 - 92 CRA BOUNDARY
- CATALYST AREA BOUNDARY
- DETAILED CATALYST STUDY AREA
- RIGHT OF WAY
- PARKS

Seminole Crossings Development Area Contextual Analysis

Location / Development Site

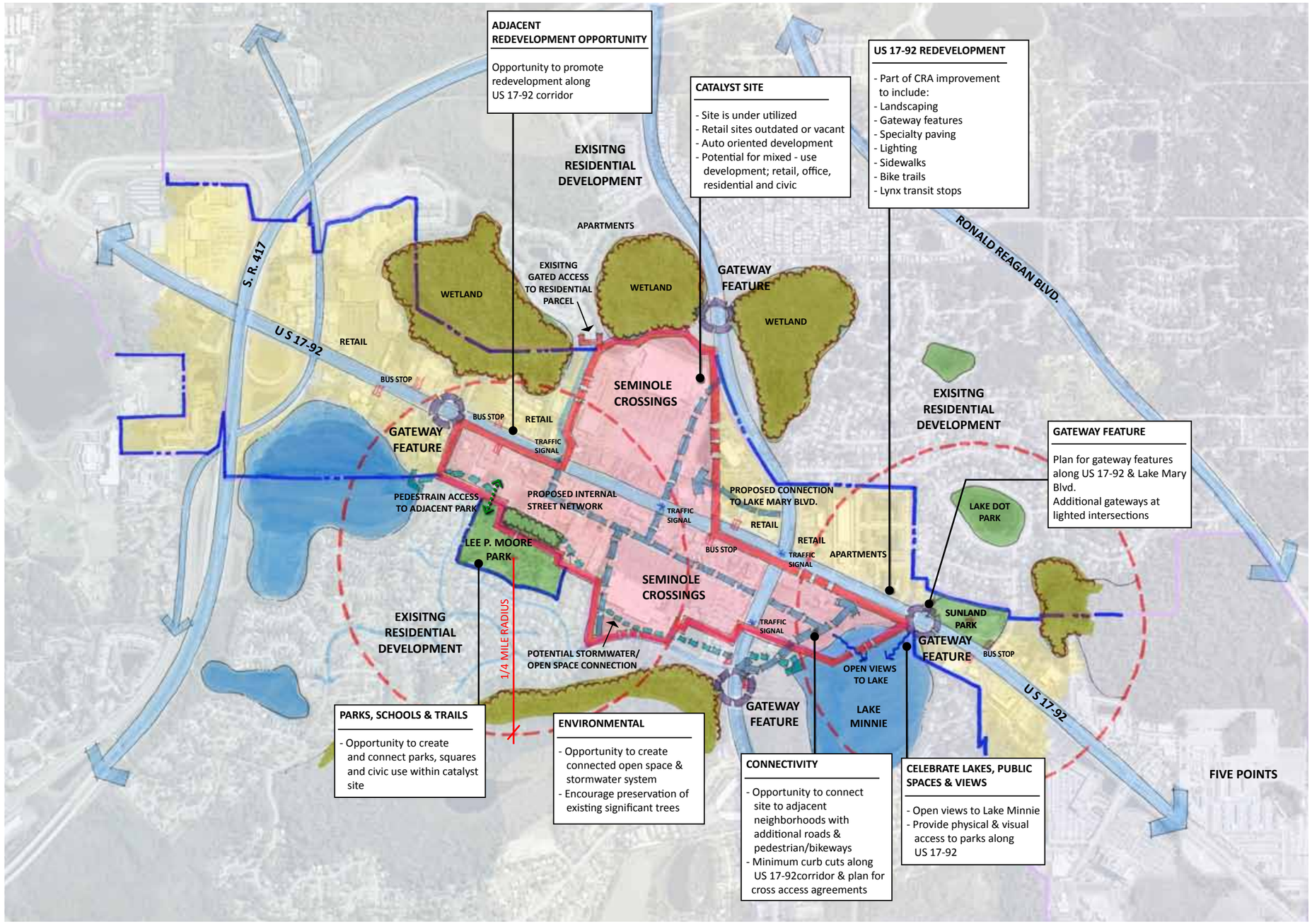
- Seminole Crossings is located between SR 417 and just south of Lake Mary Boulevard, spanning nearly one mile along the US 17-92 corridor. Residential uses, wetlands and lakes lie east and west of the site with retail uses lying north and south along the corridor.
- This 123 acres site has the potential to be a highly mixed use center serving the community for within a three + miles radius.
- Redevelopment in the form of retail, office, residential, civic and parks at Seminole Crossings and the immediate corridor will help to create a strong sense of identity to this immediate area. Gateway and landscape features will distinguish the catalyst site and the surrounding area as a significant special place.
- Seminole Crossings is strategically located to serve Sanford International Airport, Seminole State College, governmental centers and surrounding residential neighborhoods. Land uses should be considered when evaluating these employment centers.
- The redevelopment of Seminole Crossings could encourage and stimulate new development along US 17-92 corridor and Lake Mary Boulevard.
- Highly established residential neighborhoods surround Seminole Crossing forming a strong population base in relation to the redevelopment site. This population base will help support future land uses proposed for Seminole Crossings.

Access / Transportation / Connectivity

- Major surrounding transportation corridors include: SR 417, CR 427 and the future Sunrail which is two miles west of Seminole Crossings. These transportation corridors will provide considerable trips and could attract additional businesses into the immediate area.
- Lake Mary Boulevard provides direct access to Sanford International Airport which is approximately three miles east of the site. Businesses could potentially consider the Seminole Crossings site due to its close proximity to the airport.
- The Lynx transfer station is located on the east side of the site and is a hub for bus activity throughout the region. Encouraging the redevelop of the Lynx transfer station could create a more transit user and pedestrian accessible environment and to promote uses within Seminole Crossings.
- The development of streets through the catalyst site could provide alternative roadway connections for the surrounding area, alleviating congestion on the existing roadway network.
- Seminole Crossings has the potential to provide pedestrian connection to adjacent parks. Specifically, physical and visual connection should be provided to Lee P. Moore Park, which lies directly west of the catalyst site.

Environment

- Seminole Crossings has the potential to create a connected greenway and environmental corridor on west side of catalyst site, connecting Lake Ada to Lake Minnie and the activities within the community.
- An area-wide stormwater analysis should be performed to enhance not only onsite conditions but off site conditions as well. Wetlands systems and natural topography should be protected to the greatest extent possible.



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- 17 - 92 CRA BOUNDARY
- CATALYST SITE BOUNDARY
- 17-92 REDEVELOPMENT
- CATALYST SITE REDEVELOPMENT
- PARK
- LAKE
- ROADS
- PROPOSED ROADS
- PROPOSED PEDESTRIAN TRAILS
- 1/4 MILE PEDESTRIAN WALKING RADIUS
- GATEWAY FEATURE

Seminole Crossings Site Development Analysis

Site Specific Recommendations (Identified on the keymap above)

1. Potential to create a highly interconnected street and pedestrian network that provides access between land uses, parks, open space and civic uses.
2. Gateway features along US 17-92 and Lake Mary Boulevard can designate "special" place.
3. Minimize curb cuts along 17-92 and plan for cross-access agreements between parcels to allow for more inner-connectivity and to reduce traffic congestion on US 17-92.
4. Provide connectivity to adjacent residential neighborhoods with roads and/or pedestrian trails.
5. Provide secondary access to Walmart site from Lake Mary Boulevard to provide multiple access points to development parcel and to reduce traffic congestion on US 17-92.
6. Potential to create internal interconnected street network throughout Seminole Crossings.
7. Provide safe and friendly pedestrian connectivity between east and west side of Seminole Crossings.
8. Provide pedestrian access to Lee P. Moore Park.
9. Redesign of stormwater ponds to create efficiency of storage area as well as create an amenity the development site.
10. Potential to provide visual and physical access to Lake Minnie.

Additional Recommendations include:

- Residential uses, wetlands and lakes lie east and west of the site with retail uses lying north and south along the corridor. The Seminole County Educational Support Center is located on the south east side of the site.
- Redevelopment improvements include: landscaping, specialty paving, lighting, street furniture, sidewalks, signage, and gateway features.
- Potential for compact, mixed use development including retail, office, civic, residential and parks.
- Enhance Lynx bus stops along US 17-92 with low maintenance landscaping and street trees.
- Internal landscape improvements can minimize impervious ratio and for aesthetic purposes.
- Mix of uses would potentially reduce high impervious ratio.
- Pedestrian trails should be provided adjacent to wetland systems.

Short Term Redevelopment Alternative

The Redevelopment Area Alternative is based on the existing site framework to create a plan that has a greater sense of place and accessibility by introducing a highly interconnected street network system. In this plan, renovation or redevelopment of existing buildings is proposed to support new economic activities. In addition, stormwater facilities, parks and residential development are planned as a way to create a mix of land uses as well as to redevelop vacant or under-utilized land uses.

Site Specific Recommendations (Identified on the adjacent keymap)

1. Improve and enhance connectivity throughout site by providing an internal network of connected street.
2. Provide vehicular connectivity to adjacent streets, at the perimeter of the catalyst site, to create greater opportunities to access the site and reduce traffic along 17-92.
3. Reduce and minimize curb cuts along US 17-92 and Lake Mary Boulevard.
4. Add additional retail use adjacent to US 17-92 to screen existing parking areas and bring building to the street.
5. Renovate outdated and vacant buildings to improve function and aesthetics of site.
6. Create additional access points to catalyst site to improve circulation.
7. Redesign of stormwater management areas to be incorporated in the open space network on site.
8. Provide vehicular and pedestrian access from the catalyst site to adjacent residential neighborhood through Lee P. Moore Park. Access will provide greater opportunity for "eyes on the park."
9. Relocate traffic signal along US 17-92 Corridor to improve traffic circulation and flow through development.

Site Specific Recommendation Keymap

Additional Recommendations include:

- Reduction of parking standards from 1 space/200 S.F. to 1 space/250 S.F.
- Landscape improvements internal to site.

Short Term Conceptual Redevelopment Alternative

Legend

SITE DATA

TOTAL NO. ACRES *	123.3 Acres
WETLANDS & LAKES	10.7 Acres
STORMWATER	8.7 Acres
NET DEVELOPABLE ACRES	103.9 Acres

*Total Acres excludes all existing road R.O.W.'s

PARCEL	EXISTING SQ. FT.	PROPOSED SQ. FT./ DU
WALMART SITE	425,385 S.F.	458,585 S.F.
LOWES SITE	458,111 S.F.	443,350 S.F.
RESIDENTIAL		168 DU
BIG LOTS SITE	89,581 S.F.	89,581 S.F.
TOTAL	973,077 S.F.	991,516 S.F.

- 17 - 92 CRA BOUNDARY
- CATALYST SITE
- RIGHT OF WAY
- PARKS
- STORMWATER POND
- EXISTING RETAIL
- PROPOSED RETAIL
- RESIDENTIAL
- PROPOSED PEDESTRIAN TRAIL
- PROPOSED ROAD CONNECTION

Long Term Vision Plan

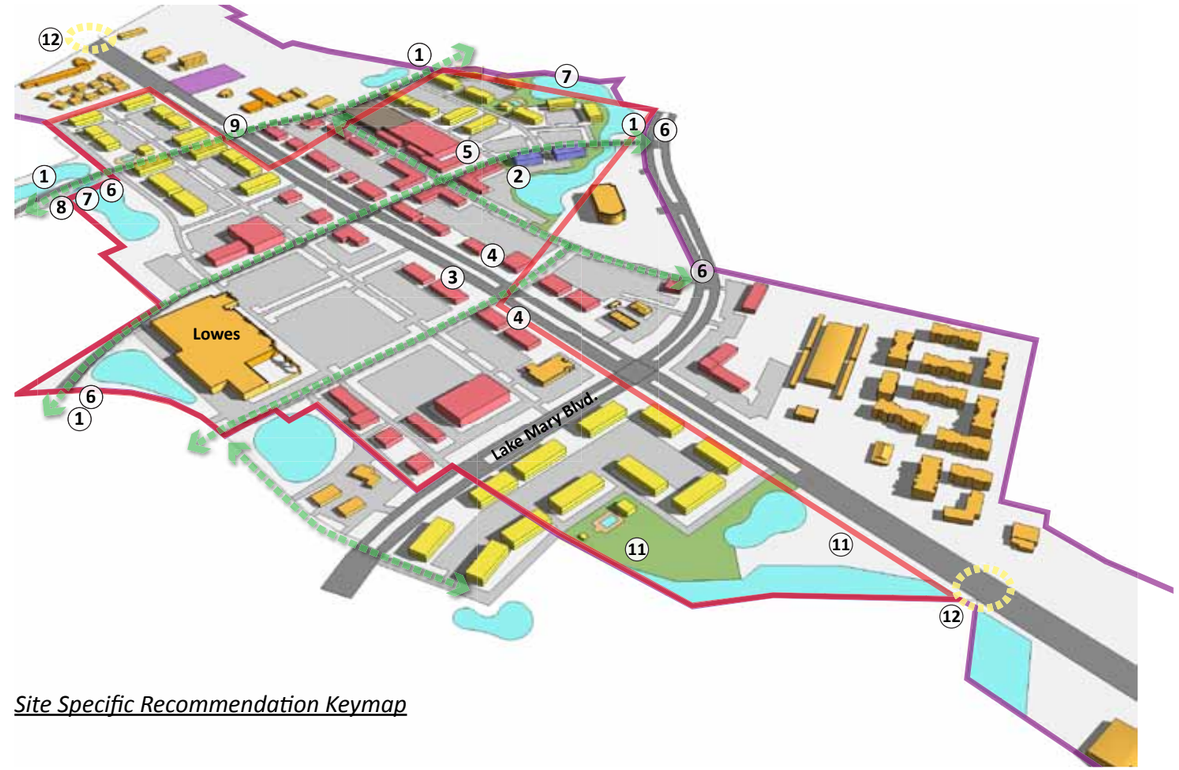
The Long Term Vision Plan illustrates the redevelopment of the catalyst site other than Lowe's and a few retail shops. As in the Short Term Redevelopment Area Alternative, a highly interconnected street network system was created as the framework for the concept plan. The east side of US 17-92 proposes a complete redevelopment of the site illustrating a compact walkable plan with a wide range of land use. These uses include retail, office, residential, parks and open space.

The east side of US 17-92 proposes a complete redevelopment of the site illustrating a compact walkable environment with a wide range of land uses. These uses include retail, office, residential, parks and open space. Traffic signal locations are relocated to create a more centrally located gridded street pattern throughout the sites as well as to provide connectivity to Lake Mary Blvd. This new alignment creates a 'main street' or central focal point for the development. Retail and office uses as well as pedestrian plazas and gathering places are to be located along 'main street.' Multi-family units are provided east of 'main street,' adjacent to the existing wetlands and newly created amenitized stormwater ponds.

The west side of US 17-92 illustrates a mixture of retail, office and residential uses as well as the preservation of Lowe's. Smaller retail out parcels and office uses are pulled up to US 17-92 and Lake Mary Boulevard to frame the street and maximize shared parking opportunities. Multi-family development anchor both the north and south side of the site where there is a high concentration of undeveloped or underutilized development parcels.

Site Specific Recommendations (Identified on the map, this page)

1. Improve and enhance connectivity throughout site by providing an internal network of connected streets.
2. Buildings and open space are placed to cultivate street life.
3. Reduce and minimize curb cuts along US 17-92 and Lake Mary Boulevard.
4. Add additional retail use adjacent to US 17-92 to screen existing parking areas and bring building to the street.
5. Add additional buildings to create 'main street' on east side of development site.
6. Create additional access points to catalyst site to improve circulation.
7. Redesign of stormwater management areas to be incorporated in the open space network on site.
8. Provide access from the catalyst site to adjacent residential neighborhood through Lee P. Moore Park. Access will provide greater opportunity for "eyes on the street."



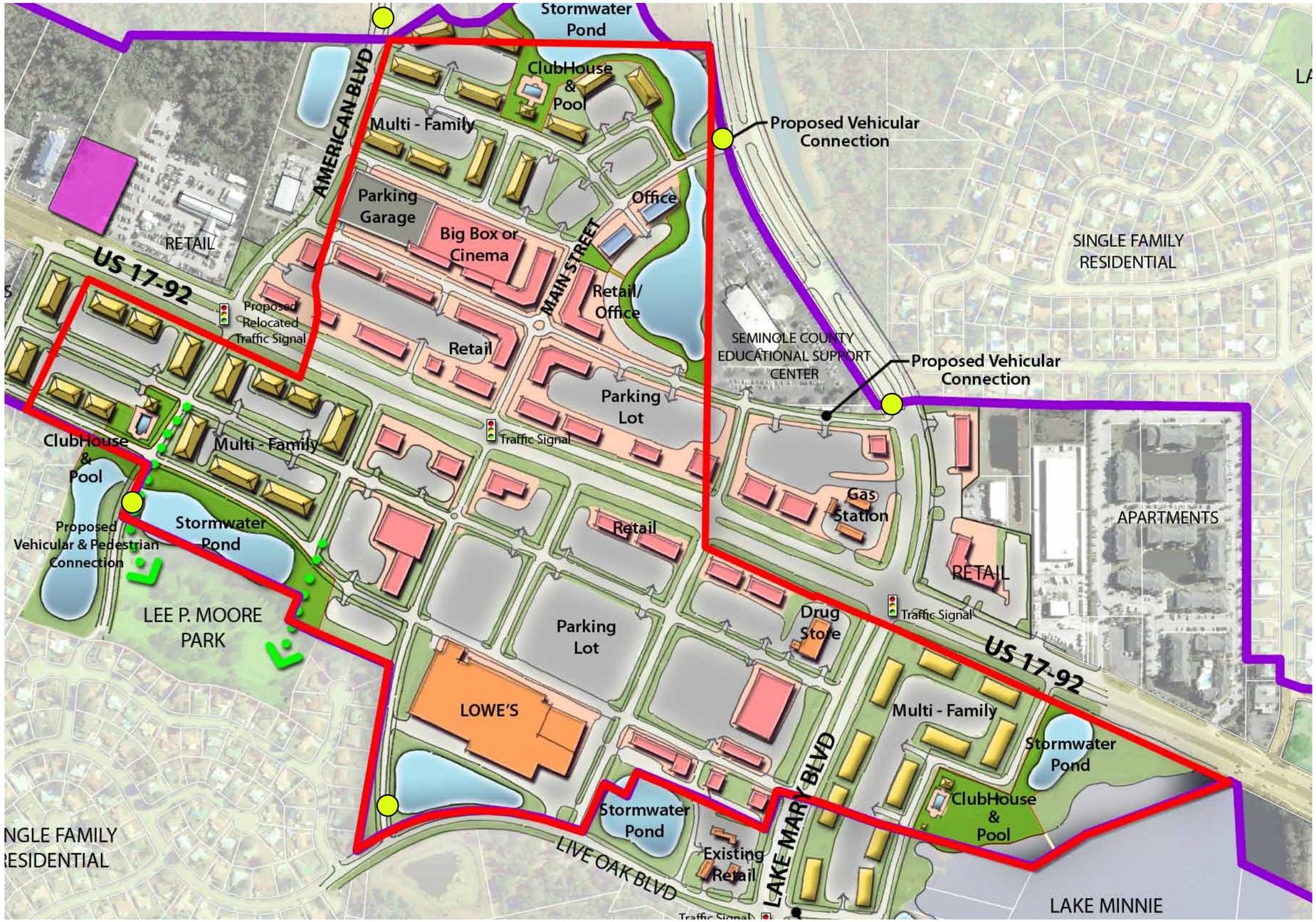
Site Specific Recommendation Keymap

9. Relocate traffic signal along US 17-92 corridor to improve traffic circulation and flow through development.
10. Provide vehicular and pedestrian access from the catalyst site to adjacent residential neighborhood through Lee P. Moore Park. Access will provide greater opportunity for "eyes on the park."
11. Provide visual access to Lake Minnie.
12. Provide Gateway features along US 17-92 to designate "special" place.

Additional Recommendations include:

- Reduction of parking standards from 1 space/200 S.F. to 1 space/250 S.F.
- Landscape improvements internal to site.
- Compact design with a wide range of land uses.
- Renovate outdated and vacant buildings to improve function and aesthetics of site.

Long Term Conceptual Redevelopment Alternative



Legend

SITE DATA

TOTAL NO. ACRES*	123.3 Acres
WETLANDS & LAKES	10.7 Acres
STORMWATER	8.7 Acres
NET DEVELOPABLE ACRES	103.9 Acres

*Total Acres excludes all existing road R.O.W.'s

PARCEL	EXISTING SQ. FT.	PROPOSED SQ. FT./D.U.
WALMART SITE	425,385 S.F.	
Retail		319,000 S.F.
Office		95,000 S.F.
Residential		264 D.U.
LOWES SITE	458,111 S.F.	386,600 S.F.
RESIDENTIAL		336 D.U.
BIG LOTS SITE	89,581 S.F.	260 D.U.
TOTAL	973,077 S.F.	800,600 S.F.
		860 D.U.
REMAINING DEMAND BASED ON MARKET ANALYSIS		172,477 S.F.

- 17 - 92 CRA BOUNDARY
- CATALYST SITE
- PARKS
- STORMWATER POND
- EXISTING RETAIL
- PROPOSED RETAIL
- OFFICE
- RESIDENTIAL
- PARKING STRUCTURE
- PROPOSED PEDESTRIAN TRAIL
- PROPOSED ROAD CONNECTION

Private Realm Redevelopment Framework - Recommendations

The following recommendations have been made to support the Goal, Objectives and Policies of the CRA Master Plan:

- The CRA should take proactive steps to amend the current Comprehensive Future Land Use designations and Zonings to accommodate the desired mixed-use development within the identified catalyst areas.
- The development of a "CRA Redevelopment Overlay District" should be considered to assist in implementation of the development form standards that are included within the CRA Master Plan.
- The CRA should identify potential strategic acquisition properties that would assist assemblage for future development, and present these opportunities to surrounding property owners for potential purchase or consider public acquisition for future resale or transfer to private parties for redevelopment.
- To the extent possible Seminole County and cities should make every effort to try to focus higher density redevelopment activities to occur in the identified catalyst areas first rather than encouraging the random infill development along the corridor as this will continue to provide negative competition for the catalyst area infill development/redevelopment.
- Seminole County and cities should develop a Transfer of Development Rights (TDR) program as well as consideration for density bonusing within the catalyst areas should be considered to encourage development/redevelopment activities.
- The CRA should work with both Seminole County and cities to develop a cohesive redevelopment incentive strategy to encourage redevelopment.
- The CRA should work with Seminole County and cities to consider voluntary annexations of properties within the catalyst sites to create single jurisdiction development approval processing at time of development application.
- The CRA should proactively work with Seminole County and Cities to identify desired affordable housing sites and market these sites to potential housing developers. A development incentive program should be established to attract potential residential developers. The CRA should pre-qualify any developer with regards to past performance on similar projects.
- Individual site development approvals should analyze and provide recommendations and conditions of approval that support cross-access between parcels, reduces driveway accesses onto US 17-92 where possible, and enforces the design form standards as outlined in the CRA Master Plan.

Chapter IV: Implementation

Overview

Summary of Recommendations

The following is a summary of US 17-92 Corridor Redevelopment Master Plan recommendations based on review of all previous planning studies; inventory and analysis of the current conditions of the corridor, review of the governing jurisdictions regulatory frameworks; and interviews conducted with staff and key stakeholders. The recommendations have been provided to help guide the future management of the CRA and its programs. The recommendations have not been prioritized due to the fact that they are felt to all be of equal importance to the functional decision making and operations of the CRA.

CRA General

1. The US 17-92 CRA is scheduled to sunset in 2017 unless the effective date is extended by the Seminole County Commission. As part of the implementation of this US 17-92 Corridor Redevelopment Master Plan, it is recommended the County determine whether the CRA should be extended in its current 13 mile configuration, modified to focus on the catalyst redevelopment areas, or allowed to sunset in favor of another organizational approach/financial mechanism that will better serve redevelopment of the Corridor.

2. Final construction plans should be developed for each streetscape section and coordinated with FDOT and each jurisdictional partner so that any future roadway or private sector development plans will be consistent along the corridor. Corridor Beautification of the public realm must be a priority to demonstrate a public investment commitment to potential private realm investment interests. This public investment is a clear and visible sign to the existing business owners, surrounding residents and future potential developers that a renaissance of the corridor is under way.

3. The CRA should consider pedestrian safety and comfort both in the design of the public realm within the right-of-way and within the private realm. As the coordinating agency for corridor redevelopment, the CRA should promote the consideration of the Best Practices Recommended Design Patterns in this Master Plan by each of the governing jurisdictions and the Florida DOT.

4. The CRA should work with the Partnering Cities code enforcement staff to identify and notify property owners that are in violation of current codes for outdoor storage, signage infractions, landscape buffer infractions and maintenance of property infractions. Consider use of CRA "Mini-Grants" to incentivize property owner efforts to rectify code violations.

Economic Development Recommendations

1. The Seminole County US 17-92 CRA should collaborate with the City of Casselberry to consider the development of an inter-jurisdictional redevelopment master plan for the US 17-92 and SR 436 intersection node area. This area to be studied should extend to include all parcels immediately surrounding the Oxford Road intersection. Additional considerations for this area are as follows:

- Oxford Road should be designed as a commercial "Main Street" area serving as a mixed-use town center development/redevelopment area bounded by a future US 17-92 extension to the south and extending to north to Lake Triplet Drive.

- The Oxford Road corridor should be extended south to intersect the US 17-92 corridor to provide access to the town center area and allow for the separation of local shopping and through traffic.

2. Based on further review and analysis, it is recommended that the Seminole Crossings catalyst redevelopment area be expanded to the north to include the potential development areas up to the CR 417 Sanford Interchange, and southward to CR 419. The expansion of the Seminole Crossings catalyst redevelopment area will maximize the development potential based on the continued future urbanized build-out of the Seminole County Governmental site, and the future expansion and area development associated with Seminole State College. Seminole County has already taken great strides to change the economic market dynamic on the US 17-92 corridor by locating the Seminole County Governmental Center in this location.

3. Based on our analysis, the US 17-92 corridor has limited amounts of higher density residential housing. The development of higher density residential housing is encouraged to provide more localized support for both the existing businesses as well as any future development. Development should be strongly encouraged within, and adjacent to, the defined catalyst areas.

Regulatory

1. The CRA should work with the County and Partnering Cities to amend their respective Comprehensive Plans and Zoning Codes to support the Goals, Objectives and Policies included in the Corridor Redevelopment Master Plan.

2. The CRA should work with the County and Partnering Cities to develop a strategic plan to focus high density development in and around the recommended catalyst redevelopment areas. It is suggested that the CRA staff meet with each jurisdiction individually to formulate an approach to amend their Comprehensive Plans, Zoning Codes and development approval processes to provide consistency and continuity between all agencies.

3. The County and Partnering Cities should take a proactive approach to amend incompatible Land Use and Zoning designations, specifically in the Urban Node areas, to promote new development and redevelopment of properties.

4. The CRA should work with the various Partnering Cities to develop a comprehensive redevelopment strategy that outlines both permissible deviations from the current Land Development Code regulations and those that are subject to variance approval. To prevent excessive time delays and costs to a property owner and /or potential developer, variances to the code requirements within the CRA jurisdictional boundary should be approvable at a staff level and not specifically require the Board of County Commissioners, Board of Adjustment or City Council action unless transmitted to a higher board for approval to resolve contested requirements, conflicts in permitted uses, or other specific zoning issues as may be determined by County/City staff.

5. The CRA should work with the Partnering Cities to establish an expedited development plan approval and permitting process for all new and redevelopment projects that are consistent with the Best Practices Recommended Design Patterns of the Corridor Redevelopment Master Plan.

6. It is recommended that the Partnering Cities consider parking requirement reductions, shared parking calculation, and require cross-parking and/or cross-access agreements to reduce excessive parking resulting in an inefficient use of buildable land.

7. All existing FDOT curb cuts should be evaluated at the time of development plan submission to determine if the existing curb cuts meet current FDOT design standards or pose a safety risk to motorists, pedestrians, or cyclists, and to determine if closure of unnecessary curb cuts can be provided.

8. Amend Seminole County Comprehensive Plan Policy FLU 5.15 policy to provide additional intensity and density bonuses for projects with Mixed Development future land use designations within the US 17-92 CRA jurisdictional boundary. Density and Intensity of development should be encouraged up to 50 dwelling units per acre and 2.0 FAR to allow the potential for very intense urban nodes that are well served by public transit service.

9. Consider amendment of the Seminole County Comprehensive Plan FLU Exhibit-8 to allow for minimum density and intensity standards for the Mixed Development future land use designation. Minimum Density standards will promote a compact urban form that supports multi-modal transportation, including public transit. Minimum standards will also reduce inefficient use and underutilization of properties, which could prevent the US 17-92 Corridor from reaching its full potential. Coordinate with LYNX and SunRail to establish the appropriate minimum density required to support increased transit headways and service.

10. To incentivise the assembly of multiple property ownerships within the catalyst development areas it is recommended that the County and Partnering Cities create a Transfer of Development Rights (TDR) program to transfer residential and non-residential development credits to areas/properties designated for more intense urban growth. Transfers could occur between designated receiving areas targeted for infill and sending areas designated for open space, recreation, or conservation. The TDR program must provide an incentive to both "sending and receiving" property owners in order to become effective. Incentives may include expedited permitting and assistance with program application, density or intensity

bonuses, property tax relief, or other benefits.

11. Clustering development rights within a single property should also be encouraged in order to create intense urban nodes, while providing connected open space between properties.

Development Assistance

1. It is recommended that a detailed stormwater drainage master plan be developed to identify potential locations for master corridor stormwater ponds that accommodate the retention needs for constrained redevelopment parcels. This study should evaluate the potential of expanding existing and proposed FDOT drainage ponds where feasible.

2. When feasible, the CRA should provide conceptual site planning, design and 3-D modeling services to assist existing owners in analyzing and visualizing redevelopment options for their property.

3. The CRA should offer marketing assistance for property owners interested in potential redevelopment joint ventures and attracting capital investors. This information should be readily available to potential developers to obtain as requested. This effort should be coordinated with the various commercial real estate agencies representing property along the corridor.

4. The CRA should establish relationships with banking and lending institutions to assist in streamlining the loan approval process for small businesses interested in redevelopment. Greater emphasis should be placed on utilizing local banking and loan institutions that are located within the CRA jurisdictional boundary, but should not be exclusionary.

CRA Finance and Funding Assistance

1. Due to the size of the CRA jurisdictional boundary, the CRA Tax Increment Financing (TIF) revenue should not be directly utilized for the perpetual maintenance of landscape improvements along the corridor. Streetscape costs would capitalize a large majority of annual TIF revenues rendering the CRA unable to fund other capital projects or programs. The CRA should explore use of the established Municipal Service Benefit Units (MSBU) for the perpetual maintenance of the streetscape along the corridor. MSBU's should be coordinated with all jurisdictions because all FDOT maintenance and liability agreements will be bound by the governing jurisdiction and not the CRA.

2. The CRA should establish a prioritized list of properties identified for potential private and public realm improvements, and work with the property owner to assist with grant funding applications for improvements. Properties may be identified based upon size or potential for land assembly, connectivity to existing neighborhoods or public transportation, or location.

3. Criteria for CRA grant awards should give priority to job creating-developments, taxable valuation based potential improvements, and site-specific improvements that improve public right-of-way frontage beautification.

4. The CRA should continue to establish a yearly Capital Projects Expenditure Budget as well as a projected 5-year budget plan. This plan should be updated annually to account for changes in market conditions and priorities. This budget should be presented to the CRA and RPA, as well as the other Partnering Cities for informational update.

CRA Marketing & Outreach

1. The CRA should establish a public outreach program to periodically meet with neighborhoods and commercial property associations along the corridor. Among other objectives, the outreach program should establish a public policing program to combat vandalism and illicit activities, as appropriate.

2. Develop a multi-level strategic marketing campaign that develops collateral materials to advertise available grant programs, advertise CRA success stories, highlight changes in the regulatory process to assist redevelopment efforts, and advertise catalyst redevelopment area land use changes etc.

   The following actions should be considered:

   - The CRA website should be regularly updated and should provide a blog section for people to ask questions and get responses.
   - Distribution of quarterly newsletter that is broken down by various "branded" areas of the corridor.
   - Creating a phone messaging system that provides updates and reminders of public meetings and events.
   - Preparation of collateral materials that highlight commercial properties for sale and are distributed to: commercial brokers, potential developers, and at strategic events such as the International Commercial Shopping Center (ICSC) state and national events, the Florida Redevelopment Association (FRA) events and others.

3. Establish regular meetings with commercial business owners along sections of the corridor to solicit focused input and provide the ability to network between the property owners to encourage future joint venture redevelopment and property assemblage opportunities.

4. Create a public events program to reinforce a sense of community ownership (i.e. local food markets, art events, car shows, corridor/neighborhood clean-up events, tree planting programs, etc.). Target multiple areas of the corridor to engage both property owners and the general public

5. Create and advertise for both commercial businesses and private groups to start corridor clean-up programs and provide advertisement for each participating group through corridor signs and newsletters.

Affordable Housing

1. The CRA should consider the identification of: properties that are deemed appropriate for affordable housing; and, programs that provide grant assistance for the purchase of properties, or assist private developers in the design, permitting to develop affordable single and multi-family housing along the corridor.

2. The CRA should coordinate with the Seminole County Community Services Department to research and pursue available Federal and State Grants for the development of affordable housing. Such grants may include the LIHTC (low-income housing tax credit), HOPE VI, CDBG (community development block grant), and HOME funds as well as other U.S. Department of Housing and Urban Development (HUD) programs.

3. Amend the Housing Element of the Seminole County Comprehensive Plan to encourage the provision of workforce and affordable housing, specifically within and adjacent to the US 17-92 CRA jurisdictional boundary. The provision and preservation of workforce housing will stabilize the adjacent neighborhoods and contribute to the high density required to support increased public transit service around urban nodes.

4. Amend FLU Policy 5-15 to allow higher densities as an incentive to:
    - Create workforce housing;
    - Reward utilization of the 17-92 design guidelines; and/or
    - Reward projects developed within walking distance of a transit stop.

Strategic Property Acquisitions

1. The CRA should take the following actions to implement a strategic land assemblage action plan:
    - Further analyze potential underperforming and vacant properties.
    - Determine availability of parcels and perform market due diligence on properties for potential acquisition.
    - Contact property owners to discuss possible disposition of property.
    - Perform re-development master planning analysis and market demand analysis to identify land assembly opportunities.
    - Create short-term, mid-term and long-term strategies for potential acquisition.
    - Identify the CRA's capacity to implement acquisition funding strategy through current TIF funding, bonding or other means.
    - Periodically review updates to the RPA and CRA Boards as to market changes, potential acquisitions, status of acquisitions to date, and overviews of funding mechanisms.

Transportation Planning

1. A primary goal for the CRA, in coordination with Lynx, should be changing transit from the mode of last resort to a meaningful mode of choice. In order to achieve that goal, a number of efforts will be required, including coordination with LYNX to conduct ridership surveys on an established schedule to determine what improvements are needed in terms of scheduling, access to route and fare information, headways, facilities, routing, and amenities.

2. The CRA should establish pedestrian/bicyclist comfort and safety as a high priority throughout the corridor and along the approaches from major cross streets. Higher priority should be placed on pedestrian/bicyclist comfort and safety at the catalyst sites and the major intersections to improve the ability of pedestrians/bicyclists to travel along and cross safely at intersections. The addition of bus shelters at bus stop locations should be pursued by the CRA and Lynx to improve comfort for riders thereby supporting increased ridership.

3. Rider access to existing transit stops along the corridor should be improved, including provision of direct connections between sidewalks and transit stops, so riders are not required to traverse along the roadway or turn lanes to access stops. The CRA should work with FDOT and LYNX to coordinate improvements for accessibility and potential stop locations.

4. The CRA should collaborate with Lynx in an evaluation of stop locations to ensure stops are properly located to best serve trip generators/destinations such as housing, employment centers and shopping. Where existing transit stops are properly located within the corridor, but do not necessarily coincide with existing signals, evaluation for the installation of mid-block crossing treatments for pedestrians should be conducted to provide safer crossing for pedestrians. This will require the CRA to work closely with the County and FDOT to coordinate future development plans and projects by those agencies.

5. Prior to initiation of SunRail service, further evaluation of the potential for premium transit services such as a Transit Circulator should be evaluated both along the Corridor and along the east-west roadways connecting to the SunRail stations.

6. Close coordination with FDOT, the Community Traffic Safety Team, and local municipalities should be maintained to ensure that future FDOT and municipal transportation projects do not negatively impact pedestrian/bicyclist safety and comfort.

7. Detailed Intersection studies should be performed in association with the proposed catalyst redevelopment areas to determine if additional pedestrian safety measures can be implemented to create safer pedestrian crossing conditions.

8. Future transit connections from the proposed Sanford Gateway catalyst area to SunRail and to the Sanford Airport should be considered. A separate study should be conducted to determine the feasibility of providing a rail station within this proposed density node area.

9. Road rights-of-ways and linkages within and around the catalyst areas should be further evaluated for the feasibility of realignment, abandonment or modification of cross-section to support the desired development within the catalyst areas.

Target Zones

In 2006, the Seminole County Growth Management Department staff identified seven (7) Target Zone areas within the US 17-92 CRA corridor. The Target Zones contain multiple parcels and include unincorporated County lands and lands within incorporated jurisdictions.

To encourage infill and intense redevelopment, each Target Zone was assigned a maximum height that exceeded the standard zoning code (35 feet), provided that specified design criteria are met. The design criteria include: building design (building façade components, storefront character, windows and transparency, building setbacks, massing); internal street design (sidewalk width, cross access easements, landscaping); and, enhanced open space and buffers.

The intent, location, review procedures, and specific design criteria were codified into Chapter 30, Part 74 of the Seminole County Land Development Code by Ordinance 06-77. However, the Seminole County Comprehensive Plan and zoning map have not been amended to reflect the Target Zone locations or specific land uses within the identified boundaries. The 17-92 Corridor Redevelopment Master Plan has been designed to incorporate these target areas, where appropriate, into the catalyst redevelopment areas. In addition, the following recommendations are provided to promote redevelopment and revitalization of these areas:

1. Revise the Target Zone design criteria (Chapter 30, Part 74, Seminole County Land Development Code) to be consistent with the CRA Master Plan Best Practices Recommended Design Patterns.

2. Amend the Seminole County Comprehensive Plan Future Land Use Map to change the land use of all Target Zones parcels located within unincorporated Seminole County to the Mixed Development land use designation. This will provide an incentive for redevelopment because property owners/applicantswill not have to process a Comprehensive Plan Amendment application.

3. Coordinate with and encourage each of the Partnership Cities that has property within a Target Zone to amend their respective Future Land Use Map to a Mixed Development land use designation that permits an equivalent amount of development potential as the Seminole County Mixed Development future land use designation.

4. For Target Zones that include parcels from multiple jurisdictions (Target Zones D, E, and G), consider the feasibility and fiscal impacts of evaluating entitlement of these properties under the authority of the CRA. This will facilitate redevelopment if parcels are assembled into joint ownership by providing a single set of land development regulations and a single application and approval procedure for the property owner or applicant.

Summary of Comprehensive Plan Amendment Recommendations

A review of the Comprehensive Plan for each local goverment (Seminole County, City of Casselberry, City of Lake Mary, City of Winter Springs, and City of Sanford) was conducted in early 2010 to identify policies that influence development within the US 17-92 CRA. A review of Future Land Use designations was also conducted to determine if adjacent land uses result in incompatibility or potential barriers to design continuity.

In response to a request from CRA staff, VHB-MS prepared general Comprehensive Plan Amendment recommendations for each local government in August 2010, prior to the completion of the final Corridor Redevelopment Master Plan and redevelopment framework guidelines, and prior to the Amendment 4 ("Hometown Democracy") ballot in November 2010. These recommendations promote increased intergovernmental coordination for cohesive land use and transportation decisions throughout the Corridor.

The recommendations were submitted to the Technical Advisory Committee (TAC) representatives for each local government. The recommended Amendments were substainally adopted into the respective Comprehensive Plans in the Fall of 2010 as part of each local government's regular adoption cycle. Because this was prepared prior in August of 2010, recommended and adopted policies may not reflect recent legislative changes to the Growth Management Act, state planning laws, or subsequent local plan amendments.

Seminole County:

- Amend the text of Policies FLU 4.2, FLU 4.6, FLU 14.1 and FLU 14.3 to reflect the new 2011 Corridor Redevelopment Master Plan, replacing the reference to the CRA 2006 Corridor Strategy.

- Amend Policy FLU 5.15 policy to provide additional intensity and density bonuses for projects with Mixed Development future land use designations within the US 17-92 CRA that are consistent with the Corridor Redevelopment Master Plan form standards. Increase density maximum to 50 units per acre and intensity maximum to 2.0 Floor Area Ratio. While these maximums may not be achievable in the current market, they allow for the potential for very intense urban nodes that are well served by increased public transit service.

- Amend FLU Exhibit-8 to require minimum density and intensity standards for the Mixed Development future land use designation. Minimum Density standards will promote a compact urban form that supports multi-modal transportation, including public transit. Minimum standards will also reduce inefficient use and underutilization of properties, which could prevent the US 17-92 corridor from reaching its full potential. Coordinate with LYNX and SunRail to establish the appropriate minimum density required to support increased transit headways and service.

- Create a Transfer of Development Rights (TDR) program to transfer residential and non-residential development credits to properties designated as intense urban nodes. Transfers can occur between designated receiving areas targeted for infill and sending areas designated for open space, recreation, or conservation. The TDR program must provide an incentive to both property owners in order to become effective. Incentives may include expedited permitting and assistance with program application, density or intensity bonuses, property tax relief, or other benefits

- Clustering development rights within a single property should also be encouraged in order to create intense urban nodes, while providing connected open space between properties.

- Amend the Housing Element to encourage the provision of workforce and affordable housing specifically within and adjacent to the US 17-92 CRA. The provision and preservation of workforce housing will stabilize the adjacent neighborhoods and contribute to the high density required to support increased public transit service around urban nodes.

- Amend FLU Policy 5-15 to allow up to 50 dwelling units per acre when a minimum of 20% of the project's units qualify as workforce housing for projects within the US 17-92 CRA that are consistent with the Corridor Redevelopment Master Plan form standards. Projects that are within a quarter-mile from the CRA boundary and a transit stop shall also qualify for this bonus.

- In order to promote a consistent appearance throughout the US 17-92 corridor and provide an attractive environment for private redevelopment, Seminole County shall adopt the public right-of-way streetscape design guidelines recommended in the 2011 Corridor Redevelopment Master Plan. Seminole County shall amend the Land Development Code to include the streetscape design guidelines by 2012.

- Encourage the use of the redevelopment framework criteria recommended in the 2011 Corridor Redevelopment Master Plan for new private development and redevelopment. Provide incentives, such as expedited permitting, redevelopment grant funding, or other redevelopment assistance programs deemed appropriate by the County, for projects that voluntarily implement the private development redevelopment framework criteria. Seminole County shall amend the Land Development Code to include the redevelopment framework criteria by 2012.

Seminole County Target Zones

In 2006, Seminole County Growth Management Department staff identified seven (7) Target Zone Height Alternative Standards areas ("Target Zones") within the US 17-92 CRA Corridor. The Target Zones (designated "A" through "G") contain multiple parcels and may include unincorporated County lands and lands within incorporated jurisdictions.

To encourage infill and intense redevelopment, each Target Zone was assigned a maximum height (ranging from 55 feet to 140 feet) that exceeded the standard zoning code (35 feet), provided that specified design criteria are met. The design criteria include building design (building façade components, storefront character, windows and transparency, stepbacks, massing) and internal street design (sidewalk width, cross access easements, landscaping), enhanced open space and buffers.

The intent, location, review procedures, and specific design criteria were codified into Chapter 30, Part 74 of the Seminole County Land Development Code by Ordinance 06-77. However, the Seminole County Comprehensive Plan and zoning map have not been amended to reflect the Target Zone locations or specific land uses within the identified boundaries. Therefore, the following recommendations are provided in this Corridor Redevelopment Master Plan to promote redevelopment and revitalization of these areas.

Target Zone Recommendations:

- Revise the Target Zone design criteria (Chapter 30, Part 74, Seminole County Land Development Code) to be consistent with the Redevelopment Framework for the Private Realm form standards

- Amend the Seminole County Comprehensive Plan Future Land Use Map to change the land use of all Target Zones parcels located within unincorporated Seminole County to the Mixed Development land use designation. This will provide an incentive for redevelopment because property owners/ applicants will not have to process a Comprehensive Plan Amendment application

- Coordinate with and encourage each jurisdiction that has property within a Target Zone to amend their respective Future Land Use Map to a Mixed Development land use designation that permits an equivalent amount of development as the Seminole County Mixed Development land use designation (up to 30 units per acre, up to 1.0 FAR).

- Conduct a market study to evaluate the redevelopment potential of the identified Target Zones and identify potential development programs for short, intermediate, and long term buildout periods. Determine if Target Zone boundaries should be expanded or decreased.

- Establish a task force of property owners within each Target Zone to evaluate the potential for shared master stormwater systems, shared parking, land assembly, and common marketing/ branding. This will assist constrained properties that currently have limited redevelopment potential due to nonconforming parcel dimensions.

- For Target Zones that include parcels from multiple jurisdictions (Target Zones D, E, and G), evaluate the feasibility and fiscal impacts of consolidating those properties under the authority of a single jurisdiction. This can be accomplished by de-annexing properties into unincorporated Seminole County or by annexing properties into the adjacent municipality. This will facilitate redevelopment if parcels are assembled into joint ownership by providing only one set of land development regulations and a single application and approval procedure for the property owner or applicant.

City of Casselberry

- Amend the Comprehensive Plan to include Policies that support the implementation of the 2011 US 17-92 Corridor Redevelopment Master Plan. These Policies should be specific to those portions of City of Casselberry that are within the US 17-92 CRA, and may be adopted into the Future Land Use, Traffic Circulation, Capital Improvements, or Intergovernmental Coordination Elements.

- Coordinate the new City of Casselberry Transportation Concurrency Exception Area (TCEA) mobility strategies with the existing Seminole County TCEA policies. This will promote consistent transportation planning and land use decisions along the US 17-92 Corridor. It will also link the existing Seminole County TCEA segments (south of Casselberry in Fern Park and north of Casselberry in unincorporated Seminole County).

- In order to promote a consistent and cohesive appearance between the Casselberry Community Redevelopment District (CRD) and the adjacent US 17-92 CRA, amend the Intergovernmental Coordination Element to require an interlocal agreement with Seminole County regarding design guidelines.

City of Winter Springs

- Amend Transportation Element Policy 1.11.6 to include US 17-92 as a potential Transportation Concurrency Exception Area (TCEA) within the City of Winter Springs. This will coordinate transportation planning and land use decisions along the US 17-92 corridor and link to the existing Seminole County TCEA and City of Sanford TCEA.

- Amend the Comprehensive Plan to include Policies that support the implementation of the 2011 US 17-92 Corridor Redevelopment Master Plan recommendations. These policies should be specific to the City of Winter Springs, and may be adopted into the Future Land Use, Traffic Circulation, Capital Improvements, or Intergovernmental Coordination Elements.

- Create an appropriate future land use and zoning category that will permit high density and intensity mixed use development to support increased economic development and transit opportunities in the US 17-92 Corridor.

- In order to promote a consistent appearance throughout the US 17-92 Corridor and provide an attractive environment for private redevelopment, Winter Springs shall adopt the public right-

of-way streetscape design guidelines recommended in the 2011 Corridor Redevelopment Master Plan. The Winter Springs shall amend the Land Development Code to include the streetscape design guidelines by 2012.

- Encourage the use of the redevelopment framework criteria recommended in the 2011 Corridor Redevelopment Master Plan for new private development and redevelopment. Provide incentives, such as expedited permitting, redevelopment grant funding, or other redevelopment assistance programs deemed appropriate by the City, for projects that voluntarily implement the private development redevelopment framework criteria. Winter Springs shall amend the Land Development Code to include the redevelopment framework criteria by 2012.

City of Lake Mary

- Amend the Comprehensive Plan to include Policies that support the implementation of the 2011 US 17-92 Corridor Redevelopment Master Plan. These Policies should be specific to the City of Lake Mary, and may be adopted into the Future Land Use, Traffic Circulation, Capital Improvements, or Intergovernmental Coordination Elements.

- Consider the feasibility of designating US 17-92 as a Transportation Concurrency Exception Area (TCEA) within the City of Lake Mary. This will coordinate transportation planning and land use decisions along the US 17-92 corridor and link to the existing Seminole County TCEA and City of Sanford TCEA.

- Consider creating an appropriate future land use and zoning category that will permit high density and intensity mixed use development to support increased economic development and transit opportunities in the US 17-92 Corridor.

- In order to promote a consistent appearance throughout the US 17-92 corridor and provide an attractive environment for private redevelopment, Lake Mary shall adopt the public right-of-way streetscape design guidelines recommended in the 2011 Corridor Redevelopment Master Plan. Lake Mary shall amend the Land Development Code to include the streetscape design guidelines by 2012.

- Encourage the use of the redevelopment framework criteria recommended in the 2011 Corridor Redevelopment Master Plan for new private development and redevelopment. Provide incentives, such as expedited permitting, redevelopment grant funding, or other redevelopment assistance programs deemed appropriate by the City, for projects that voluntarily implement the private development redevelopment framework criteria. Lake Mary shall amend the Land Development Code to include the redevelopment framework criteria by 2012.

City of Sanford

- Amend the text of Policies 1-2.5.1, 2-1.8.18, 2-1.8.19 to reflect the 2011 Corridor Redevelopment Master Plan recommendations, in replacement of the CRA 2006 Corridor Strategy.

- In order to promote a consistent appearance throughout the US 17-92 corridor and provide an attractive environment for private redevelopment, Sanford shall adopt the public right-of-way streetscape design guidelines recommended in the 2011 Corridor Redevelopment Master Plan. Sanford shall amend the Land Development Code to include the streetscape design guidelines by 2012.

- Encourage the use of the redevelopment framework criteria recommended in the 2011 Corridor Redevelopment Master Plan for new private development and redevelopment. Provide incentives, such as expedited permitting, redevelopment grant funding, or other redevelopment assistance programs deemed appropriate by the City, for projects that voluntarily implement the private development redevelopment framework criteria. Sanford shall amend the Land Development Code to include the redevelopment framework criteria by 2012.

Future Land Use Analysis Overview and Recommendations

A review of Comprehensive Plan Future Land Use Maps and land use designations for each local government with parcels located within the CRA boundaries was conducted in December 2010 to determine if adjacent land uses result in incompatibility and potential barriers to design continuity of the Corridor Redevelopment Master Plan. Because of the December 2010 completion date, this analysis 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 desirable to expand the CRA boundaries to allow for catalyst projects.

The Future Land Use categories described in Exhibit V.1 represent the preferred uses and projected long term growth pattern for the communities within the US 17-92 CRA Corridor.

Exhibit V.1 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

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%).

When compared to the existing land uses, the total amount of Mixed Use Development is expected to signficantly increase within the corridor. Currently, there are only two (2) acres of existing Mixed Use Development in US-17-92 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 Future Land Use 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.

Conceptual Buildout Analysis

Exhibit V.2 on the following page depicts a conceptual buildout analysis of the maximum residential density and non-residential use authorized by the Comprehensive Plan Future Land Use classifications for each jurisdiction.

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. All Comprehensive Plans are subject to amendments by elected officials at public hearings or requests for amendments by property owners.

The results of this conceptual buildout analysis show that the entire US 17-92 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 all jurisdictions combined.

Seminole County and the unincorporated Fern Park area have the most capacity for new residential growth, followed by Sanford. Similarly, Sanford has the most capacity for new non-residential development, followed closely by Seminole County including unincorporated Fern Park.

Exhibit V.2
Conceptual Buildout Analysis

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 infrastrucutre 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

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
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

Recommended Incentive Strategies

The following are CRA Redevelopment Incentive Programs that are recommended for implementation by the Seminole County US 17-92 CRA to help initiate and support redevelopment activities along the Corridor. These programs have all been implemented successfully by other CRA's throughout the state and nationally with a primary focus to help attract new businesses and retain existing ones. Implementation of these programs may need to occur over a period of time, but individually and collectively will assist in catalyzing redevelopment efforts.

Recommended Redevelopment Incentive Programs

1. Expedited Permitting – County and partnering jurisdictions to continue to develop system to expedite plans review and processing for commercial and workforce housing programs.

2. Impact Fee Refunds, Reduction or Deferment – County partners should examine the feasibility of refunding, reducing or defering impact fees based upon a project's economic impact on the CRA.

3. Business Assistance Programt – Community/Corridor Stakeholder Partner's provide the needed guidance and assistance programming for existing or new businesses for the following services:
   - Accounting Assistance
   - Business Financing Guidance and Assistance
   - Business Insurance Guidance & Assistance
   - Micro-business loans administered and underwritten by a bank located within the US 17-92 CRA

4. Business Relocation Assistance – County/cities to develop or continue existing incentive programs to attract new businesses to relocate to the Corridor. Financial incentives may be based on employment generated and guaranteed hourly wage levels. For example, the existing SEED program provides business relocation assistance when five or more jobs are created.

5. Employment Incentive Program (Varied Scale of Incentive Pay Based on Salary Levels)
   - County/cities to develop incentive program based on employment and guaranteed hourly wage levels. Development project that create a specified number of new jobs, preferred hiring for local workers, or jobs that pay

6. Enhancement of Redevelopment Entitlements – Additional development entitlements (increased density and/or intensity bonuses) geared to encourage redevelopment activity along the Corridor. Redevelopment entitlements to vary by location to encourage tighter infill patterning and controlled development patterns to encourage walkability and transit accessibility.

7. Property Assemblage Assistance (Zoning, Land Use, Purchase) – Promote County initiated strategic property purchases to assist in assemblage of blighted properties with intent to offer for redevelopment activity by public RFP to developers.

8. Density Node Development/Redevelopment Incentive – Additional development entitlements (increased density and/or intensity bonuses) geared to encourage redevelopment activity along the Corridor. Redevelopment entitlements to vary by location to encourage tighter infill patterning and controlled development patterns to encourage walkability and transit accessibility.

9. Business Incubator Services – CRA initiated program to help catalyze business development and retention of businesses along the corridor. Lower cost services provided based on negotiated rated with local business that are invested stakeholders for redevelopment activity along the corridor. Incubator services offered may include:

   - Office Space Rental
   - Incorporation Services
   - Fictitious Name Registration
   - Business Plans
   - Marketing Plans
   - Graphic Design Services
   - Website Design

CRA Capital Projects Expenditure Program

Projects/Programs	Budget Year														
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Professional Services															
Cassleberry Exchange Planning Area Study Partial Funding		150,000													
Master Stormwater Plan/Study By Area		250,000	250,000	250,000											
Transportation Planning Study - Transit Analysis and Future Programming		200,000	100,000												
Development Support Program (Mixed-Use Development & Green Design Projects)		100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Seminole Crossing Urban Node Streetscape Construction Plans		375,000													
Sanford Gateway Urban Node Streetscape Construction Plans			165,000												
Sanford Gateway Urban Streetscape (From 1st Street to SR 417) Construction Plans				325,000											
Lake Mary Suburban Roadway Section (From SR 427 to SR 434) Construction Plans							360,000								
Lake Mary Suburban Roadway Section (From SR 417 to SR 427) Construction Plans - (To Be Determined)															
Seminole Co. Suburban Roadway Section (From SR 434 to Dog Track Road) Const Plans - (To Be Determined)															
Miscelaneous Study's			50,000	50,000	50,000	100,000	50,000	50,000	50,000	100,000	50,000	50,000	100,000	50,000	50,000
Project Construction															
Sunland Park		775,000													
Seminole Crossing Urban Node Streetscape Construction (Engineering Improvements)			1,600,000												
Seminole Crossing Urban Node Streetscape Construction (Landscape/Streetscape Improvements)			2,400,000												
Sanford Gateway Urban Node Streetscape Section Construction (Engineering Improvements)				1,350,000											
Sanford Gateway Urban Node Streetscape Section Construction (Landscape/Streetscape Improvements)				1,500,000											
Sanford Gateway Urban Streetscape (From 1st Street to SR 417) Construction (Engineering Improvements)					3,600,000	3,600,000									
Sanford Gateway Urban Streetscape (From 1st Street to SR 417) Construction (Landscape/Streetscape Improvements)					1,800,000	1,800,000									
Seminole Co. Suburban Roadway Section (From SR 434 to Dog Track Road) Construction (Engineering Improvements)								3,600,000	3,600,000						
Seminole Co. Suburban Roadway Section (From SR 434 to Dog Track Road) Construction (Landscape/Streetscape Improvements)									1,800,000						
Lake Mary Suburban Roadway Section (From SR 427 to SR 434) Construction (Engineering Improvements)															
Lake Mary Suburban Roadway Section (From SR 427 to SR 434) Construction (Landscape/Streetscape Improvements)															
Lake Mary Suburban Roadway Section (From SR 417 to ST 427) Construction (Engineering Improvements)															
Lake Mary Suburban Roadway Section (From SR 417 to ST 427) Construction (Landscape/Streetscape Improvements)															
Lighting & Decorative Mast Arm Improvements		450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000	450,000
Strategic Property Acquisitions															
Strategic Assemblage Acquisitions		500,000	1,500,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000	0	0
Master Stormwater Parcel Acquisition & Stormwater Construction					2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000			
Redevlopment Grants															
SEED Development Grants		2,000,000	2,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	2,000,000	2,000,000
Mini Grants		200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	300,000	300,000	300,000	300,000	300,000
Repairs and Maintenance															
		150,000	150,000	200,000	250,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Utilities															
		36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000	36,000
Office Materials and Outside Printing/Mailings															
		5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000
Marketing Campaign and Collateral Development															
		30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Travel and Per Diem															
		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Office & Operating Supplies															
		1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Training and Conference Registrations															
		3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Books, Association Dues, Publications															
		1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
	0	$5,227,200	$9,042,200	$6,502,200	$10,527,200	$10,627,200	$5,537,200	$8,777,200	$10,577,200	$5,227,200	$6,277,200	$6,277,200	$5,327,200	$3,277,200	$3,277,200

Capital Project Funding May Require Bonding or Additional Assistance From County/Cities

Alternative Funding Sources and Grants

The following is a brief listing of grant funding assistance programs that are available to assist the Seminole County US 17-92 CRA in funding various capital improvement projects, affordable housing assistance programs and redevelopment marketing and neighborhood outreach programs. More details regarding each program, eligibility, type of assistance, available funding, application process, and contact information, can be found in **Appendix C**.

- Affordable Housing Catalyst Program
- Florida Housing Finance Corporation Homeownership Pool Program
- Florida Greenways & Trails Program
- Recreational Trails Program
- The Trust for Public Land - Conservation Transaction Program for Parks and Open Space Acquisitions
- Pedestrian and Bicycle Program
- Safe Routes to School Program
- Transportation Enhancement Program
- Urban and Community Forestry Grants
- State of Florida Pollution Control Bond Program
- Ad Valorem Tax Exemption for Improvements to Historic Properties
- Brownfields Economic Development Initiative
- Crimestoppers Trust Fund
- Community Development Block Grant (CDGB) Entitlement Communities Program
- Community Development Block Grant (CDGB) Section 108 Loan Guarantee
- Florida Main Street Program
- Florida Small Cities - Community Development Block Grant Program

Future Land Use Map Recommendations

Although the conceptual buildout analysis indicates that there is a high level of development potential currently authorized throughout the entire 13-mile corridor, it does not indicate where this development might occur. If specific targets are not identified, then unorganized development may continue to sprawl along the US 17-92 Corridor.

To promote organized redevelopment in strategic locations that are are well connected to adjacent neighborhoods and transportation networks and well served by existing infrastructure, the following recommendations are provided for the Seminole County Future Land Use Map :

- Because redevelopment in the corridor may be phased over time, the Master Plan should be adopted into the Comprehensive Plan Future Land Use Map series. The Master Plan will provide the foundation and the "Vision" for additional Future Land Use Map amendments.

- Seminole County should coordinate with the other jurisdictions to initiate Comprehensive Plan Future Land Use Map Amendments for each of the identified Urban Nodes. These Urban Nodes should receive the highest possible density, intensity, or mixed use future land use classification, such as the Mixed Development designation. As described previously, it is recommended that the Policies for the Mixed Development land use designation be amended to allow for greater density and intensity within the Urban Nodes.

- In addition, the incentives and alternative funding sources identified in Appendix C, provide specific actions and tools that may be used to incentivize and direct redevelopment to the Urban Nodes selected by the CRA.

- If the County chooses to adopt a Transfer of Development Rights (TDR) program, it is recommended that the designated receiving areas (Urban Nodes and/or Urban Zone) and sending areas be identified as an Overlay on the Future Land Use Map series. This will provide property owners and potential developers with an understanding of where the County intends to concentrate development within the Corridor, and which areas have been identified for potential open space, recreational, or conservation uses.

- The County should identify and protect established neighborhoods that are within or adjacent to the CRA. These areas may provide important workforce housing or the population density required to support local businesses and transit. This can be accomplished through a neighborhood preservation or historic (if applicable) Overlay on the Future Land Use Map series.

- The County should also initiate amendments to designate the Target Zone Height Alternative Standards ("Target Zones") identified in 2006 on the Future Land Use Map. Specific recommendations to implement the Target Zones are described in the previous section (Comprehensive Plan Policy Recommendations)

Strategic Land Assembly

Many objectives can be achieved by publically aided land assembly. The CRA's ability to assist in the redevelopment process can often occur in many forms but one of the most significant is the assistance in property assemblage and repositioning of select properties for future redevelopment. The CRA, as well as all of the jurisdictional partners, under the appropriate authority and capacity, has the ability to assemble private land to catalyze development of critical parcels and stabilize neighborhoods along the corridor. When real estate markets were strong and capital was freely found this level of investment may not have been as necessary. In today's marketplace CRAs are finding that this is not only an effective but necessary tool to kick-start redevelopment activities. Today's marketplace is strongly focused on acquiring and repositioning non-performing assets rather than acquiring properties for land banking purposes. The CRA should analyze potential investment parcels and develop a process to not just purchase, but entitle them with the appropriate zoning and seek to provide available financing incentives to enable development to move forward. Partnerships with local lending institutions should be established to stimulate capital investment. This proactive redevelopment strategy is needed to encourage developers to prioritize redevelopment and infill projects over typical "greenfield" development where development price points are lower.

The CRA should take the following actions to implement a strategic land assemblage action plan:

- Further analyze potential underperforming and vacant properties.
- Determine availability of parcels and perform market due diligence on properties for potential acquisition.
- Contact property owners to discuss possible disposition of property.
- Perform re-development master planning analysis and market demand analysis.
- Create short-term, mid-term and long-term strategy for potential acquisition.
- Identify the CRA's capacity to implement acquisition funding strategy through current TIF funding, bonding or other means.
- Provide updates to the RPA and CRA Boards as to market changes, potential acquisitions, status of acquisitions to date, and overview of funding mechanisms.

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Appendix A - FDOT Design Criteria

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 fly-over 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.

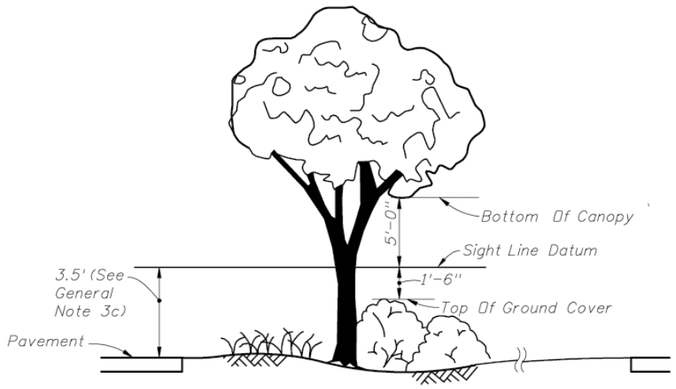
** From Shepard Road to Lake Mary Boulevard, US 17-92 is slated to become a 6 lane divided urban corridor section. It will include three 12-foot lanes, a 4-foot bike lane in both directions and a median (typically 30 ft. wide). The design speed will be 45 MPH.

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.

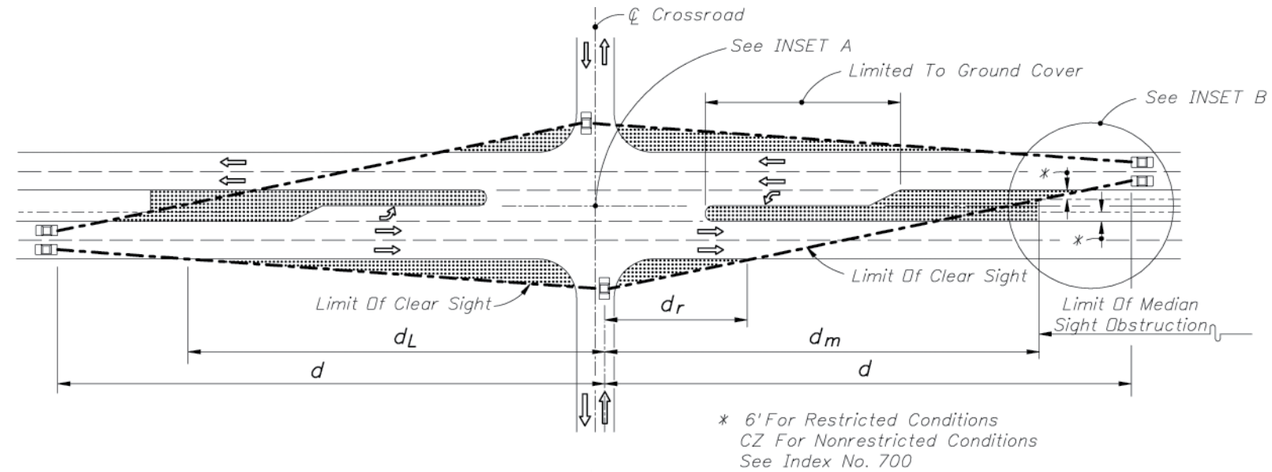


The Intent Of This Standard Is To Provide A Window With Vertical Limits Of Not Less Than 5' Above And 1'-6" Below The Sight Line Datum, And Horizontal Limits Defined By The Limits Of Clear Sight.

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

- **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

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

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

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

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

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.

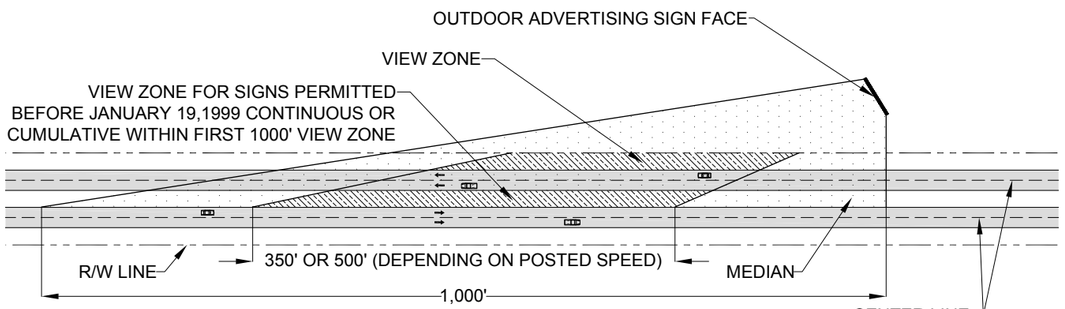


FIGURE 2
VIEW ZONE

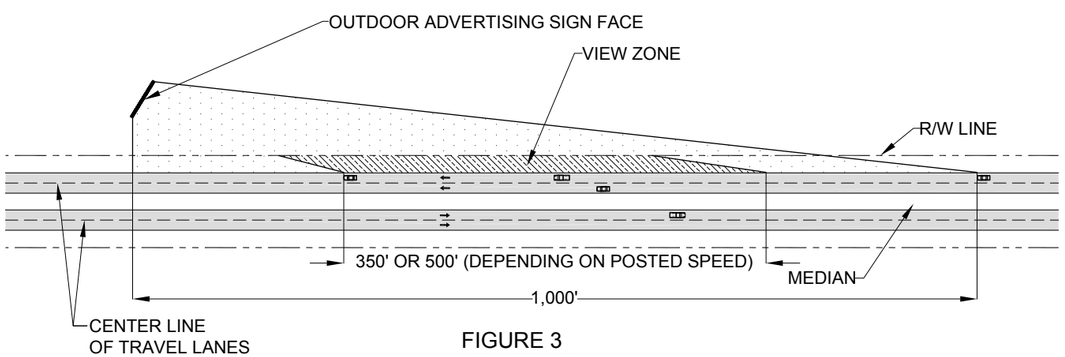


FIGURE 3
VIEW ZONE

- 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.
- 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.

Appendix B - Recommended Streetscape Materials

Recommended Plant List

The following landscape plant palette represents the preferred plant materials that have been selected for the US 17-92 CRA Corridor due to its visual appeal, durability in a Central Florida streetscape environment, and its ability to blend with existing improvements within the corridor neighboring the CRA boundary. The plant material listed on these pages shall be required for use in all new publicly funded streetscape design projects.

As the streetscape conditions vary greatly along the Corridor, the criteria for selection of material should take into consideration both mature size and growth habits of the material selected. Although the material shown here has been selected for its lower maintenance needs, using the "right plant-right place" approach will assist in minimizing future maintenance requirements.

Large Canopy Trees						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	Slash Pine	Pinus elliotti `Densa`	80 ft	35'	M	N
2	Sycamore	Platanus occidentalis	100 ft	75 ft	F	NN
3	Shumard Red Oak	Quercus shumardii	75 ft	40 ft	M	N
4	Bald Cypress	Taxodium distichum	130 ft	60 ft	M	N
5	Allee Elm	Ulmus parvifolia `Emer II`	50 ft	35 ft	M	NN
Sub-Canopy Trees						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	Loquat	Eriobotrya japonica	20 ft	18 ft	F	NN
2	Mig Tig Magnolia	Magnolia grandiflora 'Mig Tig'	30 ft	12 ft	M	N
Understory Color Accent Trees						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	Muskogee Crape Myrtle	Lagerstroemia indica `Muskogee`	25 ft	20 ft	F	NN
2	Natchez Crape Myrtle	Lagerstroemia indica `Natchez`	25 ft	20 ft	F	NN
3	Tuscarora Crape Myrtle	Lagerstroemia indica `Tuscarora`	25 ft	20 ft	F	NN
4	Golden Trumpet Tree	Tabebuia chrysotricha	30 ft	30 ft	M	NN
5	Red Cluster Bottle Brush	Callistemon rigidus `Red Cluster`	18 ft	10 ft	M	NN
Understory Evergreen Accent Trees						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	Japanese Blueberry Tree	Elaeocarpus decipiens	30 ft	30 ft	M	NN
2	Japanese Privet Standard	Ligustrum japonicum	15 ft	25 ft	M	NN
Accent Palms						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	Medjool Date Palm	Phoenix dactylifera `Medjool`	100 ft	35 ft	S	NN
2	Senegal Date Palm	Phoenix reclinata	50 ft	30-60ft	S	NN
3	Pygmy Date Palm	Phoenix roebelenii	10 ft	8 ft	M	NN
4	Palmetto	Sabal palmetto	50 ft	18 ft	S	N
5	Paurotis Palm	Acoelorrhaphe wrightii	30 ft	4-20 ft	M	N
6	European Fan Palm	Chamaerops humilis	15 ft	6 ft	S	NN
7	Needle Palm	Rhapidophyllum hystrix	6 ft	8 ft	S	N

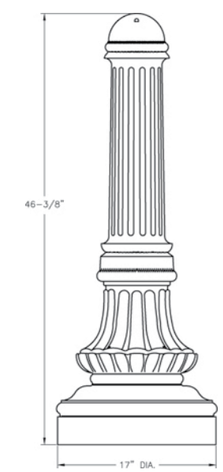
Understory Shrub Materials						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	Dwarf Yaupon	Ilex vomitoria `Stokes Dwarf`	3 ft	4 ft	M	NN
2	Podocarpus	Podocarpus macrophyllus `Maki`	30-50 ft	15 ft	M	NN
3	Dwarf Podocarpus	Podocarpus macrophyllus `Pringles`	6 ft	6 ft	S	NN
4	Dwarf Palmetto	Sabal minor	6 ft	6 ft	M	N
5	Fire Bush	Hamelia patens `Compacta`	4 ft	3 ft	F	N
6	Coontie	Zamia pumila	3 ft	6 ft	M	N
7	Parsons Juniper	Juniperous chinensis "Parsonii"	3 ft	8 ft	M	NN
8	Loropetulum (Dwarf)	Loropetelum chinese rubrum "Plum Delight"	6 ft	6 ft	F	NN
9	Firepower Nandina	Nandina domestica nana "Firepower"	3 ft	2 ft	M	NN
10	Plumbago	Plumbago 'Imperial Blue	3-10 ft	3-10 ft	F	NN
11	Indian Hawthorn	Rhaphiolepis indica	3-5 ft	3-5 ft	F	N
12	Thryallis	Galphimia gracillis	6 ft	6 ft	F	NN
13	Gold Mound Duranta	Duranta erecta 'Gold Mound'	6 ft	6 ft	F	NN
14	Boxwood	Buxus microphylla	2-5 ft	2-5 ft	S	NN
15	Bulbine	Bulbine frutescens	2 ft	2 ft	F	NN
15	Flax Lily	Dianella tasmanica	1.5 ft	2 ft	F	NN
Groundcovers						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	Lantana	Lantana camara	6 ft	8 ft	F	N
2	Confederate Jasmine	Trachelospermum jasminoides	4 ft	40 ft	F	NN
3	Dwarf Jasmine	Trachelospermum asiaticum	4 ft	40 ft	F	NN
4	Society Garlic	Tulbaghia violacea	2 ft	2 ft	F	NN
Ornamental Grasses						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	Dwarf Fakahatchee Grass	Tripsacum floridana	3 ft	3 ft	F	N
2	Darf Fountain Grass	Pennisetum alopecuroides 'Hameln'	3 ft	3 ft	M	NN
3	Red Fountain Grass	Pennisetum setaceum 'Rubrum'	5 ft	5 ft	M	NN
4	Pink Muhly Grass	Muhlenbergia filipes	2 ft	2 ft	M	N
Turf Grasses						
No.	Common Name	Botanical Name	Mature Height	Mature Spread	Growth Rate	Native (N) Non-Native (NN)
1	UltimateFlora Zoysia	Zoysia japonica 'UltimateFlora'			M	NA
2	Bahia	Paspalum notatum			M	NA

Recommended Schedule of Hardscape Materials

In an effort to provide consistent uniformity along the Corridor and improve the aesthetic quality of the vehicular and pedestrian experience, it is important to utilize site furnishings that blend with existing improvements, as well as meet the desired expectation of the CRA. Additionally, with the heavy traffic along US 17-92, it is crucial that materials are selected for durability and endurance to withstand significant use. The following hardscape materials and furnishings have been selected to provide a pleasing and uniform pattern along the entire length of the corridor and blend with the existing improvements within the Casselberry CRA and near downtown Sanford.

Hardscape Materials		
Pavers	Manufacturer:	Tremron
	Model:	Paver Brick
	Options:	
	Size:	4”x8”
	Color:	TBD
Concrete Sidewalk	Manufacturer:	L.M. Scofield
	Model:	Integral Colored Concrete
	Options:	Light Broom Finish
	Size:	N/A
	Color:	Tawny Pink
Concrete Sidewalk	Manufacturer:	N/A
	Model:	N/A
	Options:	Light Broom Finish
	Size:	N/A
	Color:	Standard Gray

Site Furnishings		
Benches	Manufacturer:	Dumor Site Furnishings
	Model:	Steel Bench 58-60
	Options:	
	Size:	27 9/16" x 71 3/4"
	Color:	Black
Receptacle	Manufacturer:	Dumor Site Furnishings
	Model:	Steel Receptacle 157
	Options:	Bonnet Top Optional
	Size:	22 Gal., 29 13/16" x 43 1/16"
	Color:	Black
Tree Grate	Manufacturer:	Ironsmith
	Model:	ADA - 6060
	Options:	
	Size:	60" Sq. x 1/2"
	Color:	Black
Bike Racks	Manufacturer:	Dumor Site Furnishings
	Model:	Bike Rack 125-20
	Options:	
	Size:	37 1/2" x 2 1/2"
	Color:	Black



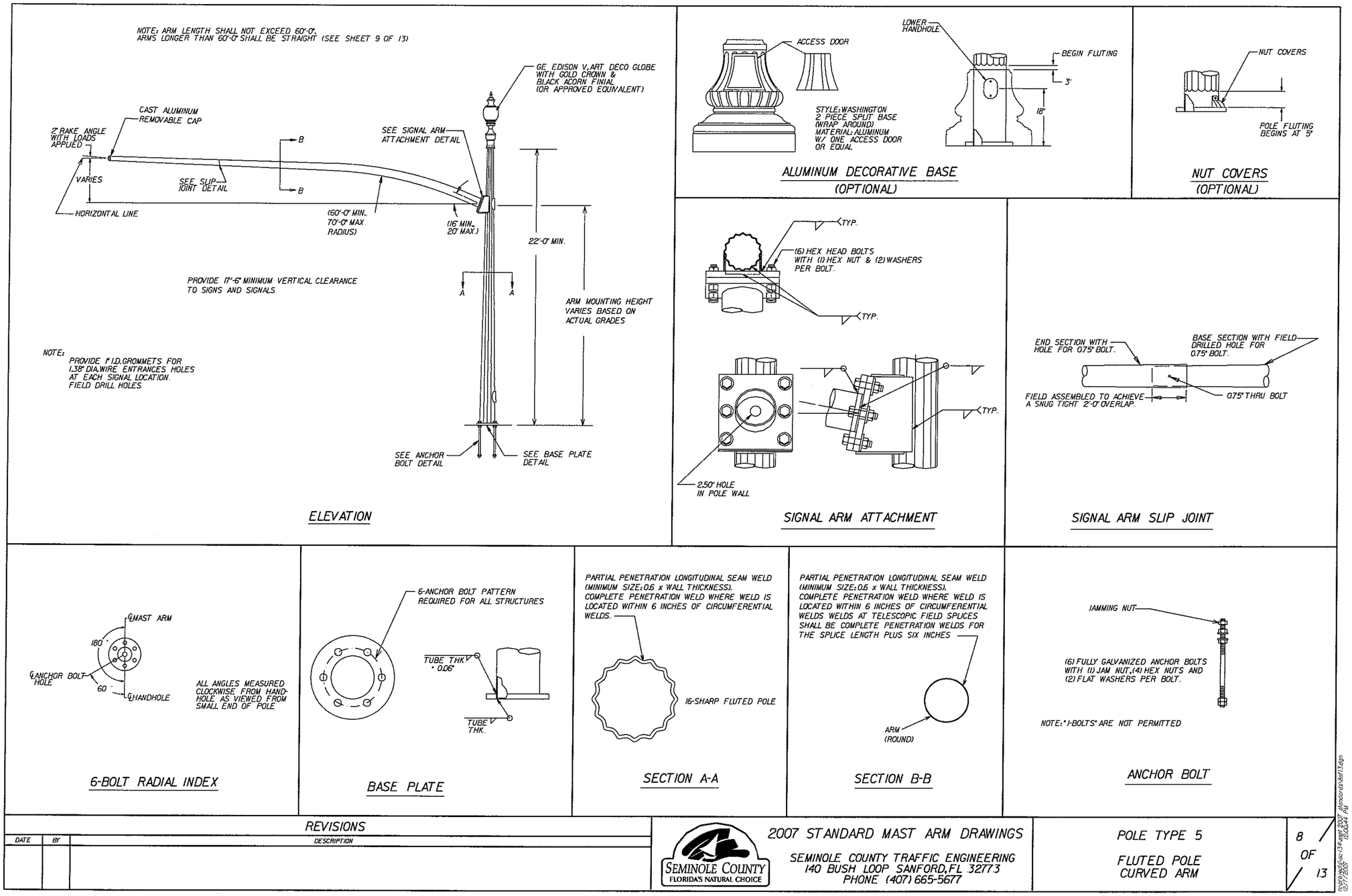
Recommended Lighting

The selected lighting on the following pages represents both the design intent for the US 17-92 Corridor, as well as a continuation of the streetscape improvements that have already been implemented along neighboring portions of the Corridor outside the US 17-92 CRA boundary.

The fixtures listed should be required for new streetscape projects within the US 17-92 Corridor, designed and spaced appropriately to meet local jurisdictional requirements. The following pages contain the existing criteria for fluted mast arms and traffic signals for Seminole County intersections, as well as the street lighting specifications for Sanford which shall be utilized throughout the corridor

Lighting		
Light Poles	Manufacturer:	Holophane
	Model:	Campus Series
	Options:	Boston Style Arm
	Size:	22' Poll
	Color:	Black
Luminaires	Manufacturer:	Holophane
	Model:	Esplanade Teardrop Style
	Options:	
	Size:	
	Color:	Black/Gold
Bollards	Manufacturer:	Hanover Lantern
	Model:	Bollard 162
	Options:	
	Size:	46 3/8" x 17" Dia.
	Color:	Black

Banner Arms	Manufacturer:	Holophane
	Model:	BBA24H/1/BO
	Options:	
	Size:	
	Color:	Black


NOTE: ARM LENGTH SHALL NOT EXCEED 60'-0". ARMS LONGER THAN 60'-0" SHALL BE STRAIGHT (SEE SHEET 9 OF 13)
GE EDISON V.ART DECO GLOBE WITH GOLD CROWN & BLACK ACORN FINIAL (OR APPROVED EQUIVALENT)
CAST ALUMINUM REMOVABLE CAP
2° RAKE ANGLE WITH LOADS APPLIED
SEE SIGNAL ARM ATTACHMENT DETAIL
VARIES
SEE SLIP JOINT DETAIL
HORIZONTAL LINE
(60'-0" MIN., 70'-0" MAX. RADIUS)
(16' MIN., 20' MAX.)
22'-0" MIN.
PROVIDE 17'-6" MINIMUM VERTICAL CLEARANCE TO SIGNS AND SIGNALS
ARM MOUNTING HEIGHT VARIES BASED ON ACTUAL GRADES
NOTE: PROVIDE 1" I.D. GROMMETS FOR 1.38" DIA. WIRE ENTRANCES HOLES AT EACH SIGNAL LOCATION. FIELD DRILL HOLES.
SEE ANCHOR BOLT DETAIL
SEE BASE PLATE DETAIL
ELEVATION
ACCESS DOOR
LOWER HANDHOLE
BEGIN FLUTING
3"
18"
STYLE: WASHINGTON 2 PIECE SPUT BASE (WRAP AROUND) MATERIAL: ALUMINUM W/ ONE ACCESS DOOR OR EQUAL
ALUMINUM DECORATIVE BASE (OPTIONAL)
NUT COVERS
POLE FLUTING BEGINS AT 5'
NUT COVERS (OPTIONAL)
TYP.
(6) HEX HEAD BOLTS WITH (1) HEX NUT & (2) WASHERS PER BOLT.
TYP.
TYP.
2.50" HOLE IN POLE WALL
SIGNAL ARM ATTACHMENT
END SECTION WITH HOLE FOR 0.75" BOLT.
BASE SECTION WITH FIELD DRILLED HOLE FOR 0.75" BOLT.
FIELD ASSEMBLED TO ACHIEVE A SNUG TIGHT 2'-0" OVERLAP.
0.75" THRU BOLT
SIGNAL ARM SLIP JOINT
℄ MAST ARM
180°
℄ ANCHOR BOLT HOLE
60°
℄ HANDHOLE
ALL ANGLES MEASURED CLOCKWISE FROM HANDHOLE AS VIEWED FROM SMALL END OF POLE
6-BOLT RADIAL INDEX
6-ANCHOR BOLT PATTERN REQUIRED FOR ALL STRUCTURES
TUBE THK + 0.06"
TUBE THK.
BASE PLATE
PARTIAL PENETRATION LONGITUDINAL SEAM WELD (MINIMUM SIZE: 0.6 x WALL THICKNESS). COMPLETE PENETRATION WELD WHERE WELD IS LOCATED WITHIN 6 INCHES OF CIRCUMFERENTIAL WELDS.
16-SHARP FLUTED POLE
SECTION A-A
PARTIAL PENETRATION LONGITUDINAL SEAM WELD (MINIMUM SIZE: 0.6 x WALL THICKNESS). COMPLETE PENETRATION WELD WHERE WELD IS LOCATED WITHIN 6 INCHES OF CIRCUMFERENTIAL WELDS. WELDS AT TELESCOPIC FIELD SPLICES SHALL BE COMPLETE PENETRATION WELDS FOR THE SPLICE LENGTH PLUS SIX INCHES
ARM (ROUND)
SECTION B-B
JAMMING NUT
(6) FULLY GALVANIZED ANCHOR BOLTS WITH (1) JAM NUT, (4) HEX NUTS AND (2) FLAT WASHERS PER BOLT.
NOTE: "J-BOLTS" ARE NOT PERMITTED
ANCHOR BOLT
REVISIONS
DATE
BY
DESCRIPTION
SEMINOLE COUNTY FLORIDA'S NATURAL CHOICE
2007 STANDARD MAST ARM DRAWINGS
SEMINOLE COUNTY TRAFFIC ENGINEERING
140 BUSH LOOP SANFORD, FL 32773
PHONE (407) 665-5677
POLE TYPE 5
FLUTED POLE CURVED ARM
8 OF 13

Sanford 17/92
Luminaire & Pole Assembly

CATALOG NUMBERS:
Luminaire: 2LUM340H-MT/G/AC3/BKST
Arm Bracket: 8-5SET-SNF/2/CPG2/BKST
Pole: 40RTA-10-6D/2/CPG2/AB10-TB17/GFCI/BKST

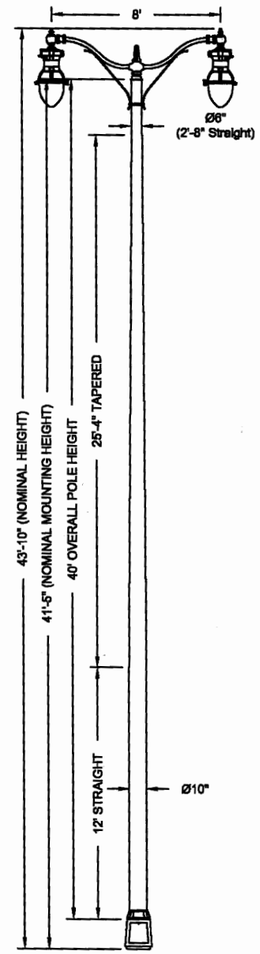
Design Specifications

Luminaire LUM300
Housing:
Its design encompasses an upper cast aluminum dome, a central thorax designed to lodge the electrical assembly, and a lower cast aluminum shade to house the reflector system.
The housing shall be made of ASTM 356.2 aluminum, made in a permanent mold, and cast by a gravity process. The housing also features a built-in round tenon, a slip fitter arm to connect with a heavy duty cast aluminum mounting coupling to connect with the arm bracket.

Optical Assembly:
It has a semi-specular hydro-formed, vertically fluted parabolic reflector, for a vertically positioned lamp.
This reflector works as a complement to the prismatic ellipsoidal lower "Tear Drop" shaped lens; made by means of pressure molding, prismatic, clear borosilicate glass, designed to perform a semi cut-off light diffusion with options of a symmetrical pattern as well as an asymmetrical type I.E.S. III distribution.
The assembly features a heat resistant mogul base porcelain lamp-holder, 600v/4 to 5 KV pulse rated, mounted to an aluminum bracket. The assembly shall be factory tested.
Electrical Assembly:
Is a high power factor ballast, 400-watt-Multi Tab Volts High Pressure Sodium, unitized, and integrally mounted to a cast aluminum tray by means of rust proof brackets and fasteners.
Enclosure:
Consists of a die cast aluminum lens holder ring, sealed and gasketed closing to a built-in doorframe cast in the housing. The lens holder frame is hinged to the housing by a built-in pivoting system and a door latching rust proof mechanism.
Double Head Arm Bracket
Shall be a 2" schedule 40 pipe aluminum tubing, formed with an up swift curve to match specifications. The arm bracket attaches to the pole by means of cast aluminum mounting central hub fastened to the cast aluminum pole's tenon.
Pole:
Shaft shall be fabricated to meet AASHTO 1994 requirements. Welds conform to applicable AWS structural welding code connecting the shaft to an ASTM 356.2 cast aluminum alloy shoe base and then mechanically attached to a Break-Away Away cast aluminum base anchored to the ground by means of 4 steel galvanizes 1" dia. by 36" anchor bolts. Shaft is one piece, 6063-T6 aluminum alloy; wall thickness is 0.312". Geometry of the shaft is a 12' ft lower segment straight, 10" dia. A 25'-4" long middle tapering section from 10" to 6" diameter and an upper 2'-8" long straight 6' diameter section featuring a 3" diameter by 5" cast aluminum tenon. The pole also features a dampener device to reduce oscillation.
Hand hole is 3" x 5" minimum, cover and fasteners are included. And the shaft also features a GFCI installed 18" above grade.
Finish:
All the assembly shall be polyester powder coated, electro statically applied and thermo set cure, black satin in color or specified.
Listings:
All electrical components are UL and/or ETL listing and fixtures is suitable for wet locations.

AMERICAN POLE
manufacturing company

6.432.9000; Fx: 216.432.9001.e-mail:info@american-pole.com



Specifications

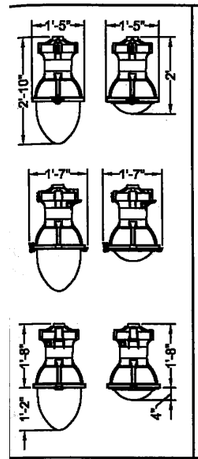
GENERAL DESCRIPTION
The lighting post shall consist of a one-piece tapered pole, pole top tenon, anchor bolts and base plate. The post shall be welded to the square aluminum base plate. The post will mount atop a transformer base in the field. A 48" Boston Harbor series twin arm will mount atop the post.
MATERIALS
The lighting pole shall be formed from 6063-T4 aluminum tube, the light pole assembly is heated to T6 condition after welding. The post will mount the transformer base with four 1" galvanized connector bolts. The post will be supplied with four cast aluminum bolt-on nut covers. The transformer base will be secured with Ø1"-8 x 36" partially galvanized anchor bolts.
DIMENSIONS
The post shall be 40'-0" in height with a 12-15/16" square base. The transformer base height will be 17" from grade.
INSTALLATION
The pole shall be provided with four Ø1"-8 by 36" long L-type, four Ø1" connector bolts, and shall include double nuts, two flat washers, and one lock washer, per bolt.
LUMINAIRE DESCRIPTION
The Esplanade luminaire is styled to replicate the "teardrop" luminaires that lighted boulevards in the first half of this century. Designed for light control and ease of installation and maintenance, the Esplanade has a precision optical system for true street lighting performance.
For complete specifications see LUM_ESPLANADE.

Catalog #'s:
400060105T4B-1VA-T(3.0X5.0) 10R1315B17BK
436XBO1315 - BHC96/2-CA/BK - (2)BHLF/200-SCA/BK - (2)ESU400MH48B4

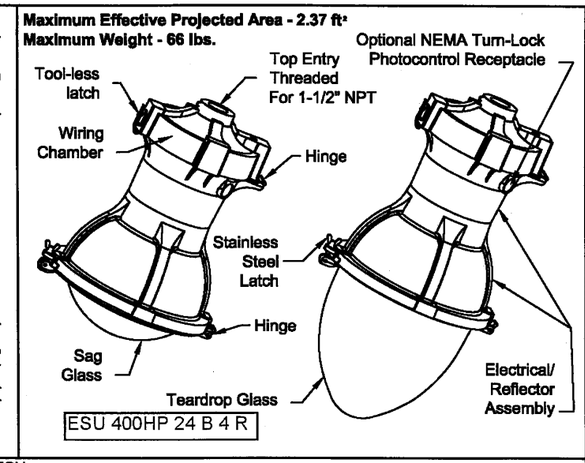
HOLOPHANE®
LEADER IN LIGHTING SOLUTIONS
An FacultyBrandsCompany

Sanford 1792 Sanford, FL		
ORDER #:	TYPE:	DRAWING #: TSG 005044
REVISION:	REVISION DATE:	
DRAWN: ACH	ORIGIN DATE: 08-04-09	PAGE: 1 of 1

THIS DRAWING, WHEN APPROVED, SHALL BECOME THE COMPLETE SPECIFICATION FOR THE MATERIAL TO BE FURNISHED BY HOLOPHANE ON THE ORDER NOTED ABOVE. A LINT OF SIMILAR DESIGN MAY BE SUPPLIED, BUT ONLY AFTER APPROVAL BY THE CUSTOMER IN WRITING. ON POLE ORDERS AN ANCHOR BOLT TEMPLATE PRINT WILL BE SUPPLIED WITH EACH ANCHOR BOLT ORDER TO MATCH THE POLE PROVIDED. THIS PRINT IS THE PROPERTY OF HOLOPHANE AND IS LOANED SUBJECT TO RETURN UPON DEMAND AND UPON EXPRESS CONDITION THAT IT WILL NOT BE USED DIRECTLY OR INDIRECTLY IN ANY WAY DETRIMENTAL TO OUR INTERESTS, AND ONLY IN CONNECTION WITH MATERIAL FURNISHED BY HOLOPHANE.



Maximum Effective Projected Area - 2.37 ft²
Maximum Weight - 66 lbs.



Esplanade® Utility
DECORATIVE OUTDOOR

HOLOPHANE®
LEADER IN LIGHTING SOLUTIONS
An FacultyBrandsCompany

ORDERING INFORMATION:

ESU

ESU	15AHP	12	B	6

COVER TYPE
ESU = Esplanade Utility

BALLAST TYPE (MOGUL BASE)
070HP = 70W HPS
100HP = 100W HPS
15AHP = 150W 55V HPS
250HP = 250W HPS
400HP = 400W HPS
175MH = 175W MH OR MV
250MH = 250W MH OR MV
400MH = 400W MH OR MV
175PM = 175W MH PULSE
250PM = 250W MH PULSE
320PM = 320W MH PULSE
350PM = 350W MH PULSE
400PM = 400W MH PULSE

VOLTAGE
12 = 120 VOLT
20 = 208 VOLT
24 = 240 VOLT
27 = 277 VOLT
48 = 480 VOLT
34 = 347 VOLT
MA = MT (PREWIRED TO 120V)
MB = MT (PREWIRED TO 208V)
MC = MT (PREWIRED TO 240V)
MD = MT (PREWIRED TO 277V)

HOUSING COLOR
A = As Specified
B = Black
D = Dark Green RAL6005
E = Brown Green RAL6008
F = Dark Green RAL6009
H = Dark Green RAL6012
N = Green
W = White
Z = Bronze

OPTICS
4 = TEARDROP ASYMMETRIC
6 = SAG CLEAR SYMMETRIC
7 = SAG CLEAR ASYMMETRIC

OPTIONS
DS= DECORATIVE DEEP SKIRT
SS= DECORATIVE SHALLOW SKIRT
PS= PROTECTED STARTER FOR HPS UNITS ONLY
R = NEMA TURN-LOCK PHOTOCONTROL RECEPTACLE
LEADS1.5FT10GA = 1.5 FT. PREWIRED LEADS
LEADS3FT10GA = 3 FT. PREWIRED LEADS
LEADS10FT10GA = 10 FT. PREWIRED LEADS
LEADS20FT10GA = 20 FT. PREWIRED LEADS
LEADS25FT10GA = 25 FT. PREWIRED LEADS
LEADS30FT10GA = 30 FT. PREWIRED LEADS
PCTWSTL120 = DTL TWIST-OFF PC FOR 105-130 VOLT (USED W/ "R" OPTION)
PCTWSTL12202427 = DTL TWIST-OFF PC FOR 105-305 VOLT (USED W/ "R" OPTION)
PCTWSTL347 = DTL TWIST-OFF PC FOR USE WITH 347 VOLT (USED W/ "R" OPTION)
PCTWSTL480 = DTL TWIST-OFF PC FOR USE WITH 420-530 VOLT (USED W/ "R" OPTION)
PCTWSTSHORTCAP = SHORTING CAP

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ORDER #:	
TYPE:	
DRAWN:	BHH
DATE:	12-12-05
DWG NO:	LUM_ESPLANADE

1 of 2

BH Series
Aluminum Arm

BHC96/2-CA/BK

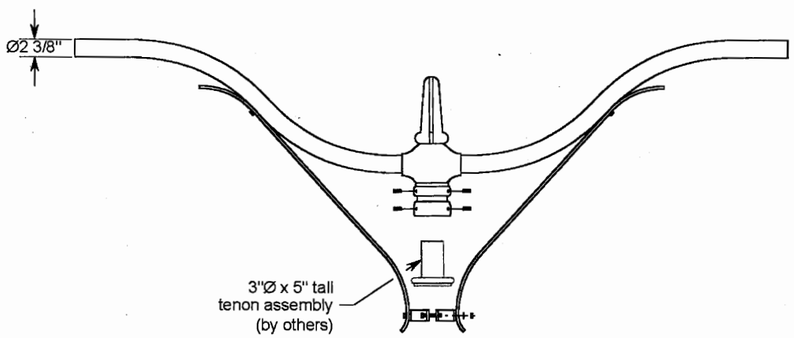
Specifications

DESCRIPTION
The arm assembly shall be aluminum construction consisting of two bent pipe arms with bent bar braces and decorative cast aluminum post fitter.

MATERIALS
The arm shall be constructed of 2" schedule 40 (Ø2 3/8") aluminum pipe (6061-T6 alloy) and measure 96" between luminaire centers. The castings shall be made from 356.1 alloy. Braces shall be aluminum bar. All hardware shall be tamper resistant stainless steel.

INSTALLATION
The arm fits over a 3"Ø (nominal) x 5" tall tenon and is secured by 8 set screws.

FINISH
The crossarm assembly shall be shipped with a 'black' powder coat finish.



Catalog # BHC96/2-CA/BK

OUTDOOR ARCHITECTURAL ORDER NO: **TYPE:** **DRAWING NO: US-2652**

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HOLOPHANE
LEADER IN LIGHTING SOLUTIONS
Holophane
A Division of National Service Industries, Inc.
214 OAKWOOD AVENUE - NEWARK, OHIO 43055

SCALE: NONE
DRAWN: SH
APP'D:
DATE: 5-10-01

FEATURES & SPECIFICATIONS

CONSTRUCTION - Poles shall be fabricated to meet AASHTO 1994 requirements. Welds conform to applicable AWS structural welding code. Pole shaft is one piece, 6063 aluminum alloy, heat treated to a T6 temper. Pole base shall be 356 or A356 aluminum alloy, heat treated to a T6 temper after welding. Hand hole is 2" x 4" minimum, cover and fasteners are included. Nut covers shall be provided as standard. Finish shall match pole. Non-structural fasteners shall be stainless steel.

FINISH – Anodize, painted, or satin brush finish. Painted poles shall be semi-gloss powder paint.

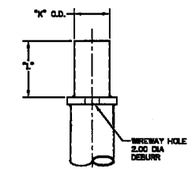
GROUNDING – Grounding provision shall be immediately accessible through hand hole, 3/8-16 threads.

ANCHOR BOLTS – Steel anchor bolts shall be per AASHTO M314 or ASTM F 1554 - Grade 55, hot dip galvanize. Nuts and washers shall be per AASHTO M314-90 or ASTM F 1554 – hot dip galvanized.

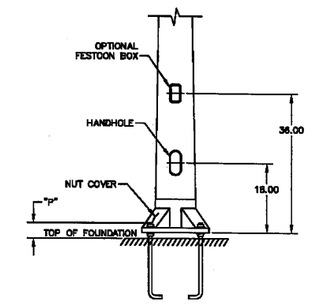
Catalog Number	
Order Number Sanford 1792	Type

RTA

ROUND TAPERED ALUMINUM POLES



POLE TOP STYLE



POLE ORDERING DATA

How to construct a catalog number for RTA poles:
EXAMPLE RTA2570E P2 ND BZ 1 Fill in Catalog Number RTA3910G PS(3X5) ND BK 2 3
1 2 3 4 5

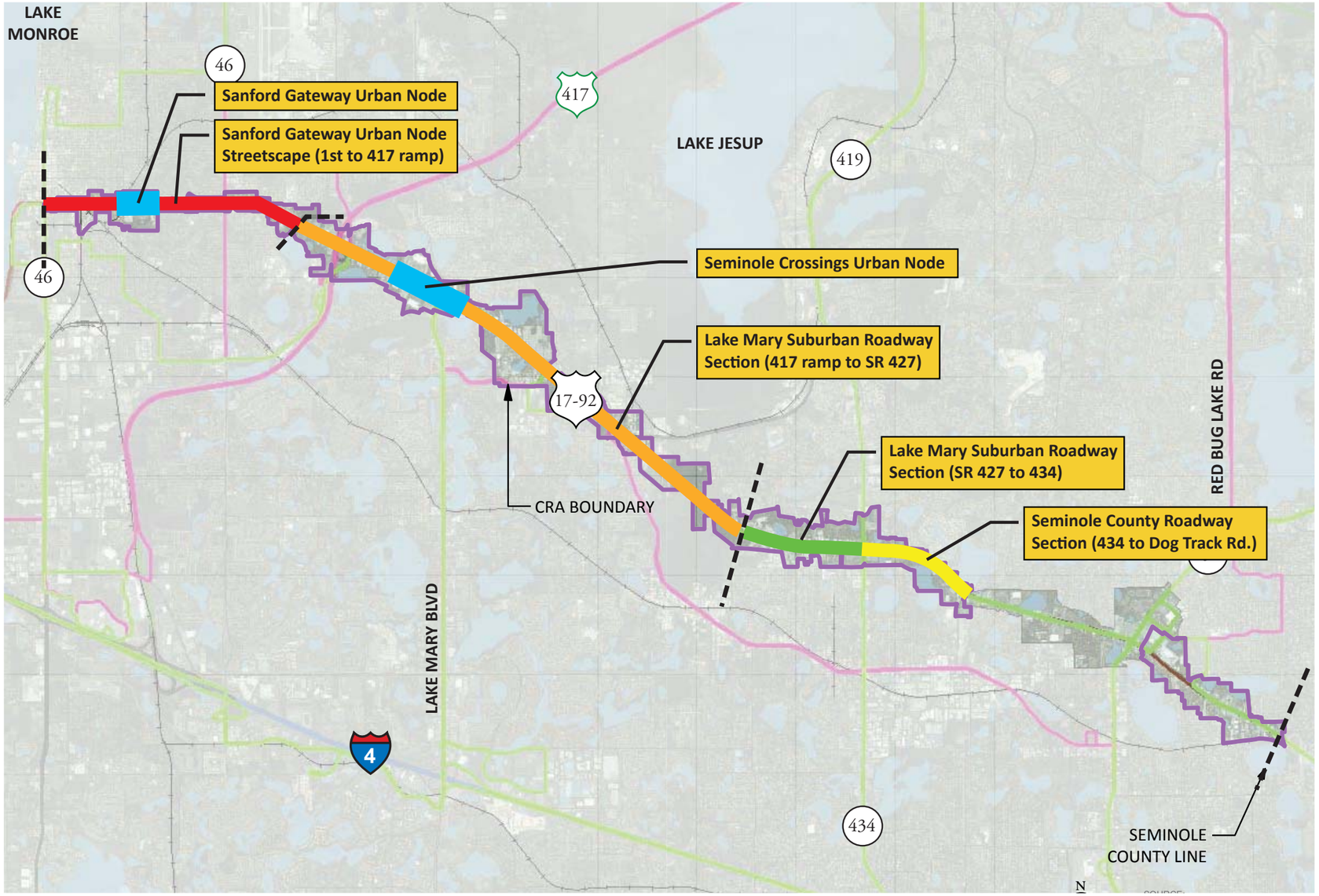
STEP	CATALOG NUMBER	DESCRIPTION
1. BASE POLE	(SEE SHEETS 2 & 3)	ROUND TAPERED ALUMINUM
2. POLE TOP STYLE	P2	TENON, 2.38 O.D. (K) X 4" (L)
	P3	TENON, 3.50 O.D. (K) X 6" (L)
	P4	TENON, 4.00 O.D. (K) X 6" (L)
	P5	TENON, 2.88 O.D. (K) X 4" (L)
	P6	TENON, 2.38 O.D. (K) X 6" (L)
	P7	TENON, 3.00 O.D. (K) X 3" (L)
	PL	PLAIN TOP, NO TENON
3. POLE TOP DRILL PATTERN	ND	NO DRILL PATTERN

4. FINISH	
AK	BLACK ANODIZE
AZ	BRONZE ANODIZE
BK	BLACK PAINT
BZ	BRONZE PAINT
GN	GREEN PAINT
GR	GRAY PAINT
SB	SATIN BRUSH
WH	WHITE PAINT

5. OPTIONS	
1	FESTOON BOX
2	BASE COVER
3	TAMPER RESISTANT SCREWS
4	VIBRATION DAMPENER

NOTES:
1. The Festoon Box is located on the same side as the hand hole, 36" above pole base. Receptacle / Cover are not included.

HOLOPHANE®
RTA.P65 (HL-2076) 2/08



Streetscape Cost Estimate Keymap

Corridor Streetscape Cost Program

Overview

To assist in developing a cost program for various proposed streetscape sections, a typical order-of-magnitude cost estimate has been provided. This preliminary costing has been based upon typical one-thousand foot (1,000') sections for each streetscape type (Urban, Sub-urban, and Urban Node). Costing assumes modified roadway section design conditions to underground drainage and utilities in specific areas, adjustment to fill conditions, and the provision of curbing as would be required. The map above defines the various streetscape types identified along the length of the corridor and shows the extent of their application. The following pages give the general order-of-magnitude costing estimates for each of these defined areas, followed by a summary of costs and the combined total for all streetscape improvements for the entire Corridor.

US 17-92 Community Redevelopment Agency
Capital Projects & Programs Projected Expenditure

Sanford Gateway Urban Node Streetscape

Description	Unit	Quantity	Unit Cost	Per Mile
Engineering Improvements				
Concrete Curb & Gutter, Type E	LF	1000	$ 12.75	$ 12,750.00
Concrete Curb & Gutter, Type F	LF	1000	$ 15.00	$ 15,000.00
Underground Utilities	LF	1000	$ 300.00	$ 300,000.00
Pipe Culvert, Opt Matl, Round, 60" S/CD	LF	1000	$ 175.00	$ 175,000.00
Inlets, Curb, Type P-5, <10'	EA	3	$ 3,033.86	$ 10,342.70
Embankment	CY	4274	$ 4.50	$ 19,233.24
			Total Per 1,000 Ft	**$ 532,325.94**
Landscape/Streetscape Improvements				
HARDSCAPE				
Fine Grading	SY	4,537	$ 4.50	$ 20,417.06
Concrete Sidewalks (8' - 10' wide)	SF	16,650	$ 5.00	$ 83,250.00
Paver Band (2' wide along curb)	SF	3,330	$ 8.00	$ 26,640.00
Special Paving at Crosswalks (10' wide, pavers on 9" slab)	SF	6,660	$ 15.00	$ 99,900.00
Concrete Sidewalk Ramps at Crosswalks	EA	18	$ 800.00	$ 14,385.60
Tree Grates (5'X5' size)	EA	33	$ 600.00	$ 19,980.00
			Total Per 1,000 Ft	**$ 264,572.66**
LANDSCAPE				
Medium Canopy Trees or Palms	EA	37	$ 1,000.00	$ 36,630.00
Flowering Accent Trees	EA	22	$ 400.00	$ 8,658.00
Shrubs/Groundcover	SF	7,409	$ 5.00	$ 37,046.25
Irrigation	SF	40,834	$ 1.50	$ 61,251.19
			Total Per 1,000 Ft	**$ 143,585.44**
BUS SHELTER				
Bus Shelter (1 stop, $25,000 each*)	EA*	1	$ 25,000.00	$ 25,000.00
Trash Receptacles at Bus Shelter (1 stop, $850 each*)	EA*	1	$ 850.00	$ 850.00
Special Paving at Bus Shelter (1 stop, 300SF each, $8 sq ft*)	EA*	1	$ 2,400.00	$ 2,400.00
			Total (1) Bus Shelter	**$ 28,250.00**
Summary				
			Sub-total Per 1,000 Ft	$ 968,734.04
			Mobilization (10%)	$ 96,873.40
			Contractor Contingency (15%)	$ 145,310.11
			Total Sanford Gateway Urban Node Streetscape Per 1,000 Ft	**$ 1,210,917.55**
			Total Sanford Gateway Urban Node Streetscape 2,500 Ft	**$ 3,027,293.88**
			Landscape Maintenance (Per Year) 2,500 Ft	$3,000/year

US 17-92 Community Redevelopment Agency
Capital Projects & Programs Projected Expenditure

Sanford Gateway Urban Node Streetscape (1st Street to SR 417)

Description	Unit	Quantity	Unit Cost	Per Mile
Engineering Improvements				
Underground Utilities	LF	2000	$ 300.00	$ 600,000.00
New Light Poles in Relocation	EA	9	$ 10,000.00	$ 90,000.01
			Total Per 1,000 Ft	**$ 690,000.01**
Landscape/Streetscape Improvements				
HARDSCAPE				
Fine Grading	SY	350	$ 4.50	$ 1,575.00
Concrete Sidewalks (6' wide)	SF	11,100	$ 5.00	$ 55,500.00
Paver Band (3' wide along curb)	SF	2,010	$ 8.00	$ 16,080.00
Concrete Driveway Aprons (width varies)	SF	615	$ 8.00	$ 4,920.00
Concrete Sidewalk Ramps at Roadway Intersection	EA	2	$ 800.00	$ 1,600.00
Concrete Sidewalk Ramps Roadway Intersection	EA	4	$800.00	$3,200.00
Planter Walls at Roadway Intersection (18" ht, brick & cap)	LF	120	$150.00	$18,000.00
Special Paving at Roadway Intersection (pavers on 9" slab)	SF	6,375	$15.00	$95,625.00
Tree Grates (6'x3' size)	EA	26	$ 600.00	$ 15,600.00
			Total Per 1,000 Ft	**$ 212,100.00**
LANDSCAPE				
Canopy Trees	EA	26	$ 1,000.00	$ 26,000.00
Flowering Accent Trees	EA	12	$ 400.00	$ 4,800.00
Shrubs/Groundcover	SF	1,800	$ 5.00	$ 9,000.00
Irrigation	SF	2,750	$ 1.50	$ 4,125.00
			Total Per 1,000 Ft	**$ 43,925.00**
BUS SHELTER				
Bus Shelter (1 stop, $25,000 each*)	EA*	1	$ 25,000.00	$ 25,000.00
Trash Receptacles at Bus Shelter (1 stop, $850 each*)	EA*	1	$ 850.00	$ 850.00
Special Paving at Bus Shelter (1 stop, 300SF each, $8 sq ft*)	EA*	1	$ 2,400.00	$ 2,400.00
			Total (1) Bus Shelter	**$ 28,250.00**
Summary				
			Sub-total Per 1,000 Ft	$ 974,275.01
			Mobilization (10%)	$ 97,427.50
			Contractor Contingency (15%)	$ 146,141.25
			Total Sanford Gateway Urban Node Streetscape (1st Street to SR 417) Per 1,000 Ft	**$ 1,217,843.76**
			Total Sanford Gateway Urban Node Streetscape (1st Street to SR 417) 10,500 Ft	**$ 12,787,359.49**
			Landscape Maintenance (Per Year) 10,500 Ft	$5,000/year

US 17-92 Community Redevelopment Agency
Capital Projects & Programs Projected Expenditure
Lake Mary Suburban Roadway Section (SR 417 to SR 427)

Description	Unit	Quantity	Unit Cost	Per Mile
Engineering Improvements				
Concrete Curb & Gutter, Type E	LF	2000	$ 12.75	$ 25,500.00
Concrete Curb & Gutter, Type F	LF	2000	$ 15.00	$ 30,000.00
Pipe Culvert, Opt Matl, Round, 60" S/CD	LF	2000	$ 175.00	$ 350,000.00
Inlets, Curb, Type P-5, <10'	EA	6	$ 3,033.86	$ 18,203.18
Underground Utilities	LF	2000	$ 300.00	$ 600,000.00
Decorative Light Poles in Relocation	EA	9	$ 15,000.00	$ 135,000.01
Embankment	CY	3126	$ 4.50	$ 14,065.91
			Total Per 1,000 Ft	**$ 1,172,769.10**
Landscape/Streetscape Improvements				
HARDSCAPE				
Fine Grading	SY	5,500	$ 1.50	$ 8,250.00
Concrete Sidewalks (10' wide)	SF	17,900	$ 5.00	$ 89,500.00
Concrete Sidewalk Ramps at Roadway Intersection	EA	4	$ 1,200.00	$ 4,800.00
Special Paving at Roadway Intersection (pavers on 9" slab)	SF	2,088	$ 15.00	$ 31,320.00
			Total Per 1,000 Ft	**$ 133,870.00**
LANDSCAPE				
Large Canopy Trees (Sycamore)	EA	2	$ 750.00	$ 1,500.00
Canopy Trees (Live Oak)	EA	18	$ 1,200.00	$ 21,600.00
Cypress Tree	EA	33	$ 350.00	$ 11,550.00
Pine Trees	EA	20	$ 250.00	$ 5,000.00
Cabbage Palm	EA	40	$ 300.00	$ 12,000.00
Shrubs/Groundcover	SF	15,000	$ 5.00	$ 75,000.00
Sod (Bahia)	SF	25,000	$ 0.35	$ 8,750.00
Irrigation	SF	40,000	$ 1.50	$ 60,000.00
			Total Per 1,000 Ft	**$ 195,400.00**
BUS SHELTER				
Bus Shelter (1 stop, $25,000 each*)	EA*	1	$ 25,000.00	$ 25,000.00
Trash Receptacles at Bus Shelter (1 stop, $850 each*)	EA*	1	$ 850.00	$ 850.00
Special Paving at Bus Shelter (1 stop, 300SF each, $8 sq ft*)	EA*	1	$ 2,400.00	$ 2,400.00
			Total (1) Bus Shelter	**$ 28,250.00**
Summary				
			Sub-total Per 1,000 Ft	$ 1,530,289.10
			Mobilization (10%)	$ 153,028.91
			Contractor Contingency (15%)	$ 229,543.37
			Total LLake Mary Suburban Roadway Section (SR 417 to SR 427) Per 1,000 Ft	**$ 1,912,861.38**
			Total Lake Mary Suburban Roadway Section (SR 417 to SR 427) 14,000 Ft	**$ 26,780,059.26**
			Landscape Maintenance (Per Year) 14,000 Ft	$7,500/year

US 17-92 Community Redevelopment Agency
Capital Projects & Programs Projected Expenditure
Seminole Crossing Urban Node Streetscape

Description	Unit	Quantity	Unit Cost	Per Mile
Engineering Improvements				
Concrete Curb & Gutter, Type E	LF	1000	$ 12.75	$ 12,750.00
Concrete Curb & Gutter, Type F	LF	1000	$ 15.00	$ 15,000.00
Underground Utilities	LF	1000	$ 300.00	$ 300,000.00
New Light Poles in Relocation	EA	4	$ 10,000.00	$ 44,444.44
Excavation for Relocated Swale	CY	741	$ 2.23	$ 1,651.80
Embankment	CY	5644	$ 4.50	$ 25,397.73
			Total Per 1,000 Ft	**$ 399,243.98**
Landscape/Streetscape Improvements				
HARDSCAPE				
Fine Grading	SY	4,537	$ 4.50	$ 20,417.06
Concrete Sidewalks (8' - 10' wide)	SF	16,650	$ 5.00	$ 83,250.00
Paver Band (2' wide along curb)	SF	3,330	$ 8.00	$ 26,640.00
Special Paving at Crosswalks (10' wide, pavers on 9" slab)	SF	6,660	$ 15.00	$ 99,900.00
Concrete Sidewalk Ramps at Crosswalks	EA	18	$ 800.00	$ 14,385.60
Tree Grates (5'X5' size)	EA	33	$ 600.00	$ 19,980.00
			Total Per 1,000 Ft	**$ 264,572.66**
LANDSCAPE				
Medium Canopy Trees or Palms	EA	37	$ 1,000.00	$ 36,630.00
Flowering Accent Trees	EA	22	$ 400.00	$ 8,658.00
Shrubs/Groundcover	SF	7,409	$ 5.00	$ 37,046.25
Irrigation	SF	40,834	$ 1.50	$ 61,251.19
			Total Per 1,000 Ft	**$ 143,585.44**
BUS SHELTER				
Bus Shelter (1 stop, $25,000 each*)	EA*	1	$ 25,000.00	$ 25,000.00
Trash Receptacles at Bus Shelter (1 stop, $850 each*)	EA*	1	$ 850.00	$ 850.00
Special Paving at Bus Shelter (1 stop, 300SF each, $8 sq ft*)	EA*	1	$ 2,400.00	$ 2,400.00
			Total (1) Bus Shelter	**$ 28,250.00**
Summary				
			Sub-total Per 1,000 Ft	$ 835,652.08
			Mobilization (10%)	$ 83,565.21
			Contractor Contingency (15%)	$ 125,347.81
			Total Seminole Crossing Urban Node Streetscape Per 1,000 Ft	**$ 1,044,565.10**
			Total Seminole Crossing Urban Node Streetscape 4,000 Ft	**$ 4,178,260.38**
			Landscape Maintenance (Per Year) 4,000 Ft	$3,000/year

US 17-92 Community Redevelopment Agency
Capital Projects & Programs Projected Expenditure
Lake Mary Suburban Roadway Section (SR 427 to SR 434)

Description	Unit	Quantity	Unit Cost	Per Mile
Engineering Improvements				
Concrete Curb & Gutter, Type E	LF	2000	$ 12.75	$ 25,500.00
Concrete Curb & Gutter, Type F	LF	2000	$ 15.00	$ 30,000.00
Pipe Culvert, Opt Matl, Round, 60" S/CD	LF	2000	$ 175.00	$ 350,000.00
Inlets, Curb, Type P-5, <10'	EA	6	$ 3,033.86	$ 18,203.18
Underground Utilities	LF	2000	$ 300.00	$ 600,000.00
Decorative Light Poles in Relocation	EA	9	$ 15,000.00	$ 135,000.01
Embankment	CY	3126	$ 4.50	$ 14,065.91
			Total Per 1,000 Ft	**$ 1,172,769.10**
Landscape/Streetscape Improvements				
HARDSCAPE				
Fine Grading	SY	5,500	$ 1.50	$ 8,250.00
Concrete Sidewalks (10' wide)	SF	17,900	$ 5.00	$ 89,500.00
Concrete Sidewalk Ramps at Roadway Intersection	EA	4	$ 1,200.00	$ 4,800.00
Special Paving at Roadway Intersection (pavers on 9" slab)	SF	2,088	$ 15.00	$ 31,320.00
			Total Per 1,000 Ft	**$ 133,870.00**
LANDSCAPE				
Large Canopy Trees (Sycamore)	EA	2	$ 750.00	$ 1,500.00
Canopy Trees (Live Oak)	EA	18	$ 1,200.00	$ 21,600.00
Cypress Tree	EA	33	$ 350.00	$ 11,550.00
Pine Trees	EA	20	$ 250.00	$ 5,000.00
Cabbage Palm	EA	40	$ 300.00	$ 12,000.00
Shrubs/Groundcover	SF	15,000	$ 5.00	$ 75,000.00
Sod (Bahia)	SF	25,000	$ 0.35	$ 8,750.00
Irrigation	SF	40,000	$ 1.50	$ 60,000.00
			Total Per 1,000 Ft	**$ 195,400.00**
BUS SHELTER				
Bus Shelter (1 stop, $25,000 each*)	EA*	1	$ 25,000.00	$ 25,000.00
Trash Receptacles at Bus Shelter (1 stop, $850 each*)	EA*	1	$ 850.00	$ 850.00
Special Paving at Bus Shelter (1 stop, 300SF each, $8 sq ft*)	EA*	1	$ 2,400.00	$ 2,400.00
			Total (1) Bus Shelter	**$ 28,250.00**
Summary				
			Sub-total Per 1,000 Ft	$ 1,530,289.10
			Mobilization (10%)	$ 153,028.91
			Contractor Contingency (15%)	$ 229,543.37
			Total Lake Mary Suburban Roadway Section (SR 427 to SR 434) Per 1,000 Ft	**$ 1,912,861.38**
			Total Lake Mary Suburban Roadway Section (SR 427 to SR 434) 15,000 Ft	**$ 28,692,920.64**
			Landscape Maintenance (Per Year) 15,000 Ft	$7,500/year

US 17-92 Community Redevelopment Agency
Capital Projects & Programs Projected Expenditure
Seminole County Suburban Roadway Section (SR 434 to Dog Track Road)

Description	Unit	Quantity	Unit Cost	Per Mile
Engineering Improvements				
Concrete Curb & Gutter, Type E	LF	2000	$ 12.75	$ 25,500.00
Concrete Curb & Gutter, Type F	LF	2000	$ 15.00	$ 30,000.00
Pipe Culvert, Opt Matl, Round, 60" S/CD	LF	2000	$ 175.00	$ 350,000.00
Inlets, Curb, Type P-5, <10'	EA	6	$ 3,033.86	$ 18,203.18
Underground Utilities	LF	2000	$ 300.00	$ 600,000.00
Decorative Light Poles in Relocation	EA	9	$ 15,000.00	$ 135,000.01
Embankment	CY	11259	$ 4.50	$ 50,666.76
			Total Per 1,000 Ft	**$ 1,209,369.95**
Landscape/Streetscape Improvements				
HARDSCAPE				
Fine Grading	SY	4,800	$ 1.50	$ 7,200.00
Concrete Sidewalks (10' wide)	SF	15,250	$ 5.00	$ 76,250.00
Concrete Sidewalk Ramps at Crosswalks	EA	4	$ 800.00	$ 3,200.00
Special Paving at Roadway Crosswalks (pavers on 9" slab)	SF	700	$ 15.00	$ 10,500.00
			Total Per 1,000 Ft	**$ 97,150.00**
LANDSCAPE				
Large Canopy Trees (Sycamore)	EA	3	$ 750.00	$ 2,250.00
Canopy Trees (Live Oak)	EA	30	$ 1,200.00	$ 36,000.00
Cypress Tree	EA	40	$ 350.00	$ 14,000.00
Pine Trees	EA	18	$ 250.00	$ 4,500.00
Cabbage Palm	EA	8	$ 300.00	$ 2,400.00
Shrubs/Groundcover	SF	10,000	$ 5.00	$ 50,000.00
Sod (Bahia)	SF	30,000	$ 0.35	$ 10,500.00
Irrigation	SF	4,000	$ 1.50	$ 6,000.00
			Total Per 1,000 Ft	**$ 125,650.00**
BUS SHELTER				
Bus Shelter (1 stop, $25,000 each*)	EA*	1	$ 25,000.00	$ 25,000.00
Trash Receptacles at Bus Shelter (1 stop, $850 each*)	EA*	1	$ 850.00	$ 850.00
Special Paving at Bus Shelter (1 stop, 300SF each, $8 sq ft*)	EA*	1	$ 2,400.00	$ 2,400.00
			Total (1) Bus Shelter	**$ 28,250.00**
Summary				
			Sub-total Per 1,000 Ft	$ 1,460,419.95
			Mobilization (10%)	$ 146,042.00
			Contractor Contingency (15%)	$ 219,062.99
			Total Seminole County Suburban Roadway Section (SR 434 to Dog Track Road) Per 1,000 Ft	**$ 1,825,524.94**
			Total Seminole County Suburban Roadway Section (SR 434 to Dog Track Road) 6,000 Ft	**$ 10,953,149.65**
			Landscape Maintenance (Per Year) 6,000 Ft	$5,000/year

Appendix C - Grant Funding Resources

List of Grant Funding Resources

The following is a brief listing of grant funding assistance programs that are available to assist the US 17-92 CRA in funding various capital improvement projects, affordable housing assistance programs and redevelopment marketing and neighborhood outreach programs. In addition to these grant programs, the Florida Redevelopment Association provides constant updates as to new grant programs that are available from both State and Federal funding sources.

Florida Redevelopment Association
PO Box 1757
Tallahassee, FL 32302-1757
850-701-3608
www.redevelopment.net

AFFORDABLE HOUSING CATALYST PROGRAM

PROGRAM DESCRIPTION

The Affordable Housing Catalyst Program provides technical assistance and training to local Governments and other housing partners to implement the State Housing Initiatives Partnership (SHIP) program, the HOME Investment Partnership Program (HOME) and other affordable housing programs. The program works to increase the development of affordable housing for very-low-, low and moderate-income households in the state through the development of public-private partnerships. Training is provided on a variety of affordable housing topics, including program administration, partnership development, regulatory reform, state and federal program guidelines, leveraging, maximizing the lending industry's involvement, housing rehabilitation and credit underwriting. The training is made available statewide through workshops, regional or local clinics, and on-site and telephone technical assistance.

ELIGIBLE APPLICANTS

Local governments and not-for-profits that receive or are pursuing SHIP, HOME or other affordable housing program funds are eligible for free technical assistance through the Catalyst Program.

TYPE OF ASSISTANCE

Technical assistance and training related to the SHIP, HOME and other affordable housing programs.

CONTACT

Robert Dearduff, Special Programs Administrator
Florida Housing Finance Corporation
227 N. Bronough Street, Suite 5000
Tallahassee, FL 32301-1329
(850) 488-4197
E-mail: robert.dearduff@floridahousing.org
www.floridahousing.org

FLORIDA HOUSING FINANCE CORPORATION
HOMEOWNERSHIP POOL PROGRAM

PROGRAM DESCRIPTION
Florida Housing created the Homeownership Pool Program (HOP), under Rule Chapter 67-67, Florida Administrative Code, to enhance the ability and process of developers to match qualified homebuyers with purchase assistance while increasing the quality of affordable housing in Florida. HOP is designed to be a noncompetitive and on-going program, where developers, by way of an online system, have the ability to reserve funds for eligible homebuyers to provide purchase assistance on a first-come, first-served basis.

ELIGIBLE APPLICANTS
HOP is available to nonprofit and for-profit organizations, community housing development organizations (CHDOs), counties and eligible municipalities that are recipients of SHIP funding and the U.S. Department of Agriculture – Rural Development (USDA-RD) that meet the required experience level.

TYPE OF ASSISTANCE
Eligible homebuyers, whose adjusted income does not exceed 80 percent of area median income (AMI), receive a zero-percent deferred second mortgage loan for up to 25 percent of the purchase price of the home or the amount necessary to meet underwriting criteria, capped at $70,000. Eligible homebuyers with disabilities and eligible homebuyers at 50 percent Area Median Income or below may receive up to $80,000 in purchase assistance.

SOURCE OF FUNDS
HOME Investment Partnerships Program (HOME) provided by the U.S Department of Housing and Urban Development (HUD) and from the Florida Homeownership Assistance Program (HAP) created under Section 420.5088, Florida Statutes.

APPLICATION PROCESS/DEADLINES
Membership applications are accepted year-round and are available at: www.floridahousing.org/Home/Developers/HomeownershipPrograms/HOP/default.htm.

CONTACT
Nicole Gibson, Homeownership Programs Administrator
Florida Housing Finance Corporation
227 N. Bronough Street, Suite 5000
Tallahassee, FL 32301-1329
(850) 488-4197
Fax: (850) 922-7253
E-mail: nicole.gibson@floridahousing.org
www.floridahousing.org

FLORIDA GREENWAYS & TRAILS PROGRAM – FINANCIAL ASSISTANCE

PROGRAM DESCRIPTION
The purpose of the Florida Greenways & Trails Acquisition Program is to acquire lands to facilitate the establishment of a statewide system of greenways and trails. A greenway is defined as (1) a linear open space established along either a natural corridor, such as a riverfront, stream, valley or ridge-line, or over land along a railroad right of way converted to recreational use, a canal, a scenic road or other route; (2) any natural or landscaped course for pedestrian or bicycle passage; (3) an open space connector linking parks, nature reserves, cultural features or historic sites with each other and populated areas; or (4) a local strip or linear park designated as a parkway or greenbelt. Trails are linear corridors and any adjacent support parcels on land or water providing public access for recreation or authorized alternative modes of transportation.

ELIGIBLE APPLICANTS
Federal, state and local governments; not-for-profit organizations and individuals.

TYPE OF ASSISTANCE
Acquisition of property through fee-simple title or less than fee; the Board of Trustees of the Internal Improvement Trust Fund (governor and Cabinet) holds title to the property.

AVAILABLE FUNDING
The program receives 1.5 percent of the allocations funded by the state under the Florida Forever Act (approximately $4.5 million annually). $225,000 was allocated for the 2010 legislative session. There will not be an open cycle. Limited funds will be applied to projects on a current workplan.

APPLICATION PROCESS/DEADLINES
Florida Greenways & Trails Program proposal applications must be submitted by the deadline published in the Florida Administrative Weekly.

MATCHING/OTHER REQUIREMENTS
Prior to submittal of an application, applicants must apply for and receive a “Certificate of Eligibility.” Applicants must meet the minimum requirements: the project must meet the definition of a greenway or trail; the planned project corridor must be located on the recreational prioritization maps; and there must be a seller willing to negotiate and a willing manager.

CONTACT
Cynthia Radford, Land Administration Coordinator
Office of Greenways & Trails, Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 795
Tallahassee, FL 32399-3000
(850) 245-2052
Fax: (850) 245-2083
E-mail: cynthia.radford@dep.state.fl.us
www.floridagreenwaysandtrails.com

RECREATIONAL TRAILS PROGRAM

PROGRAM DESCRIPTION
The Recreational Trails Program (RTP) provides funds for projects that provide, renovate or maintain recreation trails. Project proposals may address motorized trails, non-motorized trails or mixed-use projects (motorized, non-motorized or both).

ELIGIBLE APPLICANTS
Municipal, county, state or federal government agencies approved by the state. Florida nonprofit corporations are eligible to apply and receive funding.

TYPE OF ASSISTANCE
Funding of projects that provide, renovate or maintain recreational trails.

APPLICATION PROCESS/DEADLINES
RTP grant applications must be submitted during an announced RTP application submission period; applicants may submit only one application during the submission period. Applications must involve only one project site. Florida Department of Environmental Protection staff will conduct grant application workshops to provide guidance and answer questions regarding the program.

MATCHING/OTHER REQUIREMENTS
A 50/50, 60/40 or 80/20 match is required.

CONTACT
Alexandra Weiss, Greenways & Trails Coordinator
Office of Greenways & Trails
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, MS 795
Tallahassee, FL 32399-3000
(850) 245-2052
Fax: (850) 245-2082
E-mail: alexandra.weiss@dep.state.fl.us
www.floridagreenwaysandtrails.com

THE TRUST FOR PUBLIC LAND – CONSERVATION TRANSACTION PROGRAM FOR PARKS AND OPEN SPACE ACQUISITIONS

PROGRAM DESCRIPTION
The Trust for Public Land (TPL) is a national, nonprofit conservation organization that protects land for people. It is the only private conservation organization working to acquire and convey into public ownership a wide variety of natural, historic, cultural and recreational resources in and around a country's metropolitan areas. TPL has pioneered a number of creative financing methods to assist local governments in their purchase of these properties back from TPL for permanent protection. Programs include: (1) Lease/Purchase – TPL buys and leases property to local governments for up to three years; transactions from $2 million to $20 million; and (2) Phased Acquisition – TPL buys and conveys property in phases as public funding becomes available; holding period up to five years; transactions from $2 million to $20 million. All transactions are subject to TPL Board of Directors approval and financial market conditions.

TYPE OF ASSISTANCE
Land acquisition funding.

APPLICATION PROCESS/DEADLINES
None; contact TPL with requests, as needed.

MATCHING/OTHER REQUIREMENTS
N/A.

CONTACT
Kevin Mooney, Florida Projects Manager
The Trust for Public Land
306 N. Monroe Street
Tallahassee, FL 32301
(850) 222-7911, ext. 21
Fax: (850) 222-3133
E-mail: kevin.mooney@tpl.org
www.tpl.org

PEDESTRIAN AND BICYCLE PROGRAM

PROGRAM DESCRIPTION
The Pedestrian and Bicycle Program works to improve the environment for safe, comfortable and convenient walking and bicycling trips, and to improve the performance and interaction among motorists, bicyclists and pedestrians. Florida Department of Transportation (FDOT) Safety Office staff provide technical assistance related to pedestrian and bicycle safety for state, local and private sector engineering, planning, enforcement and educational professionals, including Florida school crossing-guard trainer training. Current activities include implementation of a K-12 traffic education program. Publications on pedestrian and bicycle planning and safety strategies are available.

TYPE OF ASSISTANCE
Technical assistance, publications and safety materials.

AVAILABLE FUNDING
Safe Routes to School program funding for engineering, education and encouragement programs.

APPLICATION PROCESS/DEADLINES
Safe Routes to School funds are available through FDOT district offices with the coordination from this program. The intent of this funding program is to improve conditions for walking and bicycling to elementary and middle schools, and to encourage children to walk and bicycle to school where it is safe. See the Safe Routes to School Web site, www.srtsfl.org, for more details.

CONTACT
Dennis Scott, Florida Pedestrian and Bicycle Coordinator
Florida Department of Transportation
605 Suwannee Street, MS 53
Tallahassee, FL 32399-0450
(850) 245-1527
E-mail: dennis.scott@dot.state.fl .us
Pat Pieratte, Safe Routes to School Coordinator
Florida Department of Transportation
605 Suwannee Street, MS 82
Tallahassee, FL 32399-0450
(850) 245-1529
E-mail: pat.pieratte@dot.state.fl.us
www.srtsfl.org

SAFE ROUTES TO SCHOOL PROGRAM

PROGRAM DESCRIPTION
The Florida Safe Routes to School Program strives to improve conditions for walking and bicycling to elementary and middle schools, and to encourage children to walk and bicycle to school where it is safe.

ELIGIBLE APPLICANTS
Infrastructure projects: school boards, private schools and community traffic safety teams. Non-infrastructure programs: State agencies, universities, units of local government and not-for-profit organizations.

TYPE OF ASSISTANCE
Technical assistance, publications and safety materials.

AVAILABLE FUNDING
Safe Routes to School program funding for engineering, education and encouragement programs.

APPLICATION PROCESS/DEADLINES
Safe Routes to School funds are available through FDOT district offices with the coordination from this program. The intent of this funding program is to improve conditions for walking and bicycling to elementary and middle schools, and to encourage children to walk and bicycle to school where it is safe. See the Safe Routes to School Web site, www.srtsfl.org, for more details.

MATCHING/OTHER REQUIREMENTS
N/A.

CONTACT
Pat Pieratte, Safe Routes to School Coordinator
Florida Department of Transportation
605 Suwannee Street, MS 82
Tallahassee, FL 32399-0450
(850) 245-1529
E-mail: pat.pieratte@dot.state.fl.us
www.srtsfl.org

TRANSPORTATION ENHANCEMENT PROGRAM

PROGRAM DESCRIPTION
The Transportation Enhancement Program provides funding and technical assistance for eligible activities, as specified in the federal act (SAFTEA-LU), including bicycle/pedestrian facilities, renovation of historical transportation facilities and other transportation enhancement activities.

ELIGIBLE APPLICANTS
Local governments, metropolitan planning organizations (MPOs), state agencies, federal agencies and statewide or national interest groups.
TYPE OF ASSISTANCE
Funding, technical assistance.
AVAILABLE FUNDING
Currently, an estimated $45 million to $50 million annually.
APPLICATION PROCESS/DEADLINES
Visit www.dot.state.fl.us/emo/enhance/enhance.shtm for more details; application requirements set forth by Florida Department of Transportation's (FDOT) Environmental Management Office; coordinated through FDOT district offices, with annual application deadlines tentatively set in late spring or early summer.

MATCHING/OTHER REQUIREMENTS
All projects must be related to the transportation system; project examples include bicycle and pedestrian facilities, scenic or historic site acquisition, scenic or historic highway programs, landscaping and beautification projects, historic preservation, rehabilitation and operation of historic transportation facilities, preservation of abandoned railroad corridors, control and removal of outdoor advertising, planning and research, and mitigation of water pollution due to highway runoff.

CONTACT
Fred Noble, State Environmental Development Engineer
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, FL 32399-0450
(850) 414-5269
Fax: (850) 414-4443
E-mail: fred.noble@dot.state.fl
www.dot.state.fl.us/emo/enhance/enhance.htm

FDOT District 5
Tom Moscosa, Special Projects
5151 Adanson Street
Orlando, FL 32804
(386) 943-5486

URBAN AND COMMUNITY FORESTRY GRANTS

PROGRAM DESCRIPTION
Purpose is to provide incentives to local governments to either initiate or enhance their local urban forestry management programs.

ELIGIBLE APPLICANTS
Local government entities, school boards, universities, Native-American tribes and nonprofit groups.

TYPE OF ASSISTANCE
Fifty-percent cost-share grants for temporary staffing, equipment, urban forestry tree inventories and master plans, educational programs and training.

AVAILABLE FUNDING
Varies by year

APPLICATION PROCESS/DEADLINES
Visit www.fl-dof.com for more information.

MATCHING/OTHER REQUIREMENTS
Funds can be matched 50/50 through cash expenditures, in-kind personnel and equipment use, donated materials, volunteer hours, etc.

CONTACT
Charles Marcus, Urban Forestry Coordinator
Division of Forestry
Florida Department of Agriculture and Consumer Services
3125 Conner Boulevard, Suite R
Tallahassee, FL 32399-1650
(850) 921-0300
Fax: (850) 921-8305
E-mail: marcusc@doacs.state.fl.us

STATE OF FLORIDA POLLUTION CONTROL BOND PROGRAM

PROGRAM DESCRIPTION
This State of Florida Pollution Control Bond Program provides loans to local governments for construction of water, wastewater, solid waste, stormwater and air pollution control facilities.

ELIGIBLE APPLICANTS
Florida municipalities, county governments and special districts.

TYPE OF ASSISTANCE
Loans; the loan interest rate is a "pass-through" rate.

AVAILABLE FUNDING
Up to $300 million per year.

APPLICATION PROCESS/DEADLINES
Submit complete loan application; no deadlines.

MATCHING/OTHER REQUIREMENTS
Plans and specs required.

CONTACT
Tim Banks, PE, Program Administrator
Bureau of Water Facilities Funding
Florida Department of Environmental Protection
2600 Blair Stone Road, MS 3505
Tallahassee, FL 32399-2400
(850) 245-8358
Fax: (850) 245-8411
E-mail: timothy.banks@dep.state.fl.us
www.dep.state.fl.us/water/wff

AD VALOREM TAX EXEMPTION FOR IMPROVEMENTS TO HISTORIC PROPERTIES
PROGRAM DESCRIPTION
Section 196.1997, Florida Statutes, authorizes the board of county commissioners or the governing authority of any municipality to adopt an ordinance allowing ad valorem tax exemptions for up to 100 percent of the assessed value of improvements resulting from rehabilitation of historic properties. The term of the exemption may be for up to 10 years. The exemption applies only to taxes levied by the unit of government granting the exemption.

ELIGIBLE APPLICANTS
Depending on the provisions of the local ordinance, eligible properties may include those listed in the National Register of Historic Places, those contributing to a National Register Historic District and those designated as landmarks or as contributing to a designated historic district under the provisions of a local historic-preservation ordinance; residences and commercial properties may be eligible.

TYPE OF ASSISTANCE
Property tax exemption.

APPLICATION PROCESS/DEADLINES
Application is made on the Historic Preservation Property Tax Exemption Application (DOS Form No. HR3E101292) or a similar form approved by the Division of Historical Resources. Owners are encouraged to make applications and secure project approval before work begins. Applications are reviewed by local preservation offices in Florida Certified Local Government (CLG) communities or by the Florida Division of Historical Resources in other jurisdictions.

MATCHING/OTHER REQUIREMENTS
All work must comply with the recommended approaches to rehabilitation, as set forth in the secretary of the interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. A preservation covenant is required for the term of the exemption.

CONTACT
Phillip Wisley
Bureau of Historic Preservation
Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 S. Bronough Street
Tallahassee, FL 32399
(850) 245-6333
Fax: (850) 245-6437
E-mail: pwisley@dos.state.fl.us

BROWNFIELDS ECONOMIC DEVELOPMENT INITIATIVE
PROGRAM DESCRIPTION
The Brownfields Economic Development Initiative (BEDI) provides funds and loan guarantees to clean up and redevelop environmentally contaminated industrial and commercial sites, commonly known as "brownfields." The U.S. Department of Housing and Urban Development (HUD) issues BEDI grants and Section 108 loans for property acquisition, environmental cleanup, economic development activities, public infrastructure and public facilities development. BEDI grants are awarded on a competitive basis to either entitlement Communities (state or local governments receiving Community Development Block Grant (CDBG) formula funding) or non-entitlement areas via their state's CDBG program office (Florida Small Cities CDBG Program). Grantees receive BEDI grants that are leveraged by Section 108 loan funds. BEDI primarily benefits low-income residents in and around brownfields. Under guidelines for the programs comprising BEDI, grantees must use at least 70 percent of the funds for activities in which either the majority of the individuals who benefit, or the majority of the residents of the neighborhood that benefit, are primarily low- or moderate-income individuals.

ELIGIBLE APPLICANTS
CDBG funds are annually awarded to state and local governments. Local governments that are not entitled to an annual grant may apply for CDBG funding from their state. Local governments (or states applying on their behalf) may also receive Section 108 loan guarantees and BEDI funds to clean up and revitalize sites.
TYPE OF ASSISTANCE
There are a number of programs available at HUD that communities can use to clean up and revitalize potentially contaminated sites: annual formula grants allocated to states and larger local jurisdictions through CDBG and HOME; low-interest loan guarantee authority available through the Section 108 Loan Guarantee Program; and the accompanying competitive grants through the BEDI program.
APPLICATION PROCESS/DEADLINES
Prospective applicants may obtain a notice of funding availability for the competitive brownfields program by contacting Community Connections at 1-(800) 998-9999. To receive CDBG funds, states and qualified urban areas must develop and submit to HUD a consolidated plan that contains strategies and activities to redevelop brownfields. Otherwise, interested state and local governments should follow the application procedures for the desired program – CDBG Entitlement Program, the Florida Small Cities CDBG Program, the Section 108 Loan Guarantee Program and BEDI.
MATCHING/OTHER REQUIREMENTS
Varies by program.

CONTACT
Community Connections (Notice of Funding Availability): 1-(800) 998-9999.
Orlando:
3751 Maguire Boulevard, Suite 270
Orlando, FL 32803
(407) 648-6441
Fax: (407) 648-6310

CRIME STOPPERS TRUST FUND – OFFICE OF THE ATTORNEY GENERAL
PROGRAM DESCRIPTION
The Florida Crime Stoppers Act was passed by the Legislature in 1998. The act serves to improve and support the official Crime Stoppers (members of the Florida Association of Crime Stoppers, Inc.) and their crime-fighting programs within the units of a local government of the state. The act provides for enhancing public awareness of crime-prevention methods and training the public in personal safety principles, especially for citizens who live in, work at or frequent locations having high crime rates.

ELIGIBLE APPLICANTS
A grant may be awarded only to counties that are served by an official member of the Florida Association of Crime Stoppers. Only one such official member shall be eligible for support within any county.

AVAILABLE FUNDING
Approximately $4.5 million is awarded each year and available funding is publicly noticed annually.

APPLICATION PROCESS/DEADLINES
Application periods are publicly announced in May/June annually; applications are available from the Office of the Attorney General.

MATCHING/OTHER REQUIREMENTS
N/A.

CONTACT
Richard R. Nuss, Bureau Chief
Criminal Justice Programs
Office of the Attorney General
PL-01, The Capitol
Tallahassee, FL 32399-1050
(850) 414-3351
Fax: (850) 413-0633
E-mail: rick.nuss@myfloridalegal.com

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) ENTITLEMENT COMMUNITIES PROGRAM

PROGRAM DESCRIPTION

The Community Development Block Grant (CDBG) Entitlement Communities Program provides annual grants on a formula basis to eligible metropolitan cities and urban counties (called "entitlement communities"). Since 1974, CDBG has awarded grants to these entitlement community grantees to carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development, and community facilities and services. Entitlement communities have the flexibility to develop their own programs and funding priorities. However, grantees must give maximum feasible priority to activities that benefit low- and moderate income persons. A grantee may also carry out activities that aid in the prevention or elimination of slums or blight. Additionally, grantees may fund activities when the grantee certifies that the activities meet other community development needs having a particular urgency, because existing conditions pose a serious and immediate threat to the health or welfare of the community and other financial resources are not available to meet such needs. CDBG funds must be used for activities that meet one of more of these three broad national objectives. Funds may be used for activities that include, but are not limited to: (1) acquisition of real property; (2) relocation and demolition; (3) rehabilitation of residential and non-residential structures; (4) construction of public facilities and improvements, such as water and sewer facilities, streets and neighborhood centers, and the conversion of school buildings for eligible purposes, (5) public services, within certain limits, activities relating to energy conservation and renewable energy resources; and (6) provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities. Generally, the following types of activities are ineligible: (1) acquisition, construction or reconstruction of buildings for the general conduct of government; (2) political activities; (3) certain income payments; and (4) construction of new housing by units of general local government.

ELIGIBLE APPLICANTS

Principal cities of Metropolitan Statistical Areas, other metropolitan cities with populations of at least 50,000 and qualified urban counties with populations of at least 200,000 (excluding the population of entitled cities) are entitled to receive annual grants; HUD determines the amount of each entitlement grant by a statutory dual formula that uses several objective measures of community needs, including the extent of poverty, population, housing overcrowding, age of housing and population growth lag in relationship to other metropolitan areas; non-entitlement municipalities that are located in an entitlement county have the option of participating with their county in the CDBG entitlement program through a signed agreement. (Note: Cities that sign this entitlement participation agreement with their county government are not eligible to participate in the competitive Florida Small Cities CDBG program administered by the state.)

APPLICATION PROCESS/DEADLINES

To receive an annual CDBG entitlement grant, a grantee must develop and submit to HUD its consolidated plan (a jurisdiction's comprehensive planning document and application for funding under the following community planning and development formula grant programs: CDBG, HOME Investment Partnerships, Housing Opportunities for Persons with AIDS and Emergency Shelter Grants). In its consolidated plan, the jurisdiction must identify its goals for these programs as well as for housing programs; the goals will serve as the criteria against which HUD will evaluate a jurisdiction's plan and its performance under the plan. Also, the consolidated plan must include several required certifications, including that not less than 70 percent of the CDBG funds received (over a one-, two- or three-year period specified by the grantee) will be used for activities that benefit low and moderate income persons, and that the grantee will affirmatively further fair housing. HUD will approve a consolidated plan submission unless the plan (or a portion of it) is inconsistent with the purposes of the National Affordable Housing Act or is substantially incomplete. Following approval, HUD will make a full grant award unless the secretary has made a determination that the grantee: (1) has failed to carry out its CDBG-assisted activities in a timely manner; (2) has failed to carry out those activities and its certifications in accordance with the requirements and the primary objectives of Title I or the Housing and Community Development Act of 1974, as amended, and with other applicable laws; or (3) lacks a continuing capacity to carry out its CDBG-assisted activities in a timely manner.

MATCHING/OTHER REQUIREMENTS

A grantee must: (1) develop and follow a detailed plan that provides for, and encourages, citizen participation and which emphasizes participation by persons of low or moderate income, particularly residents of predominantly low and moderate income neighborhoods, slum or blighted areas, and areas in which the grantee proposes to use CDBG funds (the plan must provide citizens with reasonable and timely access to local meetings, information and records related to the grantee's proposed and actual use of funds); (2) provide public hearings to obtain citizen views and to respond to proposals and questions at all stages of the community development program, including at least the development of needs, the review of proposed activities and review of program performance; (3) provide for timely written answers to written complaints and grievances; and (4) identify how the needs of non-English speaking residents will be met in the case of public hearings where a significant number of non-English speaking residents can be reasonably expected to participate.

CONTACT

Community Connections (Notice of Funding Availability): 1-(800) 998-9999.
Orlando:
3751 Maguire Boulevard, Suite 270
Orlando, FL 32803
(407) 648-6441
Fax: (407) 648-6310

COMMUNITY DEVELOPMENT BLOCK GRANT – SECTION 108 LOAN GUARANTEE

PROGRAM DESCRIPTION

Section 108, the loan guarantee provision of the Community Development Block Grant (CDBG), is one of the most important public investment tools that U.S. Department of Housing and Urban Development (HUD) offers to local governments. It allows local governments to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods. Section 108 loans are not risk free; local governments borrowing funds guaranteed by Section 108 must pledge their current and future CDBG allocations to cover the loan amount as security for the loan. Eligible applicants include the following entities: metropolitan cities and urban counties and non-entitlement communities eligible to receive CDBG funds under the state CDBG program. Eligible activities include, but are not limited to: economic development activities eligible under CDBG; acquisition of real property; rehabilitation of publicly owned real property, housing rehabilitation eligible under CDBG; construction, reconstruction or installation of public facilities, related relocation, clearance and site improvements; payment of interest on the guaranteed loan and issuance costs of public offerings, debt-service reserves. The maximum repayment period for a Section 108 loan is 20 years.

ELIGIBLE APPLICANTS

Metropolitan cities and urban counties (i.e., CDBG entitlement recipients) and non-entitlement communities that are assisted in the submission of applications by the state; the public entity may be the borrower or it may designate a public agency to be the borrower.

TYPE OF ASSISTANCE

HUD guarantees repayment of notes issued by local governments to raise capital for approved projects; the guarantee represents the full faith and credit of the U.S. government, providing private investors with enough security that the participating local governments can borrow funds at lower interest rates comparable to those that the government commands when borrowing through the U.S. Treasury; the guaranteed amount must not exceed five times the community's (or state's) most recent CDBG allocation; the maximum loan term is 20 years; loan guarantees generally require security beyond the pledge of CDBG funds, which HUD and the borrower negotiate.

APPLICATION PROCESS/DEADLINES

Eligible communities may apply for loan guarantees year-round; public entitlement entities wishing to apply for Section 108 loan guarantee assistance are advised to contact HUD in advance for guidance in preparing an application. Application guidance can also be found in the Section 108 regulations at 24 CFR 570.704, "Application Requirements"; non-entitlement communities may apply through their state (see Florida Small Cities Community Development Block Grant in this publication for contact). HUD makes preliminary commitments and then negotiates formal guarantee agreements with the selected local governments over the succeeding months, resolving issues such as the nature and amount of security to be required, the repayment schedule and the specific permissible uses of the loan funds.

MATCHING/OTHER REQUIREMENTS

The principal security for the loan guarantee is a pledge by the applicant public entity (or the state, in the case of a non-entitlement public entity) of its current and future CDBG funds; additional security will also be required to assure repayment of the guaranteed obligations; the additional security requirements will be determined on a case-by-case basis, but could include assets financed by the guaranteed loan; the maximum repayment period for a Section 108 loan is 20 years.

CONTACT

Community Connections (Notice of Funding Availability): 1-(800) 998-9999.
Orlando:
3751 Maguire Boulevard, Suite 270
Orlando, FL 32803
(407) 648-6441
Fax: (407) 648-6310

FLORIDA MAIN STREET PROGRAM
PROGRAM DESCRIPTION
Florida Main Street is a technical assistance program of the Bureau of Historic Preservation, Division of Historical Resources, Florida Department of State, which encourages the revitalization of traditional, historic downtown and neighborhood commercial districts through a community-based comprehensive approach.

TYPE OF ASSISTANCE
Training, technical assistance and a network of participating communities, both statewide and national.

AVAILABLE FUNDING
A $10,000 seed-money grant per designated community; dollars are reimbursed based on the same amount spent by the local program over the course of a year.

APPLICATION PROCESS/DEADLINES
Applications are due the last Friday in July of each year.

MATCHING/OTHER REQUIREMENTS
No match is required; the applicant must provide guaranteed one-year funding of a Main Street manager and program operating expenses (a multi-year commitment of funding is desired).

CONTACT
Joan Jefferson, Florida Main Street Coordinator
Bureau of Historic Preservation
Division of Historical Resources
Florida Department of State
R.A. Gray Building, 4th Floor
500 S. Bronough Street
Tallahassee, FL 32399-0250
Toll Free: 1-(800) 847-7278
Fax: (850) 245-6437
E-mail: jsjefferson@dos.state.fl.us
www.flheritage.com

FLORIDA SMALL CITIES – COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
PROGRAM DESCRIPTION
The Florida Small Cities Community Development Block Grant (CDBG) Program provides grants on a competitive basis to eligible municipalities and county governments (non-entitlement) to serve low and moderate-income families. There are five categories of funding (excluding state administration): housing, neighborhood revitalization, commercial revitalization, economic development, and planning and design specifications grants. Planning and design grants provide for engineering and architectural plans and designs for CDBG infrastructure or public facility projects. Priorities are defined annually and funds are allocated according to the state's Annual Action Plan.

ELIGIBLE APPLICANTS
To be eligible for participation in the Small Cities CDBG Program, cities must have a population under 50,000; counties must have a population under 200,000; and the local government cannot be a participant in the Urban Entitlement Program.

TYPE OF ASSISTANCE
Competitive grants can be provided to assist with activities such as housing rehabilitation, water, wastewater improvements and economic development projects that create jobs. At least 51 percent of the beneficiaries of an activity must be low and moderate income.

AVAILABLE FUNDING
The federal FY 2010 allocation for Florida available for grants is approximately $28.5 million. Grants range from $600,000 to $750,000 based on low- and moderate-income population.

APPLICATION PROCESS/DEADLINES
A Notice of Funding Availability, announcing the opening of the application cycle and application deadline, is published in the Florida Administrative Weekly annually, and an application workshop is conducted by DCA. Application cycle dates and information can be found online.

MATCHING/OTHER REQUIREMENTS
There are no matching requirements, but the scoring process favors the leveraging of funds from other sources and applicants who have not had a CDBG grant (excluding economic development grants) in the five years before application deadline. Other requirements vary by category.

CONTACT
Gail Stafford, Interim Program Administrator
Florida Small Cities CDBG Program
Florida Department of Community Affairs
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 487-3644
Fax: (850) 922-5609
E-mail: jackie.dupree@dca.state.fl.us

ECONOMIC DEVELOPMENT TRANSPORTATION FUND
PROGRAM DESCRIPTION
The Economic Development Transportation Fund, commonly referred to as the "Road Fund," is an incentive tool designed to alleviate transportation problems that adversely impact a specific company's location or expansion decision. The elimination of the problem must serve as inducement for a specific company's location, retention or expansion project in Florida, and create or retain job opportunities for Floridians.

ELIGIBLE APPLICANTS
Eligible projects are those that facilitate economic development by eradicating location-specific transportation problems (e.g., access roads, signalization, road widening, etc.) on behalf of a specific eligible company (e.g., a manufacturing, corporate/regional headquarters or recycling facility). Eligible applicants are local governments that exercise maintenance jurisdiction over the proposed transportation project.

AVAILABLE FUNDING
Up to $3 million may be provided to a local government to implement the improvements. The actual amount funded is based on specific job creation and/or retention criteria. An award is based on $7,000 per job created up to a maximum of $3 million, but no greater than the cost of the improvement needed. A waiver can be granted if the project is located in an area experiencing severe economic distress.

APPLICATION PROCESS/DEADLINES
The application cycle is open; grants are available on a first-come, first-served basis. The unit of government that will own and be responsible for maintenance of the transportation improvement must apply to Enterprise Florida and have approval of funds for its transportation project prior to the final decision of the company on whose behalf the application was made. In order for the application to be considered, that company must estimate and disclose:

- The capital investment it intends to make in the facility;
- The number of permanent full-time jobs to be created and/or retained at the facility; and the average wage, excluding benefits, for the new and/or retained permanent full-time jobs. enterprise Florida staff will work closely with the community and the company to ensure the needs of the company are met and the application accurately reflects the transportation problem.

Upon receipt of an application, Enterprise Florida staff will determine if it is complete and meets program requirements. Any project found to meet these requirements will be presented to the Office of Tourism, Trade and Economic Development (OTTED) for funding consideration.

Funding recommendations are based on:

- The amount of funds requested;
- The number of permanent full-time jobs created and/or retained;
- The economic and demographic conditions of the community in which the location is being considered; and the degree of inducement for the project's location/expansion/retention decision. After project approval: After funds for the transportation project are approved, the company may proceed with its final site selection decision/announcement. The director of OTTED will enter into a contract with the applicant for the elimination of the transportation problem. Any costs incurred prior to the effective date of the contract are not eligible for reimbursement.

Requesting funds process:

- After the company, on whose behalf the application was made, has begun construction of its facility and the local government has submitted necessary documentation, a request for funds may be submitted to OTTED. The local government may receive a 90-day advance of funds but must provide evidence of disbursement for eligible expenses before receiving additional funds. Otherwise, funds may be requested on a quarterly basis.

CONTACT
Crystal Sircy or Molly Weller
Enterprise Florida, Inc.
Atrium Building, Suite 201
325 John Knox Road
Tallahassee, FL 32303
(850) 298-6620
Fax: (850) 298-6659
E-mail: csircy@eflorida.com

ADVERTISING MATCHING GRANTS PROGRAM

PROGRAM DESCRIPTION

Administered by the Florida Tourism Industry Marketing Corporation, doing business as VISIT FLORIDA, the Advertising Matching Grants Program serves to help smaller communities and rural counties market themselves as tourism destinations. The program is administered on behalf of the Florida Commission on Tourism, in cooperation with the Governor's Office of Tourism, Trade and Economic Development (OTTED).

ELIGIBLE APPLICANTS

Municipalities with a population of 50,000 or less, county governments with a population of 200,000 or less, and not-for-profit corporations located within the boundaries of and serving a local government; special consideration will be given to areas of high unemployment and distress.

AVAILABLE FUNDING

A total of $40,000 per year; a maximum of $2,500 is available per grant.

APPLICATION PROCESS/DEADLINES

Applicants should submit a completed application on the form provided by VISIT FLORIDA, along with a proposal and supporting documents describing the project and demonstrating compliance with the selection criteria; applications must be signed by the organization's chief executive officer and submitted with five copies. Notices of the grants program are sent out the second Friday in March; the deadline for applications is the third Friday in April. The Commission on Tourism reviews the recommendations of VISIT FLORIDA at its June meeting and forwards its recommendations to OTTED, where the final decisions are made.

MATCHING/OTHER REQUIREMENTS

A match is required; no applicant may be considered for or receive more than one grant per year. Projects must: (1) demonstrate a need for advertising assistance; (2) be feasible and beneficial, as proposed; (3) contribute directly or indirectly to the promotion of tourism advantages within the State of Florida; (4) include a dollar-for-dollar match of non-state funds for grant monies requested; (5) not begin until the grant is awarded and the contract executed; (6) be completed in the fiscal year in which the grant is awarded; and (7) document payments with invoices reflecting current fiscal year expenditures in determining its recommendations for the grant awards, the commission will consider the demonstrated need, the feasibility and projected benefit of the applicant's proposal, and the amount of non-state funds that will be leveraged.

CONTACT

Meagan Houser
Marketing Department
VISIT FLORIDA
P.O. Box 1100
Tallahassee, FL 32302-1100
(850) 205-3876
Fax: (850) 224-2938
E-mail: mhouser@visitflorida.org

Highway Signing Program

Intended for the safe movement of motor vehicle, bicycle, and pedestrian traffic, signs regulate, warn, guide, and provide information about roadway services.

Section 316.0745 of the Florida Statutes assigns the FDOT responsibility for adopting a uniform system of traffic control devices of all locations where the public travels. In Florida, signs intended to control traffic must comply with the national standards published by the Federal Highway Administration (FHWA) found in the Manual of Uniform Traffic Control Devices (MUTCD) and the Standard Highway Sign Manual.

States may further define sign designs specific for use within their own jurisdictions when the criteria is in substantial compliance with the MUTCD. The details regarding the design, installation and specifications for signs adopted by the FDOT in our Traffic Engineering Manual , the Design Standards, and Standard Specifications for Highway Signs. Florida's Highway Guide Sign Program contains adopted criteria regarding eligibility for destination guide signing.

The FDOT's Highway Signing Team is composed of representatives from every District Traffic Operations Office, Roadway Design, Maintenance, and the State Sign Shop. This partnering provides an open venue for discussion of signing for traffic control as a dynamic component of roadway safety and an essential means of communication.

CONTACT

Fred Noble, State Environmental Development Engineer
Florida Department of Transportation
605 Suwannee Street, MS 37
Tallahassee, FL 32399-0450
(850) 414-5269
Fax: (850) 414-4443
E-mail: fred.noble@dot.state.fl
www.dot.state.fl.us/emo/enhance/enhance.htm

FDOT District 5
Tom Moscosa, Special Projects
5151 Adanson Street
Orlando, FL 32804
(386) 943-5486

Appendix D - Market Study

Catalyst Development Sites Market Analysis

Market Analysis was prepared by Real Estate Research Consultants, Inc. for the purpose of evaluating the Catalyst Development Sites selected by the CRA Advisory Committee to encourage focused redevelopment along the US 17-92 Corridor.

METRO ORLANDO APARTMENT MARKET

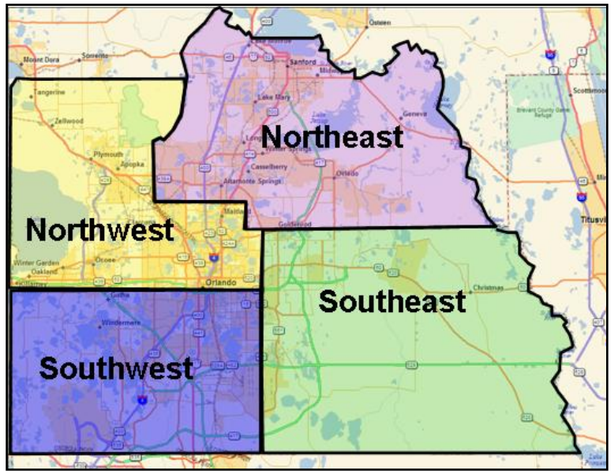
Orlando Metro Area (Three-County Area Trends)

RERC evaluated three of the four counties that make up the Orlando Metropolitan Statistical Area (MSA), including Orange, Seminole, and Osceola Counties, to identify key trends in the apartment market. RERC has organized the data into five major sectors within the metro area, all of which are independent and have distinct market characteristics. These sectors include:

SECTOR	DESCRIPTION
Northeast	Seminole County
Northwest	generally west of Seminole County and SR 436, north of the East-West Expressway (SR 408)
Southeast	generally east of SR 436, south of Seminole County and north of Osceola County
Southwest	generally west of SR 436 and south of the East-West Expressway (SR 408)
Osceola County	all areas south of the Orange County line

The 17-92 Corridor is located in the Northeast sector.

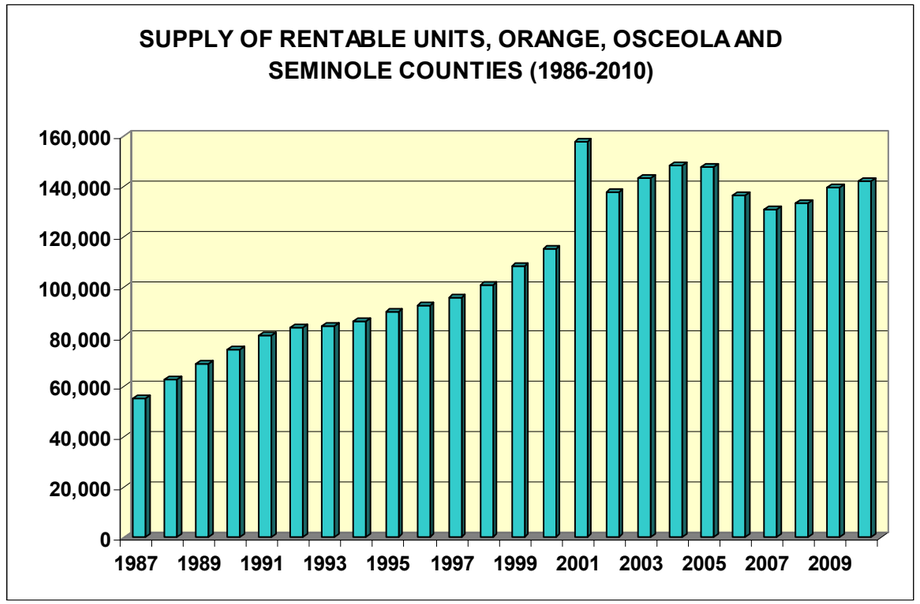
The following maps present the five sectors as generally defined.



Maps are representations only and not to scale.

In March of 2010, the quantity of apartments in the three-county area was just under 142,000 units. Factors such as remodeling and damage repair influence the number of rentable units, and in recent years, condominium conversions have affected the available supply as well. Between 1986 and 2010, the number of rentable units grew at an average annual rate of 4.2% during the twenty-four year time period. The following two exhibits illustrate the number of units available over time and the period of construction for individual units.

In the three-county area, approximately 73,000 or 55% of the current rentable units were built after 1990. In the Northeast sector (Seminole County), approximately 13,747 units or 45% of the current rentable units were built after 1990. To date, the sector represents about 22% of the total available rental units in the three-county area.



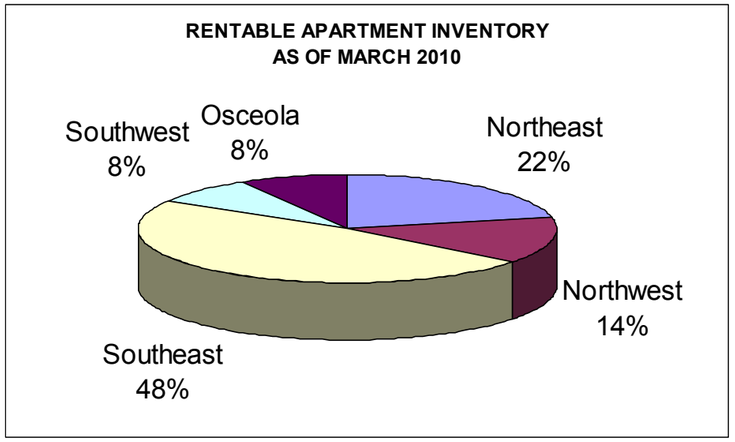
Source: RERC

Rentable Units by Sector and Period Constructed

Time Period	Northeast	Northwest	Southeast	Southwest	Osceola	Total
Prior to 1970	970	2,458	1,083	0	0	**4,511**
1970-1979	5,203	3,547	12,701	280	1,261	**22,992**
1980-1989	10,728	4,115	17,019	2,508	2,601	**36,971**
1990-1999	7,306	4,417	20,561	5,400	3,673	**41,357**
2000-2009	6,441	5,463	16,618	3,280	4,274	**36,076**
Total	**30,648**	**20,000**	**67,982**	**11,468**	**11,809**	**141,907**

Source: RERC

The number of rentable units under construction as of March of 2010 within the three-county area totaled approximately 1,200. The total number of rentable units under construction represents a decrease of almost 80 percent from the total number of units under construction in March of 2008. The units under construction in the Northeast sector totaled 11 in March of 2010, a decrease of 98 percent when compared to the total number of units under construction in March of 2008. This sector represents the smallest volume of construction activity in the metro area. The Northwest, Southeast and Osceola markets had the most construction activity. Certainly the recent recession and current challenging economic environment are a major reason for the declines in construction activity.



Source: RERC

The number of units absorbed between March 2005 and March 2010 increased by approximately 11,000 units, or about 2,200 units annually. However, the Southwest and Osceola sector's significant positive absorption levels compensated for the negative absorption that occurred in the remaining sectors. The Northeast sector lost almost 4,500 units over the last five years. This negative absorption is a result of the large number of complexes converted to condominiums over the last few years, as well as declining occupancy levels in recent periods. There are reports of as many as 20,000 to 25,000 units taken out of inventory due to condo conversions. Since inventory was taken out of the market, the overall number of units occupied decreased, hence a decrease in overall absorption. However, many of the units originally taken out of the market as conversions are now returning as rental units due their failure to sell as condos. Much of this inventory is considered a "shadow" market since many units are individually owned, which means tracking this inventory difficult.

Rentable Units Under Construction by Sector

Sector	Northeast	Northwest	Southeast	Southwest	Osceola	Total
Units UC	11	352	333	185	332	**1,213**
% of Total Units UC	0.9%	29.0%	27.5%	15.3%	27.4%	100.0%

Source: RERC

Absorption by Sector: 2005 to 2010

Sector	Total Units Absorbed	Annual Average	Monthly Average
Northeast	-4,494	-899	-75
Northwest	-526	-105	-9
Southeast	-4,448	-890	-74
Southwest	10,574	2,115	176
Osceola	10,159	2,032	169
Total	**11,265**	**2,253**	**188**

Source: RERC

Because most of these conversions occurred between 2004 and 2006, the post-conversion period from March 2008 to March 2010 may provide a better gauge of absorption, although the economic downturn would still be a factor during that period. During that timeframe, the total metro market and Northeast sector had annual absorptions of about 3,600 and about 1,068 units respectively. Over the last 12 months absorption increased slightly for the metro market but declined significantly in the Northeast sector. For that time frame, absorption averaged about 4,105 and 196 units for the metro market and Northeast sector, respectively.

Occupancy rates in the overall metro market fell significantly from 2005 through 2010, dropping almost six percentage points. The Northeast sector also experienced a decline in occupancy of about five percent from 2005 through 2010. Both the overall market and the Northeast sector had a slight improvement from 2009 to 2010.

Occupancy by Sector: 2005 to 2010

Sector	2005	2006	2007	2008	2009	2010
Northeast	95.9%	97.3%	91.4%	91.3%	90.7%	90.8%
Northwest	94.8%	96.7%	91.3%	88.0%	85.8%	84.8%
Southeast	94.6%	96.2%	90.8%	89.2%	87.5%	90.2%
Southwest	90.4%	115.0%	101.4%	92.9%	89.0%	91.5%
Osceola	96.0%	96.8%	94.7%	88.9%	84.8%	86.0%
Total	**95.1%**	**96.6%**	**91.4%**	**89.7%**	**88.0%**	**89.4%**

Source: RERC

Occupancy has also been negatively impacted by the condominium conversions over this time period. In many cases, units were taken out of the rental supply to sell only to be returned to the rental market when the conversion failed.

Apartment Submarket

In order to better understand key trends impacting the area where the Sanford Gateway site is situated, RERC identified and evaluated a smaller submarket area within the Northeast sector. When appropriate, submarket trends have been compared with those observed across the metro area, which, for the purposes of this study, has been defined as the tri-county area containing Seminole, Orange, and Osceola Counties. The boundaries of the area include the area to the north of SR 417 along the 17-92 corridor north to downtown Sanford and Lake Monroe. Some of this area stretches into the Seminole County portion of the Northeast sector.

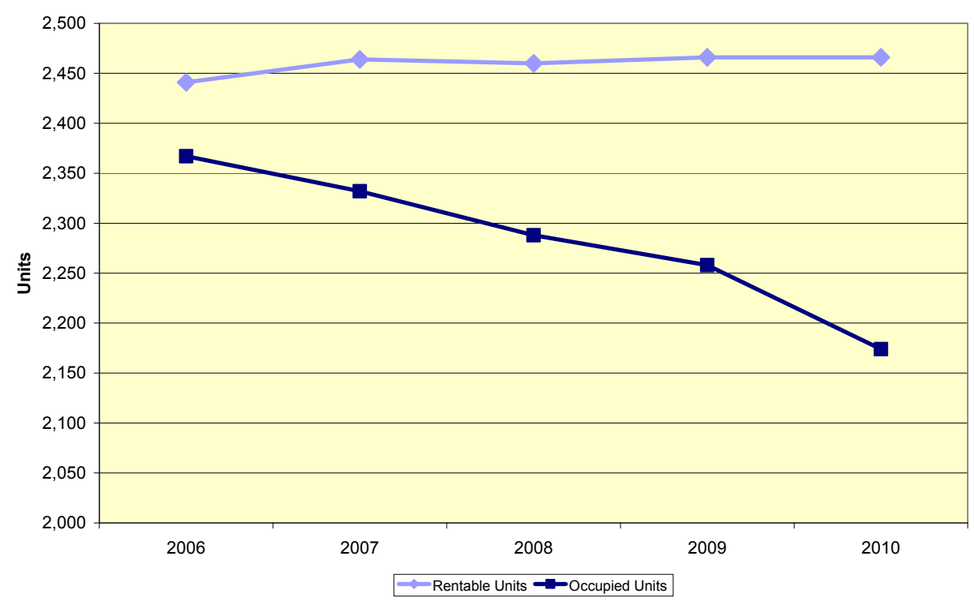
In this submarket, approximately 58 percent of the rentable units to date were built prior to 1990. There were no additions to supply after 1997. The submarket has absorbed an average of 1.7 percent of the total units built in the metro area, but did not capture any new construction in the most recent 10 year period. The following table presents rentable units by area and period of construction.
The submarket currently has just under 2,500 rentable units, which is 1.7 percent of the metro area. Of the rentable units, about 2,174 units or 88 percent are occupied. The following graph tracks unit occupancy and availability trends in the submarket over the past five years.

Submarket v. Metro Area: Rentable Units by Area and Period Constructed

	Pre-1970	1970-1979	1980-1989	1990-1999	2000-2009	Total
Submarket	72	358	1,004	1,032	0	2,466
Metro Area	4,511	22,992	36,971	41,357	36,076	141,907
% of Metro Area	1.6%	1.6%	2.7%	2.5%	0.0%	1.7%

Source: RERC

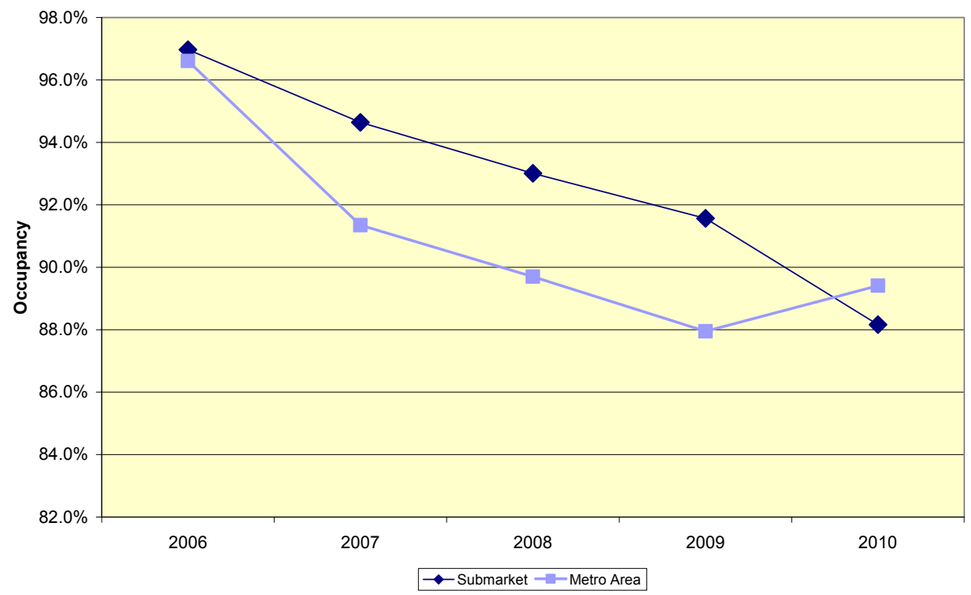
Submarket Rentable Units vs. Occupied Units



Source: RERC

The occupancy rate in the submarket has ranged from a low of about 88 percent to a high of about 97 percent. The submarket's current occupancy rate is approximately 88 percent, which is the lowest in the five year period profiled. The lower occupancy rate is at least partially due to the recent recessionary

Submarket vs. Metro Area Occupancy Rate



Source: RERC

period. The metro area occupancy rate ranged from about 88 percent to about 97 percent between the period of 2006 and 2010. The occupancy rate in the submarket currently is above the occupancy rate in the metro area during the time period analyzed. The metro area occupancy rate in March 2010 was about 89 percent. The following graph illustrates the metro area and the submarket occupancy rates during the period of 2006 through 2010.

There has been almost no construction activity within the submarket from 2006 through 2010. In fact, the last apartment project that was constructed in the area occurred in 1997. The area did not capture any new apartment development during the "boom years" in the middle of the last decade. Most of the product in the submarket was added prior to 1990.

During the prime years of apartment to condo conversion, the Metro area lost a significant amount of rental product as is indicated in the negative absorption that occurred form 2006 through 2007. Since there has been no new addition to supply in the submarket during this time period, very little significant swings in absorption occurred with the exception of units reentering the market in 2006 after hurricane damage repairs were completed. The metro area's absorption rate has trended positive over the last three time periods; however, the level of absorption is still subdued compared to the years prior to 2005 due to the drop in new construction during the recessionary period and the loss of units to condo conversion. The submarket's absorption has trended negative over this same period. The following table presents the submarket's and the metro area's annual as well as average monthly absorption by period.

Submarket v. Metro Area: Absorption by Period

	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010
Submarket					
Annual	133	-35	-44	-30	-84
Monthly	11	-3	-4	-3	-7
Metro Area					
Annual	-9,056	-12,028	56	3,125	4,105
Monthly	-755	-1,002	5	260	342

Source: RERC

There are a total of 12 apartment projects within the submarket area. The following table depicts the physical and operating characteristics of each project.

Submarket Area Project Characteristics

Apartment Project	Year Built	Rentable Units	Acres	Density/Acre	Units Rented	Occupancy	Rent/SF Range Low	Rent/SF Range High
Town N Lake	1966	72	NA	NA	72.0	100.0%	$0.44	$0.64
Tropicana	1973	120	8.7	13.8	108.0	90.0%	$0.50	$0.90
Roselea Manor	1974	132	10.9	12.1	128.0	97.0%	$0.56	$0.78
Sanford Court	1976	106	NA	NA	98.0	92.5%	$0.81	$1.70
Sanford Landing	1982	264	22.1	11.9	240.0	90.9%	$0.76	$0.80
Sailpoint	1985	256	NA	NA	227.0	88.7%	$0.97	$1.14
Village Lakes	1987	228	13.4	17.0	182.0	79.8%	$0.74	$0.81
Regatta Shores	1988	256	12.9	19.8	243.0	94.9%	$0.82	$0.91
Stonebrook	1991	356	NA	NA	320.0	89.9%	$0.72	$1.10
Cedar Creek	1991	140	9.2	15.2	115.0	82.1%	$0.68	$0.70
Town Center	1994	184	14.9	12.3	166.0	90.2%	$0.64	$0.76
Windchase	1997	352	26.4	13.3	275.0	78.1%	$0.68	$0.83
Total		2,466			2,174	88.2%		

Source: RERC

None of these projects are located within the immediate vicinity of the Sanford Gateway site. All are traditional suburban style walk-up lower density product. None of these exhibit the characteristics of a town center style urban product, which would normally have much higher densities and average rents well above $1.00 per square foot. There have not been any new apartment units added to the submarket in over 13 years.

Supportable For-Rent Multi-Family Demand

Based upon projected population and household growth, demand for rental product in metro Orlando is projected to increase by approximately 60,000 units between 2010 and 2020. Past development trends indicate as much as 70% to 75% of these new household units could be in apartment projects of 50 units or more. As noted earlier, the defined submarket has captured about 1.5% to 2.5% of the total metro area rental demand over the last 40 years. During the last 10 years from 2000 to present, the submarket did not capture any new metro area apartment demand. Also, absorption has trended negative over the last four years due to the impact of the recent recession.

As previously stated in the bottom line, it is unlikely new apartment product will be added in this submarket over the next four to five years given the softness of the overall market. However, a 1.5% capture rate could be achieved in the next five year period (2015 to 2020). Over this five year planning period, about 325 units could be absorbed into the submarket at a 1.5% capture rate. That level of activity would be sufficient to absorb the existing vacant inventory of apartment product within the submarket up to a 95% occupancy rate, as well as accommodate approximately 150 new units in the submarket. The Sanford Gateway site could capture a significant portion of this new demand, perhaps as much as 100 units. This assumes that no new apartment projects are built in the interim period.

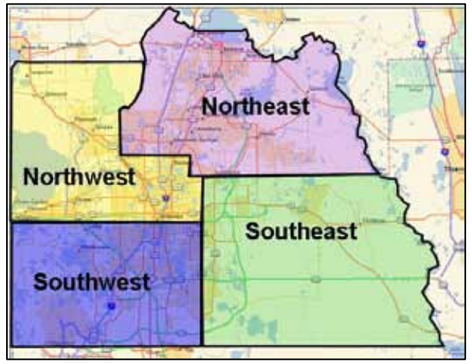
ANALYSIS OF MULTI-FAMILY FOR-SALE POTENTIAL

Orlando Metro Area (Three-County Area Trends)

Similar to the multi-family apartment analysis, RERC evaluated three of the four counties, including Orange, Seminole and Osceola Counties, within the Orlando MSA to identify key trends in the multi-family for-sale market. RERC has organized the data into five major sectors in the metro area, all of which are independent and have distinct market characteristics. These sectors include:

- Northeast – generally east of I-4 and north of East Colonial Drive
- Northwest – generally west of I-4 and north of West Colonial Drive
- Southeast – generally east of Orange Blossom Trail, south of East Colonial Drive and north of S.R. 528
- Southwest – generally west of OBT and south of West Colonial Drive
- Osceola County – all areas south the Osceola County line.

The following map presents the five sectors as generally defined. The subject property is located in the Northwest sector.



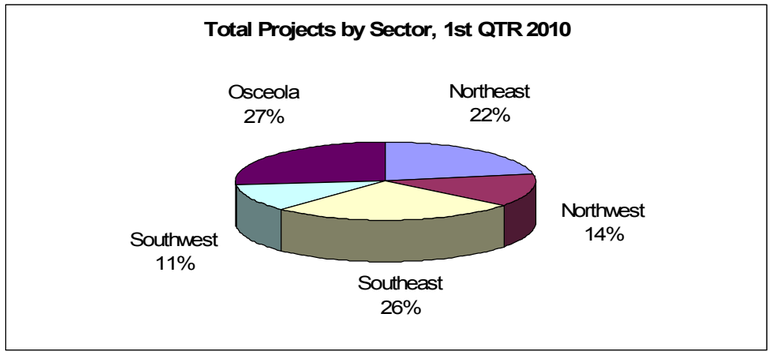
(Not to Scale)

In the 1st quarter of 2010, the number of projects in the Northeast sector totaled 44. Total projects include active, new and closed projects within the geographic area. A "new" project is defined as new within the quarter sales begin. It would then move into the "active" project category until the sales staff reports that all units have sold. At that time, the project would move into the "closed" category. The project would stay in that category until all units are verified as closed on the property tax records. Finally, only projects with 15 units or more are included in the inventory.

Total Projects by Sector: 1st Quarter 2010

Sector	Northeast	Northwest	Southeast	Southwest	Osceola	Total
# Projects	44	27	53	22	53	199
% Total	22.1%	13.6%	26.6%	11.1%	26.6%	100.0%

Source: Real Estate Research Consultants, Inc



Source: Real Estate Research Consultants, Inc.

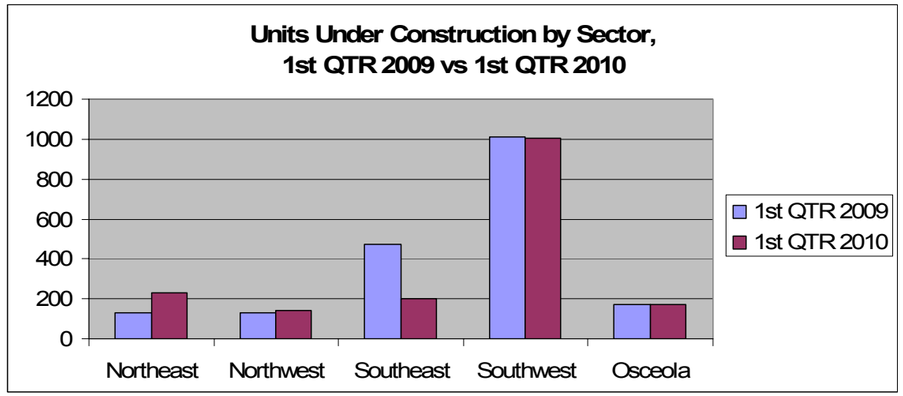
The Northeast sector accounted for approximately 22% of the total projects in the metro area during the 1st quarter of 2010 and only 13% of the number of units under construction.

Units Under Construction by Sector: 1st Quarter 2010

Sector	Northeast	Northwest	Southeast	Southwest	Osceola	Total
# Projects	233	142	201	1,002	173	1,751
% Total	13.3%	8.1%	11.5%	57.2%	9.9%	100.0%

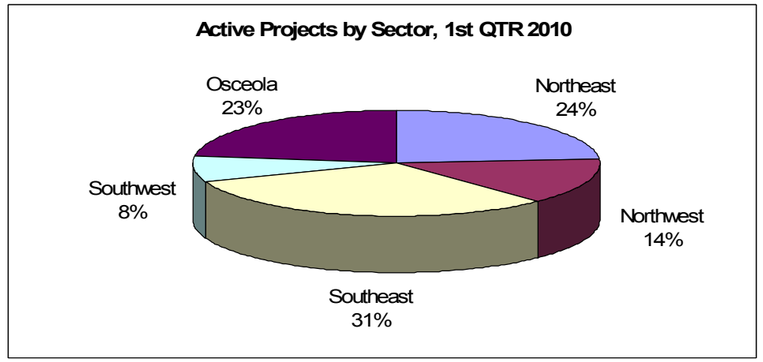
Source: Real Estate Research Consultants, Inc

The number of units under construction in the metro area in the 1st quarter of 2010 decreased by approximately 8% compared to 1st quarter 2009. However, the number of units under construction in the Northeast sector increased by approximately 80% in the 1st quarter of 2010 relative to same period in 2009, the largest percentage increase of all sectors.



Source: Real Estate Research Consultants, Inc.

The Northeast sector in the 1st quarter of 2010 accounted for approximately 24% of the total active projects in the metro area. However, the number of active projects in the Northeast sector decreased by 36% compared to 1st quarter of 2009.



Source: Real Estate Research Consultants, Inc.

In the metro area, a total of seven new projects were added in the 1st quarter of 2010, which is an improvement when compared to the 1st quarter of 2009 when only one multi-family for-sale project was started. In the Northeast sector during the 1st quarter of 2010 only two projects were started in the area.

New Projects by Sector: 1st Quarter 2009 vs. 1st Quarter 2010

	1st QTR 2009	1st QTR 2010
Northeast	0	2
Northwest	0	1
Southeast	0	2
Southwest	0	2
Osceola	1	0
Total	1	7

Source: Real Estate Research Consultants, Inc.

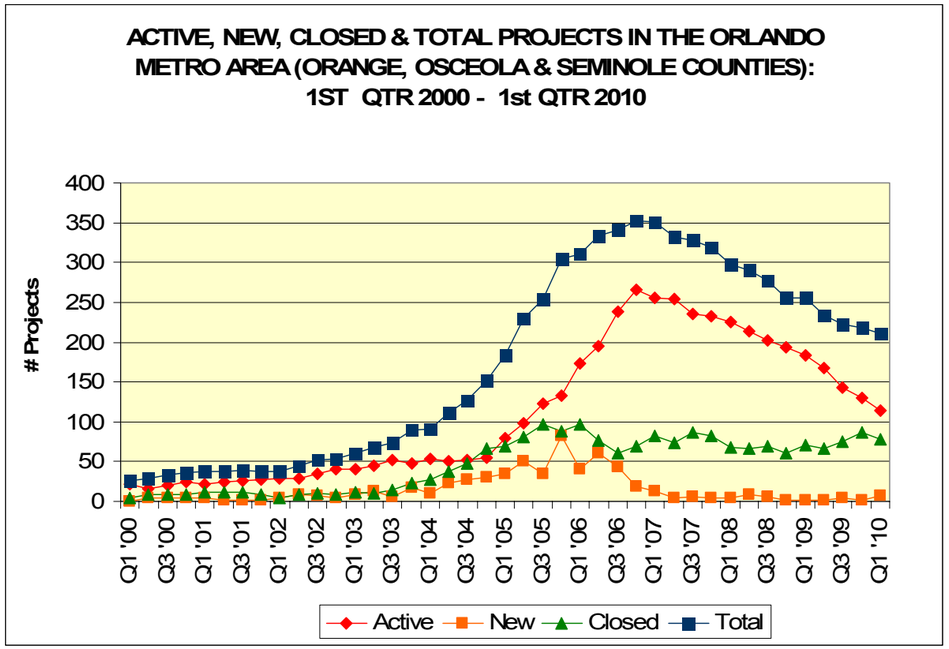
In the 1st quarter of 2010, the Northeast sector accounted for 36% of the number of closings in the metro area. The average sales price per unit in the Northeast sector for the 1st quarter of 2010 was only slightly higher than the metro area.

Number of Closings, Sales Volume & Average Sales Price by Sector: 1st Quarter 2010

Sector	Number of Closings	Sales Volume	Average Sales Price
Northeast	133	$21,362,300	$160,619
Northwest	22	$4,843,900	$220,177
Southeast	79	$10,732,200	$135,851
Southwest	57	$8,905,200	$156,232
Osceola	77	$12,455,600	$161,761
Total	368	$58,299,200	$158,422

Source: Real Estate Research Consultants, Inc.

The multi-family for-sale market in the Orlando metro area has continued to show trends of a longer term slow down as evident in the graph below. The number of active projects has steadily declined to levels not seen since the early days of the run-up in the multi-family for-sale housing market, further indicating a cooling market since the number of new projects has declined substantially and generally stagnated. While the amount of new projects converting to active projects has greatly diminished, the number of active projects converting to closed projects has generally held steady. However, with few new projects coming online and the number of current active projects declining as older projects finally close, the overall number of closings in the metro area may likely decrease further in the near term.



Source: Real Estate Research Consultants, Inc.

Building permits on the MSA level, which includes Lake, Orange, Osceola, and Seminole Counties, further confirm the slow down in growth. The number of single family building permits increased during the five year periods between 1995, 2000, and 2005. However, the number of single family building permits in 2009 had decreased by 86% from the 2005 level. The number of multi-family permits increased between 1995 and 2000, but decreased slightly between 2000 and 2005. By 2009, the amount of multi-family permits had declined by 92% when compared to the 2005 figure. It should be noted the multi-family permits include both for-sale and for-rent projects in the Orlando MSA.

RESIDENTIAL BUILDING PERMITS, 1995-2009	Single Family	Multi-Family	Total Permits
1995			
Lake County	2,134	149	2,283
Orange County	5,254	4,414	9,668
Osceola County	1,611	143	1,754
Seminole County	2,073	552	2,625
Total Orlando Metro Area	11,072	5,258	16,330
2000			
Lake County	3,698	1,533	5,231
Orange County	6,174	4,065	10,239
Osceola County	3,061	1,974	5,035
Seminole County	2,467	1,952	4,419
Total Orlando Metro Area	15,400	9,524	24,924
2005			
Lake County	6,235	534	6,769
Orange County	10,863	6,357	17,220
Osceola County	5,841	2,155	7,996
Seminole County	3,814	338	4,152
Total Orlando Metro Area	26,753	9,384	36,137
2009			
Lake County	616	186	802
Orange County	1,808	118	1,926
Osceola County	635	444	1,079
Seminole County	643	22	665
Total Orlando Metro Area	3,702	770	4,472

Note: Single Family - one unit detached; Multi-Family - Structures with two or more units.

Source: U.S. Bureau of the Census, Building Permits; Real Estate Research Consultants, Inc.

Submarket

RERC evaluated a submarket, which includes the Sanford Gateway site, within the Northeast sector. The boundaries of the area are generally the same as that described for the multi-family for rent analysis.

The total number of projects as well as active projects in the submarket has remained the same between the 1st quarter of 2008 and the 1st quarter of 2010. One project moved from "closed" to "inactive" as sales were discontinued prior to any units being built. No new projects have been added within the last two quarters.

Submarket Projects: Active, New & Closed
1st Quarter 2008 to 1st Quarter 2010

	1st QTR 2008	1st QTR 2009	1st QTR 2010
Active	2	2	2
New	0	0	0
Inactive	0	0	1
Closed	1	1	0
Total	3	3	3

Source: Real Estate Research Consultants, Inc.

Relative to the metro area, the submarket accounted for a proportion of just over 1% of total projects from 1st quarter 2008 to 1st quarter 2010.

Submarket vs. Orlando Metro Area: Active, New & Closed Projects
1st Quarter 2008 to 1st Quarter 2010

	Active	New	Inactive	Closed	Total
1st QTR 2008					
Submarket	2	0	0	1	3
Orlando Metro Area	225	5	0	68	230
Submrkt % of Area	0.9%	0.0%	0.0%	1.5%	1.3%
1st QTR 2009					
Submarket	2	0	0	1	3
Orlando Metro Area	184	1	0	71	256
Submrkt % of Area	1.1%	0.0%	0.0%	1.4%	1.2%
1st QTR 2010					
Submarket	2	0	1	0	3
Orlando Metro Area	114	7	12	78	211
Submrkt % of Area	1.8%	0.0%	8.3%	0.0%	1.4%

Source: Real Estate Research Consultants, Inc.

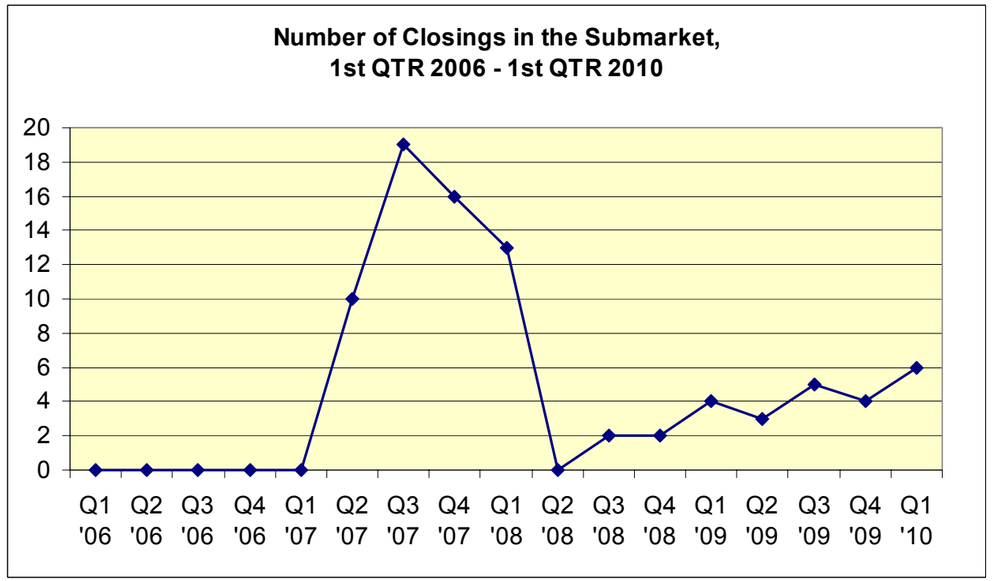
In the 1st quarter of 2010, six unit closings occurred within the submarket. The average unit sales price in 2010 was approximately $178,000. Over the last three years this submarket has captured less than 1% of the multi-family for-sale housing demand in the metro area. However, that capture rate was closer to 2% over the last 8 to 10 years.

Submarket vs. Orlando Metro Area: Sales
1st Quarter 2010

	Number of Closings	Sales Volume	Average Sales Price
Submarket	6	$1,067,000	$177,833
Metro Area	368	$58,299,200	$158,422

Source: Real Estate Research Consultants, Inc.

In the 3rd quarter of 2007, the number of closings in the submarket peaked at 19 units. Since this peak the number of closings in the submarket ultimately dropped to zero by the second quarter of 2008, and then slowly climbed to six by the 1st quarter 2010. New projects were slow to come to this area as evidenced by the lack of closings in 2006, which many consider to be the height of the market. Over the last full year that data was available, a total of 22 closings occurred in the submarket.



Source: Real Estate Research Consultants, Inc.

There are a total of three condominium and town home projects within the submarket. One development, the Amberlee Townhomes, is currently on hold and no units have been constructed. Currently, there are 14 units under construction and 293 units to be built within the submarket. Also, 61 units have been built or are under construction but remain unsold, existing in the market as excess inventory.

Complexes	Location	Construction Start	Total Units	Units Built	Units U.C.	To Be Built	Total Closings
Gateway at Riverwalk	Sanford	12/2004	58	58	0	0	18
Riverview Townhomes	Sanford	09/2007	192	35	14	143	28
Amberlee Townhomes*	Sanford	NS	150	0	0	150	0
Total			400	93	14	293	46

**Sales discontinued, project inactive.*
Source: Real Estate Research Consultants, Inc.

Supportable For-Sale Multi-Family Demand

Based upon projected population and household growth, demand for owner occupied housing product in metro Orlando is projected to increase by approximately 122,000 units between 2010 and 2020. Past development trends indicate about 8% of these new household units would be multi-family product, meaning there is demand for approximately 9,800 multi-family for-sale units in this time period. As noted earlier, the defined submarket has captured as much as 2% of the total metro area rental demand over the last 10 years. More recent periods have seen that capture rate drop to closer to 1%.

It is possible that demand for multi-family for-sale product could be sustained at about 1.0% to 1.5% of the metro area demand over the next five years (2010-2015). During the following five year period (2015-2020) demand could increase to 1.5% to 2.0%. However, this growth in demand would still be insufficient to absorb all of the product that is approved for construction within the submarket. As noted earlier, there are still approximately 350 units that are either built and unsold or remaining to be built in existing projects within the submarket.

As evidenced by our profile of current market inventory, the pace of sales has slowed substantially, keeping active projects on the books longer. The amount of new product introduced to the market has slowed to almost nothing. Many proposed and approved projects have been placed on hold or cancelled altogether. For all these reasons, there does not appear to be a viable market at this time for this type of product within the subject area. Residential demand should instead be met through rental housing product. However, the proposed rental product could be built to potentially convert to for-sale product at a later date.

ANALYSIS OF RETAIL, RESTAURANT AND SERVICE RELATED OFFICE POTENTIAL

Methodology

To determine demand for retail, restaurant and services space at the Historic Sanford site, RERC used its proprietary retail, restaurant and services models employing relevant market data and observed market conditions. RERC's retail and restaurant models are gravity models that address retail and restaurant choices and spatial concentrations of spending. The models were calibrated based on the most recent economic census data and US Department of Commerce County Business Patterns for

the Orlando Metropolitan Statistical Area (MSA). The models generate the amount and the nature of retail and restaurant space supportable within a given trade area based upon the number of households and the average household's effective buying income at a given point in time. The services model employs a methodology for estimating service space demand by incorporating population growth, employment, and the number of establishments for different service facility types, all within a specific physical construct. The following retail, restaurant, and services categories are considered and analyzed.

- Department stores & general merchandise
- Discount stores
- Furniture & home furnishings
- Appliances & electronics
- Building materials & hardware
- Apparel & accessories
- Miscellaneous retail stores
- Food stores & supermarkets
- Beer, wine & liquor
- Drug stores & pharmacies
- Convenience stores & gasoline
- Cosmetic, Health, & Beauty
- Full service restaurants
- Limited service restaurants
- Specialty food service
- Drinking places
- Finance, Insurance, & Real Estate
- Personal services
- Medical services
- Legal services
- Social services
- Professional & business services

The Retail and Services Trade Area

Retail demand is driven largely by growth in residential population that patronizes retail establishments and personal service business operations, such as grocery stores, department stores, and other specialty merchandise enterprises. As such, RERC evaluated demographic trends in the one, three, and five mile radii around the Historic Sanford site.

The following table summarizes the households, population and average household income used to determine supportable retail, restaurant and service office demand within each respective radii from the Sanford Gateway site.

ESTIMATED DEMOGRAPHICS-HISTORIC SANFORD AREAS			
	2010	2015	2020
One Mile Radius			
Households	5,168	5,538	5,934
Population	13,491	14,454	15,486
Average Persons per Household	2.6	2.6	2.6
Average Household Income	$43,250	$47,432	$52,018
Growth in Households		370	396
Growth in Population		963	1,032
Three Mile Radius			
Households	20,072	22,230	24,620
Population	52,323	57,855	63,972
Average Persons per Household	2.6	2.6	2.6
Average Household Income	$51,689	$56,261	$61,237
Growth in Households		2,158	2,390
Growth in Population		5,532	6,117
Five Mile Radius			
Households	33,861	37,791	42,177
Population	88,767	98,906	110,203
Average Persons per Household	2.6	2.6	2.6
Average Household Income	$64,537	$70,608	$77,250
Growth in Households		3,930	4,386
Growth in Population		10,139	11,297

Source: Real Estate Research Consultants, Inc.; Claritas

Demand Projections

Applying its proprietary models, RERC determined overall potential market demand generated by these proposed households for three market segments (regional, community and neighborhood). Regional retail centers are generally more than 300,000 square feet in size and draw consumers from a larger market basin and serve as destinations such as large-scale enclosed and outdoor shopping malls. Typically anchored by full service grocery or junior anchor stores and generally 150,000 square feet in size, community centers draw demand from a more localized market basin of approximately 2 to 3 miles. Neighborhood centers which average 50,000 square feet in size draw from the immediate surrounding

area, typically within a 1-mile radius, and provide everyday convenience goods and services. We believe those businesses typically found in community and neighborhood center environments represent what would most likely be built within the Historic Sanford site.

RERC used its proprietary retail, restaurant, and service office demand models to calculate potential space demand in the three mile radius. This area is believed to best represents the primary competitive environment for the proposed project. Larger trade areas tend to infringe on significant concentrations of retail that serves residents in those areas. The following table summarizes the incremental supportable demand by retail segment identified through RERC's modeling and analyses. This table presents the supportable demand in square feet through 2020. Please note these demand estimates are prior to applying on-site capture percentages that are necessary to reflect competing shopping centers in the area.

INCREMENTAL DEMAND GENERATED BY GROWTH IN HOUSEHOLDS PRIOR TO APPLYING ON-SITE CAPTURE PERCENTAGES, 2010-2020

	Regional			Community			Neighborhood			Total		
Category	2010-2015	2015-2020	Total	2010-2015	2015-2020	Total	2010-2015	2015-2020	Total	2010-2015	2015-2020	Total
Retail												
Grocery Store	0	0	0	7,948	9,580	17,528	23,843	28,741	52,584	31,791	38,321	70,112
Shopper Goods*	1,269	1,530	2,799	6,722	8,102	14,824	31,122	37,516	68,638	39,113	47,148	86,261
Convenience Retail	218,634	263,547	482,181	51,485	62,061	113,546	17,061	20,565	37,626	287,180	346,174	633,354
Restaurants	11,546	13,918	25,464	19,169	23,106	42,275	19,232	23,182	42,414	49,946	60,206	110,153
Services	91,063	100,693	191,756	48,887	54,056	102,943	61,689	68,212	129,901	201,639	222,961	424,600
Total	**322,512**	**379,688**	**702,200**	**134,211**	**156,906**	**291,117**	**152,947**	**178,216**	**331,163**	**609,669**	**714,811**	**1,324,480**

*includes miscellaneous retail stores

Source: Census of Retail Trade; Dollars & Cents of Shopping Centers; U.S. Bureau of Labor Statistics (BLS), Consumer Expenditures in 2007; Claritas 2010; Real Estate Research Consultants, Inc.

To estimate the amount of trade area demand that could be captured on-site, RERC's demand analysis employs a fair share allocation method to distribute future demand among existing geographic concentrations of retail, restaurant and service space in the nearby area and the subject site. After thorough consideration of existing retail concentrations within the surrounding area, regional shopping center demand was assumed to be allocated outside the subject property due to its site selection criteria including physical site requirements, transportation access, and co-locations among others. These larger regional centers are more likely to be built around high concentrations of households near major transportation networks. Although the location and general nature of the subject site is not favorable for traditional office development, service-related office uses are likely appropriate for the site. These types of uses are usually located in a retail space environment and generally include banks, dry cleaners, travel agencies, etc.

There is a substantial amount of retail and restaurant space within the three mile radius from the site. RERC obtained information from the Seminole County Property Appraiser's office regarding the amount of retail and restaurant square footage within this area. There is approximately 1,853,000 square feet of retail space and 116,000 square feet of restaurant space in this area. There is also a substantial amount of office space (approximately 1,100,000 square feet) in this area. It is highly likely that residents will patronize the retail and restaurant outlets in this area as well as offerings closer to their own neighborhoods. These competitive projects were factored into our estimates of on-site capture of retail and restaurant demand.

To estimate the amount of demand generated by households within the three mile ring through 2020, RERC applied capture rates based on competitive inventory and retail sites within the nearby area, as well as the area's prior ability to capture similar product. The following table presents the total supportable demand in square feet through 2020 estimated to be captured at the subject site.

RETAIL, RESTAURANT, & SERVICES DEMAND SUPPORTED ON-SITE, 2010 - 2020

	Supportable Demand Captured On Site		
	2010-2015	2015-2020	Total
Retail (SF)			
Grocery Store	9,537	11,496	21,033
Shopper Goods*	11,353	13,685	25,038
Convenience Retail	6,855	8,263	15,118
Restaurants (SF)	11,520	13,887	25,407
Services (SF)	11,058	12,227	23,285
Total Estimated Demand (SF)	**50,323**	**59,558**	**109,881**

*includes miscellaneous retail stores
Source: Census of Retail Trade; Dollars & Cents of Shopping Centers; U.S. Bureau of Labor Statistics (BLS), Consumer Expenditures in 2007; Claritas 2010; Real Estate Research Consultants, Inc.

Please note that this excludes existing retail on-site. The demand noted above is for new space that could be supported on-site. According to industry data, retail occupancy is approximately 90% at this location. The demand for new space would likely first go to fill vacancies at existing product until that space reaches a stabilized occupancy of 90 to 95 percent. After netting out the demand allocated to fill vacant space, about 98,000 SF would remain to be developed. It may be possible to phase some portions of this commercial demand over the 10 year time period.

As previously stated in the bottom line, grocery store space could be accommodated as an expansion or renovation of the existing Winn-Dixie store. Convenience retail could include stores such as a 7-eleven, gas station plaza, small food market, hair salon, etc. Estimated restaurant demand could support up to two traditional full-service restaurants, which require approximately 5,000-6,000 square feet each. There

are also opportunities for limited service restaurant formats, which generally require approximately 2,500 square feet. A specialty food and beverage operator, such as a Starbucks, requires about 1,000 square feet and may also be an option. A limited number of services tenants such as insurance, real estate companies, banking, child day care services, dry cleaning, laundry and garment services or small medical offices could be supported from on-site projected demand.

It is important to acknowledge recent market activity in retail and restaurant sales and reduced service needs may hinder financing for businesses to expand operations and open new locations to answer any unmet demand in the near-term. However, by the later time frames noted above, these financing constraints may have abated, allowing easier access to capital funding.

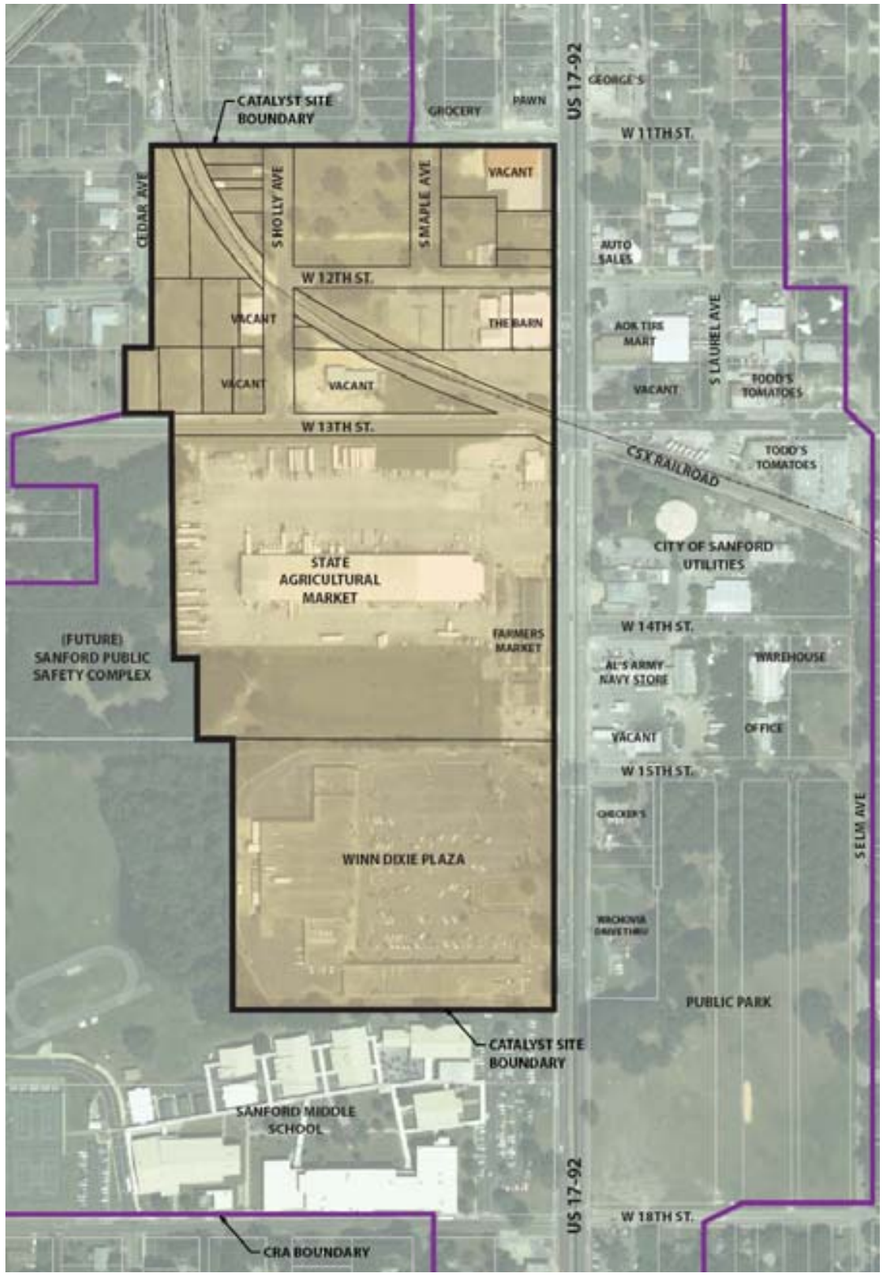
Market Study - Sanford Gateway

INTRODUCTION AND SITE PROFILE

Historic Sanford Area

- Site consists of 34 acres with approximately 230,925 SF of existing buildings per Seminole County
- Existing Winn-Dixie Plaza and state agricultural facilities comprise most of the improvements and almost 70% of the acreage or approximately 23 acres
- Another 3 acres is under public ownership.
- Proximity to future Sanford Safety Complex to the west
- Improvements to West 13th Street provide connectivity options to Sun Rail Station

This site has a number of assets that lend themselves, and the subject area as a whole, to potential redevelopment. Most of the site is under only two owners, one being the State of Florida, which provides opportunity for assemblage. These two parcels are situated such that a development program could be phased and completed, if necessary, without the need for the additional assemblage. The improvements on these parcels would allow for the options of incorporating existing facilities in an adaptive reuse redevelopment scenario as well as removing the facilities completely to start with a clear site for new development.



BOTTOM LINE OF THE ANALYSIS

The following is a summary of recommendations and the factors these recommendations were based upon. The analyses focused on the market potential for rental apartments, for-sale multi-family units, retail/restaurants and for-lease service oriented office space within the Sanford Gateway site area.

For-Rent Apartment Findings and Recommendations

Housing demand is driven largely by growth in population within an area. In order to estimate future needs for apartment units within the metro area, trends in relationships between population and household growth when reviewed. Households were separated into renter versus owner occupied units, and their historical and projected growth trends were examined for the metro area and the relevant submarket.

Historical rental household growth was utilized through year end 2010 and future rental housing growth was projected using growth rates and trends from the historical data. Based upon projected population and household growth, demand for rental product in metro Orlando is projected to increase by approximately 60,000 units between 2010 and 2020. Past development trends indicate as much as 70% to 75% of these new household units could be in apartment projects of 50 units or more. The defined submarket has captured about 1.5% to 2.5% of the total metro area rental demand over the last 40 years. From 2000 to present, the submarket did not capture any new metro area apartment demand. Also, absorption has trended negative over the last four years due to the impact of the recent recession.

It is unlikely new apartment product will be added in this submarket over the next four to five years given the softness of the overall market. However, a 1.5% capture rate could be achieved in the next five year period (2015 to 2020). Over this five year planning period, about 325 units could be absorbed into the submarket at a 1.5% capture rate. That level of activity would be sufficient to absorb the existing vacant inventory of apartment product within the submarket up to a 95% occupancy rate, as well as accommodate approximately 150 new units in the submarket. The Sanford Gateway site could capture a significant portion of this new demand, perhaps as much as 100 units. This assumes that no new apartment projects are built in the interim period.

For-Sale Multi-Family Findings and Recommendations

Based upon projected population and household growth, demand for owner occupied housing product in metro Orlando is projected to increase by approximately 122,000 units between 2010 and 2020. Past development trends indicate about 8% of these new household units would be in multi-family product, meaning there is demand for approximately 9,800 multi-family for-sale units in this time period. The defined submarket has captured as much as 2% of the total metro area rental demand over the last 10 years. More recent periods have seen that capture rate drop to closer to 1%.

It is possible that demand for multi-family for-sale product could be sustained at about 1.0% to 1.5% of the metro area demand over the next five years (2010-2015). During the following five year period (2015-2020), demand could increase to 1.5% to 2.0%. However, this growth in demand would still be insufficient to absorb all of the product that is approved for construction within the submarket. As noted earlier, there are still approximately 350 units that are either built and unsold or remaining to be built in existing projects within the submarket.

The profile of current market inventory prepared for this study indicates the pace of sales has slowed substantially, keeping active projects on the books longer. The amount of new product introduced to the market has slowed to almost nothing. Many proposed and approved projects have been placed on hold or cancelled altogether. For all these reasons, there does not appear to be a viable market at this time for this type of product within the subject area. Residential demand should instead be met through rental housing product. However, the proposed rental product could be built to potentially convert to for-sale product at a later date.

Retail, Restaurant and Service Office Space Findings and Recommendations

The 2009 Seminole County Property Appraiser tax roll records were reviewed for several geographical areas, which includes the submarket area and one, three, and five mile radii from the Sanford Gateway site. RERC evaluated and inventoried all geographies to illustrate the land uses and commercial inventory proximate to the site, as well as growth trends over a long term period for these areas.

RERC then used its proprietary retail, restaurant, and service office demand models to calculate potential space demand in the three mile radius. This area best represents the primary competitive environment for development at the subject site. Larger trade areas tend to infringe on significant concentrations of retail that serves residents in those areas. The models were calibrated based on the 2007 U.S. Economic Census data for the Orlando MSA, which includes Orange, Osceola, Seminole and Lake Counties. The models generate the amount and the nature of retail, restaurant, and service office land uses in square feet supportable within a given trade area based upon the number of households, population, and the average household's effective buying income at a given point in time.

To estimate the amount of trade area demand that could be captured on-site, the demand analysis employs a fair share allocation method to distribute future demand among existing geographic concentrations of retail, restaurant and service space in the nearby area and the subject site. After thorough consideration of existing retail concentrations within the surrounding area, regional shopping center demand was assumed to be allocated outside the subject property due to its site selection criteria including physical site requirements, transportation access, and co-locations among others. These larger regional centers are more likely to be built around high concentrations of households near major transportation networks.

To estimate the amount of demand generated by households within the three mile ring through 2020, capture rates based on competitive inventory and retail sites were applied within the nearby area, as

well as the area's prior ability to capture similar product. In summary, given the number of households, the average households' effective buying income and population growth, a total of approximately 50,000 square feet of additional space between 2010 and 2015 could be captured on-site from demand generated within a three mile radius. This amount of space could be increased by approximately 60,000 square feet through growth in households within the three mile radius from 2015 to 2020. In total, about 110,000 square feet of space could be supported by 2020 on-site. Retail, restaurant and service oriented office space account for approximately 56%, 23% and 21%, respectively, of the total space demanded. Please note that this excludes existing retail on-site. The demand noted above is for new space that could be supported within the Sanford Gateway site. According to industry data, retail occupancy is approximately 90% at this location. The demand for new space would likely first go to fill vacancies at existing product until that space reaches a stabilized occupancy of 90 to 95 percent. After netting out the demand allocated to fill vacant space, about 98,000 SF would remain to be developed. It may be possible to phase some portions of this commercial demand over the 10 year time period.

Grocery store space could be accommodated as an expansion or renovation of the existing Winn-Dixie store. Convenience retail could include stores such as a 7-eleven, gas station plaza, small food market, hair salon, etc. Estimated restaurant demand could support up to two traditional full-service restaurants, which require approximately 5,000-6,000 square feet each. There are also opportunities for limited service restaurant formats, which generally require approximately 2,500 square feet. A specialty food and beverage operator, such as a Starbucks, requires about 1,000 square feet and may also be an option. A limited number of services tenants such as insurance, real estate companies, banking, child day care services, dry cleaning, laundry and garment services or small medical offices could be supported from on-site projected demand.

It is important to acknowledge recent market activity in retail and restaurant sales and reduced service needs may hinder financing for businesses to expand operations and open new locations to answer any unmet demand in the near-term. However, by the later time frames noted above, these financing constraints may have abated, allowing easier access to capital funding.

Market Study - Seminole Crossings Site

INTRODUCTION AND SITE PROFILE

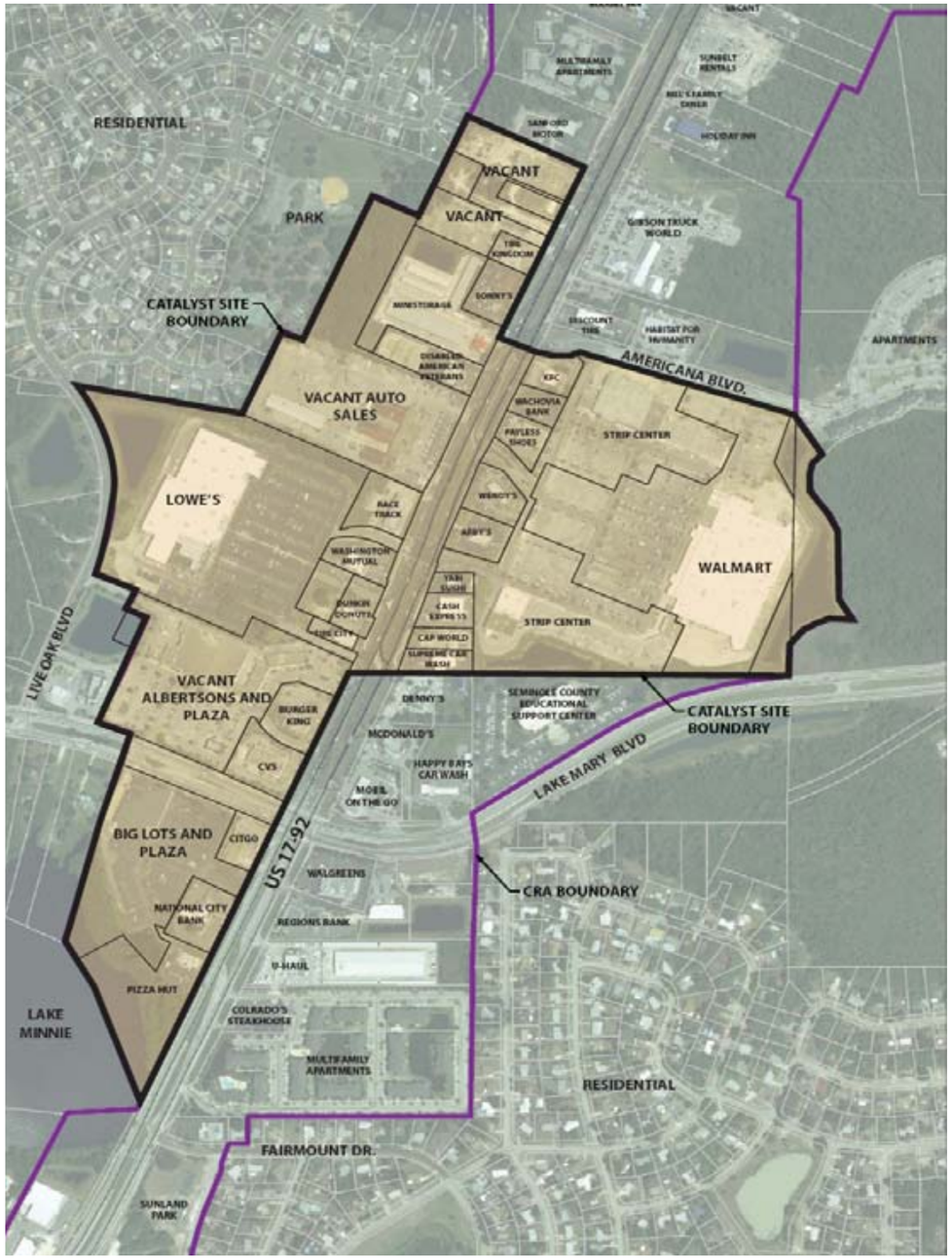
Much of the same market data that was described in the market study for Sanford Gateway site was used in this analysis. The two sites are relatively close to each other along the US 17-92 corridor and as such draw from much of the same markets. Those same data tables were not replicated in this document.

Lake Mary Boulevard Area

Site Profile & Issues:

- 123 acre site containing over 973,077 SF of big box and strip center retail per Seminole County
- Major anchor tenants are Wal-Mart, and Lowe's
- Some properties may have reached their useful lifespan and could be available for redevelopment
- Exceptional location based on access and proven traffic count
- Difficulties in land assembly due to multiple parcel owners
- Lynx Transfer Station provides good transit access

While there are many assets that would support the redevelopment of the area, including location, traffic volume, access, transit connections, and existing destination anchors, there would need to be a commitment on the part of a number of property owners to work together to engage in a meaningful redevelopment upgrade. Because both the Wal-Mart and Lowe's stores are operational and appear to be serving the existing market, a redevelopment scenario would have to be of such a magnitude that they would either close the stores temporarily and reopen them upon completion of the redevelopment work or keep them open during a redevelopment construction program that would likely impact sales at a significant level.



BOTTOM LINE OF THE ANALYSIS

The following is a summary of our recommendations and the factors these recommendations were based upon. The analyses focused on the market potential for rental apartments, for-sale multi-family units, retail/restaurants and for-lease service oriented office space within the Lake Mary Boulevard site area. As noted earlier, similar feedback was provided for the Sanford Gateway site in a separate section. It appears that it would be difficult to redevelop both the Historic Sanford and Lake Mary Boulevard sites during similar time frames. Because these sites are located relatively close to each other, redevelopment efforts should focus on a primary site first. Efforts could then be directed to the secondary site after the successful absorption of product at the primary redevelopment site.

For-Rent Apartment Findings and Recommendations

Housing demand is driven largely by growth in population within an area. In order to estimate future needs for apartment units within the metro area, trends in relationships between population and household growth where reviewed. Households were separated into renter versus owner occupied units, and their historical and projected growth trends were examined for the metro area and the relevant submarket.

Historical rental household growth was utilized through year end 2010 and future rental housing growth was projected using growth rates and trends from the historical data. Based upon projected population and household growth, demand for rental product in metro Orlando is projected to increase by approximately 60,000 units between 2010 and 2020. Past development trends indicate as much as 70% to 75% of these new household units could be in apartment projects of 50 units or more. The defined submarket discussed in the Sanford Gateway section has captured about 0.5% to 2.5% of the total metro area rental demand over the last 40 years. During the last 10 years from 2000 to present, the submarket captured a greater percentage of new metro area apartment demand than any other time period. Also, absorption has trended negative over the last four years due to the impact of the recent recession.

It is unlikely new apartment product will be added in this submarket over the next four to five years given the softness of the overall market. However, we do believe a 1.5% capture rate could be achieved in the next five year period (2015 to 2020). Over this five year planning period, about 215 units could be absorbed into the submarket at a 1.0% capture rate. That level of activity would be sufficient to absorb the existing vacant inventory of apartment product within the submarket up to a 95% occupancy rate, as well as accommodate approximately 100 new units in the submarket. The Lake Mary Boulevard site could capture a significant portion of this new demand, perhaps as much as 50 to 75 units. This assumes that no new apartment projects are built in the interim period.

For-Sale Multi-Family Findings and Recommendations

Based upon projected population and household growth, demand for owner occupied housing product in metro Orlando is projected to increase by approximately 122,000 units between 2010 and 2020. Past development trends indicate about 8% of these new household units would be in multi-family product, meaning there is demand for approximately 9,800 multi-family for-sale units in this time period. The defined submarket has captured as much as 4.5% of the total metro area rental demand over the last 10 years. More recent periods have seen that capture rate range from approximately 2.5% to 5.0%.

It is possible that demand for multi-family for-sale product could be sustained at about 2.0% to 3.0% of the metro area demand over the next five years (2010-2015). During the following five year period (2015-2020) demand could increase to 3.0% to 4.0%. However, this growth in demand would still be insufficient to absorb all of the product that is approved for construction within the submarket. There are still approximately 400 units that are either built and unsold or remaining to be built in existing projects within the submarket.

RERC's profile of current market inventory indicates the pace of sales has slowed substantially, keeping active projects on the books longer. The amount of new product introduced to the market has slowed to almost nothing. Many proposed and approved projects have been placed on hold or cancelled altogether. For all these reasons, it does not appear there is a viable market at this time for this type of product within the subject area. Residential demand should instead be met through rental housing product. However, the proposed rental product could be built to potentially convert to for-sale product at a later date.

Retail, Restaurant and Service Office Space Findings and Recommendations

RERC reviewed the 2009 Seminole County Property Appraiser tax roll records for several geographical areas, which includes the submarket area and one, three, and five mile radii from the Seminole Crossings site. RERC evaluated and inventoried all geographies to illustrate the land uses and commercial inventory proximate to the site, as well as growth trends over a long term period for these areas.

RERC then used its proprietary retail, restaurant, and service office demand models to calculate potential space demand in the three mile radius. RERC believes this area best represents the primary competitive environment for development at the subject site. Larger trade areas tend to infringe on significant concentrations of retail that serves residents in those areas. The models were calibrated based on the 2007 U.S. Economic Census data for the Orlando MSA, which includes Orange, Osceola, Seminole and Lake Counties. The models generate the amount and the nature of retail, restaurant, and service office land uses in square feet supportable within a given trade area based upon the number of households, population, and the average household's effective buying income at a given point in time.

To estimate the amount of trade area demand that could be captured on-site, the demand analysis employs a fair share allocation method to distribute future demand among existing geographic concentrations of retail, restaurant and service space in the nearby area and the subject site. After thorough consideration

of existing retail concentrations within the surrounding area, regional shopping center demand was assumed to be allocated outside the subject property due to its site selection criteria including physical site requirements, transportation access, and co-locations among others. These larger regional centers are more likely to be built around high concentrations of households near major transportation networks.

To estimate the amount of demand generated by households within the three mile ring through 2020, RERC applied capture rates based on competitive inventory and retail sites within the nearby area, as well as the area's prior ability to capture similar product. In summary, given the number of households, the average households' effective buying income and population growth, a total of approximately 65,000 square feet of additional space between 2010 and 2015 could be captured on-site from demand generated within a three mile radius. This amount of space could be increased by approximately 78,000 square feet through growth in households within the three mile radius from 2015 to 2020. In total, about 143,000 square feet of space could be supported by 2020 on-site. Retail, restaurant and service oriented office space account for approximately 57%, 24% and 19%, respectively, of the total space demanded.

RETAIL, RESTAURANT, & SERVICES DEMAND SUPPORTED ON-SITE, 2010 - 2020

	Supportable Demand Captured On Site		
	2010-2015	**2015-2020**	**Total**
Retail (SF)			
Grocery Store	12,626	15,370	27,996
Shopper Goods*	9,075	18,296	20,121
Convenience Retail	15,031	8,263	33,327
Restaurants (SF)	15,251	18,565	33,816
Services (SF)	12,830	14,354	27,184
Total Estimated Demand (SF)	**64,813**	**77,631**	**142,444**

**includes miscellaneous retail stores*
Source: Census of Retail Trade; Dollars & Cents of Shopping Centers; U.S. Bureau of Labor Statistics (BLS), Consumer Expenditures in 2007; Claritas 2010; Real Estate Research Consultants, Inc.

Please note that this excludes existing retail on-site. As noted earlier, based on data supplied by Seminole County, approximately 973,077 square feet of retail space already exists on site. This includes a Wal-Mart, Lowes, Big Lots and numerous outparcels (banks, fast food restaurants, CVS Drugstore, gas stations, etc.). Included in this total are several separate retail strip centers, some of which have had substantial vacancy. There is also a vacant auto sales lot. According to industry data, retail occupancy is approximately 80% at this location. The demand for new space would likely first go to fill vacancies at existing product until that space reaches a stabilized occupancy of 90 to 95 percent. After netting out the demand allocated to fill vacant space, very little square footage would remain to be developed as new space. In other words, the 142,000 SF of demand noted above would need to be applied to filling up vacant space as opposed to new product. Exceptions to this could occur if any of the existing space is obsolete or in very poor physical condition.

Although there is a limited amount of demand for apartment rental product on-site, retail, restaurant and services land uses should be the focus of redevelopment efforts at this location. Significant amounts of retail have been in existence at this location for a number of years. Filling vacant space and improvements to existing product should be the focus here, followed by additions of new space or redevelopment of product that has surpassed its useful life.

It is important to acknowledge recent market activity in retail and restaurant sales and reduced service needs may hinder financing for businesses to expand operations and open new locations to answer any unmet demand in the near-term. However, by the later time frames noted above, these financing constraints may have abated, allowing easier access to capital funding.

Appendix E: Best Practices Recommended Design Patterns

Why Develop Form Standards?

In terms of land area, the US 17-92 Corridor contains a considerable percentage of Seminole County's existing commercial development. Left unchecked this Corridor will see continued decline both economically and physically. Whereas other portions of this Master Plan provide recommendations and guidance to help focus efforts to change the land use patterns in this Corridor, the proposed form standards have been developed to guide specific site development design to help create better functioning, safer and more visually aesthetic projects.

The standards have been developed based on both detailed analysis of best practices as well as study of numerous successful commercial projects developed throughout Florida and the United States. The ultimate goal for the standards is to assist in transforming the suburban model into one that supports a vigorous resurgence of growth and economic sustainability based on quality placemaking principles.

Overview of Standards

The following form standards have been broken down into specific sections as follows:

1. Site Design
2. Development Analysis and Plan Submission Requirements
3. Building Massing and Placement
4. Stormwater Retention Design and Placement
5. Commercial Architectural Massing and Façade Articulation
6. Pedestrian Envrionments
7. Commercial Signage
8. Commercial Landscape and Buffering
9. Commercial Screening, Noise and Odor Abatement
10. Commercial Site Lighting
11. Preservation of Existing Vegetation
12. Parking Design
13. Commercial Site Redevelopment Standards

Understanding the Context

While it is evident that this roadway will continue to be a major transportation corridor, development along this corridor must be viewed very differently than just a vehicular tThoroughfare on the actual urban form that exists along its length.

The US 17-92 Corridor has been fully analyzed and can be characterized by basically three different zones:

- Urban Zone
- Suburban Zone
- Urban Nodes

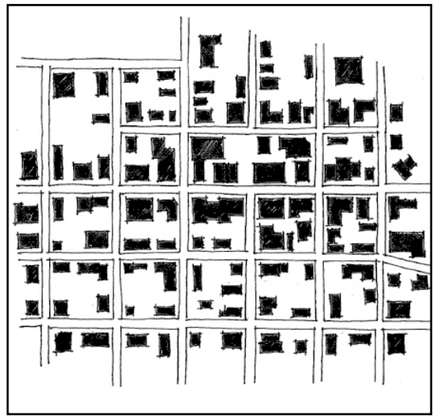
Within each of these zones the existing and desired urban form will be different.

Urban Zone – is located within the historically older area of Sanford and is much tighter in street grid, and supports a more walkable environment.

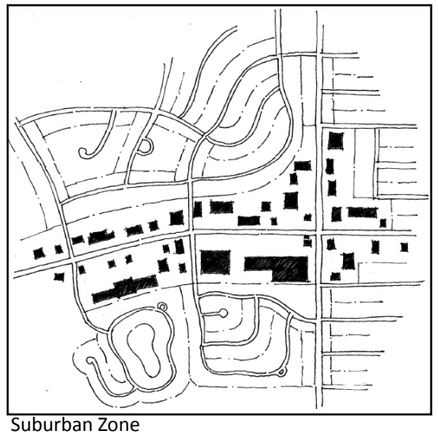
Suburban Zone – makes up the majority of the corridor and is made up of primarily vehicular oriented projects that range from single use commercial businesses and light industrial to strip malls. This area currently is not strongly supportive of a pedestrian environment.

Urban Nodes – These areas have been defined as target areas that exhibit strong potential as catalyst sites for redevelopment with the desired urban forms being higher density mixed use walkable developments.

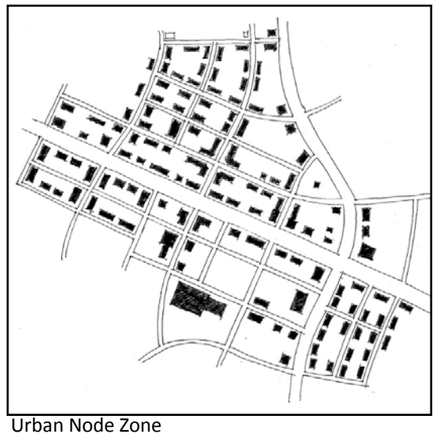
While all of these areas may be different in many aspects of urban form, the goal is to create a corridor that has both functional and visual continuity. The following form standards address both general guiding form standards as well as standards that are zone specific.



Urban Zone



Suburban Zone



Urban Node Zone

1.0 Commercial Site Design Principles and Standards

Design Principle

Commercial site designs should be conceived, first and foremost, to provide services to the community while, at the same time, blending into the overall fabric of the streetscape without visually competing with contextual surroundings. The design of commercial development should also create safe, attractive functional places, that support economic sustainable businesses.

High quality commercial development begins with the initial site design. Preferred site design principles vary based on urban and suburban conditions within the Country.

Design Goals

- Commercial site design should develop and create potential for economic sucess and sustainability.
- Commercial site design should focus on "placemaking," or creating a unique sense of place, as its primary design goal.
- Commercial site design should serve to act as the structural skeleton and framework for the overall streetscape, creating large scale patterns of urban form.
- Commercial site design should facilitate the planning of safe, well-organized, pedestrian and vehicular activities that minimize conflict.
- Commercial site design should reinforce planning and design objectives for the surrounding community and neighborhood. Examples of this include the provision of interconnected open space, definition of visual gateways, safe pedestrian and bicycle interconnections and direct vehicular linkages.
- Commercial site design should improve upon roadway circulation by providing well-organized on-site circulation as well as safe access points that do not inhibit primary roadway vehicular circulation.
- Commercial site design should account for the proximity to regional transportation networks, if available.

Design Guidelines

The site design guidelines have been broken down into the following sections:

1.1 Site Contextual Standards
1.2 Development Analysis and Development Plan Submission Requirements
1.3 Building Massing and Placement
1.4 General Development Standards
1.5 Building Coverage and Permissable Floor Area Ration
1.6 Stormwater Retention and Placement

1.1 Site Contextual Design Guidelines

Every project site lies within a larger context of the urban fabric. As such, the architectural development of each site should take into account both on-site and off-site features. The site and architectural design should be sensitive to the surrounding sites and land uses not only from an environmental aspect, but also from the standpoint of complimentary architecture and spatial organization. Each project design should demonstrate that it properly addresses the existing site context including, but not limited to, the following:

A. **Site Topography**

- Have the proposed building arrangements, roadway patterns, pedestrian routes and sight lines been designed to preserve the existing site topography rather than simply mass grading the site?
- Does the proposed architectural massing and design of the architecture feel integrated into the site topography or superimposed onto it?
- Does the proposed site grading greatly differ from that of adjacent sites? If so, how is this being addressed to mitigate the visual difference as well as the physical barrier difference?
- Does the site have significant environmental features? How have these features been integrated into the site design and building architecture?
- Has the site and building placement been engineered to address, protect and possibly integrate topographic and drainage features into the site design?
- Will significant site engineering be required to develop the site that may endanger the long-term viability of any environmental features of the site, both from a wetland and upland habitat standpoint?
- Does the site design incorporate the preservation of stands of existing trees or significant specimen trees to assist in preserving the natural character of the site and creating focal elements internal to the site?

B. Solar Orientation and Protection

- Have the solar orientation and primary "heat façades" been considered with respect to the site design and ultimately the architectural design of the buildings to minimize energy costs and to create comfortable and usable pedestrian environments?

C. Surrounding Site Developments

- Has the design of the site taken into account any off-site views, opportunities, constraints, odors, screening requirements, building massing or architectural design elements that warrant address or possible integration into the proposed site design?
- Are there any surrounding development sites that are public or civic in nature? If so, has the interconnection of these sites been incorporated into the site and architectural design of the project?

D. Regional Transportation Networks

- Does the site design address connection to existing mass transportation networks?
- Does the site and architectural design address and support connection to any future multi-modal transportation networks?
- Has future expansion of any surrounding roadway network(s) been considered as part of the ultimate design of the project with respect to entrance locations, service access, drive stacking distances or hierarchy of drive locations relative to the ultimate need or desire for the signalization of the project?

E. Utility Easements

- Have all of the utility easements been identified and designed to allow the required utility pole and line setback distances for structures, trees, signage and driveway locations?
- If roadway widening occurs, will this negatively affect the site development design due to ultimate location of utilities in proximity to structures, landscape buffers, signage or entry driveways?
- Has the visual effect of the utilities been taken into account with respect to the visual quality of the proposed project?
- Will the visual effect or location of any utility poles or vertical power lines disrupt the visual quality of the site or diminish the quality of the site design experience?

1.2 Development Analysis and Development Plan Submission Requirements

Proper site development analysis is a fundamental requirement of quality site design, as well as being able to provide quantitative design review by governing officials. The following guidelines have been created to help facilitate better analysis and, consequently, better commercial site design.

A. Development Plan Submission Requirements

As part of the commercial site development approval process, a commercial development master plan should be submitted. As part of this submission, the following supporting documents and plans should be submitted:

1. Master Site Development Plan
2. Current aerial photograph showing all roadways and development within a one-half (1/2) mile radius of the project site

3. Current site survey clearly delineating site boundaries, existing structures, topographic information by contours and full tree survey for all trees being four inches (0'-4") in caliper or greater

4. A jurisdictional wetlands survey as prepared by a qualified professional.

5. Site photos including all surrounding development

6. A written environmental synopsis of the property, as prepared by a qualified professional (i.e., environmental biologist or landscape architect)

7. Written summary, as provided by the project civil engineer, that outlines a master stormwater design concept, significant off-site drainage patterns, connections to off-site drainage patterns and upstream or downstream drainage conditions that may effect site development, etc.

Note: Site survey must locate all existing structures both on-site as well as all residential structures within one-hundred feet (100'-0") of the subject property, and all commercial structures, parking and stormwater ponds or facilities within two-hundred feet (200'-0") of the subject property.

B. Greenfield site development design should demonstrate that it has been designed to preserve significant natural features such as jurisdictional wetlands, natural rivers, streams, water bodies and endangered flora or fauna (if deemed appropriate by both state and local governing agencies) and significant historical trees.

C. All proposed site design should take into account the natural topography and drainage patterns of the particular site as well as how disruption of natural drainage patterns may negatively impact surrounding sites or natural systems.

D. The Developer should demonstrate that no significant off-site natural system drainage impacts will be caused due to site development. This should be provided by a written synopsis of how site conditions have been designed to accomadate off site systems.

E. The site development design should take into account the natural topography of the site and, to the greatest extent possible, utilize the site topography to create visual interest rather than simply mass grading the site.

F. The site design should take into account significant off-site views and incorporate these into the overall site design where possible.

G. The site design should take into account the creation of site view corridors into the site from surrounding roadways and intersections, both from a vehicular and pedestrian stand point.

H. The design of all sites should take into account the seasonal sun angles and make every effort to organize and develop buildings and pedestrian routes that provide protection from the elements, particularly sun and rain.

I. All proposed commercial projects should verify and provide public transportation access points interior to a project site where deemed appropriate by governing agency staff.

J. Where deemed appropriate, commercial site developments should be designed to provide cross-vehicular and pedestrian access between adjacent commercial development sites, and pedestrian connections to adjacent residential and public school developments. If the site design does not allow for pedestrian access points that are located away from service areas or back of house activities, no pedestrian access should be required.

K. Where possible, commercial site developments should provide interconnected green spaces with adjacent development sites to encourage cross-pedestrian linkages and create visual cohesiveness between commercial sites.

1.3 Building Massing and Placement

The organization and scale of buildings on any site is arguably the most important site design standard to be analyzed and executed on a project site. The placement and orientation of a building often dictates all other functional use design such as vehicular circulation, parking, pedestrian design and, to a large extent, the physical environment of the streetscape. The following guidelines address both the urban areas site development requirements as well as the suburban area site development requirements.

Urban Node Areas

The pedestrian oriented organization of buildings and parking in urban area developments is the primary site design principle that sets urban node areas apart from those designated as "sub-urban". These areas should be designed to create a definable "place" that feels and functions differently than a typical suburban site development project. The design of these projects is focused on the integration of land uses, whereas the project or development site can provide a more self-contained and self-sustained development pattern.

The following urban site design guidelines have been developed to encourage more compact, higher density development that promotes pedestrian activity and visually creates an urban streetscape pattern along exterior and interior roads and drives.

A. Buildings of an urban parcel frontage should, to the greatest extent possible, be 'massed' against the primary arterial or collector roadways to create a "street wall" effect in urban development areas.

B. No more than forty percent (40%) of an urban parcel frontage should be open to parking, stormwater or internal green space.

C. Building placement should, to the greatest extent possible, screen mass parking areas from primary views, both from an external and internal viewpoint.

D. The creation of internal urban blocks, arranged to create a primary "Main Street," or internal street grid pattern should be a focus of the urban site designs that exceed 90,000 square feet. Building placement and massing should be designed to reinforce this development pattern.

E. Building massing and scale should be designed in proportion to adjacent properties to support the visual and functional effect of the "urban" street environment. Building setbacks from back of curb should be designed to create and facilitate an active pedestrian environment (see

"Preferred"

Photo Exhibit 1.3 E
Urban buildings should be "massed" against the primary arterial or collector roadways to create a "street wall" with wide sidewalk, street trees and on-street parking to encourage pedestrian activity and serve businesses.

F. Building organization and placement should be designed to create and emphasize views and focal points from external roadways as well as internal "Main Streets."

G. Building organization and placement should be designed to create internal pedestrian green spaces, plazas or other functional gathering spaces. These spaces should be designed to support the pedestrian environment.

H. On-street parking is encouraged where feesible in developments along the corridor to increase pedestrian activity and to serve businesses. The streetscape should be designed to accommodate wide sidewalks and street trees planted appropriate intervals.

Suburban Development Areas

Suburban commercial development areas have very different functions than their urban counter parts. For this reason site design guidelines have been written specifically for suburban development areas. Characterized by greater quantities of vehicular traffic,

suburban commercial developments are typically dominated by vast areas of parking lots, with greater stormwater requirements and multi-tenant commercial parcels. The shape of suburban commercial areas is often referred to as a "strip" shopping development.

The following guidelines have been created to increase the safe and efficient functioning of suburban commercial developments.

I. Buildings should be sited to foster efficient site functioning as well as interconnectivity for pedestrian and vehicular traffic.

J. Outparcel buildings should be sited to screen large areas of parking from the public view.

K. No more than forty percent (40%) of the suburban parcel frontage should be open to parking or dry stormwater ponds.

L. Suburban commercial sites should have multiple vehicle ingress and egress points to increase the connectivity of suburban sites.

M. Multiple retail tenant suburban site designs should incorporate a variety of square footages to increase the ability for sites to adapt to transitional retailers.

N. Typical "strip" shopping centers should have a variety of building facade elevations with staggered setbacks to reduce visual monotony.

1.4 General Development Standards

The following development guidelines address commercial development standards in both an Urban and Suburban setting.

A. Urban site developments are encouraged to incorporate a mix of uses, which may include commercial retail, restaurants, office space (both small and large scale) and higher density residential. It is strongly encouraged that an economic market analysis be performed to assist the Developer in defining the final development program and mix of uses (see Photo Exhibit 1.1.4).

"Not Preferred"

Photo Exhibit 1.3 F
Building massing should avoid visual monotony typical of suburban commercial "strip" developments.

"Preferred"

Photo Exhibit 1.3 G
Building massing should reflect various square footages and building elevations to decrease the visual monotony typical of suburban commercial "strip" developments.

B. Building massing should provide façade "step backs" for all building façades that exceed forty feet (40'-0") in height, whereby a minimum ten foot (10'-0") building façade "step back" should be provided for all floors above a two story level (see Figure 1.1.5). This provision may be waived for freestanding commercial office buildings as long as the building façades provide a significant amount of exterior fenestration so as to provide physical and visual breaks in the building façades.

"Preferred"

Photo Exhibit 1.1.4
A mix of commercial, retail, restaurants, residential and office space is encouraged for all urban site developments as determined by economic market analysis.

C. Development sites that have more than one (1) primary "Big Box" retailer should organize the buildings so as to encourage cross parking and pedestrian interconnectivity between the multiple stores.

D. Development sites that have more than one (1) primary "Big Box" retailer should orient the building masses in such a way to create a more clustered organization rather that single free-standing boxes surrounded by parking.

The placement of buildings should provide for a logical organization of both vehicular and pedestrian circulation patterns and prevent the need, to the largest extent possible, for a user to have to "re-park" due to excessive internal pedestrian walking distances.

E. To encourage a wider distribution and use of parking and better access for customers, all large retail establishments, either single or multiple ownership, that exceed 75,000 square feet should provide at least two (2) customer entrances. Sufficient offset distances between entrances should be provided to more evenly distribute both vehicular and pedestrian circulation routes.

F. Interior commercial building lengths should not exceed three-hundred (300) linear feet without a physical break or pedestrian accessway from parking behind. It is strongly encouraged to integrate plaza spaces and/or incorporate public green spaces where building breaks occur (see Figure 1.1.9).

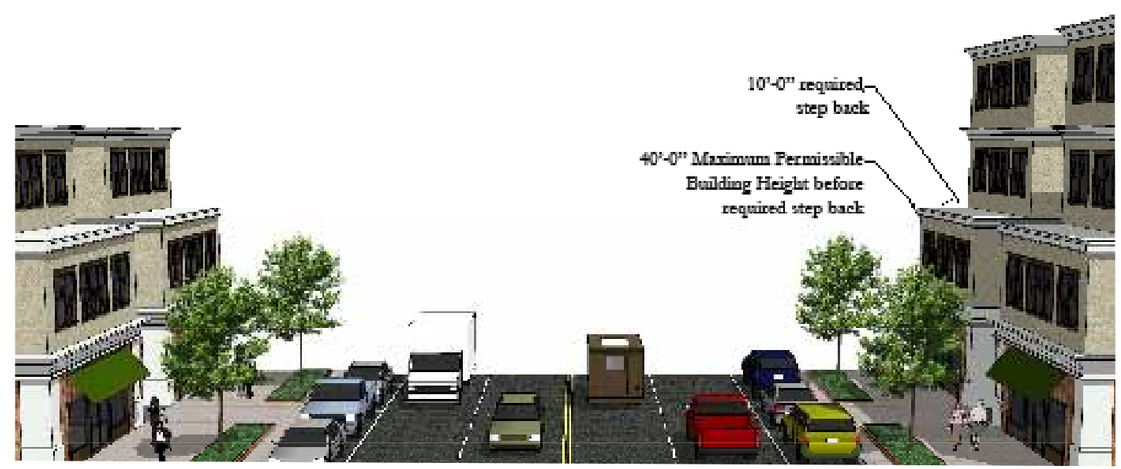


Figure 1.1.5
Building massing should provide "step backs" for all facades that exceed 40'-0".

G. For projects that have internal blocks, the maximum internal block length for commercial use only, should not exceed five-hundred (500) linear feet, as measured centerline to centerline of road or driveway (see Figure 1.4.G).

H. If buildings are designed for multi-tenant leasing, no one (1) tenant should have overall visual mass or scale priority in relation to the entire structure.

I. "Big Box" structures (i.e. department stores, theatres, home improvement stores, wholesale club stores, etc.) should have façades that are designed to minimize the mass structure appearance of the building either by incorporating liner shops in front of the blank wall zones or providing architectural façade treatments that match the surrounding "urban" buildings. Usable pedestrian green spaces and/or plazas should be incorporated to assist in providing pedestrian scale and integrating the "Big Box" structure into the urban pattern (see Figure 1.4.H).

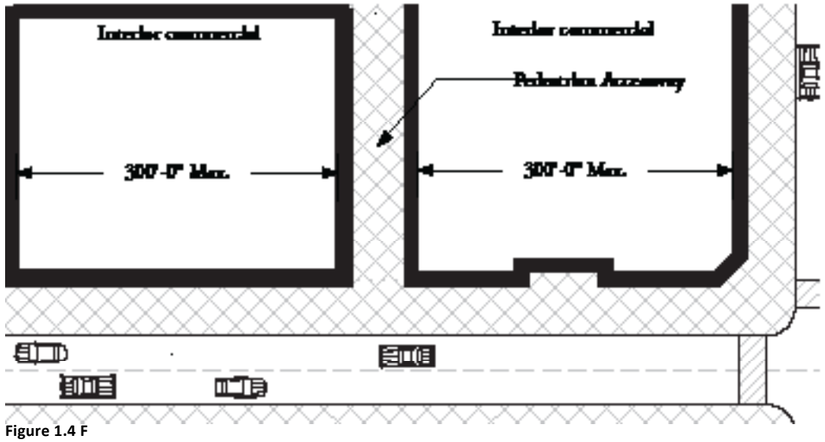


Figure 1.4 F
Interior commercial building lengths should not exceed three-hundred (300) linear feet without a physical break or pedestrian accessway from parking behind.

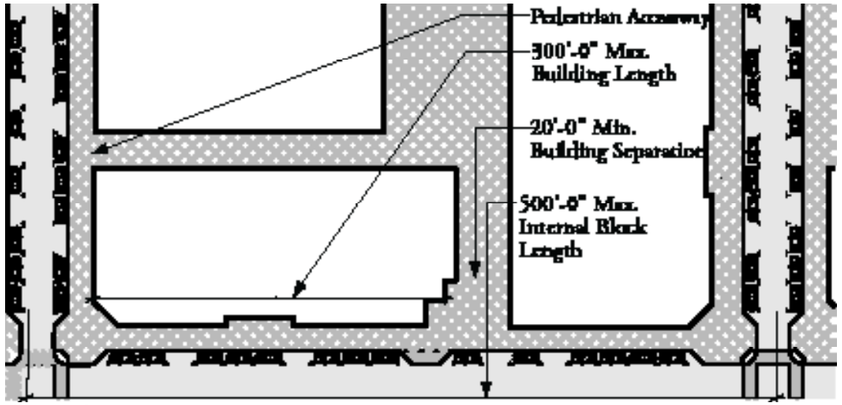


Figure 1.4 G
For projects that have internal blocks, the maximum internal block length should not exceed five-hundred (500) linear feet.

J. Corner buildings at primary project entrances or high traffic internal nodes, whether free-standing or developed as part of a block, should be designed to visually accentuate the vehicular and pedestrian experience. These elements should be designed to support the overall architectural character and theme of the project and is not intended to be developed as signage or to promote iconic architectural elements that are retail owner specific (see Photo Exhibits 1.4.Ja and 1.4.Jb).

K. Buildings that are developed at roadway intersection corners should be designed to address the intersection whether or not pedestrian access is provided from the exterior roadway frontage (see Photo Exhibits 1.4.Ka and 1.4.Kb).

1.5 Building Coverage and Permissible Floor Area Ratios

The urban development site presents an opportunity to create a development pattern that allows for higher density design through better site organization of both buildings and public spaces. The density of each project should take into account the surrounding site context as well as economic feasibility. The following design guidelines provide for both minimum and maximum guidelines.

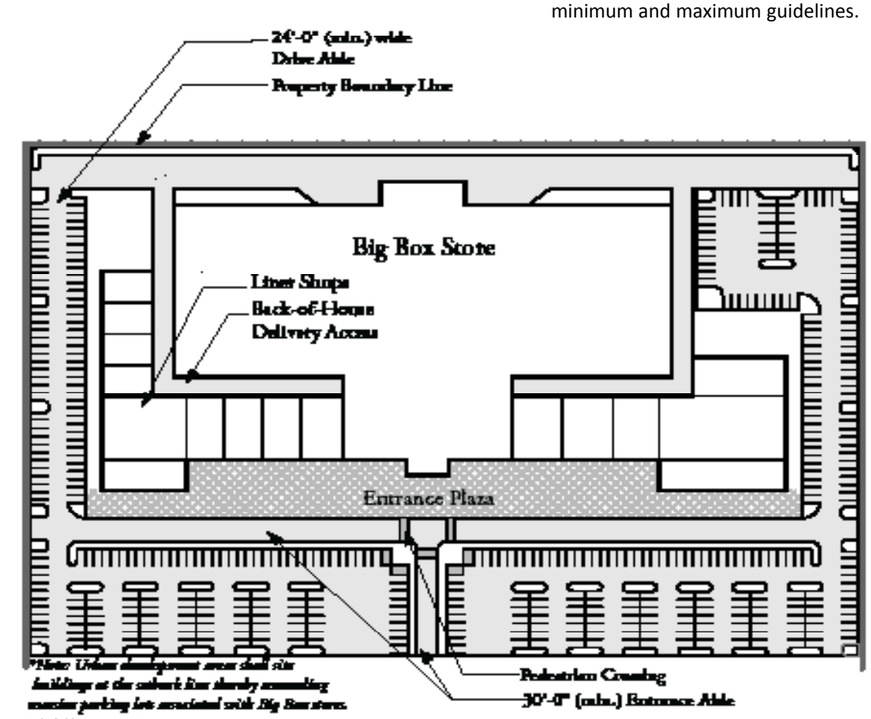


Figure 1.4.H
All "Big Box" commercial buildings should incorporate features that assist in providing pedestrian scale and integration of the structure into the urban pattern.

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

"Preferred"

Photo Exhibit 1.4.Ja
Corner buildings are encouraged to provide accent and enhance the vehicular and pedestrian experience.

"Preferred"

Photo Exhibit 1.4.Ja
Architectural elements at corner buildings should support the overall architectural character and theme ofthe project

"Avoid"

Photo Exhibit 1.4.Jb
Architectural iconic elements at corner buildings are not intended to be developed as owner specific signage.

"Avoid"

Photo Exhibit 1.4.Jb
Lack of pedestrian and vehicular identities at primary entries and traffic nodes are to be avoided.

A. The maximum building and parking coverage of any site should not exceed ninety percent (90%) of the site or internal block area, excluding all required landscape buffer areas.

1.6 Stormwater Retention Design and Placement

Stormwater ponds are all too often designed to purely serve a functional use for a site as opposed to being integrally designed as a site amenity. The following design guidelines are focused on improving the visual quality of stormwater design systems as they relate to overall site design.

A. Wet stormwater ponds should be designed as integral visual site amenities to a project. Sufficient pond bank slopes and maintenance easements should be provided to prevent the fencing of the proposed ponds. Where absolutely necessary, due to safety concerns, the city staff reserves the right to waive this requirement (see Photo Exhibit 1.5.A)

"Not Preferred"

Photo Exhibit 1.6.A
Sufficient pond slopes and maintenance easements are preferred to avoid pond unsightly fencing.

B. Stormwater ponds should be designed to have the appearance of natural water bodies to the largest extent possible. Ponds visible to any public right-of-way should be designed to have curvilinear perimeters and should not be designed to be square or rectilinear in shape or appearance.

C. Wet stormwater ponds should be designed to hold water at a controlled elevation that maintains a consistent aesthetic appearance.

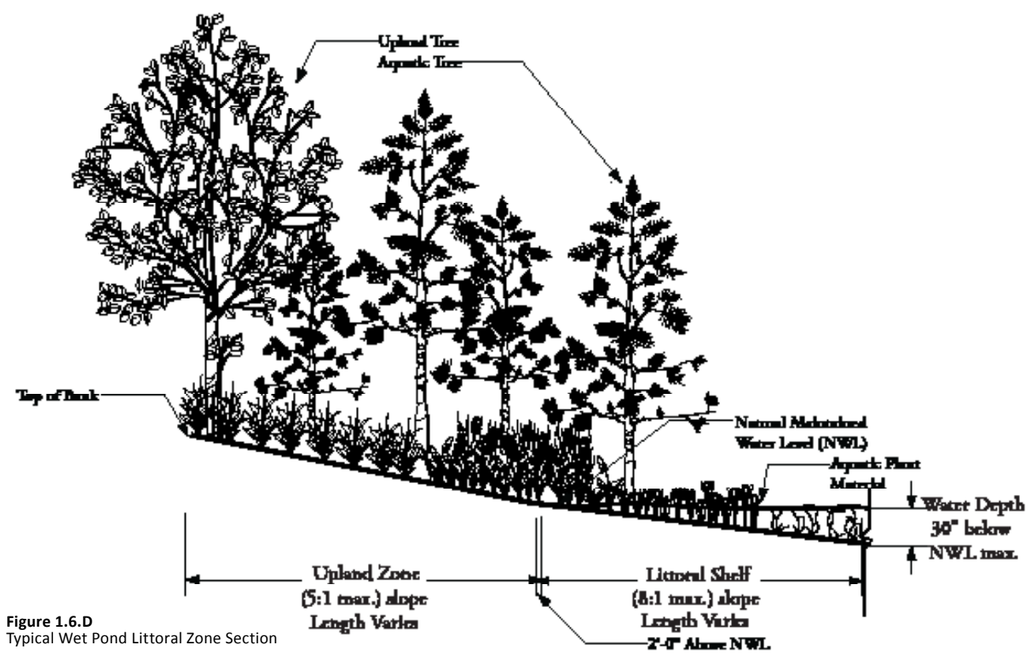


Figure 1.6.D
Typical Wet Pond Littoral Zone Section

D. Wet stormwater ponds should incorporate wetland littoral plantings on a minimum of thirty percent (30%) of the perimeter of the pond edge. A littoral shelf should match the slope elevations, (see Figure 1.6..D). Littoral planting species should be selected from the approved list (see Appendix B).

E. The design of the stormwater pond system should, to the largest extent possible, attempt to create fewer but larger wet stormwater ponds and minimize the development of small "pocket" ponds.

F. All outparcel or lease parcel stormwater systems should be designed to be collected and treated as part of the "master" stormwater system for the overall development instead of being stored on-site in small "pocket" ponds or swales.

G. Stormwater trench ponds are not preferred to be located along any public right-of-way frontage (see Photo Exhibit 1.6.G, following page).

H Stormwater ponds should be designed exclusive of any landscape buffer width. Stormwater maintenance berms should be located outside of any required landscape buffers. Sufficient maintenance berm width should be provided to allow for any required pond maintenance without impacting the required landscape buffer (see Photo Exhibit 1.6.H).

"Not Preferred"

Photo Exhibit 1.6.G
Stormwater ponds adjacent to public rights of way are not preferred.

"Not Preferred"
Photo Exhibit 1.6.H
Stormwater pond maintenance berms should be designed with sufficient width to not encroach into buffer areas and to avoid impact on landscape buffer.

I. Due to the visually aesthetic limitations of dry stormwater ponds, all dry stormwater ponds should be located away from any project entrance or major pedestrian activity area. In the event that these ponds are within public view, the ponds should be designed to present an aesthetic physical visual amenity appearance utilizing trees, shrubs, wetland plants and/or other materials. Pond sizing should take into account any additional volume needs to accommodate trees and or landscape materials

J. If the groundwater elevation within a dry pond is seasonally high and prevents sod from being able to establish and grow, an alternative littoral planting design that provides eighty percent (80%) coverage of the bottom of the pond at time of final construction and inspection should be submitted concurrent with all final landscape construction plans.

K. Where stormwater collection swales are used with parking areas, it is strongly encouraged that wetland bioswales be incorporated into the design. Bioswales include wetland plant materials that help to filter out heavy metals and other pollutants prior to being ultimately discharged into stormwater ponds.

L. All stormwater pipes and headwalls entering ponds should be located, to the greatest extent possible, to minimize public view.

Rip-rap and littoral plantings should be used to mitigate the scouring effect of stormwater discharge into pond systems (see Photo Exhibit 1.6.I).

Photo Exhibit 1.6.I
Stormwater ponds should be sited out of view when they are not designed to be an amenity, and should be screened with a littoral edge.

M. All stormwater out-flow structures should be located and designed to minimize public view. The inclusion of littoral plantings and wetland trees placed around the structure is encouraged to assist in mitigating the visual appearance of theses structures (see Photo Exhibit 1.6.M).

"Not Preferred"

Photo Exhibit 1.1.16m
Stormwater pond equipment should be sited out of view and screened by vegetation to avoid unsightly conditions.

2.0 Commercial Architectural Design Principles and Design Standards

Design Principle

Architectural Design is the physical expression and manifestation of the human environment. It reflects who we are as a community and forms opportunities for our social interaction. It is the most critical of all of the site design aspects that defines a "sense of place". Proper commercial architectural design should considered permanent in nature and a fundamental building block to the visual and physical integrity of our communities.

Design Goals

- The architecture of a commercial project should be designed to influence and encourage social interaction while creating a safe, aesthetic and functional environment.
- The design should focus on both physical and functional permanency in its physical building placement as well as its material structural design.
- The design should place the highest importance on the quality and comfort of the user experience.

Design Guidelines

The guidelines address the manipulation of form and space of various elements of architectural design. Design elements within this discussion include Floor Area Ratio (FAR), circulation design, the lighting and illumination of the site and the physical organization of the buildings themselves.

The placement of buildings on a site is the single strongest element that solidifies the relationships of all other design elements. The design guidelines do not attempt to dictate architectural design or style. Unique and individual building styles must be left to the creativity of the designers to be able to execute final designs. The guidelines do establish a framework for the architectural design process that will provide for a higher level of design quality.

For ease of direction, the following guidelines have been broken down into the following sections:

2.1 Architectural Façade Massing

2.2 Architectural Façade and Articulation Design

2.3 General Architectural Design Standards

2.1 Architectural Façade Massing

Architectural Massing can be defined as "the overall composition of the exterior of the major volumes of the building, especially when a structure has major and minor elements". For the purposes of these guidelines, the discussion of the architectural massing will be limited to the proportional size relationships of buildings, access to buildings and the visual expression of the exterior of the buildings only.

A. The design of commercial architecture should take into account that architecture is viewed three-dimensionally and not as a flat elevation façade from the street side only.

B. All commercial buildings should reflect the actual floors within the building through use of window location, façade breaks, façade setbacks, balconies, etc. Multi-story building should avoid having blank walls facing any public street, neighborhood or other internal commercial areas that can be viewed by the public.

Figure 2.1.C
All multi-story buildings should clearly define a top, middle and bottom zone of each building façade.

C. For multi-story buildings, the building elevations should clearly reflect a bottom (1st) floor and its representative interior height, a middle ground consisting of all floors above the first floor (complying with Section 2.1.A) and a visually pronounced building top that consists of a defined cornice at the top of the parapet roof section or at the transition of the sloped roof section (see Figure 2.1.C).

D. The design of new and retrofitted commercial buildings should take into account the immediate off-site surrounding structures.

E. The design of new and retrofitted commercial buildings should take into account all on-site surrounding structures and provide adjustment in mass and height of the proposed buildings and building elevations, so as to not create substantially incompatible scale between adjacent structures.

F. Building massing should be designed to address pedestrian scale by reducing the scale and proportion of the visual "monolithic box" through variations in wall heights, façade articulations and varied roof planes and pitches (see Photo Exhibit 2.1.F).

Photo Exhibit 2.1.F
Variations in roof planes and façade articulation emphasizes the pedestrian scale.

2.2 Architectural Façade and Articulation Design

A. Building façades should be designed to provide visual interest through detail and ornamentation that is viewed at both the immediate pedestrian level as well as from a distance. Building façades should provide vertical expression of architectural or structural bays through a change in plane. Plane changes can be accomplished through the use of reveals, projecting ribs and/or offsets in the building façade. Vertical plane changes should be designed in proportional scale to the vertical height and horizontal model of the building. These elements should be designed to interrupt continuous façades and create rhythmic patterning that is reflective of the structural design of the building. These elements should be integral parts of the building structure. All materials should be constructed of durable permanent construction materials (see Figure 2.2.A).

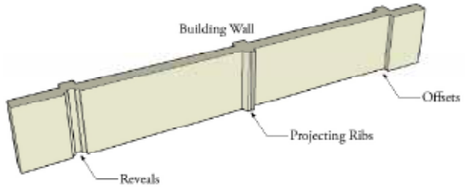


Figure 2.2.A
Expression of Architectural or Structural Bays.

B. Ground floor façades that face a public street or internal private streets that are designed in an urban village center layout, should have arcades, display windows, entry areas, awnings or other such features.

C. All parapets and roof planes that conceal flat roofs should extend around all sides of a building that is visible from any public street, internal public drive, abutting adjacent commercial office buildings, retails stores or residential areas. The height of the wall should screen all HVAC roof mounted equipment. (see Figure 2.2.C.) The parapet should be designed as an integral part if the façade by providing visual relief, decorative cornice trim molding or other historically correct elements.

D. Local retail stores and commercial businesses that face a public street, or internal private streets that are designed in a urban village center layout, should have transparent windows or the appearance of transparent windows for at least fifty percent (50%) of the commercial business frontage.

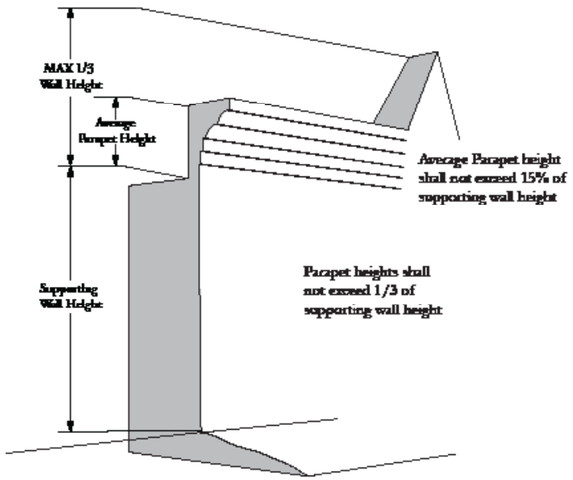


Figure 2.2.C
Parapet Heights.

E. Building façade windows should be recessed a minimum of two inches (2") from the façade wall face and provide a visually prominent sill made of cast stone, brick or some other durable permanent material (see Photo Exhibit 2.2.C).

F. Building façade fenestration and roof planes should be designed to fully wrap and continue the visual line to the architecture on all sides of the building that can be viewed by the general public. If a façade is not visible to public view, either presently or potentially in the future, detailed fenestration of the building façade is not required but is encouraged.

G. Commercial storefront facades should only have up to twenty-five percent (25%) of any frontage in ground to ceiling tempered glass windows. The balance of all storefront windows should be recessed a minimum of two inches (0'-2") from the façade wall face and provide a visually prominent sill made of cast stone, brick or some other durable permanent material.

H. Where architecturally and historically appropriate, windows should be designed to have shutters, window surrounds or casings, or window headers.

I. Doors should be recessed in the façade elevation to provide an identifiable entry point for each customer entry. The use of decorative door surrounds is strongly encouraged (see Photo Exhibit 2.2.I).

J. Buildings should be designed and constructed of materials that ensure the sustained longevity of the structure and avoid materials that provide a short lifespan or can be suceptable to rot, decay, or destruction or removal by vandalism to maintain the architectural integrity of the building long term.

Photo Exhibit 2.2.E
Building façade windows should be recessed at least 2" from the façade face with visually prominent sill.

Photo Exhibit 2.2.I
Building façades should have decorative door surrounds at the primary building entrance.

K. Use of roll-up doors should be strongly discouraged on any commercial service building (i.e. vehicle repair/service venue), commercial office or retail stores that face a public street or internal private streets that are designed in an urban village center layout.

L. The use of tempered glass doors in a building façade should be used in conjunction with a decorative door surround that lends prominence to the entrance to prevent blending into the storefront glass façade.

M. No building façade, window, or door should be constructed of any material that may cause visual glare or reflection of light back onto any public roadway or internal access drive.

N. Due to the physical nature of structural glass, its use may be considered depending on the architectural design of the building and its visual appropriateness in context to other surrounding buildings within the development.

O. Commercial buildings should have clearly defined and visible customer entrances featuring of the following:

- Canopies or Porticos;
- Arcades;
- Raised cornice parapets over the doorways;
- Peaked roof forms;
- Arches; or
- Display windows.

P. The design of open trussed structures and space frames as part of a primary building façade, building entry or arcade is not desired due to difficulty of maintenance and their ability to harbor nesting of birds and other animals.

Q. Exterior skins of buildings should not be designed as temporary or sacrificial elements capable of façade conversion based on market architectural trend design, but constructed of permanent materials that reinforce the concept of permanency.

R. The orientation, site placement, primary entry locations, pedestrian accessways and physical building architecture should take into account and address the physical needs of the pedestrian in the design of all exterior elements, scale and coverage with respect to providing protection from the intense solar exposure and substantial seasonal rains.

S. Building architecture should be designed to provide clear physical orientation and visual queuing to guide and direct users to primary entrances (see Photo Exhibit 2.2.S).

T. The design of the architectural façades and roof planes should not be designed as a physical background for signage (see Photo Exhibit 2.2.T).

Photo Exhibit 2.2.S
The architectural façade should be designed to visually orient pedestrians toward building entrances.

"Not Preferred"

Photo Exhibit 2.2.T
The architectural façade should not be designed as a physical background for the sign.

2.3 General Architectural Design Guidelines

A. Buildings should be constructed of materials that minimize exterior maintenance and operating costs.

B. The design of all buildings should take into account the future re-adaptability of other uses and should not be designed for one (1) sole use.

C. For all commercial structures that face any public rights-of-way or are the primary front façade of a structure, roof drainage structures (i.e. drainpipes, downspouts, scupper drains, gutters, etc.) should be designed to be internal to the structure and not physically hung, mounted or directly drained onto any surface along that frontage. All roof drainage associated with this façade area must be physically interconnected to the stormwater system via underground connection only. For secondary façades, exterior roof drainage systems are permitted, but not encouraged. No direct surface drainage should be permitted where pedestrian walkways are provided. Exterior roof drainage systems that are not visible from any public rights-of-way or pedestrian view are preferred to drain directly onto grassed areas or paved vehicular surface areas. Ground areas drains should be required to collect and direct water to the master stormwater collection system of for the project.

D. Buildings should be designed to completely conceal all mechanical HVAC equipment, pump structures, cooling towers, cable/dish structures or any other mechanical equipment. If any such equipment is located on a roof, the roof structure should be designed to be tall enough to completely conceal the equipment. If such equipment is capable of being viewed from above, either by on-site or off-site viewers, the equipment should be surrounded and covered to mitigate the view.

Photo Exhibit 2.3.F
The architectural façade should be designed with respect to the interior space, size and function.

E. The application of "Green Design" standards in construction as well as the use of recycled materials in the physical construction of new buildings is encouraged.

F. Buildings should be designed to express their primary uses (retail, residential, office, etc.) with respect to scale of façade elements, building façade articulation and step-backs, window and door placements and organization of pedestrian access points (see Photo Exhibit 2.3.F).

G. Mixed-use buildings should be designed to express the individual uses internal to the building (see Photo Exhibit 2.3.G).

H. The maximum building height for any free-standing single-use building should not exceed four (4) stories and, in all cases, should not exceed sixty- six feet (66'-0") in vertical height, as measured from the established finish floor grade (see Photo Exhibit 2.3.J). Variance from this standard may be provided at the discretion of the governing jurisdiction.

I. The maximum building height for any mixed-use development building approved as part of an overall planned mixed-use development should not exceed seven (7) stories and, in all cases, should not exceed one hundred and two feet (102'-0") in vertical height, as measured from the established finish floor grade (see Photo Exhibit 2.3.K). Variance from this standard may be provided at the discretion of the governing jurisdiction.

Photo Exhibit 2.3.G
The architectural façade seen above clearly defines the retail portion of the building through architectural embellishments such as awnings. The upper floors are residential and defined through architectural and color differences.

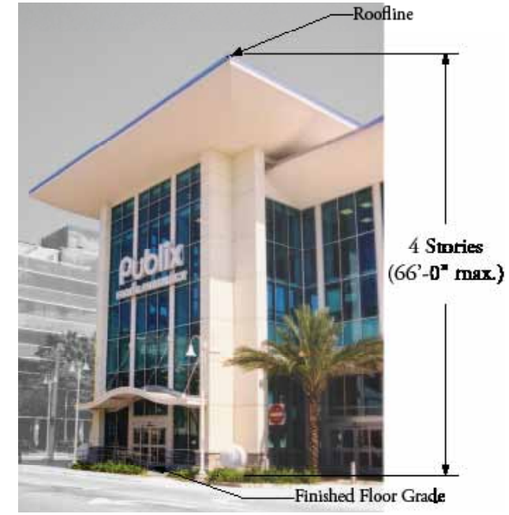


Photo Exhibit 2.3.J
Building height measured from finished floor to roof line should be 66'-0" max. for any single use commercial building.

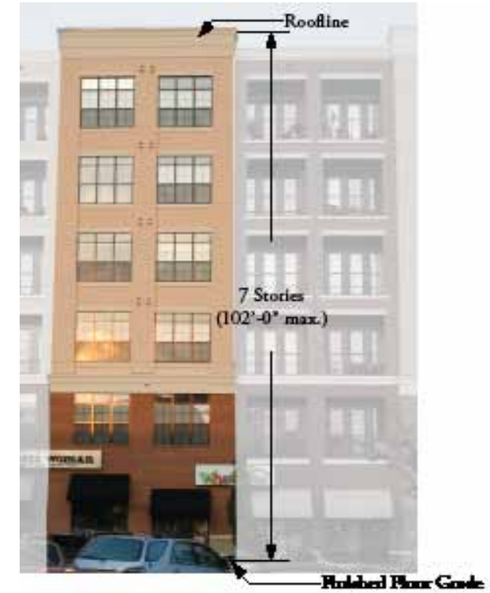


Photo Exhibit 2.3.K
Building height measured from finished floor to roof line should be 102'-0" max. for any multi-use commercial building.

3.0 Pedestrian Environments - Internal to Development Sites

Design Principle

The quality of the pedestrian environment often defines the overall success of a commercial project. Attention to the development of this environment should be at the forefront of the design for every project.

Design Goals

- To encourage the development of quality pedestrian-oriented spaces that are integrated into the functional activity areas of a project.
- To encourage personal interaction through spatial design that jointly supports retail opportunity.
- To provide safe pedestrian access and movement through a project site by means of logical and aesthetically congruent pedestrian routes.
- To build greater value into projects through comfortable pedestrian environments.
- To increase the perceived value of a site by facilitating a more positive pedestrian experience.

Design Standards

A. Pedestrian interconnections should be provided between adjacent land uses where it is functionally feasible and maintains the highest level of pedestrian safety.

B. Pedestrian walkways through parking areas to the front of the primary building façade should be provided within a landscaped median where possible (see Photo Exhibit 3.0.B).

C. The use of architectural design elements, such as canopies, awnings, umbrellas, site furniture, pedestrian scale lighting, water and fountain features, decorative paving, colored paving, building placement and façade articulation are all elements that are encouraged to help build the pedestrian environment and create a "sense of place" for each individual project and, in many cases, area specific nodes within a project (see Photo Exhibit 3.0.C).

Photo Exhibit 3.0.B
Pedestrian walkways located in landscaped medians provide a safer route and accentuate the pedestrian experience.

Photo Exhibit 3.0.C
The implementation of pedestrian courtyards and plazas creates a human scale environment and fosters public gatherings and interaction in support of adjacent business.

D. The use of pedestrian plaza spaces to interconnect various pedestrian routes within a commercial project is encouraged. Pedestrian spaces should be designed as multi-functional use spaces that encourage social gathering and interaction. Considerations should be made to incorporate adequate pedestrian seating, landscape and shade cover as well as special visual focal elements within the spaces (see Photo Exhibit 3.0.D).

Photo Exhibit 3.0.D
Pedestrian plazas with interconnecting campus-style building layouts provide for better pedestrian environments and visually tie buildings together.

E. For all primary building facades that are internal to a private development, and that are uncovered, the following guidelines should apply:

E(1) Uncovered Storefront Pedestrian Zone: Curbed, No Adjacent Parking

A minimum building setback of twelve feet (12'-0") from back of curb should be provided, whereby at least an eight-foot (8'-0") wide pedestrian walkway should be constructed. The remaining four feet (4'-0") should be utilized for the installation of landscape either in planter rows or individual tree planters the dimensions should be considered minimums (see Figure 3.0.E(1)).

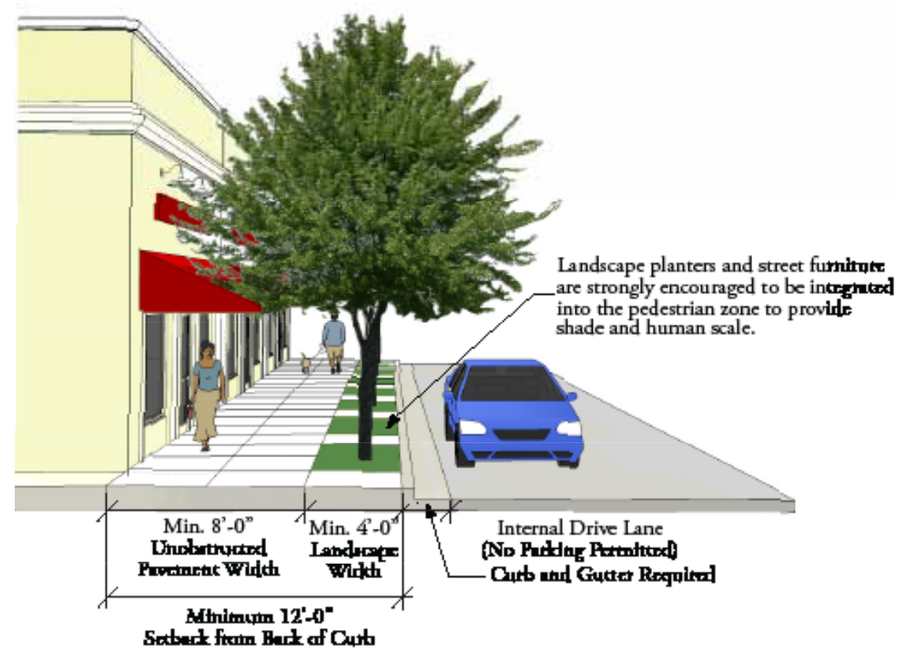


Figure 3.0.E(1)
Uncovered Storefront Pedestrian Zone: Curbed, No Adjacent Parking

E(2) Uncovered Storefront Pedestrian Zone: Curbed, Adjacent Parallel Parking

A minimum building setback of fifteen feet (14'-0") from back of curb should be provided, whereby at least an eight-foot (8'-0") wide pedestrian walkway should be constructed. The remaining width should be comprised of a minimum four-foot (4'-0") minimum landscape zone which should be utilized for the installation of landscape areas either in planter rows or individual tree planters. Additionally, a minimum two-foot (2'-0") wide pedestrian "stepout" zone should be provided. It is at the discretion of the designer as to how the balance of the remaining setback dimensional width should be applied (see Figure 3.0.E(2)).

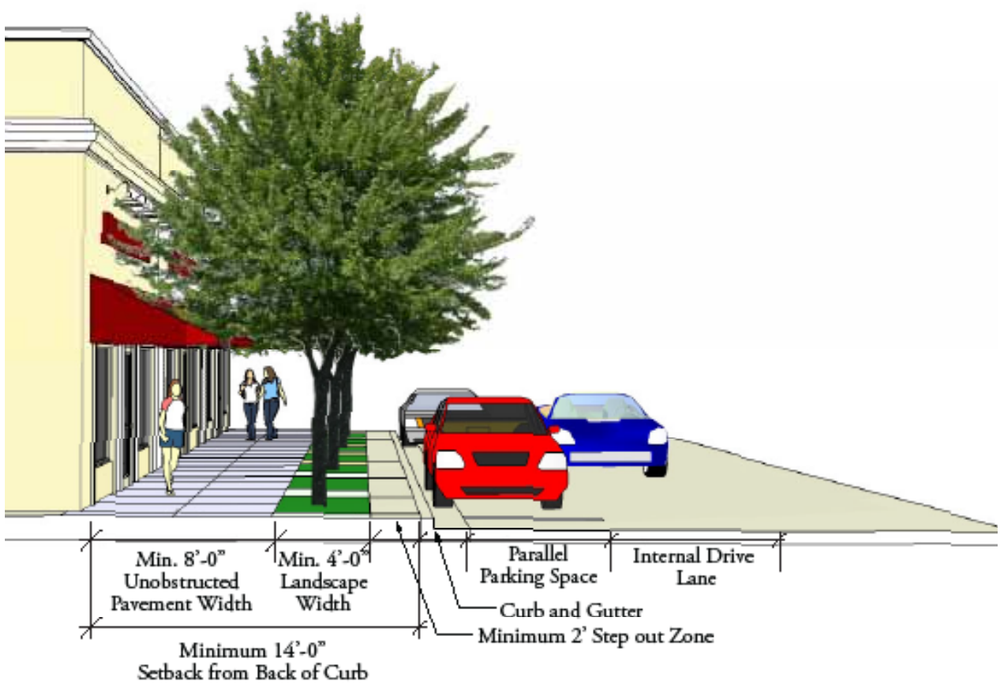


Figure 3.0.E(2)
Uncovered Storefront Pedestrian Zone: Curbed, Adjacent Parallel Parking

E(3) Uncovered Storefront Pedestrian Zone: Curbed, Adjacent Overhang Parking

A minimum building setback of eighteen feet (16'-0") from back of curb should be provided, whereby a minimum eight-foot (8'-0") wide pedestrian walkway is constructed. The remaining width should be comprised of a minimum of a four-foot (4'-0") landscape zone which can be utilized for the installation of landscape either in planter rows or individual tree planters. A minimum two-foot (2'-0") wide pedestrian "stepout" zone should be provided in addition to a minimum two-foot (2'-0") car parking overhang. It is at the discretion of the designer as to how the balance of the remaining setback dimensional width should be applied (see Figure 3.0.E(3)).

Figure 3.0.E(3)
Uncovered Storefront Pedestrian Zone: Curbed, Adjacent Overhang Parking

E(4) Uncovered Storefront Pedestrian Zone: Curbed, Outdoor Dining and Adjacent Overhang Parking

A minimum building setback of twenty four feet (22'-0") from back of curb should be provided, whereby a minimum eight-foot (8'-0") wide exterior dining area zone should be provided, and a minimum six-foot (6'-0") wide pedestrian "by-pass" walkway is constructed. The remaining width should be comprised of a four-foot (4'-0") landscape zone which should be utilized for the installation of landscape either in planter rows or individual tree planters. A minimum two-foot (2'-0") wide pedestrian "stepout" zone should be provided in addition to a minimum two-foot (2'-0") car parking overhang. It is at the discretion of the designer as to how the balance of the remaining setback dimensional width should be applied (see Figure 3.0.E(4)).

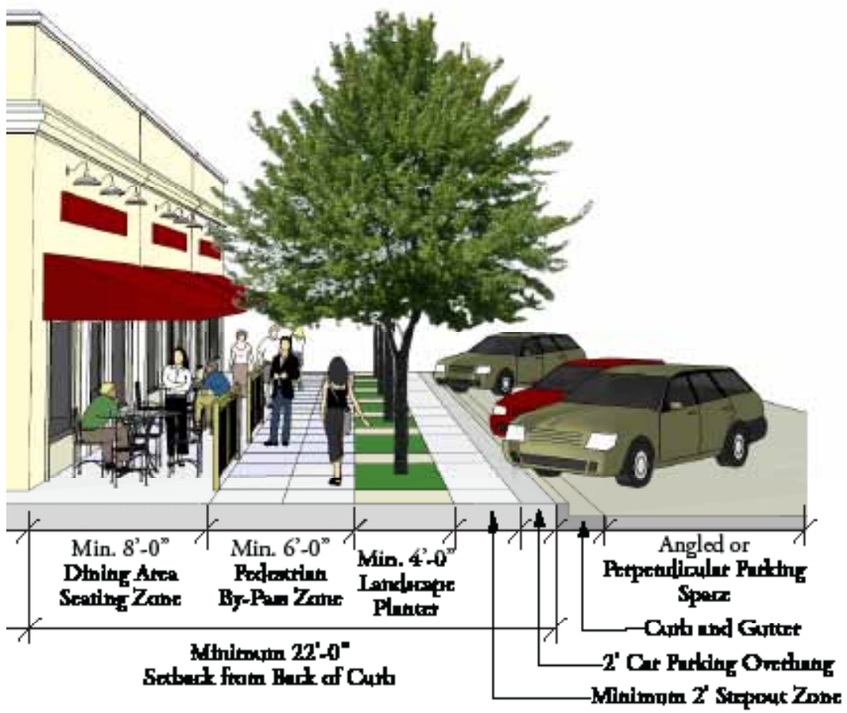


Figure 3.0.E(4)
Uncovered Storefront Pedestrian Zone: Curbed, Outdoor Dining and Adjacent Overhang Parking

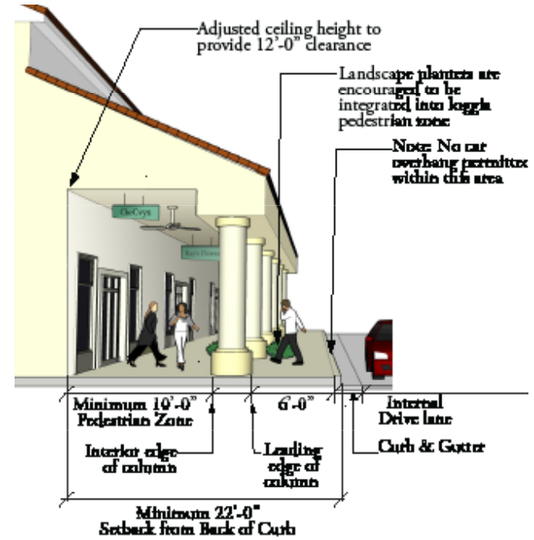


Figure 3.0.F(1)
Covered pedestrian walkways should have 12'-0" of clear head room.

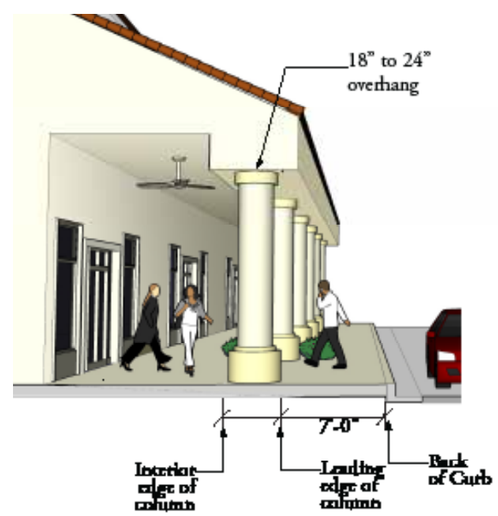


Figure 3.0.F(2)
Illustration of 7'-0" setback condition.

F. If covered loggias are proposed, the minimum width from the face of the primary building façade to the interior edge of the canopy column should be ten feet (10'-0") (see Figure 3.0.F(1)).

F(1) The minimum interior ceiling heights within covered loggias should be no less than twelve feet (12'-0"). If internal lighting or other fixtures, such as fans, are to be suspended from the loggia ceiling, the interior height is to be adjusted to provide a minimum of twelve feet (12'-0") clearance (see Figure 3.0.F(1)).

F(2) A covered loggia should have a minimum setback of six feet (6'-0") from the back of curb, as measured to the leading edge of the support column. If the overhang of the loggia exceeds eighteen inches (0'-18") but not more than twenty-four inches (0'-24") from the outside face of the column, then the setback should be expanded to seven feet (7'-0") (see Figure 3.0.F(2)).

G. All proposed site designs should be engineered to give precedence to pedestrians over vehicles at all times.

H. To further reinforce the pedestrian scale in commercial projects, ground plane plantings and understory trees should be included in the design of pedestrian environments. Landscaping should be used to provide visual scale to the architecture and reinforce pedestrian scale.

I. Projects should incorporate pedestrian site furnishings to help build the visual and physical pedestrian streetscape environment. Site furnishings should be selected to support the architectural theme of the project and be of one consistent color and manufacturer model.

J. All site furnishings should be constructed of durable permanent material, excluding plastic. Wood site furniture should be discouraged due to maintenance requirements; however, this is discretionary based on the individual project theme and maintenance program.

K. Site furnishings should not to be used for advertising in any form, either by direct or indirect mounting of signs or dramatically bright paint patterns or colors.

L. Site furnishings should be of a subdued color palette to allow the site furnishings to blend into the overall appearance of the project.

M. The use of trellises, pergolas, public art, fountains or water feature elements within the pedestrian zones of a project is encouraged to provide pedestrian scale and visual interest. All such structures should be designed to reinforce the overall architectural theme of the project. At no time should these site elements be used for outdoor advertising in any way.

N. The defined pedestrian route should be kept free of all permanent signage, site furnishing or other physical obstructions. All site furnishing should be placed within a four-foot (4'-0") wide landscape planter zone.

O. Pedestrian crosswalks and traffic calming devices should be clearly defined by durable unique paving materials (see Photo Exhibit 3.0.O).

Photo Exhibit 3.0.O
Pedestrian crosswalks should be indicated by durable unique paving materials.

P. Pavement within pedestrian routes should be designed to accentuate the pedestrian experience through use of materials, colors, textures and patterning. Due to the highly reflective nature of concrete, plain white concrete should be discouraged in areas of high pedestrian traffic and areas that are not protected, either by tree canopy or architectural cover, from solar reflection. Alternative materials such as pavers, colored concrete or stamped concrete are encouraged (see Photo Exhibit 3.0.F).

Photo Exhibit 3.0.F
Pavement design within high traffic pedestrian areas should be designed to accentuate the pedestrian experience.

Q. Pavement grading within high traffic pedestrian routes should not exceed a maximum of two percent (2%) in any direction, and at all times should meet or exceed ADA Standards.

R. Use of pavement area drains is strongly encouraged to provide positive drainage in large pavement areas. Pedestrian-scale area drains should be integrally designed into the overall pavement theme and patterning (see Photo Exhibit 3.0.R).

"Preferred"

Photo Exhibit 3.0.R
Drains in pedestrian areas should be either screened or integrated into the design. Inlet grates to be pedestrian friendly.

S. Utility meters and switch boxes should be located inside of screened service yard areas and not visible to public view (see Photo Exhibit 3.0.S).

"Not Preferred"

Photo Exhibit 3.0.S
Utility switch box is not adequately screened from pedestrian view.

T. Underground utility valve boxes and utility connections should be located away from the direct pedestrian path restrictions or root encroachment (see Photo Exhibit 3.0.U).

U. Valves or underground valve boxes should not be located in landscape areas intended for the planting of trees or shrubs to the extent that the trees and shrubs cannot be installed due to setback restrictions or root encroachment (see Photo Exhibit 3.0.U).

"Not Preferred"

Photo Exhibit 3.0.U
Avoid locating utility boxes in the landscape planter areas that will prevent the proper installation of plant material for screening.

V. Valves and underground valve boxes may be located in sod areas and should be coordinated with the final landscape design for the project.

W. To the extent possible, all above ground valves should be located away from primary project entrances and primary pedestrian areas (see Photo Exhibit 3.0.W).

"Not Preferred"

Photo Exhibit 3.0.W
Ground valves should not be located at project entrances.

X. All above ground valves should be grouped away from entries, to the extent possible, and fully concealed by means of a vegetative screen, solid masonry enclosure or a combination of both.

Y. In all pedestrian zones, roof drains should be interconnected to underground stormwater systems by means of underground piping. The use of scupper drains that discharge directly into planters or onto pedestrian pavement areas should not, under any circumstance, be permitted (see Photo Exhibit 3.0.Y).

"Not Preferred"

Photo Exhibit 3.0.Y
Roof drains that directly empty onto sidewalks should not be permitted.

4.0 Pedestrian Zones Abutting Public Rights-of-Way

Urban Zones

Within an Urban Zone the intent is to create walkable streetscape environments. Development of this streetscape environment will be in combination with the proposed public streetscape realm improvements. In the event that all public improvements have not been constructed prior to site development, it will be the responsibility of the Developer to install the necessary streetscape improvement fronting on the subject property. (See Exhibit 4.0.1 for desired streetscape solution.)

Pedestrian Zones should be created along all project right-of-way frontages. The minimum pedestrian zone width should be 20'-0" from the right-of-way line, and should conform to the minimum dimensional standards as shown in Exhibit 4.0.1.

Suburban Zones

Within the Suburban Zone it is the intent to both retrofit existing properties as they redevelop and provide standards for new development to create safer, more walkable environments. Since site development within this zone will vary the most in building setback, only certain standards may be applied based on the site design condition.

A. Where buildings are located within 25'-0" of the public right-of-way and whereby any of the following conditions are planned:

- Building provides primary public access on public right-of-way frontage
- Outdoor gathering or dining is desired (now or in future)

The following standards should apply:

- Pedestrian zones should be created along the building frontage abutting the right-of-way. The minimum pedestrian zone width should be 15'-0" and should be designed to support the circulation patterns and desired outpour usage.
- The proposed pedestrian zone should be tied back into the existing pedestrian sidewalk within the fronting public road right-of-way.

B. Where buildings are located beyond the minimum 25'-0" building setback, pedestrian connections to the sidewalk within the fronting public road right-of-way should be provided. Access from the public right-of-way should provide a safe and attractive pedestrian sidewalk system that provides clean and direct routing to business frontages.

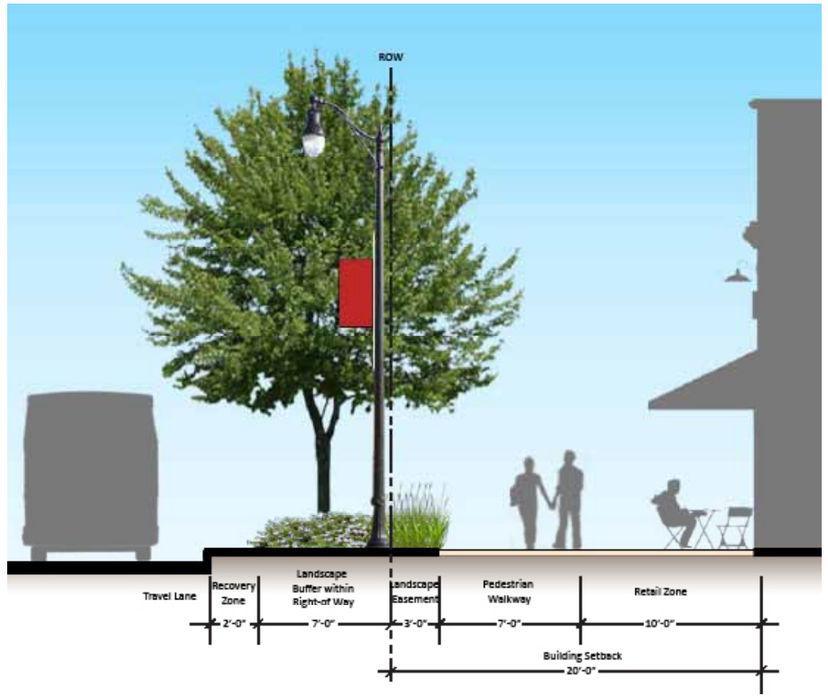


Figure 4.0.1
Desired Urban Section

Urban Node Zones

Within the defined Urban Node Zones it is the intent to develop mixed use walkable pedestrian environments that engage the development to the US 17-92 corridor streetscape. Realizing that building setbacks and building orientations will vary, the following pedestrian zone standards should be applied based on the proposed site design condition.

A. Where a building fronts on a public right-of-way and whereby the following conditions are proposed:

- Primary public access to the building is along the streetside frontage or
- Outdoor gathering or dining space is proposed (new or in the future)

The following standards should apply:

- A pedestrian zone width of 15'-0" should be provided.
- A connection to the public right-of-way streetscape sidewalk should be provided either in the form of a minimum of an 8'-0" sidewalk connection or by the development of an urban plaza connection.
- All design should be coordinated with the proposed urban node public realm streetscape sections.

B. Where a building is located adjacent to the right-of-way but not actually providing direct pedestrian access or outdoor gathering or dining areas along its frontage, a minimum 8'-0" pedestrian sidewalk connection to the public right-of-way streetscape sidewalk should be provided for access to the project entrance.

5.0 Commercial Landscape and Buffering Design Principles and *Guidelines*

Design Principle

The landscape design of a project should assist in unifying the individual project into the overall streetscape pattern established. The design should assist in overall vehicular and pedestrian orientation as well as enhance the pedestrian experience within the project.

Design Goals

- To create a landscape design that is sustainable in its form, materials and longevity.
- To create and reinforce a strong "sense of place" for each project.
- To provide for sufficient buffering of surrounding land uses.
- To complement the architecture by addressing vertical mass, scale and proportion as well as foundation accents, where appropriate.
- To enhance the pedestrian environment through shade development, visual interest and pedestrian orientation.
- To help reduce the urban heat island effect by reducing the levels of radient heat from paved surface areas.

Photo Exhibit 5.0
Typical R.O.W. Buffer with cohesive design theme and continuity

Design Guidelines

Although the following Design Guidelines have been broken down based on specific areas of landscape improvements, it is important to remember that design continuity between the individual areas, as it relates to the whole, is important to achieve a cohesive design theme for the overall project, as well as for adjacent Right of Way ("R.O.W.") Buffers (see Photo Exhibit 6.0).

For the purposes of defining the Landscape applicable to each land use pattern, the Landscape Development Standards have been broken down as follows:

5.1 Urban Zone Landscape Standards (U)
5.2 Suburban Landscape Standards (S)
5.3 Urban Node Standards (UN)
5.4 General Landscape Standards (the General Landscape Standards apply to all land use patterns) (G)

5.1 Urban Zone Landscape Guidelines

A. For all properties fronting on the US 17-92 public right-of-way, a minimum of a 3'-0" landscape planter area is suggested as an expansion of the existing streetscape planters as shown in Figure 5.1.1. In the event that the streetscape planters are not constructed prior to site development, it should be the responsibility of the Developer to construct all improvements at the fronting on the public right-of-way concurrent with site development.

B. For all properties fronting on the US 17-92 public right-of-way, and whereby:

- Buildings are not pulled forward to the desired 20'-0" setback
- Buildings are not more than 40'-0" back from the public right-of-way
- No parking is located between the required streetscape pedestrian zone area

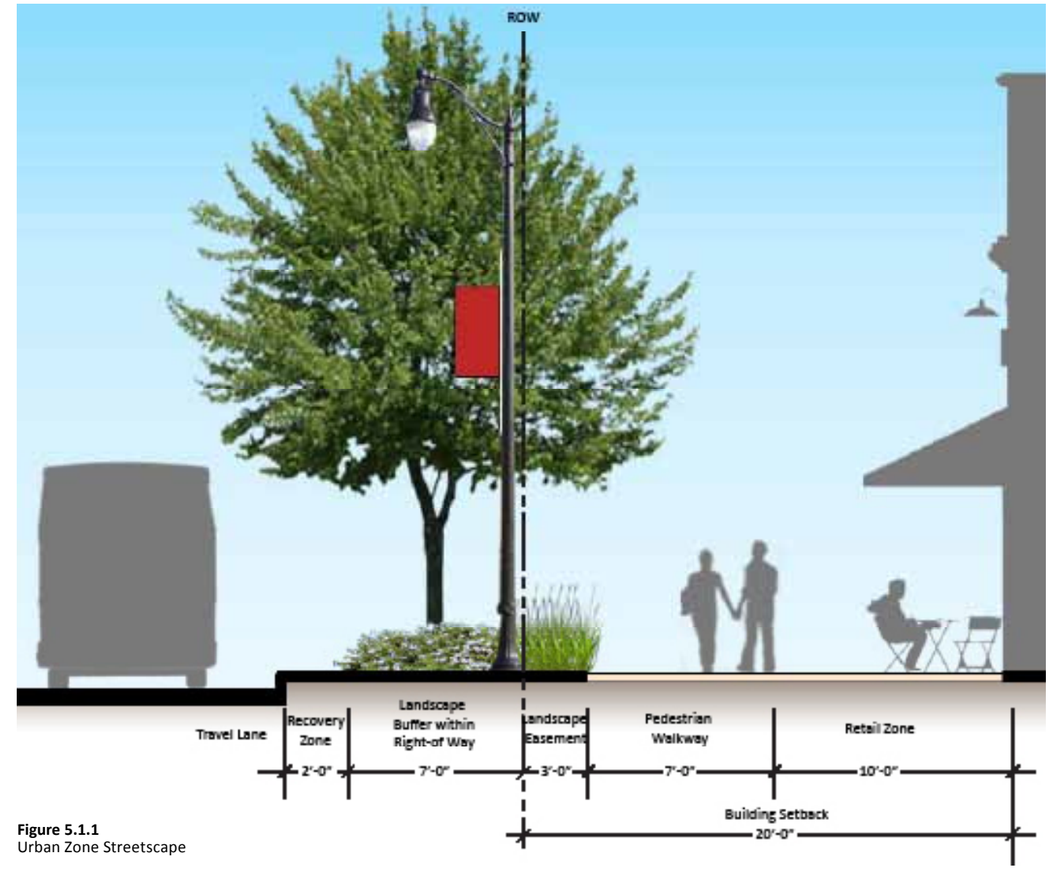


Figure 5.1.1
Urban Zone Streetscape

The following guidelines are suggested:

- Foundation planting areas should be planted along the entire face of the building
- Foundation plantings should consist of a mixture of trees, shrubs and ground covers
- A minimum coverage of 30% of the open area fronting the public right-of-way should be landscaped (NEED GRAPHIC)

C. Where parking is designed to front onto US 17-92, a minimum of a 10'-0" landscape buffer should be provided along all public right-of-way frontages. This buffer width should be exclusive of any required public utility easements, power pole setbacks, or required streetscape pedestrian zone improvements.

D. All internal landscape requirements should be consistent with the parking area standards included within this section.

E. Landscape buffers should not be used for stormwater drainage or retention areas.

5.2 Suburban Zone Landscape Guidelines

The proposed Suburban Landscape Standards specifically apply to areas of the corridor that fall within the defined "suburban zone" area. These areas are customarily characterized by commercial site development parcels that were originally designed to be vehicular oriented in design pattern with large surface parking areas. Parcels wtihin this zone vary greatly in size from single tenant to large multi-tenant. This zone makes up the majority of the parcels along the US 17-92 corridor.

The following guidelines are suggested for all public right-of-way landscape buffers:

A. For all right-of-way buffers that abut overhead utility pole/ easements, a suggested buffer width of fifteen feet (15'-0") should be provided, exclusive of overhead utility easements (see Figure 5.2.1).

B. For all right-of-way buffers that abut underground utility easements and where there are no overhead utilities, the suggested buffer width should be a minimum of fifteen feet (15'-0") in width, exclusive of the utility easement and parking overhangs (see Figure 5.2.2).

C. Where buildings abut the right-of-way buffer, the right-of-way buffer landscape should be integrated into the building permiter landscape design (see Figure 5.2.4).

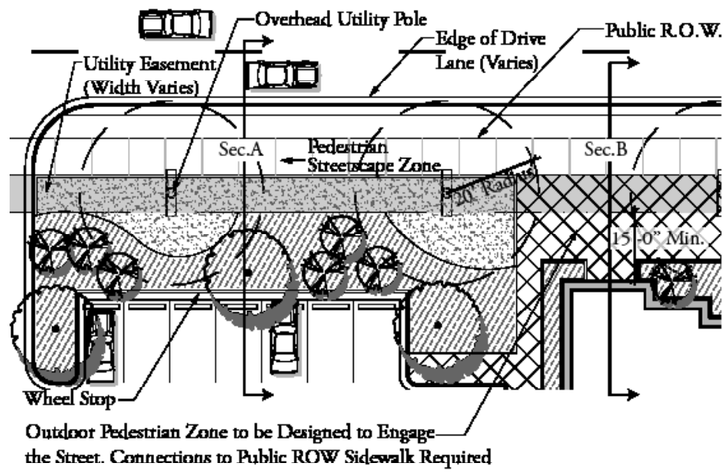


Figure 5.2.1
Typical R.O.W. Buffer with Parallel Overhead Utilities

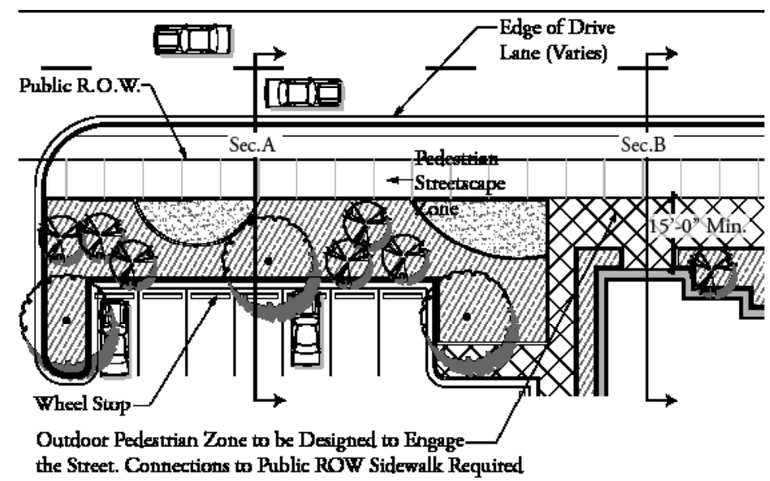


Figure 5.2.2
Typical R.O.W. Buffer with Parallel Underground Utilities

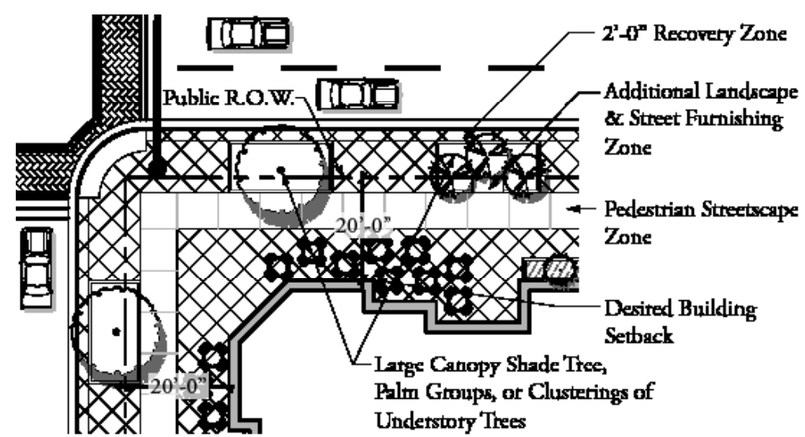


Figure 5.2.3
Typical R.O.W. Buffer with Building Pulled Forward to Street

5.3 Urban Node Standards

The proposed Urban Node Standards specifically apply to all areas of the corridor that fall within the defined "Urban Node" area(s). These areas have been defined as areas suitable and desirable for higher desntiy urban mixed-use development. It is the intent that development parcels within this zone be designed to support a urban mixed-use walkable environment.

The following standards should apply to all public right-of-way landscape buffers.

A. Where buildings are designed to engage the street and provide primary pedestrian access points and outdoor gathering of dining areas, no landscape buffer is required. Building façade landscape is encouraged to provide a more aesthetic pedestrian environment.

B. Where buildings are brought forward to the street, but not designed to provide direct access or outdoor gathering or dining, a minimum of a 15'-0" landscape buffer should be provided. The right-of-way buffer and building foundation planting may be integrated. All buffer widths should be measured exclusive of utility easements.

C. Where buildings are set back greater than 20'-0", a minimum of a 15'-0" landscape buffer should be provided. All buffer widths should be measured exclusive of utility easements.

D. Where parking abuts a public right-of-way, a minimum of a 15'-0" landscape buffer should be provided. All buffer widths should be measured exclusive of utility easements.

E. Landscape buffers should not be used for stormwater drainage or retention areas

5.4 General Landscape Standards

The following General Landscape Standards should apply to zone areas within the CRA, unless specifically excluded. These standards apply to various area of the site development.

The following standards should apply:

A. All R.O.W. buffers should be designed to provide a distinct visual appearance for the project.

B. For all new development, a minimum of a five (5'-0") utility easement should be provided for all existing above ground utility power poles and lines. It is strongly encouraged that overhead utilities be placed underground during construction to prevent the conflicts between overhead utilities and canopy tree structures.

C. Large canopy trees should be set back a minimum of twenty feet (20'-0") from all overhead utility wires (see Figure 5.4.1).

D. Where parking abuts the R.O.W. buffer, a solid opaque vegetative screen should be provided along the entire parking perimeter frontage. A minimum shrub/hedge height at installation should be three feet (3'-0") tall. In addition to parking screen shrub/hedge material, a multi-tiered vegetative buffer consisting of trees, shrub material and ground covers should be provided.

E. R.O.W. buffers should have a minimum of one (1) canopy tree for every forty (40) linear feet of frontage and a minimum of three (3) understory trees, pines or palms for every eighty (80) linear feet of frontage. At no time should the total number of pines or palms exceed fifty percent (50%) of the total number of required understory trees. Additionally, fifty percent (50%) of the total number of all understory trees, excluding pines, provided within the R.O.W. buffer must be continuous evergreen species.

F. If pines or palms are used within the R.O.W. buffer, they should be planted in groupings of no less than three (3). If specimen accent palms are proposed, they should be calculated as one (1) tree and should be exempt from the cluster requirement.

G. R.O.W. buffer canopy tree sizes should be a minimum of fourteen feet (14'-0") in height, with a minimum of a four-inch (4") caliper as defined by the Florida Grades and Standards for Nursery Stock. R.O.W. buffer understory trees should be a minimum of eight feet (8'-0") in height, with a minimum caliper of two inches (0'-2"). All multi-trunk understory trees should have a minimum of three (3) primary trunks, with a minimum caliper of two inches (0'-2") per trunk at installation. All pine and palm groupings should be installed in staggered heights with the minimum palm tree clear trunk height of no less than eight feet (8'-0") and a minimum pine height of eight feet (8'-0").

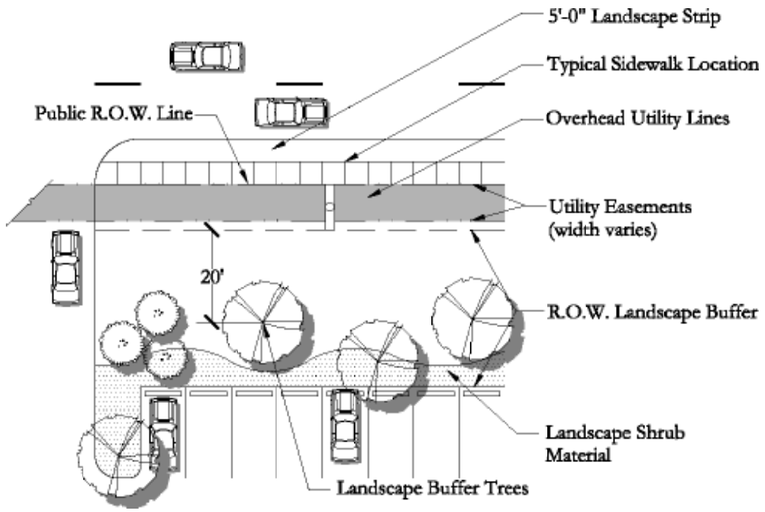


Figure 5.4.1
Typical R.O.W. Buffer with 20'-0" Canopy Tree Setback

5.5 Internal Perimeter Buffers Abutting Commercial/ Industrial Uses

A. For all internal perimeter buffers that abut overhead utility easements, a minimum buffer width of ten feet (10'-0") should be provided, exclusive of overhead utility easements (see Figure 5.5.A).

B. For all internal perimeter buffers that abut underground utility easements, the landscape buffer should be a minimum of seven feet (7'-0") in width, exclusive of the utility easement and parking overhangs (see Figure 5.5.B).

C. Where parking abuts the internal perimeter buffer, a solid opaque vegetative screen should be provided along the entire parking perimeter frontage. A minimum shrub/hedge height at installation should be a minimum of thirty inches (0'-30") at the time of installation and maintained at thirty-six (0'-36") at maturity.

D. Internal perimeter buffers should have a minimum of one (1) canopy tree for every fifty (50) linear feet of frontage and a minimum of three (3) understory trees, pines or palms for every one-hundred (100) linear feet of frontage. At no time should the total number of pines or palms exceed fifty percent (50%) of the total number of required understory trees. Additionally, fifty percent (50%) of the total number of all understory trees, excluding pines, provided within the internal perimeter buffer should be continuous evergreen species.

E. If pines or palms are used with the internal perimeter buffer, they should be planted in groupings of no less than three (3). If specimen accent palms are used each palm will count as one (1) tree.

F. Internal perimeter buffer canopy tree sizes should be a minimum of twelve feet (12'-0") in height, with a minimum three-inch (3") caliper. Internal buffer understory trees should be a minimum of ten feet (10'-0") in height, with a minimum caliper of two inches (0'-2"). All multi-trunk understory trees should have a minimum of three (3) primary trunks, with a minimum caliper of one and one-quarter inches (0'-1$^{1/4}$") per trunk at installation. All pine and palm groupings should be installed in staggered heights with the minimum palm tree clear trunk height of no less than eight feet (8'-0"), and a minimum pine height of eight feet (8'-0").

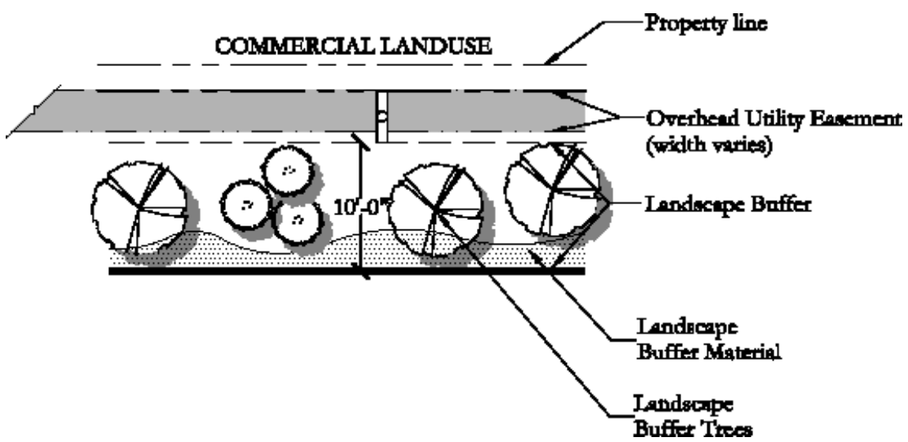


Figure 5.5.A
Typical Commercial and Industrial Internal Perimeter Buffer with Parallel Overhead Utilities

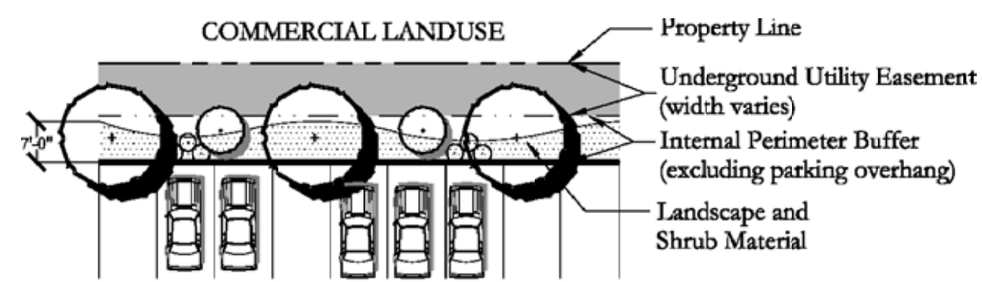


Figure 5.5.B
Typical Commercial and Industrial Internal Perimeter Buffer with Parallel Underground Utilities

5.6 Perimeter Buffers Abutting Residential Uses

A. For all residential perimeter buffers that abut overhead utility easements, a minimum buffer width of twenty-five feet (25'-0") should be provided, exclusive of overhead utility easements (see Figure 5.6.A).

B. For all residential perimeter buffers that abut underground utility easements, and where there are no overhead utilities, the minimum buffer width should be a minimum of twenty feet (20'-0") in width, exclusive of the utility easements (see Figure 5.6.B).

C. Where parking abuts the residential perimeter buffer, a solid opaque vegetative screen should be provided along the entire parking perimeter frontage. An eight-foot (8'-0") solid masonry wall, a combined ten-foot wide (10'-0") berm and vegetative buffer combination or combination of the two should be provided (see Figure 5.6.C(1)).

If a vegetative buffer should be installed, a four-foot (4'-0") berm (maximum 4:1 slope each side) and a minimum of a four-foot (4'-0") solid vegetative buffer shrub/hedge should be provided at installation. The vegetative buffer must be able to attain a height of six feet (6'-0") within one year of installation (see Figure 5.6.C(2)).

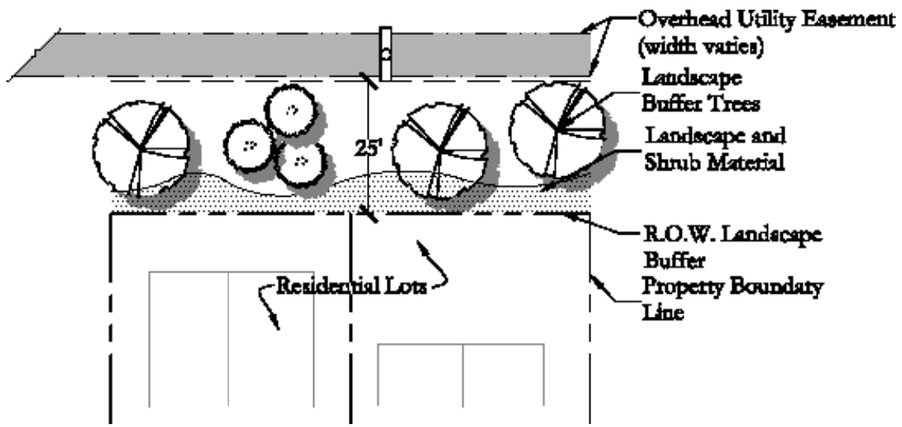


Figure 5.6.A
Typical Residential R.O.W. Buffer with Parallel Overhead Utilities

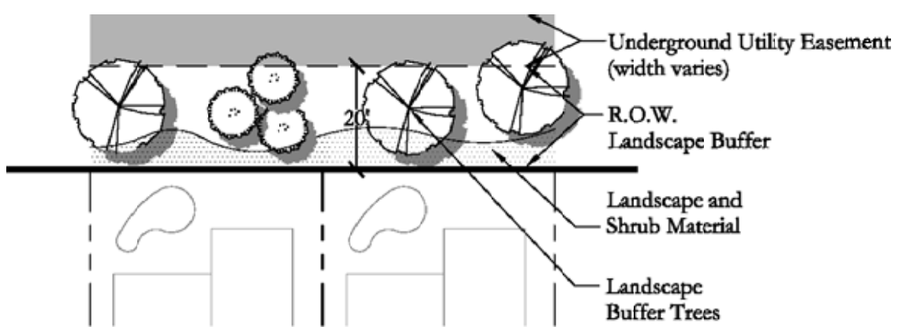


Figure 5.6.B
Typical Residential R.O.W. Buffer with Parallel Underground Utilities

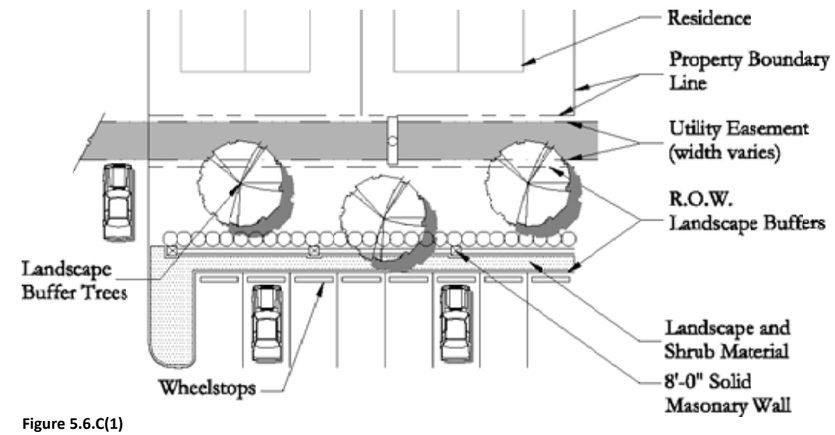


Figure 5.6.C(1)
Typical Residential Perimeter Buffer with 8'-0" Masonry Walls

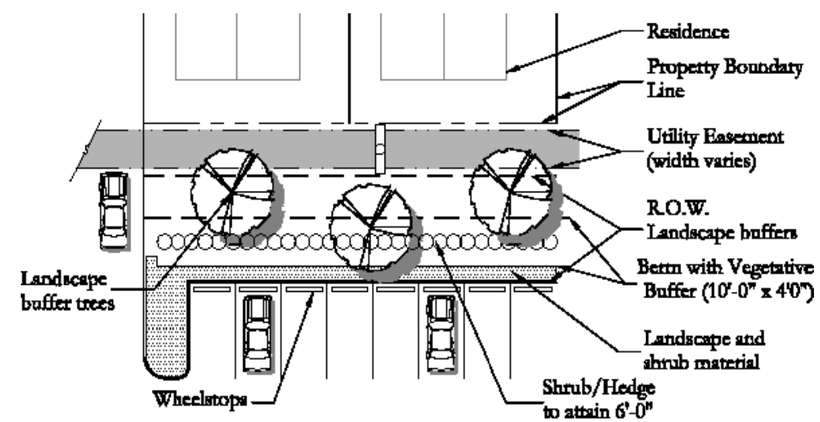


Figure 5.6.C(2)
Typical Residential Perimeter Buffer with 4'Berm and Buffer Hedge.

D. Residential perimeter buffers should have a minimum of one (1) canopy tree for every forty (40) linear feet of frontage and a minimum of three (3) understory trees, pines or palms for every forty (40) linear feet of frontage. At no time should the total number of pines or palms exceed fifty percent (50%) of the total number of required understory trees. Additionally, fifty percent (50%) of the total number of all understory trees, excluding pines, provided within the R.O.W. buffer must be continuous evergreen species.

E. If pines or palms are used with the residential perimeter buffer, they should be planted in groupings of no less than three (3) (see Photo Exhibit 5.6.D).

Photo Exhibit 5.6.D
Palms should be grouped together in perimeter buffers

F. Internal perimeter buffer canopy tree sizes should be a minimum of twelve feet (12'-0") in height, with a minimum three-inch (0'-3") caliper. Internal buffer understory trees should be a minimum of eight feet (8'-0") in height, with a minimum caliper of two inches (0'-2"). All multi-trunk understory trees should have a minimum of three (3) primary trunks, with a minimum caliper of one and one-quarter inch (0'-1$^{1/4}$") per trunk at installation. All pines and palms groupings should be installed in staggered heights with the minimum palm tree clear trunk height of no less than eight feet (8'-0") and a minimum pine height of eight feet (8'-0").

5.7 Primary Entry Drive Landscape Standards

A. All primary access drives entering a large commercial or mixed-use project sites from a public R.O.W. should provide a minimum of ten feet (10'-0") of landscape buffer between the drive and the adjacent parking or buildings. All landscape buffer widths are exclusive of any car overhangs (see Figure 5.7.A).

B. Where pedestrian access is provided along the primary entry access drive, a minimum landscape buffer width of fifteen feet (15'-0") should be provided to allow for a walkway to be inset into the landscape planting areas and to prevent the walkway from abutting the actual drive or interior parking area itself. All landscape buffer widths are exclusive of any proposed car overhangs (i.e., 2'-0" overhang + a 15'-0" buffer = 17'-0" minimum landscape buffer width) (see Figure 5.7.A).

C. Landscape within the ten-foot (10'-0") entry buffer strips should be designed to accentuate the entry drive sequence and assist in providing orientation and direction to the vehicular driver.

D. Shrub landscape material within the ten-foot (10'-0") entry buffer strips should provide opaque visual buffering of the adjacent parking areas. Shrub material should be a minimum of thirty-six inches (0'-36") in height at the time of installation and should be able to attain a minimum height of forty-eight inches (0'-48") within one year. A combination of canopy trees, palms, understory trees, shrubs and groundcovers should be installed to provide visual interest to the entry drive approach.

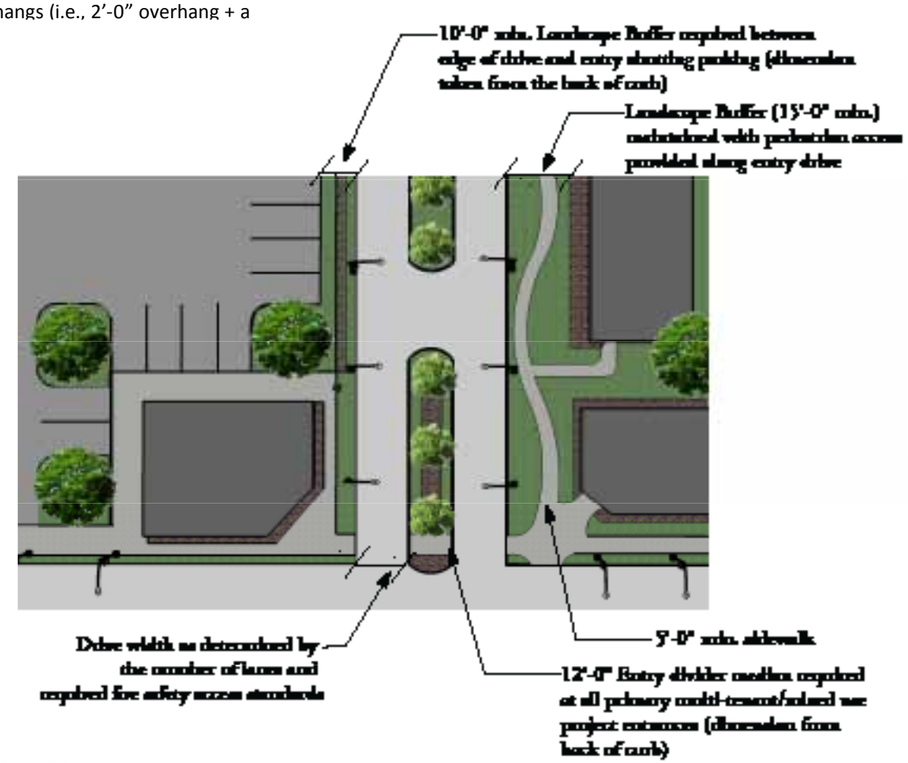


Figure 5.7.A
Primary Commercial Entry Landscape

5.8 Parking Area Landscape Standards

A. All parking aisles should be terminated by a terminal landscape island.

B. All terminal islands should be a minimum of twelve feet (12'-0") in width, as measured from the back of curb. If a radial terminal island is proposed, this dimension should be increased to fifteen (15'-0") and should be measured from the midpoint of the adjacent parking space. No car overhangs should be permitted over terminal islands.

C. All interior parking islands should be a minimum width of ten feet (10'-0") measured from the inside of the curb (see Figure 5.8.E).

D. Interior parking islands should be provided every ten (10) spaces. Accommodation will be provided to allow this to be exceeded based on odd dimensional parking lane lengths. *Note: Every effort must be made to design the parking area to accommodate interior and terminal parking islands on ten (10) space centers.*

E. All parking spaces abutting terminal or interior parking islands should be ten feet (10'-0") in width to allow for door swing and pedestrian step out without encroaching in the landscape island (see Figure 5.8.E).

F. Interior diamond planter islands are not acceptable and should not to be used (see Figure 5.8.F).

G. All divider medians should be a minimum width of twelve feet (12'-0"), as measured from the back of curb. All landscape buffer widths are exclusive of any car overhangs proposed (i.e. 2'-0" overhang provided + 10'-0" minimum landscape buffer width) (see Figure 5.8.G).

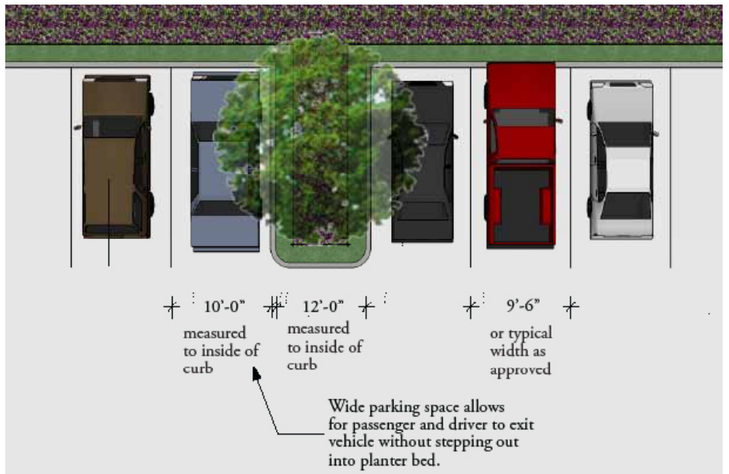


Figure 5.8.E
The minimum width of parking spaces located adjacent to planters should be 10'-0".

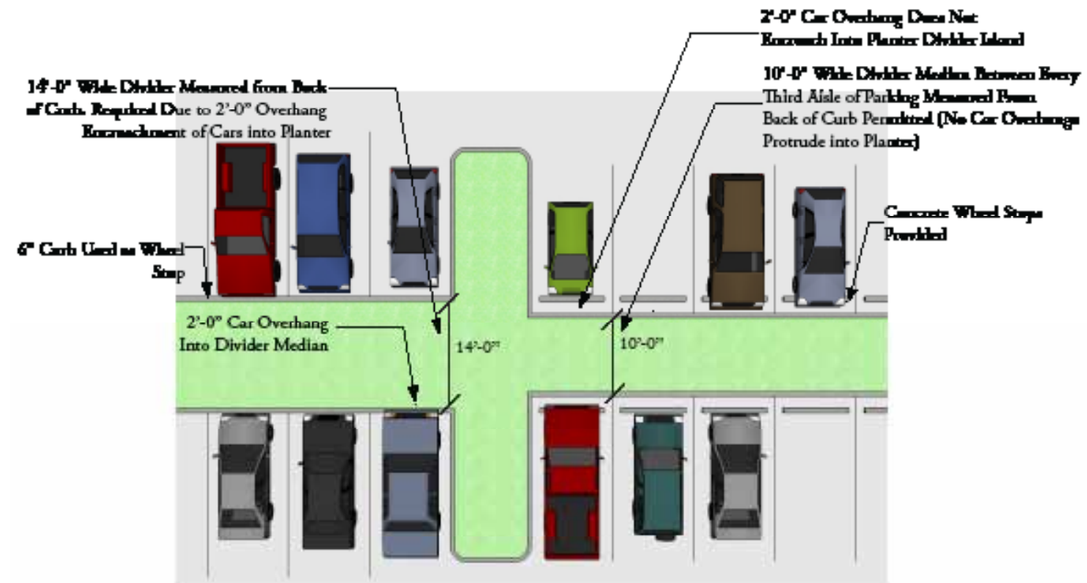


Figure 5.8.G
Interior parking medians should account for bumper overhang.

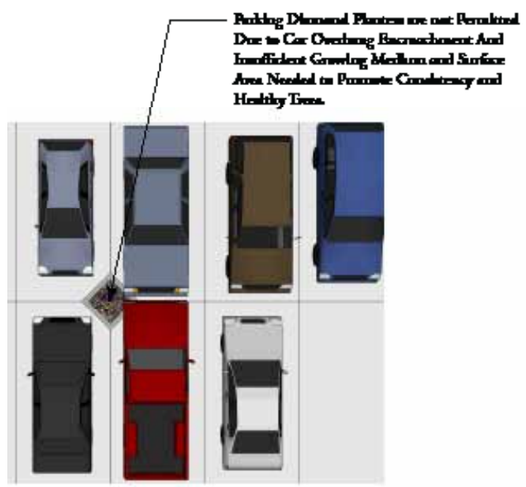


Figure 5.8.F
Interior diamond planters should not be preferred.

H. Where pedestrian access is provided within the parking divider medians, a minimum landscape buffer width of twenty feet (18'-0") should be provided to allow for a walkway to be inset into the landscape planting areas and to prevent the walkway from abutting the actual drive or interior parking area itself. All landscape buffer widths are exclusive of any car overhangs proposed (i.e. 2'-0"+ 18'-0" minimum landscape buffer width plus overhang provided = 20'-0" minimum landscape buffer width) (see Photo Exhibit 5.8.H).

I. All terminal and interior planter islands should be landscaped with plant material selected from the approved plant list (see Appendix B). A minimum coverage of fifty percent (50%) should be provided throughout each island.

J. Each interior planter island should be planted with a minimum of one (1) canopy shade tree (per parking row) measuring twelve feet high with a six foot spread (12'-0" ht. x 6'-0" spr.) as selected from the approved plant list (see Appendix B).

"Permitted"

Photo Exhibit 5.8.H
A minimum twenty-foot (20'-0") wide landscape buffer should be provided to allow for a pedestrian walkway.

K. Each terminal planter island should be planted with a minimum of one (1) canopy shade tree (per parking row) measuring twelve feet high with a six-foot spread (12'-0" ht. x 6'-0" spr.), one (1) understory tree (per parking row) or a cluster of palms (per parking row) measuring ten feet high with a five-foot spread (10'-0" ht. x 5'-0" spr.), as selected from the approved plant list (see Appendix B). The use of specimen palms in landscape islands is excluded from the 3:1 cluster requirement.

L. The maximum height of any shrub material in all terminal planter islands should not exceed thirty-six inches (0'-36") at maturity.

M. All plant materials within twenty-four inches (0'-24") of the edge of terminal or interior parking islands is not to exceed twenty-four inches (0'-24") in height.

N. All planting islands, terminal islands, building planters, etc. are to be over excavated to a depth of three feet (3'-0") to remove all site fill soils, rock and deleterious materials and organics and all pavement subbase materials. All islands and planters are to be backfilled with soil material that provides positive drainage and promotes vigorous growth of installed plant materials (see Figure 5.8.N).

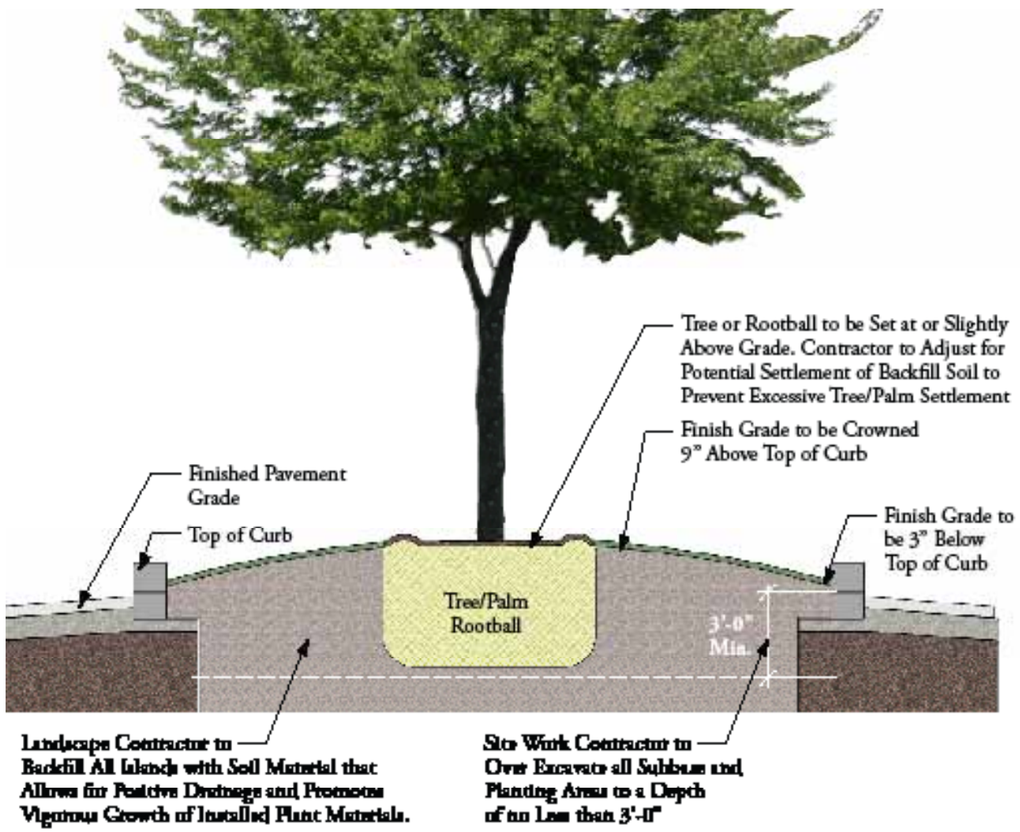


Figure 5.8.N
All planters should be excavated to a minimum depth of (3'-0").

O. All parking islands and terminal end islands to be backfilled and crowned to a height of nine inches (0'-9") above top of curb. Finish soil grade after planting should be three inches (0'-3") below top of curb to allow for installation of mandatory two inch (0'-2") mulch bed depth (see Figure 5.8.O).

P. All curbs at parking islands and terminal islands should be saw cut at a minimum of five feet (5'-0") on center to a depth of the finished pavement surface to allow for drainage of islands. If the longitudinal slope of the island exceeds a twenty-five percent (25%) grade, PVC weep holes should be installed at the low end of each island to prevent excessive buildup of irrigation water in island (see Figure 5.8.P).

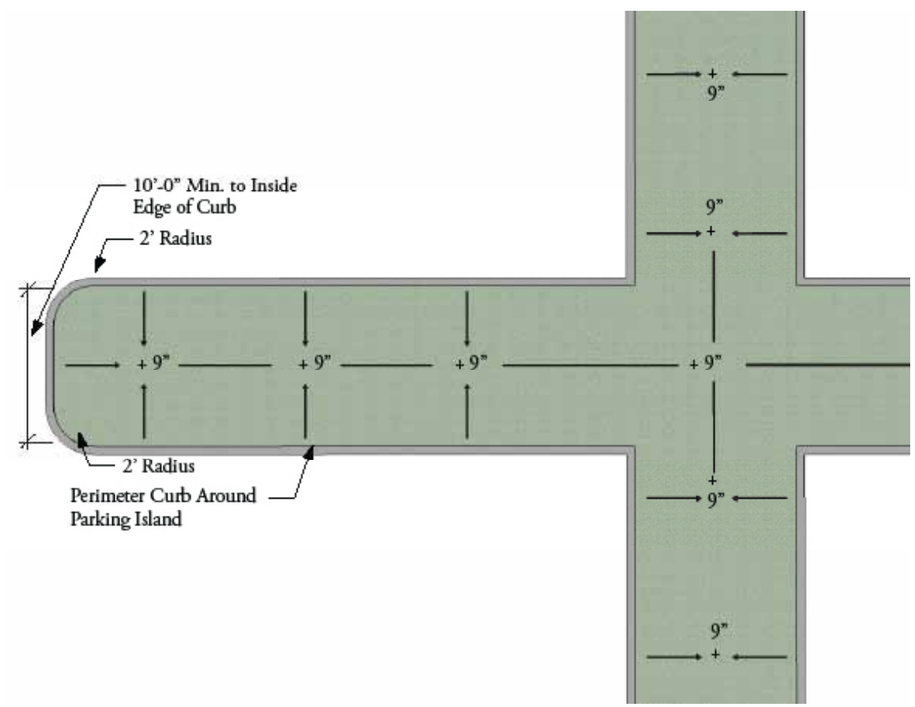


Figure 5.8.O
All parking islands should be back filled and crowned.

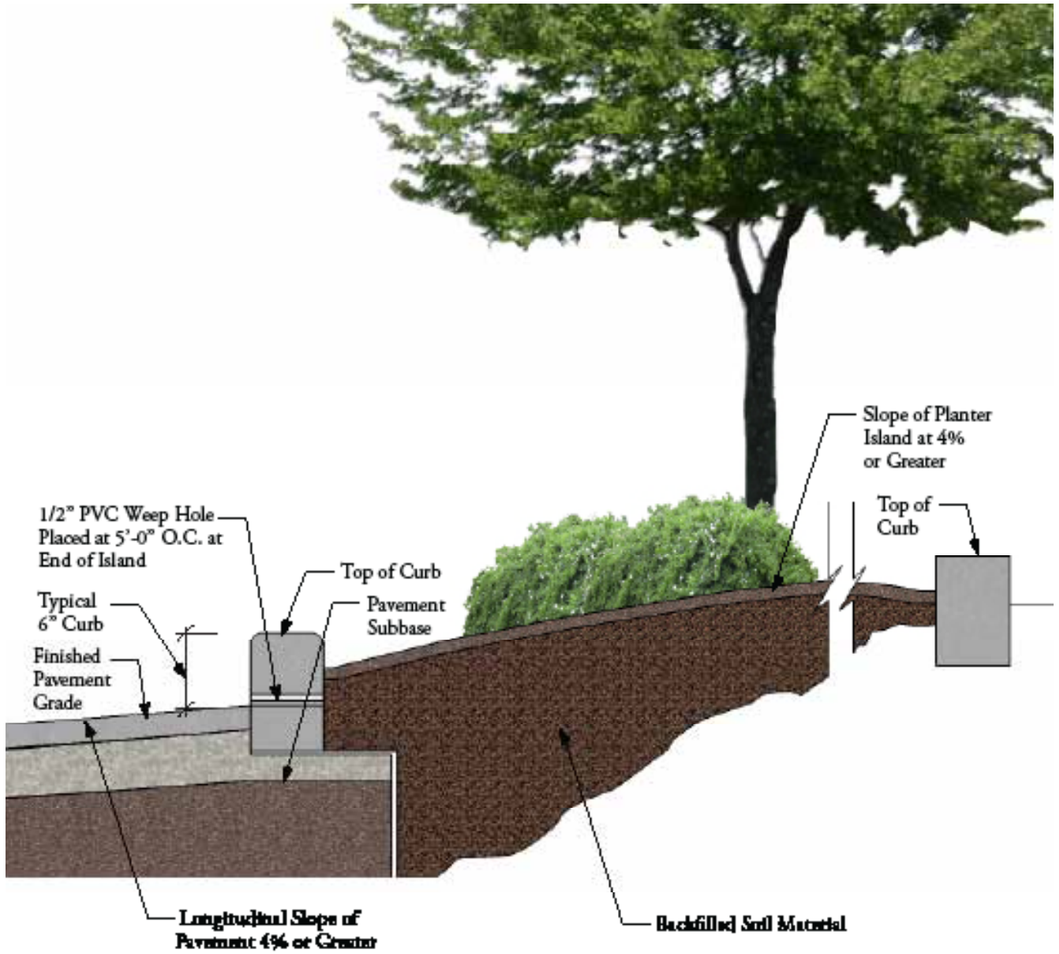


Figure 5.8.P
All parking island curbs should be saw cut at a minimum of 5'-0" on center for drainage. For islands with slopes that exceed 4% grade, PVC weep holes should be installed.

Q. All shrub material in planting islands is to be set back a minimum of two feet (2'-0") from back of curb to allow for ultimate growth of shrub materials. If the ultimate growth of the proposed plant material will exceed twenty-four inches (0'-24") in width, the offset distance of the shrub should be increased to allow for full growth to prevent excessive pruning. Ground covers that are designed to attain one-hundred percent (100%) coverage of island or form a solid mass to back of curb is excluded (see Figures 5.8.Q(1) and 5.8.Q(2)).

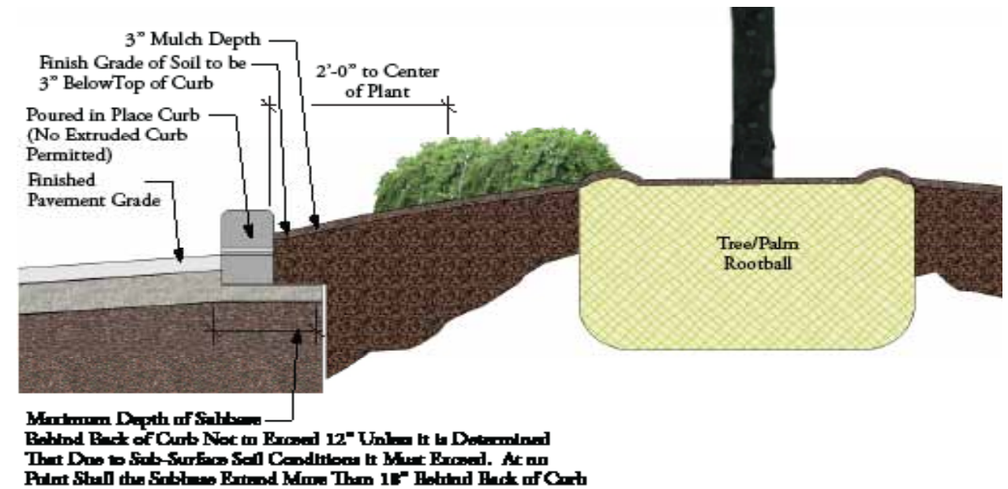


Figure 5.8.Q(1)
All planting island material should be set back 2'-0" from the back of curb.

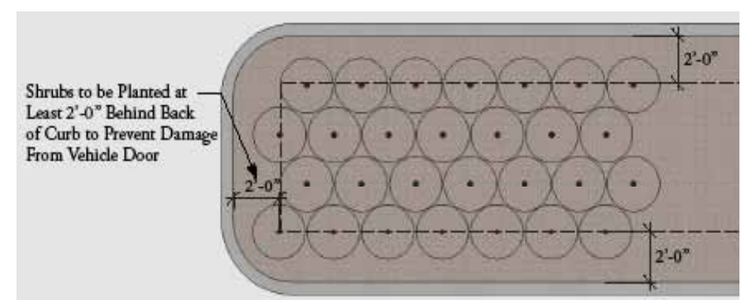


Figure 5.8.Q(2)
Shrubs should be planted 2'-0" from the back of curb.

5.9 Building Façade Zone Landscape Standards

The Building Façade Zone is located adjacent to any building, on all publically viewed sides. The zone includes the Pedestrian Zone within the recommended setback.

A. Landscaping should be considered an integral design feature to the overall design of the Building Façade Zone.

B. Plants in the Building Façade Zone should compliment and reinforce the character of the building while highlighting entrance features (see Photo Exhibit 5.9.B).

Photo Exhibit 5.9.B
Landscape placement and sizes have been designed to accent architectural façades and highlight entrance locations.

C. The Building Façade Zone planters should not interfere with the primary façade or impede pedestrian circulation.

D. Vegetation in the Building Façade Zone should be designed so as to not block views through windows.

E. Seat walls, benches, perches, pedestrian scale lighting and waste receptacles should be incorporated in the Building Façade Zone and the overall site plan (see Photo Exhibit 6.9.E).

F. Large planter pots can substitute for planter areas in approved instances.

Photo Exhibit 5.9.E
Building façade pedestrian environment has been well designed. Layering of multiple sizes and masses of plantings create a good sense of human scale.

G. The following minimum landscape foundation planting area widths are suggested for each zone as follows:

Urban Zone -
- Six feet (6'-0") when abutting public right-of-way pedestrian zone
- Min. five feet (5'-0") when building is setback greater than 20'-0" from right-of-way

Suburban Zone -
- Six feet (6'-0") for all 1-story structures
- Eight feet (8'-0") for all 2-3 story structures
- Ten feet (10'-0") for all structures over 3-stories

Urban Node -
- Zero feet (0'-0") when abutting public right-of-way pedestrian zone or when building is designed as part of internal mixed-use urban streetscape
- Six feet (6'-0") when building is stand alone within mixed-use project (1-story)
- Eight feet (8'-0") when building is stand alone within mixed-use project (2-3 story)
- Ten feet (10'-0") when building is stand alone within mixed-use project (over 3-stories)

6.0 Commercial Screening, Noise and Odor Abatement Design Principles and Guidelines

Design Principle

The impact and appearance of commercial service areas and freestanding above ground utilities are to improve through better design and mitigation of negative visual, auditory and odorous service areas and activities.

Design Goals

- To completely screen service areas, storage areas, exterior equipment (ground mounted or roof mounted), backflow and check-valve devices from public view with durable permanent materials. Screening should be visually integrated into the overall character, theme and architectural design of the project.
- To design the screening to take into account the ability of the viewer to view from above the structure.
- To provide sufficient means to remove and abate offensive odors from the public for all services areas, exterior equipment areas and storage areas.

Design Guidelines

A. To the extent possible, all service areas should be designed to minimize noise during servicing. Use of sound insulating enclosure elements, buffer plant material and/or other noise deadening materials should be used.

B. Service areas and loading docks should not be located adjacent to any public or private external roadway, unless they are enclosed on all sides by the required screening materials.

C. Service areas should be visually directed away from any adjacent residential zoned property.

D. Screening materials should be a minimum of six feet (6'-0") in height for all refuse/dumpster enclosure areas and a minimum of eight feet (8'-0") in height for all service loading areas. This height may be increased at the request of the governing agency to sufficiently screen any activity.

"Not Preferred"

Photo Exhibit 6.0.D
Wooden fence/gate screen structures are not preferred due to high susceptibility to wood rot and damage by vehicles.

E. Screening materials should be constructed of durable, permanent construction materials. Use of wood should not be permitted as a perimeter visual screening material due to its high susceptibility to wood rot and vehicle damage. Wood should only be permitted to be used in the construction of decorative elements, such as a trellis or other visual screening structures, over an enclosure area (see Photo Exhibit 6.0.D).

"Not Preferred"

Photo Exhibit 6.0.F
Transparent screening materials such as open metal fencing should not be permitted since they are not visually opaque.

F. Service areas should have a one-hundred percent (100%) visually opaque gates equal in height to the masonry screen structure, in accordance with the current land development code (see Photo Exhibit 6.0.F).

G. All trash dumpsters, receptacles and compactors, service yard areas and exterior equipment should be completely enclosed within a solid masonry wall that is constructed of similar material to the main building structure. If the building and structure are constructed of concrete masonry block ("CMU"), a finish stucco, brick or other aesthetic veneer should be applied to exterior of walls. The screening structure should be painted to match the primary structure. If the primary structure façade is constructed of brick or other veneer, the screening structure should be constructed of materials that are either identical to or visually similar in color, style and layout to the primary structure (see Photo Exhibit 6.0.G).

"Preferred"

Photo Exhibit 6.0.G
This service yard enclosure meets all requirements for perimeter screening with masonry wall, durable permanent metal gates and visual screening for viewers from above. This structure has been designed to be compatible with the building architecture.

H. All wall structures should be designed to meet current State of Florida Wind Load Design Criteria, as defined by the current State of Florida Building Code.

I. Exterior façade detailing of any screen structure should incorporate similar details to the primary structure including, but not limited to, wall caps, decorative molding, paint color schemes and stucco finishing (see Photo Exhibit 6.0.I).

"Preferred"

Photo Exhibit 6.0.I
This screening structure serves as a pedestrian accessible route as well as a buffer to the back of house, yard areas and rear parking fields.

J. Screen structure heights should be constructed to completely screen all activities internal to the service areas (see Photo Exhibit 6.0.J).

"Preferred"

Photo Exhibit 6.0.J
This service yard enclosure meets all screening requirements and incorporates perimeter landscaping that will grow to buffer the structure.

K. No equipment should extend beyond the top of the screen walls. If visible from a higher vantage point, all service areas and exterior equipment areas should be designed to provide visual screening over the area itself.

All vertical screening should be constructed of durable permanent construction materials as well as finished and painted to match the primary structure or blend into the overall visual theme of the project (see Photo Exhibit 6.0.K).

"Not Preferred"

Photo Exhibit 6.0.K
Fence wall screen structures that allow visual exposure of stored materials.

L. If visible to a public right-of-way, service areas should provide dense plant material around the perimeter of all service area screen structures. A mixture of trees, shrub/hedge material and ground covers should be installed to assist in both visual screening and sound abatement. Maintenance, pruning and replacement of dead plant material should be the perpetual responsibility of the developer (see Photo Exhibits 6.0.L(1) and 6.0.L(2)).

"Not Preferred"

Photo Exhibit 6.0.L(1)
Structure is enclosed above and on all sides, but lacks perimeter landscape buffering to keep the structure from visually standing out.

"Preferred"

Photo Exhibit 6.0.L(2)
Appropriate screening includes vegetation of varying heights.

M. Service storage areas, including exterior landscape garden centers, should provide complete and permanent visual screening of all stored materials, service vehicles and storage packaging materials (i.e. pallets, containers). No exterior storage should be permitted (see Photo Exhibit 6.0.M).

"Not Preferred"

Photo Exhibit 6.0.M
Fence wall screen structures that allow visual exposure of stored materials, exterior storage and display of purchase items should not be permitted.

N. All screened enclosure areas should be designed to completely drain and be interconnected to the sanitary sewer or the storm drainage system, as required, unless otherwise prohibited. All dumpster, compactor areas and service yard areas should be

provided with permanent water source hose bib connections to allow for regular cleaning of the service areas (see Photo Exhibit 6.0.N).

"Preferred"

Photo Exhibit 6.0.N
This loading zone area has been fully screened with perimeter walls tall enough to block views of trucks and loading equipment. Exterior materials have been repeated from architecture.

O. Repair and replacement of damaged structures will be the sole responsibility of the property owner. All damaged structures should be immediately repaired or replaced in the event that they are damaged during service activities (see Photo Exhibit 6.0.O).

"Not Preferred"

Photo Exhibit 6.0.O
Screen enclosure structure that is in disrepair does not provide sufficient visual screening.

P. Temporary or permanent outdoor storage or "for sale" products should not be permitted, unless approved at time of site development plan approval (see Photo Exhibits 6.0.P(1) and 6.0.P(2)).

"Not Preferred"

Photo Exhibit 6.0.P(1) The outdoor storage of for sale goods should be prohibited due to the visual blight conditions that are created.

"Not Preferred"

Photo Exhibit 6.0.P(2)
Outdoor storage or display of items or goods "for sale" should not be permitted due to visual blight condition that is created.

Q. Outdoor storage of palette sales items, such as mulch, soils and fertilizers, should be specifically prohibited (see Photo Exhibit 7.0.Q).

"Not Preferred"

Photo Exhibit 6.0.Q
Outdoor storage of "for sale" goods on temporary structures, such as stacked walls and outdoor palettes, should be prohibited.

R. Permanent outdoor storage of shopping carts should be specifically prohibited. Temporary storage of carts should have screen enclosures and be made of durable permanent materials that are architecturally consistent with the structure of the building. Enclosures constructed of chain link fencing, plastic and/or wood materials should be specifically prohibited. Display of advertisement on any cart enclosed area should be specifically prohibited (see Photo Exhibits 6.0.R(1) and 6.0.R(2)).

"Not Preferred"

Photo Exhibit 6.0.R(1)
Open view storage of shopping carts should be prohibited.

"Not Preferred"

Photo Exhibit 6.0.R(2)
Cart storage that is unscreened should be specifically prohibited.

S. All parking lot cart corrals should be temporary daytime storage only. No overnight or permanent storage should be permitted. All cart corrals should be fully screened with a solid forty-eight inch (0'-48") masonry wall with decorative cap. Cart corrals should be to be located between two (2) parking planter islands and meet the design and dimensional criteria (see Figures 6.0.S(1) and 6.0.S(2)).

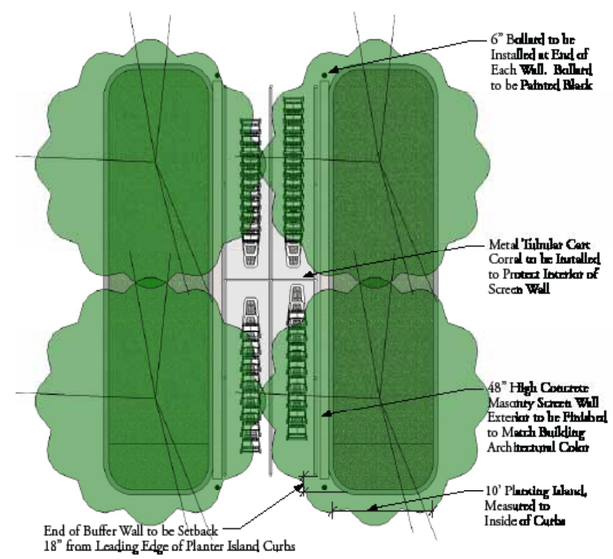


Figure 6.0.S(1)
Plan view of shopping cart screening structure.

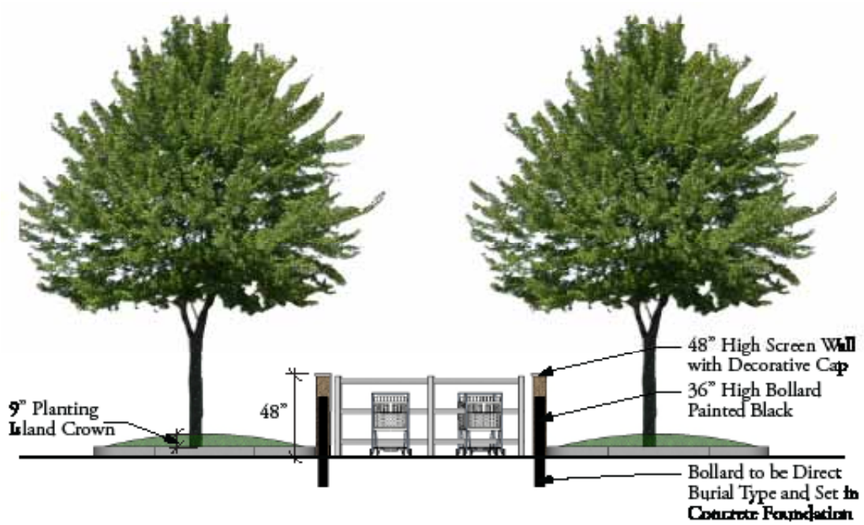


Figure 6.0.S(2)
Carts should be screened from open view.

T. The outdoor storage of vending machines, newspaper dispensers or other flyer vending stands should be specifically prohibited, unless fully screened from public view, public rights-of-ways and vehicular entry drives (see Photo Exhibit 6.0.T).

"Not Preferred"

Photo Exhibit 6.0.T
Unscreened exterior vending machines and sales displays should not be not permitted.

U. Construction of non-permanent outdoor display structures or spaces should be prohibited (see Photo Exhibit 6.0.U).

"Not Preferred"

Photo Exhibit 6.0.U
Non-permanent outdoor display structures or spaces should be prohibited.

7.0 Commercial Lighting Principles and Standards

Design Principle

The lighting design of a project should be designed to visually enhance the overall aesthetic appearance of a project and the streetscape, provide safe and efficient lighting for both pedestrian and vehicular users, and avoid obtrusive light overspill onto adjacent properties Additionally, the lighting design of a project should be used to accentuate key architectural elements where deemed appropriate. Lighting should not be used as a direct or indirect means to advertise or draw specific attention to a project or commercial building façade.

Design Goals

- To provide adequate levels of lighting which provides safe vehicular maneuvering and pedestrian circulation within a property.
- To promote lighting designs that visually complement the overall project theme by selection of lighting poles and fixtures that are in the architectural style, period and aesthetic character of the project.
- To incorporate a variety of lighting levels to address different types and areas of lighting (i.e. vehicular area, pedestrian area, architectural accent lighting, and landscape accent lighting).
- To encourage lighting designs that accentuate key architectural elements where deemed appropriate. Lighting should not be used as a direct or indirect means to advertise, or draw specific attention to, a project or commercial building façade.
- To prevent off-site light spill-over and shielding of lights to avoid glare of light source.

Design Standards

A. All lighting and electrical connections should be underground. No above ground aerial wiring should be permitted.

B. All electrical conduit and sleeving should be coordinated and adjusted outside all proposed landscape areas and tree rootballs to the extent possible.

C. All light fixtures including security lighting should be cutoff fixtures and should be incorporated as an integral design element that complements the design of the building and project through its design style, materials and color.

D. All lighting on buildings should be designed to provide wall or ground wash only. Lighting on buildings should not be designed to highlight project site elements within parking areas (see Dark-Sky Model Lighting Ordinance).

E. All cutoff fixtures should not have more than one percent (1%) of lamp lumens above horizontal (see Dark-Sky Model Lighting Ordinance).

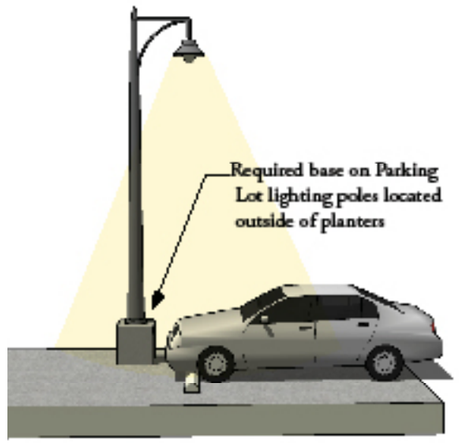
F. All sag lenses, drop lenses and convex lenses should be prohibited (see Dark-Sky Model Lighting Ordinance).

G. Illumination levels at all property lines should not exceed one-half (.5) footcandles ("f.c.") when the building or parking areas are located adjacent to residential areas, and should not exceed one (1.0) f.c. when abutting other non-residential properties. House-side shields and other cutoff reflectors should be incorporated into the lighting design to meet this design standard (see Dark-Sky Model Lighting Ordinance).

H. All lighting within parking and pedestrian areas should be coordinated with the landscape tree plan to prevent canopy conflicts with the proposed or existing trees.

I. A lighting time control panel and photocell should be provided on all new lighting systems to provide automatic system shut-off after ordinary business hours. Full system shut-off excludes security lighting elements.

J. Parking area light poles may be placed outside of parking islands as long as the poles are located in an area that is protected or the pole foundation has been designed to accept minimal levels of vehicular impact. All exposed pole foundations should be aesthetically designed to match the detailing of the primary structure (i.e. stucco finished with matching paint color) and should be surrounded by a six-inch (0'-6") foundation curb or wheel stop (see Figure 7.0.J).



"Preferred"

Figure 7.0.J
Required base on parking light pole.

K. All lighting poles should be located a minimum of two feet (2'-0"), as measured from the back of the curb within driveways and access aisles, and a minimum of four feet (4'-0"), as measured from the back of the curb for all primary access/entry drives and accessible abutting public R.O.W.s.

L. To provide lighting that limits distortion of colors of the building, landscape and pedestrian activity areas, all lighting lamp sources within parking and pedestrian areas should be metal halide, compact fluorescent, LED or other approved energy efficient lamp type.

M. To provide appropriate lighting within a pedestrian area(s), the maximum light pole heights should not exceed fifteen feet (15'-0"). A combination of International Dark-Sky Association ("IDA") permitted pole lights, bollard lighting and landscape accent lighting should be strongly encouraged (see Dark-Sky Model Lighting Ordinance and Figure 7.0.M(1) and Figure 7.0.M(2)).

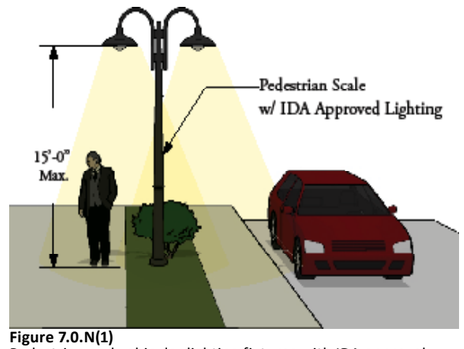


Figure 7.0.N(1)
Pedestrian and vehicular lighting fixtures with IDA approval.

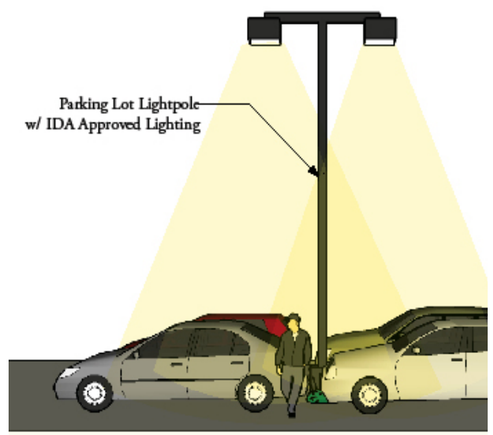


Figure 7.0.N(2)
Vehicular lighting with IDA approval.

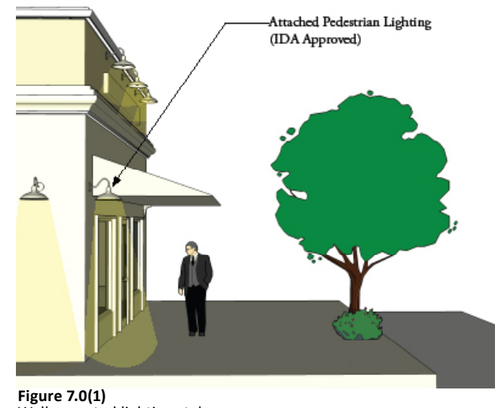


Figure 7.0(1)
Wall mounted lighting style.

Figure 7.0(2)
Bollard lighting style.

P. An exterior lighting design plan for each project, including a photometrics plan, pole and fixtures schedules and a statement certifying that the design meets all design guideline compliance standards should be submitted for review and approval by the governing jurisdiction as part of the project site plan approval.

Q. Prior to issuance of a certificate of occupancy, a letter should be submitted by a professional engineer or other qualified professional certifying that the design meets all foot-candle criteria and other design compliance standards.

S. The property owner should perform continuous inspection of the lighting system, poles, foundations, pole bases etc., and provide all necessary maintenance, repair and improvements (resurfacing and painting) to these elements in perpetuity to maintain a neat and clean appearance.

8.0 Preservation of Existing Vegetation

Design Principle

The preservation of existing on-site vegetation serves multiple purposes, both from an environmental and economic sustainability standpoint. This holds true not only for individual properties, but also for the community as a whole. The design goals and standards listed below are intended to achieve the preservation of existing vegetation throughout the entirety of the CRA corridor.

Design Goals

- To promote the preservation of existing on-site vegetation in an effort to enhance the aesthetic character of a developed property.
- Establish two specific preservation zones to aid in idetifying sensitive protection area requirements.
- To maintain a natural aesthetic character of a community through preservation of visual landmark elements, such as historic and significant trees, as well as rare native plant communities.
- To encourage the creative use of existing on-site vegetation as an integrated design component of the overall site design.
- To reduce the urban heat island effects by maintaining large canopy trees as an integral part of the site design.
- Reduce the overall site irrigation requirements by utilizing existing vegetation in lieu of new landscape materials.
- To strengthen the overall value of the individual property.

Design Guidelines

A. A **Master Tree Protection Plan** should be submitted concurrent with the site development plan. The Master Tree Protection Plan should include:

- A digital tree and topographic survey overlaid on the proposed master development plan.
- Scale of the survey and master plan should be no greater than 1" = 30'-0", displayed graphically as well as written descriptions.
- A north arrow should be included on the plan.
- Utility easements and existing utility lines should be shown and identified.

Every effort should be made to protect and preserve natural stands of vegetation and tree canopy within the site design, to the extent that the location of historic trees and significant stands of

If it is deemed impossible or infeasible, by the city arborist or project landscape architect, to protect and preserve existing vegetation due to site development constraints, the preservation of certain trees and/or stands of trees may be waived (see Figure 8.0 A).

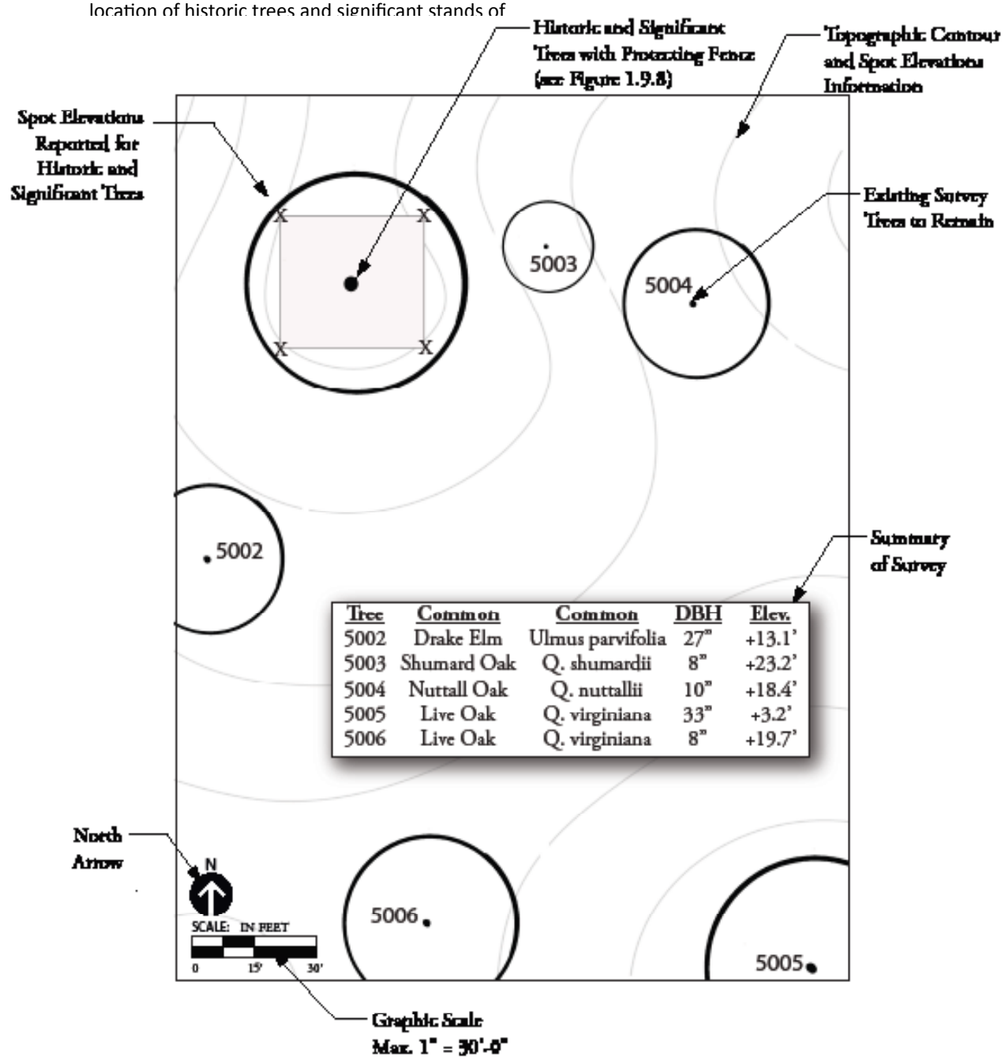


Figure 8.0.A
Sample illustration of a Master Tree Protection Plan and Tree Survey.

B. Historic trees, as defined by the governing juristiction's Land Development Code, should be included in the vegetation preservation areas without condition. The Critical Root Zone ("CRZ") of a heritage tree or a tree deemed significant should be determined by the drip line of the canopy. This indicates the area in which a significant percentage of roots reside (see Figure 8.0.B(1) and 8.0.B(2)).

C. The developer should be strongly encouraged to utilize relocated material from on-site to infill perimeter buffers as much as possible. It should be recommended that when transplanting native site material that the native soils from the site be utilized, given that the soils are suitable to promote healthy plant growth. Some soils may be amended to augment viability properties.

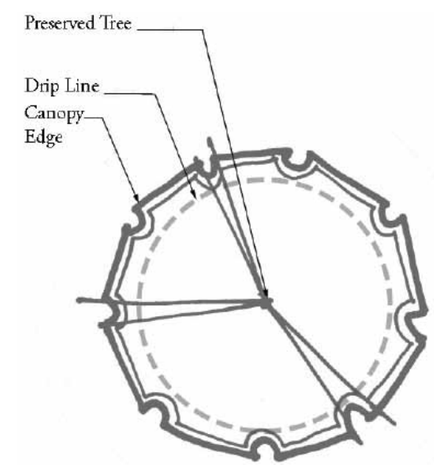


Figure 8.0.B(1)
Location of preserved tree drip line at canopy edge (in plan view).

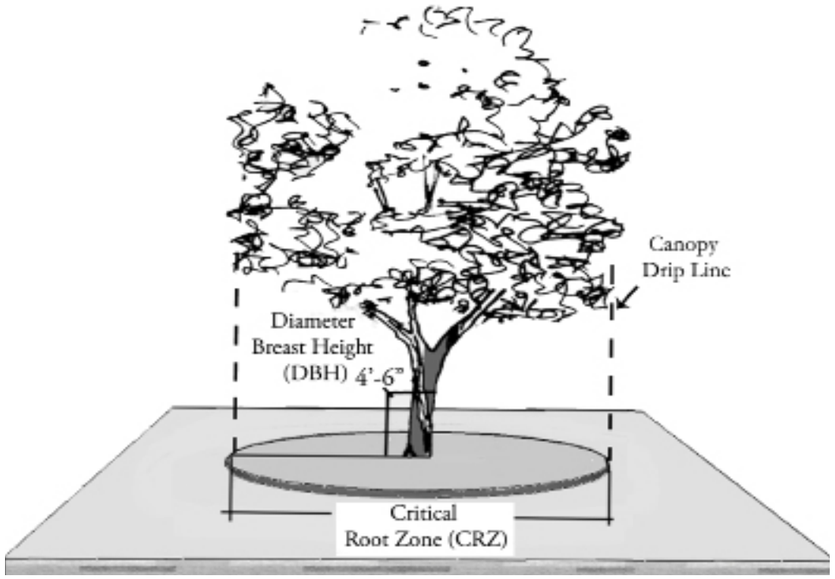


Figure 8.0.B(2)
Critical Root Zone and point of DBH measurement.

D. For survey purposes, all trees should be measured from the Diameter of the tree at Breast Height ("DBH"), or four feet, six inches (4'-6") from top of grade.

E. For the purposes of defining a means of prioritization for tree protection the following protection zones have been established (see Figures 8.0.E(1), 9.0.E(2) and 8.0.E(3)):

Zone A (Perimeter Buffer Zone)

- Defined as a zone twenty-five feet (25'-0") in width from all surrounding property lines. All native hardwood trees with a measured caliper at DBH of ten inches (0'-10") and greater are to be preserved and protected in place.
- All preserved trees will be credited towards meeting the minimum landscape bufferyard requirements at a ratio of one (1) tree per six inches (0'-6") of preserved caliper.
- Site development plans should be designed to maintain these trees intact by means of parking area redesign, building placement redesign and the protection of the existing grade elevations around these trees.
- The preservation of pine trees should be strongly encouraged but not required. Zone A is also intended to be used for relocation of other on-site trees and palms, where feasible.
- Credit for relocated materials will be on a 1:1 basis for all canopy trees four to nine inches (0'-4" to 0'-9") in caliper measured at DBH, and 3:1 for trees ten inches (0'-10") or greater in caliper measured at DBH. Additional credits may be provided at the discretion of the City arborist and/or planning officials at the time of the approval of the Master Tree Protection Plan.

Zone B (Parking Field Zone)

- Defined as the parking field zone. All native hardwood trees with a caliper of sixteen inches (0'-16") and greater at DBH should be preserved and protected in place.
- All preserved trees will be credited towards meeting the minimum interior landscape requirements at a ratio of one (1) tree per six inches (0'-6") of preserved caliper.
- Site development plans should be designed to maintain that these trees remain intact by means of parking area redesign, building placement redesign and the protection of theexisting grade elevations around these trees.

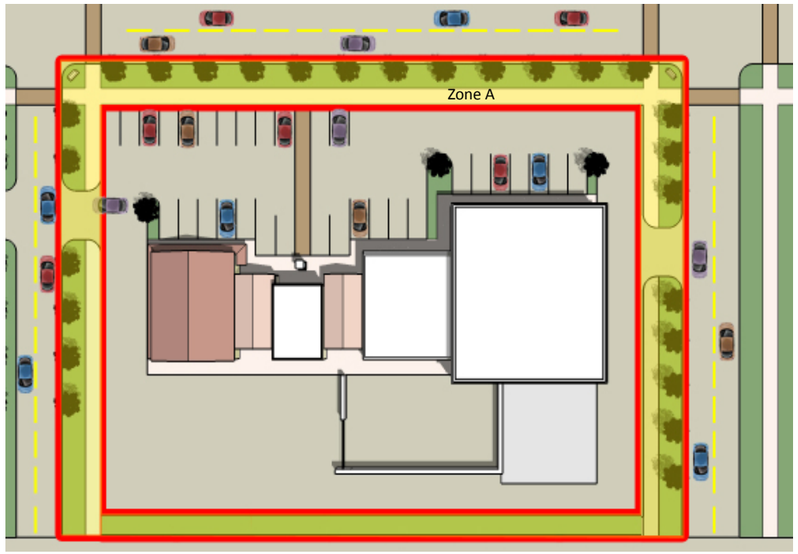


Figure 8.0.D(1)
Zone A of a typical commercial site is a 25'-0" area within the property line.

- The preservation of pine trees should be strongly encouraged but not required.

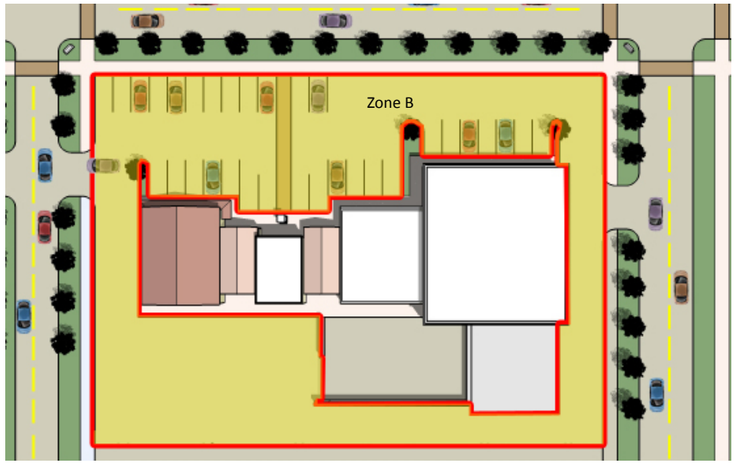


Figure 8.0.D(2)
Zone B of a typical site parking field zone and major circulation areas.

Zone C (Primary Building Zone)

- The primary building zone should include all sidewalks, pedestrian areas and landscape buffers adjacent to all commercial buildings.
- All native hardwood trees with a caliper of forty-eight inches (0'-48") and greater, measured at DBH, are to be preserved and protected in place unless it is determined that the architectural restraints of the building and/or required finish floor elevation prevent the preservation of these trees. This approval should be subject to review and approval by planning staff and the City arborist.
- All preserved trees will be credited towards meeting the minimum interior landscape requirements at a ratio of one (1) tree per six inches (0'-6") of preserved caliper. Site development plans should be designed so that these trees remain intact by means of parking area redesign, building placement redesign and the protection of the existing grade elevations around the trees. The preservation of pine trees is not required.

F. When existing rare native plant communities (according to the rare Florida Flora Index) occur on a parcel of land and are located within vegetation preservation areas or planned open space, thirty-five percent (35%) should be preserved as native plant communities.

G. Vegetation preservation standards should require all development projects to install protective barriers during the construction process. At a minimum, a four-foot high (4'-0") orange plastic mesh fencing should be installed outside of the CRZ. Note that all posts for fencing should also be located outside of the CRZ. The CRZ should be determined by the governing jurisdiction's Land Development Code and Tree Ordinance.

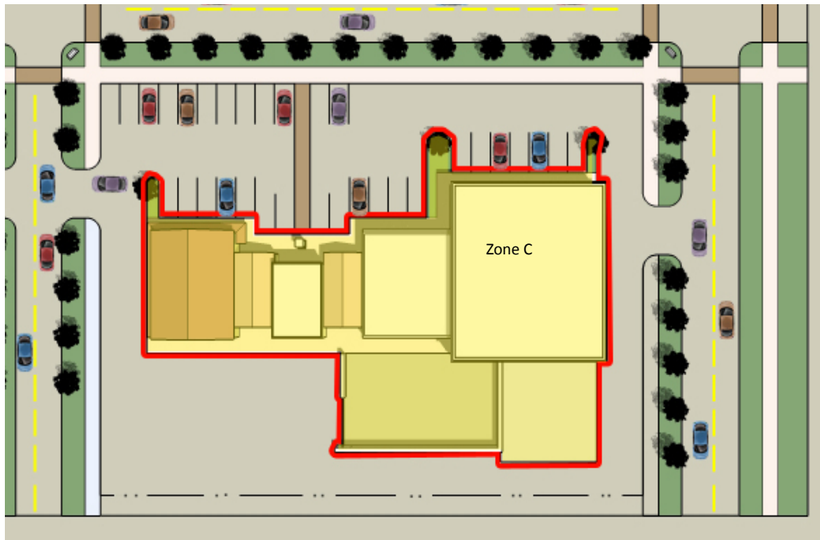


Figure 8.0.D(3)
Zone C of a typical commercial building façade zone including commercial entrances, sidewalks and landscape buffers.

G. Tree barriers or protectors should be made from one of the following acceptable materials:

- Plywood clad boarding, or equivalent, that is at least six feet (6'-0") tall.
- Plastic web snow fencing attached to 2"x4" posts at every four feet (4'-0").

H. Once the vegetation preservation area(s) has been identified and approved, no movement or construction activity, including grading changes, surface treatments, excavations or dumping of solids or liquids, should be permitted within the designated boundary (see Figure 9.0.H).

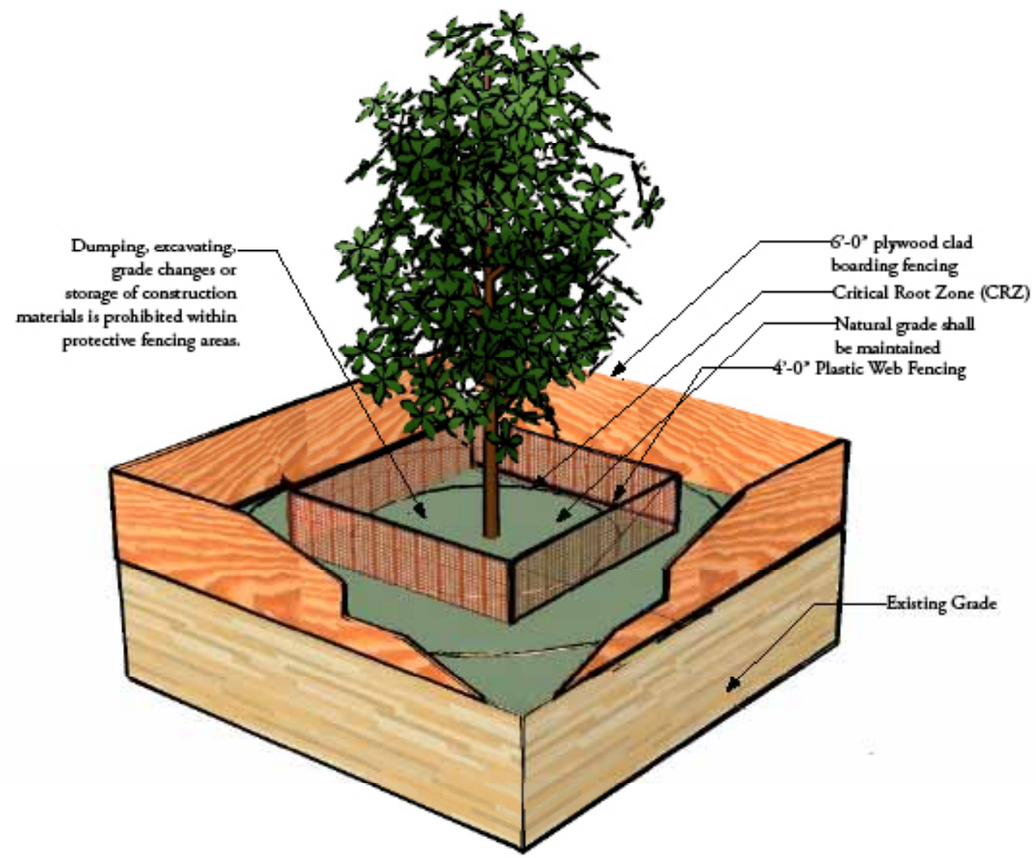


Figure 8.0.H
Preservation Barrier Placement and Installation Diagram

I. All trees six inches (0'-6") in caliper and greater, measured at DBH, should be field surveyed concurrent with the boundary and topographic survey. This information should be used in the development of the site design as well as to obtain necessary tree removal permits. Grade elevations of historic trees should also be surveyed. Grade elevations should be provided at the top of grade at the trunk base as well as a ten-foot (10'-0") radius surrounding the trunk of the tree. At least four (4) top of grade elevation points within the ten-foot (10'-0") radius around the historic tree should be reported.

J. At no time should any heavy machinery, equipment, storage, debris or dumping of solids or liquids be permitted within the CRZ. The owner/general contractor should be held directly responsible for any infractions of these requirements and should be required to meet all mitigation measures for clean-up and/or replacement of trees impacted due to negligence.

K. Machine trenching should not be permitted within vegetation preservation areas or through the CRZ of a preserved tree or tree stand. Manual hand trenching through these areas is required (see Figure 8.0.K).

L. Proposed new utility and stormwater lines should be located in such a manner as to not disrupt or encroach into the vegetation preservation areas of preserved trees or tree stands.

M. In the event that it is required to remove a tree or significant deadwood branching within a stand of preserved trees, it should be required to cut and remove the tree by hand and manually prune the root zone to prevent root lift of preserved trees during removal. This work should be overseen by a licensed arborist or other qualified professional.

N. Prior to any substantial excavation around any protected tree(s), manual excavation/root pruning should occur to prevent damage to the primary root zone of the tree. All main lateral roots should be cleanly sawn. A licensed arborist or other qualified professional should be on site at all times during this activity to field direct staff as needed. At no time should heavy machinery be used to sever the CRZ of a preserved tree.

O. Where site conditions require grade to be raised above that of the existing grade of the preserved tree, natural grade should be maintained in all directions extending out to the trunk of the tree and to the limits of the tree drip line. In the event that the drip line is irregularly shaped, the drip line should be measured at a length that is three-fourths (¾) the length of the farthest drip line distance surrounding the tree. Based on the size of the tree, this dimensional width may be reduced based on review and approval by the City arborist or the project landscape architect. At the time of site development plan approval, recommendations and full root zone protection details should be required to be submitted as part of a Master Tree Preservation Plan.

P. Positive drainage of all preserved trees is critical to their survival. Final site design should address the drainage in these areas and provide for positive site drainage. At no time should stormwater be discharged into a preservation area. Where tree wells are constructed, the use of area drains that are connected to the master stormwater system should be required to ensure that the tree well will not retain water (see Figure 8.0.P).

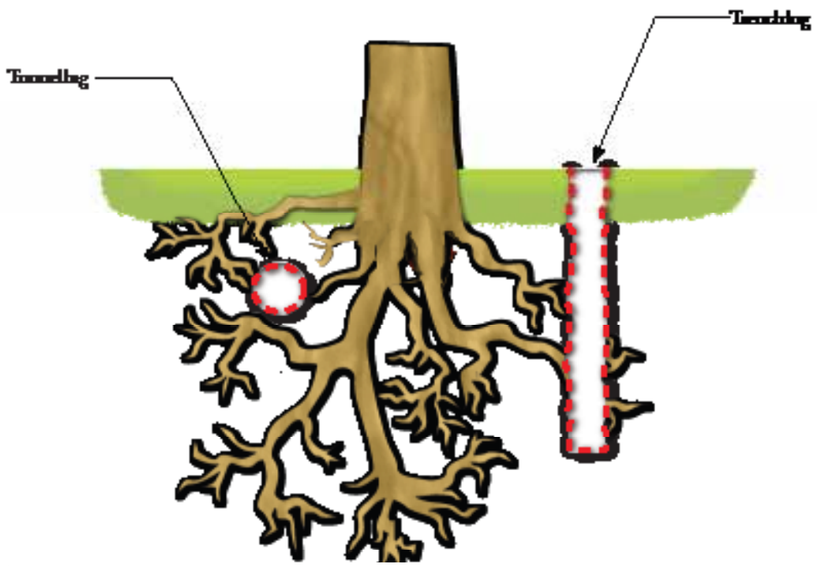


Figure 8.0.K
Trenching Diagram

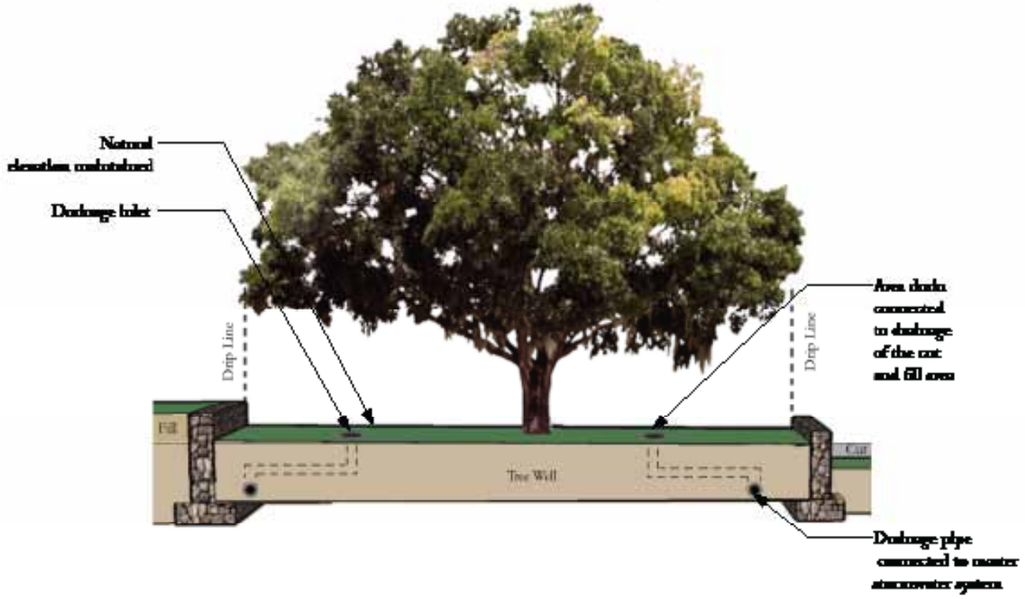


Figure 8.0.P
Tree well should be used with cut and fill to maintain natural grades in commercial sites around protected vegetation.

9.0 Parking Design Principles and Guidelines

Design Principle

The following section provides guidelines and best practices for parking that will help to improve overall site design. For practical purposes, the two (2) most common parking conditions will be addressed: surface parking lots and on-street parking.

The following section has been broken down into four (4) sections as follows:

9.1 Urban Zone Parking Standards
9.2 Suburban Zone Parking Standards
9.3 Urban Node Parking Standards
9.4 General Parking Standards

Design Goals

- To promote a safer, overall site design by developing parking design standards that minimize pedestrian-vehicular conflicts.
- To minimize the poor visual created by mass fields of parked cars and empty parking lots.
- To create parking design and locational standards that promote the reduction of vehicular speeds and assist in traffic calming.
- To promote parking design standards that prioritize pedestrian safety above the simple vehicular circulation convenience.

9.1 Urban Zone Parking Standards

Due to the nature of existing street grid patterns and the denser nature of potential development within this zone, the following parking guidelines are suggested to encourage the desired urban form in these areas and to provide continuity to site development patterns.

A. When feasible and appropriate, mass surface parking lots should be located behind buildings to the greatest extent possible to minimize view along primary street.

B. Where surface parking lots must abut the public rights-of-way, a forty-eight inch (0'- 48"), one-hundred percent (100%) visually opaque landscape and/or buffer wall combination is suggested. No more than thirty percent (30%) of a total project's parking should be located directly abutting any public right-of-way unless located within a parking structure or visually opaque landscape buffer and wall combination is provided (see Figures 9.1.A & 9.1.B).

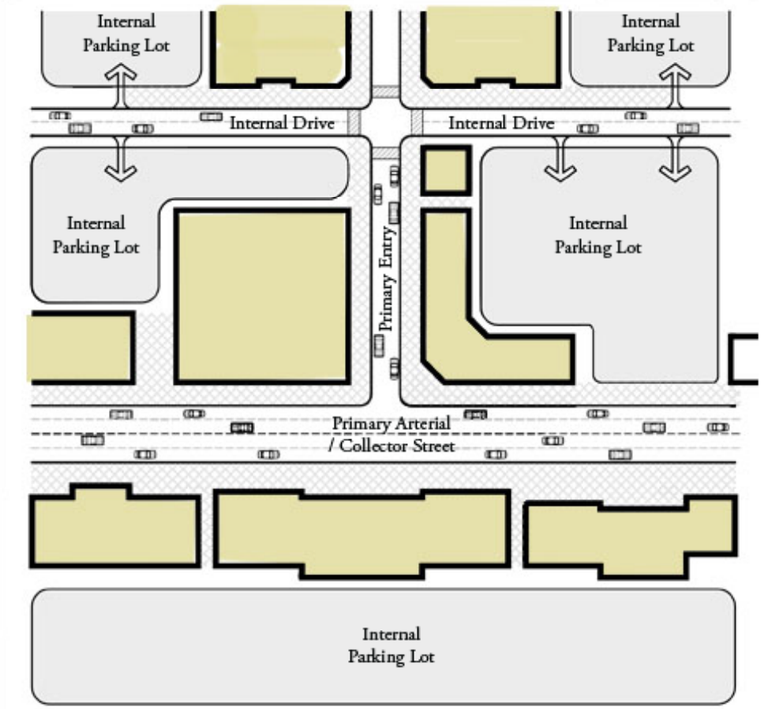


Figure 9.1.A
Urban Area Development Surface Parking Behind Buildings (Plan View)

Figure 9.1.B
Parking Abutting Public Rights-of-Ways within Urban Zones and Urban Nodes

10.2 Suburban Zone Parking Guidelines

The development of a cohesive urban form within the suburban zone develoment area is extremely important to try to develop any sense of visual and physical continuity. Since this zone will continue to heavily support vehicular oriented developments.

The following parking guidelines will assist in development of projects that are susbstantially safer for pedestrians, and visually more aesthetic and sustainable in built form.

A. Large parking lots should be divided into "sub-lots" to break up the visual mass of parking and to reduce vehicular speeds by creating additional stopping points.

B. All internal surface parking lots abutting entry drives should be separated along its entire length with a divider median planter. Access points through the divider median into adjacent parking fields should be spaced no closer than one hundred and twenty-five feet (125'-0") on center, as measured from the driveway or roadway centerlines (see Photo Exhibit 9.2.B).

"Preferred"

Photo Exhibit 9.2.B
Terminal Landscape Planter

C. Large expansive parking lots should provide secondary access drives, independent of internal parking circulation drives, that allow for through-access without being encumbered by parking movement conflicts. Internal secondary drives should provide a minimum fifteen-foot (15'-0") separator landscape median, as measured from the back of the curb. No parking overhang should be permitted within this area. The use of wheel stops is required to prevent encroachment (see Figure 9.2.D).

D. Frontage drives running parallel to commercial building frontages should provide vehicular speed tables at periodic intervals, with no more than three-hundred (300) linear feet. Speed tables should be designed in conjunction with pedestrian crosswalks, whenever possible (see Figure 9.2.E).

E. To reduce the visually immense parking lots associated with big box stores, it is suggested that, as a guideline, twenty-five percent (25%) of all required parking should be located either behind or to the side of the primary storefront. A minimum of fifteen percent (15%) of the total required parking should be designated for employee and public parking and be located behind the primary structure. Safe pedestrian access should be provided to the primary business for both employees and the general public.

F. To the extent possible, parking areas should be designed to provide direct and safe pedestrian access to the primary entry's to big box stores.

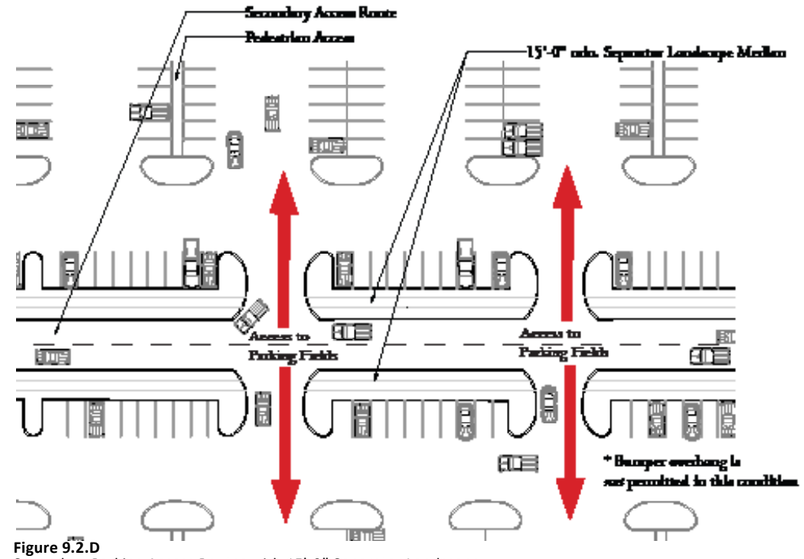


Figure 9.2.D
Secondary Parking Access Routes with 15'-0" Separator Landscape Medians

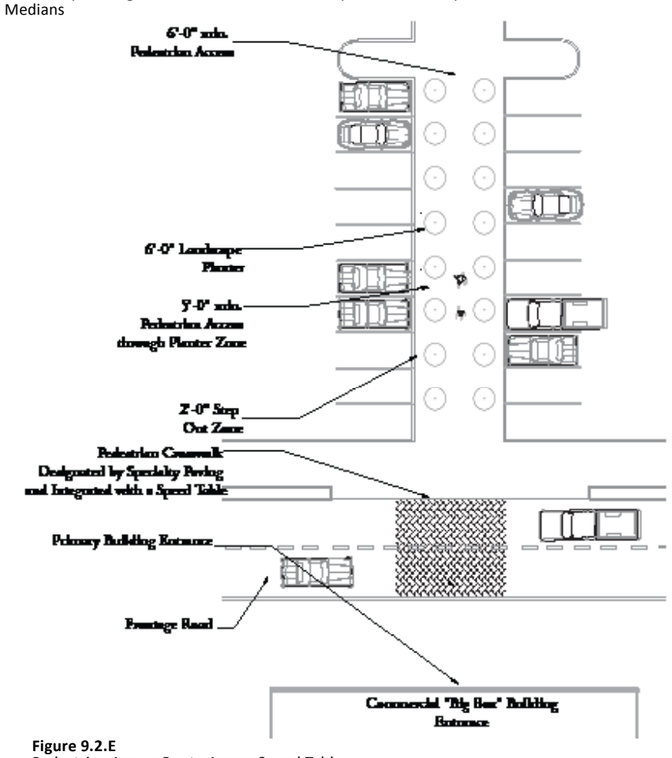


Figure 9.2.E
Pedestrian Access Route Across Speed Table

9.3 Urban Node Parking Standards

Projects developed within the urban nodes are intended to support higher densities, be mixed-use, promote walkability and be developed in an urban form from the standpoint of building placement, internal street design and parking arrangements.

A. When feasible and appropriate, mass surface parking lots should be located behind buildings to the greatest extent possible to minimize view along primary street.

No more than thirty percent (30%) of a total project's parking should be located directly abutting any public right-of-way unless located within a parking structure or visually opaque landscape buffer and wall combination is provided. Pedestrian access between or through buildings should be provided and designed in such a way as to reinforce the pedestrian sense of arrival to the primary streetscape (see Figure 9.3.A & 9.3.B).

B. Where surface parking lots should abut the public rights-of-way, a forty-eight inch (0'- 48"), one-hundred percent (100%) visually opaque landscape and/or buffer wall combination is suggested should be provided.

C. Internal surface parking lots abutting entry drives should be separated along its entire length with a divider median planter. Access points through the divider median into adjacent parking fields should be spaced no closer than one hundred and twenty-five feet (125'-0") on center, as measured from the driveway or roadway centerlines.

D. No surface parking should be permitted in front of a building or structure within two hundred (200) linear feet of a project entrance, as measured along the permiter road rights-of-way frontage (see Figure 10.4.D).

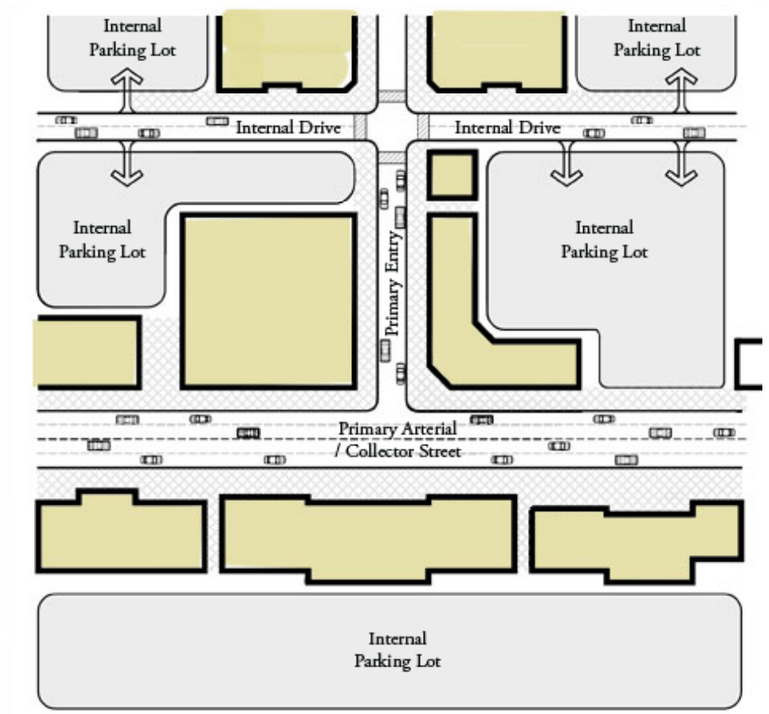


Figure 9.3.A
Urban Area Development Surface Parking Behind Buildings (Plan View)

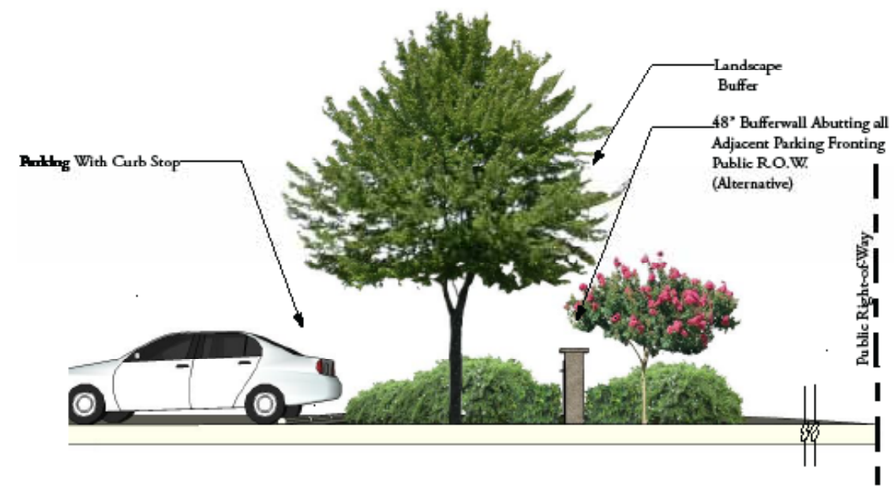


Figure 9.3.B
Parking Abutting Public Rights-of-Ways within Urban Zones and Urban Nodes

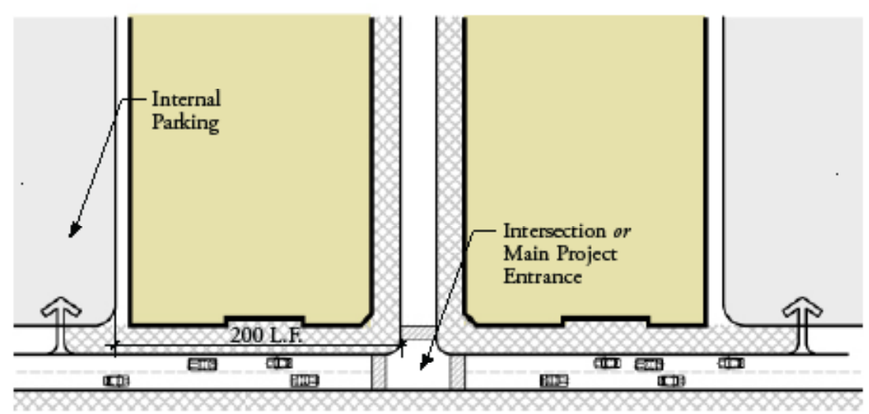


Figure 9.4.D
Surface Parking Setback of 200'-0"

9.4 General Parking Guidelines

The following parking guidelines are general in nature and can apply to all development zones. These standards will apply only to parking and access drives internal to project development sites and is not intended to apply to any parking or drives with existing public right- of-ways. If internal drives are intended to be dedicated as publicright-of-way as part of a proposed development, additional design considerations may be necessary based on the governing jurisdiction.

A. Parking areas should provide a defined pedestrian access route that minimizes pedestrian conflicts with vehicular crossing (see Photo Exhibit 9.4.A).

"Preferred"

Photo Exhibit 9.4.A(1)
Defined Pedestrian Traffic Route

B. For any developed property, excluding car dealerships, no more than thirty-percent (30%) of the parcel frontage on a public right-of-way may be surface parking (see Figure 9.4.B).

C. On-street parking located in drives and roadways internal to private development should be set back a minimum of forty-five feet (45'-0") from any round about, as measured from the outside face of curb radius (see Figure 9.4.C).

D. On-street parallel parking should be preferred along internal drives and roadways but must be set back a minimum of twenty (20) linear feet from any pedestrian crosswalk (see Figure 9.4.D).

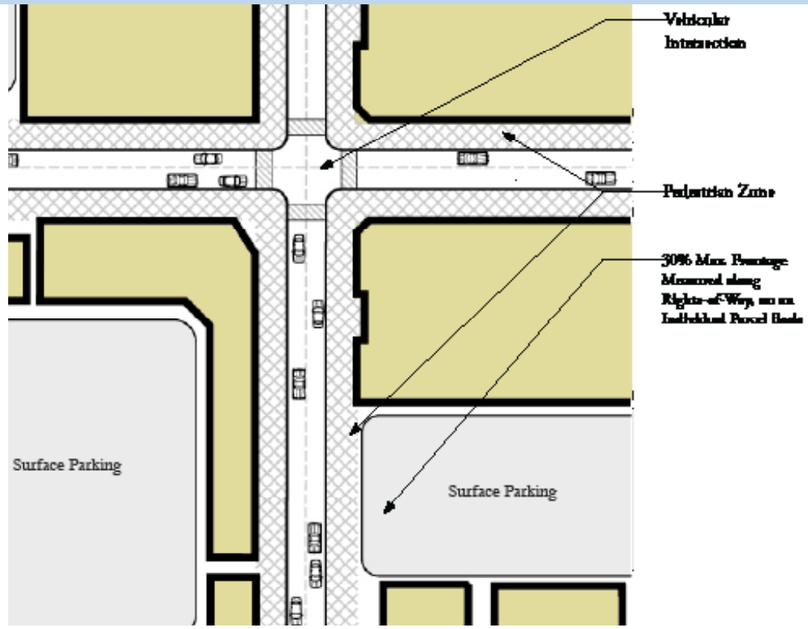


Figure 9.4.B
30% Max. Parking Abutting the Public Rights-of-Way.

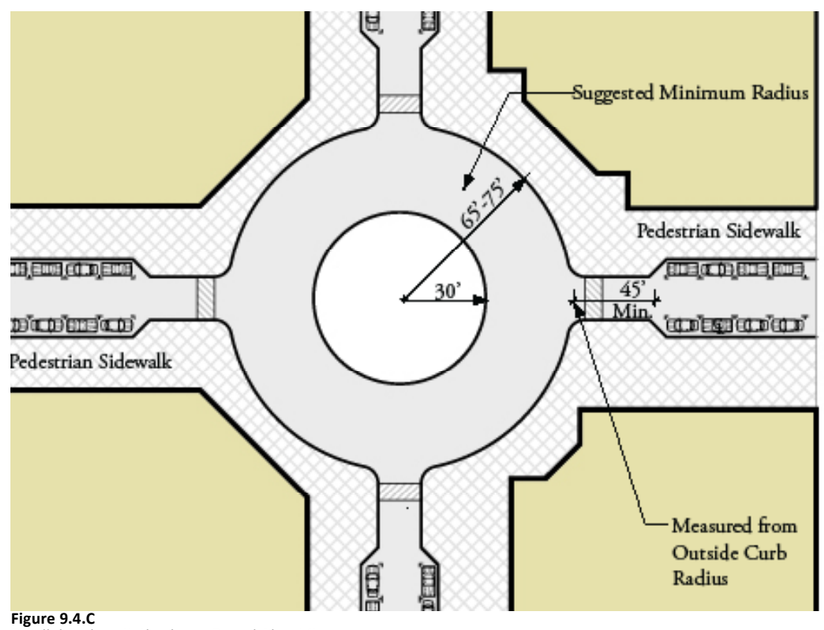


Figure 9.4.C
Parallel Parking Setback in a Round About Scenario.

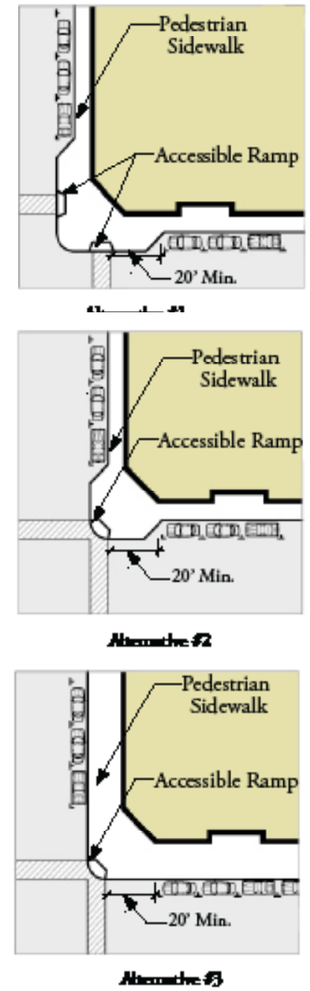


Figure 9.4.D
Parallel Parking Setback At Least 20'-0" Linear Feet from a Pedestrian Crosswalk.

E. Where either ingress or egress is provided to a parking garage structure from an internal drive or roadway, all parallel parking or other parking should be set back a minimum of forty-two feet (42'-0") for two-way access drives, and thirty-eight feet (38'-0") for one-way access drives, as measured from the center line of the drive (see Figure 9.4.E).

F. Where on-street parking is provided, ingress or egress access drives into parking structures should be offset a minimum of one-hundred and fifty (150) linear feet from any internal drive or roadway intersection, as measured fromt he centerline of the driveway/roadways.

G. Where no on-street parking is provded ingress or egress access drives into parking structures should be offset a minimum of eighty (80'-0") from any internal drive or raodway intersection, as measured from the centerline of the driveway/ roadways.

H. Large parking lots should be divided into "sub-lots" to break up the visual mass of parking and to reduce vehicular speeds by creating additional stopping points.

I. Temporary parking for valet loading and unloading should be identified on the master development plan. On-street parallel parking should not be used or designated for permanent valet parking spaces.

J. At a minimum, valet parking zones should provide an additional four-foot (4'-0") depth along the entire length of the loading/unloading zone to prevent constant vehicular door swing encroachment into drive aisles or road lanes (see Figure 9.4.K).

K. At a minimum, on-street parallel parking should be separated from valet parking zones by a minimum of thirty (30) linear feet (see Figure 9.4.K).

L. A bump-out landscape planter island should be provided for every ten (10) parallel parking spaces, or fraction there of. The dimensional length of each bump-out planter should be a minimum of twenty feet (20'-0"), as measured along the outside edge of curb (Figure 9.4.L).

M. Where mid-block pedestrian crosswalks are proposed, the crosswalks should be incorporated into the bump out planters. The dimensional length of each crosswalk bump out planter should be a minimum of twenty-eight feet (28'-0"), as measured along the outside edge of curb (see Figure 9.4.M).

N. All primary entrance drives should be separated from abutting parking by a landscape divider median that is no less than ten feet (10'-0") in width, as measured fromt he back of curb.

O. All parking lots should have a minimum of two (2) vehicular ingress and egress points.

P. Vehicular speed tables should be constructed of durable permanent materials that will not degrade due to weather or traffic conditions.

Q. Primary access drives should not be intersected by either a secondary drive or parking drive lane within the first one-hundred (100) linear feet of drive length, as measured from the intersection of the abutting road rights-of-way line.

R. Project development sites should be limited to one primary access drive for every four hundred (400) linear feet of public right-of-way frontage. One-way ingress or egress may be provided in addition to primary entry access but all drives should be separated by no less than two hundred fifty (250) linear feet as measured from road/drive centerline.

S. Parking should not be permitted to back directly into a primary or secondary access drive.

T. All parking calculations should be based on individual land use. Parking requirements should be based on the Urban Land Institute's "Shared Parking", Second Edition.

U. All runs of parking within a surface parking lot should be terminated by a terminal parking planter island that measures a minimum of twelve feet (12'-0") in width at its center point. All dimensions are to be taken from inside of curb face (see Figure 9.4.U).

V. A parking planter island with a minimum of ten feet (10'-0") in width should be provided every ten (10) parking spaces, or fraction thereof. All dimensions should be taken from inside of the curb face (see Figure 9.4.V).

W. Where parking abuts an exterior landscape buffer, internal parking island or landscape strip, the landscape areas should be protected by means of wheel stops or curbs that prevent the encroachment of the vehicle into the planter area. Parking dimensions should be adjusted, as necessary, to provide additional depth to prevent vehicle encroachment.

X. All parking terminal islands, interior parking islands, perimeter landscape buffer strips adjacent to drives or parking areas and internal landscape areas adjacent to drives or parking areas should be curbed.

Y. Curbing and appropriate bollard detail should be provided around all internal buffer screen walls and dumpster enclosure areas.

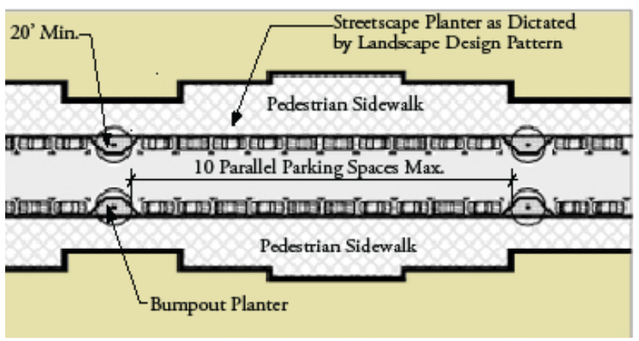


Figure 9.4.K
Parallel Parking Setback Adjacent to a Valet Parking Zone.

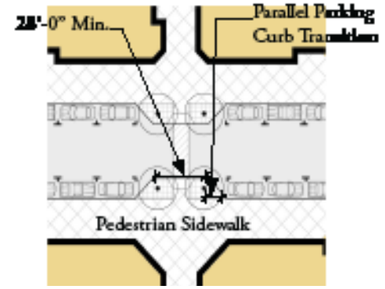


Figure 9.4.M Mid-Block Pedestrian Crosswalk.

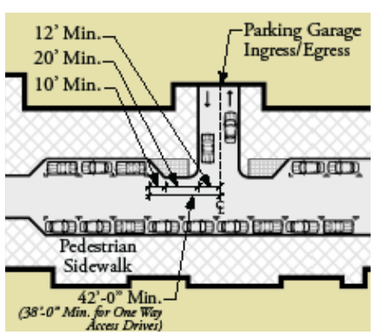


Figure 9.4.E
Parking Garage Setback from Internal Drive.

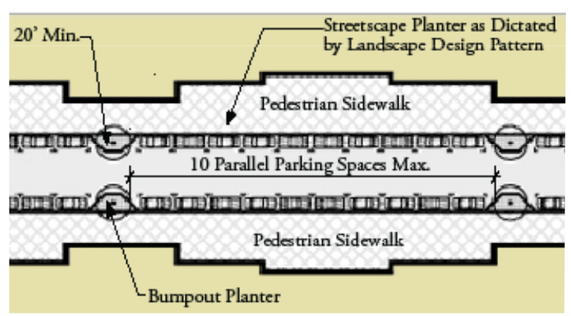


Figure 9.4.I
Bump Out Landscape Planter Spacing.

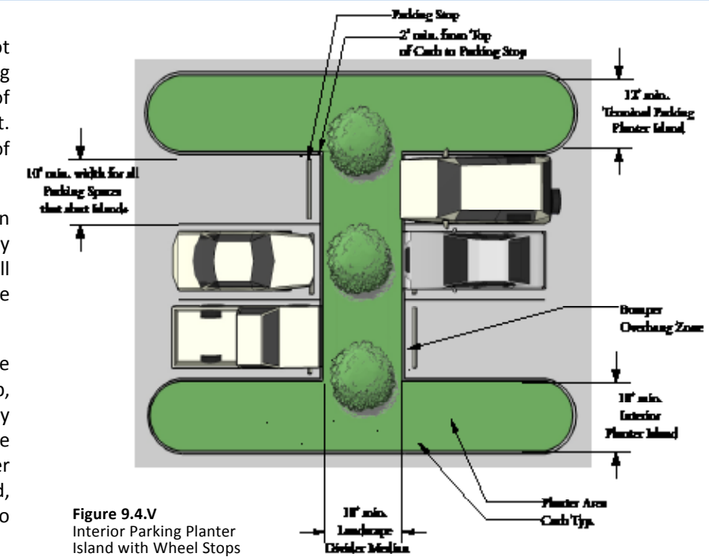


Figure 9.4.V
Interior Parking Planter Island with Wheel Stops

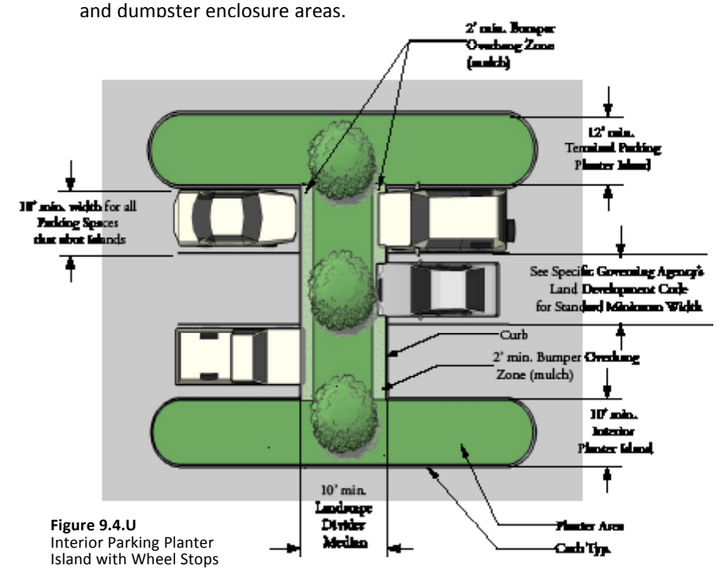


Figure 9.4.U
Interior Parking Planter Island with Wheel Stops

Z. All surface parking lots abutting entry drives should be terminated along its entire length with a terminal planter median. Access points through the divider median into adjacent parking fields should be spaced no closer than one hundred and twenty-five feet (125'-0") on center, as measured from the driveway or roadway centerlines (see Photo Exhibit 9.4.Z).

"Preferred"

Photo Exhibit 9.4.Z
Terminal Landscape Planter

AA. Secondary internal access drives that divert and reduce parking traffic away from the immediate building entrances and façades should be strongly encouraged. In all cases, the primary and/or secondary entrances should not directly align the majority of incoming traffic immediately along the front of the commercial buildings. Secondary access drives and parking fields may be located adjacent to the front building façades.

AB. Angular parking should incorporate either curbed medians or curb stops in parking spaces.

AC. All parallel parking spaces should provide a minimum two-foot (2'-0") clear paved step-out zone, as measured from back of curb. Where angled or 90° parking is proposed to overhang the leading edge of the curb, a minimum four-foot (4'-0") clear paved step-out zone should be provided, as measured from back of curb (see Figures 9.1.AC(1)and 9.1.AC(2)).

"Not Preferred"

Photo Exhibit 9.1.AC(1)
No pedestrian Access Provided

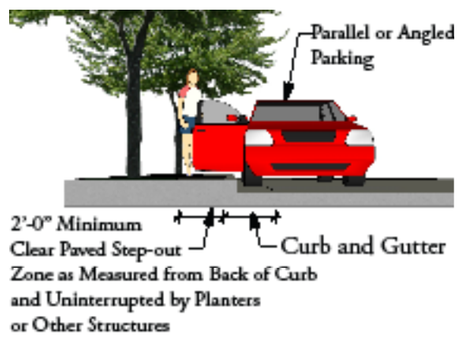


Figure 9.1.AC(2)
Step-out Zone with Parallel Parking Scenario