



RECOMMENDATIONS MEMORANDUM
S.R. 434 – Oviedo Corridor Study
 Spring 2025

This memo summarizes the findings of the corridor planning study for State Road (S.R.) 434, from Mitchell Hammock Road to S.R. 426 (Broadway Street) in Oviedo, Florida. The study area spans approximately 1.2 miles. The majority of S.R. 434 within the study limits (from Lindsay Lane to Smith Street) consists of a two-lane, undivided roadway without exclusive turn lanes. At both Mitchell Hammock and S.R. 426, S.R. 434 transitions to a four-lane roadway with exclusive turn lanes, to provide additional capacity at the signalized intersections.

Existing Operations

The evaluation of existing conditions (2024) found that S.R. 434 operates at a level of service (LOS) ‘D’, with a small portion operating at LOS ‘E’ during the PM peak hour. The state LOS target for the study area is LOS ‘D’. Vehicle speeds are near the posted limit of 35 mph. A crash analysis, based on data from January 2019 to December 2023, identified a total of 444 crashes, primarily occurring at the signalized intersections (Mitchell Hammock Road and S.R. 426). Of the 444 crashes, 172 crashes occurred along the segment. The majority of crashes (78%) were rear-end collisions. No fatalities were reported and injury crashes make up approximately 20% of the 172 crashes.

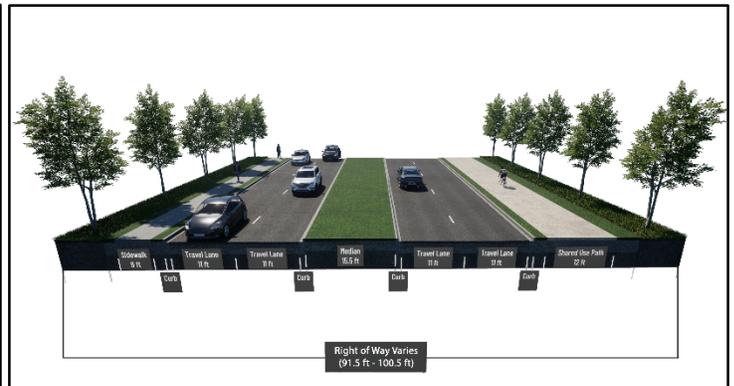
Future (2045) traffic volumes were obtained using the CFRPM model. Under the no-build 2045 condition, S.R. 434 is projected to operate primarily at LOS ‘E’ (below state targets), with a small portion reaching LOS ‘F’ during the PM peak hour. With the parallel Oviedo Boulevard (non-state facility) providing an alternative route, the impacts of this LOS ‘F’ section are anticipated to be minor. The introduction of exclusive left-turn lanes would increase capacity and is anticipated to improve operations in this corridor. Because of this, the alternatives considered (shown below) include a median, where left-turn lanes could be constructed, where appropriate.

The City’s Community Redevelopment Agency (CRA) is interested in redeveloping the ‘old downtown’ area near the S.R. 426 & S.R. 434 intersection, which could add approximately 16,000 daily, net new trips to the surrounding roadway network. FDOT District 5 staff updated land use data in the 2045 CFRPM model to account for this development and reviewed the outputs. Even with this additional development, similar operating conditions in 2045 are anticipated on S.R. 434.

Alternatives and Anticipated Impacts



2-lane, Divided Alternative



4-lane, Divided Alternative

Right-of-Way Impacts:

- 2-lane, Divided Alternative: Impacts 44 parcels, including three buildings. Acquisition estimated at \$5.4 million.
- 4-lane, Divided Alternative: Impacts 48 parcels, including ten buildings. Acquisition estimated at \$19.7 million.
- With the introduction of continuous curb and gutter throughout the corridor, both alternatives would likely need a pond, which would require additional acquisition

Environmental Impacts:



The study also assessed environmental features along the corridor using FDOT's Efficient Transportation Decision Making (ETDM) database. The corridor contains one wetland and floodplain, but no substantial impacts are anticipated. Cultural resources include 53 structures built before 1970, with one property listed on the National Register of Historic Places. Social resources include Boston Hill Park, and depending on the alignment, potential impacts to public lands (Section 4(f)) could occur. Impacts to a church and local businesses are anticipated with either alternative. There are potential contamination sites and residential septic systems that may be affected by realignment or widening of the roadway.

A Community Event was held in May 2024 to present the alternatives. Feedback was mixed, with some attendees supporting the 2-lane or 4-lane options while others opposed any improvements. Concerns were raised about speeding and queuing at the signalized intersections at the north and south project limits. Several improvements were suggested, including midblock crosswalks and exclusive turn lanes at specific locations.

Recommendations

Long-term Improvements:

As discussed above, both alternatives would likely require the acquisition of land for a pond and potentially impact a church, local businesses, and/or residential units. Therefore, a Project Development and Environment (PD&E) study would be the next phase in advancing either the 2-lane divided or 4-lane divided alternative. The PD&E study would further assess impacts and determine the preferred alternative for this corridor. However, the Department currently does not have funding identified within the 5-year work program for any future phase of this project. Coordination between City of Oviedo, Seminole County, MetroPlan Orlando, and/or FDOT would be required to prioritize the widening of this portion of SR 434 in the future.

Interim Improvements:

The improvements below could be implemented by the City, County, MetroPlan Orlando, or FDOT if and when funding becomes available. Improvements not requiring right-of-way acquisition may be considered for incorporation into a future maintenance resurfacing project.

Interim Improvements				
Improvement	Location	ROW Needed?	Construction Cost	Feasibility (Easy, Medium, Hard)
Midblock Crosswalk at Boston Hill Park	Boardwalk Avenue	No	City of Oviedo has Plans, Waiting on Funding	
Provide PHB and Raised Crossing at Cross Seminole Trail	Cross Seminole Trail	No	\$397,000	Easy
Restripe Crosswalks Along Minor Street Approaches	18 Approaches	No	\$23,000	Easy
Sidewalk Maintenance/Spot Improvements	Reconstruct East Sidewalk	No	\$500,000	Medium
Consider Lane Narrowing (restriping) for Wider Bike Lane	Lindsay to Smith	No	\$148,000	Medium
RRFB Midblock Crosswalk	High Street	No	\$71,000	Medium
PHB Midblock Crosswalk	Clark Street	No	\$357,000	Medium
Addition of Right-Turn Lane	SB at Smith or Garden Street	Yes, 1 Parcel	\$2,217,000	Hard
	SB at Hillcrest Drive	Yes, 3 Parcels	\$2,395,000	Hard
Addition of Left-Turn Lane	SB at Wood	Yes, 4 Parcels	\$3,779,000	Hard
	SB at Lawn St.	Yes, 4 Parcels	\$2,261,000	Hard
	NB at Hillcrest	Completed by Developer of Townhomes		
	NB at Clark	Yes, 4 Parcels	\$3,604,000	Hard

Note: Construction Costs are high-level estimate, subject to change.

Further information about this project can be found in the Existing Conditions Report, Alternatives Memorandum, and Community Engagement Summary, attached to this document.

Existing Conditions Report

March 2024



Produced for:

Florida Department of Transportation District Five
Planning & Environmental Management Office



Table of Contents

1.0 Report Description.....	1
2.0 Summary of Transportation Plans.....	3
2.1. Location in Local Plans.....	3
2.2. Relevant Projects and Studies.....	5
3.0 Study Area Description.....	7
3.1. Existing Land Use.....	7
3.2. Proposed and Recently Completed Developments.....	8
3.3. Socioeconomic Data.....	9
4.0 Summary of Existing Facility.....	11
4.1. FDOT Context Classification.....	11
4.2. Typical Sections.....	12
4.3. Multi-modal/Bicycle and Pedestrian Features.....	13
4.4. Posted and Target Speeds.....	14
4.5. Functional Classification / Facility Type.....	15
4.6. Access Classification.....	15
4.7. Intersection Characteristics	16
4.8. Right-of-Way.....	17
4.9. Drainage Features.....	17
4.10. Structures.....	18
4.11. Lighting/Aesthetics.....	19
4.12. Existing Traffic Data and Characteristics.....	19
4.13. Existing Operational Analysis (LOS).....	20
4.14. Crash Data Summary.....	23
4.15. Utilities.....	24
4.16. Transit Service	25
4.17. Existing Trails.....	25
5.0 Environmental Setting.....	26
5.1. Natural Resources.....	26
5.2. Cultural Resources.....	27
5.3. Social Resources.....	28
5.4. Physical Resources.....	29



Appendices

- Appendix A: Figures
- Appendix B: Tables
- Appendix C: Transportation / Comprehensive Plans
- Appendix D: Socioeconomic Data Report
- Appendix E: FDOT Context Classification Memorandum
- Appendix F: FDOT Straight Line Diagram (SLD)
- Appendix G: FDOT Right of Way Information
- Appendix H: Traffic Data Collection
- Appendix I: Signal Timings
- Appendix J: Synchro Analysis
- Appendix K: Crash Data
- Appendix L: Sunshine One Call
- Appendix M: Environmental Data

Table of Figures

Figure 1: Project Location Map.....	2
Figure 2: Existing Land Use Map	
Figure 3: Proposed Developments	
Figure 4: Typical Sections	
Figure 5: Community Features	
Figure 6: Connection Spacing	
Figure 7: Study Intersection Characteristics	
Figure 8: Typical Right-of-Way widths	
Figure 9: Peak Hour Intersection Volumes	
Figure 10: Peak Hour Pedestrian/Bicycle Volumes	
Figure 11: Crash Frequency by Year	
Figure 12: Crash Frequency by Type	
Figure 13: Crash Diagram	



List of Tables

Table 1: Access Management Standards.....	16
Table 2: Existing Roadway Segment Analysis.....	21
Table 3: Crash Data Summary by Year	32
Table 4: Summary of Cultural Resources.....	27
Table 5: Sites or Structures listed with the National Register of Historic Places.....	28
Table 6: Summary of Public Facilities	28
Table 7: Local Florida Parks and Recreational Facility Boundaries within a mile.....	29
Table B-1: Intersection Analysis.....	



1. Project Description

The Department, in partnership with the City of Oviedo, Seminole County, and the MetroPlan Orlando Metropolitan Planning Organization (MPO), is conducting a Corridor Study along S.R. 434 (Central Avenue), from south of Mitchell Hammock Road to north of S.R. 426 (Broadway Street) in the City of Oviedo, Florida. **Figure 1** illustrates the study area which is approximately 1.2 miles in length.

The purpose of the SR 434 Corridor Study is to evaluate alternatives which enhance safety, speed management, network connectivity, and operations for all roadway users. The Corridor Study will consider surrounding land use, future growth, and potential impacts to the study area to determine the location and conceptual design of preferred roadway improvements. In support of the Corridor Study, this Existing Conditions Report will address existing multimodal serviceability and connectivity for all modes of travel, including vehicular, pedestrian, cycling and transit. Existing conditions are assessed and summarized within this report.

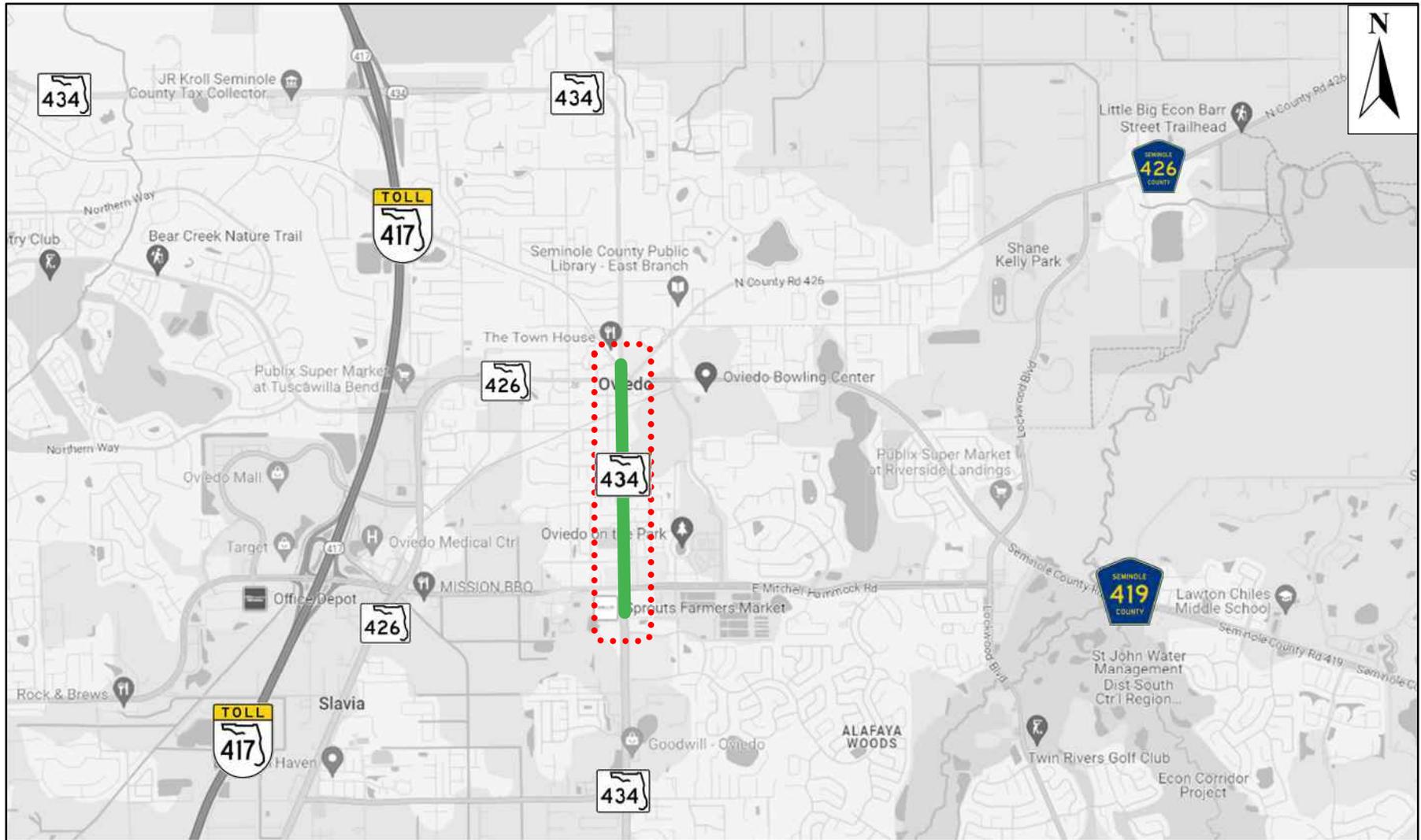
S.R. 434 runs north-south and provides connectivity between the older Downtown Oviedo and the newer Downtown located within the Oviedo on the Park subdivision. The corridor encompassed within this study area is designated as a C-4 context classification of urban general. This classification is applicable to roadways which serve a mix of uses within small blocks with a well-connected roadway network. Within the study limits the Cross Seminole Trail crosses S.R. 434, which includes a marked crosswalk and rectangular rapid flashing beacons (RRFBs).

The specific purpose of this report is to identify the existing plans, amenities, natural, social, and cultural features associated with the identified 1.2-mile corridor of S.R. 434 (Central Avenue), while including the surrounding area. This report will evaluate these existing conditions and identify issues and opportunities that will be analyzed further in the alternatives phase of the project.

In addition to commercial and residential land uses, S.R. 434 serves numerous places of worship, recreational facilities, and institutions.



Figure 1 - Project Location



LEGEND  Study Corridor



2. Summary of Transportation Plans

The Study Team reviewed the available transportation plans, as of the date of this memorandum. In addition, the team worked with the staff of the local municipalities and gathered existing planned projects and relevant studies along the S.R. 434 corridor.

2.1. Location in Local Plans

MetroPlan Orlando MPO Transportation Improvement Program FY 23/24 to FY 27/28

As the designated agency for the transportation planning and programming of state and federal transportation funding in the Central Florida region covering Orange, Osceola and Seminole Counties, the MetroPlan Orlando Metropolitan Planning Organization (MPO) operates under an interlocal agreement between FDOT and the cities and counties. The transportation improvement program or TIP lists federally and state funded transportation projects in the MetroPlan Orlando planning area over a 5-year period. Additionally, the TIP includes a comprehensive list of projects by funding category as well as summaries of federal, state, and local funding by year and county. An assessment of the R2CTPO transportation improvement plan revealed no planned projects along S.R. 434 and/or the surrounding area.

MetroPlan Orlando MPO 2045 Metropolitan Transportation Plan (LRTP)

In the long-range transportation plan, the MPO lays the foundation for a sustainable transportation system that conserves existing infrastructure, increases Florida's economic competitiveness, and improves travel opportunities by identifying future needs and improvements. Long-range transportation planning occurs every five years and addresses the multimodal transportation needs within the MPO's 25-year planning horizon. Within the LRTP, the following 2 projects were identified:

- S.R. 434, from Smith Street to Mitchell Hammock Road: complete streets, safety, and traffic operations improvements during plan period III (YR 2036- YR 2045).
- S.R. 434 at the Cross Seminole Trail Crossing: safety improvements recommended; however, this project was listed as an unfunded need.



FDOT Five-Year Work Program FY 2024/25 to FY 2028/29

Each year, FDOT develops the Five-Year Work Program, in accordance with Section 339.135, F.S. The plan reviewed will be adopted on July 1, 2024. The Five-Year Work Program is an ongoing process that is used to forecast the funds needed for upcoming transportation system improvements scheduled for the next five years. The development of this Work Program involves extensive coordination with local governments, including the MetroPlan Orlando MPO and other city / county officials. After reviewing the programmed improvements, three (3) projects were identified impacting the study area within the FY 24/25 to FY 28/29 Work Program:

- FPID #415030-6
 - Widening and reconstruction of S.R. 426 (Broadway Street), from Pine Avenue to Avenue B, which is currently under construction with an anticipated completion of summer 2024.
- FPID #452912-1
 - The resurfacing of S.R. 434, from McCulloch Road (County Line) to north of Clonts Street is programmed for design in Fiscal Year (FY) 24/25, with a planned advertised in May 2024.
- FPID #453500-1
 - The urban corridor improvements project for Mitchell Hammock Road, from S.R. 426 to Lockwood Boulevard, is programmed for design in Fiscal Year (FY) 28/29.

City of Oviedo 2025 Comprehensive Plan (November 2010)

The Comprehensive Plan serves as a blueprint for future commercial and residential land use, conservation, and cultural and recreational amenities with the goal of preserving the area's environmental features and community character. After reviewing the current adopted Comprehensive Plan, the S.R. 434 corridor and surrounding area was mentioned, as follows:

- Table 2-21 and Table 2-13 (Transportation Concurrency Management System)
 - S.R. 434, from Mitchell Hammock Road to S.R. 426, has a LOS target of LOS "E" + 30%. In addition, the plan analyzes the corridor limits as a 4-lane facility within YR 2025.
- Policy 2-1.4.3 (Planned Roadway Improvements) / Table 2-4
 - S.R. 434, from north of Mitchell Hammock Road to Smith Street is shown as a 4-lane widening project in the year 2024 to offset future congestion or to provide parallel relief to congested roadways.
- Policy 2-1.5.5 (Roadway Extensions)



- S.R. 434, from north of Mitchell Hammock Road to Smith Street is shown as being widened from 2 to 4 lanes under project #10.
- Table 2-4A Development Driven Projects
 - Proposed realignments and extension of Old Downtown (Smith Street) and New Downtown (Clark Street and Hillcrest Street), from S.R. 434 to Oviedo Boulevard.
 - These projects are not prioritized and will depend upon when and where development occurs.

Note, the city is currently working with their consultant on updating the plan, as the current adopted plan is from 2010.

A copy of the plans can be found in **Appendix C**.

2.2. Relevant Projects and Studies

As part of the existing conditions report data collection, the Study Team evaluates the relevancy of previous or ongoing studies along the corridor.

S.R. 434 Corridor Planning Study (Seminole County) – Completed August 2019

The SR 434 study corridor was conducted on behalf of Seminole County and evaluated the future needs of SR 434 – from SR 417 to Franklin Street (Section 1) – and from Mitchell Hammock Road to Smith Street (Section 2). The purpose of the Corridor Planning Study was to identify existing and future corridor needs, and to identify the most viable solutions to address those needs that could be carried forward to the Project Development and Environment (PD&E) Study process. As part of the Corridor Planning Study, an existing conditions summary, environmental summary, drainage summary, future conditions report, and short-term improvement report was provided. The study included a review of previous studies on and around the SR 434 study corridor, stakeholder outreach, review of existing land use and roadway characteristics, data collection, roadway / intersection analysis, and a safety assessment. The findings of the reports provided by Seminole County will be evaluated as part of the Department’s corridor study and coordinated with the local stakeholders (including but not limited to the City of Oviedo, Seminole County, and all other public residents/entities).

S.R. 426 (Broadway Street) Widening project (FM# 415030-6) – On-going.

SR 426-CR 419 is a major roadway that travels west to east through downtown Oviedo. There is currently a major construction project to widen the road from two to four travel lanes, from Pine Avenue to Avenue B, which will include a realignment of Railroad Street.



The project will consist of two travel lanes in each direction, separated by a 22-foot-wide raised grassed median, bike lanes, and sidewalks on both sides. The project will also include improvements to Lake Jessup Avenue and Oviedo Boulevard, with additional improvements to stormwater ponds for drainage and flood control.

In addition, a pedestrian hybrid beacon (PHB) is being installed at Oviedo High School to aid students in crossing SR 426. The project is near completion and anticipated to be completed by this summer (YR 2024).



3. Study Area Description

The majority of S.R. 434 (Central Avenue) within the study limits consists of a two-lane undivided corridor with no exclusive turn lanes, from Lindsay Lane to Smith Street. S.R. 434 consists of a four-lane, divided corridor from Clonts Street to south of Mitchell Hammock Road. Between Clonts Street and Lindsay Lane there is a two way left-turn, with exclusive left-turn lanes at Broadway Avenue, briefly creating a five (5) lane section. From Smith Street to the north of S.R. 426, the corridor transitions back to a four-lane, divided corridor with exclusive turn lanes.

The corridor has a posted speed limit of 35 mph, south of the Cross Seminole Trail, and 30 mph, north of the trail, with 11'-12' travel lanes and many intersecting side streets. Sidewalks are generally between 5 and 6-feet wide throughout the study area, with a 4-foot bicycle lane/shoulder. Sidewalks along S.R. 434 exist within the entire study area along with varying utility strip widths. Corridor lighting varies in spot locations between utility pole mounted lighting and decorative stand along lighting, which is located north of the Cross Seminole Trail crossing. Drainage infrastructure is diverse; there is presently an intermittent curb and gutter with a closed drainage system along S.R. 434 with the exception of the segment between south of Sandalwood Court and Hillcrest Drive. Additionally, there are two signalized (2) intersections, with one (1) emergency flashing signal, within the project limits: Mitchell Hammock Road, City of Oviedo Fire Station 46 (flashing yellow), and S.R. 426 (Broadway Street). In addition, there is a marked crosswalk with a rectangular rapid flashing beacon (RRFB) at the Cross Seminole Trail crossing, south of Smith Street.

3.1. Existing Land Use

The corridor is located within the city's Downtown Mixed-Use district, where both commercial and residential uses are the predominate existing land uses for the Study Area. The southern portion, from south of Mitchell Hammock Road to Clonts Street, is primarily commercial land use with limited residential. Immediately north of Clonts Street and heading north to Clark Street, the land use is primarily residential with a public park, city fire station, religious institution, and limited office space. From Clark Street to the northern project limits the land use characteristics are more diverse, as retail spaces, office, and residential line both sides of the corridor. Residential communities surround the study area, creating a mix of retail and single-family / multi-family residential uses. Additional land uses include recreational, such as public parks, in addition to religious and educational institutions located within the study area. **Figure 2 (Appendix A)** depicts the existing land uses.



3.2. Proposed and Approved Developments

During the existing conditions, data collection efforts, and discussion with the local municipalities, the City of Oviedo was contacted regarding relevant studies, planned projects, and recently approved developments along the S.R. 434 corridor. The City of Oviedo provided four (4) developments that have been recently proposed and/or approved within vicinity of the corridor.

Chelonian Wharton

This project has recently been approved and is currently under construction. The development is located along the east side of S.R. 434 at Hillcrest Avenue. The Chelonian Wharton development consists of 70 multi-family dwelling units on a 13.58-acre site and is expected to generate 524 daily trips, 45 AM Peak Hour trips, and 51 PM Peak Hour trips. Note, per the FDOT Access Driveway Permit, the developer will be constructing a northbound and southbound dedicated left-turn lane along S.R. 434.

Clonts Street Multi-Family

This project is currently under review by the city. The development is located along the west side of S.R. 434, north of Clonts Street. The proposed multi-family development consists of 42 rental townhomes on a 3.98-acre site and is expected to generate 345 daily trips, 36 AM Peak Hour trips, and 39 PM Peak Hour trips. Note, the development proposes a driveway connection to Forest Trail, which is a parallel roadway west of S.R. 434, with no direct access to S.R. 434.

Nice Oviedo Townhomes

This project is currently under review by the city. The development is located along the east side of S.R. 434, at High Street. The proposed multi-family development is located at the end of the High Street roadway and will consist of six 4-story townhomes and is expected to generate 27 daily trips, 2 AM Peak Hour trips, and 3 PM Peak Hour trips.

Oviedo Community Redevelopment Agency (CRA)

The Oviedo Community Redevelopment Agency (CRA) manages development within the CRA limits, which stretch roughly from Mitchell Hammock Road in the south, Magnolia Drive in the north, SR 434 in the west and Oviedo Boulevard in the east. This area covers six diverse areas in need of management:

- the “Old Historic Downtown Oviedo” surrounding the intersection of SR 434 and CR 426,
- the “New Downtown Oviedo” surrounding Oviedo on the Park,



- the residential neighborhood east of the New Downtown,
- the residential neighborhood south of Jackson Heights Middle School,
- the residential neighborhood north of the Old Downtown, and
- the Avenue B neighborhood.

Importantly, much of this CRA area borders the study corridor. The largest impact of the proposed future land uses the CRA calls for is downtown mixed use on the east side of SR 434, north of S.R. 426, which may encourage new development in the area. However, no development plan has been submitted and/or approved by the city.

Figure 3 (Appendix A) displays the locations of the recently completed and planned developments in the study area.

3.3. Socioeconomic Data

The following provides information on the socioeconomic data in the corridor vicinity, based on a 500-foot buffer from the center of S.R. 434.

Demographic Characteristics

S.R. 434 is a diverse corridor with high concentrations of residential land uses. Social characteristics obtained from the U.S Census 2020 were evaluated. The area surrounding S.R. 434 generally has an upward trend in population growth and the average persons per family showed an increase from 3 to 3.67. Total households increase from 277 to 743 households within a quarter mile between 2010 and 2020.

Population Density

With many residential properties along the corridor, the average population appears to be two or five dwelling units per acre. The population density is illustrated by block groups ranging from zero to five residents, five to thirty residents, and thirty to one hundred residents. The commercial and industrial land uses throughout the study area display the lowest population density concentrations.

Race and Ethnicity Trends

Over 55% of residents within vicinity of the corridor identify as White Alone and close to 9% identify as Black or African American Alone. Over 16% of residents claimed to be of Hispanic or



Latino ethnicity. The minority population is over 63.6%. Less than 0.5% of residents claim to not speak English well, or not at all, age 5 and over.

Age Distribution

The area surrounding the corridor is generally made up of residents varying in all age ranges. There are a few concentrations of 18 to 21 years old; however, the majority of residents are between 5 to 17 years old (19.1%) and 50 to 64 years old (18.4%). Areas with an age distribution of 0 to 18 years correspond to schools and park attractions, such as the Boston Hill Park. The average age is 32 years old.

Over 22% have a bachelor's degree or higher, age 25 and over, compared to 41.7% for Seminole County. Around 6.7% of the population, ages 20 to 64, have a disability.

Income

Median household income varies near the corridor by block groups. In the area surrounding the corridor, the median family income is \$103,962. Households directly along the corridor have an income range between \$70,208 to \$142,344. However, there are 1,426 households (19%) below the poverty level, compared to 11.1% for Seminole County, with an additional 177 households on public assistance within the area.

Vehicles per Household

Vehicle usage varies within vicinity of the corridor as only 4 residents take public transportation to work. Vehicle ownership also fluctuates within a half-mile of the S.R. 434 corridor. The area has seen an increase in multifamily housing and a downward trend in owner-occupied housing. Approximately 3.7% (272) of occupied housing units have no vehicles and 3.5% (265 housing units) in the surrounding area are vacant. Approximately 1,934 housing units have one vehicle while 5,126 housing units have two vehicles or more within a half mile.

A copy of the Socioeconomic Data report is provided in **Appendix D**.



4. Summary of Existing Facility

The corridor is a critical component for the area's wide variety of travel patterns connecting the City of Oviedo downtown areas. The following section summarizes the existing facility including existing typical sections, right-of-way (ROW) widths, bicycle and pedestrian features, traffic operations, crash data, utilities, railroads, and transit.

The general roadway characteristics for S.R. 434 (Central Avenue) are summarized below:

- Roadway ID: 77170000 (Seminole County)
- MP 3.000 (south of Mitchell Hammock Road) to MP 4.058 (S.R. 426 / Broadway Street)
- Functional Classification – Urban Principal Arterial
- Not within Florida's Strategic Intermodal System (SIS)
- Speed Limit – 35 mph, from the southern study limits to north of Clark Street, and 30 mph, from north of Clark Street to the northern study limits.
- Context Classification – Class C-4
- Access Classification – Class 6
 - Access Class 6 roadways are non-restrictive roadways where existing or planned restrictive medians do not exist and major land use change is not high based on the FDOT Access Management Guidelines and consistent with Chapter 14-97, F.A.C.

4.1. FDOT Context Classification

FDOT has identified S.R. 434 (Central Avenue) within the study area as a context classification C-4 Urban General. Per the *FDOT Context Classification – Typical Section Form*, a C-4 Urban General corridor is mostly mixed land uses within a well-connected roadway network, intersection density greater than 100 intersections / square mile, block perimeter less than 3,000 feet, and building height less than 2-stories. A typical block length is usually greater than 500 feet and the various land uses include single-family or multi-family, residential, institutional, neighborhood scale retail, and / or office. S.R. 434 has a posted speed limit of 35 mph, from Mitchell Hammock Road to north of Clark Street, and 30 mph, from north of Clark Street to north of S.R. 426 (Broadway Street). Travel lanes width should typically be 10 feet within a C-4 Urban General context class, with standard sidewalk widths of 6-feet. The context classification form can be found in **Appendix E**.



4.2. Typical Sections

The Study Team performed a field review on January 26, 2024, to review the cross-sectional features. Five (5) typical sections were prepared within the study limits. The following summary was created based on aerial and street view from Google Earth (2024), field reviews and the FDOT straight line diagrams provided in **Appendix F**.

Typical Section A

- This typical section limits are between south of Mitchell Hammock Road (MP 3.0) and south of Clonts Street (MP 3.133).
- The five-lane undivided roadway consists of 5-lanes, with 11-foot travel lanes and southbound left turn lanes, 4-foot bike lanes with curb, and a concrete raised median traffic separator.
- The cross section shows a 5-foot sidewalk, with a varying utility strip between 0 and 3-feet.

Typical Section B

- This typical section limits are between south of Clonts Street (MP 3.133) and south of Sandalwood Court (MP 3.36).
- The three-lane undivided roadway consists of 12-foot travel lanes, with an 11-foot center two-way left turn lane, and 4-foot bike lanes with curb on both sides.
- There are two (2) 12-foot travel lanes, with an 11-foot center two-way left turn lane, and 4-foot bike lanes.
- The cross section shows a sidewalk that varies between 5 and 6 feet, with a varying utility strip between 0 and 3-feet on the south side.

Typical Section C

- This typical section is limits are between just south of Sandalwood Court (MP 3.36) to just south of Hillcrest Drive (MP 3.61).
- The two-lane undivided roadway consists of 12-foot travel lanes with 4-foot bike lanes. The cross section shows a 5-foot sidewalk, with a varying utility strip between 0 and 3-feet, and dedicated bike lanes on the north and south sides of SR 434.
- The cross section shows a 5-foot sidewalk, with a varying utility strip between 0 and 3-feet.



Typical Section D

- This typical section limits are between south of Clark Street (MP 3.78) to south of the Cross Seminole Trail (MP 3.95).
- The two-lane undivided roadway consists of 12-foot travel lanes, with 4-foot bike lanes and curb on both sides.
- The typical section shows a 5-foot sidewalk with a varying utility strip.

Typical Section E

- This typical section limits are between south of the Cross Seminole Trail (MP 3.78) to the end of the project limits north of S.R. 426 (MP 4.06).
- The five-lane undivided roadway consists of four 11-foot travel lanes with an 11-foot dedicated left turn lane and curb on both sides of S.R. 434.
- Both sides include 4-foot bike lanes.
- The typical section shows a 9-foot sidewalk on the south side, and a 7-foot sidewalk on the north side. There is a 7-foot landscaped utility strip on the north side of SR 434.

Figure 4 (Appendix A) displays the locations for typical sections within the study area.

4.3. Multi-modal/Bicycle and Pedestrian Features

Given the number of residential and commercial uses, as well as local schools along both sides of the corridor, bicycle and pedestrian connectivity play an important role within the study area. Pedestrian facilities and bike lanes are available along S.R. 434 throughout the study limits. The sidewalks vary between five (5) and six (6) feet wide and include a utility strip separating the pedestrian traffic from the travel lanes.

Opportunities to cross the S.R. 434 are found at the signalized intersections. Marked crosswalks are also provided along the corridor segments at some connecting side streets. Overall, there are limited opportunities to cross the 1.03 miles of S.R. 434 between the 2 signalized intersections, with the exception of the Cross Seminole Trail. In addition, there are temporary marked crosswalk located at E. High Street and south of Clark Street, as the sidewalk along the east side of S.R. 434 is closed while the Chelonian Wharton development is under construction.



Community Features

Figure 5 illustrates the community features along S.R. 434 including schools, civic centers, community centers, culture centers, places of worship, parks, and recreational areas. There are two (2) trail crossings, one trailhead, one park, 2 private schools, and 3 places of worship within the area surrounding the corridor, as listed below.

- 1) Cross Seminole Trail Crossing (south of Smith Street)
- 2) Cross Seminole Trail Crossing (north of S.R. 426)
- 3) Florida Trail – Oviedo Trailhead
- 4) Boston Hill Park
- 5) Goddard School of Oviedo
- 6) Oviedo Montessori Bilingual Academy
- 7) Church of God of Prophecy
- 8) Iglesia Cruz de Vida Church

In addition, there are five (5) parks, one (1) church, and two (2) schools within a close proximity of the corridor study limits:

- Friendship Park
- Solary Park
- Oviedo Gymnasium / Aquatic Facility
- Oviedo on the Park
- Center Lake Park
- CrossLife Church
- Lawton Elementary School
- Oviedo High School

4.4. Posted and Target Speeds

The posted speed limit along S.R. 434 is 35 MPH, from south of Mitchell Hammock Road to north of Clark Street, and 30 MPH, from north of Clark Street to north of S.R. 426. with. In coordination with the FDOT District 5 PLEMO unit, a target speed assessment will be conducted in future project phases. During this study, several factors were evaluated to determine a potential target speed, including surrounding land uses, roadway type, mobility, and safety. The following section summarizes the existing characteristics of the corridor, taking these factors into account, to provide a foundation for the target speed analysis in subsequent phases.



- Land Use: The corridor is located within the city’s Downtown Mixed-Use district, where both commercial and residential uses are the predominate existing land uses, with a public park, city fire station, religious institution, two education facilities, and limited office space.
- Roadway Type: S.R. 434 is currently a two-lane, urban, principal arterial.
- Mobility: The majority of major intersections within the study area include an exclusive left-turn lane; however, there is one intersection (Clark Street) with no exclusive turn lanes, as well as several adjacent land uses with direct access to S.R. 434.
- Safety: Based on the collected crash data, rear-end collisions have occurred at the intersection of S.R. 434 and Clark Street, as well as throughout the corridor. Additionally, the existing sidewalks adjacent to the travel lanes (where they are present) lack a buffer zone, which makes pedestrians feel unsafe while commuting along the corridor. Another existing safety feature is the Rapid Rectangular Flashing Beacon (RRFB) at the Cross Seminole Trail crossing.

Considering the current conditions of S.R. 434 and the factors outlined above, a target speed of 30 mph is recommended for the corridor within the study limits. Although this target speed is lower than the posted speed limits, it is anticipated to reduce travel speeds for motorists, thereby enhancing safety and providing a more comfortable environment for pedestrians. To further support this target speed, additional traffic calming measures are recommended to help

4.5. Functional Classification / Facility Type

S.R. 434, from Mitchell Hammock Road to S.R. 426 is classified as an “urban principal arterial” and is under the jurisdiction of the Department. The roadway ID is 77170000 and the entire length of the corridor is state maintained from mile post (MP) 3.000 to MP 4.058.

4.6. Access Classification

FDOT classifies access on state roadways using a seven-tier access management system established in Chapter 14-97, Administrative Rules of the Department of Transportation, State Highway System Access Management Classification System and Standards (Rule 14-97). The classification system ranges from Access Class 1, reserved for limited access freeways, to Access Classification 7, assigned to lower priority state highways in areas that are already highly urbanized. This classification system assigns standards for driveway connections, spacing, median opening spacing, and signal spacing.

Table 2 shows the approximate limits for Access Classification categories and corresponding posted speed limits (MPH) for the Study Area. The spacing standards for each Access



Classification, as per FDOT, are shown in Table 3. These Access Classifications and posted speeds dictate the allowable spacing of signalized intersections, pedestrian crossing opportunities and local street connections for the corridor. Based on the available data within ConnectPed, the corridor is split as an Access Class 3, from Mitchell Hammock Road to Hillcrest Road, and Access Class 5, from Hillcrest Road to S.R. 426. However, a restrictive median is required for access classifications 3 and/or 5. Therefore, it was assumed that the majority of the corridor has an access class of 6 according to FDOT Access Management Standards for Controlled Access Facilities, which has no restrictive median.

For this access class, the median is non-restrictive, and the corresponding minimum spacing standards are provided in **Table 1**, below.

Table 1: Access Management Standards

FDOT Access Management Class	Median Opening Spacing Standard (feet)	Signal Spacing Standard (feet)	Minimum Connection Spacing Standard (feet) ¹
Class 6	---	1,320	245

Source: 14-97.003, F.A.C.

¹ Standard spacing is associated with posted speed of 45 mph or less.

Note, from Mitchell Hammock Road to S.R. 426 and for Class 6 roadways, no medians are present and/or long enough to impact the access classification which would result in no minimum spacing standards. **Figure 6 (Appendix A)** illustrates the existing access management and indicates whether the connection spacing and signal spacing satisfy the access management standards for an Access Classification 6 roadway. In the event a restrictive median is constructed in the future, the Access Classifications 3 and 5 will be utilized, as shown within ConnectPed.

4.7. Intersection Characteristics

The signalized intersections along the corridor were identified as study intersections, which include:

- Mitchell Hammock Road
- S.R. 426 (Broadway Street)



Intersection geometry was determined based on a field review. The intersection traffic control and geometric lane configurations for each study intersection are illustrated in **Figure 7 (Appendix A)**.

4.8. Right-of-Way

The right-of-way (ROW) along the corridor generally averages at 65-feet wide. However, at the southern end of the study limits, from Mitchell Hammock Road to Clonts Street the ROW is 100-feet wide. In addition, at the northern limits, from Garden Street toward the SR 426 intersection the ROW is 90-feet wide.

Much of the corridor consists of an undivided 2-lane facility. There is a portion of the corridor that includes a center turn lane from Clonts Street to Sandalwood Court. However, the absence of a center turn lane and/or dedicated turn lanes throughout the rest of the corridor requires vehicles making a left turn to wait in the inside through lane. Within other spot locations, specifically adjacent to the Mitchell Hammock Road and SR 426 intersections, there is a dedicated left turn lane.

Existing ROW was obtained from the Seminole County property appraiser website and cross referenced with available survey maps provided from the Department. The resulting ROW was then drawn, using an aerial map of the corridor as a base map (**Appendix G**). If any improvements include increasing ROW, it would be recommended that the first step of any subsequent phase be obtaining survey.

Figure 8 in Appendix A displays the varying ROW widths.

4.9. Drainage Features

The existing stormwater water management system consists of a variety of collection and conveyance systems, which discharge to several outfall points within the corridor. The corridor is within the Howell Creek and Lake Jesup watersheds. The dividing line for the watersheds is at High Street. The outfall within the Howell Creek watershed is the Lightwood Knox Canal and Bear Creek. Within the Lake Jesup basin the outfall is Sweetwater Creek. Bear Creek (WBID 2999) and Sweetwater Creek (WBID 2996) are impaired for fecal coliform. Lake Jesup has a Basin Management Action Plan (BMAP) for the implementation of total daily maximum loads to improve water quality. Per FEMA FIRM 12117C0190F (Effective 9/28/2007) the corridor is not within a 100-year floodplain.



SR 434 can be divided into several subbasins. Runoff from a high point 500 feet north of Clonts Street to south of Mitchell Hammock Road is intercepted by curb inlets and conveyed to an existing detention pond on the west side of SR 434 and south of Dalton Drive. This pond was permitted under the SR 434 widening project (240167-1), SJRWMD Permit No. 76177-1 (2000). Runoff from the high point at Clonts Street flows north along curb and gutter to a low point at Oviedo Fire 1 Rescue station. Runoff flows south adjacent to the shoulder on the west side of the road from a high point at Lawn Street until Lindsay Lane where it flows along curb and gutter to the low point at the fire station. Runoff from the east side of the road flows south from Lindsay Lane along curb and gutter to the low point. There is an inlet on each side of the road at the low point which intercepts the runoff. The inlets are connected by storm sewer that flows west to a dry retention pond southwest of the fire station, SJRWMD Permit No. 48760-3 (2014). On the east side of the road from Lawn Street to north of Lindsay Lane runoff flows along the shoulder and sheet flows offsite to residential properties.

The basin from Lawn Street to the Cross Seminole Trail includes SR 434 and 25 acres of offsite residential area west of SR 434. From Lawn Street to Hillcrest Drive runoff is conveyed along the shoulder then curb and gutter to the to curb inlets at the low point adjacent to a vacant residential property south of the Goddard School. From the Cross Seminole Trail runoff flows south along the shoulder to ditch bottom lets at the low point. The curb inlets and ditch bottom inlets are connected by storm sewer. The system outfalls though a pipe discharging to a ditch between the Goddard School and the vacant residential property. The ditch flows to the east to a wetland which discharges to Sweetwater Creek.

From the Cross Seminole Trail to north of Broadway Street storm sewer conveys runoff to a wet detention pond on Franklin Street, SJRWMD Permit No. 86648-3 (2015). The pond was modified to create a regional stormwater pond for future development, SJRWMD Permit No. 86648-5 (2018).

4.10. Structures

There are three (3) locations with mast arms along the corridor. These existing mast arms are located at Mitchell Hammock Road, SR 426 (Broadway Street), and at the City of Oviedo Fire Station. There are also two (2) locations with underground drainage structures that run east-west across SR 434 within the City of Oviedo limits at M.P. 3.107 and 3.878. There are no other vertical structures or bridge structures along the corridor.



4.11. Lighting/Aesthetics

Roadway lighting throughout the SR 434 corridor is provided through utility pole mounted luminaires. The corridor lighting is primarily on the east side of the corridor except where the overhead electricity shifts to the west side between Sandalwood Court to E. High Street. From the Cross Seminole Trail to the north of S.R. 426 (Broadway Street), there is additional decorative street lighting, with brick paved sidewalks, on both sides of the corridor. This section of S.R. 434 also includes tree scaping along the east side within the utility strip, separating the concrete sidewalk and the edge of curb/travel lanes.

There are two (2) signalized intersections along the corridor at Mitchell Hammock Road and SR 426 (Broadway Street). There is (1) one decorative mast arm in each of the four quadrants at both signalized intersections, with decorative light fixtures on each mast arm. This is an emergency signal and consists of one mast arm and two pedestal mounted traffic signals. There are two rapid rectangular flashing beacons on the north and south side of the road for the pedestrian midblock crossing at the Cross Seminole Trail.

4.12. Existing Traffic Data and Characteristics

An evaluation of the existing traffic operations was completed using Synchro to analyze existing operational conditions within the study area limits, from south of Mitchell Hammock Road and north of S.R. 426 (Broadway Street). This section of the report describes the data collected, AM and PM Peak volumes, as well as the results of the existing traffic operations analysis.

Per the FDOT Traffic Online, there is one traffic count location along the corridor within the study limits: Station No. 770021, located south of Clonts Street. However, for the purpose of this report, three (3) 24-hour machine counts were collected and analyzed.

Intersection turning movement volumes were collected at the study intersections during the AM peak period (7-9 AM) and PM peak period (4-6 PM) during the weekdays from Tuesday, January 23, 2024, to Thursday, January 25, 2024, while school was in session. The raw intersection turning movement counts were adjusted in a series of steps to prepare for the intersection operational analysis:

1. The raw counts were adjusted for seasonal variability using a seasonal adjustment factor of 1.01, obtained from the FDOT Traffic Information online.
2. Due to the presence of numerous driveways along the corridor, traffic volumes were not balanced between intersections.



The AM and PM peak hour intersection volumes are illustrated on **Figure 9**. Pedestrian and bicycle volumes were also collected at the intersection crosswalks. The AM and PM peak hour crosswalk volumes are illustrated in **Figure 10**. Supporting information from the Florida Traffic Online and the raw intersection TMC data are provided in **Appendix H**.

4.13. Existing Operational Analysis (LOS)

FDOT's policy defines the LOS target for a specific facility by the facility's area type. Roadways within an urbanized area have an LOS target of D and roadways outside an urbanized area have an LOS target of C. S.R. 434 is classified as an Urban Principal Arterial and has a FDOT target LOS of D. For the segment analysis, S.R. 434 was divided into three (3) individual segments.

An evaluation of the existing LOS along S.R. 434 was performed by comparing the AM and PM peak hour volumes versus the peak-hour, peak-direction volume threshold from the FDOT Generalized LOS Tables, found within the 2023 FDOT Multimodal Quality/LOS Handbook. Based on the corridor's functional classification (urban arterial), volume thresholds associated with the context class C-4 were used for all study segments. The service volume thresholds were decreased by 20%, from Boardwalk Avenue to Clark Street, due to the absence of a center turn-lane and/or no exclusive left turn lanes. The roadway segment analysis is summarized in **Table 2**.



Table 2: Existing Roadway Segment Analysis

Segment	No. Lanes	LOS Target		AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)		
				NB	SB	LOS	NB	SB	LOS
Mitchell Hammock Road to Boardwalk Avenue	2L	D	870	713	748	D	777	751	D
Boardwalk Avenue to Clark Street	2L	D	696	681	678	D	731	777	E
Clark Street to S.R. 426 (Broadway Street)	2L	D	870	607	643	D	734	716	D

In the existing condition, all segments meet the LOS target based on the FDOT generalized LOS evaluation, with the exception of S.R. 434, from Boardwalk Avenue to Clark Street, in which it is assumed is operating at an adverse condition due to the lack of exclusive left-turn lanes. However, per the City of Oviedo Transportation Concurrency Management System, the adopted LOS for this state-maintained roadway was identified as “E” + 30%.

Average Travel Speeds

An evaluation of average travel speeds was conducted based upon probe data provided by FDOT Central Office by HERE, a data analytics company. The passenger vehicle probe data in the HERE dataset are obtained from several sources including mobile phones, vehicles, and portable navigation devices. HERE then weights travel times according to the observed volumes of passenger vehicles and freight vehicles.

During an average weekday, the average travel speeds in the northbound direction range between 21 MPH and 38 MPH. The northbound average travel speeds are consistent with the time of day, as the average travel speeds decrease during the morning and afternoon rush hours.

- The highest eastbound average speed during the peak hour was 38 MPH during the AM peak period.



- The lowest eastbound average speed during the peak hour was 21 MPH during the PM peak period.

During an average weekday, average travel speeds in the southbound direction range between 17 MPH and 34 MPH. The southbound average travel speeds are consistent with the time of day, as the average travel speeds decrease during the morning and afternoon rush hours.

- The highest eastbound average speed during the peak hour was 31 MPH during the AM peak period.
- The lowest eastbound average speed during the peak hour was 22 MPH during the PM peak period.

Peak Hour Intersection Operations

The existing intersection operating conditions (2024) were evaluated for the weekday AM and PM peak hour traffic volume conditions. Current signal timing plans were obtained from Seminole County for use in the analysis and are included in **Appendix I**. Note, the signal timings at S.R. 434 and S.R. 426 were adjusted for the eastbound/westbound movements in association with the current widening of S.R. 426.

The intersection LOS was analyzed using HCM methodologies, as implemented by Synchro, version 11. **Table B-1** summarizes the existing AM and PM peak hour intersection operations. For the signalized intersection, average delay and LOS are presented for each approach and for the overall intersection. The volume-to-capacity (v/C) ratios are reported for the critical movement on each approach. The detailed synchro reports are provided in **Appendix J**.

As shown in **Table B-1**, the following summarizes the study area intersection operations:

- The signalized intersection of S.R. 434 and Mitchell Hammock Road operates at an unacceptable LOS during both the AM and PM peak hours. The volume-to-capacity ratio is well over 1.0 during the PM peak hour.
- The signalized intersection of S.R. 434 and S.R. 426 (Broadway Street) operates at an acceptable LOS based on the near-completed roadway widening of S.R. 426, as the revised signal timings would accommodate the existing traffic volumes.
- The un-signalized intersections along S.R. 434 operate within acceptable LOS standards during the AM peak hour; however, the intersections of S.R. 434 at Boardwalk Avenue and S.R. 434 at Clark Street operate adversely during the PM peak hour.



4.14. Crash Data Summary

Crash data was obtained from Signal Four Analytics for the previous five-year period (January 2019 to December 2023) along S.R. 434, within the study limits. A total of 444 crashes, including 118 injuries and 0 fatalities, were reported over the five-year period along, as illustrated in **Table 3**.

Table 3: Crash Data Summary by Year

Year	Total # of Crashes	# of Injury Crashes	Total # of Injuries	# of Fatal Crashes	Total # of Fatalities	# of Night Crashes	# of Wet Crashes	Total # of Ped Crashes	Total # of Bicycle Crashes
2019	86	15	25	0	0	10	10	2	0
2020	72	20	23	0	0	14	12	0	1
2021	108	17	23	0	0	25	14	1	0
2022	103	14	24	0	0	21	15	0	0
2023	75	20	23	0	0	17	13	1	1
Total	444	86	118	0	0	87	64	4	2
Average	88.8	17.2	23.6	0.0	0.0	17.4	12.8	0.8	0.4
Percent	--	19.4%	--	0.0%	--	19.6%	14.4%	0.9%	0.5%

A complete summary of the crashes that occurred along S.R. 434, within the study area, can be found in **Appendix K**.

As illustrated within the crash diagram, the high crash frequency locations are at the signalized intersections and the un-signalized locations where no dedicated left-turn lane along S.R. 434 was present. A total of 298 crashes of the 444 total crashes occurred at these intersections, while 146 of the total crashes occurred throughout the corridor. Additional details for each intersection and roadway segment are provided in **Appendix K**.

S.R. 434 at Mitchell Hammock (210 crashes)

The signalized intersection at S.R. 434 at Mitchell Hammock Road accounted for 210 crashes of the total crashes (47.3%).

- The highest crash type observed was rear end (44%).
- The second highest crash type was Left turn (21%).
- Out of 210 total intersection crashes, 41 of them resulted in an injury.



S.R. 434 at Clark Street (26 crashes)

The un-signalized intersection at S.R. 434 and Clark Street accounted for 26 crashes of the total crashes (5.9%).

- The highest crash type observed was rear end (81%), which could be associated with the absence of a dedicated northbound left-turn lane.
- The second highest crash type was Sideswipe (8%).
- Out of 26 total intersection crashes, 5 of them resulted in an injury.

S.R. 434 at S.R. 426 (62 crashes)

The signalized intersection at S.R. 434 and S.R. 426 (Broadway Street) accounted for 62 crashes of the total crashes (14.0%).

- The highest crash type observed was left turn (47%).
- The second highest crash type was Sideswipe (21%).
- There was one pedestrian crash in this intersection which resulted in an injury, as well as a bicycle crash that occurred south of the intersection, which also resulted in an injury.
- Out of 62 total intersection crashes, 7 of them resulted in an injury.

4.15. Utilities

A Sunshine One 811 call ticket was placed for the SR 434 corridor, from Mitchell Hammock Road to north of SR 426. The Sunshine One Call verified the following utilities along the study corridor:

- Fiber Optic
- Communication
- Traffic Signals
- Gas
- Electric

The specific type of utility for each utility owner will be finalized as the project progresses.

Utility poles supporting overhead electric and communication lines are located primarily behind the sidewalk adjacent to the paved roadway throughout the corridor along the east side of S.R. 434, with the occasional overhead utility line crossing over S.R. 434 to a single utility pole on the west side of the roadway. There is a small stretch where the overhead utility line switches to the west side of the roadway at E. High Street, and back to the east side at Sandalwood Court.



Appendix L contains the Sunshine One Call specifying the companies operating the various utilities along the corridor, with the contact information and detailed information.

4.16. Transit Service

Existing transit service in the Study Area is operated by LYNX, the Central Florida transit agency covering Orange, Osceola, and Seminole counties. LYNX operates one neighborhood link service (Neighborlink Service Area 822) within the study area, with one (1) additional route, Link 434, running along SR 434, south of Mitchell Hammock and traverses to the west towards the Oviedo Mall along Mitchell Hammock Road. There are no bus stop locations marked along the corridor within the study area.

4.17. Existing Trails

The Cross Seminole Trail traverses from the southwest to northeast as it starts on the northeast corner of the Aloma Avenue/Howell Branch Road intersection on the Seminole/Orange County line. This section follows Aloma Avenue northeast through a largely urban setting, coming to an end at S.R. 434 (Central Boulevard) in Oviedo, four blocks from the start of the second section. The second section extends northwest from downtown Oviedo to Winter Springs and ends at Big Tree Park in Longwood.

The trail traverses S.R. 434, south of Smith Street, as it is marked with a crosswalk and rapid rectangular flashing beacons. The trail continues to the north as it wraps Solary Park and continues to the northwest. Note, there is an existing trailhead along Railroad Street; however, this trailhead is located along the old trail route and could be relocated in association with the new trail route and proposed CRA.



5. Environmental Setting

An analysis of the existing environmental features along the corridor were assessed using the information available in FDOT's Efficient Transportation Decision Making (ETDM) database. The following will assess the resources within vicinity of the corridor.

5.1. Natural Resources

Wetlands

The wetlands analysis used 2009 GIS data available from the SJRWMD. The data shows that one (1) hardwood forest wetland is located within the central northeast portion of the Study Area. "Other surface waters", which include ponds and drainage swales/ditches are also present within the area. **Figure M-1** within **Appendix M** illustrates the wetland and surface water system locations as presented in the data; however, drainage swales and ditches are not depicted. The data shows the wetland includes Freshwater Forested / Shrub Wetland and Freshwater Pond.

Floodplains

An analysis of floodplains within the study area demonstrates the characteristics, as shown in **Figure M-2** within Appendix N. A small portion of the eastern part of the corridor, where the wetland is located, is classified as a Special Flood Hazard Area. If flooding were to occur, potential hazards within a mile of the corridor include monitored biomedical waste sites, hazardous waste facilities, and environmental integrated cleanup sites sources.

Species Potential

Review of data from sources such as Florida Fish & Wildlife Conservation Commission and U.S. Geological Survey identified potential species within the study area. Habitat for the Florida scrub jay, crested caracara, snail kite, and wood stork exist within the vicinity of the study corridor as consultation areas. In addition, the eastern indigo snake was identified as a potentially threatened and endangered species within the study area. The study corridor is also within documented range of Florida black bear and several sightings have occurred in the area over the past several years. Overall, the area has a low habitat integrated wildlife habitat. **Figures M-3** within **Appendix M** show the species potential map and integrated wildlife model which shows low habitat quality overall.



Vegetation and Farmlands

There are some evergreen forest, shrub swamp, and pygmy fringe tree vegetation within the study area. A few grasslands can also be found nearby, mostly in the eastern part of the corridor.

5.2. Cultural Resources

Cultural Resources address the archeological and historic features near the surrounding area. Resources as such are defined by the National Historic Preservation Act (NHPA) of 1966 and are governed by federal and state regulations. Cultural resources include historic districts, sites, buildings, structures included in, or eligible for inclusion in the National Register of Historic Places (NRHP). **Table 4** summarizes archeological sites and historic resources within vicinity of the S.R. 434 corridor in the City of Oviedo.

Table 4: Summary of Cultural Resources

HISTORICAL TYPE	Amount
FLORIDA SITE HISTORIC BRIDGES	0
FLORIDA SITE FILE HISTORIC STANDING STRUCTURES	80
HOSPITALS	0
NATIONAL REGISTER OF HISTORIC PLACES	1
YEAR BUILT (PRE 1970)	53
YEAR BUILT (POST 1970)	91

Figure M-4 illustrates the historic structures within proximity of the S.R. 434 study area. Several sites or structures, as identified in **Table 5**, eligible for listing on the NRHP, are in close proximity. Additional coordination with the State Historic Preservation Office (SHPO) would be necessary should right of way be impacted by alternative(s). If some of these resources are deemed likely to be impacted by the proposed alternatives, early coordination will occur during this planning study.



Table 5: Sites or Structures listed with the National Register of Historic Places

Primary name	Site ID	Year listed
NELSON AND COMPANY HISTORIC DISTRICT	SE01771	2001

5.3. Social Resources

Social resources consist of demographic and population data, population protected under Environmental Justice, as well as parks, recreational areas, community features, potential Section 4(f) properties, and controversial potential. **Table 6** summarizes the facilities within the study area identified as a social resource and the amount.

Table 6: Summary of Public Facilities

Social Resources	Count
Airports	0
Cemeteries	0
Community Centers	0
Correctional Facilities	0
Existing Recreational Trails	3
FNAI Public Lands	1
Group Care Facilities	2
Local Parks	1
Mobile Home Parks	0
Schools	2
Fire Department and Rescue Station Facilities	1
Religious Centers	2

As shown within **Table 7**, on the following page, the study area is adjacent to 1 local Florida Parks and Recreational Facilities Boundaries within a mile of the corridor, and 2 recreational trails. All 3 local Florida Parks and Recreational Facility Boundaries are protected under Section 4(f) Potential, which limits the use of public land.



Table 7: Local Florida Parks and Recreational Facility Boundaries within a mile

Name	Type
Cross Seminole Trail	Recreational Trail / Florida Managed Area / Hiking Trail / Multi-Use Trail
Oviedo Roadwalk	Recreational Trail / Hiking Trail / Multi-Use Trail
Boston Hill Park	Neighborhood Park / Recreational Facility

5.4. Physical Resources

Noise

Figure M-5 in **Appendix M** illustrates various structures that emit noise pollution surrounding the corridor. The figure also displays community centers, religious centers, and the Cross Seminole Trail as sources that contribute to noise. There are currently no noise barriers that are present. The study area is primarily residential, which increases the overall noise level.

Contamination

Contamination sources include FDEP Tanks, Hazardous Material Sites, areas identified as brownfield, and Super Act Risk areas. Furthermore, most of the soil surrounding the study area is classified as Excessively Drained and moderately well drained, with a small section classified as poorly to very poorly drained. There are over potential 3 biomedical waste sites and 1 brownfield site rehabilitation that can be found within the study area buffer. With a potential 7 hazardous waste facilities around the area surrounding the corridor. Furthermore, the area is primarily residential and as a result, possible septic risks and hazards are increased. It should be noted that the facilities shown are regulated and have the potential for contamination but are not necessarily contaminated. **Figure M-6** in **Appendix M** illustrates the location of these sites.

Hydrogeology

The hydrogeology characteristics based off recharge areas of the Floridian Aquifer Surface Geology within the study area. As shown in the map, the recharge areas have a discharge rate between 1 and 5 throughout the corridor.



Soil

Preliminary soils information was obtained from the NRCS Web Soil Survey within the ETDM. The primary soil type within the project corridor is Astatula-Apopka Fine Sands, 0 to 5 percent slopes, which covers 62.8% of the analyzed area. This soil type is complex and excessively drained. The area also has a secondary soil type which is Taveres-Millhopper Fine Sands, 0 to 5 percent slopes, which covers 35.5% of the analyzed area. This soil type is complex and moderately well drained.

Water Resources

As shown in **Figure M-7** in **Appendix M**, two (2) drainage basins are identified in the S.R. 434 study area: Bear Creek and Sweetwater Creek. A total of 150.39 acres of a Principal Surficial Aquifer of the State of Florida is within a mile of the corridor, while there are 2 Super Act Risk Sources and 1 Super Act Well that pose a hazardous threat to the water resources near the corridor.

Coastal and Marine Map

Figure M-8 in **Appendix M** demonstrates the coastal and marine characteristics within the study area. As shown, there are no areas with access to waterfront properties and/or water activities.

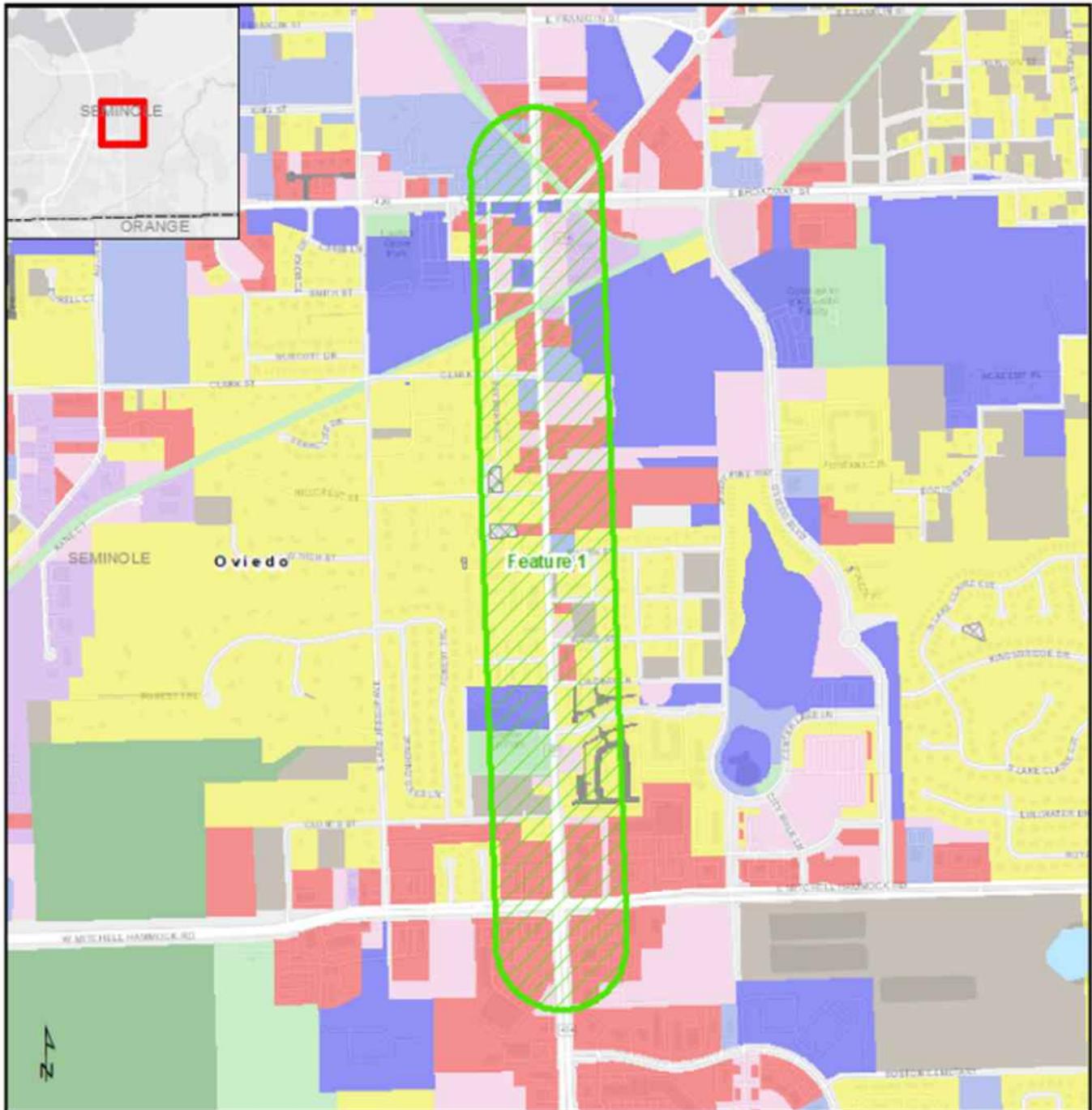
Appendix A

Figures





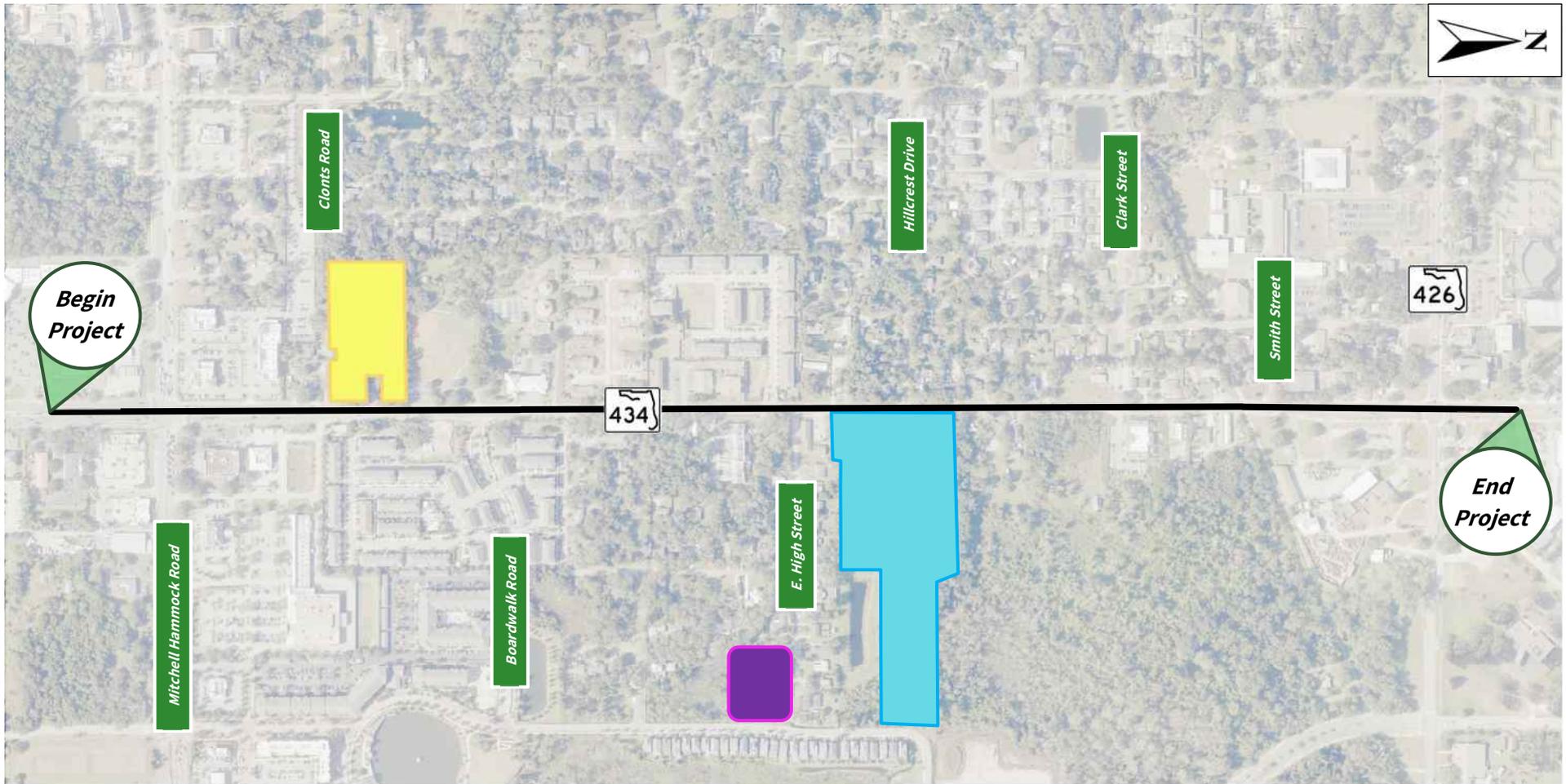
Figure 2 – Existing Land Use Map



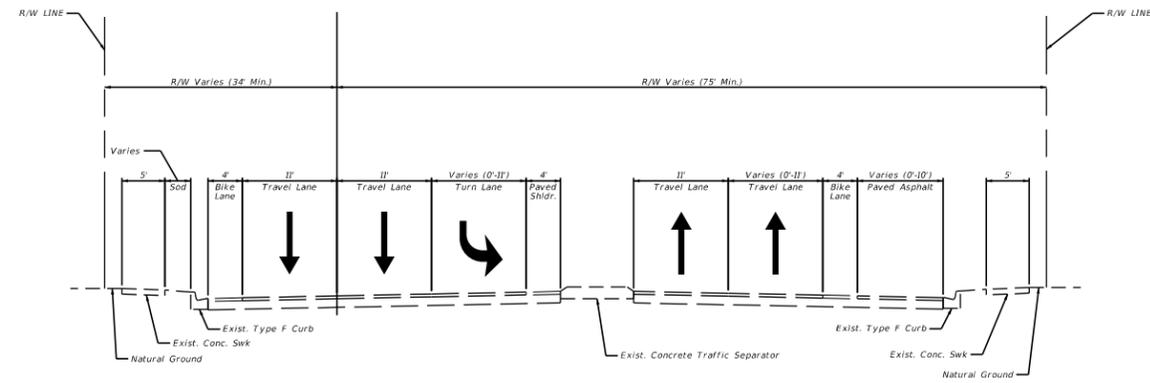
Land Use Map		
Area of Interest	Industrial	Retail/Office
Census Places	Institutional	Right-of-Way
County Boundaries	Public/Semi-Public	Vacant Nonresidential
Lake/Pond/Reservoir	Recreation	Vacant Residential
Acreage Not Zoned For Agriculture	Residential	
Agricultural		
	Parcels With No Values	



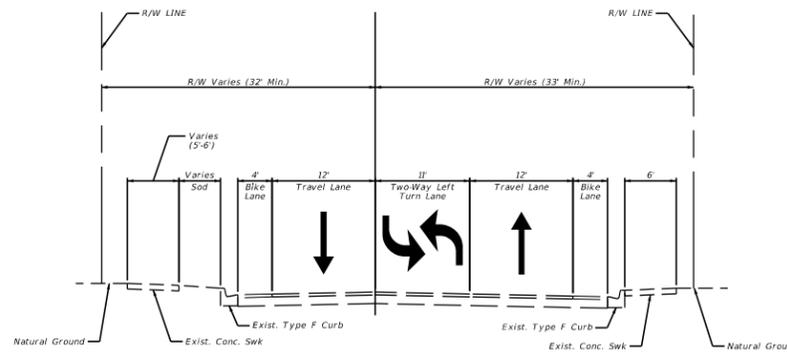
Figure 3 – Proposed Developments



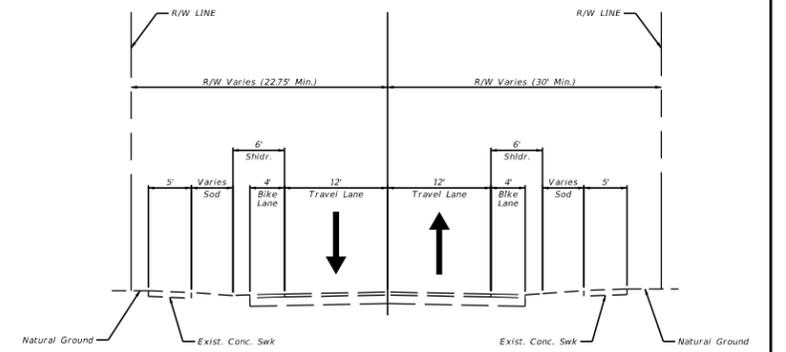
LEGEND	PLANNED DEVELOPMENTS
Study Corridor	Clonts Street Multi-Family
	Nice Oviedo Townhomes
	Chelonian Wharton



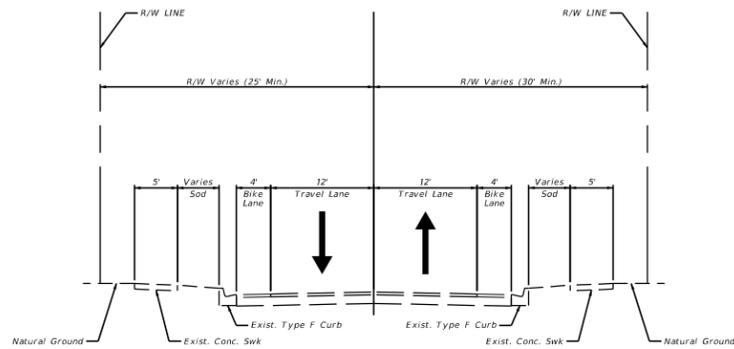
TYPICAL SECTION A
 SR 434
 STA. 102+88 TO STA. 108+66
 LEGEND



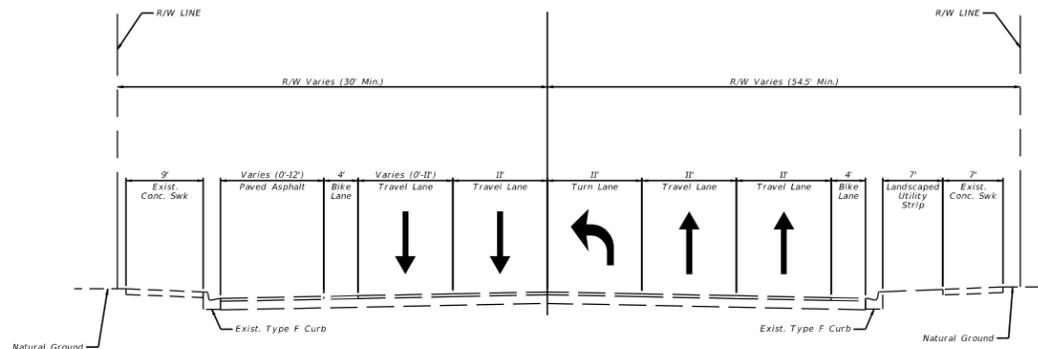
TYPICAL SECTION B
 SR 434
 STA. 108+66 TO STA. 119+76
 LEGEND



TYPICAL SECTION C
 SR 434
 STA. 119+76 TO STA. 133+33
 STA. 141+78 TO STA. 146+66
 LEGEND



TYPICAL SECTION D
 SR 434
 STA. 133+33 TO STA. 141+78
 LEGEND



TYPICAL SECTION E
 SR 434
 STA. 146+66 TO STA. 153+82
 LEGEND



1/31/2024 11:57:58 AM bnesbitt T:\Worksets\FDOT\4467561201\Roadway\TYP\SRD01.dgn

SYMBOLS

PROTEAN DESIGN GROUP
 100 EAST PINE STREET, SUITE 600
 ORLANDO, FL 32801
 PH: 407-246-0044

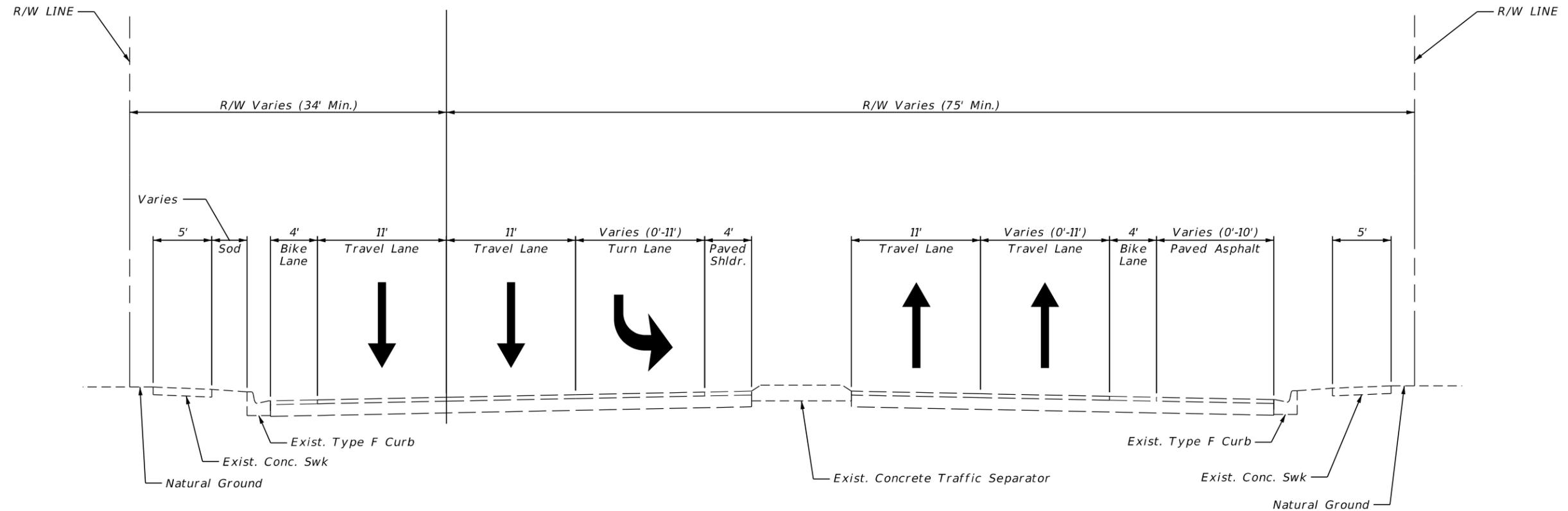


STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5

Figure 4
TYPICAL SECTION (1)

PAGE NO.

1



TYPICAL SECTION A
 SR 434
 STA. 102+88 TO STA. 108+66
 LEGEND

1/31/2024 11:58:14 AM bnesbitt
 T:\Worksets\FDOT\4467561201\Roadway\TYP5RD01.dgn

SYMBOLS

PROTEAN DESIGN GROUP
 100 EAST PINE STREET, SUITE 600
 ORLANDO, FL 32801
 PH: 407-246-0044

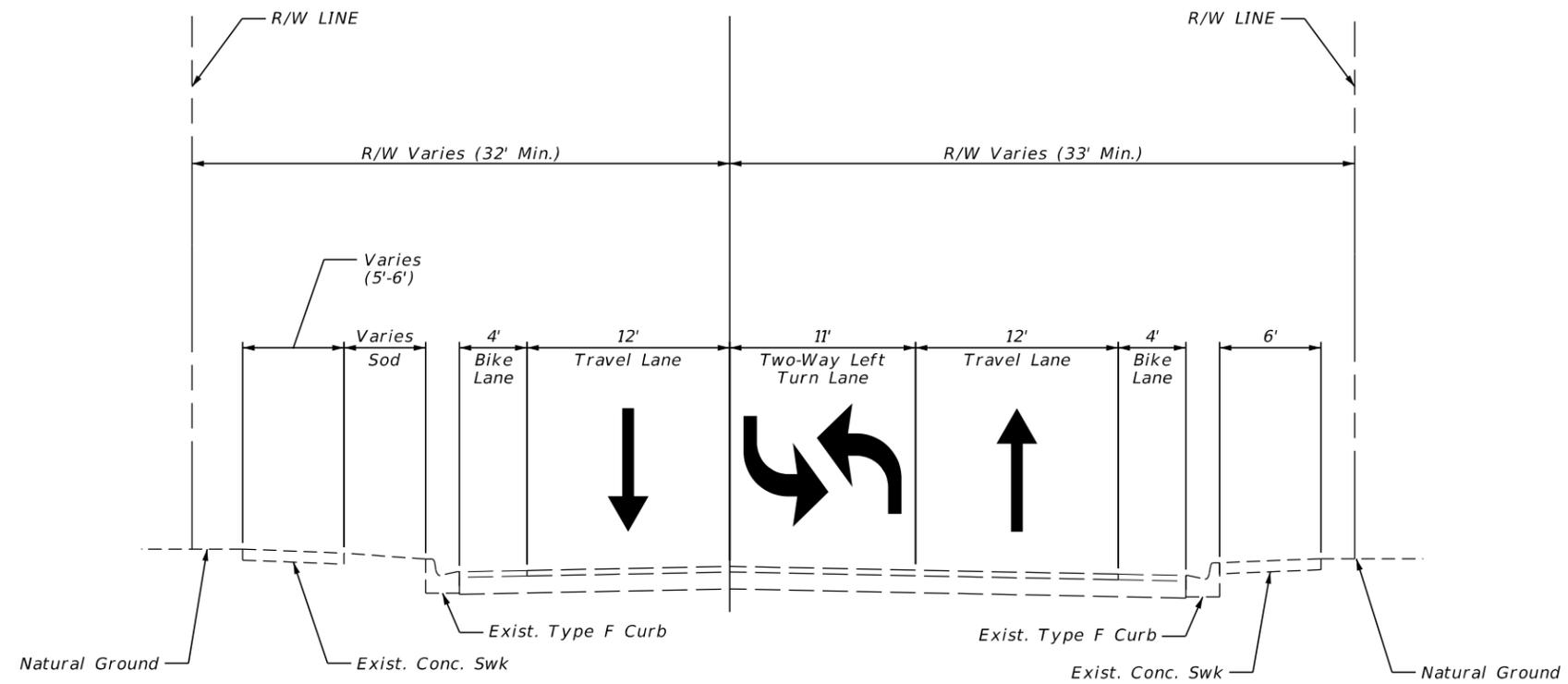


STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5

Figure 4
TYPICAL SECTION (2)

PAGE
 NO.

2



TYPICAL SECTION B
 SR 434
 STA. 108+66 TO STA. 119+76
 LEGEND

1/31/2024 11:58:14 AM bnesbitt T:\Worksets\FDOT\4467561201\Roadway\Typical\TYP5RD01.dgn

SYMBOLS

PROTEAN DESIGN GROUP
 100 EAST PINE STREET, SUITE 600
 ORLANDO, FL 32801
 PH: 407-246-0044

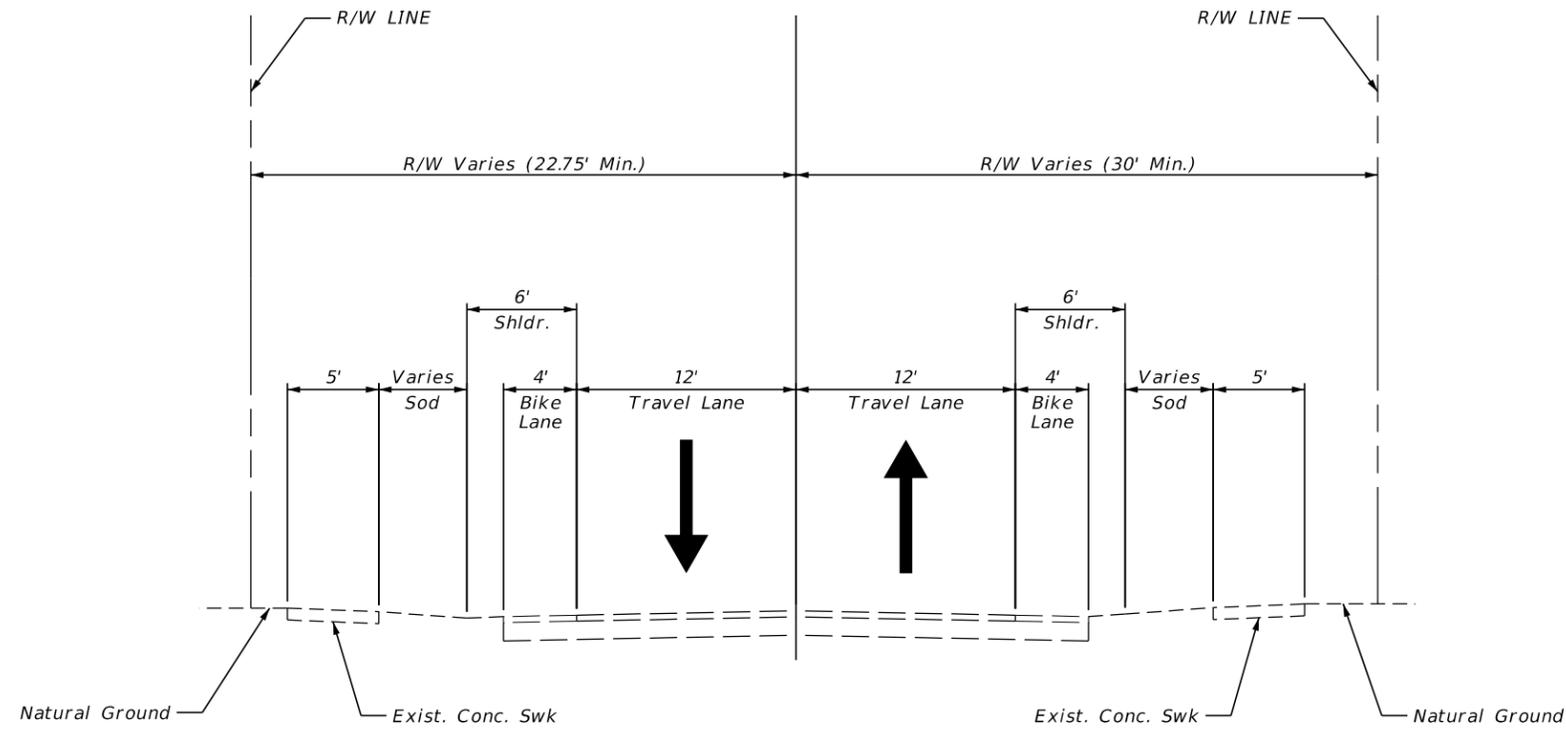


STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5

Figure 4
TYPICAL SECTION (3)

PAGE NO.

3



TYPICAL SECTION C
 SR 434
 STA. 119+76 TO STA. 133+33
 STA. 141+78 TO STA. 146+66
 LEGEND

1/31/2024 11:58:15 AM bnesbitt
 T:\Worksets\FDOT\4467561201\Roadway\TYP5RD01.dgn

SYMBOLS

PROTEAN DESIGN GROUP
 100 EAST PINE STREET, SUITE 600
 ORLANDO, FL 32801
 PH: 407-246-0044

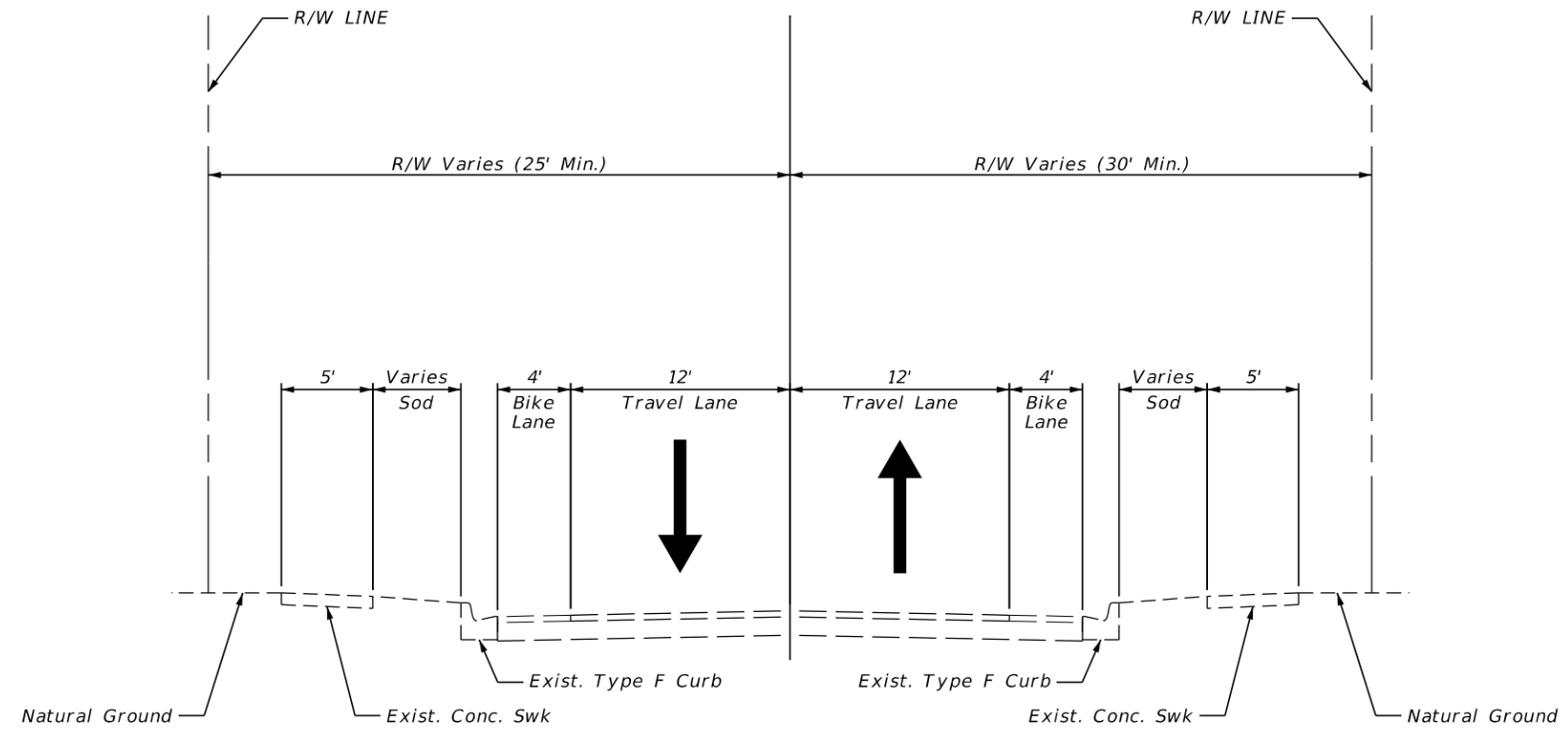


STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5

Figure 4
TYPICAL SECTION (4)

PAGE NO.

4



TYPICAL SECTION D
 SR 434
 STA. 133+33 TO STA. 141+78
 LEGEND

1/31/2024 11:58:15 AM bnesbitt
 T:\Worksets\FDOT\4467561201\Roadway\TYP5RD01.dgn

SYMBOLS

PROTEAN DESIGN GROUP
 100 EAST PINE STREET, SUITE 600
 ORLANDO, FL 32801
 PH: 407-246-0044

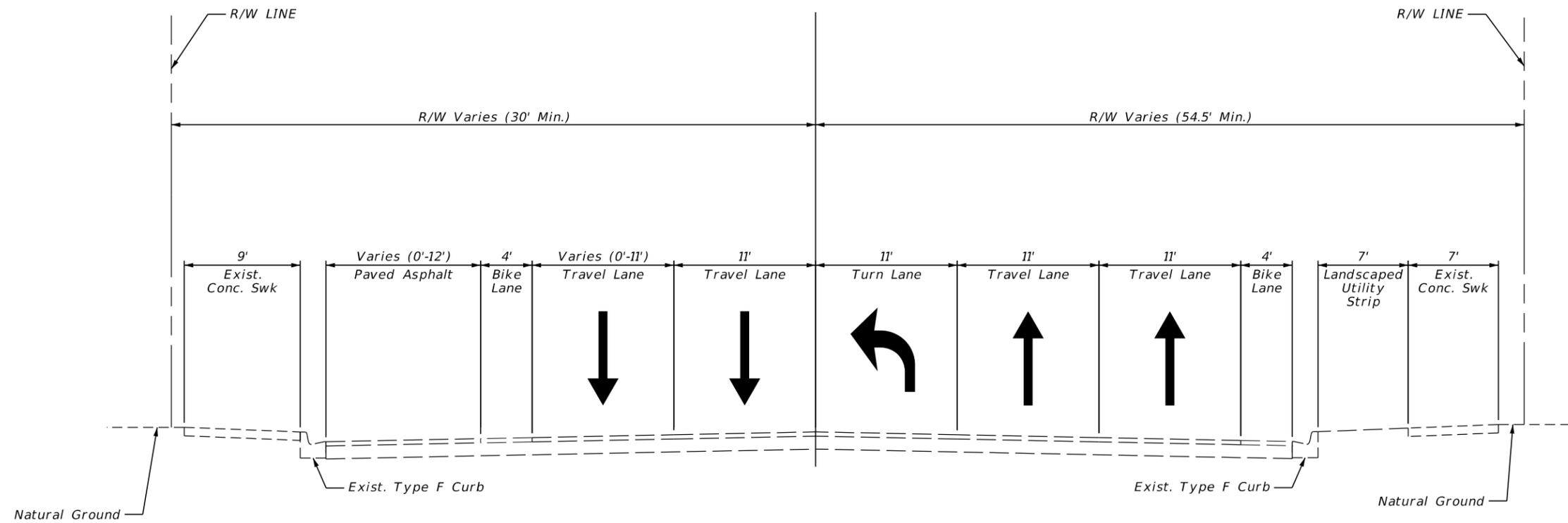


STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5

Figure 4
TYPICAL SECTION (5)

PAGE
 NO.

5



TYPICAL SECTION E
 SR 434
 STA. 146+66 TO STA. 153+82
 LEGEND

1/31/2024 11:58:16 AM bnesbitt T:\Worksets\FDOT\4467561\2021\Roadway\TYP5RD01.dgn

SYMBOLS

PROTEAN DESIGN GROUP
 100 EAST PINE STREET, SUITE 600
 ORLANDO, FL 32801
 PH: 407-246-0044



STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 5

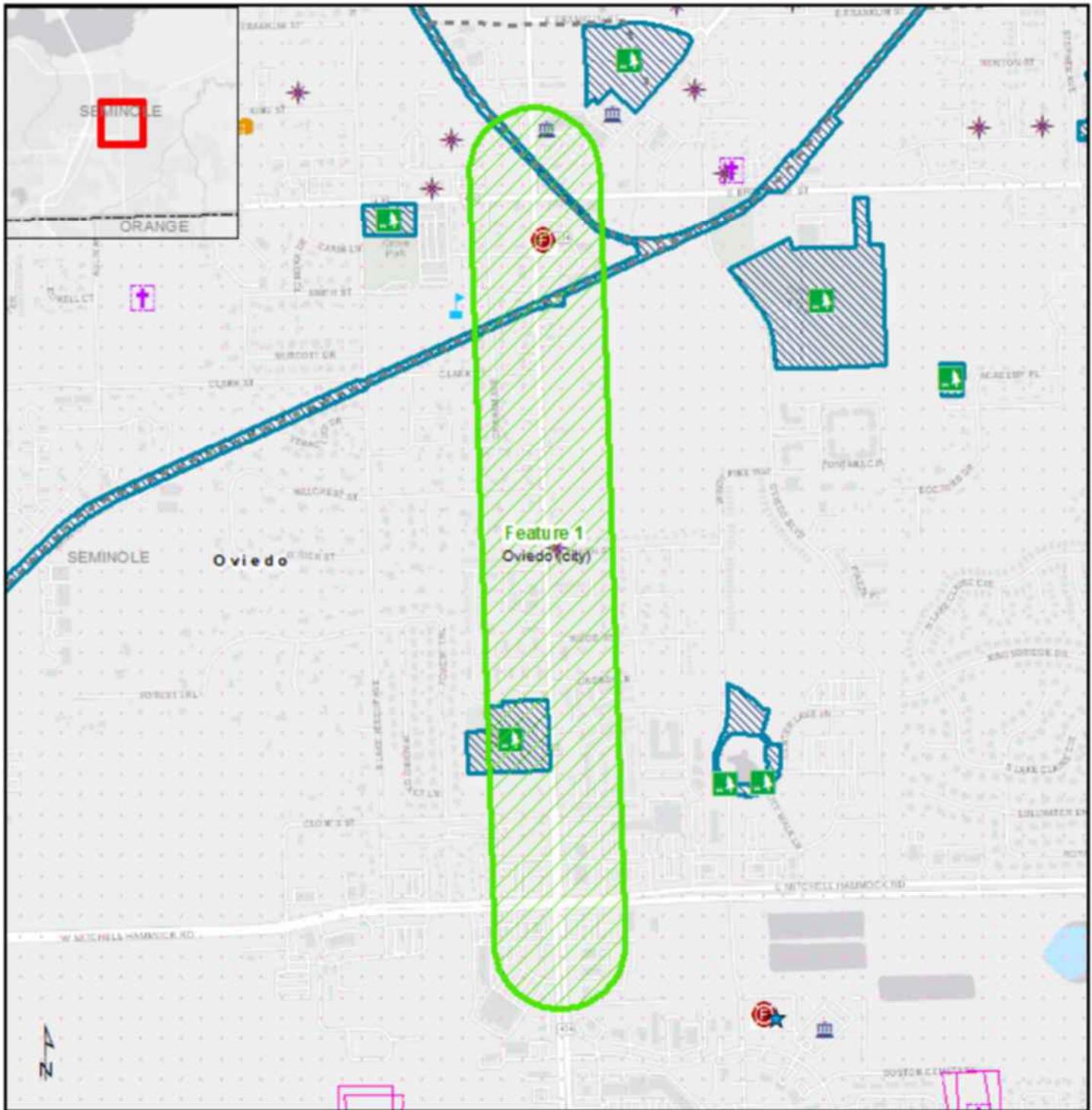
Figure 4
TYPICAL SECTION (6)

PAGE NO.

6

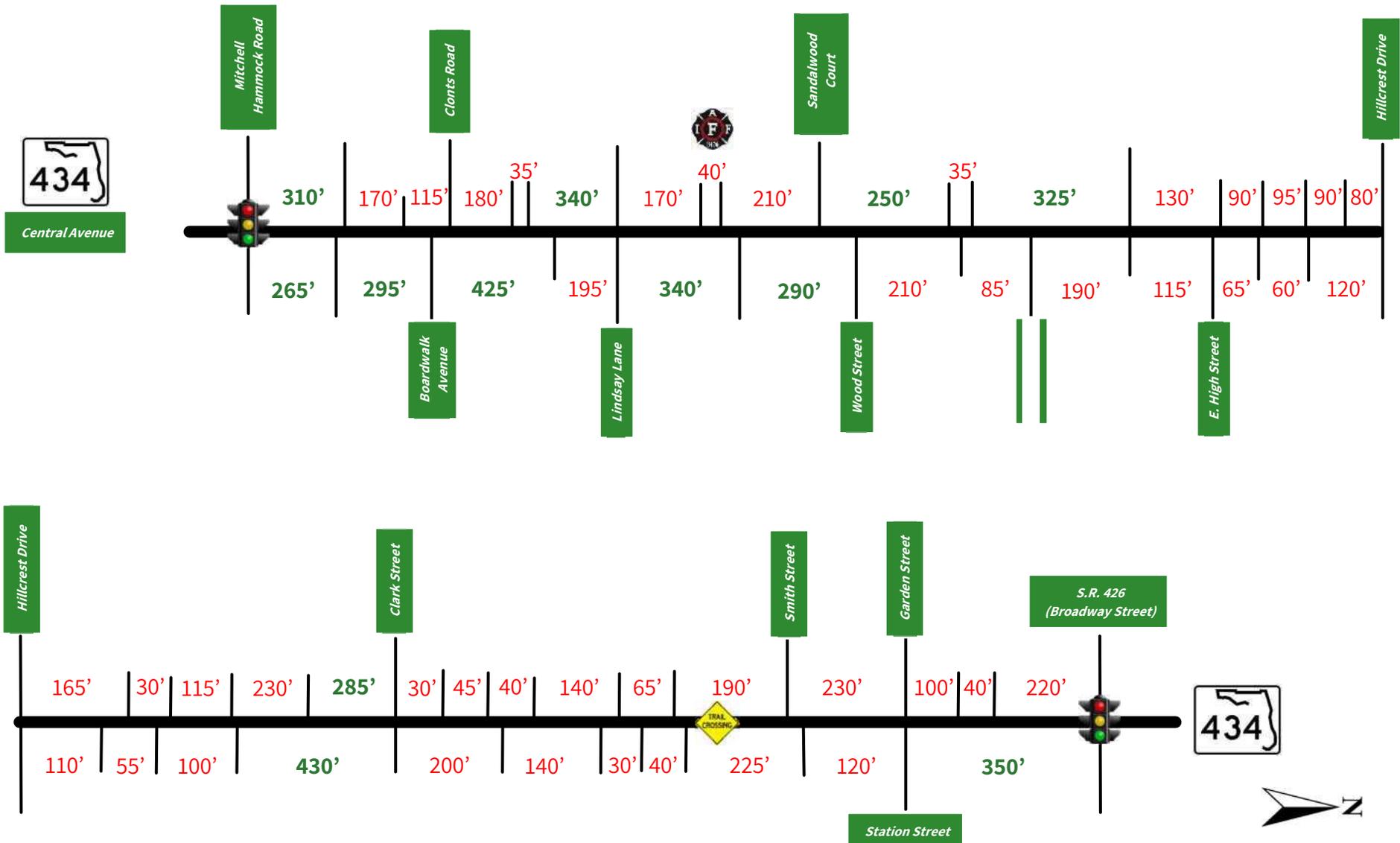


Figure 5 – Community Features



Area of Interest	Law Enforcement	Park
Census Places	Place of Worship - Existing Trails	Conservation or Recreation Area
County Boundaries	Fire Station	Park Boundary
Government	School	Community Boundary
Cemetery	Lake/Pond/Reservoir	
Community Center		

Figure 6 – Connection Spacing

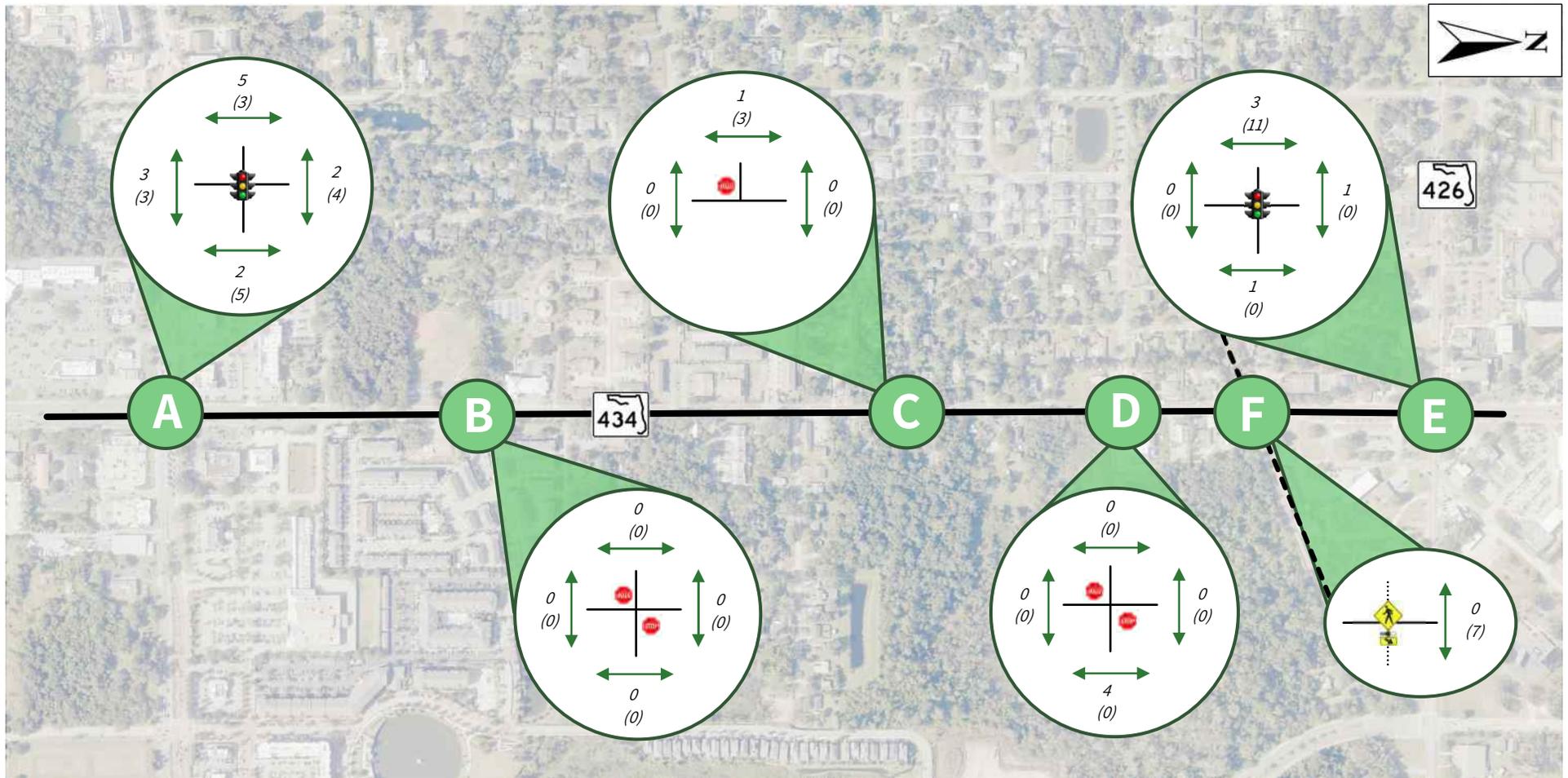


LEGEND			
	Study Corridor		Signalized Intersection
#	Meets Access Management Standards	#	Does NOT Access Management Standards





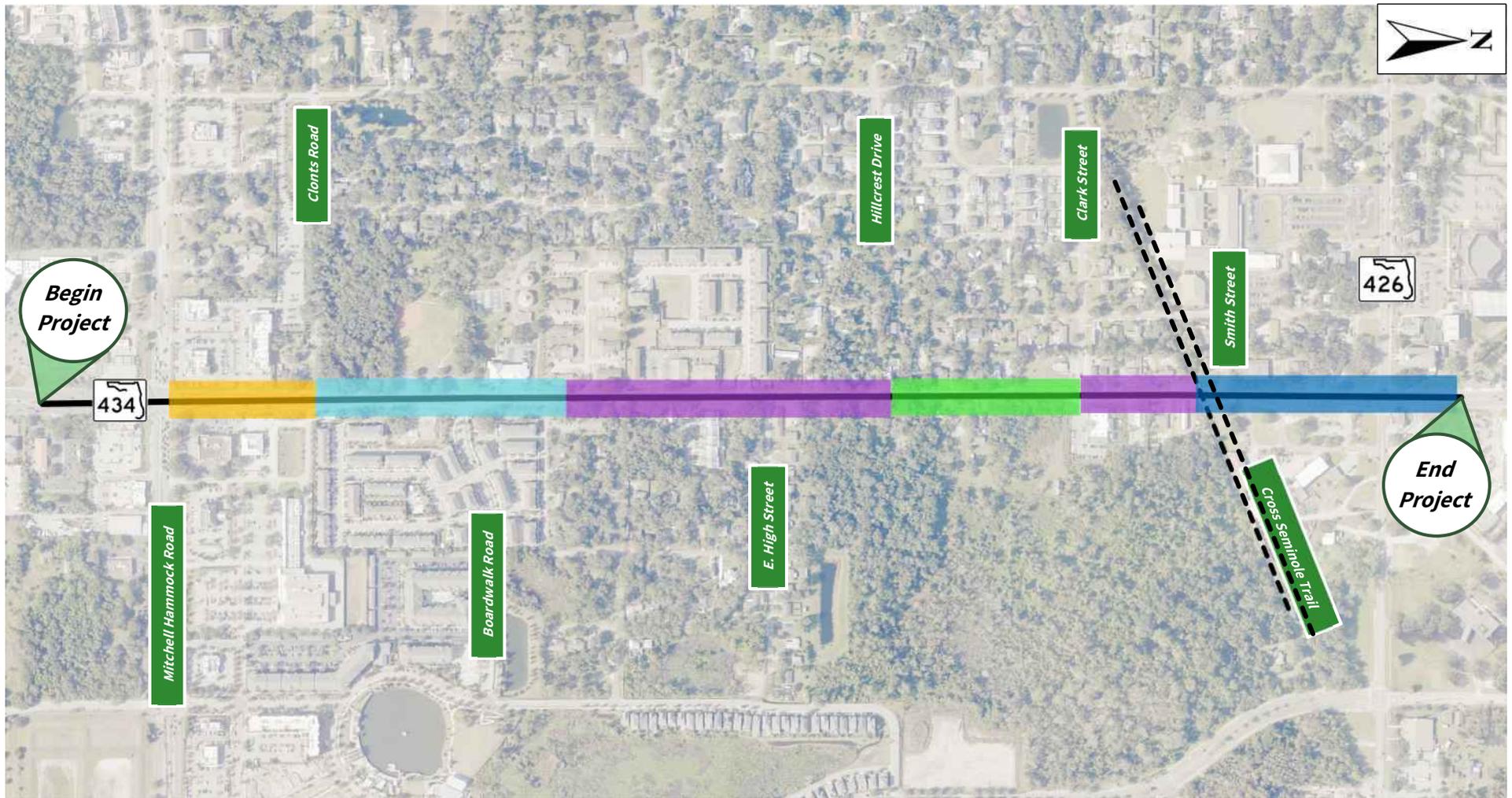
Figure 7 – Peak Hour Pedestrian/Bicycle Volumes



LEGEND		INTERSECTIONS	
	Study Corridor	A	Mitchell Hammock Road
	Signalized Intersection	B	Boardwalk Avenue
	Two-Way Stop Intersection	C	Hillcrest Drive
	AM Peak (PM Peak)	D	Clark Street
		E	S.R. 426 / Broadway Street
		F	Cross Seminole Trail



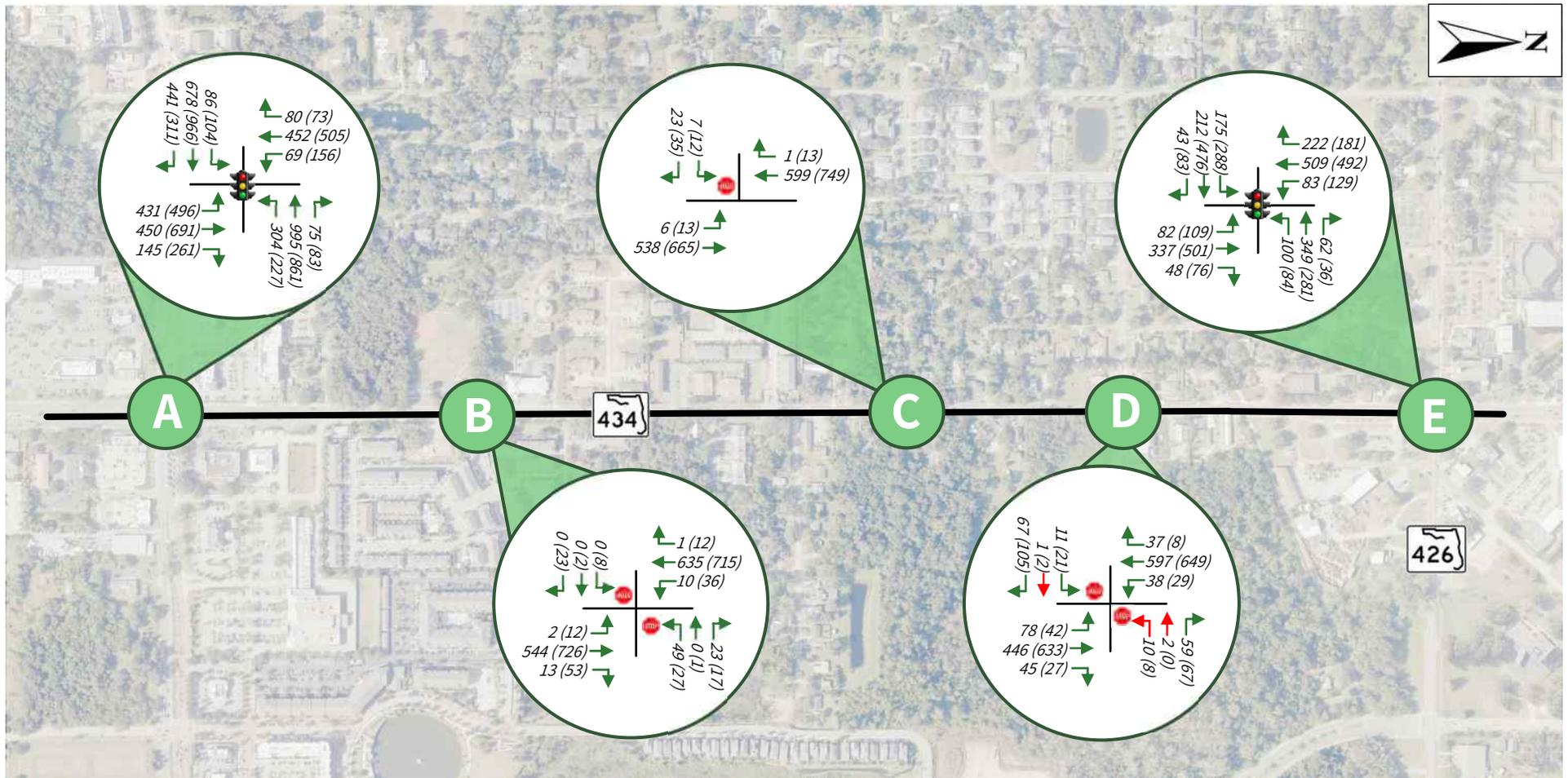
Figure 8 – Typical Right of Way Widths



LEGEND		WIDTHS		
 Study Corridor		109-ft		55-ft
		65-ft		84.5-ft
		52.75-ft		



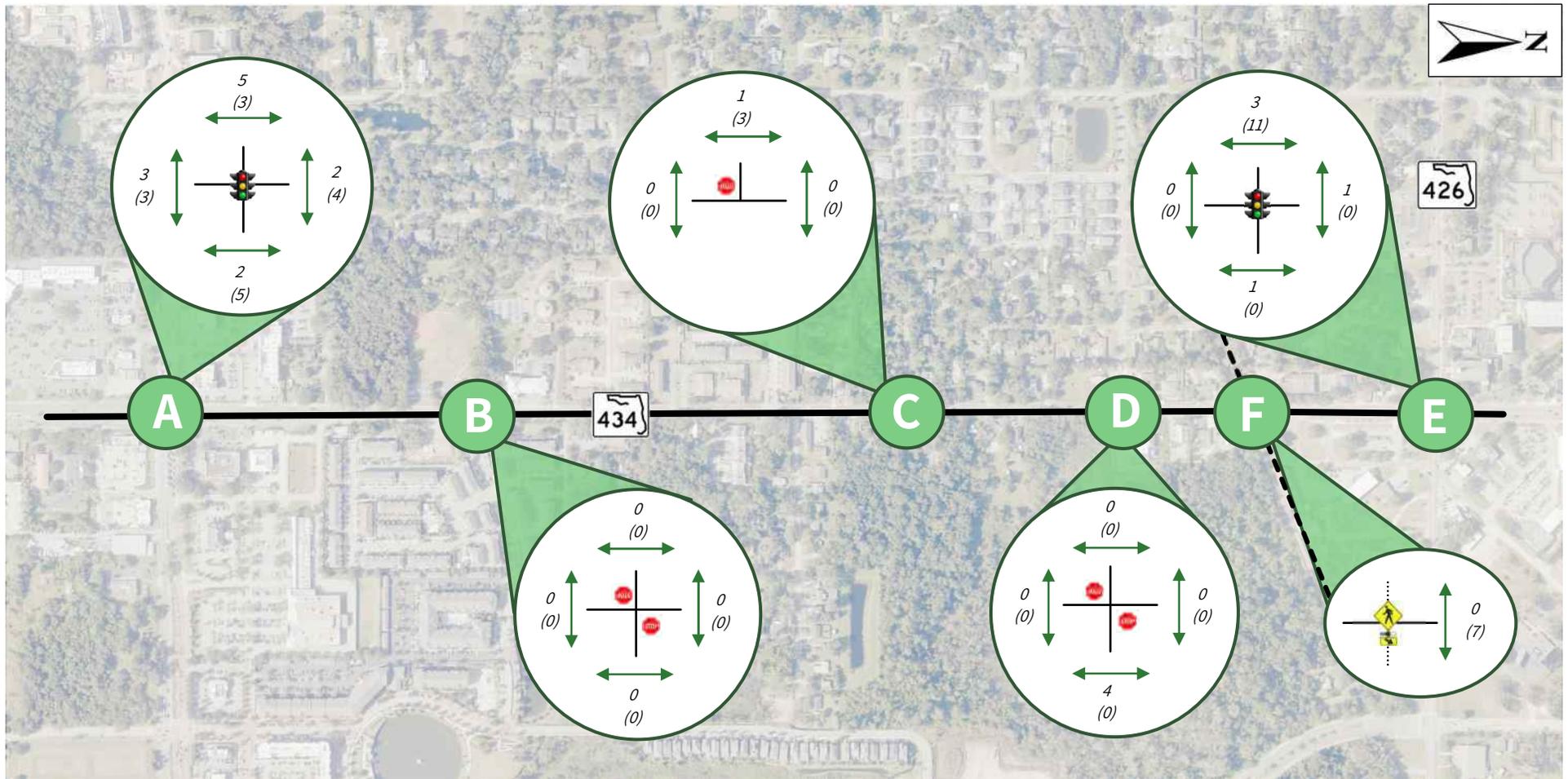
Figure 9 – Peak Hour Intersection Volumes



LEGEND		INTERSECTIONS	
	Study Corridor	A	Mitchell Hammock Road
	Signalized Intersection	B	Boardwalk Avenue
	Two-Way Stop Intersection	C	Hillcrest Drive
	AM Peak (PM Peak)	D	Clark Street
		E	S.R. 426 / Broadway Street



Figure 10 – Peak Hour Pedestrian/Bicycle Volumes



LEGEND		INTERSECTIONS	
	Study Corridor	A	Mitchell Hammock Road
	Signalized Intersection	B	Boardwalk Avenue
	Two-Way Stop Intersection	C	Hillcrest Drive
	AM Peak (PM Peak)	D	Clark Street
		E	S.R. 426 / Broadway Street
		F	Cross Seminole Trail



Figure 11 – Crash Frequency by Year

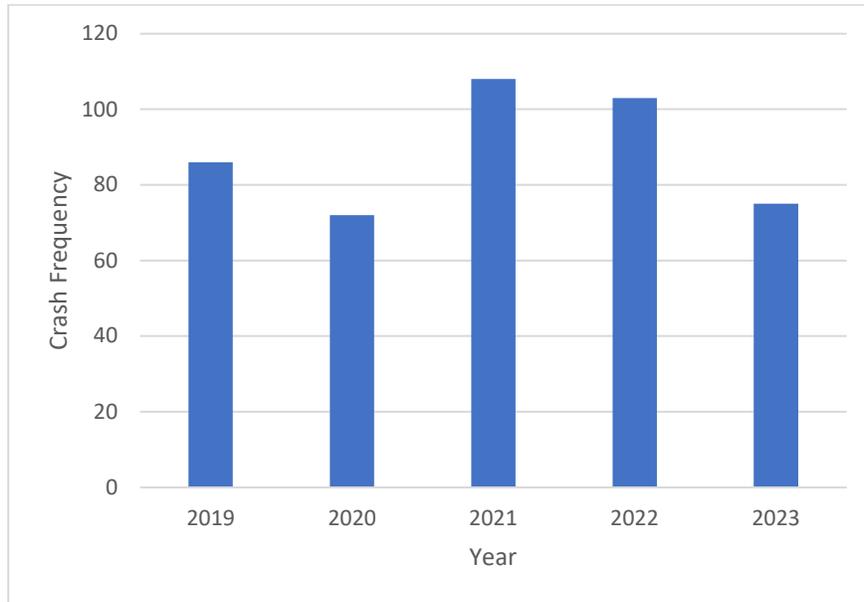
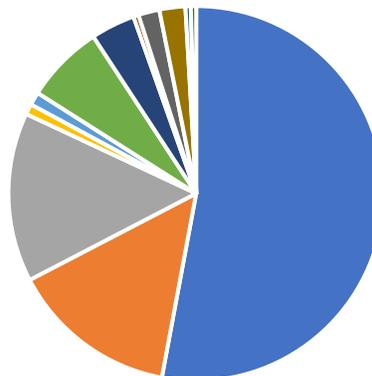
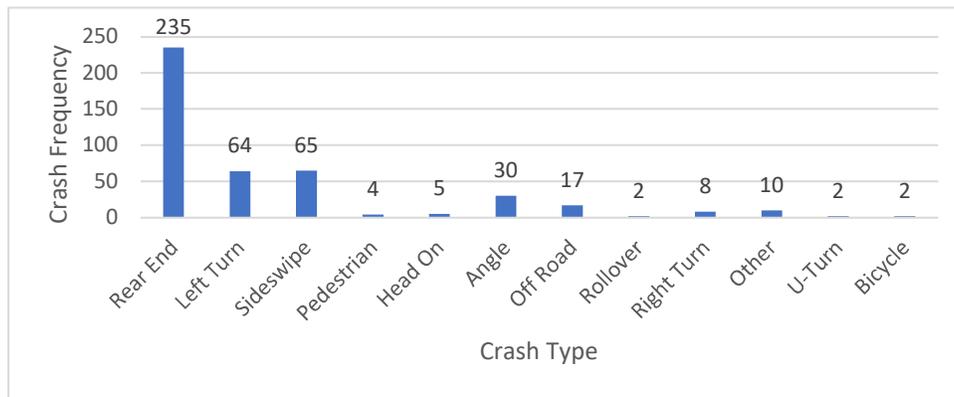




Figure 12 – Crash Data Summary by Type

Crash Type	2019	2020	2021	2022	2023	Total	Average per Year	Percent
Rear End	57	36	50	53	39	235	47.0	52.93%
Left Turn	9	14	16	13	12	64	12.8	14.41%
Sideswipe	10	13	16	17	9	65	13.0	14.64%
Pedestrian	2	0	1	0	1	4	0.8	0.90%
Head On	1	0	2	0	2	5	1.0	1.13%
Angle	1	6	11	8	4	30	6.0	6.76%
Off Road	3	0	3	7	4	17	3.4	3.83%
Rollover	0	0	1	0	1	2	0.4	0.45%
Right Turn	2	1	3	1	1	8	1.6	1.80%
Other	1	1	4	3	1	10	2.0	2.25%
U-Turn	0	0	1	1	0	2	0.4	0.45%
Bicycle	0	1	0	0	1	2	0.4	0.45%
Total	86	72	108	103	75	444	--	100%

Crash Frequency by Type



- Rear End
- Left Turn
- Sideswipe
- Pedestrian
- Head On
- Angle
- Off Road
- Rollover
- Right Turn
- Other
- U-Turn
- Bicycle

Appendix B

Tables



Table B-1 - Intersection Analysis

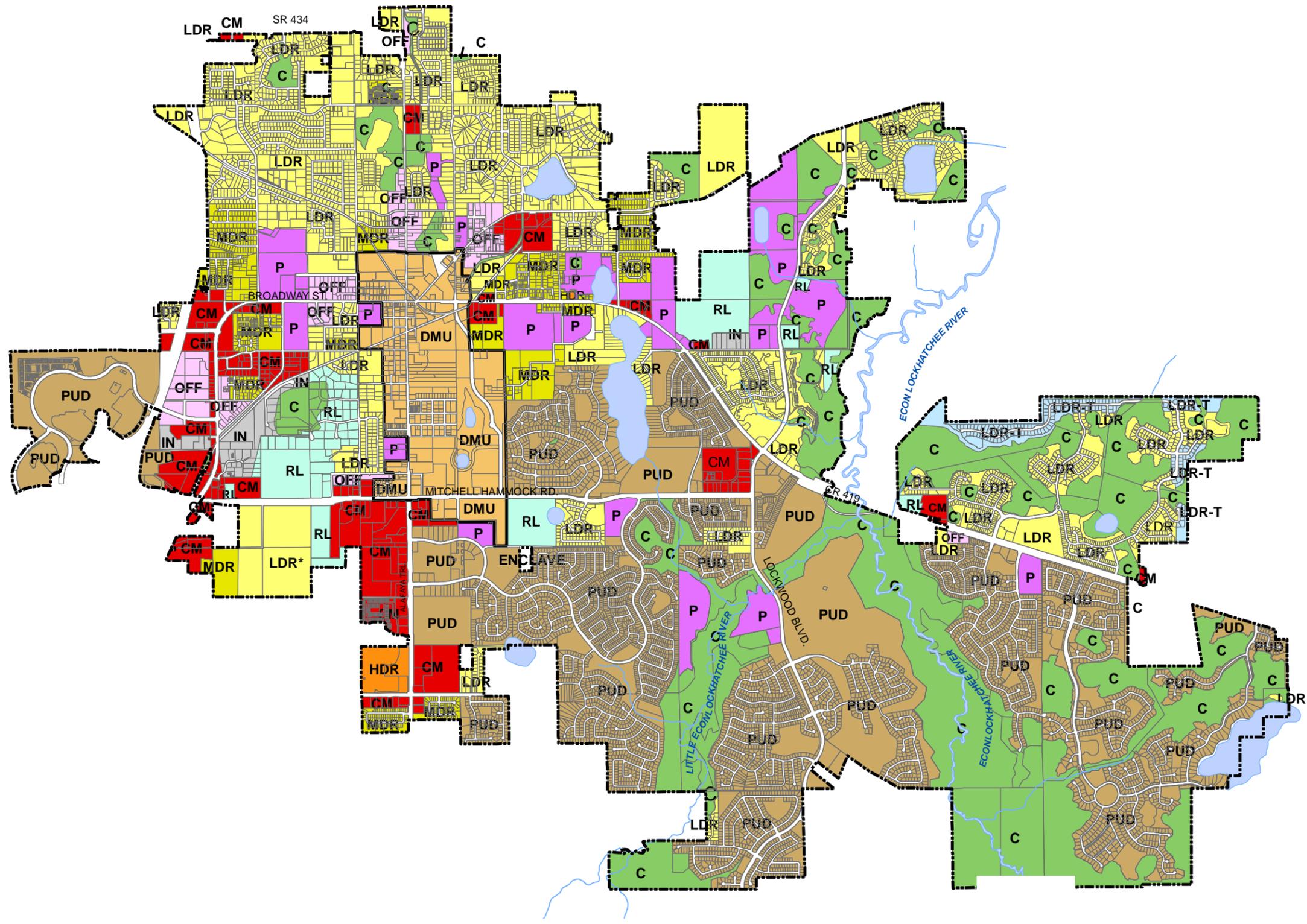
Intersection	Control	Measure	AM Peak Hour					PM Peak Hour				
			NB	SB	EB	WB	Overall	NB	SB	EB	WB	Overall
S.R. 434 at Mitchell Hammock Road	Signal	Delay (LOS)	47.4 (D)	44.2 (D)	69.3 (E)	101.4 (F)	59.4 (E)	51.4 (D)	65.6 (E)	133.2 (F)	160.3 (F)	96.8 (F)
		V/C Ratio	0.76	0.93	0.90	0.93	--	0.80	1.11	1.17	1.22	--
S.R. 434 at Boardwalk Avenue	Stop	Delay (LOS)	0.0 (A)	8.8 (A)	0.0 (A)	49.0 (E)	--	9.6 (A)	10.0 (A)	39.5 (E)	111.1 (F)	--
		V/C Ratio	0.00	0.01	0.00	0.51	--	0.02	0.05	0.27	0.65	--
S.R. 434 at Hillcrest Drive	Stop	Delay (LOS)	9.0 (A)	--	17.2 (C)	--	--	9.6 (A)	--	24.0 (C)	--	--
		V/C Ratio	0.01	--	0.1	--	--	0.02	--	0.21	--	--
S.R. 434 at Clark Street	Stop	Delay (LOS)	9.9 (A)	8.9 (A)	40.3 (E)	37.7 (E)	--	9.4 (A)	9.3 (A)	59.6 (F)	29.6 (D)	--
		V/C Ratio	0.12	0.05	0.50	0.45	--	0.05	0.04	0.72	0.37	--
S.R. 434 at S.R. 426 (Broadway Street)	Signal	Delay (LOS)	35.5 (D)	37.6 (D)	55.1 (E)	64.1 (E)	49.1 (D)	29.9 (C)	33.4 (C)	49.5 (D)	61.6 (E)	44.6 (D)
		V/C Ratio	0.48	0.32	0.75	0.89	--	0.47	0.33	0.77	0.91	--

Appendix C

Transportation / Comprehensive Plans



**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
2025 FUTURE LAND USE MAP**



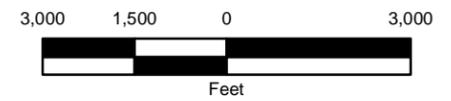
Legend

- OVIEDO CITY BOUNDARY
- OviedoWaterBodies
- PARCELS

FUTURE LAND USE

- C
- CM
- DMU
- HDR
- IN
- LDR
- LDR* SEMINOLE CO.
- LDR-T
- MDR
- OFF
- P
- PUD
- RL

MAP 1-2

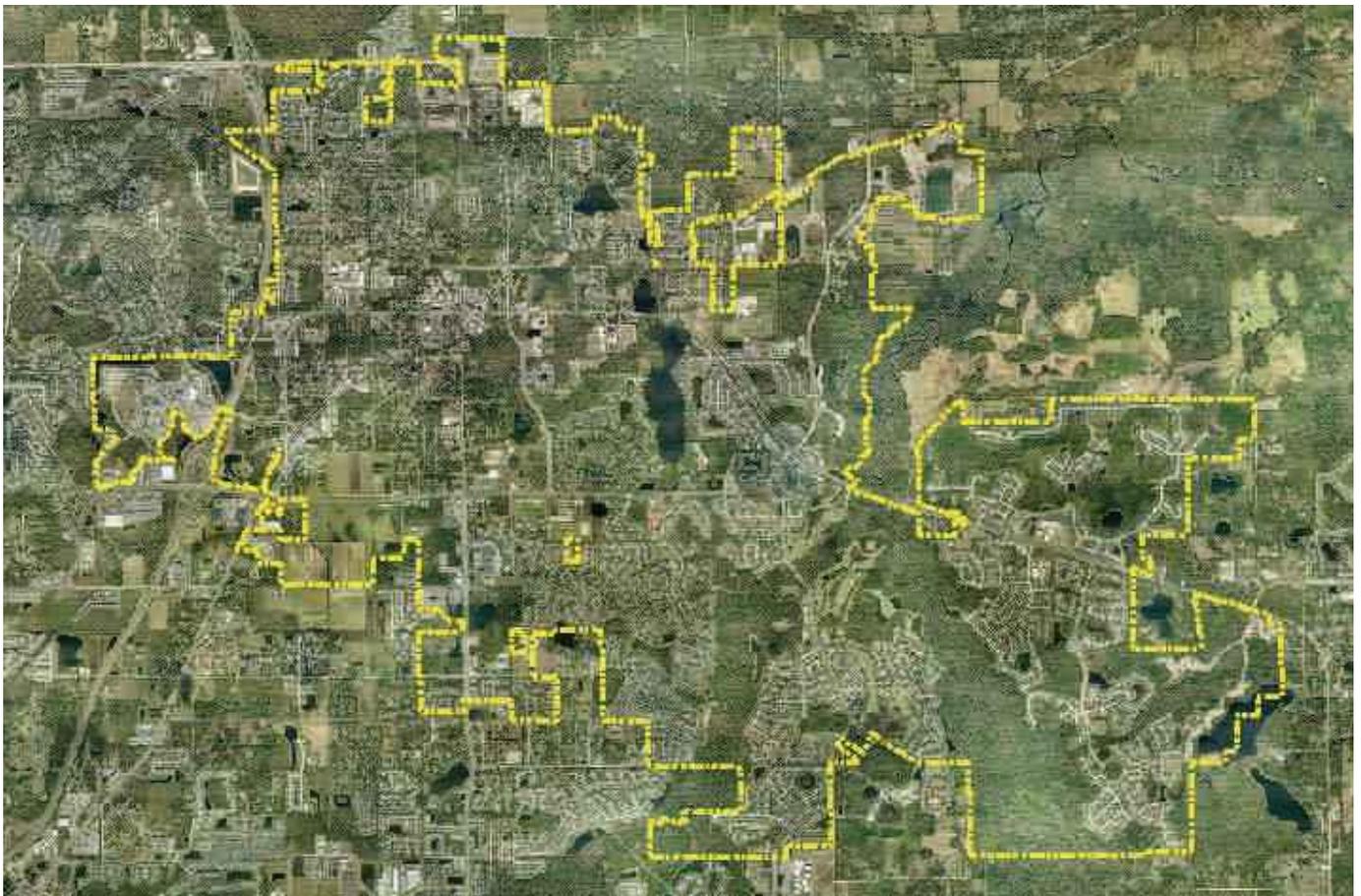




2025 Comprehensive Plan

Adopted November 1, 2010

City of Oviedo, Florida



Comprehensive Plan

City of Oviedo, Florida

Prepared by
THE PLANNING ZONING AND APPEALS BOARD

On behalf of
THE OVIEDO CITY COUNCIL

Adopted
NOVEMBER 1, 2010

[THIS PAGE INTENTIONALLY LEFT BLANK]

City of Oviedo, Florida

City Officials November 1, 2010

Mayor

Dominic Persampiere

City Council

Steve Henken, Deputy Mayor
Keith Britton
Kathy Marrs Moore
Stephen Schenck

Planning, Zoning and Appeals Board Lawrence Wright, Chair
Tony Coffie
Steven Gillis
William Sheridan
Brian Short
Kathryn Townsend

City Manager	Richard Gestrich
City Attorney	William L. Colbert, Esq.
City Clerk	Barbara Barbour
Development Services Director	Bryan Cobb
Finance Director	Dianne Holloway
Fire Chief	Lars White
Human Resources Director	Connie Collins
Information Technology Director	Darlene Jordan
Police Chief	Jeffrey Chudnow
Public Works Director	Tony Segreto
Recreation and Parks Director	Dru Boulware

Contributing Staff

Bobby Wyatt, City Engineer
Tom Radzai, Engineering Project Manager
Debra Pierre, Planning & Development Manager
Genoveva Fruet, Senior Planner
Laura Feldman, GIS Analyst

Prepared for the City by

Bell David Planning Group
Renaissance Planning Group

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

Introduction	vii
Purpose	ix
History	ix
Summary	x
Implementation	I-1
Land Development Code	I-3
Comprehensive Plan Amendments	I-3
Concurrency Management System	I-4
Monitoring and Evaluation	M-1
Monitoring	M-3
Evaluation and Appraisal	M-4
Elements	
Land Use	1-1
Transportation	2-1
Housing	3-1
Public Utilities	4-1
Wastewater	4-3
Solid Waste	4-15
Drainage & Natural Groundwater Aquifer Recharge	4-23
Potable Water	4-35
Conservation	5-1
Recreation and Open Space	6-1
Intergovernmental Coordination	7-1
Capital Improvements	8-1
Public School Facilities	9-1
Glossary	G-1

LIST OF FIGURES

Map 1-1. City of Oviedo- Seminole County Joint Planning Area.....	1-49
Map 1-2. 2025 Future Land Use Map.....	1-51
Map 1-2.1 Ordinance No. 1031	1-47
Map 1-2.2 City of Oviedo Downtown Mixed Use Sub-Area Map.....	1-53
Map 1-3. City of Oviedo Existing Road Network.....	1-55
Map 1-4. Areas Subject to Flooding.....	1-57
Map 1-5. Soils Map.....	1-59
Map 1-6. Wetlands Map.....	1-61
Map 1-7. Recreational Facilities Map.....	1-63
Map 1-8. 2025 Multimodal Transportation Mobility Areas	1-65
Map 1-9 Energy Conservation Areas	1-67
Map 2-1. Existing Roadway Network Lanes.....	2-45
Map 2-2. Existing Functional Classification/Jurisdiction.....	2-47
Map 2-3 Existing Roadway Level of Service – 2009	2-49
Map 2-3A. Adopted Roadway Level of Service	2-51
Map 2-4. 2025 Roadway Planned Improvements.....	2-53
Map 2-5. 2025 Roadway Network Lanes.....	2-55

TABLE OF CONTENTS

Map 2-6. 2025 Roadway Functional Classification/Jurisdiction.....	2-57
Map 2-7. 2025 Roadway Level of Service (w/ Improvements).....	2-59
Map 2-8. Transit Services Existing Conditions.....	2-61
Map 2-9. Transit Services Future Conditions.....	2-63
Map 2-10. 2025 Multimodal Mobility Areas.....	2-65
Map 4-1. Sanitary Sewer Service Area.....	4-13
Map 4-2. Recharge Areas	4-33
Map 4-3. Potable Water Sources.....	4-47
Map 4-4. Reclaimed Water Service Areas	4-49
Map 5-1. Econlockhatchee River Drainage Basin & Corridor Protection Zone.....	5-21
Map 6-1. 2025 Parks and Open Space System Plan	6-13
Map 9-1. Public Elementary Schools and Districts – Seminole County	9-13
Map 9-2. Public Middle Schools and Districts – Seminole County	9-15
Map 9-3. Public High Schools and Districts – Seminole County	9-17
Map 9-4. Seminole County Schools Ancillary Plant Facilities	9-19
Map 9-5. Public Elementary School Concurrency Service Areas – Seminole County...	9-21
Map 9-6. Public Middle School Concurrency Service Areas –Seminole County	9-23
Map 9-7. Public High School Concurrency Service Areas –Seminole County	9-25
Map 9-8. Seminole County Schools Five Year Capital Improvement Plan 2009-2010..	9-27

LIST OF TABLES

Table I-1 Historic Population Growth in the City of Oviedo	x
Table I-2 City of Oviedo Population Projections	xii
Table 1.1 City of Oviedo Future Land Use Designats. & Dens. & Intens. Standards ..	1-10
Table 1.2 Ratio of Resid. & Non-Resid. Uses: Gateway Districts& Dev. Corridors	1-24
Table 1.3 Ratio of Non-Residential Uses :Gateway Districts & Dev. Corridors.....	1-24
Table 2.1 Classification of Roads	2-11
Table 2.2 Roadway Level of Service Standards.....	2-11
Table 2.3 Multimodal Transportation Minimum Level of Service Standards	2-12
Table 2.4 2025 Planned Improvements	2-17
Table 2.4A Development Driven Projects	2-19
Table 2.5 Transit Projects	2-33
Table 2.6 Bicycle and Pedestrian Projects	2-33
Table 2.7 Roadway Projects that Increase Multimodal Mobility and Connectivity	2-34
Table 2.8 Mobility Strategy Performance Measures and Targets	2-36
Table 2.9 Performance Measures	2-38
Table 2.10 Thresholds for Monitoring Development Activities in the Downtown Core	2-39
Table 2.11 Criteria for Provision of Mobility Strategies	2-40
Table 2.12 Oviedo TCMS – Existing Conditions 2009	2-41
Table 2-13 Oviedo TCMS – Future Conditions 2025	2-43
Table 6.1 Parks and Recreational Facilities Level of Service Standards.....	6-9
Table 8-1 Five-Year Schedule of Capital Improvements	8-15
Table 8.2 Seminole County Public Schools Five-Year Capital Improvements Plan	8-20
Table 9-1 Public School Facilities Level of Service Standards	9-5

INTRODUCTION

[THIS PAGE INTENTIONALLY LEFT BLANK]

CITY OF OVIEDO

COMPREHENSIVE PLAN UPDATE

PURPOSE

This update to the City of Oviedo Comprehensive Plan has been developed in response to the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Part II, Florida Statutes) and Rule 9J-5, Florida Administrative Code (FAC). This plan update implements the recommendations of the 2008 City of Oviedo Evaluation and Appraisal Report; is consistent with the State, Regional and County plans; and will serve as the basis for all land development decisions within the City of Oviedo. In addition to fulfilling legislative requirements, the City adopts this plan update in order to protect and maintain its natural resources, to preserve its community character, and to direct growth and development to those areas best suited for various land uses. The City recognizes individual property rights, but is pro-actively planning so that the locations and intensities will benefit the City as a whole.

HISTORY

The City of Oviedo, Florida, was incorporated in 1925 with a population of 800. Early settlers primarily produced crops of celery and citrus, and the City's historic function as an agricultural center characterized its initial development patterns. The City of Oviedo adopted its first Comprehensive Plan in 1977. At that time, the population of the City was estimated at 2,690, and the City covered approximately 4,000 acres. The 1977 Plan projected a 1990 population of 6,000.

The 1977 Comprehensive Plan was first updated in 1981, in accordance with Chapter 75-275 General Laws of Florida, the "Local Government Planning Act of 1975". This update incorporated policies for administration into the plan and replaced the "generalized Land Use Map" with a "Future Land Use Map". It also defined Future Land Use designations and compatible zoning districts.

A major revision and update to the 1981 Comprehensive Plan occurred in 1991. The 1991 Plan Update was developed in response to the requirements of the Chapter 163, Part II, Florida Statutes, and Rule 9J-5, Florida Administrative Code. The 1990 Federal Census estimated the City's population to be 11,114. In 1991, the City's population was estimated at 13,049, and the City covered approximately 8,635 acres. The City was beginning its transformation from a rural farming community to an urban center developing at a pace greater than that anticipated in the 1977 Comprehensive Plan. The 1991 Comprehensive Plan Update projected the City resident population to be 29,153 by 2010. In addition to fulfilling legislative requirements, the

1991 Plan Update included policies to protect and maintain the City’s natural resources, to preserve the City’s community character, and to direct growth and development to those areas best suited for various land uses.

The second major revision and update of the Comprehensive Plan occurred in 2002. From 1991 to 2002, the City continued its transformation from a rural community to an urban center, developing at a pace greater than the 1991 Plan anticipated. In 2002, the City corporate limits covered a total land area of 9,474 acres.

According to the 2000 Federal Census, the City population was 26,310 as of April 1, 2000. The City adopted an Evaluation and Appraisal Report (EAR) of the Comprehensive Plan in 1999. The population analysis in the EAR updated the City resident population base data and resulted in a 2010 resident population projection of 38,538. This population projection was 9,333 people greater than the 1991 Comprehensive Plan 2010 population projection of 29,205. Because EAR 2010 population projection was much greater than the 1991 Comprehensive Plan 2010 population projection, the EAR recommended that the City continued to focus on the year 2010 as its comprehensive plan target year. Although the City did not expect to maintain this growth rate forever, it did recognize that change is inevitable.

The 2008 Evaluation and Appraisal Report estimated the population of the City to be 33,431 by 2008. As the City prepares for the results of the 2010 Population Census, it anticipates that the actual 2010 population will be smaller than the 1999 EAR projection of 38,538 residents.

SUMMARY

Since 1970, the Orlando area’s rapid suburbanization transformed the City, as its population swelled from 1,870 to 33,529 as of April 1, 2009. Single family residential subdivisions now comprise the predominant land use, with non-residential uses concentrated in the Oviedo Marketplace Mall, office parks, and strip centers along major roadways. The City is close to downtown Orlando, Interstate 4, State Road 417, the Orlando and Sanford international airports, the University of Central Florida, Seminole State College, Kennedy Space Center, and many Orlando area attractions. The City has a land area of approximately 15.3 square miles. It is bounded by unincorporated Seminole County to the north, east and south, and the City of Winter Springs and unincorporated Seminole County to the west.

Table I-1 Historic Population Growth in the City of Oviedo

Year	1970	1980	1990	2000	2005	2006	2007	2008	2009
Population	1,870	3,074	11,114	26,316	30,800	31,946	32,855	33,431	33,529

Source: U.S. Census Bureau, University of Florida Bureau of Economic and Business Research (BEBR)

The City of Oviedo’s Comprehensive Plan (Plan) is its blueprint for existing and future development. The Plan’s goals, objectives, and policies reflect the City’s strategies for meeting the needs of existing and future residents, visitors and businesses during the five (5), ten (10) and twenty (20) year planning periods.

On February 7, 2005 the City Council passed Resolution No. 1041-05, establishing the following strategic priorities: 1) transform Oviedo into a medium-sized City that is recognized as performing a leadership role in Seminole County and that is influential in Central Florida; 2) pursue economic development and diversification of the tax base in order to finance current

and/or expanded levels of service throughout the City, and; 3) ensure that organizational resources and physical infrastructure keep pace with the City's future growth by determining the impacts of growth and planning accordingly. Moving forward, these strategic priorities will serve as the foundation for the Comprehensive Plan, and the densities, intensities and uses prescribed therein.

The East Central Florida Regional Planning Council, in conjunction with an array of regional partners, has spearheaded the "How Shall We Grow?" initiative in order to develop a shared fifty (50) year vision for the seven County east-central Florida region, which includes Seminole County and the City of Oviedo. The vision is based on six regional growth principles: preserve open space, farmland, water resources and regionally significant natural areas; provide a variety of transportation choices; foster distinct, attractive and safe places to live; encourage a diverse, globally competitive economy; create a range of affordable housing opportunities and choices, and; build communities with educational, health care and cultural amenities. It is estimated that the region will have 7.2 million residents in 2050, more than double its current population. If current suburban development patterns prevail, this growth will double the amount of developed land, negatively impact natural resource and environmentally sensitive areas, exacerbate transportation congestion, diminish water supply and the ability to provide key infrastructure and services, and blur the line between developed communities.

In order to prevent these problems, the "How Shall We Grow" initiative envisions channeling growth into existing developed areas, and fostering redevelopment of these areas as compact mixed-use centers with multi-modal transportation options and densities necessary to support mass transit. The "How Shall We Grow?" initiative categorizes urban centers by their planned 2050 population, and envisions the City of Oviedo as a medium-sized City (population between 50,000 and 99,999). This is consistent with the City's strategic priorities, particularly "transforming Oviedo into a medium-sized City that is recognized as performing a leadership role in Seminole County". In order to implement its strategic priorities and further implementation of "How Shall We Grow?", the Comprehensive Plan identifies compact mixed use development as the preferred form of development and redevelopment in order to move away from development patterns that result in the undue consumption of land and resources (urban sprawl).

I. Population

The City of Oviedo's recent history has been characterized by rapid population growth. In 1980, the City's population was 3,074, only ten percent (10%) of the 2005 population of 30,799. Between 1980 and 1990, the City's population increased by two hundred sixty-two percent (262%) to reach 11,114. Between 1990 and 2000, the City's population increased by one hundred thirty-eight percent (138%) to reach 26,316.¹ Between 2000 and 2009, it is estimated that the City's population increased to 33,529, twenty-seven percent (27%).

The University of Florida's Bureau of Economic and Business Research (BEBR) prepares population growth estimates for all municipalities in the State. These projections are documented in the University of Florida Shimberg Center for Affordable Housing's Affordable Housing Needs Assessment. Local governments are required to utilize these projections for

¹ City of Oviedo Comprehensive Plan, Bureau of Economic and Business Research (BEBR) Population Estimates, 1980, 1999 and 2000 U.S. Federal Census

comprehensive planning purposes, unless an alternate methodology is proposed and accepted by the State. According to the Shimberg Center for Affordable Housing, by 2010 the City’s population will increase to 34,123; by 2015, it will increase to 44,587, and; by 2025, it will increase to 57,395.²

In July 2006, the City adopted an Impact Fee Update. This impact fee update included population projections based on the City’s share of the Seminole County population and BEBR’s medium population forecast. According to the Impact Fee Update, by 2010 the City’s population will increase to 38,539; by 2015 it will increase to 42,313, and; by 2025 it will increase to 49,241.³ The 2008 Evaluation and Appraisal Report (EAR) utilized the population projections included in the Impact Fee Update as opposed to the Shimberg Center projections because they are the result of a specific review of local conditions and constraints, and reflect the City’s goal of becoming a full service medium sized city that is recognized as performing a leadership role in Seminole County and that is influential in Central Florida.

Table I-2. City of Oviedo Population Projections

Year	2005*	2010*	2015**	2025**
Population	30,800	37,843	42,313	49,241

Source: 2005* and 2010* Population: Shimberg Center for Affordable Housing, University of Florida

Note: **Oviedo population for 2015 and 2025 based on the ratio of Oviedo’s projected population in relation to Seminole County population in 2010 (8.5%)

II. Land Use

The City has experienced a rapid population growth in the past decades, with a projected population of approximately 49,000 by year 2025. This growth brings with it an increased demand for the urban services and facilities that are needed to maintain and improve quality of life. A growing number of communities are recognizing that the urban sprawl characteristic of modern suburban development consumes more land, is costlier in terms of the provision of infrastructure and services, increases traffic congestion, and results in greater social isolation than more compact and integrated forms of development. Resource protection, maximizing the efficiency of development and redevelopment, ensuring adequate infrastructure, and reducing traffic congestions are among the many challenges that will shape the City’s development and redevelopment during the planning period. The proposed policies aim to address these challenges by encouraging mixed use development opportunities within the City.

A. Land Area

Since 1991, the City of Oviedo has increased in size by approximately fifteen percent (15%) to reach a total area of approximately 9,900 acres, or 15.47 square miles, as of December 2009, according to the City’s Geographic Information System (GIS) data. Since 2003, the City has expanded by 348 acres, an increase of approximately three percent (3%).

The City of Oviedo and Seminole County have entered into a Joint Planning Agreement (JPA) in 2006 and amended in 2007 and 2008, in order to coordinate land use planning in designated transition areas adjacent to the City Limits. These transition areas, approximately 9,400 acres,

2 University of Florida Shimberg Center for Affordable Housing, *Affordable Housing Needs Assessment, 2007*

3 Tindale-Oliver & Associates, Inc., *City of Oviedo Impact Fee Update Study, 2006*

may be annexed by the City in accordance with the conditions outlined in the JPA. In the event that lands annexed into the City are located in the County's designated Rural Area, the County maintains final authority of the use of such lands. The JPA further outlines standards to ensure appropriate transitions between rural and urban uses within and adjacent to the transition areas, and addresses procedures to ensure consistent development standards, including rights-of-ways and roadway requirements. Enclaves of ten (10) acres or less are automatically annexed into the City upon the consent of the property owner or transfer of fee ownership. The Future Land Use Map includes the Rural and Low Density Residential districts to provide for appropriate use of land in the designated Rural Area and urban-rural transition areas, in accordance with the JPA.

B. Future Land Use

The Future Land Use Map series represents the City of Oviedo's vision for its development and redevelopment during the five (5), ten (10) and fifteen (15) year planning periods. The Future Land Use Map and designations serve as the foundation for the more detailed Land Development Regulations and special area plans. These regulations and plans must be consistent with and further the implementation of the Future Land Use Element and its goals, objectives and policies.

C. Land Supply and Demand

1. Residential

The City of Oviedo's population is projected to reach 49,241 by 2025, an increase of 15,712 residents from the 2009 population of 33,529. Per the 2000 Census, the average household size in the City is three point zero seven (3.07) persons. It is therefore estimated that 16,039 residential units will be required to accommodate the projected 2025 population. There are currently (as of December 2009) 11,881 residential units in the City. An additional 4,158 units will be needed by 2025 to accommodate projected population growth.

2. Non-Residential

In order to be a full service community, it is necessary to provide a full range of uses to serve and support the residential population, including employment centers, retail, entertainment and cultural uses, community facilities, recreation and open spaces, and institutional uses. Ideally, these uses are located within a compact, walkable area integrated within or proximate to residential areas.

Maintaining an adequate supply of non-residential lands for economic use is an important consideration. The Comprehensive Plan establishes twenty (20) acres of commercial lands and ten (10) acres of light-industrial lands per one thousand (1,000) residents as the benchmark for ensuring achievement of this objective.

D. Housing

The total number of housing units in the City is 11,881 as of December 2009. This Plan continues to support the provision of adequate, affordable and safe housing for the existing and future residents of the City of Oviedo. It adds new policies that address strategies to encourage the increase of the stock of affordable housing, density bonuses, and coordination with other housing providers and the private sector. It also includes new policies that address energy savings, green building certification, strategies to provide a diversity and mix of housing types, and location criteria. These policies focus on the requirements of House Bill (HB) 697, Building Code Standards, enacted in June 2008.

III. Services and Infrastructure

The Comprehensive Plan includes adopted Level of Service Standards (LOS) for the following services and infrastructure: sanitary sewer; solid waste; drainage; potable water; traffic circulation, recreation, and public schools facilities. This Plan addresses the ability of the City to continue meeting its standards based on population projections and capital plans for the next fifteen (15) year planning period.

A. Sanitary Sewer

The City of Oviedo owns a wastewater collection and transmission system, with treatment provided by Seminole County through an Interlocal Agreement. Sewer treatment is provided by the City of Orlando Iron Bridge Plant via an interlocal agreement with Seminole County. Until September of 2010, approximately fifteen hundred (1,500) households in the City were served through this system. Since September 2010, the system was expanded with the acquisition of Alafaya Utilities Inc. that provided approximately seventy-three hundred (7,300) households with sewer services. The total City sewer services now encompass approximately eighty-eight hundred (8,800) households. Remaining parcels in the City's wastewater service area are provided with sanitary sewer service by on-site septic tanks. In May 2006 the City adopted a Water and Wastewater Master Plan. The Master Plan addresses service expansion of sewer facilities to direct future needs. These improvements are included in the City's Five-Year Capital Improvements schedule.

B. Potable Water

The City currently owns and operates two (2) water treatment facilities and two (2) well fields with a total of ten (10) active wells in order to provide potable water and fire protection to a 14.2 square mile service area, a majority of the incorporated City Limits. The City's transmission and distribution system consists of a network of piping ranging from two (2) to twenty (20) inches. Remaining parcels are served by private wells. New development is required to connect to the City's potable water system. The City has adopted stringent water conservation and wellfield protection ordinances in recent years. A Consumptive Use Permit (CUP) was issued by St. Johns River Water Management District (SJRWMD) on October 14, 2008, with an expiration date of October 14, 2028. In 2010, the City provides potable water services to approximately twelve thousand two hundred (12,200) households.

The 2006 Water and Wastewater Master Plan evaluated the City's ability to meet its Level of Service Standard for potable water during the next fifteen (15) year planning period. In June of 2006 the City also adopted a Reclaimed Water Master Plan. The Reclaimed Water Master Plan guides the improvements to the reclaimed water distribution system within the City. The implementation of such a system helps the City to reduce potable water demand serving as an alternative water source for residential irrigation. In 2010, the City provides reclaimed water services to approximately 1,900 households. Both master plans recommend capital improvements to be implemented between 2006 and 2025. Implementation of these projects will ensure the City's ability to meet its Level of Service Standard for potable water and fire flow during the short-, mid-, and long-range planning periods. The City's Five-Year Capital Improvements Schedule includes reclaimed and potable water improvement projects in accordance with the Water and Wastewater Master Plan and Reclaimed Water Master Plan recommendations.

C. Solid Waste

Solid waste residential collection services in the City are provided through a private contractor. Solid waste disposal facilities are provided by Seminole County at two facilities: the Osceola Landfill and Central Transfer Station based on the Seminole County and City of Oviedo Solid Waste Management Agreement, approved on October 20, 2008. The County estimates that both facilities will maintain sufficient capacity to meet current and projected demand through 2020.⁴ The City therefore anticipates that it will continue to meet its Level of Service Standard for solid waste through the next fifteen (15) year planning period. The solid waste recycling residential program at the City currently reaches thirty-one percent (31%) of the total waste collected, providing for an environmentally safe disposal and recycling process that benefits all City residents.

D. Drainage

The City lies entirely within the St. Johns River Water Management District (SJRWMD). Runoff from stormwater drains through various stormwater management systems, ultimately discharging into the Econlockhatchee River, the Little Econlockhatchee River, Lake Jesup or Bear Creek. Each of these drainages features ultimately drains to the St. Johns River. The City has numerous areas where regulatory floodplains are defined. In general, these are associated with the primary drainage features including Sweetwater Creek, Bear Creek, and the Little and Big Econlockhatchee Rivers. Due to the diverse topography and land cover throughout the City, soil types vary significantly across the City.

In June of 2004 the City adopted its Stormwater Master Plan. The Plan provided a detailed evaluation of stormwater management problems such as areas of flooding, water quality issues, and maintenance burden. It also provided recommendations to address the identified deficiencies. Localized drainage problems occur mainly in older neighborhoods in the north, west and central sections of the City. The Public Works Department operates the Stormwater Utility to provide stormwater drainage. The Level of Service Standards criteria for management facilities are addressed within this Plan with details specified in the City's Land Development Code (LDC) and Engineering Standards Manual (ESM). The City's proposed Five-Year Capital Improvements Schedule includes stormwater drainage improvements to correct existing and projected deficiencies.

E. Conservation

The City continues its policies of appropriately using, managing, protecting, restoring and conserving its valuable natural resources. This Plan adds policies for reduction of Greenhouse Gas (GHG) emissions and conservation of energy addressing the requirements of House Bill 7135, Florida Energy Bill, enacted in June 2008. The policies encourage the use of mixed use development, low impact development techniques, and strategies to reduce the number of Vehicle Miles Traveled (VMT).

F. Transportation

The passage of the *Community Renewal Act* Senate Bill (SB) 360 in June 2009 established the City as a "Dense Urban Land Area," which requires the incorporation of a citywide approach to transportation mobility within the Comprehensive Plan. This is to be achieved by redefining the boundary of the existing Transportation Concurrency Exception Area (TCEA), through the creation of mixed-use and more transit-supportive "gateway districts" and "development

⁴ *Vision 2020 Comprehensive Plan*, Seminole County

corridors,” and by amending the adopted transportation level of service (LOS) standards to meet the new mobility objectives. The new boundary of the TCEA includes the entire City with several districts and corridors.

Besides the EAR recommendations, the Transportation Element denotes policy language creating and supporting development of the expanded Oviedo TCEA, in accordance with all statutory requirements. The Transportation Element also incorporates the recommendations of the City of Oviedo 2025 Transportation Master Plan, adopted in April 2009.⁵

The Transportation Master Plan addresses roadways, intersections, transit, and bicycle and pedestrian facilities. The analysis of existing conditions identified that the City’s roadways are all currently operating at acceptable levels of service. However, several intersections within the City experience operational deficiencies in the PM peak hour. These deficiencies are mainly found along Mitchell Hammock Road, Lockwood Boulevard and CR 419 and CR 426/Railroad Street. The study showed that today conditions overall in the City of Oviedo are fair to poor for bicyclists and pedestrians. The major gaps and deficiencies are found in the older parts of the City, near the existing downtown area (CR 419 between SR 434 and Stephen Avenue) and along SR 434 and Mitchell Hammock Road. The City’s proposed Five-Year Capital Improvements Schedule includes transportation improvements to address deficiencies and ensure the ability to meet all the various modes of transportation level of service standards.

G. Recreation and Open Space

The City of Oviedo adopted a Recreation and Parks System Master Plan in 2007 to assess its ability to achieve its recreation and open space Level of Service Standard during the planning period, and to provide guidance in the future maintenance, development and enhancement of the park system.⁶ Currently, the City has a total 143 acre surplus of park acreage, and is meeting the facility standards for basketball, baseball and tennis. Moreover, the Recreation and Parks System Master Plan noted deficiencies in a number of recreational facilities, including bicycle trails, campgrounds, boat ramps, fishing piers, hiking trails, picnic areas, football/soccer fields, and volleyball courts.⁷ This Plan addresses these deficiencies by adding the facilities above to the types of facilities being considered for the parks Level of Service standards. Furthermore, the Plan also provides policies addressing trail planning standards and land acquisition for the trail system expansion. The City’s proposed Five-Year Capital Improvements Schedule includes park system improvements to be implemented between 2009 and 2017 to address park system deficiencies.

H. Public School Facilities

The City continues to maintain its goal to contribute to and maintain a high quality public school environment and diverse education system as adopted by this Plan since 2008. The City operates its concurrency management system with the input of the Seminole County School Board regarding compliance with the Level of Service Standards that has been established for each type of school. The City’s student population is served by six (6) elementary schools (two (2) located outside the City’s corporate limits), two (2) middle schools, and two (2) high schools (one (1) located outside the City’s corporate limits).

⁵ *City of Oviedo Long Range 2025 Transportation Master Plan, 2009*

⁶ Glatting Jackson Kercher Anglin, *City of Oviedo Parks and Pedestrian System Master Plan, 2007*

⁷ Glatting Jackson Kercher Anglin, *City of Oviedo Parks and Pedestrian System Master Plan, 2007*

IV. Intergovernmental Coordination

The City continues to ensure the successful implementation of its Comprehensive Plan through the coordination with neighboring jurisdictions and agencies providing services within the City of Oviedo. This Plan includes new policies addressing intergovernmental coordination for regional affordable and workforce housing needs. It also adds goals for Coordination of Economic Development Activities with policies addressing the regional coordination of workforce development, availability of funds for economic development activities, the Seminole Way Initiative, and land use and development regulations.

[THIS PAGE INTENTIONALLY LEFT BLANK]

IMPLEMENTATION

[THIS PAGE INTENTIONALLY LEFT BLANK]

IMPLEMENTATION

In accordance with Chapter 163.3194 of the Florida Statutes, and following adoption of this update of the City of Oviedo Comprehensive Plan, all development undertaken by, and all actions taken in regard to development orders by the City of Oviedo shall be consistent with this Comprehensive Plan and Future Land Use Map Series. Any document adopted by reference is that document as it exists on the date of plan adoption.

Land Development Code

The City revised its Zoning Ordinance and Subdivision Regulations into a unified Land Development Code (LDC) in 1989. The 1989 Land Development Code was revised in 1992, to include the regulations, reviews, and permits required to fully implement the Comprehensive Plan and comply with Section 163.3230, Florida Statutes. Concurrency review and evaluation of all regulation and administrative permits was included to assure that no permit is issued that would result in a reduction of adopted levels of service. Subsequent revisions of the Land Development Code were conducted in 1994, 1999, and 2000. The City adopted a Downtown Master Plan in 2002 subsequently amended in 2003. In 2004 the new Downtown development regulations were incorporated into the Land Development Code. Other major changes to the LDC include the adoption of office and commercial architectural standards in 2005, the substantial rewrite of the LDC changing administrative procedures in 2006, and the inclusion of more stringent irrigation and landscape regulations with the intent of reducing the City's potable water consumption in 2008. Substantial changes in use (as defined in the Land Development Code) or abandonment shall require conformance to the Land Development Code and Comprehensive Plan.

Land Development Code Section 1-1. 4, Relationship to Comprehensive Plan, states "In accordance with Chapter 163 of the Florida Statutes, all development orders and permits issued under this LDC shall be consistent with the adopted Comprehensive Plan".

Comprehensive Plan Amendments

Any proposed amendment to the 2025 Land Use Plan shall require a full evaluation similar to the Annual Review. The applicant must demonstrate compliance with the goals, objectives, and policies of the Comprehensive Plan and assure that there will be no reduction in adopted levels of service.

Concurrency Management System

The Concurrency Management System is a regulatory mechanism designed to ensure that the Level of Service Standards adopted in this plan are maintained. The major components of the system are as follows:

1. **Inventory:** The Development Services Department shall maintain the following inventories for use in assessing existing levels of service and cumulative impacts of proposed new development.

A. Multimodal Transportation

- 1) Design capacity of roadway types.
- 2) Average daily trips and peak hour trips on each roadway link.
- 3) Existing level of service for each roadway link as determined by measured trips and designated capacity.
- 4) Adopted level of service standards for roadways.
- 5) Existing capacities or deficiencies of the roadway network.
- 6) Projected capacities or deficiencies resulting from committed yet unbuilt development.
- 7) Scheduled, funded improvements by year of completion for City, County and FDOT facilities and the impact on capacity.
- 8) Vehicle Miles Traveled (VMT) within the City.
- 9) Adopted quality level of service standards for multimodal transportation (transit, pedestrian, and bicycle).
- 10) Existing capacities or deficiencies of the multimodal network.

B. Sanitary Sewer (for the City's central sewer service area)

- 1) Design capacity of the wastewater treatment facilities.
- 2) Existing levels of service measured by the average number of gallons per day per unit based on the average treatment plant flows and the total equivalent residential connections in the service areas.
- 3) The adopted level of service standard.
- 4) Existing deficiencies or capacities.

- 5) Projected capacities or deficiencies.
- 6) Scheduled, funded improvements by year of completion and the impact on existing capacity.

C. Potable Water and Reclaimed Water

- 1) Design capacity of the water treatment facilities.
- 2) Existing levels of service measured by the average number of gallons/day/unit based on the average flows and the total equivalent residential connections in the service area.
- 3) Existing storage capabilities.
- 4) Existing minimum water pressure.
- 5) The adopted level of service standards.
- 6) The existing capacities or deficiencies of the system.
- 7) Projected capacities or deficiencies resulting from committed yet unbuilt development.
- 8) Scheduled, funded improvements by year of completion and the impact on existing capacity.

D. Solid Waste

- 1) The design capacity of the County disposal facility and transfer station.
- 2) The existing level of service as provided by Seminole County in pounds per capita.
- 3) The adopted level of service.
- 4) The existing capacities or deficiencies of the facility.
- 5) Projected capacities or deficiencies resulting from committed yet unbuilt development.
- 6) Scheduled, funded improvements by year of completion and the impact on existing capacity.

E. Storm water (Drainage)

- 1) The existing level of service measured by storm event as determined by the City and its consulting engineers.
- 2) The adopted level of service standard.

F. Recreation and Open Space

- 1) The existing acreage of park land and existing facilities.
- 2) The existing level of service measured by the number of acres of park land per one thousand (1,000) residents; the number of recreational facilities and the percentage of open space in developed acreage.
- 3) The adopted level of service standard.
- 4) The existing capacities or deficiencies of the recreation and open space systems.
- 5) The projected capacities or deficiencies resulting from committed yet unbuilt development.
- 6) Scheduled, funded improvements by year of completion and the impact on existing capacity.

2. Assessment

Under the City's current Land Development Code, all permitted uses require a Site Development Order. The site development order corresponds to preliminary subdivision approval and site development plan approval. The site development order expires within one year if the applicant has not proceeded with the subsequent development processes. The assessment portion of the Concurrency Management System is incorporated into the review process of all Site Development Order applications.

The Development Services Department will be responsible for performing a concurrency assessment on all Site Development Order applications to ensure that public facilities are available concurrent with the impacts of the proposed development. The Inventory shall be the basis for establishing existing conditions and the Assessment shall proceed in accordance with the following:

- A) No development that impacts a facility which is currently deficient may be approved unless one of the following conditions is met:
 - 1) The required improvement is scheduled in the current fiscal year and will be completed prior to the projected impacts.
 - 2) The Site Development Order includes the required improvement as a condition of approval.
- B) The impacts of new development shall be assessed against the existing conditions of the Inventory and the projected impacts from unbuilt development with a valid Site Development Order.

- C) Concurrency may be assessed in phases if a specific phasing plan is included with the Site Development Order approval and each phase can meet the established concurrency requirements.
- D) The Development Services Department may require additional information from applicants in order to accurately assess the impact of the proposed development. Failure to provide adequate and accurate information may be a basis for denial of the Site Development Order.
- E) Multimodal Transportation impacts shall be determined using the latest edition of the Institute of Traffic Engineering (ITE) Manual trip generation rates and the latest edition of the Florida Department of Transportation's Multimodal Quality/Level of Service Handbook.
- F) The Land Development Code includes standard sewer, water and solid waste generation rates which shall be used for assessment purposes. Specific studies signed and sealed by a registered professional may be accepted by the City in determining the specific impacts of a proposed development.
- G) The Land Development Code includes recreation standards and requirements for residential uses. Commercial, office and industrial uses shall not be assessed for impacting recreational facilities, although the open space standard shall apply to all development. Planned Unit Developments shall be assessed for recreational impact in accordance with the proposed land uses.

3. Implementation

- A) The ability of existing facilities to accommodate the proposed development at the adopted level of service standards.
- B) Any existing deficiencies that must be corrected.
- C) Any improvements required to accommodate the proposed development.
- D) A recommendation of approval or denial with any applicable conditions.

If a Site Development Order is issued for a project, the following information shall be included on the order:

- E) Specified impacts to be created.
- F) Specific facility improvements required to ensure the finding of concurrency and the entity responsible for the design and installation.

The provisions of the Site Development Order are reviewed for compliance at the time of building permit submittal and again prior to issuance of a Certificate of Occupancy. Any improvement that needs not be completed prior to issuance of a building permit will be so described on the Site Development Order. All conditions of approval on the Site Development Order shall be met prior to issuance of a Certificate of Occupancy.

Projects which have a valid Site Development Order as of April 1, 1992 shall be exempt from the concurrency requirement. This exemption shall also apply to projects with a valid Development of Regional Impact (DRI) development order and all vacant lots in residential subdivisions which were platted and recorded prior to April 1, 1992.

The Development Services Department shall prepare an annual report to describe and analyze the Inventory information maintained by the Department. This information will be available to the public and will serve as the basis for preparing and updating the Five-Year Capital Improvements Plan; for reviewing and revising the Comprehensive Plan; and for preparing the City's annual budget.

MONITORING & EVALUATION

[THIS PAGE INTENTIONALLY LEFT BLANK]

MONITORING AND EVALUATION

As discussed in various elements of this Comprehensive Plan, the City will conduct an annual review of the data, assumptions, and levels of service used to develop the goals, objectives, and policies of the Plan. The review will include, but not be limited to the following:

- 1) A comparison of the existing and projected population.
- 2) An analysis of the existing capacity and quality and levels of service (Q/LOS) for:
 - a) multimodal transportation (existing traffic counts and projected levels of service for the next five-year period) and Vehicle Miles Traveled (VMT) within the City
 - b) potable water, reclaimed water, waste water, drainage, and solid waste
 - c) Recreation and open space
 - d) public schools facilities
- 3) A comparison of collected and projected revenues.
- 4) An analysis of the past year's building activity.
- 5) Identification of programs, studies, and regulations adopted to implement the Plan.
- 6) Update of the Five-Year Capital Improvements Plan.
- 7) Synopsis of changing conditions and/or unanticipated events.
- 8) Analysis of the concurrency management system.
- 9) Analysis of changes in State growth management requirements

If the existing conditions are not consistent with those anticipated by the 2025 Future Land Use Plan, the review will also include recommended amendments to the Future Land Use Map Series, the Capital Improvements Element, and/or the goals, objectives, policies and LOS standards of the Comprehensive Plan. These amendments shall ensure that development consistent with the 2025 Land Use Plan can be accomplished without degradation of the adopted level of service standards.

A. Monitoring

In order to validate the concurrency management system and ensure the best available data

for the annual review, the City shall monitor the following on a monthly basis:

- 1) Number of residential building permits issued.
- 2) Total number of housing units.
- 3) Total population.
- 4) Existing land use acreage.
- 5) Committed development.
- 6) Total number of potable water connections.
- 7) Total number of reclaimed water connections.
- 8) Total number of wastewater connections per utility.
- 9) Available service capacities.
- 10) Total collected impact fees and capital recovery fees.
- 11) Paved road mileage.
- 12) Sidewalk facilities and bike/pedestrian trails mileage, and connectivity with other modes of transportation.
- 13) Bicycle facilities, and bike lanes mileage, and connectivity with other modes of transportation.
- 14) Transit services and facilities and connectivity with other modes of transportation.
- 15) Transit ridership for Lynx fixed routes and Flex-Route service
- 16) Transportation Management Demand Program evaluation
- 17) Status of construction projects.

All development and permit requests will be reviewed for consistency. Approvals will not be granted if the request is not consistent with the 2025 Future Land Use Plan or any other portion of the adopted Comprehensive Plan.

B. Evaluation and Appraisal

In accordance with Chapter 163.3191 of the Florida Statutes, the City shall at least once every seven (7) years prepare an Evaluation and Appraisal report which fully addresses the statutory requirements.

LAND USE

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

INTRODUCTION	7
1-1. GOAL: TO DEVELOP AND MAINTAIN A WELL-BALANCED COMMUNITY WITH A VARIETY OF LAND USES THAT ARE COMPATIBLE WITH EACH OTHER AND WITH THE NATURAL ENVIRONMENT.....	9
1-1.1 OBJECTIVE: COORDINATION OF FUTURE LAND USES WITH PHYSICAL CONDITIONS AND FACILITIES AND SERVICES	9
1-1.1.1 Residential Density and Net Buildable Acres Definitions.....	9
1-1.1.2 Land Use Classifications.....	9
1-1.1.3 Compliance with the Land Development Code.....	19
1-1.1.4 Criteria for Future Land Use Map Amendments and Rezonings	19
1-1.1.5 Future Land Use Map Evaluation.....	20
1-1.1.6 Future Land Use Designations Consistency with the Wastewater Sub-Element	20
1-1.1.7 Exceptions to the Wastewater Sub-Element Consistency.....	20
1-1.1.8 Criteria for Public and Private Elementary, Middle, and High Schools Location	21
1-1.1.9 Multimodal Mobility Areas	21
1-1.1.10 Criteria for Commercial and Office Development Location	24
1-1.1.11 Provision for Bicycle, Pedestrian and Transit Access.....	25
1-1.1.12 Compatibility of New Development and Redevelopment with Military Operations	25
1-1.1.13 Incentives to Encourage Compact, Mixed-use Developments	25
1-1.1.14 Land Use and Economic Development Strategies.....	25
1-1.1.15 Seminole Way Initiative	25
1-1.1.16 Definition and Determination of Land Use Compatibility.....	25
1-1.2. OBJECTIVE: LAND USE AND ECONOMIC DEVELOPMENT.....	26
1-1.2.1 Office, Commercial, and Light Industrial Development	26
1-1.2.2 Secondary Uses	26
1-1.2.3 Location of Multi-Family Development	26
1-1.2.4 Location of Commercial, Office and Industrial Development	26
1-1.2.5 Innovative Design Techniques	26
1-1.2.6 Provision of Water and Sewer Services.....	26
1-1.2.7 Regional Economic Centers.....	26
1-1.3 OBJECTIVE: PREVENTION OF URBAN SPRAWL	27
1-1.3.1 High Density/Intensity Development	27
1-1.3.2 Development and Redevelopment of "Infill" Properties	27
1-1.3.3 Location Criteria for Planned Unit Developments	27
1-1.3.4 Oviedo-Seminole County Joint Planning Area	28
1-1.3.5 Annexations.....	28
1-1.3.6 Amendments to the Comprehensive Plan After Annexations	28
1-1.3.7 Transition Areas	29
1-1.3.8 Involuntary Annexations	29
1-1.3.9 Provision of Central Water and Sewer Services.....	29

1-1.3.10	<i>Protection of Rural Areas</i>	29
1-1.3.11	<i>Location Criteria for High Density Residential</i>	29
1-1.3.12	<i>Infill Development</i>	29
1-1.3.13	<i>Amenities and Open Space</i>	30
1-1.3.14	<i>Development Along and Adjacent to the S.R. 434 Corridor</i>	30
1-1.3.15	<i>Conditions for High Density/Intensity Development</i>	30
1-1.4. OBJECTIVE: REDEVELOPMENT OF BLIGHTED AREAS.....		30
1-1.4.1	<i>Land Development Code Requirements</i>	30
1-1.4.2	<i>Public Facilities Adjacent to Proposed Development</i>	30
1-1.4.3	<i>Funding Sources for Improvements</i>	30
1-1.4.4	<i>Funding for Central Sewer Service Improvements</i>	30
1-1.4.5	<i>Code Enforcement Program</i>	30
1-1.4.6	<i>Development of Property Located in Antiquated Plats</i>	31
1-1.5. OBJECTIVE: PRESERVATION OF EXISTING RESIDENTIAL NEIGHBORHOODS.....		31
1-1.5.1	<i>Transportation Patterns</i>	31
1-1.5.2	<i>Road Improvements</i>	31
1-1.5.3	<i>Prevention of Negative Impacts</i>	31
1-1.5.4	<i>Criteria for Location of Industrial Land Uses</i>	31
1-1.5.5	<i>Compatibility with Surrounding Land Uses</i>	32
1-1.6. OBJECTIVE: PROTECTION OF HISTORIC AND ARCHAEOLOGICAL SITES		32
1-1.6.1	<i>Historic Identification</i>	32
1-1.6.2	<i>Protection of Archaeological Sites</i>	32
1-1.6.3	<i>Database of All Historic and Archaeological Resources</i>	33
1-1.6.4	<i>Protection from Adjacent Incompatible Land Use</i>	33
1-1.6.5	<i>Protection of Historic Sites</i>	33
1-1.6.6	<i>Procedures for the Identification and Protection of Historic Resources</i>	33
1-1.7. OBJECTIVE: DEVELOPMENT AND REDEVELOPMENT OF THE DOWNTOWN AREA		33
1-1.7.1	<i>Emphasis on Bicycle/Pedestrian Orientation and Access</i>	34
1-1.7.2	<i>City of Oviedo Downtown Master Plan</i>	34
1-1.7.3	<i>Coordination with Seminole Way Economic Development Planning Efforts</i>	34
1-1.8. OBJECTIVE: PROTECTION OF THE CITY'S NATURAL RESOURCES		34
1-1.8.1	<i>Econlockhatchee River Protection Zone</i>	34
1-1.8.2	<i>Coordination with Other Agencies</i>	34
1-1.8.3	<i>Well Field Protection Zones</i>	35
1-1.8.4	<i>Environmentally Sensitive Areas</i>	35
1-1.8.5	<i>Wetlands and Areas below the 100-Year Flood Elevation</i>	36
1-1.8.6	<i>Wetlands Evaluation and Regulation</i>	36
1-1.9. OBJECTIVE: AVAILABILITY OF SUITABLE LAND FOR UTILITY FACILITIES.....		36
1-1.9.1	<i>Needs Assessment of Essential Services</i>	36
1-1.9.2	<i>Future Planning and Programming</i>	36
1-1.9.3	<i>Easements for Future Well Fields</i>	36
1-1.9.4	<i>Public Lands and Institutions Zoning for Public Utilities</i>	36
1-1.10. OBJECTIVE: AVAILABILITY OF PUBLIC SERVICES AND FACILITIES.....		37
1-1.10.1	<i>Funded Improvements of the Five-Year Capital Improvements Plan (CIP)</i>	37
1-1.10.2	<i>Private Investment in Infrastructure Improvements</i>	37
1-1.11. OBJECTIVE: PEDESTRIAN-ORIENTED AND CONTEXT-SENSITIVE URBAN DESIGN		
	CONCEPTS	37
1-1.11.1	<i>Urban Design Guidelines</i>	37
1-1.11.2	<i>Incentives to Encourage Pedestrian-Oriented and Context-Sensitive Urban Design</i> ...	38
1-1.11.3	<i>Pedestrian-Oriented and Context-Sensitive Design Characteristics</i>	38
1-1.12. OBJECTIVE: FULL SERVICE COMMUNITY.....		38
1-1.12.1	<i>Ancillary Units in Residential and Mixed-use Areas</i>	38
1-1.12.2	<i>Provision of a Range of Housing Types</i>	38
1-1.12.3	<i>Architectural Building Standards</i>	39

1-1.12.4	<i>Access to Various Transportation Modes</i>	39
1-1.12.5	<i>Access to Health Care Facilities</i>	39
1-1.12.6	<i>Healthy Living through Age Appropriate Recreational Opportunities</i>	39
1-1.12.7	<i>Education, Recreation, Arts and Culture, and Leisure Activities</i>	39
1-1.12.8	<i>Public Health Implications of Development and Redevelopment Proposals</i>	39
1-1.12.9	<i>Protocol for Assessing Community Excellence in Environmental Health (PACE-EH)</i> 39	
1-1.13. OBJECTIVE: REDUCTION OF THE NEGATIVE ENVIRONMENTAL IMPACTS OF DEVELOPMENT AND REDEVELOPMENT		39
1-1.13.1	<i>Reduction of Building Footprints</i>	40
1-1.13.2	<i>On-site Mitigation of Impacts</i>	40
1-1.13.3	<i>Energy Conservation and Greenhouse Gas Reductions</i>	40
1-1.13.4	<i>Energy Efficient Electric Power Generation and Transmission Systems</i>	40
1-1.13.5	<i>Water Conservation</i>	40
1-1.13.6	<i>Use of Environmentally Friendly Building Practices and Techniques</i>	40
1-1.13.7	<i>Green Building Ordinance and Neighborhood Development Rating System</i>	40
1-1.13.8	<i>Community and the Urban Environment</i>	41
1-1.13.9	<i>Efficient Use of Resources</i>	41
1-2. GOAL: THE CITY WILL BE A FULL SERVICE COMMUNITY BY 2025, WITH A DIVERSE, VIBRANT AND SUBSTANTIAL ECONOMIC BASE THAT: PROVIDES EMPLOYMENT OPPORTUNITIES; IMPROVES ACCESS TO GOODS, SERVICES, ARTS, CULTURE AND ENTERTAINMENT; CREATES WEALTH; EXPANDS ECONOMIC STABILITY AND SELF-SUFFICIENCY, AND; DIVERSIFIES THE TAX BASE.		41
1-2.1. OBJECTIVE: ATTRACTION OF HIGH QUALITY, HIGH VALUE INDUSTRIES & BUSINESSES 41		
1-2.1.1	<i>Designation of Lands to Support and Implement Economic Development</i>	41
1-2.1.2	<i>Incentives to Attract Commercial and Industrial Uses</i>	41
1-2.1.3	<i>Mitigation of Regulatory Barriers to Economic Development,</i>	42
1-2.1.4	<i>Licensing and Permitting Center for New Business</i>	42
1-2.1.5	<i>Availability of Grant Funding to Support New Business</i>	42
1-2.2. OBJECTIVE: RETENTION OF EXISTING BUSINESSES IN THE CITY		42
1-2.2.1	<i>Incentives Program for Existing Businesses</i>	42
1-2.2.2	<i>Mitigation of Regulatory Barriers that Inhibit Existing Businesses</i>	42
1-2.2.3	<i>Licensing and Permitting Center for Existing Business</i>	42
1-2.2.4	<i>Technical Assistance to Existing Businesses</i>	42
1-2.2.5	<i>Availability of Grant Funding to Support Existing Business</i>	43
1-2.3. OBJECTIVE: CITY AS A PRIME LOCATION FOR THE “FINANCE AND INSURANCE” AND “PROFESSIONAL, SCIENTIFIC AND TECHNICAL SERVICES”		43
1-2.3.1	<i>Promotion Strategies</i>	43
1-2.3.2	<i>Enhancement of the City’s Technological Capacities</i>	43
1-2.3.3	<i>Availability of Grant Funding to Support Economic Development</i>	43
1-2.3.4	<i>Workforce Development, Training and Expansion</i>	43
1-2.3.5	<i>Availability of and Access to Housing, Transportation and Day Care</i>	43
INTERPRETATION OF LAND USE DISTRICT BOUNDARIES		44
INTERPRETATION OF ENVIRONMENTAL OVERLAY BOUNDARIES		45
INTERPRETATION OF MULTIMODAL MOBILITY AREA BOUNDARIES		45
APPENDIX 1-A (CPA 95-2 REMEDIAL AMENDMENT; ORD. NO. 1031, 8/4/97)		46

[THIS PAGE INTENTIONALLY LEFT BLANK]

LAND USE ELEMENT

INTRODUCTION

This Element provides the criteria for the locations, pattern, and character of land uses and development, and the interrelationship between land use and transportation planning. It also provides guidance for the provision of infrastructure and affordable housing, as well as for the conservation of the City's natural and historic resources. The Future Land Use Map, adopted as part of this Element, defines where certain land uses will be located, and where certain types of land uses and development are encouraged through the application of overlay areas, or discouraged, as with conservation areas.

The City intends to implement portions of the programs and policies that guide a connected land use and transportation framework throughout the City. This initiative is a response to the City's redevelopment and economic goals. Since the mid-1990s, the City of Oviedo recognized the lack of sustainability in its existing land use pattern. The overwhelming reliance upon single-family developments would need to transition to a more balanced land use pattern to provide locally-accessible shopping, medical services, professional offices and multi-family housing, and a recognition that more than just automobiles could effectively move residents through the City.

By designating a Community Redevelopment Area for the downtown, and establishing a new, master-planned town center to link the historic downtown with City Hall and newer commercial development to the south, the City hoped to create a vibrant center for employment, services, and entertainment that would entice and spur additional redevelopment in this area. Linking the old downtown to the new downtown will create sustainable growth in the core instead of on the periphery of the community. The City wishes to continue these efforts to diversify existing land uses and improve mobility and access by creating destinations closer to where people live. This will have the added benefit of shortening trip lengths, reducing congestion, and lowering greenhouse gas emissions.

The City's approach to transportation and land use planning provides a springboard to more effectively influence residents' travel patterns and behaviors, while also meeting the State's requirements to reduce greenhouse gas emissions. This re-conceptualization of the existing automobile-oriented transportation network, to encourage infill and redevelopment with mixed-uses, and densities and intensities that will support transit, and walking and bicycling as transportation options, will be enabled through a Transportation Concurrency Exception Area (TCEA).

The TCEA will provide additional incentives for infill and redevelopment activity in areas that might otherwise be limited by transportation concurrency rules. This, in turn, will lead to a gradual transformation in the landscape of these designated areas to one of greater pedestrian, bicycling, and transit access and mobility. These “mobility areas” include the City’s Downtown Core, which roughly coincides with the Community Redevelopment Area, and the Marketplace Gateway District, which is a major shopping area at the intersection of State Road 417 and Red Bug Lake Road. The major Development Corridors that link these nodes of activity, and to areas of activity beyond the City’s boundary, are also identified as multimodal mobility areas.

The availability of vacant and developable land within the area designated the “Downtown Core” will enable the City to leverage incentives and attract opportunities that might otherwise choose to locate in more remote areas of the City, or outside of the City altogether. It is the variety of future land use categories, including mixed uses that form the basis for these opportunities, not the application of minimum densities and intensities. The Marketplace Gateway District contains a major area of redevelopment potential, and is one of the City’s target infill areas. Currently home to an aged, indoor commercial shopping center, among other uses, its location at the cross-roads of regionally important arterial roadways with numerous vacant parcels with a myriad of future land use designations, lays the foundation for an expanded economic base. Creating economically diversified and mixed-use focal points in the community will help reduce trip lengths in the City by creating a more diverse land use pattern that provides greater non-residential destinations in closer proximity to established residential areas. The redevelopment and target infill areas work in tandem with a citywide network of trails, sidewalks and transit service that connects residential and non-residential uses within the City and adjacent areas in Seminole and Orange Counties.

The TCEA’s focal points include areas of the City with the greatest potential for redevelopment and infill to support pedestrian-oriented community design, transit services, and other mobility options. The City will require the incorporation of multimodal transportation improvements and urban and site design characteristics into development and redevelopment projects. These improvements will provide a better connection between land use and transportation, which will in turn improve energy efficiency by encouraging transit use, walking and bicycling, and support the increases in land use densities and intensities that will accompany redevelopment efforts in the City’s mobility areas. Additionally, as more residents live, shop and work in the mobility areas, there is greater opportunity to draw in new businesses that help create a more diverse and neighborhood-supportive land use pattern.

The Plan guides land use and development patterns and objectives, and steers the City toward its intended vision, and away from urban sprawl. This vision now more clearly enumerates enhancing local quality of life through redevelopment and the creation of a more pedestrian-friendly, transit-supportive, and sustainable mixed-use community center, gateway areas, and corridors. The vision also includes maintaining the health of local ecosystems and natural resources, and ensuring adequate levels of public facilities and infrastructure.

1-1. GOAL: TO DEVELOP AND MAINTAIN A WELL-BALANCED COMMUNITY WITH A VARIETY OF LAND USES THAT ARE COMPATIBLE WITH EACH OTHER AND WITH THE NATURAL ENVIRONMENT.

1-1.1 OBJECTIVE: Coordination of Future Land Uses with Physical Conditions and Facilities and Services

To coordinate future land uses with appropriate topography, soil conditions, and the availability of facilities and services, and in a manner that: achieves the specific goals, objectives and policies of the Comprehensive Plan; maintains or increases the ratio of non-residential to residential uses; provides for ancillary units as permitted uses, and; promotes compact mixed-use development, defined as a mixture of at least two (2) different land uses in a design-unified, vertically and or horizontally integrated, pedestrian-friendly environment with multimodal transportation connectivity to other areas, as the City's preferred form of development and redevelopment.

Measure: The City shall review and monitor all development requests for conformance to the Comprehensive Plan and the Land Development Code. All development shall conform to the 2025 Future Land Use Map and other applicable elements of the Comprehensive Plan; appropriately maintain the natural features of the site; accommodate the limitations of environmentally sensitive areas; and ensure adequate public facilities and services are available concurrent with the projected impact.

Policies:

1-1.1.1 Residential Density and Net Buildable Acres Definitions

Residential density shall be defined as the number of dwelling units per net buildable acre, excluding ancillary units. Net buildable acres shall be defined as the number of upland acres within the boundary of a development excluding acreage devoted to waters of the state, wetlands, and lakes. Thus, the maximum number of dwelling units that a development can accommodate shall be calculated by multiplying the net buildable acreage by the residential density. The City will round down to the nearest whole number when rounding decimals related to density calculations.

1-1.1.2 Land Use Classifications

All development shall comply with the permissible use and density/intensity requirements of the land use classifications that are included in the 2025 Future Land Use Map Series, and described in the following table:

Table 1.1 - City of Oviedo Future Land Use Districts, Density and Intensity Standards

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
Rural (RL)	<p>Permissible Uses include single family residential, agriculture, agriculturally related industries, public and private elementary schools located proximate to an existing residential neighborhood, recreation and areas that are not yet ready for development because of inadequate water, sewer, or transportation facilities. Permissible agricultural practices within this classification shall be restricted to citrus groves, pasture land, forestry, and vegetable and feed crops.</p> <p>No commercial feed lots, confined or exterior, shall be permitted within the City of Oviedo.</p>	<p>Less than one (1) DU/acre.</p>
Low Density Residential Transitional (LDR- T)	<p>A residential density transition area between areas designated Low Density Residential on the 2025 Future Land Use Map and rural areas designated Rural or Suburban Estates on the Seminole County Future Land Use Map.</p>	<p>Adjacent to Rural FLU: One (1) DU/acre</p> <p>Adjacent to Suburban Estates FLU: Two (2) DU/acre</p> <p>Adjacent to Mixed Use/PUD_FLU: 3.5 DU/acre</p>
Low Density Residential (LDR)	<p>Single family residential development and public and private elementary, middle, and high schools.</p> <p>Secondary land use activities allowed in this designation shall include other public and private institutional uses, recreation, conservation, neighborhood commercial, office and public. Secondary uses are allowed with the approval of a special exception use order as set forth in the Land Development Code, and limited to intensities and densities compatible to Low Density Residential, adequately buffered from adjacent residential areas, and subject to location criteria that requires direct access to collector or arterial roads if traffic impacts warrant such facilities. Agriculture is not a permissible land use activity in this District.</p> <p>Mixed use development is permitted on development sites of an adequate size, configuration, and with adequate services and infrastructure. Proposed mixed-use development must be deemed compatible with surrounding existing development in order to be approved. A compatibility rating of (1), (2), or (3) in</p>	<p>One (1) to 3.5 DU/acre and Up to 3.85 DU/acre in a mixed use development when a density bonus is granted for affordable and or workforce housing, utilizing innovative design to preserve open space and conservation areas, or to promote internal traffic attainment, or bicycle/pedestrian or mass transit modes of transportation.</p> <p>The following intensity standards shall apply to non-residential uses permitted as secondary uses or within a mixed use development:</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p>Low Density Residential (LDR) <i>(continued)</i></p>	<p>accordance with Policy 1-1.1.16 of this Element shall be required as a condition for a mixed use development approval. Sixty-five percent (65%) of the mixed use must be in single family residential use, with the remainder in multi-family residential, neighborhood commercial, office, conservation, public, institution or recreation uses. If multi-family residential is included, the residential density for the whole property shall not exceed 3.5 DU/acre, or 3.85 DU/acre with a density bonus. Open space shall constitute a minimum of thirty percent (30%) of a mixed use development.</p>	<p>Commercial: FAR = Up to 0.40</p> <p>Office: FAR = Up to 0.25</p> <p>Public: FAR = Up to 0.40</p>
<p>Medium Density Residential (MDR)</p>	<p>Permissible uses include higher density single family homes, duplexes, cluster homes, patio homes, or a mix of such residential types; and public and private elementary, middle, and high schools.</p> <p>Secondary land use activities include other public and private institutional uses, recreation, conservation, neighborhood commercial, office and public. Such land use activities are allowed with the approval of a special exception use order as set forth in the Land Development Code, and limited to intensities and densities compatible to MDR, adequately buffered from adjacent residential areas, and subject to location criteria that requires direct access to collector or arterial roads or intersections of local roads if traffic impacts warrant such facilities and placement.</p> <p>Mixed use development is permitted on development sites of an adequate size, configuration, and with adequate services and infrastructure. Proposed mixed use development must be deemed compatible with surrounding existing development in order to be approved. A compatibility rating of one (1), (2), or (3) in accordance with Policy 1-1.1.16 of this Element shall be required as a condition for a mixed use development approval. Fifty-five percent (55%) of the mixed use development must be in single family residential use, with the remainder in multi-family residential, neighborhood commercial, office, conservation, public, institution or recreation uses. If multi-family residential is included, the residential density for the whole property shall not exceed 8 DU/acre or 8.6 DU/acre with a density bonus. Open space shall constitute a minimum of 30 percent (30%) of a mixed use development.</p>	<p>3.6 to 8 DU/acre and Up to 8.6 DU/acre in a mixed use development when a density bonus is granted for affordable and/or workforce housing, utilizing innovative design to preserve open space and conservation areas or to promote internal traffic attainment or bicycle/pedestrian or mass transit modes of transportation.</p> <p>The following intensity standards shall apply to non-residential uses permitted as secondary use or within a mixed use development:</p> <p>Commercial: FAR = Up to 0.45, or up to 0.47 with a density bonus</p> <p>Office: FAR = Up to 0.28, or up to 0.30 with a density bonus</p> <p>Public: FAR = Up to 0.45 or up to 0.47 with a density bonus</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p>High Density Residential (HDR)</p>	<p>Permissible uses include multi-family residential and public and private elementary, middle, and high.</p> <p>Secondary land use activities include neighborhood commercial, office, commercial or professional office, other public and private institutional uses, recreation, conservation, and public. Such land use activities are allowed with the approval of a special exception use order as set forth in the Land Development Code. Commercial and professional office uses shall be limited to twenty percent (20%) or less of the developable site acreage and shall include adequate buffer areas for adjacent residential areas and adhere location criteria requiring direct access to a collector or arterial road.</p> <p>Mixed use development is permitted on development sites of an adequate size, configuration, and with adequate services and infrastructure. Proposed mixed use development must be deemed compatible with surrounding existing development in order to be approved. A compatibility rating of (1), (2), or (3) in accordance with Policy 1-1.1.16 of this Element shall be required as a condition for a mixed use development approval. Where commercial and/or office uses are included, at least fifty percent (50%) of the mixed-use development must be in multi-family residential use, with the remainder in single family residential, neighborhood commercial, office, conservation, public, institution or recreation uses. Open space shall constitute a minimum of 30 percent (30%) of a mixed use development.</p>	<p>8.1 to fifteen 15 DU/acre and Up to 15.75 DU/acre in a mixed use development when a density bonus is granted for affordable and/or workforce housing, utilizing innovative design to preserve open space and conservation areas, or to promote internal traffic attainment, or bicycle/pedestrian or mass transit modes of transportation.</p> <p>The following intensity standards shall apply to non-residential uses permitted as secondary use or within a mixed use development:</p> <p>Commercial: FAR = Up to 0.49 or up to 0.51 with a density bonus</p> <p>Office: FAR = Up to 0.29 or up to 0.31 with a density bonus</p> <p>Public: FAR = Up to 0.49 or up to 0.51 with a density bonus</p>
<p>Office (OFF)</p>	<p>Permissible uses include professional office and low intensity commercial uses; single family residential uses in existing residential areas located adjacent to the Downtown Mixed Use District experiencing transitions from residential to office and commercial development; and public and private elementary, middle, and high schools.</p> <p>Secondary land use activities include public, other public and private institutional uses, conservation, and recreation. Such land use activities are allowed with the approval of a special exception use order as set forth in the Land Development Code if the following criteria are met: (1) furthers the low intensity office/commercial character supported in this designation, (2) generates</p>	<p>Professional office, low intensity commercial and public school uses: FAR = Less than 0.30 or up to 0.40 with a density bonus</p> <p>Single family residential uses: Up to 3.5 DU/acre in existing residential areas adjacent to the Downtown Mixed Use District.</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p align="center">Office (OFF) <i>(continued)</i></p>	<p>traffic consistent with or less than that characteristic of office activities, and (3) floor area is consistent with the office designation.</p> <p>Mixed use development is permitted on development sites of an adequate size, configuration, and available services and infrastructure. A proposed mixed use development must be deemed compatible with surrounding existing development in order to be approved. A compatibility rating of (1), (2), or (3) in accordance with Policy 1-1.1.16 of this Element shall be required as a condition for a mixed use development approval. Office, commercial, and any combination thereof must occupy a minimum of fifty percent (50%) of the developable area of the mixed use development, with any combination of residential, recreation, conservation, light industrial (only enclosed manufacturing not requiring outdoor storage), public or institutional uses occupying the remainder. Open space shall constitute a minimum of thirty percent (30%) of a mixed-use development.</p>	<p>Residential uses: Up to 8 DU/acre</p> <p>Non-residential uses: FAR = Less than 0.30 or up to 0.40, when a density bonus is granted for affordable and/or workforce housing, utilizing innovative design to preserve open space and conservation areas or to promote internal traffic attainment or bicycle/pedestrian or mass transit modes of transportation.</p>
<p align="center">Commercial (CM)</p>	<p>Permissible uses include commercial and office development and public and private elementary, middle, and high schools.</p> <p>Secondary land use activities include public, and other public and private institutional uses. Such activities are allowed with the approval of a special exception use order as set forth in the Land Development Code and shall be evaluated according to the intent to maintain the commercial character supported in this classification. The location, area, number, and character of secondary uses shall not change the predominant commercial and office character of this land use designation. Intensities and densities of these secondary acceptable uses are limited to those allowed for commercial.</p> <p>Mixed use development is permitted on development sites of an adequate size, configuration, and available services and infrastructure. A proposed mixed use development must be deemed compatible with surrounding existing development in order to be approved. A compatibility rating of (1), (2), or (3) in accordance with Policy 1-1.1.16 of this Element shall be required as a condition for a mixed use development approval. Commercial, office, and any combination thereof must occupy a minimum of fifty percent (50%)</p>	<p>FAR = Up to 0.50</p> <p>Residential uses: Up to 15 DU/acre</p> <p>Non-residential uses: FAR = Up to 0.50, or up to 0.60, when a density bonus is granted for utilizing affordable and/or workforce housing, innovative design to</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p>Commercial (CM) <i>(continued)</i></p>	<p>of the developable area of the mixed use development, with any combination of residential, recreation, conservation, light industrial (only enclosed manufacturing not requiring outdoor storage), public or institutional uses occupying the remainder. Open space shall constitute a minimum of thirty percent (30%) of a mixed-use development.</p>	<p>preserve open space and conservation areas or to promote internal traffic attainment or bicycle/pedestrian or mass transit modes of transportation.</p>
<p>Industrial (IN)</p>	<p>Permissible uses include wholesale commercial, manufacturing, warehousing, and other industrial uses.</p> <p>Secondary land use activities include public/private institutional uses, and conservation. Such activities are allowed with the approval of a special exception use order as set forth in the Land Development Code, and shall be evaluated according to the intent to maintain an industrial character. Intensities and densities of these secondary land use activities are limited to those allowed for industrial.</p> <p>Mixed use development is permitted on development sites of an adequate size, configuration, and with adequate services and infrastructure. Proposed mixed use development must be deemed compatible with surrounding existing development in order to be approved. A compatibility rating of (1), (2), or (3) in accordance with Policy 1-1.1.16 of this Element shall be required as a condition for a mixed use development approval. Industrial uses must occupy a minimum of fifty percent (50%) of the developable acres of the mixed use development, with any combination of office, commercial, conservation, public or institutional occupying the remainder of the area. Open space shall comprise at least thirty percent (30%) of the site area.</p>	<p>FAR = Less than 0.60</p> <p>Intensity of non-industrial secondary uses in a mixed use development shall be limited to the following:</p> <p>Commercial: FAR = Up to 0.50</p> <p>Office: FAR = Up to 0.30</p> <p>Public: FAR = Up to 0.50</p>
<p>General Planned Unit Development (PUD)</p>	<p>Any land use specified and approved on a Master Land Use Plan for a proposed PUD and not otherwise prohibited by the Comprehensive Plan or the Land Development Code, is permitted in the planned unit development classification. Such activities shall be approved as set forth in the Land Development Code, shall function to serve the needs and character of the PUD, and shall be limited to intensities and densities established for each respective activity as set forth under policies of this Comprehensive Plan. The minimum size of a General Planned Unit Development is fifteen (15) acres.</p> <p>DRI: Notwithstanding the above, densities and intensities for all permitted uses shall be established by</p>	<p>Residential: Less than 5.0 DU/acre, and</p> <p>Up to 5.5 DU/acre when a density bonus is granted for utilizing innovative design, affordable and/or workforce housing, to preserve open space and conservation areas or to promote internal traffic attainment or bicycle/pedestrian or mass transit modes of transportation.</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p>General Planned Unit Development (PUD) <i>(continued)</i></p>	<p>and consistent with Development Order within the following maximum or minimum densities per the residential and non-residential land use components of the PUD:</p> <p>All Residential: Up to 4 DU/acre</p> <p>Up to 15% non-residential: Up to 6 DU/ residential acre FAR = 0.50</p> <p>15% to 50% non-residential: Up to 8 DU/ residential acre FAR= 0.50</p> <p>Greater than 50%) non-residential: Up to 15 DU/ residential acre FAR = 0.50</p> <p>It is established that all DRI's are reviewed under Chapter 380, Florida Statutes. Section 380.06, F.S., defines numeric thresholds related to development that, if exceeded, require proposed developments and development amendments to undergo DRI review with the state land planning agency, the appropriate regional planning agency, and the appropriate local government(s). It is recognized that the DRI review and approval process, including the creation of a Development Order is adequate to establish land uses, densities and intensities for each use, locational criteria, compatibility, and impact analysis; thereby establishing the appropriate land use designation for the specified area.</p>	<p>Commercial: FAR = Less than 0.50, or FAR = Less than 0.55 with a density bonus.</p> <p>Office: FAR = Less than 0.30, or FAR = Less than 0.35 with a density bonus.</p> <p>Industrial: FAR = Less than 0.50</p> <p>Institutional: FAR = Less than 0.50</p>
<p>Mixed Use (MU)</p>	<p>Permissible uses include public and private elementary, middle, and high schools, commercial and office uses, cultural and entertainment uses, community facilities, institutional uses, parks and open space, recreation and residential uses in a high quality mixed use environment.</p> <p>Vertical mixed use buildings are allowed in all underlying zoning districts in the Mixed Use districts, with the sales and service components being located on the ground floors and residential and office uses being located either on the ground or on higher floors.</p> <p>Horizontal mixed use development (different uses in different buildings on the same site or block face) is allowed, with specific uses determined by the underlying zoning district. Vertical mixed use buildings shall be encouraged on sites that can accommodate the</p>	<p>Single-family: Up to 12 DU/acre</p> <p>Multi-family: Up to 24 DU/acre,</p> <p>Mixed use residential: Up to 40 DU/acre</p> <p>Office, Commercial, Industrial and Institutional uses: FAR = Up to 1.0</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p>Mixed Use (MU) <i>(continued)</i></p>	<p>mix of uses under the prescribed parameters, while horizontal mixed use development is encouraged on sites that cannot otherwise accommodate vertical mixed use.</p> <p>Residential uses must make up a minimum of forty percent (40%) and maximum of eighty percent (80%) of the acreages, while non-residential uses must make up a minimum of twenty percent (20%) and a maximum of sixty percent (60%) of the acreage.</p>	<p>Architectural features can exceed maximum height limitations.</p>
<p>Downtown Mixed Use (DMU)</p>	<p>Development within the Downtown Mixed Use District should be consistent with the City of Oviedo Downtown Master Plan adopted by City Council on October 21, 2002, as may be amended from time to time. However, the specific uses and location of uses identified in the Downtown Master Plan may be adjusted to accommodate specific development proposals. An equivalency table may be developed, and implemented through the City’s Land Development Code, to allow for an exchange between densities and intensities of development to provide for innovative design and changing market conditions. However, development should not be permitted that does not meet the intent and form and function of the adopted Downtown Master Plan. All development within the Downtown Mixed Use District, implementation of the recommendations of the Downtown Master Plan, and any equivalency table shall be consistent with the Comprehensive Plan.</p> <p>The geographic area included in the Sub-Areas of the Downtown Mixed Use District is delineated in Map 1-2.1 of the Land Use Element.</p> <p>New Downtown Subarea: Residential uses must make up a minimum of forty percent (40%) and maximum of eighty percent (80%) of the acreage, while non-residential uses must make up a minimum of twenty percent (20 %) and a maximum of sixty percent (60%) of the acreage.</p>	<p>New Downtown Subarea:</p> <p>Single family : Up to 16 DU/acre</p> <p>Multi-family : Up to 30 DU/acre,</p> <p>Mixed use residential: Up to 50 DU/acre.</p> <p>Office and Commercial uses: FAR = Up to 1.0 or 0.35 east of Oviedo Boulevard.</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p>Downtown Mixed Use (DMU) (continued)</p>	<p>New Downtown Subarea: (continued)</p>	<p>Institutional uses: FAR = Up to 1.0</p>
	<p>Old Downtown Subarea: Residential uses must make up a minimum of forty percent (40%) and maximum of eighty percent (80%) of the acreages, while non-residential uses must make up a minimum of twenty percent (20%) and a maximum of sixty percent (60%) of the acreage.</p>	<p>Old Downtown Subarea:</p> <p>Single family : Up to 6 DU/ acre</p> <p>Multi-family/townhomes : Up to 18 DU/acre.</p> <p>Office and Commercial uses : FAR = Up to 0.35</p> <p>Institutional uses: FAR = Up to 1.0</p>
	<p>East of Central Avenue Subarea: Residential uses must make up a minimum of seventy-five percent (75%) and maximum of ninety percent (90%) of the acreages, while non-residential uses must make up a minimum of ten percent (10%) and a maximum of twenty-five percent (25%) of the acreage.</p>	<p>East of Central Avenue Subarea:</p> <p>Single family: Up to 6 DU/ acre</p> <p>Multi-family: Up to 16 DU/acre</p> <p>Office and Commercial uses: FAR = Up to 0.35</p> <p>Institutional uses: FAR = Up to 1.0</p>
	<p>West of Central Avenue Subarea: Residential uses must make up a minimum of eighty percent (80%) and maximum of ninety-five percent (95%) of the acreage, while non-residential uses must make up a minimum of five percent (5%) and a maximum of twenty percent (20%) of the acreage.</p>	<p>West of Central Avenue Subarea:</p> <p>Single family: Up to 4 DU/ acre, or Up to 10 DU/ acre with frontage along Central Avenue.</p> <p>Multi-family/townhomes: Up to 16 DU/acre on parcels with frontage on Central Avenue</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p>Downtown Mixed Use (DMU) (continued)</p>	<p>West of Central Avenue Subarea: (continued)</p>	<p>Office and Commercial uses on parcels with frontage on Central Avenue: FAR = Up to 0.35</p> <p>Institutional uses: FAR = Up to 1.0</p>
	<p>South of Mitchell Hammock Road Subarea: Residential uses must make up a minimum of five percent (5%) and maximum of thirty percent (30%) of the acreage, while non-residential uses must make up a minimum of seventy percent (70%) and a maximum of ninety-five percent (95%) of the acreage.</p>	<p>South of Mitchell Hammock Road Subarea:</p> <p>Single family: Up to 5 DU/ acre</p> <p>Multi-family: Up to 15 DU/acre</p> <p>Commercial uses: FAR = Up to 0.75</p> <p>Office uses FAR = Up to 0.30</p>
<p>Public (P)</p>	<p>Permissible uses include public, public institutional, and conservation. Public lands shall be defined as activities that serve to provide public services or utilities that shall include but are not limited to recreation, community and government services, utilities and public facilities such as water and sewer treatment. Institutional shall be defined as activities that provide a public service that include but are not limited to educational, cultural, or religious uses.</p>	<p>FAR = Up to 0.50</p>
<p>Conservation (C)</p>	<p>The purpose of this classification is to protect the natural resources within the City of Oviedo and provide permanent open space. Development of these areas will be severely restricted in order to protect wildlife habitat wetlands, and vegetative species protected by Federal and State law, flood prone areas, and water quality. Permissible activities include conservation, passive recreation, low density single family residential, and limited agriculture. Acceptable land use activities shall be approved as set forth in the Land Development Code, shall function to serve the need to preserve and conserve the natural resources, and shall be limited to intensities and densities necessary to preserve and conserve natural resources but can be no greater than</p>	<p>Residential: One (1) DU/ 10 acres.</p>

District	Uses	Maximum Density - Dwelling Units per acre (DU/acre) & Intensity - Floor Area Ratio (FAR)
<p>Conservation (C) <i>(continued)</i></p>	<p>that which is compatible with the character of the Conservation classification.</p> <p>Conservation future land use designation on the Future Land Use Map (Map 1-2) shall be based on the best available data and analysis regarding the location of the natural resources to be protected, including the natural resources as shown on the future land use Maps 1-4, 1-5, and 1-6, and that site specific field analysis (based on professionally acceptable methodology) may be used to verify the location of the natural resources as a basis to revise the location of the Conservation designation through a plan amendment at the next available plan amendment cycle.</p> <p>Silviculture and agriculture activities shall not alter the flood water storage capacity or natural flow regime of flood prone areas. The activity will not create any soil erosion problems and must employ best management practices approved by the U.S. Soil Conservation Service and Florida Department of Agriculture and Consumer Services.</p> <p>Agriculture is not permitted in wetland areas except for grazing on existing agricultural land. Silviculture in wetlands is limited to removal of ten percent of the trees over a five year period only on property designated in property tax records as an agricultural exemption. Agriculture and silviculture practices allowed in flood prone areas and wetlands shall utilize best management practices approved by the U.S. Forest Service, U.S. Soil Conservation Service, and Florida Department of Agriculture and Consumer Services. Water quality in wetlands and adjacent streams or water bodies shall not be adversely degraded and shall remain in its natural ambient quality capable of supporting naturally occurring indigenous aquatic flora and fauna.</p>	

- 1-1.1.3 Compliance with the Land Development Code**
 The City shall review all rezoning requests and land development proposals for compliance with applicable regulations of the Land Development Code.
- 1-1.1.4 Criteria for Future Land Use Map Amendments and Rezonings**
 The City shall evaluate at least the following in considering an amendment to the 2025 Future Land Use map:

- A. Consistency with the goals, objectives, and policies of the Comprehensive Plan, and the Future Land Use Map Series.
- B. Impact on established and projected levels of service.
- C. Compatibility with existing and proposed land uses as defined and determined in Policy 1-1.1.16.
- D. Current supply of vacant land already designated for the proposed land use.
- E. Funding commitments for required improvements.
- F. Impact on natural resources.
- G. Population impact.
- H. Consistency with efforts to increase the supply of non-residential lands available for economic use.
- I. Consistency with efforts to increase the provision of a viable mixture of land uses in a compact, walkable area that is accessible to the full range of feasible non-motorized and motorized transportation modes.
- J. Impacts on public schools.

1-1.1.5 Future Land Use Map Evaluation

The 2025 Future Land Use Map shall be evaluated and updated at least every seven (7) years. The Future Land Use Map shall be amended to add or revise conservation areas dedicated as a result of the land development review process at the next available plan amendment cycle. These areas shall be shown as Conservation Land Use on Map 1.2, 2025 Future Land Use.

1-1.1.6 Future Land Use Designations Consistency with the Wastewater Sub-Element

Medium and high density residential, commercial, office, public and industrial uses shall provide or connect to a central sanitary sewer system in accordance with the goals, objectives and policies of the wastewater sub-element of this plan.

1-1.1.7 Exceptions to the Wastewater Sub-Element Consistency

In areas where central sewer service is not available, medium and high density residential, office, commercial, public and industrial development may be approved with the interim use of a septic tank or a package plant provided that the standards and conditions of the Comprehensive Plan and the Land Development Code are met or exceeded.

1-1.1.8 Criteria for Public and Private Elementary, Middle, and High Schools Location

The City shall encourage and coordinate the location of public and private elementary, middle, and high schools in accordance with the following criteria:

- A. Public and private school sites shall be located proximate to residential areas in which adequate public facilities are available concurrent with development or public facility improvements are programmed within the adopted Five-Year Schedule of Capital Improvements. In areas where central sewer service is not available, a public and private school development may be approved with the interim use of a septic tank or a package plant provided that the standards and conditions of the Comprehensive Plan and the Land Development Code are met or exceeded.
- B. On site soils and topography shall be suitable for urban development.
- C. Sites shall be of sufficient size to ensure that all buildings and other improvements can be located away from flood plains, wetlands, and other environmentally sensitive area and not adversely impact historic or archaeological resources.
- D. Sites shall have frontage on or direct access to a collector or arterial road.
- E. An assessment of critical transportation issues, including provision of adequate roadway capacity, transit, sidewalks, and bikeways, shall be made for proposed school sites prior to any development to ensure the safe and efficient transport of students.
- F. Public and private elementary, middle, and high schools shall be permitted in the Low Density Residential, Medium Density Residential, High Density Residential, Office, Commercial, General Planned Unit Development, Mixed Use, Downtown Mixed Use District, and Public future land use designations. Public and private elementary schools shall be permitted in the Rural future land use designation provided that the site is located proximate to an existing residential neighborhood.
- G. Sites should encourage co-location with other public facilities such as parks, libraries, and community centers to the extent possible.

1-1.1.9 Multimodal Mobility Areas

To promote the use of multimodal development techniques and strategies, the City shall adopt multimodal mobility areas. These areas shall not affect the underlying future land use designations and their associated densities and intensities as established through zoning, but shall be identified on the Future Land Use Map Series. General characteristics of these areas are contained herein, and shall be implemented through the Land Development Code.

- A. Gateway Districts.** The purpose of these designations are to identify existing and emerging activity centers within the City able to create a more diverse land use pattern that provides improved economic stability and supports enhanced multimodal mobility, generally in the form of complete streets and greater connectivity and accessibility, and the mix of land uses and urban design standards necessary to accommodate greater use of transit, and bicycle and pedestrian transportation facilities. This is to be accomplished via an interconnected transportation network between important residential, employment, retail and civic destinations, where a network of gridded, interconnected streets is prioritized over widening existing streets and new streets shall be designed to connect with existing and future streets to the maximum extent feasible.

Building design for substantial redevelopment and new infill development shall provide a sense of vertical enclosure on streets through minimal front setbacks, similar building heights, colors, and materials, street trees, and buildings with non-residential uses on the ground level. Non-residential, ground level uses shall have largely transparent (windows and door openings) façades with a primary entryway oriented towards the public right-of-way or public open space. This requirement shall apply to both facades of a building on a corner lot. In all cases, awnings and/or shaded structures are permissible over the public right-of-way. Façades shall include the articulation of well-proportioned and separate areas or bays, to reduce the presence of blank walls at street level. Specific standards shall be governed by the Land Development Code.

Along all public rights-of-way, pedestrians shall be buffered from traffic by on-street parking, and/or landscaping in such a way that does not create a barrier to walking. The sidewalk shall be separated from the travel lanes by a comfortable distance, as indicated in the Land Development Code, and buffered using landscaping and/or other design features that create a pedestrian-friendly environment. Sidewalks may be located on a development's property through an easement if necessary to achieve an adequate buffer.

In order to encourage greater pedestrianism and multimodal mobility, owners of surface parking lots will be encouraged to redevelop the lots and incorporate infill development with shared or structured parking - which shall not be located in front of buildings or between the building and public right of way. Surface parking shall be located behind buildings, internal to the block and shall provide pedestrian connections to adjacent lots. Where surface parking is located adjacent to the public right of way, parking shall be screened by landscaping, fencing, or other decorative elements to minimize visual impact and shall provide walkways through the parking lot for pedestrian safety.

The areas of the City identified as gateway districts include:

- A. East Gateway District.
- B. Marketplace Gateway District.

B. Development Corridors. The purpose of this designation is to identify high-volume roadway corridors within the City and Joint Planning Area with Seminole County that are able to support enhanced multimodal mobility, generally in the form of complete streets and greater connectivity and accessibility, and the land use and urban design standards necessary to accommodate greater use of transit, and bicycle and pedestrian transportation facilities. Easements or right-of-way shall be provided or dedicated for the location of stops, shelters, and other transit infrastructure at existing or planned transit stops along these corridors. Rights-of-way shall be improved to promote walkability through increases in sidewalk width, decreases in posted vehicle speeds, increases in landscape buffers, reductions in pedestrian crossing times through intersection enhancements, and increases in transit accessibility. The Land Development Code shall be reviewed, and revised as necessary, within one (1) year of adoption of the Development Corridors designation to provide implementing development regulations for these corridors.

Building design shall promote and increase walkability by providing a sense of vertical enclosure on streets through minimal front setbacks, similar building heights, colors, and materials, street trees, and buildings with non-residential uses on the ground level. Non-residential, ground level uses shall have largely transparent (windows and door openings) façades with a primary entryway oriented towards the public right-of-way or public open space. This requirement shall apply to both façades of a building on a corner lot. In all cases, awnings are permissible over the public right-of-way. Façades shall include the articulation of well-proportioned and separate areas or bays, to reduce the presence of blank walls at street level. Specific standards shall be governed by the Land Development Code.

In order to encourage greater pedestrianism and multimodal mobility, owners of surface parking lots will be encouraged to redevelop the lots and incorporate infill development with shared or structured parking - which shall not be located in front of buildings or between the building and public right of way. Surface parking shall be located behind buildings, internal to the block and shall provide pedestrian connections to adjacent lots. Where surface parking is located adjacent to the public right of way, parking shall be screened by landscaping, fencing, or other decorative elements to minimize visual impact and shall provide walkways through the parking lot for pedestrian safety. Roadway corridors identified as Development Corridors are listed in Policy 2-1.1.3 of the Transportation Element.

- C. **Mix of Uses.** In order to provide a balance of complementary land uses, the following mix of uses shall guide future development and redevelopment within the Gateway Districts and Development Corridors.

Future development shall either consist of mixed-uses on-site, or a single use that is complementary to and directly connected to uses within a one-fourth (¼) mile walking trip radius. Mixed uses shall consist of residential, retail, office, educational, recreational, civic, cultural uses, and industrial.

The City shall identify incentives to encourage the development of certain uses to achieve the desired mix of complementary land uses within the mobility areas and at the parcel-level.

The land use type indicated in each row of the table should comprise a percentage of the total land within each of the Gateway Districts and within each of the Development Corridors.

Table 1.2 – Ratio of Residential and Non-Residential Uses within the Gateway Districts and Development Corridors

Use	Marketplace Gateway District Overall Land Use Mix	East Gateway District Overall Land Use Mix	Development Corridor Overall Land Use Mix
Residential	10-30%	50-70%	5-25%
Non-Residential	70-90%	30-50%	75-95%

Non-residential uses shall include no less than two (2) of the following uses, and in the proportions identified below:

Table 1.3 – Ratio of Non-Residential Uses within the Gateway Districts and Development Corridors

Non-Residential Uses	Marketplace Gateway District Overall Land Use Mix	East Gateway District Overall Land Use Mix	Development Corridor Overall Land Use Mix
	<i>Minimum</i>	<i>Minimum</i>	<i>Minimum</i>
Commercial	30%	40%	50%
Office	20%	10%	40%
Industrial	5%	Varies	Varies
Public	Varies	Varies	Varies

1-1.1.10 Criteria for Commercial and Office Development Location

Commercial and office development shall be located at major arterial and collector intersections, and integrated with residential, public, community facilities, and recreation open spaces in compact, walkable mixed-use neighborhoods throughout the City, especially the Economic Development Target Areas and the East Gateway and Marketplace Gateway districts.

-
- 1-1.1.11 Provision for Bicycle, Pedestrian and Transit Access**
New development and redevelopment shall provide for adequate bicycle and pedestrian access along adjacent roadways and transit facilities, within surface parking facilities, and between each of these and the buildings in which these developments are located.
- 1-1.1.12 Compatibility of New Development and Redevelopment with Military Operations**
The City will adhere to State statutory requirements to ensure compatibility of new development and redevelopment with military operations if a military installation is located within or within one-half (½) mile of its boundaries in the future.
- 1-1.1.13 Incentives to Encourage Compact, Mixed-use Developments**
The City shall coordinate with the private sector on an on-going basis to ensure the viability of incentives (i.e. development bonuses, tax breaks, reductions in impact fees, reducing road capacity concurrency constraints, targeted funding for mobility improvements, etc.) to encourage compact, mixed-use developments in the City's multimodal mobility areas, and to remove undue regulatory barriers to the provision of such developments.
- 1-1.1.14 Land Use and Economic Development Strategies**
The City shall seek to expand commercial, industrial and mixed-use development at appropriate locations in accordance with economic development strategies and initiatives, including those of the Community Redevelopment Agency's Community Redevelopment Area.
- 1-1.1.15 Seminole Way Initiative**
The City shall coordinate with Seminole County and the cities of Winter Springs and Sanford to develop and implement a Joint Planning Area Agreement for the SR 417/Central Florida GreeneWay Corridor in accordance with the Seminole Way Initiative.
- 1-1.1.16 Definition and Determination of Land Use Compatibility**
The City shall evaluate and determine land use compatibility in accordance with the following, with one (1) being the most compatible and five (5) being the least compatible:
- 1) Identical to pre-existing land uses or totally compatible. Development should be designed in a manner consistent with good planning practice.
 - 2) Basically compatible with the pre-existing adjacent use. Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.
 - 3) May have potential conflicts with existing adjacent uses, which may be mitigated through project design.
 - 4) Significant conflicts with the pre-existing adjacent use. Major effects must be strongly mitigated to prevent impact on adjacent uses.
 - 5) Incompatible with adjacent land uses.

1-1.2. OBJECTIVE: Land Use and Economic Development

To provide needed services, local employment opportunities, and an increased tax base.

Measure: The City shall designate at least twenty (20) acres per one thousand (1,000) population for commercial and office use and ten (10) acres per one thousand (1,000) population for light industrial use.

Policies:

1-1.2.1 Office, Commercial, and Light Industrial Development

The City shall encourage more office, commercial, and light industrial development.

1-1.2.2 Secondary Uses

The City shall permit neighborhood commercial and professional office uses as a secondary use in residential areas in accordance with the requirements and provisions of Policy 1-1.1.2, and other criteria that might be related to the multimodal mobility areas, including the Downtown Core, Gateway Districts, and identified Development Corridors, and/or contained in the Urban Design Guidelines and Land Development Codes.

1-1.2.3 Location of Multi-Family Development

The City shall increase the retail market demand by encouraging multi-family development adjacent to commercially designated areas.

1-1.2.4 Location of Commercial, Office and Industrial Development

Commercial, office, and industrial development shall be located in the areas of the City with full urban services such as water, sewer, and fire and police protection. These facilities and services shall meet locally established level of service standards concurrent with the impact of any proposed development. Commercial, office, and industrial development may use interim on-site sewer facilities as consistent with policies of the Comprehensive Plan.

1-1.2.5 Innovative Design Techniques

The Land Development Code shall include "Flexibility in Administration" Sections to accommodate innovative design techniques.

1-1.2.6 Provision of Water and Sewer Services

The City shall first extend water and sewer services to areas currently zoned commercial, office, industrial, to the East Gateway and Marketplace Gateway districts, and to those areas identified in the "Strategic Economic Development Plan for the City of Oviedo, FL" to promote a diversified tax base and provide employment opportunities for Oviedo residents.

1-1.2.7 Regional Economic Centers

Regional commercial, business, and industrial centers shall be promoted within appropriate areas, including but not limited to the SR 417/Central Florida Greenway Corridor, Alafaya Trail, Downtown, and Westgate areas as defined in

the “Strategic Economic Development Plan for the City of Oviedo, FL”, the East Gateway and Marketplace Gateway districts, and the Oviedo-Seminole Economic Enhancement District.

1-1.3 OBJECTIVE: Prevention of Urban Sprawl

To prevent urban sprawl.

Measure: The City shall direct more intense development to areas of the City with full urban services and comply with the most recent City of Oviedo/Seminole County Joint Planning Interlocal Agreement.

Policies:

1-1.3.1 High Density/Intensity Development

High density/intensity development shall be permitted only in areas with complete urban services including central sewer, water, and fire and police protection.

1-1.3.2 Development and Redevelopment of "Infill" Properties

The City shall encourage the development and redevelopment of "infill" properties served by existing infrastructure and services, especially the City’s multimodal mobility areas, over the development of outlying areas that are not served by infrastructure and services.

1-1.3.3 Location Criteria for Planned Unit Developments

The following location criteria shall apply to all planned unit developments:

- A. Access to planned unit developments requires arterial or collector roadway facilities.
- B. PUD development shall locate within a central water and sewer service area, or, where such systems are not yet available, such facilities must be available concurrent with impacts generated by the PUD or provided according to a Development Agreement consistent with provisions of Sections 163.3227 to 163.3243, F.S. Any interim sewer services provided for residential land uses shall be consistent with provisions of this comprehensive plan. No interim water and sewer services shall be allowed for non-residential land uses unless a Development Agreement specifies a threshold or time frame when such central services must be available.
- C. Centers for commercial, office and industrial land uses within a PUD, whether as a primary or secondary land use, must locate on an arterial or collector roadway facility, or local service roads connected thereto. Professional office associated with a residential mixed-use structure may locate on local roads. Commercial and office may locate on local streets in residential areas if such uses are designed to serve the retail and service needs of the surrounding neighborhood, maintain the residential character of the area, require minimal and infrequent access by truck or

heavy vehicles other than public transit, and do not create roadway impacts that resemble characteristics and traffic volumes of a collector facility.

- D. Location of land uses within a PUD shall be oriented and designed with consideration to existing and proposed adjacent land uses. Appropriate buffering is mandatory where incompatible land uses occur adjacent to adjoining properties to the PUD. Incompatible land uses within a PUD shall be appropriately buffered to the extent necessary to preclude the creation of auditory, visual, or olfactory nuisances.
- E. Commercial and office land uses located along arterial and collector roadways shall be clustered in nodes and integrated with other land uses to prevent strip development.
- F. Commercial and office uses within a residential PUD shall be limited in size and scope compatible with service needs related to residential demands generated within the Planned Unit Development. Such commercial and office activities shall serve a market oriented to retail and service demands and needs of the surrounding neighborhood. Any allocation above a minimum demand to serve residential land uses within a residential planned unit development shall be based on regional market demand. The burden to demonstrate regional demand is placed on the applicant of the proposed development, demonstrated by the developer in a study prepared by professional economists, commercial realtors, or site location planners.

1-1.3.4 Oviedo-Seminole County Joint Planning Area

The City shall collaborate with Seminole County to provide joint land use planning within the City of Oviedo-Seminole County Joint Planning Area Map 1-1, as provided for in the City of Oviedo/Seminole County Joint Planning Interlocal Agreement.

1-1.3.5 Annexations

The City shall only annex unincorporated properties located within the Future Oviedo Annexation Area Boundary as provided for in the City of Oviedo/Seminole County Joint Planning Interlocal Agreement. Annexation of unincorporated properties located outside of the Future Oviedo Annexation Area shall require an amendment to the Joint Planning Interlocal Agreement by the City and Seminole County prior to the effective date of the proposed annexation.

1-1.3.6 Amendments to the Comprehensive Plan After Annexations

The City shall amend its comprehensive plan to include annexed lands during its plan amendment cycle immediately following the annexation. The City shall assign equivalent future land use classifications to annexed properties as provided for in the City of Oviedo/Seminole County Joint Planning Interlocal Agreement.

1-1.3.7 Transition Areas

Map 1-1, City of Oviedo-Seminole County Joint Planning Area, identifies and defines Transition Areas within the Future Oviedo Annexation Area. Comprehensive Plan Amendments within the Transition Areas, Map 1-1, shall include an assessment and evaluation of all required planning elements including, but not limited to:

- A. Public services and facilities (water, sewer, roads, public safety, law enforcement, library services, etc.)
- B. The evaluation of current supply of vacant land already designated for the proposed land use category.
- C. Fiscal impacts related to the cost of and payment for urbanization.
- D. Compatibility with adjacent County Properties.

1-1.3.8 Involuntary Annexations

Prior to the involuntary annexation of any land, the City shall demonstrate that public facilities and services shall be available consistent with adopted level of service standards, or must prepare a financially feasible plan that demonstrates how any capacity deficiency shall be eliminated through the Capital Improvements Element.

1-1.3.9 Provision of Central Water and Sewer Services

The City and County shall continue to collaborate to provide logical, functional, and cost effective central water and sewer services to appropriate areas as provided for in the City of Oviedo/Seminole County Joint Planning Interlocal Agreement.

1-1.3.10 Protection of Rural Areas

The City and County shall continue in their effort to protect the rural integrity of and discourage urban sprawl into the County's Rural Area.

1-1.3.11 Location Criteria for High Density Residential

High density residential developments, and other forms of Transit Oriented Development, shall be located in close proximity to or integrated with commercial centers and existing and/or planned mass transit routes, with safe and adequate pedestrian facilities to connect public right-of-way, buildings, parking areas, public open spaces, and commercial centers within and adjacent to the residential developments.

1-1.3.12 Infill Development

The City shall encourage the development of "infill" properties and redevelopment of parcels near the SR 417/Central Florida GreeneWay Corridor, Alafaya Trail, Downtown, and Westgate areas as defined in the "Strategic Economic Development Plan for the City of Oviedo, FL" and the East Gateway and Marketplace Gateway districts.

1-1.3.13 Amenities and Open Space
High density/intensity developments shall provide easily accessible, common amenities and open space.

1-1.3.14 Development Along and Adjacent to the S.R. 434 Corridor
All development and redevelopment, including high density/intensity development along and adjacent to the S.R. 434 corridor, an identified Development Corridor district, shall provide for safe and efficient pedestrian and non-motorized vehicular access to adjacent areas.

1-1.3.15 Conditions for High Density/Intensity Development
High density/intensity development shall be permitted only in areas with complete urban services, including central sewer, water, and fire and police protection.

1-1.4. OBJECTIVE: Redevelopment of Blighted Areas
To redevelop and upgrade substandard development and blighted areas.

Measure: The extent to which all urban service areas are provided with services and infrastructure in accordance with the Comprehensive Plan, the number of code violations that have been corrected through enforcement actions, and the number of non-conforming situations that have been reduced.

Policies:

1-1.4.1 Land Development Code Requirements
The City will continue to enforce the Land Development Code provision requiring "any substantial change in land use" (as defined in the Land Development Code) to meet current development standards.

1-1.4.2 Public Facilities Adjacent to Proposed Development
The City will continue to require that all public facilities adjacent to proposed development be upgraded to LDC standards concurrent with construction.

1-1.4.3 Funding Sources for Improvements
The City shall continue to pursue available funding sources for roadway, drainage, water, waste water, street lights, parks, housing rehabilitation, sidewalks and street beautification improvements in the City's target low-income areas.

1-1.4.4 Funding for Central Sewer Service Improvements
The City shall continue to pursue available funding sources to provide central sewer service in the low-income residential areas.

1-1.4.5 Code Enforcement Program
The City will continue its Code Enforcement program to ensure that land uses continue to operate in conformance with the Land Development Code.

- 1-1.4.6 Development of Property Located in Antiquated Plats**
Development of property located in antiquated plats must comply with non-conforming situations and/or subdivision regulations of the City's Land Development Code.
- 1-1.4.7 Community Redevelopment Area**
The City shall continue to support the Community Redevelopment Area (CRA), which shall continue to be guided by the CRA Plan, as may be updated from time to time.
- 1-1.5. OBJECTIVE: Preservation of Existing Residential Neighborhoods**
To preserve existing residential neighborhoods from incompatible land uses. Permitted uses of mixed-use developments, and/or the mixture of uses allowed in a Planned Unit Development shall not be deemed incompatible uses.
- Measure:** The City shall monitor requests for development proposals, infrastructure improvements, land use and zoning changes from residential categories to more intense classifications, and identify potential transition areas.
- Policies:**
- 1-1.5.1 Transportation Patterns**
Transportation patterns within the City will be reviewed on an on-going basis to encourage connectivity, traffic calming practices and designs on local streets, and safe and efficient access to the full range of transportation modes in all appropriate locations, to suggest recommendations to mitigate roadway traffic impacts, and to provide additional multimodal opportunities.
- 1-1.5.2 Road Improvements**
Any proposed road improvements will be evaluated for land use impacts to existing residential and commercial neighborhoods. Vehicular connections between residential local streets will be designed to discourage automobile through-traffic with the use of traffic calming features and devices, while permitting continuous and safe access to bicycles and pedestrians.
- 1-1.5.3 Prevention of Negative Impacts**
The buffer, landscape, and site design standards of the Land Development Code shall continue to ensure compatibility and adequate transition between uses, and prevent negative impacts on residential development.
- 1-1.5.4 Criteria for Location of Industrial Land Uses**
Industrial land uses shall not be located adjacent to single family residential development without appropriate buffers and compatibility requirements as outlined in the Land Development Code. Likewise, residential land uses shall not be located adjacent to industrial development without appropriate buffers and compatibility requirements as outlined in the land development code.

1-1.5.5 Compatibility with Surrounding Land Uses

The City shall ensure the long-term viability of neighborhoods by regulating future development to create compatibility with surrounding land uses. The appropriateness of a residential density within the assigned range established for a land use classification defined under Policy 1-1.1.1 will be determined based on available public facilities and services, impacts on natural resources, compatibility with surrounding zoning and uses, promotion of a diversified city-wide housing stock, consistency with Housing Element goals or objectives, and requirements of the Land Development Code.

1-1.6. OBJECTIVE: Protection of Historic and Archaeological Sites

Historic and archaeological sites shall be protected from destruction, removal, or alteration and from impacts of adjacent incompatible land uses.

Measure: By 2015, the City shall amend its Land Development Code to establish procedures for the historic identification of properties and buildings within the City and provide for the protection of archaeological sites.

Policies:

1-1.6.1 Historic Identification

At a minimum, the procedures for the historic identification of properties and buildings shall include application, property owner permission, and public hearings before the City's Planning, Zoning and Appeals Board (PZA) and City Council. Properties and/or buildings may be distinguished as historic if one or more of the following criteria are met:

- A. The site is listed on the National Register of Historic Places (National Park Service, U.S. Dept. of Interior), of the Florida Site File (Division of Historic Resources, Florida Department of State);
- B. The structure was built by citizens of Oviedo to honor the City residents who gave their lives during World War II;
- C. The building structure, or object, exceeds fifty (50) years in age and represents the last remaining example of its kind in the neighborhood or town.
- D. Documented proof indicates that the site contributed a significant role in the history of Seminole County or the State of Florida.
- E. Recommendation by the Oviedo Historical Society or The Oviedo Preservation Project (TOPP).

1-1.6.2 Protection of Archaeological Sites

An archaeological evaluation of any potentially significant archaeological site shall be required prior to development approval. The developer shall notify the City and the Florida Department of State, Division of Historical Resources, to

any archaeological findings discovered during land preparation or construction. Upon such a discovery, development plans may be altered according to requirements of the State Division of Historical Resources to preserve, remove, or conserve the archaeological findings.

1-1.6.3 Database of All Historic and Archaeological Resources

The City shall maintain a database of all historic and archaeological resources identified per Policies 1-1.6.1 and 1-1.6.2.

1-1.6.4 Protection from Adjacent Incompatible Land Use

To ensure that land uses adjacent to historic resources remain compatible and that potential negative impacts are mitigated to protect a historic site's character, new development and redevelopment shall be subject to specific mechanisms, including but not limited to buffers, constraints on roadway development, screening, design and renovation standards, open space, and density or intensity above or beyond that required in the Land Development Code, but only to the extent necessary to preserve the historic character of the adjacent historic land use. Necessary measures to protect the historic resources shall be determined during the development review process.

1-1.6.5 Protection of Historic Sites

Alteration or modification of a designated historic site shall conform to guidelines set forth in the U.S. Secretary of the Interior's "Standards for Rehabilitation" and "Guidelines for Rehabilitating Historic Buildings". In the event a designated historic site is proposed for demolition, the City shall follow standards contained in the latest edition of the "Historic American Buildings Survey" (HABS), the "Historic American Engineering Record" (HAER) and the "Historic American Landscape Survey" (HALS) to evaluate and measure the merits of razing the structure.

1-1.6.6 Procedures for the Identification and Protection of Historic Resources

By 2015, the City shall amend its Land Development Code to include updated procedures for the identification and protection of historic resources.

1-1.7. OBJECTIVE: Development and Redevelopment of the Downtown Area

Continue to develop the new downtown area and redevelop the old downtown area to provide a gathering place, revitalize the historic town center, and link the old and new residential areas of the City, which constitute the center of the Downtown Core.

Measure: The City shall approve development and redevelopment in accordance with the Downtown Mixed-Use future land use classification in Policy 1-1.1.2 and the Mixed-Use District Regulations of the Land Development Code.

Policies:

1-1.7.1 Emphasis on Bicycle/Pedestrian Orientation and Access

The City shall encourage the redevelopment and development of the old downtown area and new downtown area to include mixed land uses, and a high degree of multimodal transportation mobility, with an emphasis on bicycle/pedestrian orientation and accessibility, and access to transit facilities.

1-1.7.2 City of Oviedo Downtown Master Plan

The City of Oviedo Downtown Master Plan, adopted by City Council on October 21, 2002, as may be amended from time to time, should be used to guide development and redevelopment activities in the old downtown area and new downtown area, as identified on Map 1-2.1. However, the specific uses and location of uses identified in the Downtown Master Plan may be adjusted to accommodate specific development proposals. An equivalency table may be developed, and implemented through the City's Land Development Code, to allow for an exchange between densities and intensities of development to provide for innovative design and changing market conditions. However, development should not be permitted that does not meet the intent and form and function of the adopted Downtown Master Plan. All development within the Downtown Mixed Use District shall be consistent with the Comprehensive Plan.

1-1.7.3 Coordination with Seminole Way Economic Development Planning Efforts

The City shall coordinate downtown redevelopment and Seminole Way economic development planning efforts, and consider expanding its definition of the Downtown Area to include the SR 417/Central Florida GreeneWay Corridor.

1-1.8. OBJECTIVE: Protection of the City's Natural Resources

To protect the City's natural resources through land acquisition requiring conservation easements over wetlands, flood plains, and Federal and State protected habitat areas, and providing for adequate review and analysis of development proposals.

Measure: The City shall protect natural resources through land acquisition, requiring conservation easements over environmentally sensitive lands, and requiring proposed development to protect environmentally sensitive lands through compliance with the Comprehensive Plan and Land Development Code.

Policies:

1-1.8.1 Econlockhatchee River Protection Zone

The City shall declare land encompassed by the Econlockhatchee River Protection Zone (as defined in Conservation Element Map 5-1 and Policy 5-1.2.4) to be a natural resource of both regional and local significance and preserve it in accordance with the City and State protection regulations.

1-1.8.2 Coordination with Other Agencies

The City shall coordinate with Seminole County, the St. Johns River Water Management District (SJRWMD), and the Florida Department of Environmental Protection (FDEP) to regulate, protect and acquire natural resources, by

exchanging information, combining financial commitments and resources when appropriate and requiring review and permitting of development proposals.

1-1.8.3 Well Field Protection Zones

The Public Utilities Map Series shall incorporate well field protection zones for each of the City's potable water wells, and development shall be restricted.

1-1.8.4 Environmentally Sensitive Areas

The environmentally sensitive areas depicted in the Future Land Use Maps 1-4, 1-5, and 1-6 shall serve as indicators to identify potential wetland and flood plain, and soils areas of special concern. No new development may be approved in this area unless the following can be demonstrated through a field data analysis conducted during the land development review process by a professional biologist for wetland determination, or a registered engineer or surveyor for flood plain determination. The determination of wetland boundaries shall be the criteria and procedures currently implemented by the St. Johns River Water Management District (SJRWMD), Florida Department of Environmental Protection (FDEP), and/ or United States Army Corp of Engineers (USACOE) and shall be the most landward of the agency established criteria. The City shall rely upon the wetland delineation field determinations by the SJRWMD, FDEP, and/or USACOE in the form of written documentation from the regulatory agency (a letter stating the date and results of the on-site inspection, a permit, or a binding jurisdictional determination based on a complete on-site inspection) along with a signed and sealed wetland survey. Conservation easements or dedication of post-development flood prone areas, preserved habitat (with agency approved management plan incorporated, if applicable for listed species), post-development upland buffers, and wetland areas (including created mitigation areas) shall be required by the City as a limitation to future development and disturbance and shall be shown on the 2025 Future Land Use Map as Conservation.

- A. The property does not actually lie within the 100-year flood plain or contain viable wetlands.
- B. There is no disturbance of wildlife habitat
- C. There is no loss of flood storage capacity.
- D. There is no disturbance of native vegetation.
- E. There is no negative impact on natural resources OR
- F. There is a clear demonstration of overriding public concern that necessitates disturbance or alteration and there is no feasible alternative. Mitigation will be required if this disturbance or alteration is approved in accordance with the permit condition requirements of the St. John's River Water Management District (SJRWMD), Florida Department of Environmental Protection (FDEP), or United States Army Corps of Engineers (USACOE). In such cases, impacts to wetlands and flood plains

shall be kept to the minimum feasible disturbance or alteration, while preserving the functional viability, hydrologic regime, and habitat function, to the maximum extent feasible.

1-1.8.5 Wetlands and Areas below the 100-Year Flood Elevation

Jurisdictional wetlands and areas below the 100-year flood elevation shall not constitute land area for the purposes of fulfilling minimum lot sizes.

1-1.8.6 Wetlands Evaluation and Regulation

The City shall pursue an Interlocal agreement with Seminole County for wetlands evaluation and regulation of areas outside the jurisdiction of the St. Johns River Water Management District (SJRWMD).

1-1.9. OBJECTIVE: Availability of Suitable Land for Utility Facilities

To ensure the availability of suitable land for utility facilities necessary to support proposed development by identifying future utility land use and service needs.

Measure: The City shall ensure the availability of suitable land for utility facilities necessary to support proposed development through the development review process and coordination with utility service providers.

Policies:

1-1.9.1 Needs Assessment of Essential Services

The City shall require that all development proposals include a needs assessment of essential services. If necessary, development proposals shall provide suitable land for utility facilities to support the proposed development.

1-1.9.2 Future Planning and Programming

The City shall submit annual reports to designated utilities and entities providing essential services to the City to aid in future planning and programming.

1-1.9.3 Easements for Future Well Fields

The City shall continue to evaluate all development requests and secure easements over areas that could be used for future well fields.

1-1.9.4 Public Lands and Institutions Zoning for Public Utilities

Public utilities which provide essential services to existing and future land uses authorized by this plan shall be permitted in all land use categories as PLI zoning or as special exceptions in appropriate districts provided that established residential areas are not disrupted and that any potential incompatibility is mitigated. Public Utilities are defined as enterprises providing an essential service and regulated by state or federal utility commissions, or services owned, franchised, or permitted by this local government.

1-1.10. OBJECTIVE: Availability of Public Services and Facilities
To ensure that adequate public services and facilities are available concurrent with development impact to maintain established levels of service.

Measure: The 2025 Future Land Use Map and the Five-Year Capital Improvements Plan shall be reviewed annually to ensure that adequate facilities are available or funded to serve the designated land uses.

Policies:

1-1.10.1 Funded Improvements of the Five-Year Capital Improvements Plan (CIP)

If development needs and services precede the funded improvements of the Five Year Capital Improvements Plan, the developer shall be responsible for installing the required improvements as a condition of plan approval. Committed funds will be reimbursed to the Developer in accordance with the Five-Year Capital Improvement Plan up to, but not exceeding, the actual construction cost of the completed improvement. If a required improvement is not included in the Five-Year Capital Plan, the developer shall not be eligible for reimbursement, and shall bear the total cost of the required improvement.

1-1.10.2 Private Investment in Infrastructure Improvements

The City shall require private investment in infrastructure improvements above and beyond specific Land Development Code criteria whenever and wherever these improvements are needed to accommodate the development and minimize the public cost of growth. These improvements may include, but not be limited to right-of-way (ROW) transit easement dedication, transit stops or shelters, signalization, access roads, sidewalks, bicycle lanes, multiuse paths, water, sewer, drainage, and recreation facilities, etc.

1-1.11. OBJECTIVE: Pedestrian-Oriented and Context-Sensitive Urban Design Concepts

To assist and encourage developers to incorporate contextually-sensitive and pedestrian-oriented urban design concepts into development proposals.

Measure: The number of new developments that incorporated preferred urban design features into projects as a result of coordination with the City, compared to the number of new developments approved during the same period.

Policies:

1-1.11.1 Urban Design Guidelines

The City shall develop and implement Urban Design Guidelines in order to illustrate preferred development concepts and types.

1-1.11.2 Incentives to Encourage Pedestrian-Oriented and Context-Sensitive Urban Design

The City shall provide incentives through its Land Development Code and other appropriate mechanisms in order to encourage urban design characteristics that create pedestrian-oriented landscapes, particularly within the multimodal mobility areas. Incentives may include, but are not limited to, density bonuses, relaxation of parking requirements, and expedited review processing.

1-1.11.3 Pedestrian-Oriented and Context-Sensitive Design Characteristics

Pedestrian-oriented and context-sensitive urban design characteristics include, but are not limited to the following: Buffering pedestrians from traffic by on-street parking, and/or landscaping in such a way that does not create a barrier to walking; Building design promoting increased walkability by providing a sense of vertical enclosure on streets through minimal front setbacks, similar building heights, colors, and materials, street trees, and buildings with non-residential uses on the ground level; Non-residential, ground level uses with largely transparent (windows and door_openings) façades with a primary entryway oriented towards the public right-of-way or public open space; Shaded structures and/or awnings over the public right-of-way; Façades with articulation and well-proportioned and separate areas or bays, to reduce the presence of blank walls at street level.

1-1.12. OBJECTIVE: Full Service Community

To be a full service community for a lifetime by addressing the unique needs and challenges of residents and households at all stages of life, and ensuring access to individuals of varying abilities and stages of life to housing, public spaces, community facilities, places of employment and commercial establishments.

Measure: The provision and use of incentives for the provision of a range of housing types appropriate to various age and needs groups; the percentage increase in mixed use development acreage compared to the percentage increase of single use development acreage, and; a housing stock inventory that demonstrates the availability of housing that is affordable and appropriate to households of different income levels and needs groups relative to demand.

Policies:

1-1.12.1 Ancillary Units in Residential and Mixed-use Areas

The City shall provide for granny-flats, mother in law-suites, accessory apartments, and other forms of ancillary units as permitted uses in residential and mixed-use areas without the need for special exception use orders.

1-1.12.2 Provision of a Range of Housing Types

In the review and approval of new residential developments, the City shall encourage and provide incentives for the provision of a range of housing types appropriate to various age and needs groups, including families with children, multi-generational housing, young and/or single adults, empty nesters, and senior citizens. Incentives may include, but are not limited to, density bonuses,

relaxation of parking requirements, and expedited review processing.

- 1-1.12.3 Architectural Building Standards**
The City shall implement architectural building standards to ensure that interior features are accessible and safe to all ages.
- 1-1.12.4 Access to Various Transportation Modes**
The City shall coordinate with the appropriate agencies and developers to implement strategies to provide persons and households at various life stages and abilities with access to appropriate transportation modes, including pedestrianism, bicycles, automobiles, mass transit, and special needs transportation.
- 1-1.12.5 Access to Health Care Facilities**
The City shall seek to ensure timely access to health care facilities by providing for the location of such facilities within its boundaries, and implementing economic development strategies to foster the development, location or relocation of existing or new health care related industries and facilities.
- 1-1.12.6 Healthy Living through Age Appropriate Recreational Opportunities**
The City, through its recreational programming, regulation of land use, and development approval processes, shall seek to provide opportunities to pursue healthy living through age appropriate recreational opportunities.
- 1-1.12.7 Education, Recreation, Arts and Culture, and Leisure Activities**
The City shall seek to ensure opportunities for education, recreation, arts and culture, and leisure activities for residents and households of various age and interest groups.
- 1-1.12.8 Public Health Implications of Development and Redevelopment Proposals**
The City shall consider the public health implications of development and redevelopment proposals in its review and planning processes.
- 1-1.12.9 Protocol for Assessing Community Excellence in Environmental Health (PACE-EH)**
The City shall evaluate the feasibility of implementing a local Protocol for Assessing Community Excellence in Environmental Health (PACE-EH) demonstration project by 2015 in coordination with the State and Seminole County Health Department.
- 1-1.13. OBJECTIVE: Reduction of the Negative Environmental Impacts of Development and Redevelopment**
To reduce the negative environmental impacts of development and redevelopment by encouraging the implementation of low impact development techniques, the promotion of land use and transportation connectivity through compact development patterns, and green building standards.

Measure: The adoption and implementation of low impact development techniques, compact development patterns, and green building standards into and through the land development regulations, building code, and Code of Ordinances

Policies:

1-1.13.1 Reduction of Building Footprints

The City, through its land development regulations and development review processes, shall seek to reduce building footprints where practical and appropriate, and locate building sites away from environmentally sensitive areas.

1-1.13.2 On-site Mitigation of Impacts

The City shall ensure that development and redevelopment provides for the on-site mitigation of impacts where possible.

1-1.13.3 Energy Conservation and Greenhouse Gas Reductions

The City shall promote energy conservation through the implementation of more compact land use patterns, which contribute to reductions in vehicle miles traveled and greenhouse gas emissions, by supporting infill and redevelopment to diversify land uses within the multimodal mobility areas. Strategies may include, but shall not be limited to, pedestrian-oriented community and urban design characteristics, promoting the use of walking, bicycling, and transit by City residents, and requiring pedestrian-oriented and context-sensitive site design and building techniques, and drought-tolerant native landscaping.

1-1.13.4 Energy Efficient Electric Power Generation and Transmission Systems

Electric substations shall be permitted in all Future Land Use Districts except Conservation. The City shall implement land development regulations to accommodate and protect existing and future energy efficient electric power generation and transmission systems, including right-of-way protection, allowing substations and transmission lines in Future Land Use and zoning districts, and other mechanisms.

1-1.13.5 Water Conservation

The City shall promote water conservation through landscaping irrigation, alternative water source, reuse water and building design.

1-1.13.6 Use of Environmentally Friendly Building Practices and Techniques

In the review and approval of new residential developments, the City shall encourage and provide incentives for the use of environmentally friendly building practices and techniques. Incentives may include, but are not limited to, density bonuses, relaxation of parking requirements, and expedited review processing.

1-1.13.7 Green Building Ordinance and Neighborhood Development Rating System

By 2012, the City shall adopt a Green Building Ordinance and a related

certification program for development and redevelopment, including the development of a Neighborhood Development Rating System that integrates the principles of smart growth, urbanism and green building into a national system for neighborhood design. The City's ability to meet that target date will depend on the financial feasibility of conducting the required studies and data and analysis given current economic constraints, and the State's adoption of final Rules into the Florida Administrative Code.

1-1.13.8 Community and the Urban Environment

The City shall emphasize and enforce the principles of human-scaled, walkable neighborhoods and environments through the continued enforcement of the Land Development Code, specifically any adopted design manuals and standards associated with specific districts within the City.

1-1.13.9 Efficient Use of Resources

The efficient use of natural resources, including energy supplies, shall be accomplished through the application of compact development patterns, energy-efficient building and site design, the application of mixed land uses, and support of multimodal transportation options.

1-2. GOAL: THE CITY WILL BE A FULL SERVICE COMMUNITY BY 2025, WITH A DIVERSE, VIBRANT AND SUBSTANTIAL ECONOMIC BASE THAT: PROVIDES EMPLOYMENT OPPORTUNITIES; IMPROVES ACCESS TO GOODS, SERVICES, ARTS, CULTURE AND ENTERTAINMENT; CREATES WEALTH; EXPANDS ECONOMIC STABILITY AND SELF-SUFFICIENCY, AND; DIVERSIFIES THE TAX BASE.

1-2.1. OBJECTIVE: Attraction of High Quality, High Value Industries and Businesses

To attract high quality, high value industries and businesses to appropriate areas, including but not limited to the SR 417/Central Florida GreeneWay Corridor, Alafaya Trail, Downtown, and Westgate areas as defined in the "Strategic Economic Development Plan for the City of Oviedo, FL".

Measure: The number of new businesses created within or attracted to relocate to the City as a result of economic development initiatives and programs.

Policies:

1-2.1.1 Designation of Lands to Support and Implement Economic Development

The City shall ensure that the designation of lands on the Future Land Use Map is compatible with, allows and encourages the full range of uses required to support and implement economic development in appropriate locations.

1-2.1.2 Incentives to Attract Commercial and Industrial Uses

The City shall develop and implement a program of incentives to attract commercial and industrial uses, particularly in the "Finance and Insurance" and

“Professional, Scientific and Technical Services” sectors, to appropriate sites. Incentives may include, but are not limited to, financial incentives, development incentives, impact fee and utility rate reductions, and tax break incentives.

1-2.1.3 Mitigation of Regulatory Barriers to Economic Development,
The City shall work with the private sector to identify and mitigate regulatory barriers to economic development, to the extent that the removal of these barriers does not diminish the public health, safety and welfare, quality of life, or achievement of other goals, objectives and policies of the Comprehensive Plan.

1-2.1.4 Licensing and Permitting Center for New Business
The City shall consider the establishment of a “one-stop shop” licensing and permitting center for new business wishing to locate in the City, with a particular focus on businesses in the targeted industry sectors of “Finance and Insurance” and “Professional, Scientific and Technical Services”.

1-2.1.5 Availability of Grant Funding to Support New Business
The City shall seek opportunities to make grant funding available to support new business development activities.

1-2.2. OBJECTIVE: Retention of Existing Businesses in the City
To retain and support existing business in the City.

Measure: The number of businesses who took advantage of incentives, grants and/or other forms of technical assistance, including one-stop permitting.

Policies:

1-2.2.1 Incentives Program for Existing Businesses
The City shall develop a program of incentives available to existing businesses to assist in retention, expansion, and the creation of new employment opportunities. Incentives may include, but are not limited to, financial incentives, development incentives, and tax break incentives.

1-2.2.2 Mitigation of Regulatory Barriers that Inhibit Existing Businesses
The City shall work with the private sector to identify and mitigate regulatory barriers that inhibit the retention and expansion of existing businesses, to the extent that the removal of these barriers does not diminish the public health, safety and welfare, quality of life, or achievement of other goals, objectives and policies of the Comprehensive Plan.

1-2.2.3 Licensing and Permitting Center for Existing Business
The City shall consider the establishment of a “one-stop shop” licensing and permitting center to assist existing businesses in the City as appropriate.

1-2.2.4 Technical Assistance to Existing Businesses
The City shall provide technical assistance, as appropriate, to existing businesses in order to assist in the development of retention and growth strategies.

1-2.2.5 Availability of Grant Funding to Support Existing Business
The City shall seek opportunities to make grant funds available to assist qualified local businesses.

1-2.3. OBJECTIVE: City as a Prime Location for the “Finance and Insurance” and “Professional, Scientific and Technical Services”.
To position the City as prime location for new and existing businesses, particularly in “Finance and Insurance” and “Professional, Scientific and Technical Services”.

Measure: The number of new businesses in targeted sectors created within or attracted to relocate to the City as a result of economic development initiatives and programs.

Policies:

1-2.3.1 Promotion Strategies
The City shall coordinate with the private sector, business organizations such as chambers of commerce, and economic development organizations in the development and implementation of strategies and materials to market the City as a prime location for business and economic development.

1-2.3.2 Enhancement of the City’s Technological Capacities
The City shall implement and/or support projects that enhance its technological capacities in order to provide a competitive advantage in attracting businesses in targeted economic sectors, and improve the business environment for new and existing businesses.

1-2.3.3 Availability of Grant Funding to Support Economic Development
The City shall seek opportunities to make grant funds available for economic development activities.

1-2.3.4 Workforce Development, Training and Expansion
The City shall work with the appropriate agencies and institutions, including the University of Central Florida, Seminole State College, Workforce Central Florida, and Seminole County Public Schools, in the development, implementation and expansion of workforce development, training and expansion programs and curriculums.

1-2.3.5 Availability of and Access to Housing, Transportation and Day Care
The City shall coordinate with the private sector and other agencies in the development and implementation of programs to maintain and improve the quality of life for the workforce, including ensuring the availability of and access to housing, transportation and day care.

FUTURE LAND USE MAP SERIES

Map 1-1	City of Oviedo-Seminole County Joint Planning Area
Map 1-2	2025 Future Land Use Map
Map 1-2.1	Ordinance No. 1031
Map 1-2.2	City of Oviedo Downtown Mixed Use Sub-Area Map
Map 1-3	Existing Road Network
Map 1-4	Areas Subject to Flooding
Map 1-5	Soils Map
Map 1-6	Wetlands Map
Map 1-7	Recreational Facilities
Map 1-8	2025 Multimodal Mobility Areas
Map 1-9	Energy Conservation Map

INTERPRETATION OF LAND USE DISTRICT BOUNDARIES

Except as otherwise specifically provided, the Land Use designation shown within boundaries on the 2025 Future Land Use Map indicates that Land Use regulations pertaining to the Land Use extend through the whole area surrounded by the boundary line. Where uncertainty exists as to the boundaries of any land use shown on said maps, the following rules shall apply:

- 1) Where boundaries are indicated as approximately following street and alley lines, land lot lines, or military district lines, such line shall be construed to be the boundary.
- 2) In un-subdivided property or tracts, where a Land Use boundary divides a tract, the location of such boundaries shall be determined by use of the scale appearing on the Official Land Use Map.
- 3) Where a public road, street, or alley is officially vacated or abandoned the regulations applicable to the property to which it is reverted shall apply to such vacated or abandoned road, street, or alley.
- 4) Where boundaries are so indicated that they are approximately parallel to the center lines or street lines of streets, or to the central lines of alley line or alleys, or the center lines of right-of-way lines of highways, such boundaries shall be construed as being parallel thereto and boundaries shall be determined by use of the scale appearing on the Official Land Use Map.
- 5) Conservation District boundaries must be field verified on an individual basis through thorough site analysis.

INTERPRETATION OF ENVIRONMENTAL OVERLAY BOUNDARIES

The areas designated on the Environmental Overlay encompass wetland and 100-year flood plain areas. The boundaries are generalized and must be verified on an individual basis through thorough site analysis.

INTERPRETATION OF MULTIMODAL MOBILITY AREA BOUNDARIES

- 1) Corridor Districts include all parcels with direct frontage (parcel boundary adjacent to the right-of-way) to the roadway, as well as any parcels with direct pedestrian access to the roadway via alleyway, sidewalk, path, etc. up to one thousand (1,000) feet from the road right-of-way.
- 2) Area Districts (Core and Gateways), include those parcels shown on the boundary. If the area district boundary is a street, then the boundary shall include parcels adjacent to the roadway right of way on both sides.

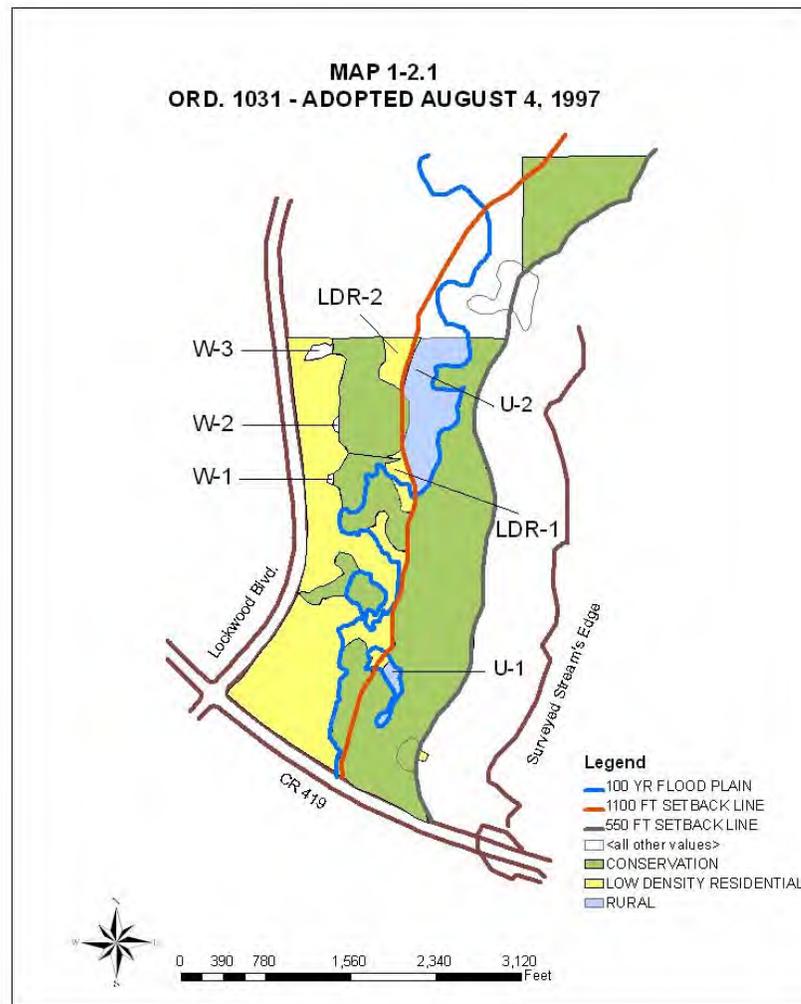
APPENDIX 1-A (CPA 95-2 Remedial Amendment; Ord. No. 1031, 8/4/97)

STIPULATED CONDITIONS FOR FUTURE LAND USE AMENDMENT CPA 95-2

1. The subject property shall be developed as a planned unit development in accordance with the City's Comprehensive Plan and Land Development Regulations.
2. A portion of the property located at the intersection of C.R. 419 and Lockwood Boulevard may be developed for commercial purposes as part of an approved planned unit development as may be approved by the City, limited to thirty-five percent (35%) of the land area designated as low density residential, as contemplated by Future Land Use Policies 1-1.1.2, except that no industrial land uses nor petroleum fueling facilities will be permitted.
3. No more than fifty (50) residential units total may be developed on the subject property.
4. The conservation land use and the conservation easement provided herein are consistent with the intent to cluster development away from environmentally-sensitive areas as provided in the City's comprehensive plan and land development regulations. A conservation easement in substantially the same form as attached hereto shall be executed by the record owner of the subject property within ninety (90) days following the City's adoption of the remedial amendment and the expiration of any appeal periods, but in any event, prior to any development on the subject property which provides:
 - A. It shall initially be in favor of the City of Oviedo, but upon issuance of environmental resource and management and storage of surface water permits, it shall be conveyed to the St. Johns River Water management District.
 - B. The only activities permitted within the Econlockhatchee River Protection Zone shall be passive recreation, provided further that no domestic animals shall be permitted (including dogs on leash), nor amplified sound shall be permitted.
 - C. Any of the wetlands located within and outside of the Econlockhatchee River Protection Zone may be considered as mitigation areas and reserved in accordance with permit requirements of the St. Johns River Water Management District.
 - D. The only activities permitted in the wetlands outside of the Econlockhatchee River Protection Zone (less and except the three areas identified in Map 1-2.1) shall be passive recreation.
 - E. The only activities permitted in the "rural" land use as depicted on Map 1-2.1 (Parcels U-1 and U-2) shall be passive recreation and compensating storage as required by a permit of the St. Johns River Water

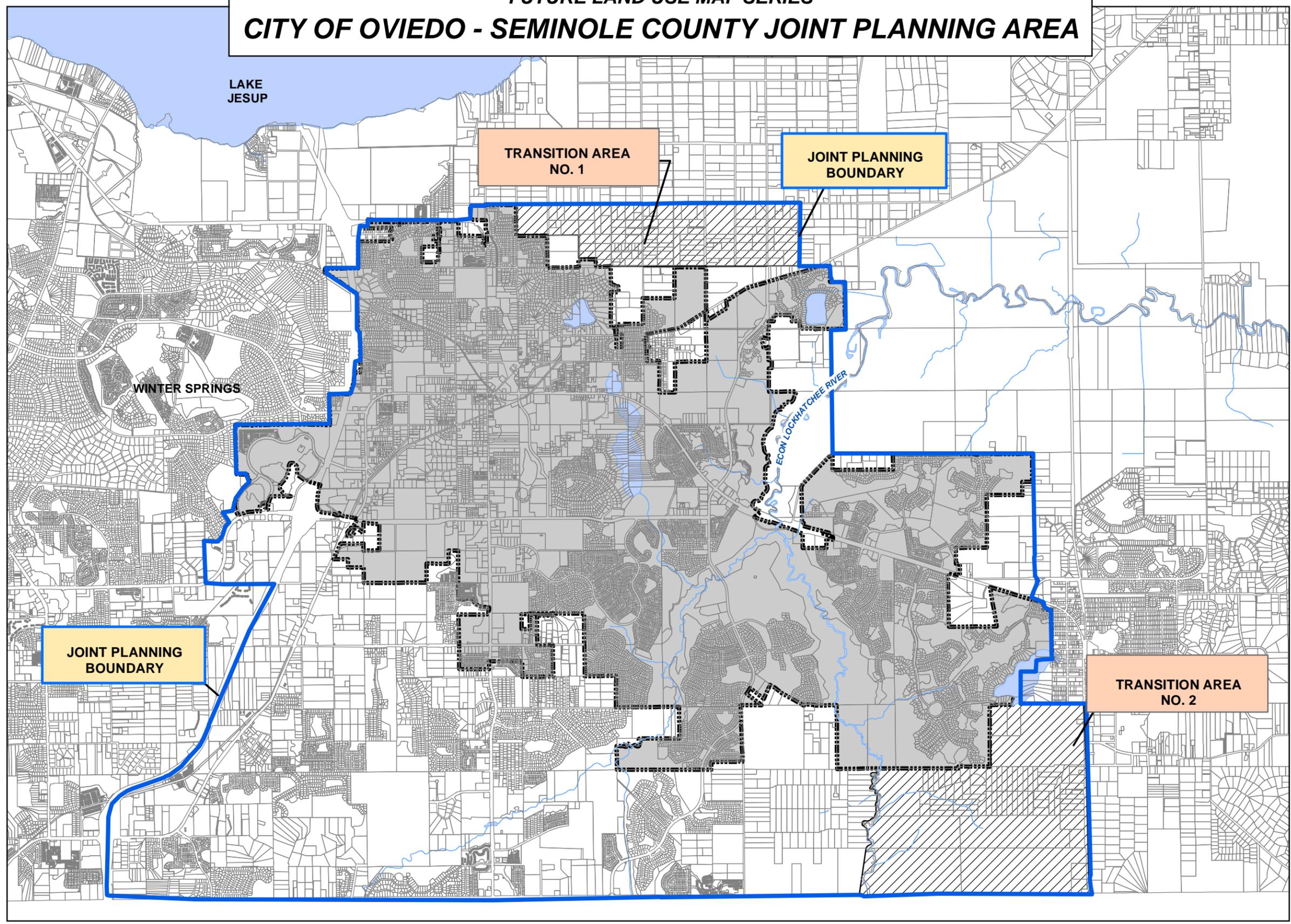
Management District to account for impacts to the 100-year flood plain outside of the Econlockhatchee River Protection Zone.

- A. The only activities permitted in the “low density residential” land use areas LDR-1 (approximately 1.7 acres and LDR-2 (approximately 1.8 acres) as depicted on Map 1-2.1 shall be passive recreation, mitigation, and compensating storage as required by a permit of the St. Johns River Water Management District to account for impacts to the 100-year flood plain outside of the Econlockhatchee River Protection Zone.
- B. “Passive recreation” is defined to include nature trails (up to two (2) acres total clearing for the subject property) and picnic areas (limited to one (1) acre total for the subject property).



[THIS PAGE INTENTIONALLY LEFT BLANK]

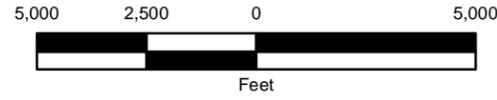
**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
CITY OF OVIEDO - SEMINOLE COUNTY JOINT PLANNING AREA**



Legend

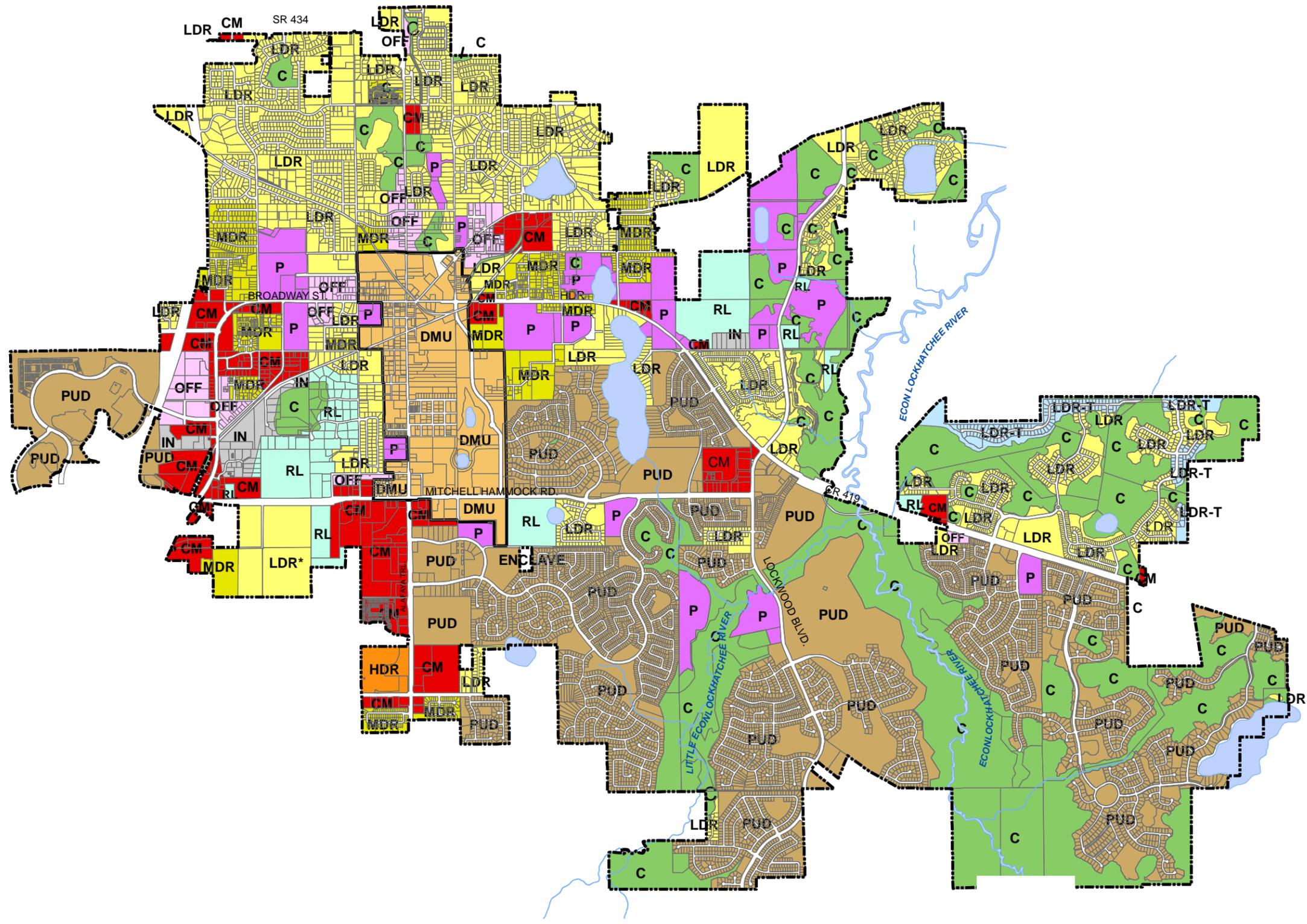
-  JPA BOUNDARY
-  PRIMARY ROADS
-  CITY BOUNDARY
-  TRANSITION AREAS

MAP 1-1



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
2025 FUTURE LAND USE MAP**



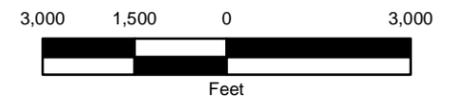
Legend

- OVIEDO CITY BOUNDARY
- OviedoWaterBodies
- PARCELS

FUTURE LAND USE

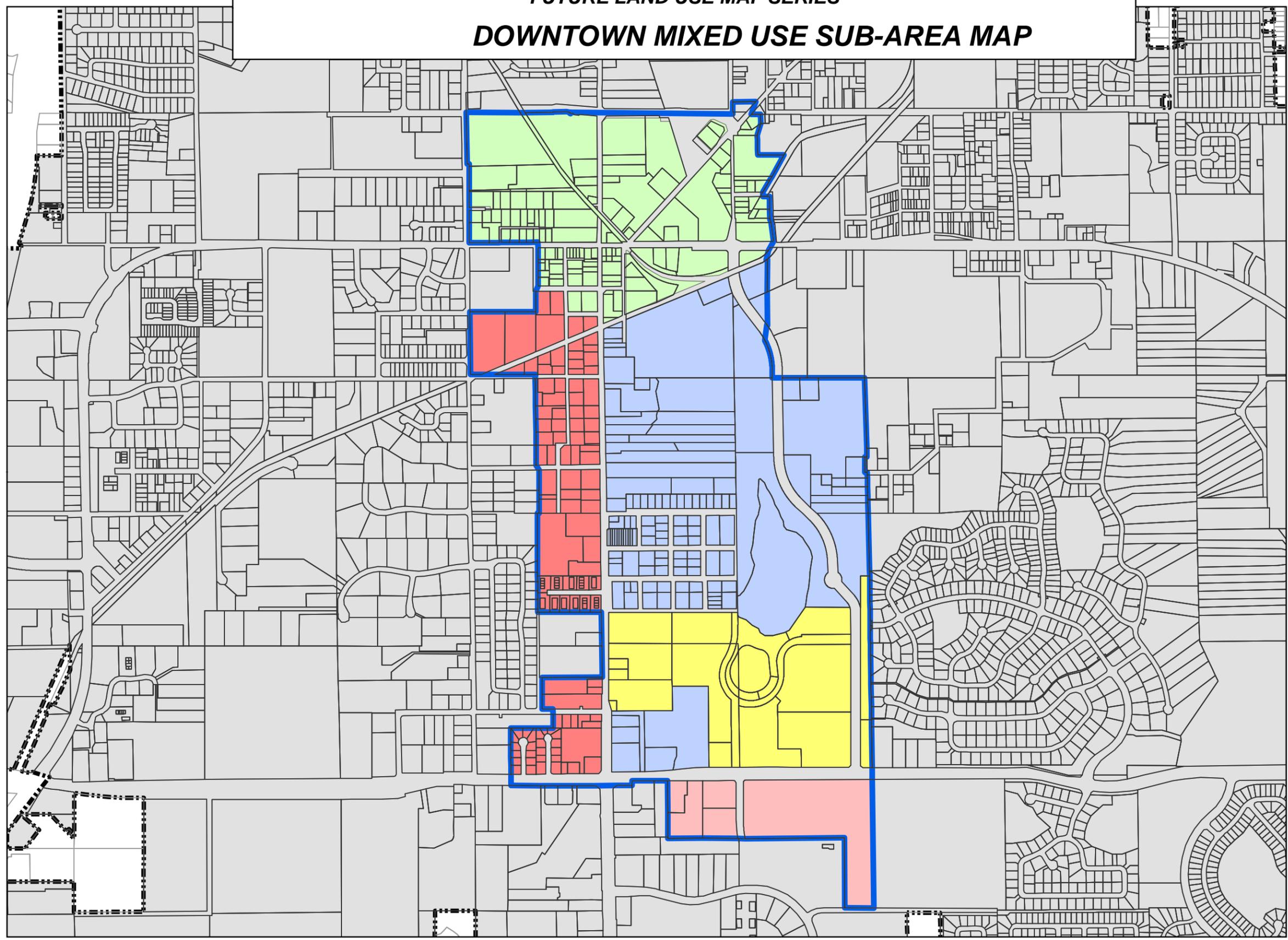
- C
- CM
- DMU
- HDR
- IN
- LDR
- LDR* SEMINOLE CO.
- LDR-T
- MDR
- OFF
- P
- PUD
- RL

MAP 1-2



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
DOWNTOWN MIXED USE SUB-AREA MAP**



- Legend**
- PARCEL
 - OVIEDO CITY BOUNDARY
 - DOWNTOWN MIXED-USE LIMITS
 - DMU Downtown**
 - EAST OF CENTRAL
 - NEW DOWNTOWN
 - OLD DOWNTOWN
 - SOUTH OF MITCHELL HAMMOCK RD
 - WEST OF CENTRAL

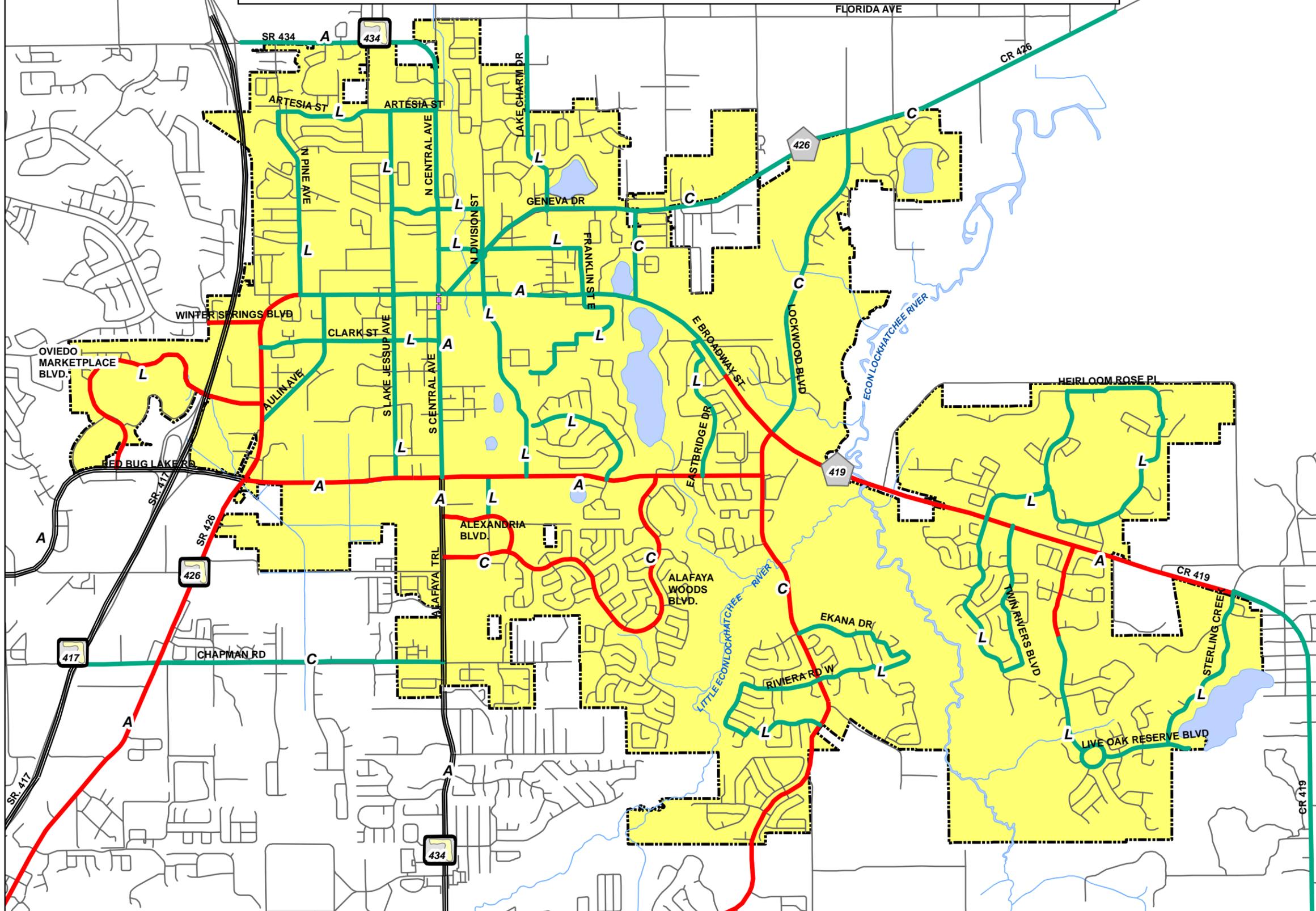
Note: This map shall be used in conjunction with the City of Oviedo Downtown Master Plan as adopted by City Council on October 21, 2002 and may be amended from time to time. The Master Plan includes some areas that are outside of the Downtown Mixed use District Boundary. These areas may be included through amendment to the adopted Downtown Mixed Use District Boundary on the City's Future Land Use Map.

MAP 1-2.2



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
EXISTING ROAD NETWORK**

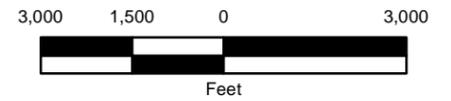


Legend

- STREETS
- LANES**
- 1
- 2
- 4
- 6
- WATER BODIES
- CITY BOUNDARY

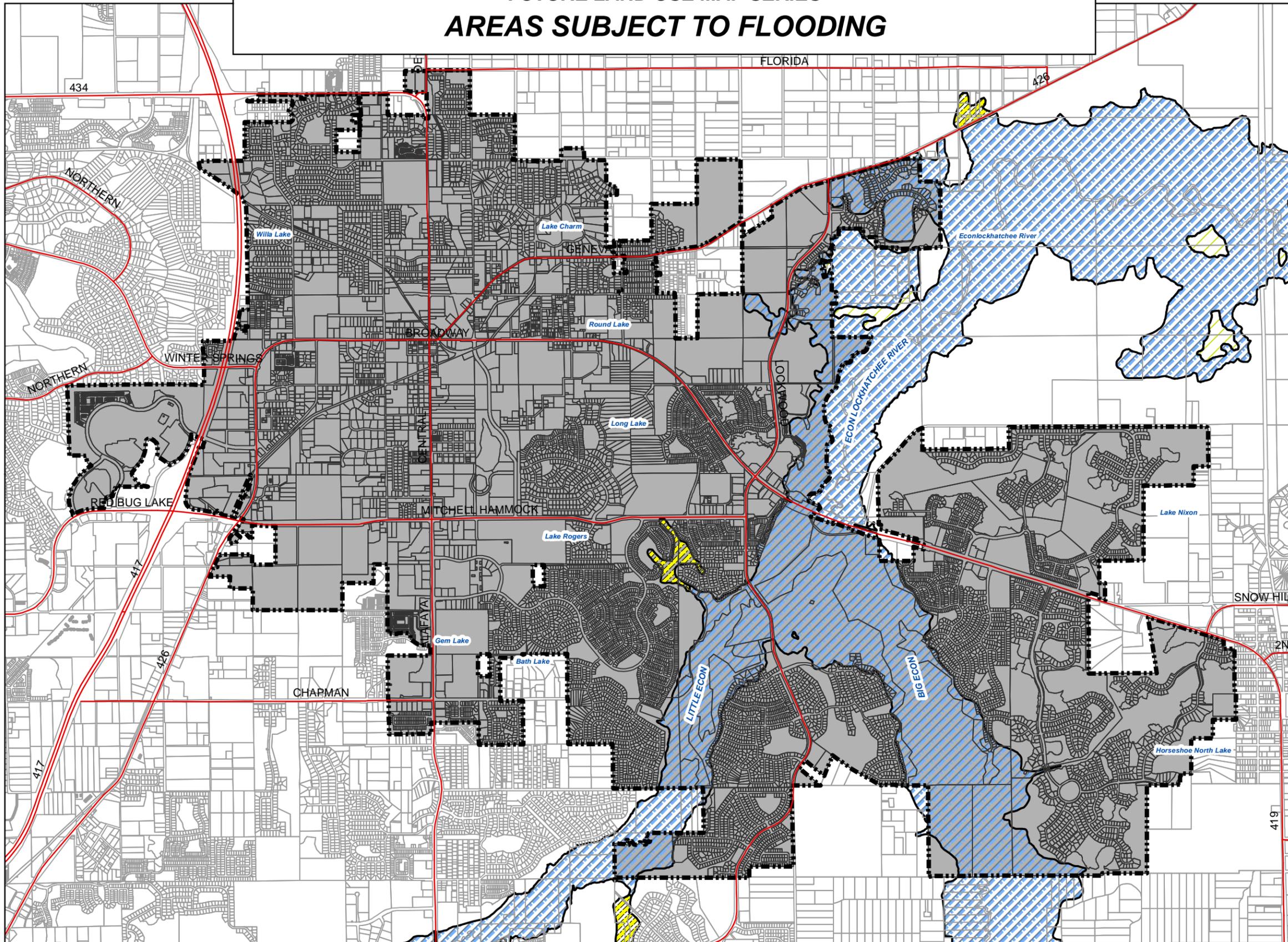
Functional Classification of Roads
 A = Arterial
 C = Collector
 L = Local

MAP 1-3



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
AREAS SUBJECT TO FLOODING**



Legend

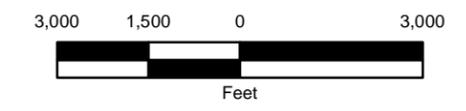
- PRIMARY ROADS
- OVIEDO CITY BOUNDARY
- PARCEL

Flood

- 0.2 Pct annual chance flood
- A - No base flood elevations determined
- AE - Base Flood elevations determined
- AH - Flood depths of 1-3 feet (usually areas of ponding)
- X - Areas determined to be outside 0.2% annual chance floodplain

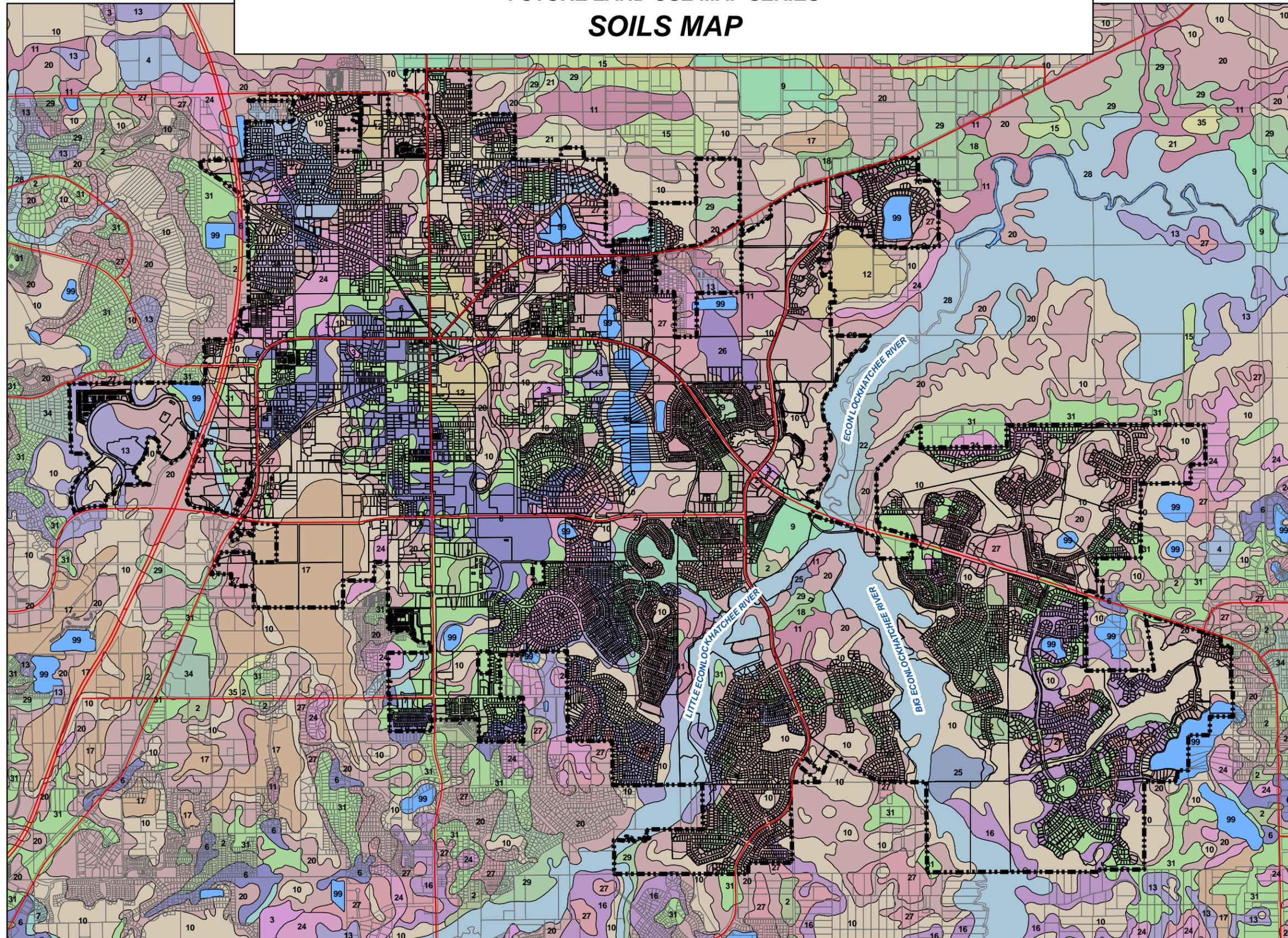
Note: Map identifies areas subject to flooding within the City of Oviedo. This map serves as an "overlay" zone to show areas identified on the Flood Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), September 29, 2007, to be within the 100 - Year Flood Zone. This map is not based on site specific data. If more definitive, on-site information obtained through field analysis demonstrates that a property is not an area as defined in Policy 5-1.2.1 and is accepted by the City and FEMA, the future land use designation of that property will be the land use designation shown on Map 1-2, 2025 Future Land Use

MAP 1-4



[THIS PAGE INTENTIONALLY LEFT BLANK]

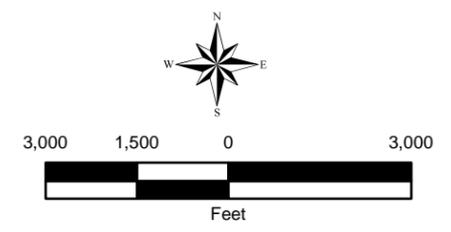
**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
SOILS MAP**



Legend

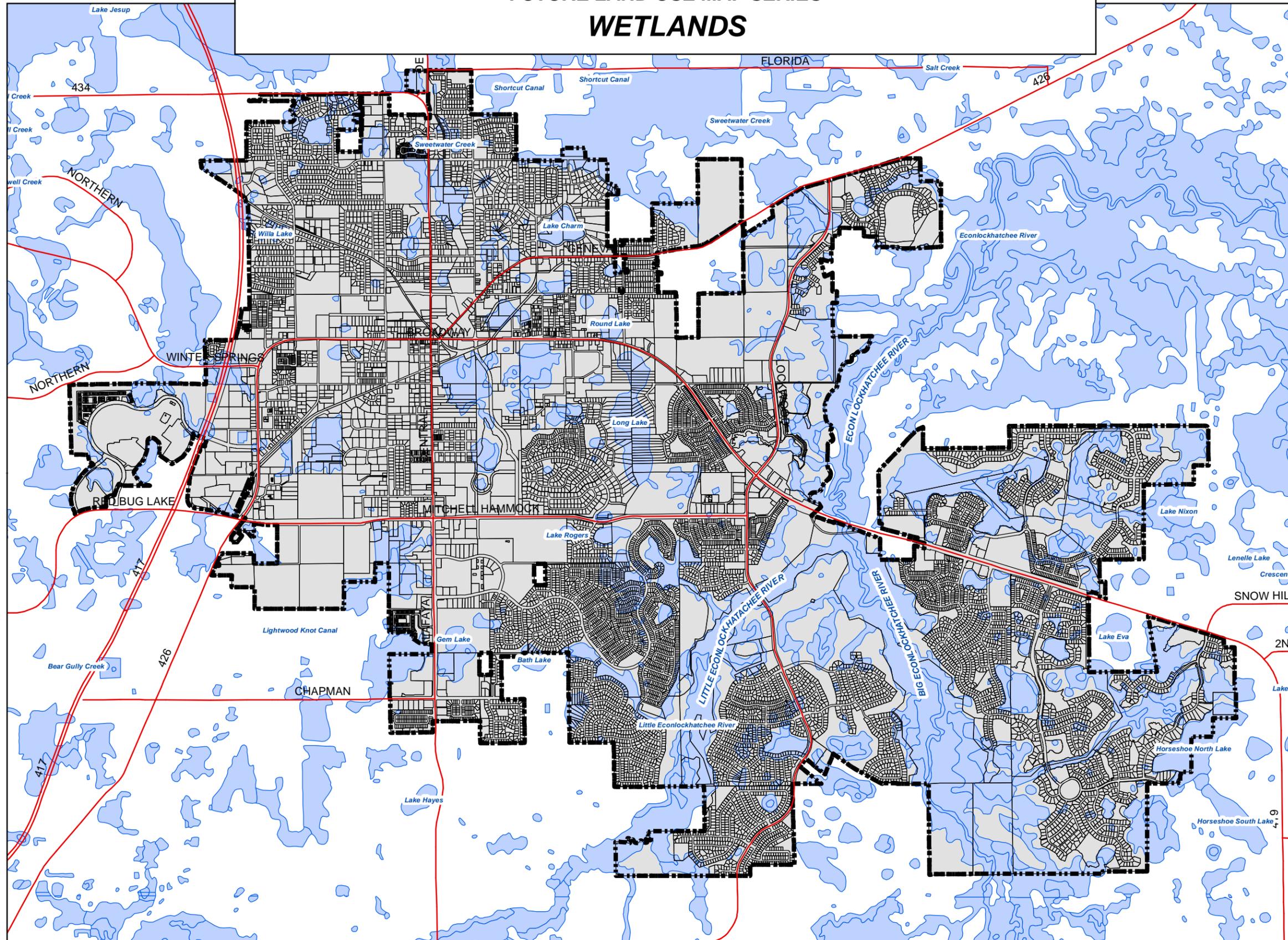
- MAIN ROADS
- OVIEDO CITY BOUNDARY
- PARCEL
- SOILS**
- 2. ADAMSVILLE-SPARR FINE SANDS
- 3. ARENTS, 0 TO 5 PERCENT SLOPES
- 4. ASTATULA FINE SAND, 0 TO 5 PERCENT SLOPES
- 5. ASTATULA FINE SAND, 5 TO 8 PERCENT SLOPES
- 6. ASTATULA-APOPKA FINE SANDS, 0 TO 5 PERCENT SLOPES
- 7. ASTATULA-APOPKA FINE SANDS, 5 TO 8 PERCENT
- 8. ASTATULA-APOPKA FINE SANDS, 8 TO 12 PERCENT SLOPES
- 9. BASINGER AND DELRAY FINE SANDS
- 10. BASINGER, SAMSULA, AND HONTOON SOILS, DEPRESSIONAL
- 11. BASINGER AND SMYRNA FINE SANDS, DEPRESSIONAL
- 12. CANOVA AND TERRA CEIA MUCKS
- 13. EAUGALLIE AND IMMOKALEE FINE SANDS
- 15. FELDA AND MANATEE MUCKY FINE SANDS, DEPRESSIONAL
- 16. IMMOKALEE SAND
- 17. BRIGHTON, SAMSULA, AND SANIBEL MUCKS
- 18. MALABAR FINE SAND
- 19. MANATEE, FLORIDANA, AND HOLOPAW SOILS, FREQUENTLY FLOODED
- 20. MYAKKA AND EAUGALLIE FINE SANDS
- 21. NITTAW MUCKY FINE SAND, DEPRESSIONAL
- 22. NITTAW MUCK, OCCASIONALLY FLOODED
- 23. NITTAW, OKEELANTA, AND BASINGER SOILS, FREQUENTLY FLOODED
- 24. PAOLA-ST. LUCIE SANDS, 0 TO 5 PERCENT SLOPES
- 25. PINEDA FINE SAND
- 26. UDORTHERTS, EXCAVATED
- 27. POMELLO FINE SAND, 0 TO 5 PERCENT SLOPES
- 28. POMANO FINE SAND, OCCASIONALLY FLOODED
- 29. ST. JOHNS AND EAUGALLIE FINE SANDS
- 30. SEFFNER FINE SAND
- 31. TAVARES-MILLHOPPER FINE SANDS, 0 TO 5 PERCENT SLOPES
- 32. TAVARES-MILLHOPPER FINE SANDS, 5 TO 8 PERCENT SLOPES
- 33. TERRA CEIA MUCK, FREQUENTLY FLOODED
- 34. URBAN LAND
- 35. WABASSO FINE SAND
- 99. WATER

MAP 1-5



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
WETLANDS**



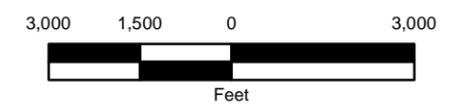
Legend

- MAIN ROADS
- OVIEDO CITY BOUNDARY
- PARCEL
- WETLANDS

Note: This map identifies wetlands areas in the City of Oviedo. This map serves as an "overlay" zone to identify areas in the City where there is a documented potential for wetlands to be present. This map is not based on site specific data. If more definitive, on-site information obtained through field analysis demonstrates that a property is not an area as defined in Policy 5-1.2.1 and is accepted by the City and FEMA, the future land use designation of that property will be the land use designation shown on Map 1-2 2025 Future Land Use Map.

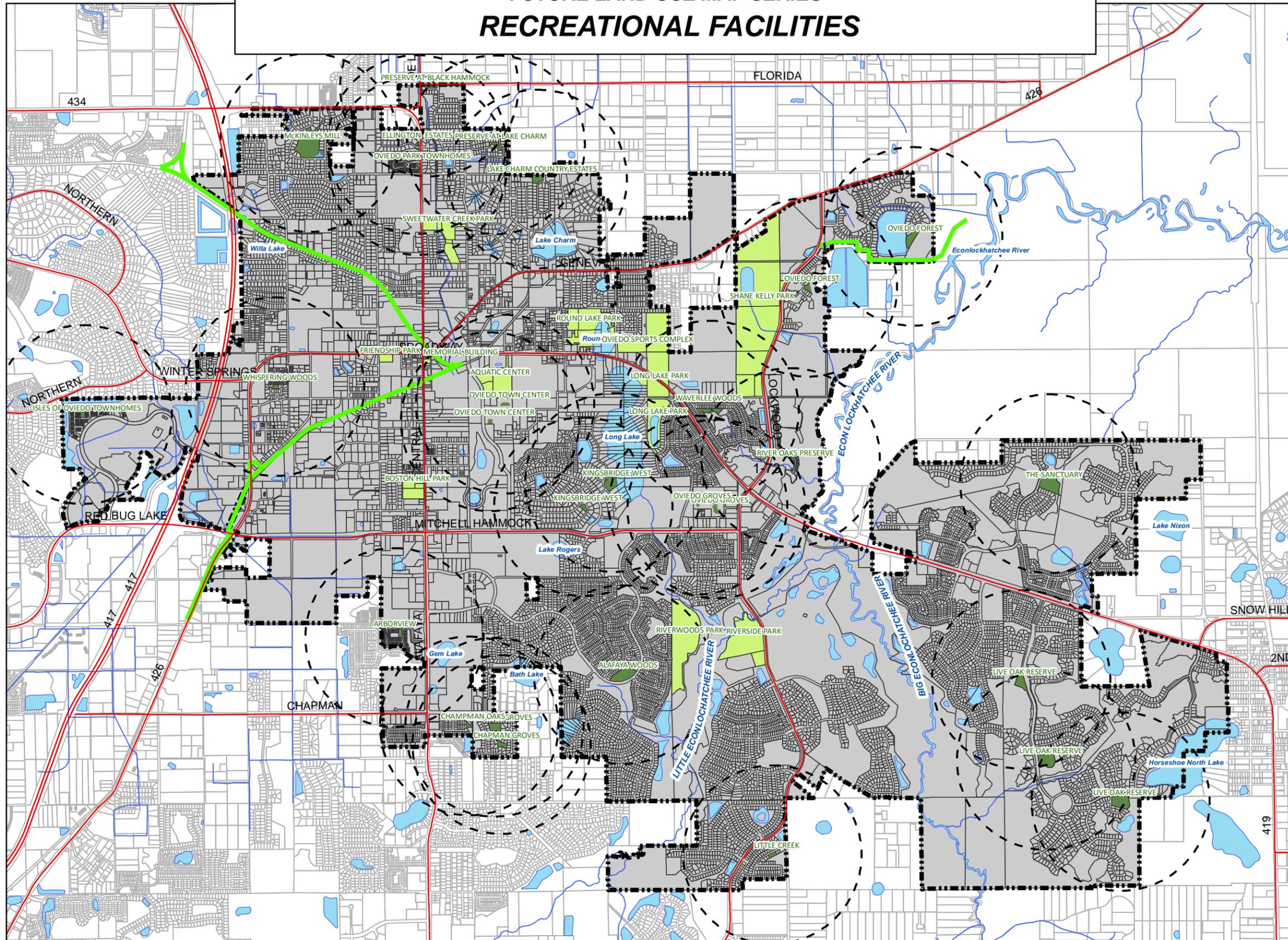
Source: Federal Emergency Management Administration Flood Insurance Rate Maps, Seminole County, GIS.

MAP 1-6



[THIS PAGE INTENTIONALLY LEFT BLANK]

CITY OF OVIEDO FUTURE LAND USE MAP SERIES RECREATIONAL FACILITIES



Legend

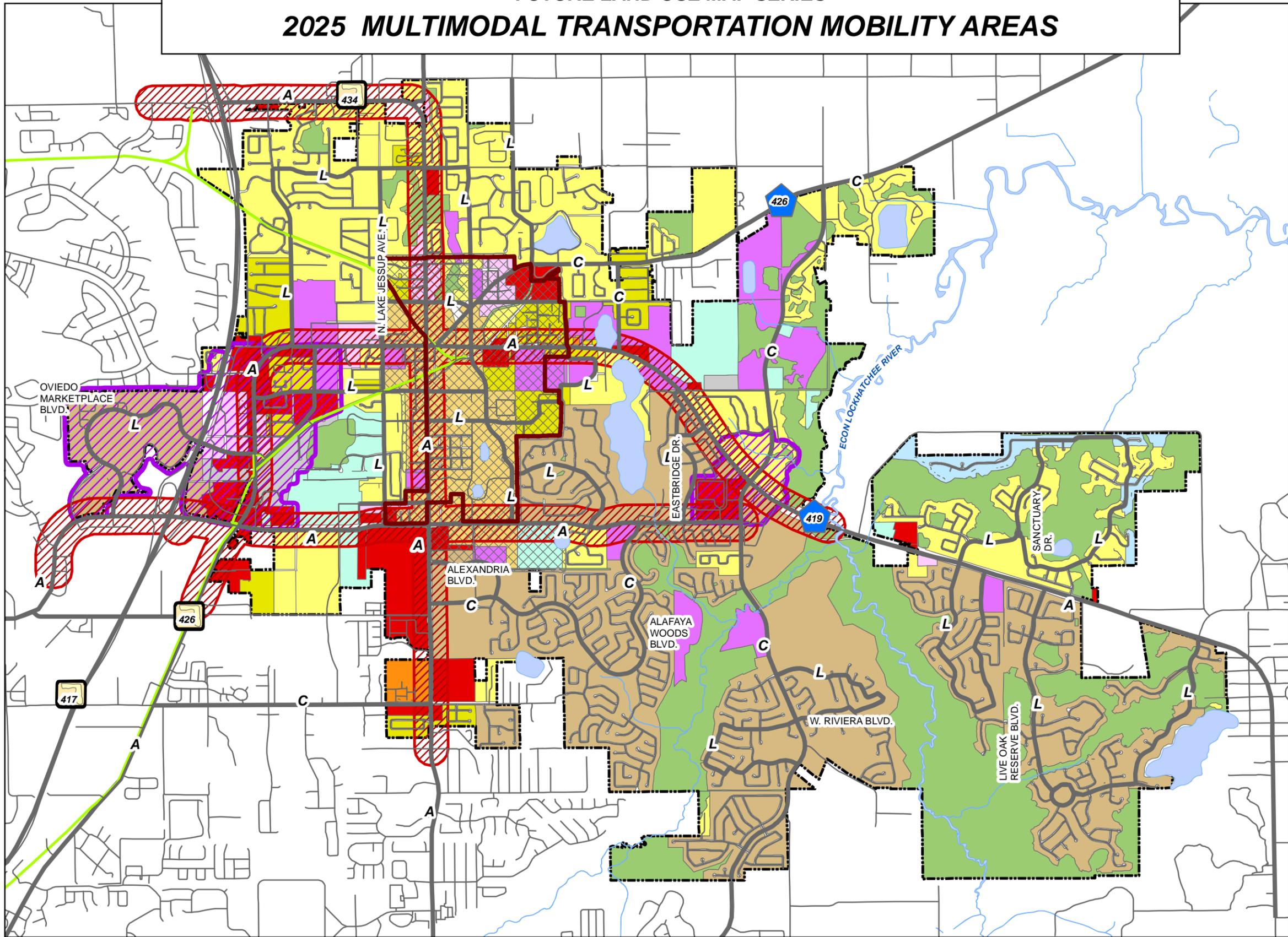
- MAIN ROADS
- TRAILS
- PARCEL
- WATER BODIES
- CITY PARKS
- NEIGHBORHOOD PARKS
- OVIEDO CITY BOUNDARY
- NEIGHB. PARKS 1/2 MILE RADIUS

MAP 1-7



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
2025 MULTIMODAL TRANSPORTATION MOBILITY AREAS**

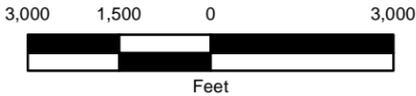


Legend

- CRABoundary
- Cross Seminole Trail
- Primary Streets
- Downtown Core TCEA
- Gateway District Mobility Areas
- Development Corridors
- Oviedo City Boundary
- C
- CM
- DMU
- HDR
- IN
- LDR
- LDR* SEMINOLE CO.
- LDR-T
- MDR
- OFF
- P
- PUD
- RL

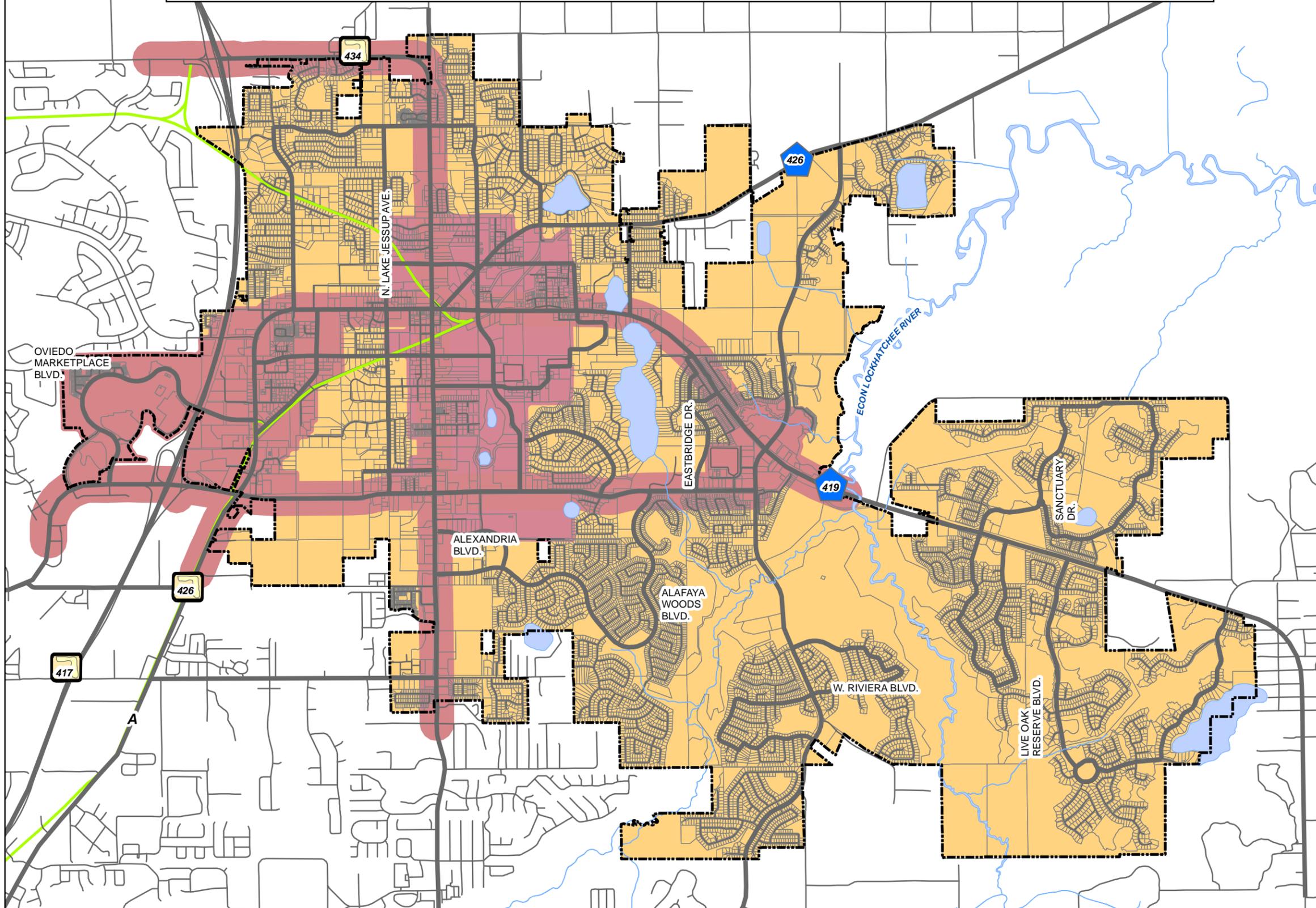
Functional Classification of Roads
 A = Arterial
 C = Collector
 L = Local

MAP 1-8



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
ENERGY CONSERVATION AREAS**

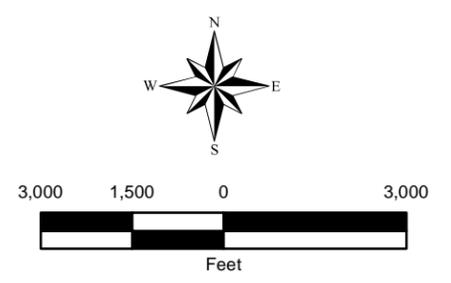


Legend

- Oviedo City Boundary
- Streets
- Main Streets
- Cross Seminole Trail
- Parcels
- Energy Conservation Areas

The Energy Conservation Areas encompass City parcels located in the multimodal development corridors, the gateway districts, and the downtown core.

MAP 1-9



[THIS PAGE INTENTIONALLY LEFT BLANK]

TRANSPORTATION

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

INTRODUCTION	7
2-1 GOAL: PROVIDE FOR A MULTIMODAL TRANSPORTATION SYSTEM THAT MEETS THE EXISTING AND FUTURE TRANSPORTATION NEEDS OF OVIEDO BY: ENCOURAGING BALANCED PEDESTRIAN, MOTORIZED AND NON-MOTORIZED VEHICULAR TRAFFIC THROUGH SAFE, EFFICIENT, AESTHETICALLY PLEASING, FEASIBLE, AND COST-EFFECTIVE IMPROVEMENTS; REDUCING POLLUTION BY ENCOURAGING THE USE OF ALTERNATIVE FUELS AND NON-MOTORIZED TRANSPORTATION MODES, AND; PRESERVING THE QUALITY OF LIFE AND UNIQUE CHARACTER OF THE CITY'S NEIGHBORHOODS THROUGH TRAFFIC CALMING AND OTHER STRATEGIES.	9
2-1.1. OBJECTIVE: TRANSPORTATION MOBILITY	9
2-1.1.1 <i>Land Use and Transportation Strategies.....</i>	<i>9</i>
2-1.1.2 <i>Long Term Strategies</i>	<i>9</i>
2-1.1.3 <i>Development Corridors.....</i>	<i>10</i>
2-1.1.4 <i>Easements for Public Transit Use.....</i>	<i>10</i>
2-1.1.5 <i>Classification of Roads.....</i>	<i>10</i>
2-1.1.6 <i>Roadways Level of Service Standards (LOS).....</i>	<i>11</i>
2-1.1.7 <i>Access Management</i>	<i>11</i>
2-1.1.8 <i>Consistency with FDOT Access Management Policy</i>	<i>11</i>
2-1.1.9 <i>Multimodal Transportation Minimum Quality and Level of Service (Q/LOS) Standards.....</i>	<i>11</i>
2-1.1.10 <i>Schedule for Adoption of Multimodal Quality and Level of Service (Q/LOS) Standards.....</i>	<i>12</i>
2-1.1.11 <i>Multimodal Accessibility in the East Gateway District and Marketplace Gateway District.....</i>	<i>13</i>
2-1.1.12 <i>Transit Service.....</i>	<i>13</i>
2-1.1.13 <i>Vehicular and Bicycle Parking</i>	<i>13</i>
2-1.1.14 <i>On-site Traffic Circulation.....</i>	<i>13</i>
2-1.1.15 <i>Transportation System and Mixed-use Development</i>	<i>13</i>
2-1.1.16 <i>Strategies to Reduce the Number of Vehicle Miles Traveled (VMT)</i>	<i>13</i>
2-1.1.17 <i>Issuance of Development Orders.....</i>	<i>14</i>
2-1.1.18 <i>Analysis of Transportation Impacts</i>	<i>14</i>
2-1.1.19 <i>New Development Transportation Facilities.....</i>	<i>14</i>
2-1.1.20 <i>Transportation Map Series</i>	<i>14</i>
2-1.2. OBJECTIVE: FUNDING FOR TRANSPORTATION PLANS.....	14
2-1.2.1 <i>Identification of Right-of-Way (ROW)</i>	<i>14</i>
2-1.2.2 <i>County, State and Federal Funding</i>	<i>15</i>
2-1.2.3 <i>Donation of Right-of-Way.....</i>	<i>15</i>
2-1.3. OBJECTIVE: COORDINATION OF TRANSPORTATION PLANS WITH OTHER AGENCIES ..	15

2-1.3.1	<i>Seminole County Traffic Projections</i>	15
2-1.3.2	<i>Inter-Agency Coordination</i>	15
2-1.3.3	<i>FDOT and Seminole County Work Programs</i>	15
2-1.3.4	<i>Preliminary Driveway Permits on State and County Roads</i>	15
2-1.3.6	<i>Regional Transportation Projects</i>	16
2-1.3.7	<i>East-West Transportation Improvements</i>	16
2-1.4. OBJECTIVE:	LONG RANGE TRANSPORTATION PLAN	16
2-1.4.1	<i>Transportation Concurrency Exception Area</i>	16
2-1.4.2	<i>Transportation Master Plan</i>	16
2-1.4.3	<i>Planned Roadway Improvements:</i>	16
2-1.4.4	<i>Multimodal Transportation Alternatives</i>	19
2-1.4.5	<i>Multimodal Improvements</i>	20
2-1.4.6	<i>Funding Strategies for Multimodal Transportation Improvements</i>	20
2-1.5. OBJECTIVE:	LOCAL TRAFFIC AND CONNECTIVITY	20
2-1.5.1	<i>Connectivity between Neighborhoods and Other Areas</i>	20
2-1.5.2	<i>Transportation Enhancements for Interconnectivity</i>	21
2-1.5.3	<i>Mitigation of Adverse Impacts on Residential Areas</i>	21
2-1.5.4	<i>Boulevards and Parkway Corridors</i>	21
2-1.5.5	<i>Roadway Extensions</i>	21
2-1.5.6	<i>Street Paving</i>	22
2-1.5.7	<i>Traffic Calming</i>	22
2-1.5.8	<i>Exceptions to Roadway Extensions</i>	22
2-1.6. OBJECTIVE:	REVITALIZATION OF THE DOWNTOWN AREA	22
2-1.6.1	<i>Road Widths</i>	23
2-1.6.2	<i>Trails</i>	23
2-1.6.3	<i>Development and Design Standards</i>	23
2-1.6.4	<i>Transportation Concurrency Exception Area (TCEA) & Multimodal Mobility Areas</i>	23
2-1.6.5	<i>Bicycle/Pedestrian Network</i>	23
2-1.6.6	<i>Street Design Standards</i>	23
2-1.6.7	<i>Transportation Capacity Improvement</i>	24
2-1.6.8	<i>TCEA Effect on the Florida Strategic Intermodal</i>	24
2-1.6.9	<i>Promotion of a Pedestrian Friendly Environment</i>	24
2-1.6.10	<i>Implementation of Pedestrian Initiatives</i>	24
2-1.7. OBJECTIVE:	NON-MOTORIZED TRANSPORTATION ALTERNATIVES IMPROVEMENTS ..	24
2-1.7.1	<i>Bicycle and Pedestrian Connections to Trails</i>	24
2-1.7.2	<i>Bicycle Access to Universities</i>	24
2-1.7.3	<i>Street Design and Signage</i>	25
2-1.7.4	<i>Bicycle/Sidewalk Connections</i>	25
2-1.7.5	<i>Alternative Modes of Transportation</i>	25
2-1.7.6	<i>Connections between Multiuse and Shared Use Trails</i>	25
2-1.7.7	<i>Florida National Scenic Trail</i>	25
2-1.8. OBJECTIVE:	ACCESSIBILITY BETWEEN OVIEDO RESIDENTIAL AREAS AND EMPLOYMENT CENTERS	25
2-1.8.1	<i>Improvement to the Local Street System</i>	26
2-1.8.2	<i>Central Florida GreeneWay (SR 417)</i>	26
2-1.8.3	<i>Participation on Regional Committees</i>	26
2-1.8.4	<i>Seminole County Expressway Authority</i>	26
2-1.8.5	<i>Improvements to the Local Streets System within the City of Oviedo</i>	26
2-1.9. OBJECTIVE:	ACCOMMODATION OF THROUGH TRAFFIC AND LOCAL TRAFFIC	26
2-1.9.1	<i>Minimization of Local Travel on Arterial Streets</i>	27
2-1.9.2	<i>Automobile Through-Traffic and Truck Routes</i>	27
2-1.10. OBJECTIVE:	STREET DESIGN GUIDELINES	27
2-1.10.1	<i>Complete Streets</i>	27
2-1.10.2	<i>Existing Street System Retrofit</i>	28

2-1.10.3	<i>Street Design Guidelines Implementation</i>	28
2-1.10.4	<i>Boulevards and Parkways</i>	28
2-1.10.5	<i>Design Criteria</i>	28
2-1.11. OBJECTIVE:	PROTECTION OF RIGHTS-OF WAY FROM BUILDING ENCROACHMENT .	28
2-1.11.1	<i>Location Requirements for Vehicle Accommodation</i>	29
2-1.12 OBJECTIVE:	COORDINATION AND ENHANCEMENT OF MOBILITY CHOICES	29
2-1.12.1	<i>Transit Services to Major Generators and Attractors</i>	29
2-1.12.2	<i>Provision of Transit Stops</i>	30
2-1.12.3	<i>Provision of Transportation Services for Transportation Disadvantaged</i>	30
2-1.12.4	<i>Provision of Accessible Transit Facilities</i>	30
2-1.12.5	<i>Public Transportation</i>	30
GOAL 2-2:	TO REDUCE THE ADVERSE IMPACT CONVENTIONAL	
	TRANSPORTATION CONCURRENCY MITIGATION MAY HAVE ON DOWNTOWN	
	REVITALIZATION AND COMMUNITY REDEVELOPMENT, AND IMPLEMENT AND FUND	
	MULTIMODAL MOBILITY, URBAN DESIGN, MIXED LAND USE, AND NETWORK	
	CONNECTIVITY STRATEGIES TO ADDRESS TRANSPORTATION NEEDS WITHIN THE	
	CITY’S MULTIMODAL MOBILITY AREAS.	30
2-2.1 OBJECTIVE:	CENTRAL MULTIMODAL MOBILITY HUB – DOWNTOWN CORE	30
2-2.1.1	<i>Mobility Strategies</i>	31
2-2.1.2	<i>Improvements to the City’s Multimodal Transportation Network</i>	31
2-2.1.3	<i>Downtown Core Design Principles</i>	32
2-2.2 OBJECTIVE:	PRIORITIZATION AND IMPLEMENTATION OF MULTIMODAL MOBILITY	
	STRATEGIES WITHIN THE CITY’S MULTIMODAL MOBILITY AREAS	32
2-2.2.1	<i>Transit Projects</i>	33
2-2.2.2	<i>Pedestrian Access to Transit Stops and Shelters</i>	33
2-2.2.3	<i>Bicycle and Pedestrian Projects</i>	33
2-2.2.4	<i>Pedestrian and Bicycle Access</i>	34
2-2.2.5	<i>Roadway Projects that Increase Multimodal Mobility and Connectivity</i>	34
2-2.2.6	<i>Improvement of Existing and Future Transit Stops</i>	35
2-2.2.7	<i>Transportation Demand Management (TDM) Program</i>	35
2-2.2.8	<i>Implementation of Transportation Demand Management (TDM) Program</i>	35
2-2.2.9	<i>FDOT Commuter Assistance Program</i>	35
2-2.3 OBJECTIVE:	MONITORING OF MOBILITY STRATEGIES IMPLEMENTATION	35
2-2.3.1	<i>Mobility Strategy Performance Measures and Targets</i>	35
2-2.3.2	<i>Monitoring of Development Activities in the Downtown Core</i>	39
2-2.4 OBJECTIVE:	FUNDING OF MULTIMODAL MOBILITY AREA IMPROVEMENTS	39
2-2.4.1	<i>Criteria for Provision of Mobility Strategies</i>	39
2-2.4.2	<i>Public Share of Funding to Implement Mobility Improvements within the Oviedo</i>	
	<i>Downtown Core</i>	40
2-2.4.3	<i>Program of Funding</i>	40
2-2.4.4	<i>Coordination with other Jurisdictions and Organizations</i>	40
2-2.4.5	<i>Density Bonuses and Incentives</i>	40

[THIS PAGE INTENTIONALLY LEFT BLANK]

TRANSPORTATION ELEMENT

INTRODUCTION

The City of Oviedo is embarking on a new path for transportation services and infrastructure, which will more fully link different transportation modes to each other, and will also better connect existing and planned land use patterns. The impetus for this path is based on the need for a more sustainable transportation network that incorporates multiple modes and helps reduce greenhouse gas emissions by lowering vehicle miles traveled. This shift in transportation can only be supported through complementary changes to land development patterns in the City, in which greater efforts at targeted redevelopment and infill development of parcels with a mix of uses are focused in specific areas. These target zones will provide the basis to diversify the City's economic base, and will support increased transit use, bicycling, and walking in residents' and employees' daily travels. The use of different modes, and even the choice of multiple modes, will affect not only the character of the transportation right-of-way, but also the means by which to measure the use and quality of the right-of-way.

The City proposes a new methodology for determining level of service standards for its transportation network. While roadways will continue to be measured on quantitative measures of automobile trips and levels of service, more qualitative measures are being incorporated to gauge levels of service for transit, walking, and bicycling systems. These qualitative measures may include the presence of facilities, the location of facilities relative to the need for them, and other measures not based strictly on numbers of users.

These "quality-of-service measures" are based on criteria regarding users' perceptions of the non-automotive characteristics of transportation facilities and services, chiefly safety and comfort. The basic premise is that if a mode of transportation is of high enough quality, links destinations and origins effectively, and is convenient, people will be more likely to choose that mode over a single-passenger automobile. In April 2009, the City of Oviedo adopted a long range Transportation Master Plan (TMP) as a vision document to guide the City's multimodal transportation plans and programs. The TMP provides a prioritized list of specific mobility improvements that are to be completed over time as revenues become available.

This Transportation Element builds upon the long-range vision articulated in the TMP to convey priorities that are needed within the planning horizon, and to advance specific projects that are financially feasible. Future amendments to the Comprehensive Plan, including the Capital Improvements Element, and reviews of proposed developments within the City, will reference the long-range TMP and its projects as potential impact mitigation solutions. The identification of multimodal mobility areas, and local mobility solutions within the City, will

have the added benefit of supporting the regional transportation framework. The identified Development Corridors, Gateway Districts, and Downtown Core may serve as local gathering points for feeder systems serving the planned SunRail stations of Altamonte Springs, Longwood, and Winter Park.

The encouragement of a land use pattern of dense clusters of complementary mixed uses (Downtown Core and Gateway Districts), linked to corridors of less density but higher levels of transit connectivity (Development Corridors) will change not only how people use the land and travel through it, it will also reduce the amount of energy used for transportation and the emission of greenhouse gases. The Downtown Core and Gateway District areas are located along corridors that, for areas within unincorporated Seminole County, have been identified as “energy conservation overlay” areas. These mobility areas generally coincide with areas the County has identified for increased density and intensity, and mixes of uses. Within the City, these areas will be connected through the availability of transit service, and the presence of greenways and multi-use paths, both within the City and beyond its boundaries. Each mode of transportation within the City will be considered equally, with walking and cycling among the most important.

This Element contains two goal statements, the second of which is dedicated to objectives and policies intended to support multimodal mobility, and more clearly identify the link between transportation networks and the City’s future land use map.

2-1 GOAL: PROVIDE FOR A MULTIMODAL TRANSPORTATION SYSTEM THAT MEETS THE EXISTING AND FUTURE TRANSPORTATION NEEDS OF OVIEDO BY: ENCOURAGING BALANCED PEDESTRIAN, MOTORIZED AND NON-MOTORIZED VEHICULAR TRAFFIC THROUGH SAFE, EFFICIENT, AESTHETICALLY PLEASING, FEASIBLE, AND COST-EFFECTIVE IMPROVEMENTS; REDUCING POLLUTION BY ENCOURAGING THE USE OF ALTERNATIVE FUELS AND NON-MOTORIZED TRANSPORTATION MODES, AND; PRESERVING THE QUALITY OF LIFE AND UNIQUE CHARACTER OF THE CITY'S NEIGHBORHOODS THROUGH TRAFFIC CALMING AND OTHER STRATEGIES.

2-1.1. OBJECTIVE: Transportation Mobility

To maintain transportation mobility that balances multimodal safety, comfort, convenience and efficiency with a contextual mix of land uses, and other community objectives that support multimodal travel.

Measure: The City shall institute, maintain, and enforce a concurrency management system that is consistent with FDOT policies and guidelines, and provides for minimum level of service standards for roadways and multimodal transportation.

Policies:

2-1.1.1 Land Use and Transportation Strategies

In accordance with HB 697 and the City's goals to promote land use diversity, economic development and multimodal transportation, the City shall develop and maintain transportation and land use strategies, including multimodal alternatives, to support and fund multiple methods of transportation within the City's identified areas for development and redevelopment.

2-1.1.2 Long Term Strategies

By 2011, the City shall coordinate with Seminole County to adopt and implement long-term strategies that support and fund multimodal mobility along development corridors and within designated mobility areas. The funding and prioritization strategies shall be developed through the use of public input workshops that involve interested residents, property and business owners, and commuters who work in the City and the Joint Planning Area agreed upon with Seminole County. Mobility strategies and standards shall recognize that:

- A. Improvements in overall operation of the roadway system outweigh localized deficiencies, and

- B. Improvements in the overall multimodal transportation system outweigh deficiencies in the roadway system, and
- C. Improvements in the overall urban environment outweigh deficiencies in the transportation system.

These strategies shall address accessibility for vehicular traffic, pedestrians, cyclists, transit users, and other modes, implementing or supporting the implementation of projects recommended in the City of Oviedo Year 2025 Transportation Master Plan, and/or plans conducted by other agencies having jurisdiction over parts of the City's transportation network. The boundaries of the City's multimodal transportation mobility area shall coincide with the adopted city limits, with higher standards of mobility targeted for the City's Community Redevelopment Area/Downtown Core, East Gateway District and Marketplace Gateway District mixed use centers, and identified Development Corridors.

2-1.1.3 Development Corridors

The City's Development Corridors, identified in the 2025 Multimodal Mobility Areas Map, extend into the Joint Planning Area agreed upon between the City and Seminole County, and include State Road 434 from Vistawilla Drive south to Beasley Road, State Road 426/East Broadway Street from Slavia Road to the Econlockhatchee River, and Red Bug Lake Road/Mitchell Hammock Road from Dover Garden Lane to Lockwood Boulevard. Development Corridors include all parcels with direct frontage (parcel boundary adjacent to the right-of-way) to the roadway, as well as any parcels with direct pedestrian access to the roadway via alleyway, sidewalk, path, etc. up to one thousand (1,000) feet from the road right-of-way.

2-1.1.4 Easements for Public Transit Use

Development proposals for parcels within the identified Development Corridors shall contribute to the City's enhanced multimodal mobility and accessibility through required dedications of easements to LYNX for public transit use. The dedicated easement area shall be of sufficient size to allow for ADA access to transit and for future shelter placement. Developments on sites less than one-half (½) acre in size may request an exemption from this policy. In addition, when an existing transit shelter is located within one-fourth (¼) mile, and on the same side of an arterial roadway, the development may also request exemption from the easement dedication requirement.

2-1.1.5 Classification of Roads

Roads that are not classified as either arterial or collector streets, and which primarily serve short distance trips, shall be deemed local streets for the purpose of assigning level of service standards.

Table 2-1 Classification of Roads

Road	Classification
SR 426 (W. Broadway Street)	Arterial
CR 419 (E. Broadway Street)	Arterial
SR 434 (Central Avenue)	Arterial
SR 417 (Central Florida Greenway)	Arterial
Mitchell Hammock Road	Arterial
Alafaya Woods Boulevard	Collector
Chapman Road	Collector
CR 426 (Geneva Road)	Collector
Lockwood Boulevard	Collector
Reed Road	Collector

2-1.1.6 Roadways Level of Service Standards (LOS)

The adopted level of service for all roads in the City is displayed in the table below.

Table 2-2 Roadway Level of Service Standards (LOS)

Roadway Type/Location	Level of Service Standards
Arterials and Collectors within Downtown Core	E + 30%
Local Streets within Downtown Core	E
Development Corridors identified in Policy 2-1.1.3	E + 15%
Collectors within, or influenced by, Gateway District Mixed Use Centers (Lockwood Boulevard and Geneva Road)	E
All Other Arterials and Collectors	D
All Other Local Streets	D
Central Florida Greenway (SR 417)	D
Strategic Intermodal System (SIS) and Transportation Regional Incentive Program (TRIP) funded roadways	As identified in Ch. 14-94, F.A.C.

2-1.1.7 Access Management

The City shall continue to enforce and update the access management sections of the Land Development Code to reduce loadings and access points, and potential conflicts between vehicles and pedestrians and bicyclists.

2-1.1.8 Consistency with FDOT Access Management Policy

The Land Development Code shall be consistent with the FDOT access management policy for roadways on the State Highway System, per Ch. 14-97.003, Florida Administrative Code.

2-1.1.9 Multimodal Transportation Minimum Quality and Level of Service (Q/LOS) Standards

The City shall adopt quality and level of service (Q/LOS) standards for alternative transportation modes, including for transit users, pedestrians, and bicyclists. These quality and level of service standards are intended to provide

greater mobility throughout the City, but particularly within specifically identified areas:

Table 2-3 Multimodal Transportation Minimum Quality and Level of Service (Q/LOS) Standards

Variable Method Transportation Areas (Transit, Bicycle, Pedestrian)	Multimodal Transportation Minimum Quality and Level of Service(Q/LOS) Standards		
	Transit	Pedestrian (must be ADA compliant)	Bicycle
Downtown Core TCEA/CRA	30-minute service frequency with transit signage, shelters and/or benches along Red Bug Lake Road/Mitchell Hammock Road and SR 434; Maximum two-hour wait for LYNX Flex-Route service at designated locations; Connection from Downtown Core to fixed route LYNX service through use of local transit circulator (when feasible)	Universal pedestrian-ways with minimum widths and direct multimodal connections to transit stops; High connectivity	Cross-Seminole Trail trailhead with wayfinding signage and marked crossings at all roadway intersections; Bike racks on buses; Bicycle facilities on roadways; Bicycle parking at transit stops and development projects
Gateway Districts (East Gateway and Marketplace Gateway)	30-minute frequency with transit signage, shelter at Marketplace Gateway; Maximum two-hour wait for LYNX Flex-Route service at designated locations within Flex-route service area; Connectivity to regional transportation services and transfer points at Marketplace Gateway	Extensive sidewalk network within ¼ mile of, and direct connection to, transit stops	Multiuse trailhead with way finding signage and marked crossings at all arterial and collector roadway intersections; Bike racks on buses; Bicycle facilities on roadways within ½ mile of project; Bicycle parking at transit stops and development projects
Identified Development Corridors (Transit-supportive)	30-minute frequency with transit signage, shelters and/or benches along Red Bug Lake Road/Mitchell Hammock Road and SR 434; Maximum two-hour wait for LYNX Flex-Route service at designated locations within Flex-route service area	Sidewalk access generally within ¼ mile of transit routes or stops, direct connection to transit stops	Multiuse trail to have marked crossings at all arterial and collector roadway intersections; Bike racks on buses; Bicycle facilities on roadways, preferably within ½ mile of project; Bicycle parking at transit stops
All Other Areas of City	Flex-route service, as available	Sidewalk access to transit route	Bike racks on buses

2-1.1.10 Schedule for Adoption of Multimodal Quality and Level of Service (Q/LOS) Standards

The Downtown Core, Gateway Districts, and unspecified portions of the City shall meet the adopted multimodal quality and level of service (Q/LOS) standards within five (5) years of adoption of land development regulations necessary to implement the multimodal mobility strategies identified in this

Comprehensive Plan. The identified Development Corridors shall meet these adopted Q/LOS standards within eight (8) years of implementing regulation adoption. Monitoring of progress toward adopted Q/LOS standards shall occur with every development or redevelopment project application, with a summary of multimodal Q/LOS to be included in the City's annual Concurrency Management System report. Evaluation and monitoring shall be consistent with the latest version of the Florida Department of Transportation's Multimodal Quality/Level of Service Handbook (current version 2009).

2-1.1.11 Multimodal Accessibility in the East Gateway District and Marketplace Gateway District

The East Gateway District and Marketplace Gateway District shall provide multimodal accessibility through the inclusion of mixed-use, pedestrian-scaled new development and redevelopment projects, complete streets, and transit-supportive facilities, including transit stops with direct pedestrian access, and the implementation of mobility strategies identified in Objective 2-2.1.

2-1.1.12 Transit Service

In order to improve access to transit service, the City shall require transit-friendly designs with development and redevelopment projects along identified Development Corridors, within the East Gateway and Marketplace Gateway districts, and the Downtown Core, and shall encourage such designs throughout the remainder of the City. This includes, but is not limited to, dedicating right-of-way, benches, shelters, pull-outs, lighting, pedestrian access to bus stops, and building design that are conducive to transit use.

2-1.1.13 Vehicular and Bicycle Parking

The City shall provide for adequate vehicular and bicycle parking consistent with land uses by maintaining within its Land Development Code standards for on-site vehicle and bicycle parking.

2-1.1.14 On-site Traffic Circulation

In order to promote efficient and safe on-site vehicle flow, the City shall maintain standards within its Land Development Code which address on-site vehicle and pedestrian circulation. These standards shall also ensure safe and convenient pedestrian, bicycle, emergency and transit access, and shall be consistent with adopted access management standards.

2-1.1.15 Transportation System and Mixed-use Development

The City, to the maximum extent feasible, shall ensure that the improvement and expansion of its transportation system occurs in a manner that promotes compact mixed-use development over prevailing suburban development patterns.

2-1.1.16 Strategies to Reduce the Number of Vehicle Miles Traveled (VMT)

The City shall seek to limit greenhouse gas emissions through the implementation of its multimodal transportation policies designed to reduce the number of vehicle miles traveled by encouraging shorter trip lengths through a more diverse land use pattern that also results in more walking, bicycling, and transit use. Policies may also include but not be limited to the promotion of

compact mixed use development that provides for a mixture of residential and non-residential land uses in a pedestrian friendly environment with multimodal transportation connectivity to other areas; promoting the use of alternate transportation modes as specified herein, including mass transit, bicycles, and pedestrianism, and; requiring Transportation Demand Management Programs as a condition for development approvals. Other strategies, such as supporting vehicle technology changes, will also be considered. The *Energy Conservation Map* shall identify compact, mixed use areas compatible for walking, existing and proposed pedestrian and bicycling facilities and trails, and transit-service areas.

2-1.1.17 Issuance of Development Orders

The issuance of development orders shall be based upon compliance with the Roadway Level of Service Standards, as described in Policy 2-1.1.6, and the Multimodal Transportation Minimum Quality and Level of Service Standards, as described in Policy 2-1.1.9, set forth in the Comprehensive Plan.

2-1.1.18 Analysis of Transportation Impacts

The Roadway Level of Service Standards and the Multimodal Transportation Minimum Quality and Level of Service Standards set forth in the Comprehensive Plan shall be utilized by developers for the analysis of transportation impacts of developments.

2-1.1.19 New Development Transportation Facilities

Transportation facilities needed to serve new development shall be in place or actual construction within three (3) years after the local government approves a building permit or its functional equivalent that results in traffic generation.

2-1.1.20 Transportation Map Series

The Transportation Map Series identifies the existing and 2025 functional classification and jurisdiction of roadways, level of service of roadways, planned improvements, transit services and the multimodal mobility areas.

2-1.2. OBJECTIVE: Funding for Transportation Plans

To ensure adequate funding for the Year 2025 Transportation Master Plan.

Measure: The City shall periodically review the current transportation impact fee ordinance and adopt adequate fee schedules and guidelines to cover at least the costs of identified transportation improvements.

Policies:

2-1.2.1 Identification of Right-of-Way (ROW)

The City shall identify right-of-way required for the implementation of complete streets policies, and secure it during the development approval process.

2-1.2.2 County, State and Federal Funding
The City shall pursue County, State and Federal funding for County, State, and local road improvements.

2-1.2.3 Donation of Right-of-Way
To the extent consistent with State law, donation of ROW to upgrade adjacent substandard facilities, including transit shelters, sidewalks, and bicycle facilities to improve the local transportation network, or to conform to the adopted City of Oviedo Year 2025 Transportation Master Plan shall be required of all applicable development approvals, including rezoning and annexations.

2-1.3. OBJECTIVE: Coordination of Transportation Plans with other Agencies

To develop a transportation plan that is coordinated with FDOT, LYNX, METROPLAN Orlando, Seminole County, and Winter Springs transportation plans.

Measure: The City shall annually review the FDOT, LYNX, METROPLAN Orlando, Seminole County and the City of Winter Springs transportation plans, and assess their consistency with the City's Transportation Element (TE). The City will identify inconsistencies, and will notify the relevant planning agency of these inconsistencies. The City will then negotiate a resolution of the inconsistency.

Policies:

2-1.3.1 Seminole County Traffic Projections
The City shall consider Seminole County's future traffic projections and coordinate with the County's identified Variable Method Transportation Areas that establish area-specific levels of service for multiple modes for long range planning and coordination, and the methods for funding the same.

2-1.3.2 Inter-Agency Coordination
The City shall coordinate transportation and mobility plans with FDOT, METROPLAN Orlando, LYNX, Seminole County, the University of Central Florida, Seminole State College, and the City of Winter Springs.

2-1.3.3 FDOT and Seminole County Work Programs
The City shall recognize and rely on the five-year work programs from FDOT and Seminole County, endorsing or negotiating change in improvements affecting Oviedo. For the purpose of concurrency management, the City will assume the three-year improvements from the FDOT and Seminole County work programs.

2-1.3.4 Preliminary Driveway Permits on State and County Roads
The City shall continue to require preliminary permit approval of driveway permits on state and county roads prior to final site plan and subdivision approval.

2-1.3.5 Requirement of Driveway Permits on State and County Roads
The City shall continue to require that County and/or State driveway permits be submitted prior to issuing any building or site development permits.

2-1.3.6 Regional Transportation Projects
By 2025 the City of Oviedo shall, in coordination with Seminole County and METROPLAN Orlando, evaluate the feasibility of constructing regional transportation projects identified in the City of Oviedo Year 2025 Transportation Master Plan.

2-1.3.7 East-West Transportation Improvements
To facilitate east-west travel, the City shall coordinate with Seminole County to provide the following improvements as identified in the City of Oviedo Year 2025 Transportation Master Plan:

- A. Widening of Chapman Road from SR 426 to SR 434.
- B. Intersection improvements at Chapman Road and SR 426.
- C. Intersection improvements at Slavia Road and SR 426.

2-1.4. OBJECTIVE: Long Range Transportation Plan
To develop a long range transportation plan that is consistent with the Future Land Use Map Series to ensure that existing and proposed population densities, housing and employment patterns, and land use patterns are consistent with the transportation modes and services needed to serve Oviedo and enhance mobility for residents and visitors while maintaining financial feasibility.

Measure: The long range transportation plan shall be a part of the transportation map series and updated and revised accordingly.

Policies:

2-1.4.1 Transportation Concurrency Exception Area
The City shall develop safe, convenient, and accessible Downtown Core, East Gateway and Marketplace Gateway districts, and identified Development Corridors through the design and development standards adopted as part of the Downtown Mixed-use District future land use designation, through the expansion of the Transportation Concurrency Exception Area, and policies contained in Goal 2-2, and Objective 2-1.1, of this Element.

2-1.4.2 Transportation Master Plan
The City of Oviedo Year 2025 Transportation Master Plan sets forth the City's transportation mobility vision, and shall guide the implementation of transportation improvements throughout the City. The Master Plan shall provide the data and analyses required to support this Comprehensive Plan.

2-1.4.3 Planned Roadway Improvements:
The following projects shall be constructed by 2025 to offset future congestion or to provide parallel relief to congested roadways:

Table 2-4: 2025 Planned Roadway Improvements

Projects 2009-2010								
Type	Purpose	Map #	Location	Description	From	To	Year	Predecessor
TSM	S	SW-17	Mitchell Hammock Corridor - Phase 1	Restripe Median, R-in/R-out driveways	550' W. of SR 434	SR 434	2010	
TSM	S	SE-21	Mitchell Hammock Corridor - Phase 1	Mitchell Hammock Road Access Management	Manigan Street	Katie Jean Street	2010	
TSM	S		Mitchell Hammock Corridor - Phase 1	Eastbridge Drive WB left-turn lane			2010	
TSM	CP	SW-5	Mitchell Hammock Corridor - Phase 1	Intersection Improvements (WB Thru/Rt)	Mitchell Hammock Road	SR 426	2010	Note 1

Projects 2010-2014								
Type	Purpose	Map #	Location	Description	From	To	Year	Predecessor
TSM	S	SE-26	Lockwood Boulevard Median Widening	Lockwood Boulevard Median Improvement	S. of Seminole Creek Drive	N. of Simmons Road	2010	
RI	CP	SW-8	Chapman Road	Widen 4LD	SR 426	SR 434	2011	
RI	CP	NE-14	SR 426	Intersection Reconstruction - Phase 1	Central Avenue (SR 434)	Broadway Street (CR 419)	2014	
RI	CP	NE-12	SR 426	SR 426 Intersection Close/Remove-Phase 1	Station Street	New SR 426 Alignment	2014	
T	CP	TRN-4	Commuter/Rideshare Lots	Lot Amenity, Signage, Lighting, Hardscape	Oviedo Marketplace & Lockwood Village		2014	
CN	CP	SE-15	Chapman Road Extension	New 2-lane connection	Lake Gregg Cove	Ragsdale Road	2014	Note 2
CN	CL	SE-16	McKinnon Avenue Traffic Calming	Traffic Calming	Gould Place	Ragsdale Road	2014	SE-15
CN	CL	SE-17	McKinnon Avenue Traffic Calming	Traffic Calming	Ragsdale Road	Alafaya Woods Boulevard	2014	SE-15
CN	CP	NW-2	Franklin Street Extension	2-lane in existing R/W	Lake Jessup Avenue	Central Avenue (SR 434)	2014	NE-14
CN	CP	SE-12	Doctors Drive Extension	New 2-lane over existing use	Oviedo Boulevard	Doctors Drive	2014	Note 2
CN	CL	SE-14	Doctors Drive Traffic Calming	Traffic Calming	Oviedo Boulevard	CR 419	2014	SE-12
CN	CP	SW-15	Clonts Street Reconstruction	Reconstruct existing 2-lane	Norma Avenue South	SR 434	2014	
CN	CP	SW-9	Clark Street Reconstruction	Reconstruct existing 2-lane	S. Pine Avenue	Aulin Avenue	2014	
CN	CP	NE-18	Evans Street Extension	2-lane in existing R/W	W. of Lockwood Boulevard	Lockwood Boulevard	2014	Note 2

Projects 2015-2019								
Type	Purpose	Map #	Location	Description	From	To	Year	Predecessor
RI	CP	NW-7	SR 426	Widen 4LD- Phase 2	Pine Avenue	Oviedo Boulevard	2015	
TSM	S	SW17	Mitchell Hammock Corridor- Phase 3	Extend EB rt turn and raised median (close open swale)	550' W. of SR 434	SR 434	2015	Note 1
RI	CP	NE-6	CR 419 (Broadway Street)	Widen 4LD	Oviedo Boulevard	Lockwood Boulevard	2015	
TSM	S	SE-19	Mitchell Hammock Corridor - Phase 2	Traffic Signal Improvement	Mitchell Hammock Road	Eastbridge Drive	2018	NE-6, Note 1
TSM	S	SE-18	Mitchell Hammock Corridor - Phase 2	Traffic Signal/Median Modification	Mitchell Hammock Road	Lake Rogers Circle	2018	NE-6, Note 1
TSM	CP	**	Mitchell Hammock Corridor - Phase 2	Adaptive Traffic Signal Control System	SR 434	Lockwood Blvd @ 419	2018	NE-6, Note 1
RI	CP	NE-15	SR 434 (Central Avenue) Widen 4LD	Widen 4 LD	Franklin Street	SR 417	2019	

Projects 2020 - 2024								
Type	Purpose	Map #	Location	Description	From	To	Year	Predecessor
TSM	S	SE-27	Lockwood Boulevard/Old Lockwood Roundabout	Intersection Improvement (roundabout)	Lockwood Boulevard	Old Lockwood Road	2024	EXT-1 ,Note 1
RI	CP	NE-15	SR 434 (Central Avenue)	Widen 4L/4LD	N. of Mitchell Hammock Road	Smith Street	2024	NE-14
CN	CP	NE-7	E. Harrison Street Extension	2-lane in existing R/W	Stephen Avenue	Reed Avenue	2024	Note 2
CN	CP	NW-1	Florida Avenue Extension	New 2-lane over existing use	SR 434	DeLeon Street	2024	NE-15, Note 2
CN	CP	NW-5	Shangrila Lane Reconstruction	2-lane in existing R/W	W. Artesia Street	SR 434	2024	NE-15, Note 2
CN	CL	NW-3	Lake Jessup Ave. Traffic Calming	Traffic Calming	Broadway Street (SR 426)	W. Artesia Street	2024	
CN	CL	NW-4	W. Artesia Street Traffic Calming	Traffic Calming	Pine Avenue	Central Avenue (SR 434)	2024	

Table 2-4: 2025 Planned Improvements (continued)

Projects 2025 - 2029								
Type	Purpose	Map #	Location	Description	From	To	Year	Predecessor
CN	CP	SW-12	Clonts Street Extension	2-lane in existing R/W	Mitchell Hammock Road	Norma Avenue South	Dev. Driven	Note 2
EXT	CP	NW-12	SR 417/Winter Springs Blvd. Interchange	Half Interchange to/from North	SB-off Ramp	NB-on Ramp	2024/Dev. Driven	
CN	CP	NW-11	Chapel Street Realignment	New 2-lane Connection	Mission Road	Pine Avenue	2024	NW-12, Note 2

Transit								
Type	Purpose	Map #	Location	Description	From	To	Year	Predecessor
T	CH	TRN-2	LYNX Expanded Fixed Route Service	Annual Operating Costs (City Share)	UCF	Oviedo Marketplace	2014	
T	CH	TRN-1	City Run Local Circulator (weekend/event service)	10-yr Annualized Vehicles, Shelters, O&M	City Hall	Old Downtown	2015	
	CH	**	" " (weekday + weekend service)	10-yr Annualized Vehicles, Shelters, O&M	City Hall	Old Downtown	2020	
T	CH	TRN-3	Alafaya Trail Premium Transit Corridor	BRT/Fixed Guideway Transit	OIA	Oviedo	2025	

Bicycle and Pedestrian								
Type	Purpose	Map #	Location	Description	From	To	Year	Predecessor
BP	CN	SE-13	Kingsbridge Drive Connection	Pedestrian/Trail Connection	Oviedo Boulevard	Kingsbridge Drive	2010	
BP	CN	SE-28	Riverside/Live Oak Connection	Pedestrian Connection	Town and Country Road	Gamble Oak Road	2010	
BP	CH	SW-6	Trail Overpass (Gateway)	Trail Bridge w/ Architectural Gateway Feat.	Over Red Bug Lake Road	W. of SR 426	2020	SW-4

Notes:

- 1 Monitor traffic for future need.
- 2 Corridor study/alternatives evaluation required to determine feasibility for further advancement.

Key:

S	Safety
CP	Capacity
T	Transit
CL	Calming
CN	Connection
CH	Modal Choices
DV	Development Driven
BP	Bicycle Pedestrian
EXT	External to City
RI	Road Improvement
TSM	Transportation System Mgmt.
**	- Not shown on Map 2-4

Source: City of Oviedo Transportation Master Plan, 2009.

Table 2-4A Development Driven Projects

Note: These projects are not prioritized. They will depend upon when and where development occurs.

Development Area	Map #	Projects	From	To
NE Quad./Florida Avenue Area	NE-2	Stone Street Extension	SR 426	Artesia Street Extension
	NE-3	Artesia Street Extension	Canal Street	Stone Street
	NE-4	N. of Lee Ave. connector to S. of Elm St.	N. of Lee Ave.	Artesia Street Extension
	NE-5	Canal Street Reconstruction	Artesia Street	Florida Avenue
	NE-8	Lake Charm Drive Reconstruction	Artesia Street	Florida Avenue
	NE-13	Railroad Street Realignment	Central Avenue (SR 434)	SR 426
	NE-18	Elm Street Reconstruction	S. of Elm St.	Florida Avenue
West Gateway	NE-19	Lee Road Reconstruction	SR 426	N. of Lee Rd.
	SW-1	Redev. Opp. Roadway (North Sugar Mill Road)	Oviedo Marketplace Blvd.	Winter Springs Blvd.
	SW-3	Redev. Opp. New Alignment	SR 426	Oviedo Marketplace Blvd.
Sod Farm Area	SW-2	Traffic Signal	North Sugar Mill Road	Oviedo Marketplace Blvd.
	SW-7	Slavia Road Extension	SR 426	New N/S Alignment
	SW-13	Traffic Signal	Mitchell Hammock Road	Clonts Street Extension
Old Downtown	SW-14	New N/S Alignment	Chapman Road	Mitchell Hammock Road
	SE-1	Smith Street Ext (RR Alignment)	SR 434	Oviedo Boulevard
	SE-2	N/S Connection to SR 426 Realignment	Smith Street Ext (RR Alignment)	CR 419/SR 426
New Downtown	NE-11	SR 426 Realignment	Broadway Street	SR 426
	SE-3	Clark Street Extension	SR 434	Oviedo Boulevard
	SE-4	Hillcrest Street Extension	SR 434	Oviedo Boulevard
	SE-5	Lindsay Lane	SR 434	New Downtown Road
	SE-6	E/W Connection to SR 434	SR 434	New Downtown Road
City Complex	SE-7	New Downtown Road	Hillcrest Street Ext.	Oviedo Boulevard
	SE-9	Rum Thai Court Reconstruction/Extension	SR 434	Division Street
East Gateway	SE-11	Redevelopment Opp. Roadways	W. of Alexandria Blvd.	
	SE-20	Swanson Drive Extension	Eastbridge Drive	Existing Cul-de-Sac
Other	SE-22	Redevelopment Opp. Connection	Swanson Drive	CR 419
	NE-16	Traffic Signal (*Potential Development Project*)	SR 434	Artesia Street
Signals	NE-1	Traffic Signal (*Potential Development Project*)	Lockwood Boulevard	SR 426

Source: City of Oviedo Transportation Master Plan, 2009.

2-1.4.4 Multimodal Transportation Alternatives

The City shall pursue transportation improvements, including complete streets that are designed and operated to enable safe access for all users throughout the City, and to provide multimodal transportation alternatives in support of future land uses. These improvements shall be required along all arterial and collector roadways within the Downtown Core, the Gateway Districts, and along the

identified Development Corridors.

2-1.4.5 Multimodal Improvements

Multimodal improvements required along all arterial and collector roadways within the Downtown Core, the Gateway Districts, and along the identified Development Corridors shall be implemented in conjunction with development and redevelopment projects adjacent to these roadways, or shall be implemented by the City through a fund established to accept contributions as fees in-lieu of programmed or planned multimodal improvements.

2-1.4.6 Funding Strategies for Multimodal Transportation Improvements

By 2011, the City shall examine and pursue additional funding strategies that may be included within the TMP, and implemented through the comprehensive plan and land development regulations. These strategies shall continue to be coordinated with Seminole County and the City of Winter Springs, and shall include partnerships with entities such as Metroplan, FDOT, and others to provide funding for the multimodal transportation improvements necessary to meet adopted Q/LOS standards within the multimodal mobility areas. The primary mechanism shall be an update of the City's Transportation Impact Fee program, which will be modified to enable revenues to be expended on the full range of mobility improvement strategies within the multimodal mobility areas, and shall include incentives for reductions of impact fees for projects that demonstrate the ability to reduce vehicle miles traveled through site plans, development programs, and other on-site infrastructure improvements. Chief among these strategies are mobility fees, proportionate share mitigation, fees in-lieu, grants, and/or any combination thereof.

The data and analyses supporting multimodal mobility strategies are included in the Transportation Master Plan (TMP). Any additional proposed strategies, in updates to the TMP, will provide estimates of projected funding from potential sources needed to support mobility. Currently, these include impact fees and general revenues, as well as developer mitigation and funding from Seminole County or other agencies. Capital improvements identified within the TMP to support the identified mobility strategies are, and will be, included in either the Five-Year Schedule of Capital Improvements, or in the Capital Improvements Element.

2-1.5. OBJECTIVE: Local Traffic and Connectivity

To keep local traffic local in character by controlling speeds and maintaining a complete, well-connected network of local streets.

Measure: The City shall adopt and maintain a local street system improvement plan that provides for alternative modes of transportation, and traffic calming techniques to keep through traffic off of local streets.

Policies:

2-1.5.1 Connectivity between Neighborhoods and Other Areas

The City shall require development to provide vehicular, pedestrian, and

bikeway connections between adjacent neighborhoods, and between residential areas and convenience shopping areas, schools and recreation areas.

2-1.5.2 Transportation Enhancements for Interconnectivity

Inter-connecting streets shall be designed to discourage arterial through-traffic and neighborhood cut-through traffic. This shall be accomplished through the use of traffic calming installations, and other transportation enhancements. Right-of-way abandonment and dead-end streets shall not be used to discourage through-traffic. Interconnecting streets shall be designed to form a grid network in the East of Central Avenue and Old Downtown Sub-Areas of the Downtown Mixed Use District, and in the residential districts of the New Downtown Sub-Area of the Downtown Mixed Use District. Interconnecting streets in a grid pattern shall also be encouraged as part of redevelopment efforts within the Downtown Core TCEA, East Gateway District and Marketplace Gateway District.

2-1.5.3 Mitigation of Adverse Impacts on Residential Areas

Transportation improvement plans shall mitigate adverse impacts on established neighborhoods and planned residential areas with various design and operational techniques, including the use of sidewalks, street trees and landscape buffers, roundabouts, bulb outs, and other enhancements intended to create a safer, more pedestrian-oriented and multimodal environment.

2-1.5.4 Boulevards and Parkway Corridors

By 2012, the City shall identify boulevards and parkway corridors and adopt specific design criteria for transportation improvements and development in these areas.

2-1.5.5 Roadway Extensions

The paving extensions of Pine Avenue, shall occur only under the following conditions:

- A. The facility shall remain a local facility, with appropriate traffic calming measures applied as needed.
- B. Prior to completion of the extension, sidewalks must be installed along the existing and extended roadway.
- C. SR 434, from Mitchell Hammock Road to SR 417 has been four-laned.
- D. Projects listed below have been implemented and evaluated as to their effectiveness:
 1. Re-alignment of Geneva Road (CR 426) intersection at Railroad Street crossing;
 2. Widening of County Road 419 from two (2) to four (4) lanes from SR 434 to Lockwood Boulevard;

3. Widening of SR 426 from two (2) to four (4) lanes from Pine Avenue to SR 434;
4. Construction of West Franklin Street from Lake Jessup Avenue to SR 434 (to be constructed after widening of SR 426);
5. Mitchell Hammock Road intersection improvements from SR 426 to Lockwood Boulevard;
6. Construction of Doctors Drive extension from Oviedo Boulevard to Doctors Drive;
7. Reconstruction of Clonts Street from Norma Avenue South to SR 434;
8. Reconstruction of Clark Street from South Pine Avenue to Aulin Avenue;
9. Construction of Evans Street Extension from West of Lockwood Boulevard to Lockwood Boulevard;
10. Widening of SR 434 from two (2) to four (4) lanes from Mitchell Hammock Road to Smith Street;
11. Construction of East Harrison Street Extension from Stephen Avenue to Reed Avenue;
12. Construction of Florida Avenue Extension from SR 434 to De Leon Street;
13. Reconstruction of Shangri-La Lane from West Artesia Street to SR 434;
14. Construction of Clonts Street Extension from Mitchell Hammock Road to Norma Avenue South.
15. Realignment of Chapel Street from Mission Road to Pine Avenue.

2-1.5.6 Street Paving

By 2015, all City streets providing access to more than ten (10) homes and/or businesses shall be paved.

2-1.5.7 Traffic Calming

The City shall evaluate and implement appropriate traffic calming measures when determined necessary to ensure safety on local roadways.

2-1.5.8 Exceptions to Roadway Extensions

The following roadways will not be extended:

- A. Artesia Street from Twin Oaks Boulevard to Lake Charm Drive.
- B. Division Avenue shall not be extended northward to Florida Avenue.

2-1.6. OBJECTIVE: Revitalization of the Downtown Area

To revitalize the downtown area of the City, to preserve the historic nature of the downtown area through the integration of transportation and land use policies, and to preserve and strengthen the Old Oviedo character of the current town center, consistent with the City of Oviedo Downtown Master Plan adopted by City Council on October 21, 2002, as may be amended from time to time.

Measure: The City shall maintain a Downtown Mixed-use District with accompanying development plan and improvement funding program. The City shall foster a downtown area that provides for improved bicycle and pedestrian safety and ease

to street crossing, while maintaining vehicle flow. The City shall foster a downtown area that provides increased multimodal opportunities.

Policies:

2-1.6.1 Road Widths

The City shall allow for narrower road widths where appropriate in all areas to enhance bicycle and pedestrian access and use, while providing for safe vehicular travel at posted roadway speeds.

2-1.6.2 Trails

The City shall continue to maintain and update the master plan for the Downtown Mixed-use District to incorporate multimodal transportation mobility strategies, and shall evaluate current conditions including, but not limited to, multimodal transportation quality and levels of service and the impacts to the Cross Seminole, Florida National Scenic, and other trails connecting to the downtown area, in order to correct deficiencies.

2-1.6.3 Development and Design Standards

In order to preserve the existing character, improve multimodal connectivity, and minimize traffic impacts, the City shall include in the Land Development Code specific development and design standards for new construction and redevelopment in the Downtown Mixed-use District.

2-1.6.4 Transportation Concurrency Exception Area (TCEA) and Multimodal Mobility Areas

The City shall extend the Transportation Concurrency Exception Area (TCEA) adopted in the City's downtown area to coincide with the Downtown Core (TCEA/CRA) multimodal mobility area and establish higher standards of multimodal mobility, including different quality and level of service standards, in accordance with the objectives and policies identified in Goal 2-2, and Objective 2-1.1, of this element. Multimodal transportation performance in the multimodal mobility areas shall be measured according to three distinct area types within the City that provide for varying degrees of multimodal mobility. The Downtown Core shall provide the greatest level of mobility, while the Gateway Districts and identified Development Corridors shall provide the next greatest level of mobility. All other areas of the City shall be subject to conventional roadway level of service standards for transportation concurrency, with additional quality of service standards for multimodal mobility.

2-1.6.5 Bicycle/Pedestrian Network

The City shall, as part of its multimodal mobility improvement strategies, complete the bicycle/pedestrian network that serves the downtown area and connects the downtown area to other parts of the City and its parks and pedestrian system.

2-1.6.6 Street Design Standards

The City shall adopt design standards for development and construction of complete streets within the downtown area that encourage and support bicycle,

pedestrian, and public transportation, while continuing to accommodate safe vehicular travel. These standards may include on-street bicycle lanes, parking controls, and public transportation amenities.

2-1.6.7 Transportation Capacity Improvement

The City shall improve transportation capacity through improvements to bicycle/pedestrian transportation facilities and improved transit service, including improved transit stops in the downtown area.

2-1.6.8 TCEA Effect on the Florida Strategic Intermodal

The City shall consult with FDOT regarding projects with the potential to impact Strategic Intermodal System (SIS) facilities, including the Central Florida GreeneWay (SR 417), and develop appropriate mitigation strategies, including travel demand management approaches, in coordination with FDOT for developments that create impacts to existing levels of service on SR 417.

2-1.6.9 Promotion of a Pedestrian Friendly Environment

The City shall promote a pedestrian-friendly environment on streets citywide, with particular emphasis on streets within the Downtown Core, and Gateway Districts by providing comfortable, convenient and connected sidewalks and paths in and around these mixed use areas, and between public rights-of-way, building entrances and vehicle parking areas.

2-1.6.10 Implementation of Pedestrian Initiatives

By 2014, the City shall amend its land development code to include site development requirements that define the minimum pedestrian facilities and improve and prioritize pedestrian access to implement the pedestrian initiatives in the *Oviedo Downtown Master Plan*.

2-1.7. OBJECTIVE: Non-motorized Transportation Alternatives Improvements

To improve and enhance non-motorized transportation alternatives.

Measure: Progress in implementing the sidewalk and bikeway components of transportation plans.

Policies:

2-1.7.1 Bicycle and Pedestrian Connections to Trails

The City shall include in its Bicycle and Pedestrian Plan alternatives for connecting local bicycle and pedestrian paths to the Cross Seminole Trail, Florida National Scenic Trail, and other trails within or adjacent to the City.

2-1.7.2 Bicycle Access to Universities

The City shall coordinate with State and County agencies to provide safe bicycle access to the University of Central Florida (UCF) and the Oviedo Campus of the Seminole State College (SSC).

2-1.7.3 Street Design and Signage

The City shall encourage pedestrian and bicycle travel through street design and signage, the incorporation of connected bicycle and pedestrian networks, including sidewalks, marked bicycle lanes, and well-lighted bicycle parking or storage at non-residential properties, especially those located within the Downtown Core, Gateway Districts, or along the identified Development Corridors.

2-1.7.4 Bicycle/Sidewalk Connections

The City, whenever possible, shall require bicycle facilities and sidewalk connections between residential neighborhoods and between residential areas and school, shopping, recreation areas, and between areas where direct automobile connections do not exist.

2-1.7.5 Alternative Modes of Transportation

The City shall promote alternative modes of transportation throughout the City by providing for pedestrian- and bicycle-friendly design, as indicated in the Future Land Use Element, the Capital Improvement Element and Five-Year Schedule of Capital Improvements, and which are implemented through the Land Development Code, and by pursuing increased transit services in transit-supportive locations, such as the Downtown Core, Gateway Districts, and identified Development Corridors.

2-1.7.6 Connections between Multiuse and Shared Use Trails

The City shall support the connection of the Cross Seminole Trail to existing and proposed trails on the eastern side of the City and Seminole County. These trails shall connect the City to the Little Big Econ State Forest, and the Black Hammock and Geneva wilderness areas. The City shall also support connections south to the Orange County Cady Way Trail network, including projects designed to overcome barriers to trail network connectivity caused by wide, high-volume roadways.

2-1.7.7 Florida National Scenic Trail

The City shall support the extension of the Florida National Scenic Trail through the City.

2-1.8. OBJECTIVE: Accessibility between Oviedo Residential Areas and Employment Centers

To provide adequate accessibility from Oviedo residential areas to employment centers in the City as well as the greater Orlando area work trip destinations.

Measure: The adopted level of service for all development corridors identified in Policy 2-1.1.3 shall be LOS E +15% or better, except for the Central Florida GreeneWay (SR 417), which shall be LOS D. The adopted level of service for collectors within or influenced by the Marketplace Gateway and East Gateway Districts (including Lockwood Boulevard and Geneva Road (CR 426)) shall be LOS E. The

City shall work with the FDOT Turnpike District to revise the toll structure of the Central Florida GreeneWay (SR 417) to encourage more trips to access the SR 434 interchange.

Policies:

2-1.8.1 Improvement to the Local Street System

Development and redevelopment projects shall be required, as necessary, to improve the local street system through the incorporation of multimodal infrastructure adjacent to their projects in order to maintain the overall transportation system level of service and multimodal quality of service. In lieu of constructing improvements to meet multimodal quality of service standards, developers may contribute to a multimodal mobility impact mitigation fund. This fund shall allow the City to implement mobility projects (identified in Tables 2-4, 2-4a, 2-6, and 2-7 of this Element) located within one-fourth (1/4) mile of projects occurring in the Downtown Core or Gateway Districts, and one-half (1/2) mile of projects located within the remainder of the City. Transit improvements, or right-of-way dedication for transit facilities, shall be eligible for these in-lieu payments.

2-1.8.2 Central Florida GreeneWay (SR 417)

The City shall advocate an equitable toll structure on the Central Florida GreeneWay (SR 417) interchanges with SR 434 and Red Bug Lake Road/Mitchell Hammock Road, and shall continue to endorse the completion of the Central Florida GreeneWay.

2-1.8.3 Participation on Regional Committees

The City shall maintain a position on METROPLAN Orlando’s Transportation Technical Committee (TTC), Bicycle/Pedestrian Advisory Committee (BPAC), and Citizen’s Advisory Committee (CAC), as well as on the LYNX Regional Working Group and support transit alternatives for the City.

2-1.8.4 Seminole County Expressway Authority

The City shall pursue obtaining a position on the Seminole County Expressway Authority.

2-1.8.5 Improvements to the Local Streets System within the City of Oviedo

The City shall minimize use of the Florida Strategic Intermodal System (SIS) network for local trips to protect its interregional and intrastate functions through improvements to the non SIS roadway system within the City of Oviedo.

2-1.9. OBJECTIVE: Accommodation of Through Traffic and Local Traffic

To accommodate automobile and freight through traffic on well-defined corridors, including the identified Development Corridors and commuter routes, through the implementation of complete streets and other multimodal transportation mobility strategies, as well as local traffic on interconnected local street grid.

Measure: The City shall reduce the dependence of local traffic on arterial corridors.

Policies:**2-1.9.1 Minimization of Local Travel on Arterial Streets**

The City shall maintain efforts to enhance roadway and cross-access connectivity in order to minimize local travel that is forced onto arterial streets.

2-1.9.2 Automobile Through-Traffic and Truck Routes

The City shall continue to improve signage to direct automobile through-traffic and to provide designated truck routes that provide for the maintenance of safety for all roadway users, including pedestrians, bicyclists, and transit patrons.

2-1.10. OBJECTIVE: Street Design Guidelines

To establish street design guidelines that balance the needs of all transportation users, city infrastructure and aesthetic needs, and to encourage complete streets.

Measure: The Land Development Code shall be maintained and amended periodically, as necessary, to include the necessary standards for aesthetic enhancement and accommodations for non motorized traffic and transit.

Policies:**2-1.10.1 Complete Streets**

The City shall implement a complete streets policy to ensure all modes of transportation are incorporated into proposed plans for roadway modifications within the Oviedo Downtown Core, the East Gateway and Marketplace Gateway districts, and along identified Development Corridors to develop a comprehensive, integrated, multimodal street network. Activities to coordinate transportation planning strategies and private development activities shall include the following:

- A. Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings, parking areas, and existing or planned public sidewalks.
- B. Reduce street crossing distances and remove barriers to pedestrian accessibility whenever feasible.
- C. Enhance the comfort of pedestrian activity by creating a buffer from moving automobile traffic to be used for shade trees, on-street parking, lighting, transit infrastructure, bicycle facilities or planting strips, as feasible.
- D. Provide cross-access connections/easements or joint driveways, where available and cost effective.
- E. Deed land or convey required easements, as requested by the City, for the construction of public sidewalks, bus turn-out facilities, and/or bus shelters to gain credits toward developer contribution requirements.

F. Where appropriate, developers shall provide for the following improvements to gain credits for contribution requirements:

1. Bus shelters
2. Adjacent sidewalks
3. Streetscaping/landscaping within the public right-of-way
4. Additional bicycle parking

The City shall apply the following guidelines when implementing this policy:

G. Recognize all users, including pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.

H. Determine the applicability of these requirements, considering the unique constraints of each development and redevelopment site, the context of each particular street and compatibility with surrounding areas.

I. Acknowledge requirements through each phase of the implementation process, including design, planning, operations and maintenance.

2-1.10.2 Existing Street System Retrofit

The City shall adopt plans for retrofitting the existing street system, to enhance multimodal mobility and implement complete streets within the Downtown Core, East Gateway and Marketplace Gateway districts, and identified Development Corridors. These plans shall be cost-feasible, and paid for through improvements associated with development projects, and through the collection of fees in-lieu contributed by projects within the specified areas.

2-1.10.3 Street Design Guidelines Implementation

The City shall develop vigorous implementation and inspection procedures in the Land Development Code within two (2) years of the adoption of plans for the Downtown Core, Gateway Districts, and Development Corridors, which will accompany the development approval process.

2-1.10.4 Boulevards and Parkways

The City shall adopt specific design criteria for boulevards and parkways and develop its road network to encourage non-motorized traffic.

2-1.10.5 Design Criteria

By 2014, the City shall adopt specific design criteria and/or guidelines for roadways within the Downtown Core and Gateway Districts, as well as the identified Development Corridors

2-1.11. OBJECTIVE: Protection of Rights-of-Way from Building Encroachment

To protect existing rights-of-way and future rights-of-way needed for planned improvements, including any existing and future public transportation rights-of-way, from building encroachment.

Measure: The City shall include procedures in its site development plan review process to protect, to the extent possible, existing and future rights-of-way, including any existing and future public transportation rights-of-way, from encroachment by permanent structures.

Policies:

2-1.11.1 Location Requirements for Vehicle Accommodation

The City shall, by 2014, revise its Land Development Code, to include specific location and quantity requirements for automobile and bicycle parking, and loading or emergency vehicle zones that serve proposed developments and redevelopments. These requirements shall be designed to place a minimum and maximum on the total amount of automobile parking provided, minimize the visual and operational impact of parking on the pedestrian environment, encourage the use of on-street parking, and encourage the development of public, shared parking facilities in-lieu of private, on-site parking. The City shall permit additional parking spaces above the number allowed if additional mitigation, such as in-lieu fees, is provided. These requirements shall first be implemented in the Downtown Core, and the East and Marketplace Gateway Districts. After a period of two years, the requirements shall be reviewed for effectiveness, and revised if necessary, prior to implementation along Development Corridors and throughout the remainder of the City.

2-1.11.2 Prohibition of Location of Buildings in Public Right-of-Way

The City shall maintain the provisions of its Land Development Code that prevent the location of buildings in public right-of-way, and shall revise the Land Development Code to include procedures for the dedication of right-of-way adjacent to development and redevelopment projects to ensure sufficient accommodations for all transportation users.

2-1.12 OBJECTIVE: Coordination and Enhancement of Mobility Choices

To coordinate efficient and accessible public transportation services for both the general public and the transportation disadvantaged, in order to provide access to major trip generators and attractors within the City of Oviedo, and to enhance mobility choices within the City consistent with existing and future land uses.

Measure: Public transportation services for both the public and the transportation disadvantaged will serve major trip generators and attractors within the City of Oviedo.

Policies:

2-1.12.1 Transit Services to Major Generators and Attractors

The City will coordinate with LYNX, Seminole County, and property owners to

ensure the existing and future major generators and attractors are served by LYNX where feasible.

2-1.12.2 Provision of Transit Stops

The City will coordinate with LYNX, Seminole County, and private developers to provide convenient, accessible transit stops along routes serving the City of Oviedo.

2-1.12.3 Provision of Transportation Services for Transportation Disadvantaged

The City will coordinate with LYNX and Seminole County to ensure the needs of the transportation disadvantaged in the City are met.

2-1.12.4 Provision of Accessible Transit Facilities

The City will coordinate with LYNX, Seminole County, and private developers to provide enhanced transit service and facilities, including accessible bus stops and bus shelters within the Downtown Core, East Gateway and Marketplace Gateway districts, and along identified Development Corridors.

2-1.12.5 Public Transportation

Within the Downtown Core, East Gateway and Marketplace Gateway districts, and along the identified Development, the City shall promote a mix and density of land uses that complement and encourage the use of public transportation.

GOAL 2-2 TO REDUCE THE ADVERSE IMPACT CONVENTIONAL TRANSPORTATION CONCURRENCY MITIGATION MAY HAVE ON DOWNTOWN REVITALIZATION AND COMMUNITY REDEVELOPMENT, AND IMPLEMENT AND FUND MULTIMODAL MOBILITY, URBAN DESIGN, MIXED LAND USE, AND NETWORK CONNECTIVITY STRATEGIES TO ADDRESS TRANSPORTATION NEEDS WITHIN THE CITY'S MULTIMODAL MOBILITY AREAS.

2-2.1 OBJECTIVE: Central Multimodal Mobility Hub – Downtown Core
Establish a central multimodal mobility hub within the City, identified as the Downtown Core, to coincide with the City's Community Redevelopment Area (CRA), roughly bounded by Mitchell Hammock Road to the south, Lake Jessup Avenue to the west, Magnolia St./SR 426 to the north, and Stephen Avenue, Academy Avenue, Academy Place, Doctor's Drive, and Oviedo Boulevard to the East as shown in the 2025 Multimodal Mobility Areas Map. The area is centered around the Oviedo central business district, including the Downtown Mixed Use area designated in the Future Land Use Element, contains land suitable for new development and redevelopment, and is built-up with available public facilities and services such as sanitary sewer, potable water, roads, and recreation areas. Multimodal mobility standards shall provide alternatives to traditional transportation concurrency to support urban infill development, redevelopment, and the achievement of the City's redevelopment

goals by addressing mobility, urban design, land use mix and network connectivity.

Measure: Achieving the multimodal standards will support the achievement of the City’s redevelopment goals in the Downtown Core.

Policies:

2-2.1.1 Mobility Strategies

The City recognizes the need for enhanced multimodal transportation mobility within the boundaries of the proposed Downtown Oviedo CRA. Mobility within the Downtown Core shall be maintained by the implementation of the strategies and programs described under Goal 2-2 of this Element, and through supporting policies in other elements of this Comprehensive Plan. Examples of mobility strategies for the City may include, but are not limited to:

- A. A Transportation Demand Management (TDM) program established in coordination with LYNX, which promotes ridesharing or transit commute alternatives through the programmatic use of incentives
- B. Transportation System Management (TSM) program, which includes routine performance monitoring of all transportation modes to maximize their efficiency, such as:
 - 1. Access management
 - 2. Urban design to foster transit use and pedestrian accessibility, employer-sponsored programs to encourage carpooling, vanpooling, bicycling, and transit usage
 - 3. Parking requirement maximums
 - 4. Intersection redesigns
 - 5. Bicycle lanes
- C. Local circulator transit service
- D. Parking facilities designed to be complementary to, and enhance pedestrian and bicycle facilities
- E. Enhancement of pedestrian and bicycle facilities
- F. Enhancements to transit facilities and service
- G. Transit -and pedestrian-oriented site design standards/regulations

2-2.1.2 Improvements to the City’s Multimodal Transportation Network

The City may require appropriate improvements or enhancements to the City’s multimodal transportation network as a condition of development approval. These improvements may include, but are not limited to:

- A. Full accommodations for pedestrian access and movement, including shaded sidewalks, benches and enhanced crossings;
- B. Full accommodations for bicycle commuters, including lockers, showers, and racks;
- C. Secure, visible bicycle parking areas including bicycle lockers, locked rooms, or locked enclosures that are easily accessible and conspicuously posted; and
- D. Direct connections between the development and any regional bicycle, pedestrian, and trail facilities.

2-2.1.3 Downtown Core Design Principles

The Downtown Core shall become more pedestrian-oriented through mixed-use development utilizing site design principles consistent with the City of Oviedo Downtown Master Plan (Adopted 10/7/2002, as it may be amended from time to time). The design principles include, but are not limited to:

- A. Building placement/build-to lines,
- B. First floor retail in mixed use buildings on street frontage,
- C. Parking integration with alternative modes,
- D. Pedestrian/bicycle circulation and facilities, and
- E. Roadway/right-of-way aesthetics.

2-2.2 OBJECTIVE: Prioritization and Implementation of Multimodal Mobility Strategies within the City's Multimodal Mobility Areas

The City shall use the City of Oviedo Year 2025 Transportation Master Plan Update as a guide to prioritize and implement multimodal mobility strategies within the mobility areas, including the Oviedo Downtown Core, the Marketplace Gateway District, the East Gateway District and the identified Development Corridors, over time, within the context of an ongoing Mobility Monitoring Program. Roadway, transit, bicycle, and pedestrian projects and programs presented in the following policies shall represent a selection of the possible mobility strategies that may be used by the City and the development community to mitigate transportation impacts associated with development within these mobility areas. Other mitigation strategies shall be validated and approved by the City during the development review process.

Measure: Implementation of transportation demand management and transportation system management strategies, and multimodal transportation projects in the City’s mobility areas throughout the long-term planning horizon.

Policies:

2-2.2.1 Transit Projects

The City of Oviedo 2025 Transportation Master Plan Update includes the following transit projects the City shall consider in support of implementation of the Downtown Core:

Table 2.5 – Transit Projects

Project Name	From	To
Park and Ride Lots	---	
Local Circulator	City Hall	Old Downtown

2-2.2.2 Pedestrian Access to Transit Stops and Shelters

The City shall continue to coordinate with LYNX for improved pedestrian access to transit stops and shelters in the mobility areas. The City shall require all development projects to construct transit shelters where an existing LYNX transit stop abuts the project, or if there is an existing, or proposed, stop within five hundred (500) feet from the project. Existing transit shelters shall be restored if compromised by adjacent construction or redevelopment activity.

2-2.2.3 Bicycle and Pedestrian Projects

The City of Oviedo 2025 Transportation Master Plan Update identifies several bicycle and pedestrian projects for implementation that will greatly enhance the connectivity and ease of use of these transportation modes:

Table 2.6 – Bicycle and Pedestrian Projects

Facility/Project Name	From	To
Multi-Use Trails		
Trail Overpass at Mitchell Hammock Rd.		
Lockwood Blvd. Pedestrian Crossing	UCF	Oviedo Marketplace
Cross-Seminole Trail	City Hall	Old Downtown
Sidewalk Projects		
SR 434	SR 426	Hillcrest St.
SR 434	Florida Ave.	SR 426
Mitchell Hammock Rd.	SR 426	SR 434
Mitchell Hammock Rd.	SR 434	Lockwood Blvd.
SR 434	Hillcrest St.	Mitchell Hammock Rd.
CR 426	SR 434	Lockwood Blvd.
SR 434	SR 417	Florida Ave.
On-Street Bicycle Projects		
Mitchell Hammock Rd.	SR 426	SR 434

Facility/Project Name	From	To
SR 434	Florida Ave.	SR 426
Mitchell Hammock Rd.	SR 434	Lockwood Blvd.
SR 426	SR 434	Lake Jessup Rd.
SR 434	SR 426	Hillcrest St.
CR 426	SR 434	Lockwood Blvd.
SR 434	SR 417	Florida Ave.

2-2.2.4 Pedestrian and Bicycle Access

All requests for development shall provide for safe and convenient pedestrian and bicycle access, particularly between residential development and adjacent or nearby schools, neighborhood centers, transit stops, parks, multiuse trails, and commercial and office development.

2-2.2.5 Roadway Projects that Increase Multimodal Mobility and Connectivity

Roadway projects proposed in the City of Oviedo 2025 Transportation Master Plan that shall increase multimodal mobility and connectivity within the area by providing alternate routes for vehicle traffic through central Oviedo include sidewalks, wide shoulders and/or bicycle lanes in their design and construction. These projects are listed in the following table:

Table 2.7 – Roadway Projects that Increase Multimodal Mobility and Connectivity

Project Name	From	To
Related to Development within the Multimodal Mobility Areas		
Railroad St. Realignment	Central Ave. (SR 434)	SR 426
Traffic Signal	Mitchell Hammock Rd.	Clonts St. Extension
Smith St. Extension (RR Realignment)	SR 434	Oviedo Blvd.
N/S Connection to SR 426 Realignment	Smith St. Extension	CR 419/SR 426
SR 426 Realignment	Broadway St.	SR 426
Clark St. Extension	SR 434	Oviedo Blvd.
Hillcrest St. Extension	SR 434	Oviedo Blvd.
Lindsay Ln. Extension	Eastern Terminus	New Downtown Rd.
E/W Connection to SR 434	SR 434	New Downtown Rd.
New Downtown Rd.	Hillcrest St. Extension	Oviedo Blvd.
Connections and Traffic Calming Projects		
Clonts St. Extension	Mitchell Hammock Rd.	Norma Ave. South
E. Harrison St. Extension	Stephen Ave.	Reed Ave.
Franklin St. Extension	Lake Jessup Ave.	Central Ave. (SR 434)
Doctors Dr. Extension	Oviedo Blvd.	Doctors Dr.
Kingsbridge Dr. Pedestrian Extension	Oviedo Blvd.	Kingsbridge Dr.
Clonts St. Reconstruction	Norma Ave. South	SR 434
Lake Jessup Ave. Traffic Calming	Broadway St. (SR 426)	W. Artesia St.
Doctors Dr. Traffic Calming	Oviedo Blvd.	CR 419

2-2.2.6 Improvement of Existing and Future Transit Stops

The City shall work with LYNX to improve existing and future transit stops to include benches, clearly marked signs, lights, system information, and covered or enclosed waiting areas within the City's mobility areas. All bus stops shall be safe, convenient, meet the needs of all users, particularly the transportation disadvantaged, and connect to the City's sidewalks and bicycle facilities, wherever possible.

2-2.2.7 Transportation Demand Management (TDM) Program

By 2014, and in coordination with LYNX, the City shall develop a Transportation Demand Management (TDM) program that identifies incentive-based strategies to reduce travel demand by automobile. The program shall be included among the mitigation options from which developers may choose to increase mobility within the City's mobility areas.

2-2.2.8 Implementation of the Transportation Demand Management (TDM) Program

The City shall assist eventual employers and residents within the Downtown Core and Gateway Districts to implement TDM strategies that have been shown to work in similar locations, such as ride sharing, telecommuting, flex-time, parking cash-out and transit subsidies. Commuter services programs shall be mandatory for businesses that generate more than fifty (50) employee trips in the PM peak hour, and each business shall designate an employee to oversee and promote the programs among their employees. The City shall encourage ridesharing among its own employees, and provide flex-time opportunities for appropriate personnel.

2-2.2.9 FDOT Commuter Assistance Program

The City shall participate in the FDOT Commuter Assistance Program (FDOT's TDM outreach program), which focuses on providing alternatives to single-occupant vehicle commuter trips and is administered by FDOT District 5, and the LYNX Vanpool and Carpool programs. The City shall promote these programs' opportunities to businesses and residents within the City, particularly within the Downtown Core and Gateway Districts.

2-2.3 OBJECTIVE: Monitoring of Mobility Strategies Implementation

The City of Oviedo shall monitor the implementation of mobility strategies to ensure the City is supporting multimodal mobility goals in its mobility areas.

Measure: Achievement of the mobility strategy targets within the City's multimodal mobility areas.

Policies:**2-2.3.1 Mobility Strategy Performance Measures and Targets**

The baseline conditions for mobility strategy performance measures and their respective targets are identified and/or defined below. Baseline conditions will

be compared to data collected for subsequent Evaluation and Appraisal Reports (EARs) and the mid-EAR timeframe. The monitoring will include analysis and/or information pertaining to the following:

- A. Site planning performance criteria, such as building placement, parking location, use of shared parking, connectivity to adjacent properties, proximity to transit stops/shelters, connectivity to adjacent sidewalk network and provision of pedestrian, bicycle and transit amenities.
- B. The implementation of mobility strategies, programs and policies supporting the City’s redevelopment objectives for its multimodal mobility areas and associated targets, include but are not limited to the following:

Table 2.8 - Mobility Strategy Performance Measures and Targets

Mobility Strategy	Performance Measure	Baseline	Target
Transportation Demand Management	Number of commuters participating in ridesharing or vanpooling programs	14 commuters in Oviedo participating.	Three percent (3%) annual increase of participants.
	Number of businesses / employers offering flexible work schedules	Not yet initiated.	Five percent (5%) annual increase of participants.
	Implementation of transit pass subsidy program and number of businesses/individuals participating	Not yet initiated.	Program implementation by 2012, with five percent (5%) annual increase after implementation.
Connectivity Enhancement	Number of joint, combined or cross-access driveways	Three (3) identified within City.	One (1) improved access point per redevelopment/development project.
	Number of projects listed in Policy 2-1.4.3 included in Oviedo’s Capital Improvements Program.	Two (2) projects listed in 2009/2010 CIP.	One (1) project added to programming pipeline in each CIP amendment cycle.
	Number of projects listed in Policy 2-2.2.5 included in Oviedo’s Capital Improvements Program.	One (1) project listed in 2009/2010 CIP.	One (1) project added to programming pipeline in each CIP amendment cycle.
	Number of projects listed in Policy 2-2.2.3 included in Oviedo’s Capital Improvements Program.	Two (2) projects listed in 2009/2010 CIP.	One (1) project added to programming pipeline in each CIP amendment cycle.
Transportation System Management	Optimize signal synchronization within the TCEA/CRA	Not yet initiated.	By 2015.
	Number of projects listed in Policy 2-2.2.3 included in	One (1) project listed in	One (1) project added to programming pipeline in

Mobility Strategy	Performance Measure	Baseline	Target
Sidewalk Network Improvements	Oviedo's Capital Improvements Program.	2009/2010 CIP.	each CIP amendment cycle.
	Number of TCEA/CRA intersections improved with pedestrian enhancements, including curb bulb-out/paving treatments, actuated "countdown" signals, mast-arms, high-visibility crosswalks and curb ramps	Five (5) improved signalized intersections in TCEA/CRA.	One (1) intersection per year.
	Linear feet of pedestrian-enhancing streetscaping or landscaping	3,200 linear feet of enhanced streetscaping.	Streetscaping/landscaping to be included as part of new sidewalk projects; 500 feet per year along existing sections.
Transit Facility Improvements	Number of improved and/or new bus shelters on LYNX routes (New/improved stops to include shelters, curb ramps, and concrete pads to meet ADA compliance)	Eight (8) shelters on LYNX routes.	One (1) improved and/or new shelter each year.
	Number of projects listed in Policy 2-1.4.3 included in Oviedo's Capital Improvements Program.	No projects listed in 2009/2010 CIP.	One (1) project added to programming pipeline in each CIP amendment cycle.
	Number of projects listed in Policy 2-2.2.1 included in Oviedo's Capital Improvements Program.	No projects listed in 2009/2010 CIP.	One (1) project added to programming pipeline in each CIP amendment cycle.
	Average number of Flex-Route riders per month	796 average monthly riders, based on first nine-months of data (December 2009-August 2010).	Five (5) percent annual increase in average monthly ridership
Bicycle Facility Improvements	Number of projects listed in Policy 2-1.4.3 included in Oviedo's Capital Improvements Program.	One (1) project in 2009/2010 CIP.	One (1) project added to programming pipeline in each CIP amendment cycle.
	Number of projects listed in Policy 2-2.2.3 included in Oviedo's Capital Improvements Program.	Two (2) projects in 2009/2010 CIP.	One (1) project added to programming pipeline in each CIP amendment cycle.
	Number of bicycle racks/lockers constructed as part of development/redevelopment within the TCEA/CRA	Zero (0) in 2010.	One (1) bicycle rack/locker for every 20 vehicle parking spaces provided as part of development/redevelopment within the TCEA/CRA.
	Number of marked and signed Cross-Seminole Trail crossings at intersections with roadways	Four (4) marked and signed crossings exist, in addition to completed trailhead area.	One (1) improved roadway crossing each year.

C. The effects of the strategies, programs and policies in accomplishing the objective of improved multimodal mobility within the mobility areas shall be monitored by the following performance measures, including, but not limited to:

Table 2.9 – Performance Measures

Performance Measure		Target
Change in ridership on LYNX fixed routes, including Flex-Route service (boardings/alightings within the Downtown Core, Gateway Districts, and identified Development Corridors.)		One percent (1%) annual increase
Change in ridership for LYNX Flex-Route service.		One percent (1%) annual increase
Change in service frequency for LYNX fixed route service along Mitchell Hammock Road and SR 434 within the Downtown Core, Gateway Districts, and identified Development Corridors.		Annual maintenance of service frequency, with reduction in frequency to 45 minutes (when feasible) by the end of the planning period.
Proposed trip generation from development/redevelopment within the TCEA/CRA (based on submitted Traffic Impact Analysis) versus actual traffic counts at driveways serving the development/redevelopment project		Achieve a five percent (5%) reduction in actual traffic counts versus documented trip generation projections
Total Estimated New, Net External Vehicle Trips at TCEA Buildout within the Downtown Core		
	Without Reduction	With Targeted 5% Reduction
Daily	79,807	75,817
P.M. Peak- Hour	8,510	8,085
Change in peak-hour traffic volumes on CR 419 (E. Broadway St./Chuluota Rd.) from CR 426 (Geneva Dr.) to Division St. and SR 434 (Alafaya Tr./Central Ave.) from Magnolia St. to Mitchell Hammock Rd.		Achieve a less than one percent (1%) annual increase

D. The City, with consultation from FDOT, will present the evaluation and information for the implemented mobility strategies and the effects on multimodal mobility, referenced in C) above, and the extent to which the strategy has achieved the purpose of increasing mobility and promoting redevelopment since the establishment of the mobility areas and/or the last Evaluation and Appraisal Report.

E. The City will evaluate the multimodal strategies to determine whether modifications to the mobility areas, and/or the strategies themselves, are necessary. This evaluation will be conducted every seven (7) years and the results will be included in the Evaluation and Appraisal Report (EAR), along with any recommendations to refine the policies and mobility strategies through EAR-based amendments.

Performance measures and targets may be subject to further consideration by the City (i.e., if these performance measures and targets cannot be supported by reasonably available data, or if additional measures are identified that may also be appropriate). The facilities and/or infrastructure related to several targets are contingent upon development and redevelopment activity, and associated developer contributions.

2-2.3.2 Monitoring of Development Activities in the Downtown Core

The City of Oviedo shall monitor development activity within the Downtown Core to ensure the area is supporting redevelopment goals. Monitoring activities will record the amount of development/redevelopment by land use in the Downtown Core against the following thresholds:

Table 2.10 – Thresholds for Monitoring Development Activities in the Downtown Core

Residential (dwelling units)		Non-Residential (1,000s square feet)				
Single-Family	Multi-Family	Office	Commercial	Institutional	Public	Conservation
292	1,211	1,052	1,528	651	594	141

2-2.4 OBJECTIVE: Funding of Multimodal Mobility Area Improvements

The City shall fund mobility improvements in a financially feasible, equitable, and transparent manner that distributes the costs of these improvements proportionally among private and public entities.

Measure: Incorporation of mobility strategies into proposed development plans and projects within the City’s multimodal mobility areas, and successful implementation of those strategies through annual updates of the City’s Capital Improvement Program.

Policies:

2-2.4.1 Criteria for Provision of Mobility Strategies

The Oviedo Downtown Core, the Gateway Districts, and identified Development Corridors, shall be required to implement, or provide a funding contribution to, directly implement mobility strategies, based on a proposed development’s anticipated net, new external P.M. peak-hour trip generation, according to the schedule in Table 2.11 below. The mobility strategies selected for implementation, in association with a particular development project, shall be determined through close coordination with City staff, based on the project’s location, the capital improvements listed in Tables 2-4a, 2.5, 2.6, and 2.7, and achievement of the performance measures in Table 2.8.

Table 2.11 – Criteria for Provision of Mobility Strategies

Net, New External P.M. Peak-Hour Trip Generation of Proposed Development	Number of Mobility Strategies to be Provided
Less than 50	One
50 to less than 100	Two
100 to 300	Three
400 to 599	Five
600 or greater	Six

2-2.4.2 Public Share of Funding to Implement Mobility Improvements within the Oviedo Downtown Core

The public share of funding to implement mobility improvements within the Oviedo Downtown Core shall be secured through City general funds and intergovernmental funding through the MPO and FDOT as available. Operating funds or bonds from the Oviedo Community Redevelopment Area (CRA) Redevelopment Trust Fund shall be secured to fund mobility improvements within the CRA, at such time as these funds become available, and the City shall continue to pursue tax-increment financing (TIF) in the CRA through coordination with Seminole County.

2-2.4.3 Program of Funding

As budget resources allow, and developer contributions are collected, adequate funding shall be programmed in the Capital Improvements Plan and the Capital Improvements Element to implement prioritized mobility area improvements identified in the 2025 Transportation Master Plan, on an ongoing basis.

2-2.4.4 Coordination with other Jurisdictions and Organizations

The City will work on an ongoing basis with FDOT, LYNX, METROPLAN Orlando, and Seminole County to promote the inclusion of projects in their plans, programs and development regulations that maintain and enhance multimodal mobility within the Oviedo Downtown Core.

2-2.4.5 Density Bonuses and Incentives

The City of Oviedo Land Development Code will provide density bonuses and/or incentives for new development or redevelopment projects that may include:

- A. Transit-oriented or transit-supportive development principles;
- B. Transit amenities (shelters, benches, bicycle racks, schedule kiosks);
- C. A financial commitment dedicated to the support of transit operations.

**Table 2-12
Existing Conditions (2009)
Oviedo Transportation Concurrency Management System**

Seg. No.	Street	From:	To:	Road Type		Roadway Characteristics							Capacity at LOS Standard			Total Traffic			Level of Service			Percent Capacity Remaining			Total Capacity Remaining		
				Jurisdiction	Functional Class	Length (miles)	Lanes	Signals	Signals per Mile	Signal Class	LOS Standard	LOS Stand Plus	Daily	2WPH	PHPD	Daily	2WPH	PHPD	Daily	2WPH	PHPD	Daily	2WPH	PHPD	Daily	2WPH	PHPD
1	Alafaya Woods Blvd	Central Ave (SR 434)	Alexandria Blvd	Oviedo	Minor Collector	0.4	4	0	0.00	I	D		35,700	3,390	1,860	12,621	1,197	743	B	B	B	65%	65%	60%	23,079	2,193	1,117
2	Alafaya Woods Blvd	Alexandria Blvd	Mitchell Hammock Rd	Oviedo	Minor Collector	2.0	4	1	0.50	I	D		35,700	3,390	1,860	8,201	655	473	B	B	B	77%	81%	75%	27,499	2,735	1,387
3	W Broadway St (SR 426)	Dean Rd	Chapman Rd	FDOT	Minor Arterial	1.8	4	3	1.67	I	E		35,700	3,390	1,860	28,290	2,395	1,740	B	B	C	21%	29%	6%	7,410	995	120
4	W Broadway St (SR 426)	Chapman Rd	Mitchell Hammock Rd	FDOT	Minor Arterial	1.1	4	2	1.82	I	E		35,700	3,390	1,860	28,483	2,323	1,406	B	B	B	20%	31%	24%	7,217	1,067	454
5	W Broadway St (SR 426)	Mitchell Hammock Rd	Winter Springs Blvd	FDOT	Minor Arterial	0.9	2	2	2.22	II	E	15%	18,745	1,783	932	24,263	2,036	1,279	F	F	F	-29%	-14%	-37%	-5,518	-254	-348
6	W Broadway St (SR 426)	Winter Springs Blvd	Lake Jesup Ave	FDOT	Minor Arterial	0.8	2	2	2.50	II	E	15%	18,745	1,783	932	17,056	1,434	797	E+15%	D	D	9%	20%	14%	1,689	349	135
7	W Broadway St (SR 426)	Lake Jesup Ave	Central Ave (SR 434)	FDOT	Minor Arterial	0.3	2	1	3.33	II	E	30%	21,190	2,015	1,053	15,760	1,263	894	E	D	E+30%	26%	37%	15%	5,430	752	159
8	E Broadway St (CR 419)	Central Ave (SR 434)	Reed Rd	Sem. Co.	Minor Arterial	1.1	2	3	2.73	II	E	30%	25,168	2,015	1,053	20,509	1,559	1,231	E+30%	E+30%	F	19%	23%	-17%	4,659	456	-178
9	E Broadway St (CR 419)	Reed Rd	Lockwood Blvd	Sem. Co.	Minor Arterial	1.1	2	2	1.82	I	E	15%	22,264	1,852	989	14,972	1,195	632	C	C	C	33%	35%	36%	7,292	657	357
10	E Broadway St (CR 419)	Lockwood Blvd	Snow Hill Rd	Sem. Co.	Minor Arterial	2.6	4	3	1.15	I	E		42,560	3,390	1,860	36,029	3,238	2,007	E	C	F	15%	4%	-8%	6,531	152	-147
11	Central Ave (SR 434)	McCulloch Rd	Chapman Rd	FDOT	Principal Arterial	2.0	6	3	1.50	I	E		53,500	5,080	2,790	49,464	3,749	2,496	C	B	C	8%	26%	11%	4,036	1,331	294
12	Central Ave (SR 434)	Chapman Rd	Alafaya Woods Blvd	FDOT	Principal Arterial	0.6	6	1	1.67	I	E	15%	61,525	5,842	3,209	39,059	3,106	2,539	B	B	C	37%	47%	21%	22,466	2,736	670
13	Central Ave (SR 434)	Alafaya Woods Blvd	Mitchell Hammock Rd	FDOT	Principal Arterial	0.4	6	1	2.50	II	E	15%	59,570	5,658	2,956	35,353	2,646	2,211	C	C	D	41%	53%	25%	24,217	3,012	745
14	Central Ave (SR 434)	Mitchell Hammock Rd	W Broadway St (SR 426)	FDOT	Principal Arterial	1.0	2	1	1.00	I	E	30%	21,970	2,093	1,118	13,343	1,204	732	C	C	D	39%	42%	35%	8,627	889	386
15	Central Ave (SR 434)	W Broadway St (SR 426)	Magnolia Street	FDOT	Principal Arterial	0.5	2	1	2.13	II	E	30%	21,970	2,093	1,118	20,212	1,738	1,090	E+30%	E+30%	E+30%	8%	17%	3%	1,758	355	28
16	Central Ave (SR 434)	Magnolia Street	De Leon St	FDOT	Principal Arterial	0.9	2	1	1.08	I	E	15%	19,435	1,852	989	20,212	1,738	1,090	F	E+15%	F	-4%	6%	-10%	-777	114	-101
17	Central Ave (SR 434)	De Leon St	SR 417	FDOT	Principal Arterial	1.1	2	1	0.91	I	E	15%	19,435	1,852	989	23,644	2,307	1,577	F	F	F	-22%	-25%	-59%	-4,209	-456	-588
18	Chapman Rd	W Broadway St (SR 426)	Oak Circle	Sem. Co.	Minor Collector	0.8	2	1	1.25	I	E	20%	19,360	1,610	860	19,842	2,145	1,285	F	F	F	-2%	-33%	-49%	-482	-535	-425
19	Chapman Rd	Oak Circle	Central Ave (SR 434)	Sem. Co.	Minor Collector	0.8	2	1	1.25	I	E	20%	19,360	1,610	860	19,211	2,149	1,266	E+20%	F	F	1%	-33%	-47%	149	-539	-406
20	DeLeon St	Florida Ave	Cress Run	Oviedo	Minor Collector	0.1	2	0	0.00	I	D		14,600	1,390	760	4,418	411	312	C	C	C	70%	70%	59%	10,182	979	448
21	Geneva Rd (CR 426)	E Broadway St (CR 419)	Reed Rd	Sem. Co.	Collector	1.2	2	2	1.67	I	E		19,360	1,610	860	9,023	796	559	B	C	C	53%	51%	35%	10,337	814	301
22	Geneva Rd (CR 426)	Reed Rd	Old Mims Rd	Sem. Co.	Major Collector	5.2	2	0	0.00	I	E		19,360	1,610	860	6,508	588	465	B	C	C	66%	63%	46%	12,852	1,022	395
23	Lockwood Blvd	McCullough Rd	Oviedo City Limits	Sem. Co.	Major Collector	1.9	4	2	1.05	I	E		42,560	3,390	1,860	13,239	1,358	1,069	B	B	B	69%	60%	43%	29,321	2,032	791
24	Lockwood Blvd	Oviedo City Limits	Mitchell Hammock Rd	Oviedo	Collector	1.8	4	1	0.56	I	E		42,560	3,390	1,860	12,164	1,193	745	B	B	B	71%	65%	60%	30,396	2,197	1,115
25	Lockwood Blvd	Mitchell Hammock Rd	E Broadway St (CR 419)	Oviedo	Collector	0.3	4	1	3.33	II	E		42,560	3,270	1,710	33,583	2,767	1,675	E	D	D	21%	15%	2%	8,977	503	35
26	Lockwood Blvd	E Broadway St (CR 419)	Geneva Rd (CR 426)	Oviedo	Collector	1.8	2	1	0.56	I	E		19,360	1,610	860	6,597	677	377	B	C	C	66%	58%	56%	12,763	933	483
27	McCulloch Rd	SR 434	Lockwood Blvd	Sem. Co.	Collector	1.0	4	1	1.00	I	E		42,560	3,390	1,860	26,813	2,364	1,466	D	B	B	37%	30%	21%	15,747	1,026	394
28	McCulloch Rd	Lockwood Blvd	Old Lockwood	Orange Co*	Collector	1.1	2	2	1.82	I	E		19,360	1,610	860	16,111	1,432	1,027	D	D	F	17%	11%	-19%	3,249	178	-167
29	Mitchell Hammock Rd	W Broadway St (SR 426)	Central Ave (SR 434)	Oviedo	Arterial	1.1	4	2	1.82	I	E	15%	41,055	3,899	2,139	48,515	3,215	2,494	F	C	F	-18%	18%	-17%	-7,460	684	-355
30	Mitchell Hammock Rd	Central Ave (SR 434)	Oviedo Boulevard	Oviedo	Arterial	0.5	4	1	2.13	II	E	30%	46,410	4,407	2,418	48,007	2,780	2,698	F	C	F	-3%	37%	-12%	-1,597	1,627	-280
31	Mitchell Hammock Rd	Oviedo Boulevard	Alafaya Woods Blvd	Oviedo	Arterial	0.7	4	1	1.37	I	E	30%	46,410	4,407	2,418	48,007	2,780	2,698	F	C	F	-3%	37%	-12%	-1,597	1,627	-280
32	Mitchell Hammock Rd	Alafaya Woods Blvd	Lockwood Blvd	Oviedo	Arterial	0.6	4	1	1.67	I	E	15%	41,055	3,899	2,139	36,120	2,819	1,850	E+15%	C	D	12%	28%	14%	4,935	1,080	289
33	Red Bug Lake Rd	SR 417	W Broadway St (SR 426)	Sem. Co.	Minor Arterial	0.4	6	1	2.50	II	E	15%	73,416	5,658	2,956	48,166	3,631	2,355	D	C	D	34%	36%	20%	25,250	2,027	601
34	Reed Rd	E Broadway St (CR 419)	Geneva Rd (CR 426)	Oviedo	Minor Collector	0.5	2	0	0.00	I	D		14,600	1,390	760	2,317	225	118	C	C	C	84%	84%	84%	12,283	1,165	642
35	Slavia Rd	Red Bug Lake Rd	SR 426	Sem. Co.	Minor Collector	0.9	2	1	1.11	I	E		19,360	1,610	760	10,805	1,037	598	B	C	D	44%	36%	21%	8,555	573	162

Notes: [Seminole County Vision 2020 Comp Plan](#) * Segment 28 of McCulloch Road is under jurisdiction of Orange County by way of interlocal agreement

[THIS PAGE INTENTIONALLY LEFT BLANK]

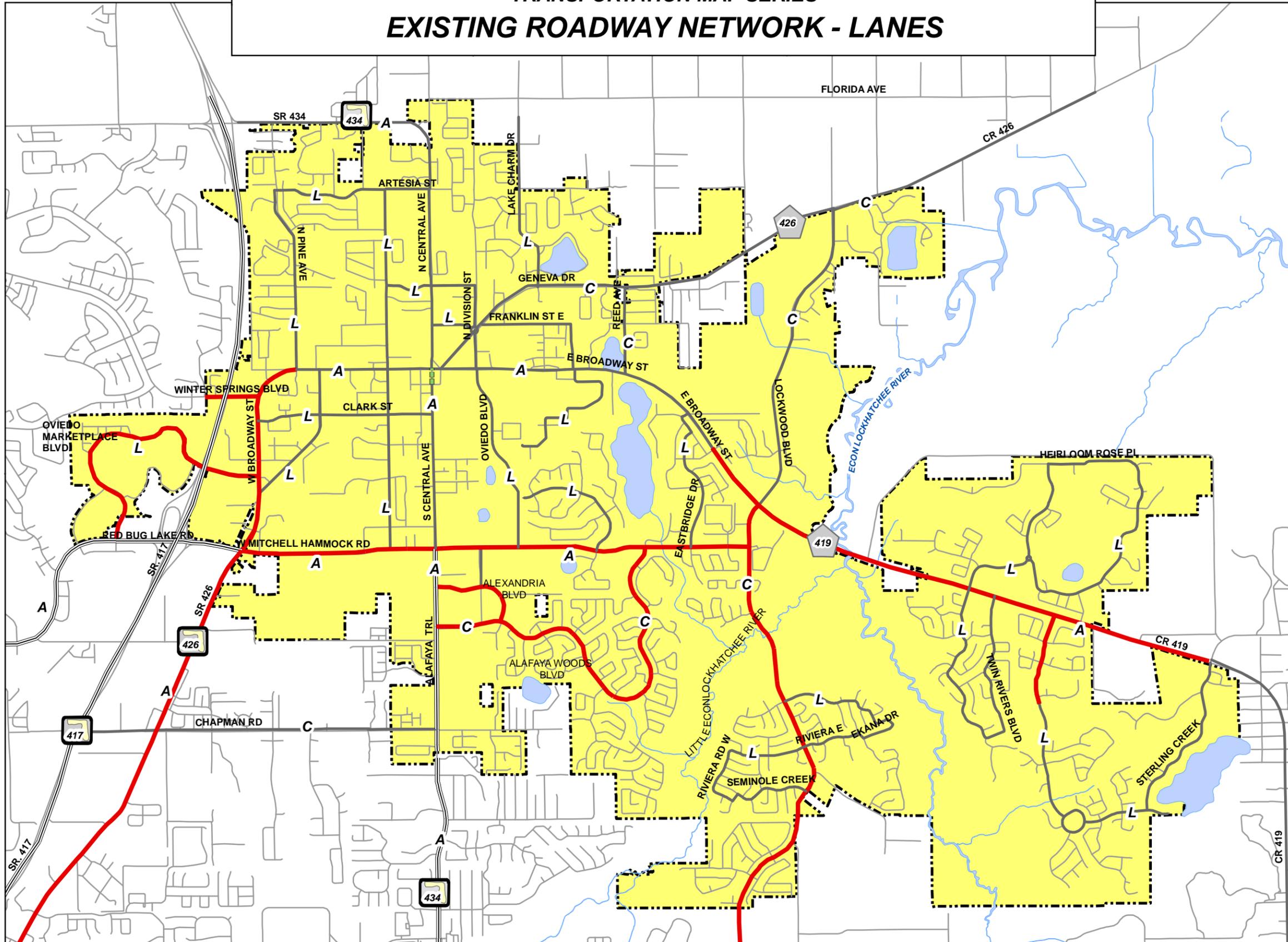
**Table 2-13
Year 2025 Roadway Conditions (w/ Improvements)
Oviedo Transportation Concurrency Management System**

Seg. No.	Street	From:	To:	Road Type		Roadway Characteristics							Capacity at LOS Standard			Total Traffic			Level of Service			Percent Capacity Remaining			Total Capacity Remaining		
				Jurisdiction	Functional Class	Length (miles)	Lanes	Signals	Signals per Mile	Signal Class	LOS Standard	LOS Stand	Daily	2WPH	PHPD	Daily	2WPH	PHPD	Daily	2WPH	PHPD	Daily	2WPH	PHPD	Daily	2WPH	PHPD
1	Alafaya Woods Blvd	Central Ave (SR 434)	Alexandria Blvd	Oviedo	Minor Collector	0.4	4	0	0.00	I	D		35,700	3,390	1,860	16,057	1,445	751	B	B	B	55%	57%	60%	19,643	1,945	1,109
2	Alafaya Woods Blvd	Alexandria Blvd	Mitchell Hammock Rd	Oviedo	Minor Collector	2.0	4	1	0.50	I	D		35,700	3,390	1,860	9,421	1,041	581	B	B	B	74%	69%	69%	26,279	2,349	1,279
3	W Broadway St (SR 426)	Dean Rd	Chapman Rd	FDOT	Minor Arterial	1.8	4	3	1.67	I	E		35,700	3,390	1,860	31,580	2,850	1,496	C	C	B	12%	16%	20%	4,120	540	364
4	W Broadway St (SR 426)	Chapman Rd	Mitchell Hammock Rd	FDOT	Minor Arterial	1.1	4	2	1.82	I	E		35,700	3,390	1,860	28,000	2,520	1,372	B	B	B	22%	26%	26%	7,700	870	488
5	W Broadway St (SR 426)	Mitchell Hammock Rd	Winter Springs Blvd	FDOT	Minor Arterial	0.9	4	2	2.22	II	E	15%	48,944	4,905	2,565	33,540	3,020	1,585	D	B	B	31%	38%	38%	15,404	1,885	980
6	W Broadway St (SR 426)	Winter Springs Blvd	Lake Jesup Ave	FDOT	Minor Arterial	0.8	4	2	2.50	II	E	15%	48,944	4,905	2,565	22,590	2,480	1,290	C	B	B	54%	49%	50%	26,354	2,425	1,275
7	W Broadway St (SR 426)	Lake Jesup Ave	Central Ave (SR 434)	FDOT	Minor Arterial	0.3	4	1	3.33	II	E	30%	55,328	4,251	2,223	20,860	1,880	987	B	B	B	62%	56%	56%	34,468	2,371	1,236
8	E Broadway St (CR 419)	Central Ave (SR 434)	Reed Rd	Sem. Co.	Minor Arterial	1.1	4	3	2.73	II	E	30%	55,328	4,251	2,223	26,260	2,890	1,631	C	B	B	53%	32%	27%	29,068	1,361	592
9	E Broadway St (CR 419)	Reed Rd	Lockwood Blvd	Sem. Co.	Minor Arterial	1.1	4	2	1.82	I	E	15%	48,944	4,905	2,565	24,550	2,180	1,308	C	B	B	50%	56%	49%	24,394	2,725	1,257
10	E Broadway St (CR 419)	Lockwood Blvd	Snow Hill Rd	Sem. Co.	Minor Arterial	2.6	4	3	1.15	I	E		42,560	3,390	1,860	45,590	4,030	2,422	F	F	F	-7%	-19%	-30%	-3,030	-640	-562
11	Central Ave (SR 434)	McCulloch Rd	Chapman Rd	FDOT	Principal Arterial	2.0	6	3	1.50	I	E		53,500	5,080	2,790	55,120	4,970	2,608	F	D	C	-3%	2%	7%	-1,620	110	182
12	Central Ave (SR 434)	Chapman Rd	Alafaya Woods Blvd	FDOT	Principal Arterial	0.6	6	1	1.67	I	E	15%	61,525	5,842	3,209	49,290	4,440	2,330	B	B	B	20%	24%	27%	12,235	1,402	878
13	Central Ave (SR 434)	Alafaya Woods Blvd	Mitchell Hammock Rd	FDOT	Principal Arterial	0.4	6	1	2.50	II	E	15%	59,570	5,658	2,956	47,610	4,010	2,317	D	C	C	20%	29%	22%	11,960	1,648	638
14	Central Ave (SR 434)	Mitchell Hammock Rd	W Broadway St (SR 426)	FDOT	Principal Arterial	1.0	4	1	1.00	I	E	30%	55,328	4,251	2,223	33,540	3,300	1,915	D	B	B	39%	22%	14%	21,788	951	308
15	Central Ave (SR 434)	W Broadway St (SR 426)	Magnolia Street	FDOT	Principal Arterial	0.5	4	1	2.13	II	E	30%	55,328	4,251	2,223	44,640	4,020	2,110	E	C	C	19%	5%	5%	10,688	231	113
16	Central Ave (SR 434)	Magnolia Street	De Leon St	FDOT	Principal Arterial	0.9	4	1	1.08	I	E	15%	48,944	3,761	1,967	39,490	4,340	2,287	E	F	F	19%	-15%	-16%	9,454	-580	-321
17	Central Ave (SR 434)	De Leon St	SR 417	FDOT	Principal Arterial	1.1	4	1	0.91	I	E	15%	48,944	3,761	1,967	47,390	4,270	2,562	E	F	F	3%	-14%	-30%	1,554	-510	-596
18	Chapman Rd	W Broadway St (SR 426)	Oak Circle	Sem. Co.	Minor Collector	0.8	4	1	1.25	I	E	20%	42,560	3,270	1,710	15,890	1,310	726	B	C	C	63%	60%	58%	26,670	1,960	984
19	Chapman Rd	Oak Circle	Central Ave (SR 434)	Sem. Co.	Minor Collector	0.8	4	1	1.25	I	E	20%	42,560	3,270	1,710	20,020	1,580	971	B	C	C	53%	52%	43%	22,540	1,690	739
20	DeLeon St	Florida Ave	Howard Ave.	Oviedo	Minor Collector	0.5	2	0	0.00	I	D		14,600	1,390	760	3,130	410	211	C	C	C	79%	71%	72%	11,470	980	549
21	Geneva Rd (CR 426)	E Broadway St (CR 419)	Reed Rd	Sem. Co.	Collector	1.2	2	2	1.67	I	E		19,360	1,610	860	9,610	930	565	A	C	C	50%	42%	34%	9,750	680	295
22	Geneva Rd (CR 426)	Reed Rd	Old Mims Rd	Sem. Co.	Major Collector	5.2	2	0	0.00	I	E		19,360	1,610	860	7,230	660	394	A	C	C	63%	59%	54%	12,130	950	466
23	Lockwood Blvd	McCullough Rd	Oviedo City Limits	Sem. Co.	Major Collector	1.9	4	2	1.05	I	E		42,560	3,390	1,860	20,025	1,733	1,037	C	B	B	53%	49%	44%	22,535	1,658	823
24	Lockwood Blvd	Oviedo City Limits	Mitchell Hammock Rd	Oviedo	Collector	1.8	4	1	0.56	I	E		42,560	3,390	1,860	23,770	2,220	1,275	C	B	B	44%	35%	31%	18,790	1,170	585
25	Lockwood Blvd	Mitchell Hammock Rd	E Broadway St (CR 419)	Oviedo	Collector	0.3	4	1	3.33	II	E		42,560	3,270	1,710	38,680	3,600	2,139	E	F	F	9%	-10%	-25%	3,880	-330	-429
26	Lockwood Blvd	E Broadway St (CR 419)	Geneva Rd (CR 426)	Oviedo	Collector	1.8	2	1	0.56	I	E		19,360	1,610	860	9,090	890	461	A	C	C	53%	45%	46%	10,270	720	399
27	McCulloch Rd	SR 434	Lockwood Blvd	Sem. Co.	Collector	1.0	4	1	1.00	I	E		42,560	3,390	1,860	30,299	2,624	1,623	D	B	C	29%	23%	13%	12,261	767	237
28	McCulloch Rd	Lockwood Blvd	Old Lockwood	Orange Co.*	Collector	1.1	2	2	1.82	I	E		19,360	1,610	860	19,590	1,750	1,171	F	F	F	-1%	-9%	-36%	-230	-140	-311
29	Mitchell Hammock Rd	W Broadway St (SR 426)	Central Ave (SR 434)	Oviedo	Arterial	1.1	4	2	1.82	I	E	15%	41,055	3,899	2,139	37,690	3,480	1,875	C	C	C	8%	11%	12%	3,365	419	264
30	Mitchell Hammock Rd	Central Ave (SR 434)	Oviedo Boulevard	Oviedo	Arterial	0.5	4	1	2.13	II	E	30%	46,410	4,407	2,418	41,740	3,760	2,346	C	C	C	10%	15%	3%	4,670	647	72
31	Mitchell Hammock Rd	Oviedo Boulevard	Alafaya Woods Blvd	Oviedo	Arterial	0.7	4	1	1.37	I	E	30%	46,410	4,407	2,418	36,800	3,260	1,913	B	B	B	21%	26%	21%	9,610	1,147	505
32	Mitchell Hammock Rd	Alafaya Woods Blvd	Lockwood Blvd	Oviedo	Arterial	0.6	4	1	1.67	I	E	15%	41,055	3,899	2,139	36,100	3,260	1,798	C	C	C	12%	16%	16%	4,955	639	341
33	Red Bug Lake Rd	SR 417	W Broadway St (SR 426)	Sem. Co.	Minor Arterial	0.4	6	1	2.50	II	E	15%	73,416	5,658	2,956	53,240	4,930	3,010	D	D	E	27%	13%	-2%	20,176	728	-55
34	Reed Rd	E Broadway St (CR 419)	Geneva Rd (CR 426)	Oviedo	Minor Collector	0.5	2	0	0.00	I	D		14,600	1,390	760	4,860	510	281	C	C	C	67%	63%	63%	9,740	880	479
35	Slavia Rd	Red Bug Lake Rd	SR 426	Sem. Co.	Minor Collector	0.9	2	1	1.11	I	E		19,360	1,610	760	11,829	960	530	A	C	D	39%	40%	30%	7,531	650	230

Notes: (1) Seminole County Vision 2020 Comp Plan Segment 28 of McCulloch Road is under jurisdiction of Orange County by way of interlocal agreement

[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
EXISTING ROADWAY NETWORK - LANES**



Legend

LANES

- 1 (dashed green line)
- 2 (solid black line)
- 4 (solid red line)
- 6 (double solid black line)

STREETS (thin grey line)

WATER BODIES (blue area)

CITY BOUNDARY (yellow area with dashed black border)

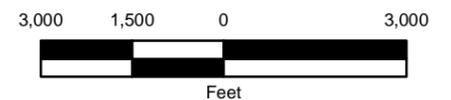
Functional Classification of Roads

- A = Arterial
- C = Collector
- L = Local

State Road (square with number icon)

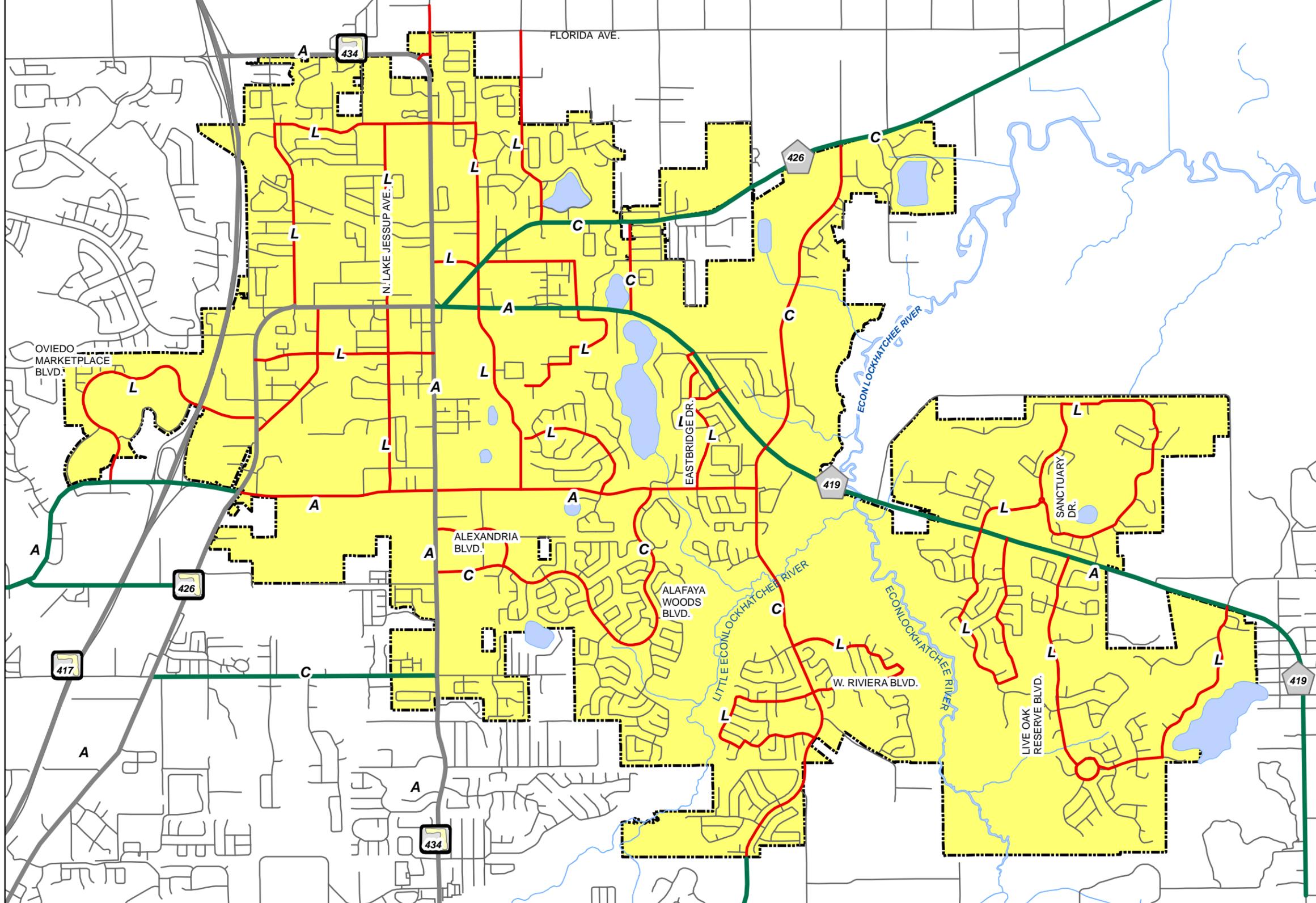
Seminole Co. Road (pentagon with number icon)

MAP 2-1



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
EXISTING FUNCTIONAL CLASSIFICATION/JURISDICTION**

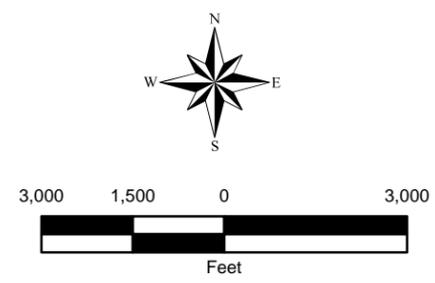


Legend

- STATE ROAD
- OVIEDO CITY ROAD
- SEMINOLE COUNTY ROAD
- STREETS
- WATER BODIES
- CITY BOUNDARY

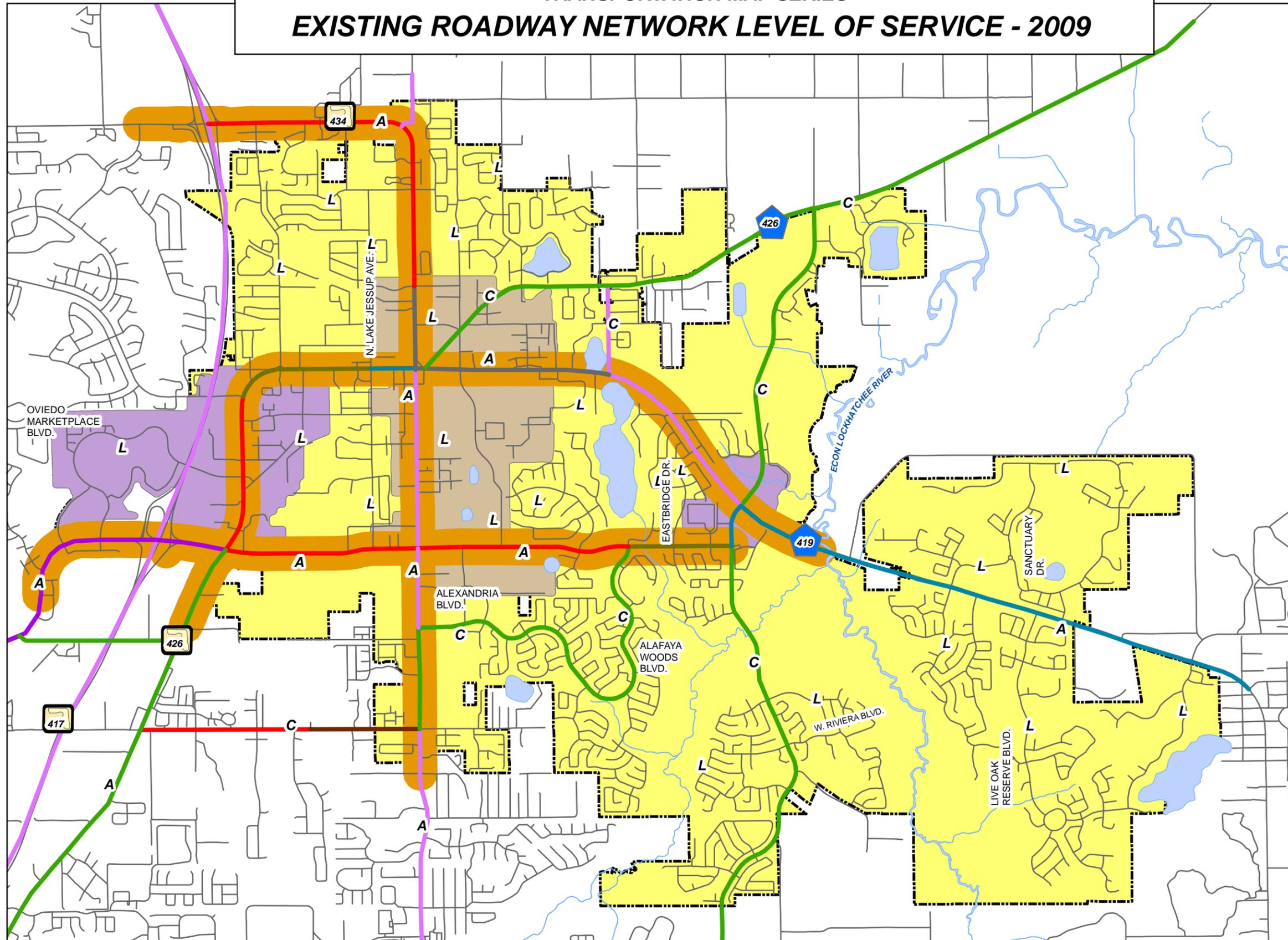
Functional Classification of Roads
 A = Arterial
 C = Collector
 L = Local

MAP 2-2



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
EXISTING ROADWAY NETWORK LEVEL OF SERVICE - 2009**



Legend

LOS 2009

- B
- C
- D
- E
- E+15%
- E+20%
- E+30%
- F

— Streets

- Development Corridors
- Neighborhood Districts
- Downtown Core TCEA
- Gateway District Mobility Areas
- City Boundary
- Oviedo Water Bodies

Functional Classification of Roads

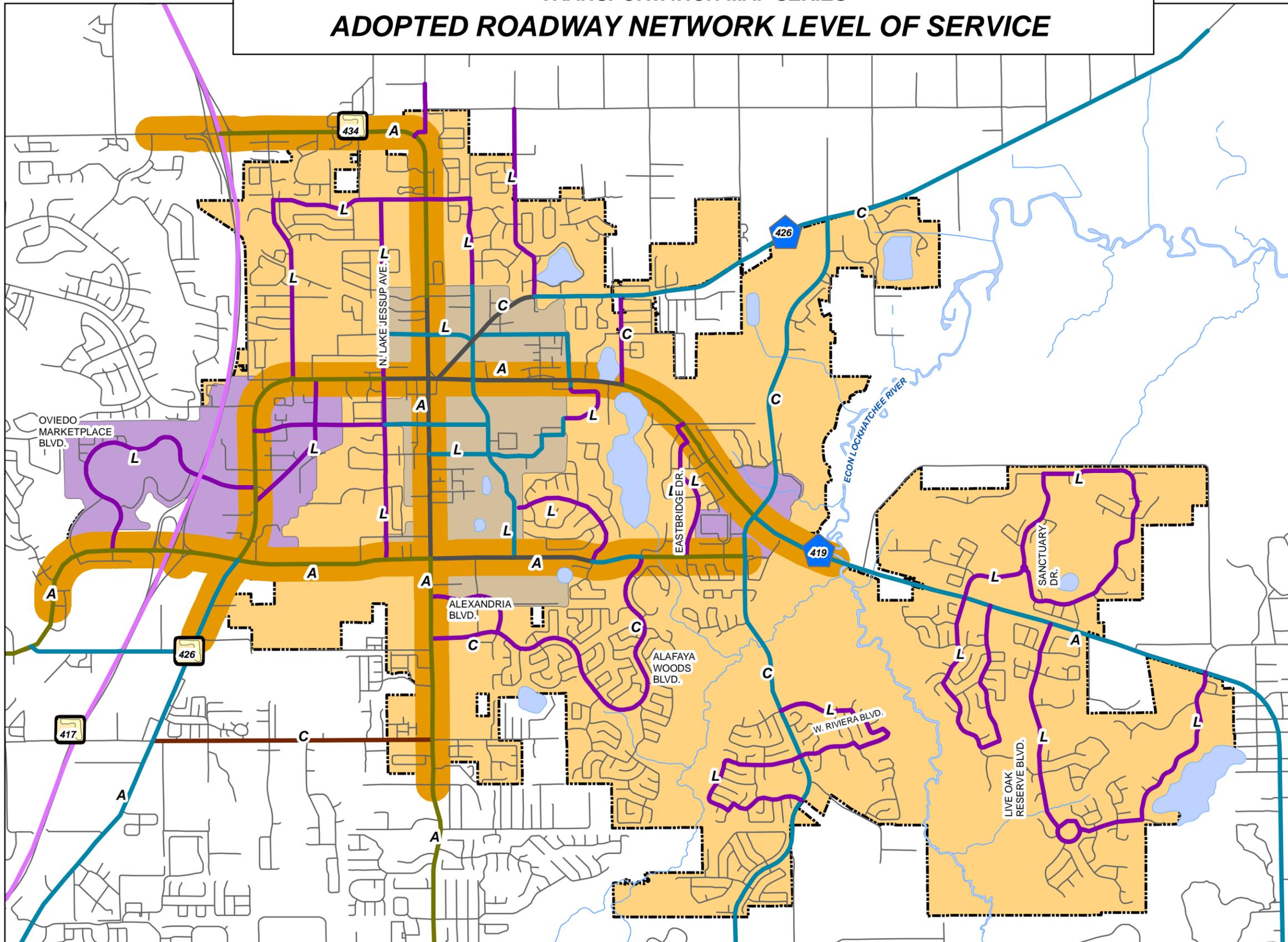
- A = Arterial
- C = Collector
- L = Local

MAP 2-3



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
ADOPTED ROADWAY NETWORK LEVEL OF SERVICE**



Legend

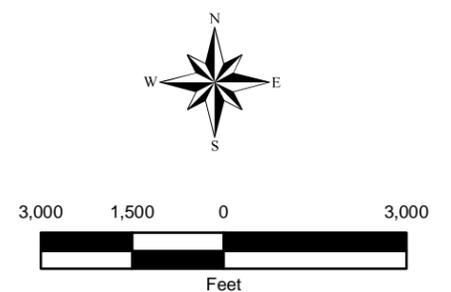
ADOPTED LOS

- C
- D
- E
- E+15%
- E+20%
- E+30%
- Streets
- Development Corridors
- Neighborhood Districts
- Downtown Core TCEA
- Gateway District Mobility Areas
- City Boundary
- Water Bodies

Functional Classification of Roads

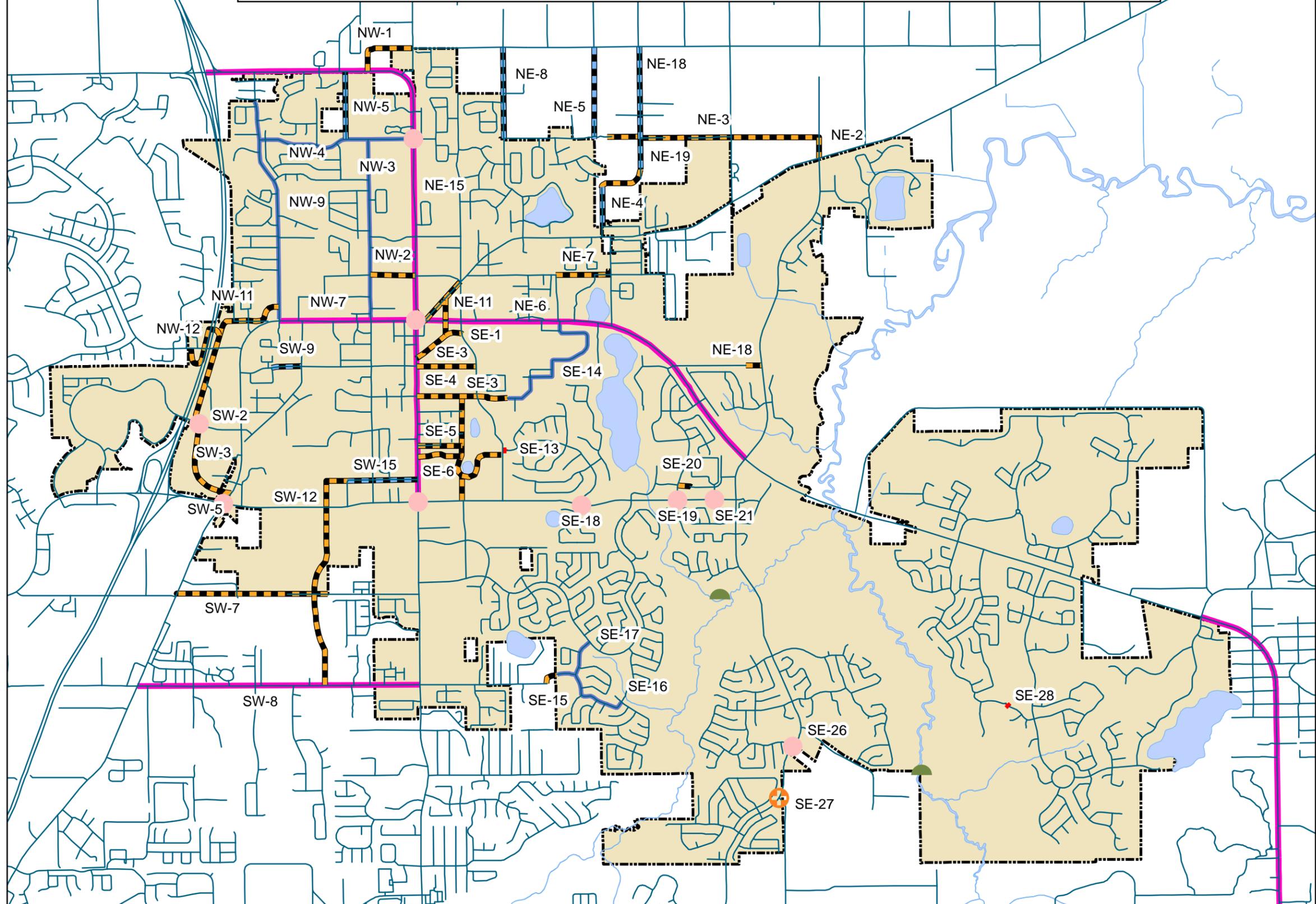
- A = Arterial
- C = Collector
- L = Local

MAP 2-3A



[THIS PAGE INTENTIONALLY LEFT BLANK]

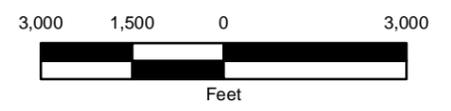
**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
2025 ROADWAY PLANNED IMPROVEMENTS**



- Legend**
- Intersection Improvements
 - ⊕ Roundabout
 - ◐ Bike Ped River Crossings
 - Streets
 - ▬ 4 Lane Widening
 - - - Bike Ped Connector
 - New Improved Roadway
 - Reconstruct Existing Road
 - ▬ Traffic Calming
 - WaterBodies
 - CityBoundary

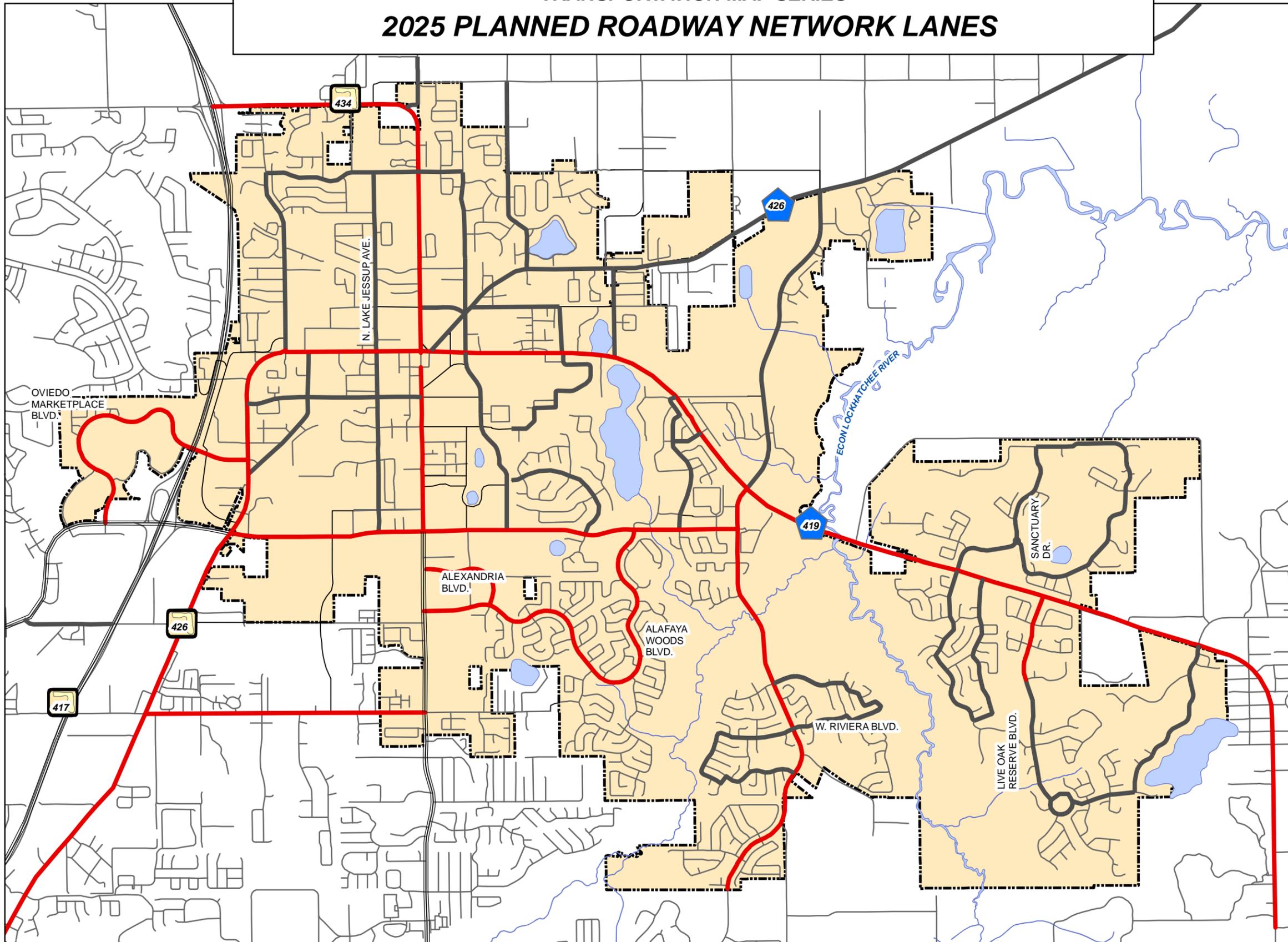
Refer to Table 2-4 and Table 2-4A for project numbers and description

MAP 2-4



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
2025 PLANNED ROADWAY NETWORK LANES**

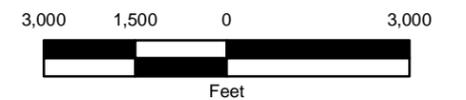
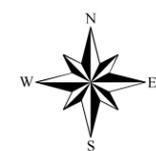


Legend

- Streets
- Lanes**
- 2 Lane
- 4 Lane
- 6 Lane
- WATER BODIES
- CITY BOUNDARY

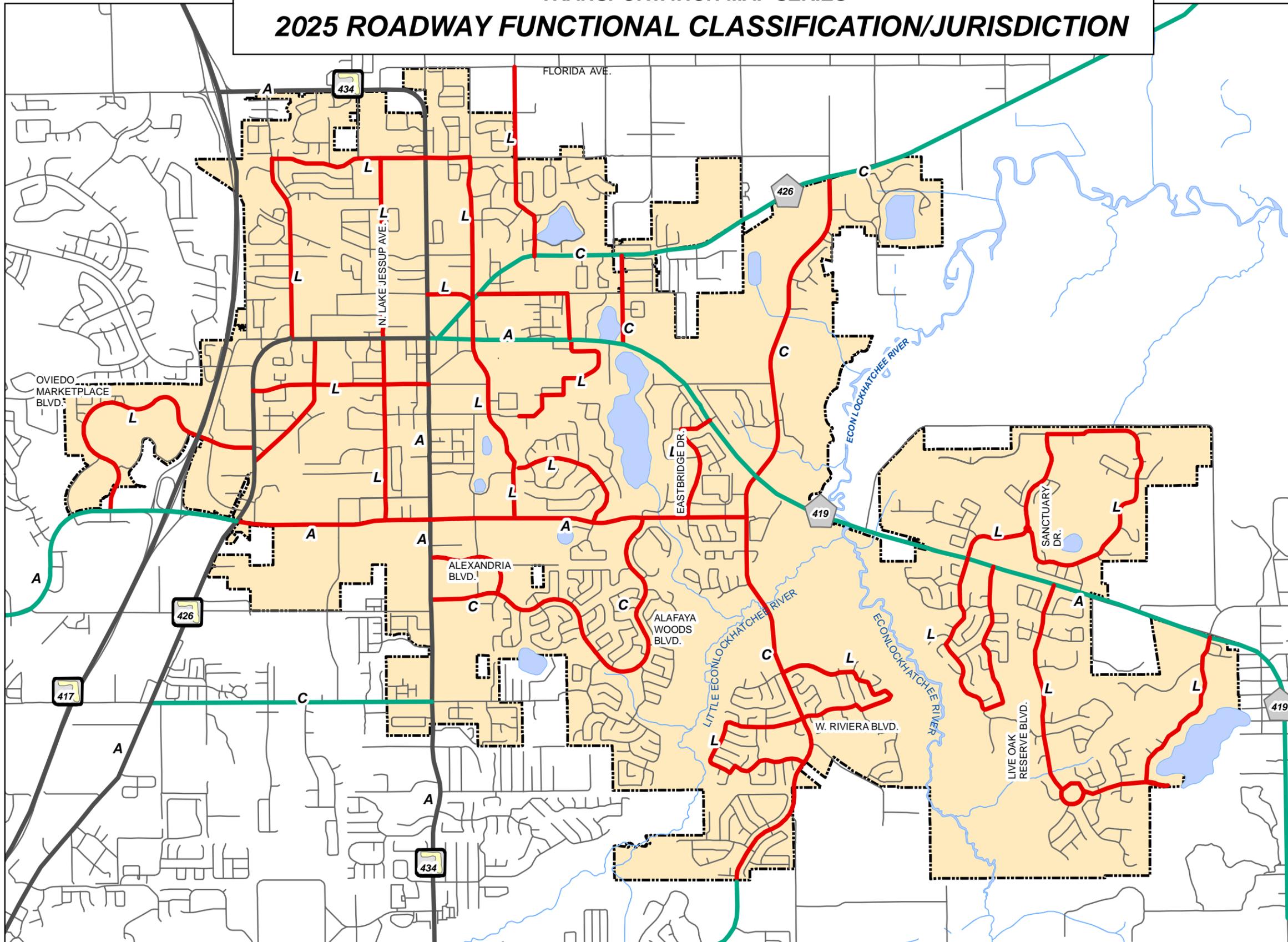
- State Road
- Seminole County Road

MAP 2-5



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
2025 ROADWAY FUNCTIONAL CLASSIFICATION/JURISDICTION**

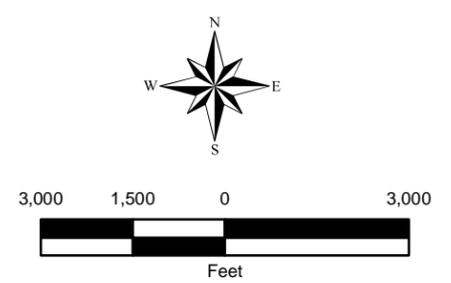


Legend

- STREETS
- STATE ROAD
- OVIEDO CITY ROAD
- SEMINOLE COUNTY ROAD
- OviedoWaterBodies
- Oviedo City Boundary

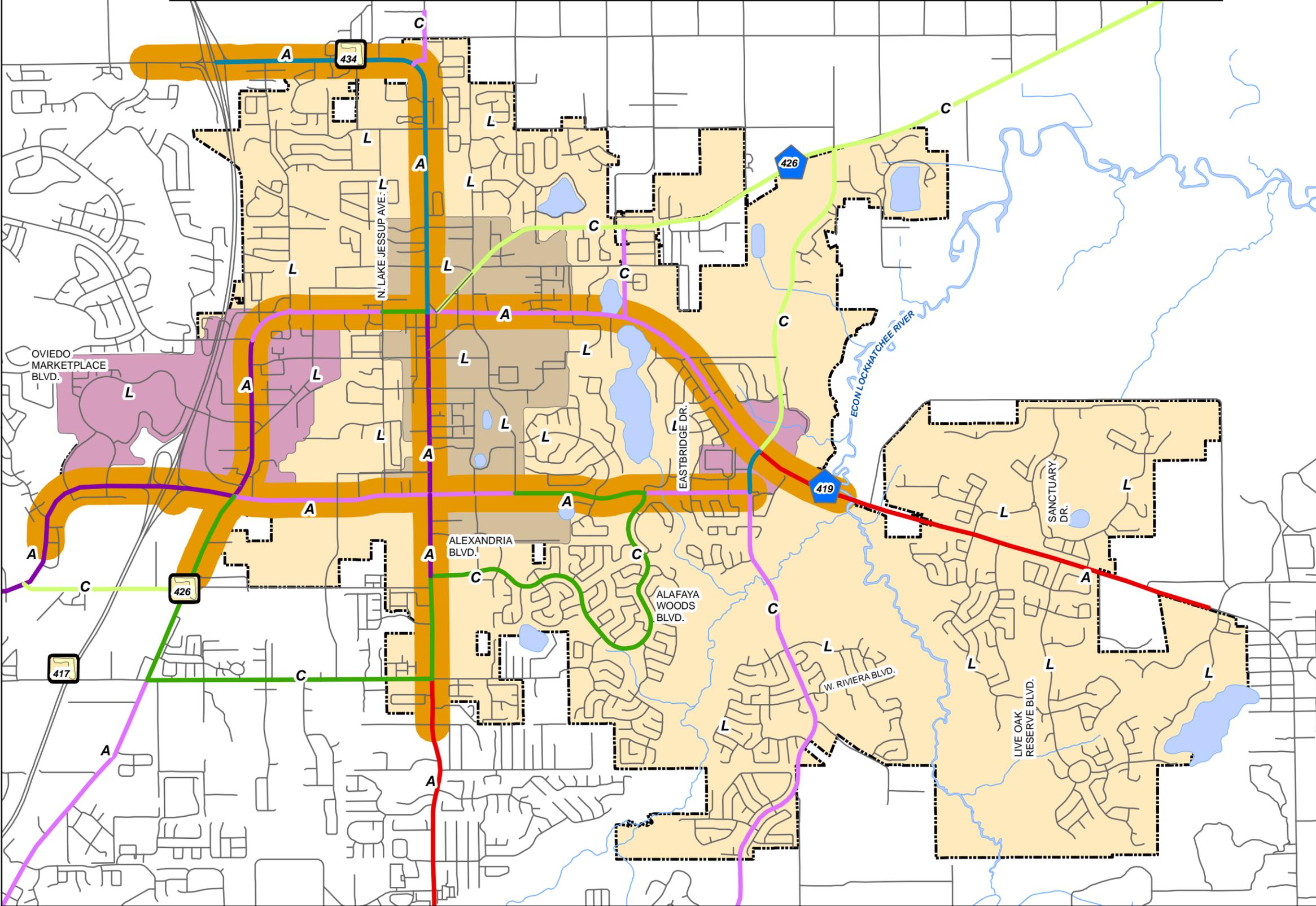
Functional Classification of Roads
 A = Arterial
 C = Collector
 L = Local

MAP 2-6



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
2025 ROADWAY NETWORK LEVEL OF SERVICE (WITH IMPROVEMENTS)**

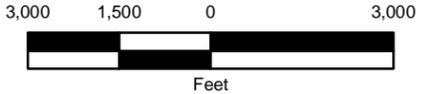


Legend

- Streets
- LOS 2025**
- A
- B
- C
- D
- E
- F
- Development Corridors
- Neighborhood Districts
- Downtown Core TCEA
- Gateway District Mobility Areas
- Oviedo City Boundary
- Oviedo Water Bodies

Functional Classification of Roads
 A = Arterial
 C = Collector
 L = Local

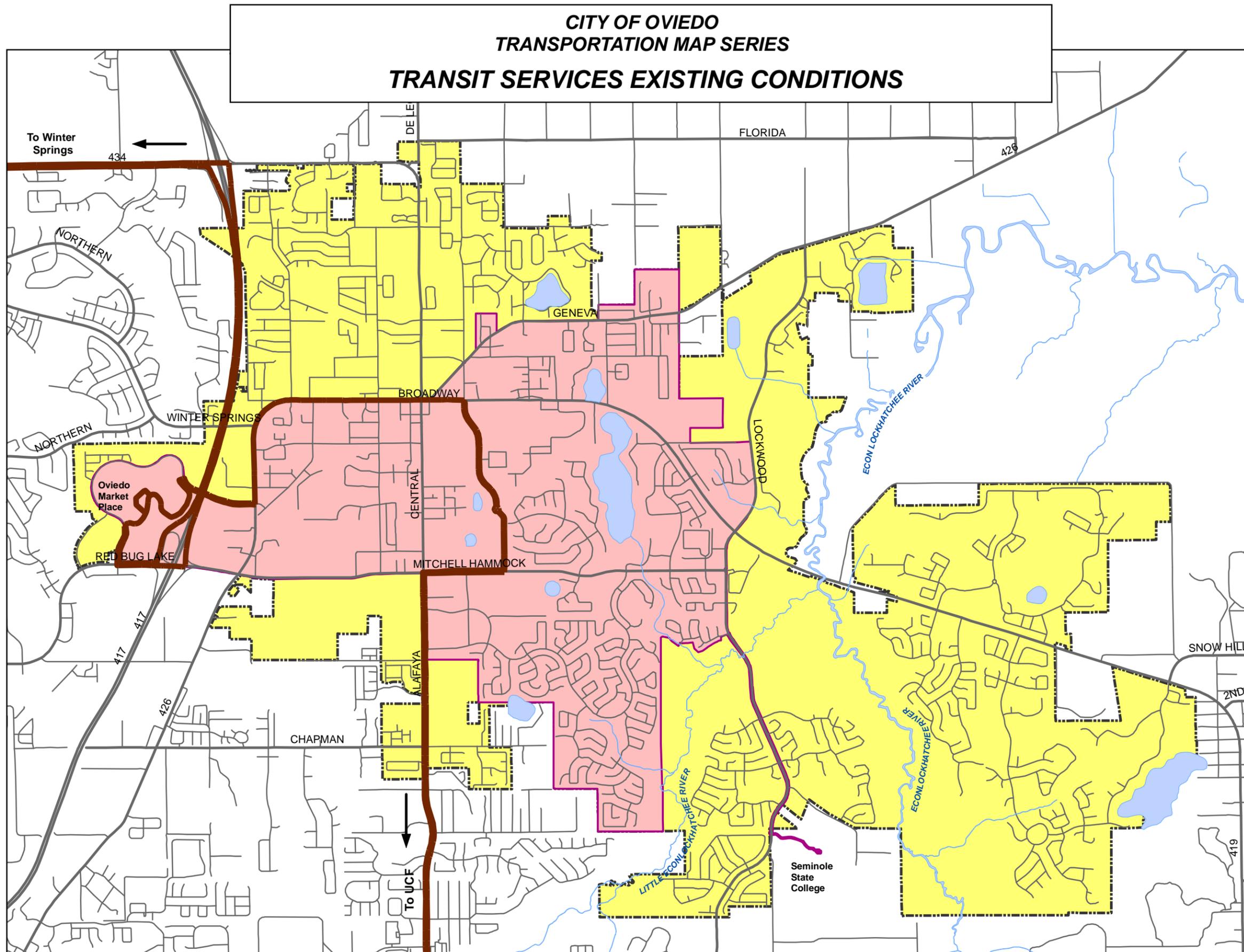
MAP 2-7



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES**

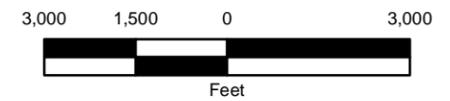
TRANSIT SERVICES EXISTING CONDITIONS



Legend

-  LINK 434
-  OVIEDO PICK UP LINE 622
-  MAIN ROADS
-  WATER BODIES
-  CITY BOUNDARY

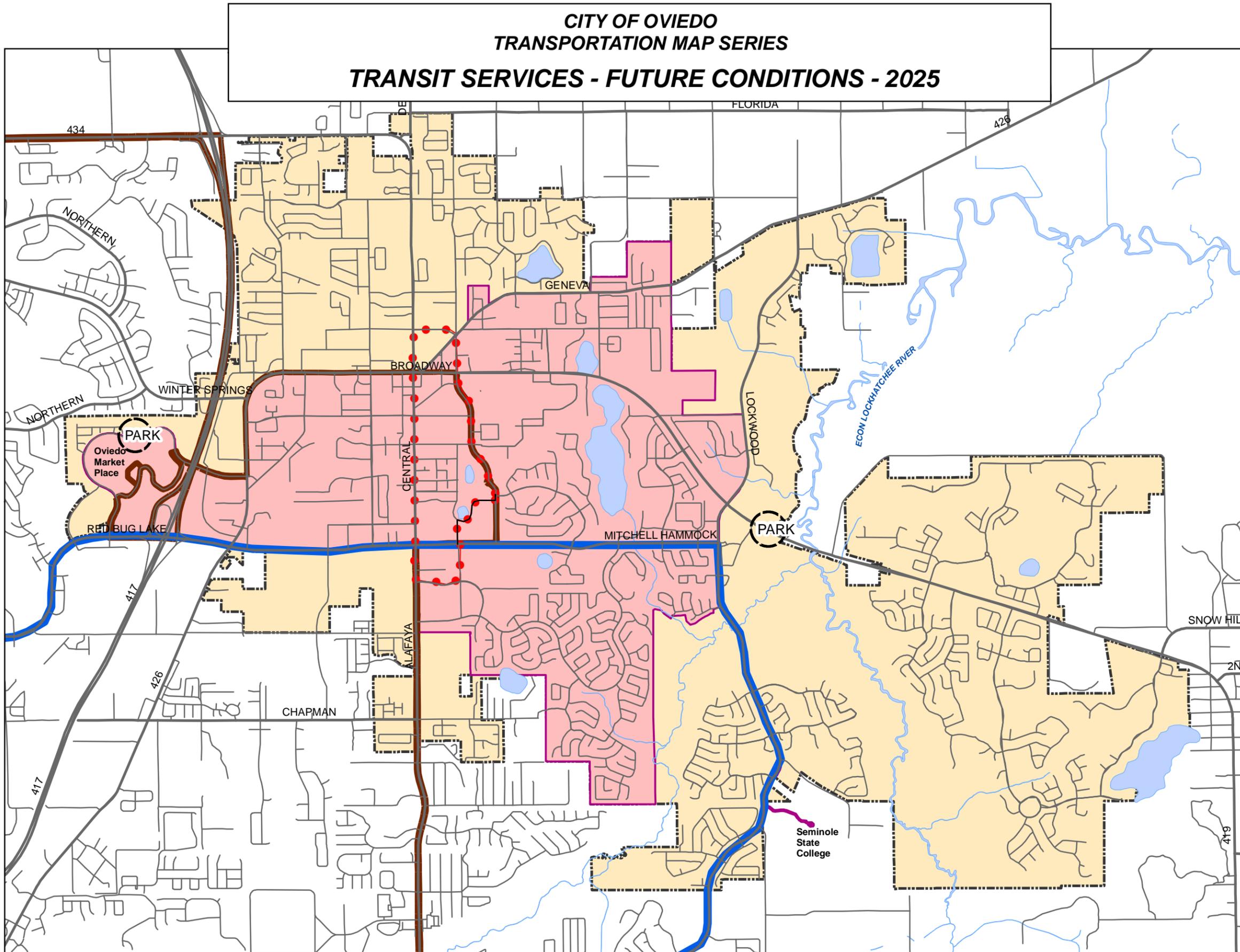
MAP 2-8



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES**

TRANSIT SERVICES - FUTURE CONDITIONS - 2025



Legend

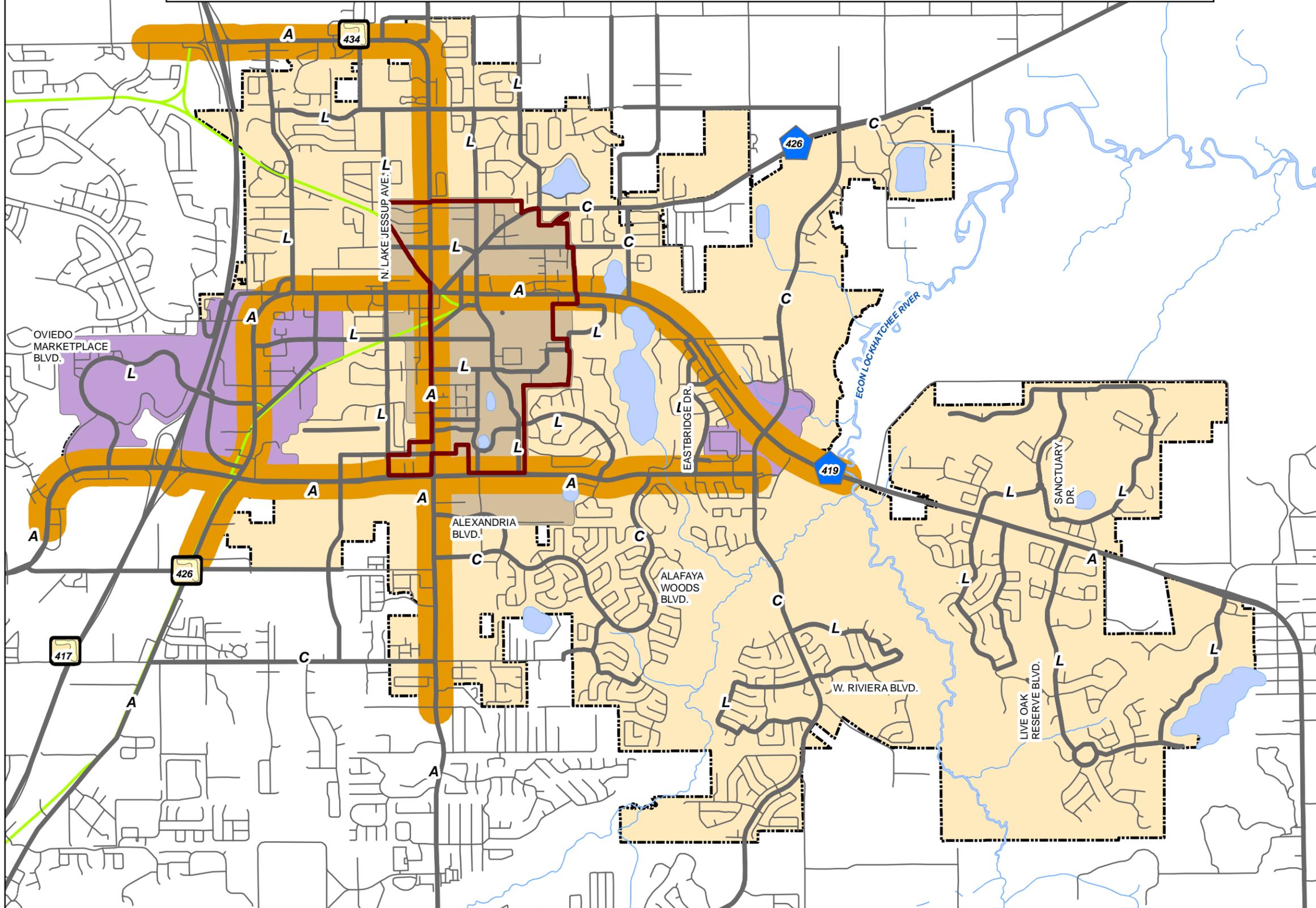
- STREETS
- MAIN ROADS
- LOCAL CIRCULATOR
- EAST-WEST CONNECTOR
- LINK 434
- OVIEDO PICKUP LINE 622
- - - CITY BOUNDARY
- WATER BODIES
- PARK
- PARK AND RIDE LOTS

MAP 2-9



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
TRANSPORTATION MAP SERIES
2025 MULTIMODAL MOBILITY AREAS**

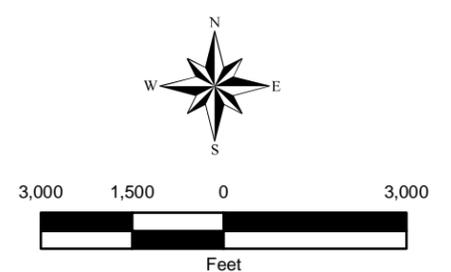


Legend

- CRABoundary
- Streets
- Cross Seminole Trail
- Primary Streets
- Development Corridors
- Neighborhood Districts
- Downtown Core TCEA
- Gateway District Mobility Areas
- City Boundary
- Water Bodies

Functional Classification of Roads
 A = Arterial
 C = Collector
 L = Local

MAP 2-10



[THIS PAGE INTENTIONALLY LEFT BLANK]

HOUSING

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

3-1 GOAL: TO ENSURE THE PROVISION OF ADEQUATE, AFFORDABLE, AND SAFE HOUSING FOR THE EXISTING AND FUTURE RESIDENTS OF THE CITY OF OVIEDO

.....5

3-1.1 OBJECTIVE: PROVISION OF VARIOUS HOUSING TYPES TO MEET DIFFERENT NEEDS	5
3-1.1.1 Definition of Affordable Housing	5
3-1.1.2 Definition of Qualifying Income	5
3-1.1.3 Assessment of Affordable Housing Stock	5
3-1.1.4 Monitoring and Enforcement	6
3-1.1.5 Multi-family Options	6
3-1.1.6 Permitting Process	6
3-1.1.7 Impact of Non-residential Projects	6
3-1.1.8 Strategies to Increase the Stock of Affordable Housing	6
3-1.1.9 Coordination with Housing Providers and the Private Sector	6
3-1.1.10 Affordable Housing Units and New Development	6
3-1.1.11 Density Bonus	6
3-1.2. OBJECTIVE: IMPROVEMENT OF HOUSING CONDITIONS	7
3-1.2.1 Definition of Substandard Housing	7
3-1.2.2 Inventory of Substandard Housing Units	7
3-1.2.3 Enforcement of Building Codes	7
3-1.2.4 Funds for Housing Rehabilitation	7
3-1.2.5 Monitoring of Dilapidated Housing	7
3-1.2.6 Vacant Dilapidated Housing	7
3-1.2.7 Technical Assistance	7
3-1.3. OBJECTIVE: SPECIAL NEEDS HOUSING	8
3-1.3.1 Group Homes and Foster Care Facilities	8
3-1.3.2 Fair Housing Code	8
3-1.3.3 Provision of Urban Services to High Density Residential Areas	8
3-1.3.4 Maintenance of Low and Moderate Income Areas	8
3-1.3.5 Designation of High Density Residential Areas	8
3-1.3.6 Evaluation of Housing Needs	8
3-1.3.7 Mobile Homes	8
3-1.3.8 Special Needs Housing	8
3-1.3.9 Diversified Residential Lot Mix	9
3-1.3.10 Energy Savings Design	9
3-1.3.11 Building Materials	9
3-1.3.12 Green Building Certification	9
3-1.3.13 Diversity of Housing Types for Different Incomes	9
3-1.3.14 Diversity of Housing Types for Different Stages of Life	9

3-1.3.15	<i>Location Criteria</i>	9
3-1.4. OBJECTIVE:	REHABILITATION OF HISTORICALLY SIGNIFICANT HOUSING	10
3-1.4.1	<i>Inventory of Historically Significant Housing</i>	10
3-1.4.2	<i>Technical Assistance for Historic Preservation</i>	10
3-1.4.3	<i>Mapping of Historically Significant Resources</i>	10
3-1.4.4	<i>Funding Assistance for Historic Preservation</i>	10
3-1.4.5	<i>Rehabilitation of Historic Structures</i>	10
3-1.5. OBJECTIVE:	PROVISION OF INFRASTRUCTURE TO RESIDENTIAL AREAS	10
3-1.5.1	<i>Substandard Residential Areas</i>	11
3-1.5.2	<i>Improvements to Substandard Residential Areas</i>	11
3-1.5.3	<i>Provision of Infrastructure</i>	11
3-1.5.4	<i>Enforcement of Land Development Code</i>	11
3-1.5.5	<i>Funding for Improvements of Low Income Areas</i>	11
3-1.5.6	<i>Residential and Commercial Areas Connectivity</i>	11
3-1.6. OBJECTIVE:	AVAILABILITY OF HOUSING	11
3-1.6.1	<i>Population Projections</i>	11
3-1.6.2	<i>Displacement and Relocation of Housing</i>	12

HOUSING ELEMENT

3-1 GOAL: TO ENSURE THE PROVISION OF ADEQUATE, AFFORDABLE, AND SAFE HOUSING FOR THE EXISTING AND FUTURE RESIDENTS OF THE CITY OF OVIEDO.

3-1.1 OBJECTIVE: Provision of Various Housing Types to Meet Different Needs

To ensure that "affordable" housing is available within the City of Oviedo by providing for a full range of housing types to meet the needs of existing and future residents of the City representing all income and needs groups and stages of life.

Measure: Owner Units: The median annual household income for the City shall meet or exceed the "qualifying income" for the median priced single family home within the City.
Rental Units: The median monthly rent shall not exceed thirty percent (30%) of the median monthly income.

Policies:

3-1.1.1 Definition of Affordable Housing

"Affordable" shall mean that monthly mortgage payments or rents do not exceed thirty percent (30%) of the median annual household income, provided, however, that the City shall continue to evaluate this definition based upon actions taken by Federal and State government authorities.

3-1.1.2 Definition of Qualifying Income

"Qualifying income" shall be the annual household income needed to qualify for a mortgage (under prevailing financing terms) assuming that thirty percent (30%) of the annual income is the housing expenditure, provided, however, that the City shall continue to evaluate this definition based upon actions taken by Federal and State government authorities.

3-1.1.3 Assessment of Affordable Housing Stock

The City shall assess the affordability of its housing stock every seven (7) years as a component of its Comprehensive Plan Evaluation and Appraisal Report, using the best available information from the University of Florida Shimberg

Center for Affordable Housing, provided, however, that the City shall continue to evaluate any and all requirements of controlling Federal and State law.

3-1.1.4 Monitoring and Enforcement

The City shall monitor existing residential neighborhoods and developments and continue to pursue code enforcement measures to ensure that existing housing units remain viable housing options.

3-1.1.5 Multi-family Options

The City shall designate appropriate sites for multi-family development to ensure that rental options remain available.

3-1.1.6 Permitting Process

The City shall provide a fast track permitting process to private and not-for-profit builders (Site Development Order in ninety (90) days; Site Construction Level II Permit in forty-five (45) days) for low income and moderate income housing providers and shall approve certain deviations to support the provision of low income housing.

3-1.1.7 Impact of Non-residential Projects

The City shall evaluate non-residential projects for their impacts on affordable housing and shall require mitigation of impacts when necessary.

3-1.1.8 Strategies to Increase the Stock of Affordable Housing

The City shall implement a full array of diverse strategies to increase the stock of ownership and rental units affordable to very low, low, moderate and middle income households, with a special emphasis on very low and low income households. These strategies shall include, but are not limited to, participation in Federal, State and Local grant programs, coordination with developers to ensure the inclusion of a variety of housing types and costs in new development and redevelopment projects, and participation in regional housing strategies. The City shall engage in an ongoing monitoring program to ensure compliance with all controlling provisions of Federal and State law.

3-1.1.9 Coordination with Housing Providers and the Private Sector

The City shall coordinate as appropriate with housing providers and the private sector in order to identify and mitigate regulatory barriers to the provision of affordable housing. The City shall also engage in intergovernmental coordination with Federal and State agencies of pertinent jurisdiction.

3-1.1.10 Affordable Housing Units and New Development

When a development request that will result in the addition of ten (10) or more new units is approved, the new development shall be encouraged to designate thirty percent (30%) of the new units as low or moderate housing units.

3-1.1.11 Density Bonus

In consideration of a developer's voluntary provision of housing affordable to low and moderate income households, the City shall consider granting a density increase in accordance with the Future Land Use Element, to the extent that

such an increase is compatible with surrounding development and site characteristics.

3-1.2. OBJECTIVE: Improvement of Housing Conditions
To improve substandard housing conditions.

Measure: The City shall pursue Code Enforcement procedures to ensure that no more than two percent (2%) of the City's housing units remain or become "substandard", as defined in Policy 3-1.2.1. provided, however, that the City shall seek full code compliance within the City to ensure that residents are not subject to substandard housing conditions and the adverse impacts arising there from.

Policies:

3-1.2.1 Definition of Substandard Housing

A substandard housing unit shall be a dwelling unit that is considered to be either deteriorated or dilapidated, provided, however, that the City shall continue to evaluate this definition based upon actions taken by Federal and State government authorities. (A deteriorated unit has one or more intermediate defects, but is considered repairable. A dilapidated unit has one or more critical defects and is considered to be beyond repair.)

3-1.2.2 Inventory of Substandard Housing Units

The City shall maintain an inventory of substandard housing units which will be assessed annually and encourage property owners to bring substandard housing into compliance with all codes.

3-1.2.3 Enforcement of Building Codes

The City shall strictly enforce all building codes.

3-1.2.4 Funds for Housing Rehabilitation

The City shall continue to pursue Community Development Block Grants (CDBG) and other funds to rehabilitate deteriorating housing structures as identified on the inventory of substandard housing units.

3-1.2.5 Monitoring of Dilapidated Housing

The City shall monitor dilapidated housing structures to pursue rehabilitation, replacement or condemnation prior to new occupancy.

3-1.2.6 Vacant Dilapidated Housing

The City shall continue its policy of condemning and demolishing vacant dilapidated housing structures, provided, however, that the City shall evaluate taking appropriate actions as to occupied structures when life safety issues are present.

3-1.2.7 Technical Assistance

The City shall assist owners and/or residents of occupied residential units in upgrading the structure by providing technical and funding information.

3-1.3. OBJECTIVE: Special Needs Housing

To ensure the provision of a variety of housing types to meet the various and special needs of the anticipated population.

Measure: The City shall maintain an inventory of existing housing types, including single family, multi-family, and mobile homes.

Policies:

3-1.3.1 Group Homes and Foster Care Facilities

Group homes and foster care facilities shall be permitted in accordance with the site location criteria contained in Section 419.001, Florida Statutes, and as implemented in the Land Development Code.

3-1.3.2 Fair Housing Code

The City shall continue to enforce its Fair Housing Code and prohibit discrimination in housing.

3-1.3.3 Provision of Urban Services to High Density Residential Areas

In accordance with the adopted Capital Improvement Plan (CIP), the City shall provide urban services to High Density Residential areas to encourage multi-family development in appropriate locations.

3-1.3.4 Maintenance of Low and Moderate Income Areas

The City shall ensure that adequate enforcement programs are in place to provide for low and moderate income areas appropriately maintained in order to provide safe and healthy housing.

3-1.3.5 Designation of High Density Residential Areas

The 2025 Future Land Use Map shall include areas designated for high density development, in accordance with the multi-family land use requirements to ensure the availability of adequate sites for low and moderate income family housing, consistent with sound and generally accepted land use planning practices and principles.

3-1.3.6 Evaluation of Housing Needs

At least every seven (7) years the City shall evaluate the housing needs of existing and future residents as a component of its Comprehensive Plan Evaluation and Appraisal Report.

3-1.3.7 Mobile Homes

Mobile homes shall be permitted in accordance with the site location criteria contained in Chapter 320, Florida Statutes, and manufactured buildings in accordance with Section 553.38(2) as implemented in the Land Development Code.

3-1.3.8 Special Needs Housing

The City shall support special needs housing by permitting such housing in all residential zones and approving deviations where needed to support the special

needs of the household. The City shall ensure compliance with controlling Federal and State law such as the *Americans with Disabilities Act*.

3-1.3.9 Diversified Residential Lot Mix

To assure that a diversity of single family housing is available and to promote a diversity of residential neighborhood design, the City shall regularly monitor lot size diversity comprising the City's housing stock and shall maintain a residential lot inventory. Requests for change of land use or zoning, and applications for residential planned unit development, shall be evaluated for consistency with maintaining a diversified City-wide residential lot mix.

3-1.3.10 Energy Savings Design

The City, by 2012, shall adopt a Green Building Ordinance that requires new residential development and redevelopment to incorporate energy saving design and construction features, such as, but not limited to, adequate insulation, solar power, less heat-absorbent roofing materials, and increased tree canopies, into design, construction, and site development plans.

3-1.3.11 Building Materials

The City, by 2012, shall adopt a Green Building Ordinance that requires the use of renewable and /or local building materials in the construction of new or redevelopment of existing housing.

3-1.3.12 Green Building Certification

The City, by 2012, shall adopt a Green Building Ordinance and a related Certification Program for development and redevelopment, including the development of a Neighborhood Development Rating System that integrates the principles of smart growth, urbanism and green building into a national system for neighborhood design. The City's ability to meet that target date will depend on the financial feasibility of conducting the required studies and data and analysis given current economic constraints, and the State's adoption of final Rules into the Florida Administrative Code.

3-1.3.13 Diversity of Housing Types for Different Incomes

The City shall implement strategies to ensure that new housing developments provide a diversity and mix of housing types in order to meet the needs of residents of different income and needs groups.

3-1.3.14 Diversity of Housing Types for Different Stages of Life

The City shall implement strategies to ensure and encourage the allowance and provision of a variety of housing types appropriate for residents at all stages of life, including, but not limited to, granny flats, mother-in-law suites, and accessory apartments.

3-1.3.15 Location Criteria

The City shall encourage affordable and workforce housing proximate to employment centers, retail and services, community uses, and multi-modal transportation options by providing adequate locations for mixed-use development. In addition, by 2014 the City shall reevaluate maximum densities

and intensities prescribed in the Comprehensive Plan and Land Development Code to remove regulatory barriers to the provision of affordable and workforce housing. The City shall evaluate and ensure compliance with controlling Federal and State law.

3-1.4. OBJECTIVE: Rehabilitation of Historically Significant Housing
To ensure the identification, conservation, and rehabilitation of historically significant housing.

Measure: By 2015, the City shall amend the Land Development Code to establish procedures for the historic identification, conservation, demolition and rehabilitation of historically significant properties and housing.

Policies:

3-1.4.1 Inventory of Historically Significant Housing
The City shall maintain an inventory of historically significant housing consistent with criteria in Policy 1-1.6.1 of the Land Use Element.

3-1.4.2 Technical Assistance for Historic Preservation
The City shall provide technical assistance to private and non-profit groups for the preservation of historically significant housing.

3-1.4.3 Mapping of Historically Significant Resources
Historically significant buildings and properties identified per the criteria and procedures established in Land Use Element Policy 1-1.6.1 shall be illustrated on the Historically Significant Resources Map of the Land Development Code.

3-1.4.4 Funding Assistance for Historic Preservation
The City shall pursue grant funds from the Grants and Education Section of the Bureau of Historic Preservation, Florida Dept. of State, and other agencies to conduct historic preservation activities and studies.

3-1.4.5 Rehabilitation of Historic Structures
Rehabilitation, alteration or modification of a designated historic site shall conform to guidelines set forth in the U.S. Secretary of the Interior's "Standards for Rehabilitation" and "Guidelines for Rehabilitating Historic Buildings".

3-1.5. OBJECTIVE: Provision of Infrastructure to Residential Areas
To provide adequate infrastructure to existing and future residential areas.

Measure: Existing and future residential area shall be provided adequate infrastructure including paved streets; potable water service; sanitary sewer service or properly functioning on-site sewer disposal systems; and sidewalks/bike paths consistent with the budgetary limitations and opportunities of the City.

Policies:**3-1.5.1 Substandard Residential Areas**

"Substandard residential areas" shall be areas that lack one or more of the following infrastructure components: paved streets, City supplied potable water, sanitary sewer or properly functioning on-site sanitary sewer disposal systems, provided, however, that the City shall continue to evaluate this definition based upon actions taken by Federal and State government authorities.

3-1.5.2 Improvements to Substandard Residential Areas

Improvements to substandard residential areas shall not cause unreasonable financial burden to low and moderate income households.

3-1.5.3 Provision of Infrastructure

The City shall continue to enforce the Land Development Code requiring all new development to provide infrastructure for public facilities and services. The City may provide funding for infrastructure for public facilities and services to implement a redevelopment program that involves a public-private partnership, consistent with the budgetary limitations and opportunities of the City.

3-1.5.4 Enforcement of Land Development Code

The City shall continue to require any substantial land use change (as defined in the LDC) to meet current development standards.

3-1.5.5 Funding for Improvements of Low Income Areas

The City shall continue to pursue available funding sources for improvements in the City's target low income areas.

3-1.5.5 Residential and Commercial Areas Connectivity

The City shall encourage the connection of residential areas to commercial and institutional areas via an interconnected system of bike paths and sidewalks.

3-1.6. OBJECTIVE: Availability of Housing

To ensure that enough housing is available for the existing and future population.

Measure: The City shall assess its housing stock at a minimum every seven (7) years as a component of its Comprehensive Plan Evaluation and Appraisal Report, using the best available information from the University of Florida Shimberg Center for Affordable Housing and/or from the City.

Policies:**3-1.6.1 Population Projections**

The City shall assess the accuracy of its population projections and evaluate the 2025 Land Use Plan every seven (7) years as a component of its Evaluation and Appraisal Report to ensure that there is enough residentially designated land to accommodate the anticipated housing needs.

3-1.6.2

Displacement and Relocation of Housing

The City shall require that any project involving the displacement of existing households submit a plan for providing relocation housing. Said plan is subject to approval by the City Council.

PUBLIC UTILITIES

[THIS PAGE INTENTIONALLY LEFT BLANK]

WASTEWATER

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

4-1 GOAL: TO PROVIDE COST EFFECTIVE ENVIRONMENTALLY ACCEPTABLE WASTEWATER TREATMENT FACILITIES TO SERVE THE EXISTING AND FUTURE DEVELOPMENT OF THE CITY.....7

4-1.1	OBJECTIVE: MINIMIZATION OF ADVERSE ENVIRONMENTAL IMPACTS.....	7
4-1.1.1	<i>Requirement of Central Sewer Collection on the Econlockhatchee River Area</i>	<i>7</i>
4-1.1.2	<i>Monitoring of Industrial Uses.....</i>	<i>7</i>
4-1.1.3	<i>Minimum Lot Sizes for the Use of Septic Tanks</i>	<i>7</i>
4-1.1.4	<i>Minimum Lot Sizes for the Use of Septic Tanks in Areas with Soils with Severe Limitations.....</i>	<i>7</i>
4-1.1.5	<i>Central Sewer Connection Requirements Criteria.....</i>	<i>8</i>
4-1.1.6	<i>Location Restrictions for Wastewater Treatment Systems</i>	<i>8</i>
4-1.1.7	<i>Septic Tanks in Conservation Land Use</i>	<i>8</i>
4-1.2	OBJECTIVE: PROVISION OF ADEQUATE WASTEWATER SERVICES	8
4-1.2.1	<i>Acquisition of Privately Owned Wastewater Service Plant</i>	<i>8</i>
4-1.2.2	<i>Requirement of Sewer Lines in New Developments</i>	<i>9</i>
4-1.2.3	<i>Dedication of Sewer Treatment Facilities</i>	<i>9</i>
4-1.2.4	<i>Funding Responsibilities for Sewer Capacity Expansion.....</i>	<i>9</i>
4-1.2.5	<i>Funding Assistance for Sewer Service Expansion</i>	<i>9</i>
4-1.2.6	<i>Sewer System Conversion Requirements.....</i>	<i>9</i>
4-1.2.7	<i>Criteria for the Expansion of Sanitary Sewer Services</i>	<i>9</i>
4-1.2.8	<i>Assistance for Central Sewer Connection</i>	<i>10</i>
4-1.2.9	<i>Monitoring of Central Sewer Facilities</i>	<i>10</i>
4-1.2.10	<i>Notification of Health Code Violations.....</i>	<i>10</i>
4-1.3	OBJECTIVE: MAINTENANCE OF SEWER FACILITIES.....	10
4-1.3.1	<i>Level of Service Standards.....</i>	<i>10</i>
4-1.3.2	<i>Water and Wastewater Master Plan</i>	<i>10</i>
4-1.3.3	<i>Land Uses and Availability of Central Sewer Services</i>	<i>10</i>
4-1.3.4	<i>Availability of Sewer Services Capacity</i>	<i>10</i>
4-1.3.5	<i>Certification of Sewer Services Availability</i>	<i>11</i>
4-1.3.6	<i>Average Daily Flow (ADF) Capacity.....</i>	<i>11</i>
4-1.3.7	<i>Reclaimed Water</i>	<i>11</i>
4-1.3.8	<i>Multi-Jurisdictional Approach</i>	<i>11</i>
4-1.3.9	<i>Industrial Pre-treatment Regulations</i>	<i>11</i>
4-1.3.10	<i>Feasibility of City Sewer Treatment Facilities.....</i>	<i>11</i>
4-1.4	OBJECTIVE: USE OF EXISTING SEWER FACILITIES.....	11
4-1.4.1	<i>Provision of Services to Interior Areas of the City.....</i>	<i>12</i>
4-1.4.2	<i>Criteria for Installation of Package Plants or Septic Tanks</i>	<i>12</i>
4-1.4.3	<i>Criteria for Extension of the Central Sewer Service Area.....</i>	<i>12</i>
4-1.4.4	<i>Central Sewer Service Area Boundary</i>	<i>12</i>
4-1.4.5	<i>Monitoring of Effluent Disposal Operations</i>	<i>12</i>
4-1.4.6	<i>Collaboration with Seminole County.....</i>	<i>12</i>

[THIS PAGE INTENTIONALLY LEFT BLANK]

WASTEWATER SUB-ELEMENT

4-1 GOAL: TO PROVIDE COST EFFECTIVE ENVIRONMENTALLY ACCEPTABLE WASTEWATER TREATMENT FACILITIES TO SERVE THE EXISTING AND FUTURE DEVELOPMENT OF THE CITY.

4-1.1 OBJECTIVE: Minimization of Adverse Environmental Impacts
To minimize any adverse environmental impact of wastewater treatment systems.

Measure: The City shall require the use of central sewer systems in new development unless interim facilities are approved, regulate lot sizes in areas where septic tanks are approved, and prohibit the use of package treatment systems in environmentally sensitive areas.

Policies:

4-1.1.1 Requirement of Central Sewer Collection on the Econlockhatchee River Area

The City shall require that all development within two thousand (2,000) feet of the Econlockhatchee River utilize a central sewer collection and treatment system.

4-1.1.2 Monitoring of Industrial Uses

The City shall continue to monitor, business tax receipt, zoning, and subdivision requests to regulate the use of individual wastewater treatment systems for industrial uses.

4-1.1.3 Minimum Lot Sizes for the Use of Septic Tanks

The City shall specify minimum lot sizes consistent with Chapter 10D-6 of the Florida Administrative Code for the use of septic tanks in residential areas of the City where centralized sewer service is not yet available, and the soils do not have severe limitations for septic tank use.

4-1.1.4 Minimum Lot Sizes for the Use of Septic Tanks in Areas with Soils with Severe Limitations

The City shall require a minimum lot size of one acre for new residential development in areas where soils have severe limitations for septic tank usage

and centralized sewer is not yet available. The following soil types shall be considered to have severe limitations for septic tank usage:

1. Adamsville - Sparr Fine Sands
2. Arents
3. Basinger and Delray Fine Sands
4. Basinger, Samsula & Hontoon Fine Sands
5. Basinger & Smyrna Fine Sands
6. Canova and Terra Ceia Mucks
7. Eaugalie & Immokalee Fine Sands
8. Immokalee Sand
9. Brighton, Samsula & Sanibel Muck
10. Malabar Fine Sand
11. Myakka & Eaugalie Fine Sands
12. Pineda Fine Sand
13. Pomello Fine Sand
14. Pompano Fine Sand
15. St. Johns and Eaugalie Fine Sands

4-1.1.5 Central Sewer Connection Requirements Criteria

All new residential development in areas with severe soil limitations for septic tanks, and all non-residential development shall be required to provide or to connect to a central sewer service system. Temporary sanitary sewer service consistent with the other objectives and policies of this element may be allowed until a central sewer service becomes available.

4-1.1.6 Location Restrictions for Wastewater Treatment Systems

Individual and package wastewater treatment systems shall be prohibited in wetlands, floodplains, and buffer areas surrounding surface water bodies.

4-1.1.7 Septic Tanks in Conservation Land Use

Septic tanks shall be allowed in Conservation land use areas only when necessary for facilities required to oversee said conservation area.

4-1.2 OBJECTIVE: Provision of Adequate Wastewater Services

To correct deficiencies, maximize the use of existing facilities, and minimize the City's cost in providing adequate service for wastewater treatment and collection.

Measure: The City shall prioritize the extension of central sewer service, regulate the design of package treatment and collection systems, pursue grants for extending service to low and moderate income areas, require new development to fund required system expansions, and maintain City-owned facilities at adopted level of service standards.

Policies:

4-1.2.1 Acquisition of Privately Owned Wastewater Service Plant

The City shall evaluate, and if financially feasible, pursue the acquisition of privately owned wastewater service providers within the City's corporate limits,

would such acquisition provide increased service to residents within the specific service area.

4-1.2.2 Requirement of Sewer Lines in New Developments

All new development, in areas designated for sewer expansion and recognized as the City service area, shall install and dedicate to the City sewer lines in accordance with the approved Master Plan and other certificated sewer areas if City Council approves a temporary treatment option.

4-1.2.3 Dedication of Sewer Treatment Facilities

All new residential wastewater collection, pumping and transmission, treatment, and disposal facilities shall be dedicated to the City unless an interlocal agreement or development agreement otherwise establishes a maintenance authority.

4-1.2.4 Funding Responsibilities for Sewer Capacity Expansion

New development shall fund the cost of required capacity expansions, and/or extension of central sewer lines.

4-1.2.5 Funding Assistance for Sewer Service Expansion

The City shall pursue Community Development Block Grant (CDBG) funds and other available sources to extend central sewer service to low and moderate income areas.

4-1.2.6 Sewer System Conversion Requirements

The City shall require the reasonable conversion of existing land uses from septic tanks and package plants to central systems as the system is expanded.

4-1.2.7 Criteria for the Expansion of Sanitary Sewer Services

The City shall not expand the central sewer service area without first evaluating the impact on service delivery within the established service area. No expansion shall be permitted if the adopted level of service cannot be maintained and the percent of existing capacity currently being used is less than twenty-five percent (25%).

The City shall extend central sanitary sewer service in the following order of priority:

- A. Service to existing areas that present an immediate threat to public health or safety or produce serious pollution problems.
- B. Maintenance or expansion of existing wastewater systems to correct deficiencies and/or meet adopted level of service standards.
- C. Economic Development Target Areas identified in the Strategic Economic Development Plan, and Development Corridors identified in Policy 2-1.1.3.
- D. Service to new development areas outside the initial service area.

4-1.2.8 Assistance for Central Sewer Connection
The City shall coordinate with Seminole County and the Florida Department of Environmental Protection to assist property owners in connecting to the central sewer system when either agency identifies deficiencies in areas serviced by septic tanks.

4-1.2.9 Monitoring of Central Sewer Facilities
The City shall monitor all City-owned facilities ensuring efficient wastewater conveyance and leak detection.

4-1.2.10 Notification of Health Code Violations
The City shall continue to notify the Seminole County Health Department of any health code violations regarding the use of septic tanks.

4-1.3 OBJECTIVE: Maintenance of Sewer Facilities
To provide and maintain facilities with sufficient capacity to treat and dispose of the present and projected wastewater volumes.

Measure: The City shall regulate land use intensities to reflect sewer availability; program system improvements to maintain level of service standards; require new development to comply with adopted level of service standards and certify sewer availability; and encourage the use of reuse water and other alternative water sources for irrigation.

Policies:

4-1.3.1 Level of Service Standards
The City shall require new development to comply with the following level of service standards:

- A. Three hundred (300) gallons/day/Equivalent Residential Connection (ERC).
- B. Peak facility capacity shall be maintained at a minimum of two times the permitted capacity.
- C. Adherence to all rules and requirements of Florida Department of Environmental Protection (FDEP).

4-1.3.2 Water and Wastewater Master Plan
System improvements and expansions shall be constructed in accordance with the Water and Wastewater Master Plan.

4-1.3.3 Land Uses and Availability of Central Sewer Services
Land use intensities on the 2025 Future Land Use Map shall reflect the availability of central sewer service. Only low density residential uses shall be permitted in areas without central wastewater service or an environmentally acceptable temporary alternative.

4-1.3.4 Availability of Sewer Services Capacity
The City shall annually evaluate available capacity to ensure that development

consistent with the 2025 Future Land Use Map can maintain the adopted level of service. Any potential deficiencies will be corrected by revising the 2025 Future Land Use Map or the Capital Improvements Plan (CIP) or by purchasing additional capacity from Seminole County.

4-1.3.5 Certification of Sewer Services Availability

Development permits shall not be issued and rezoning shall not be approved without certification that adequate sewer service is available. In service areas with pre-purchase capacity requirements, only proof of purchase shall constitute certification.

4-1.3.6 Average Daily Flow (ADF) Capacity

The City shall ensure that sufficient capacity is maintained by following the requirements of Chapter 62-600, Section 62-600.405, FAC, and by maintaining a Capacity Analysis Report annually.

4-1.3.7 Reclaimed Water

Provision of water reuse, reclamation of effluent discharge and/or other alternative sources for irrigation, industrial, and other non-potable water use applications shall be in accordance with the adopted Reclaimed Water Master Plan and subsequent Engineering Studies.

4-1.3.8 Multi-Jurisdictional Approach

The City shall collaborate with Seminole County to pursue a multi-jurisdictional approach to the use of reuse waters as provided for in the City of Oviedo/Seminole County Joint Planning Interlocal Agreement.

4-1.3.9 Industrial Pre-treatment Regulations

The City shall enforce its industrial pretreatment ordinance as required by the EPA, Title 40, CFR, Part 403.

4-1.3.10 Feasibility of City Sewer Treatment Facilities

The City should pursue feasibility studies to purchase, or construct its own sewer treatment facilities to meet the City's needs.

4-1.4 OBJECTIVE: Use of Existing Sewer Facilities

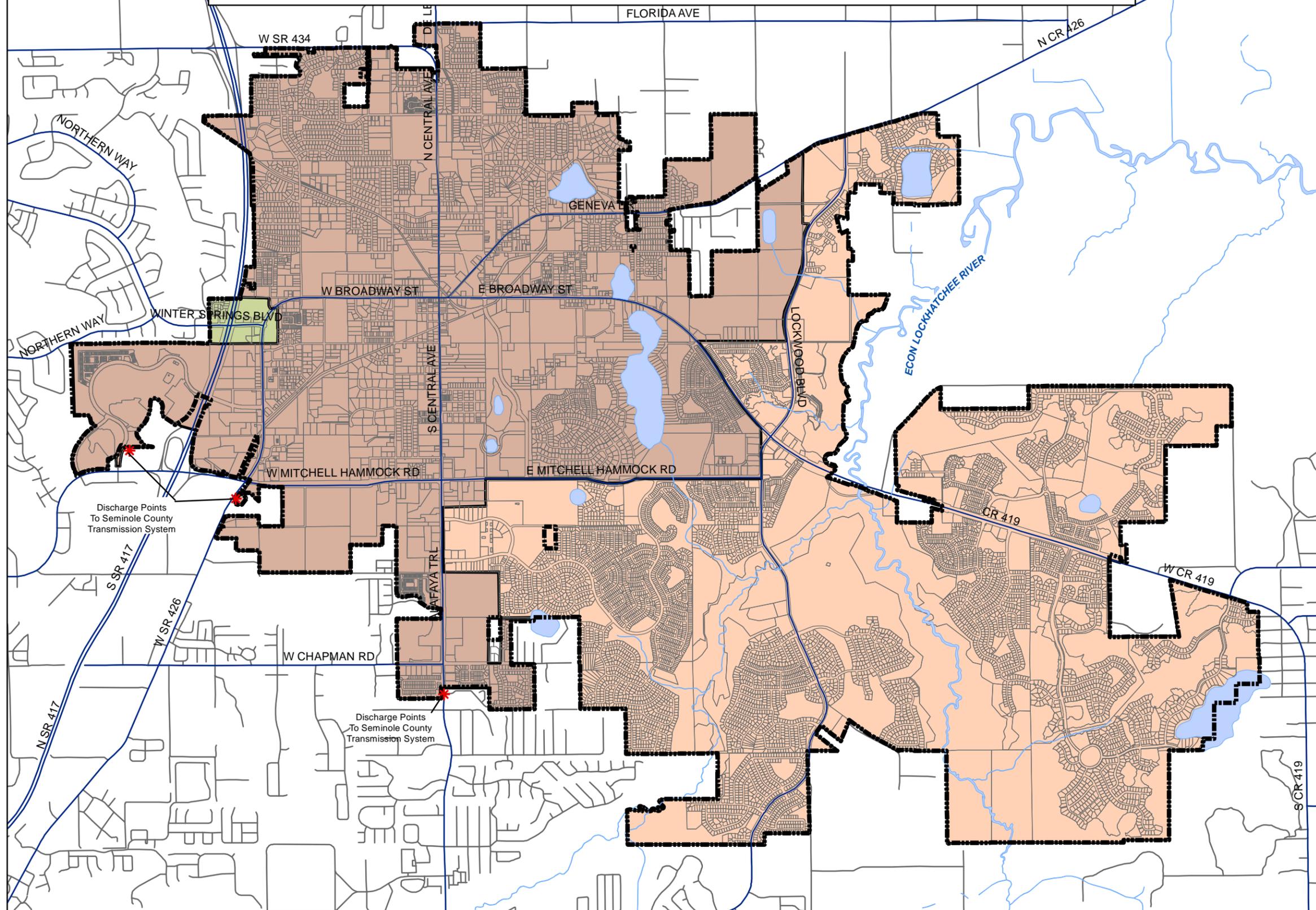
To maximize the use of existing facilities, promote economic development, and discourage urban sprawl.

Measure: The City shall first serve interior areas of the City, the Economic Development Target Areas identified in the Strategic Economic Development Plan, and Development Corridors identified in Policy 2-1.1.3.; evaluate service area expansion impacts on service delivery and adopted levels of service; require new development to fund requested service area expansions, and not extend central sanitary sewer services outside the municipal boundaries.

Policies:

- 4-1.4.1 Provision of Services to Interior Areas of the City**
Central sewer service shall first be provided to the incorporated areas of the City consistent with Policy 4-1.2.6.
- 4-1.4.2 Criteria for Installation of Package Plants or Septic Tanks**
Installation of package plants or septic tanks to serve development where central sewer service is not available shall be permitted only under the conditions consistent with Florida Statutes Chapter 381.
- 4-1.4.3 Criteria for Extension of the Central Sewer Service Area**
The City shall permit a developer to extend the existing central sewer service area only if the proposal meets the requirements of Policy 4-1.4.2 and only if the developer bears the entire cost of the requested extension.
- 4-1.4.4 Central Sewer Service Area Boundary**
The City's central sewer service area shall not extend beyond municipal boundaries.
- 4-1.4.5 Monitoring of Effluent Disposal Operations**
The City shall monitor the effects of effluent disposal operations for service providers within Oviedo.
- 4-1.4.6 Collaboration with Seminole County**
The City shall collaborate with Seminole County, when or if necessary, to provide logical, functional, and cost effective central sewer services to appropriate areas as provided for in the City of Oviedo/Seminole County Joint Planning Interlocal Agreement.

**CITY OF OVIEDO
PUBLIC UTILITIES MAP SERIES
SANITARY SEWER SERVICE AREA MAP**



Legend

- Streets
- ▭ Parcels
- ▭ WaterBodies
- ▭ City Boundary

Sanitary Sewer Service Areas

- ▭ Former Alafaya Utilities *
- ▭ Winter Springs Service Area
- ▭ Oviedo City Sewer Service
(Iron Bridge Via County Wholesale Service Agreement or Septic)

* The City acquired Alafaya Utilities in September 2010. The City now provides sewer service to this area.

MAP 4-1



[THIS PAGE INTENTIONALLY LEFT BLANK]

SOLID WASTE

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

4-2 GOAL: TO PROVIDE SOLID WASTE SERVICES FOR EXISTING AND FUTURE DEVELOPMENT NEEDS, TO INCREASE RECYCLING AND TO REDUCE LANDFILL DISPOSAL VOLUMES WITHIN THE CITY OF OVIEDO IN A COST-EFFECTIVE ENVIRONMENTALLY SOUND MANNER.....	19
4-2.1 OBJECTIVE: REDUCTION OF SOLID WASTE STREAM.....	19
<i>4-2.1.1 Residential Recycling Program.....</i>	<i>19</i>
<i>4-2.1.3 Residential Yard Waste Program</i>	<i>19</i>
<i>4-2.1.4 Public Education Program.....</i>	<i>19</i>
<i>4-2.1.5 Location of Recycling Solid Waste Receptacles</i>	<i>20</i>
4-2.2 OBJECTIVE: PROTECTION FROM DISEASES AND NUISANCES	20
<i>4-2.2.1 Promotion of Anti-litter Practices</i>	<i>20</i>
<i>4-2.2.2 Enforcement of Litter Control</i>	<i>20</i>
<i>4-2.2.3 Solid Waste Hauler Franchise Agreement.....</i>	<i>20</i>
<i>4-2.2.4 Adopt-A-Road Program</i>	<i>20</i>
4-2.3. OBJECTIVE: MAINTENANCE OF LEVEL OF SERVICE CONSISTENT WITH SEMINOLE COUNTY FACILITIES.....	20
<i>4-2.3.1 Level of Service Standards.....</i>	<i>20</i>
<i>4-2.3.2 Operation of Solid Waste Programs</i>	<i>21</i>
<i>4-2.3.3 Solid Waste Management Interlocal Agreement</i>	<i>21</i>

[THIS PAGE INTENTIONALLY LEFT BLANK]

SOLID WASTE SUB-ELEMENT

4-2 GOAL: TO PROVIDE SOLID WASTE SERVICES FOR EXISTING AND FUTURE DEVELOPMENT NEEDS, TO INCREASE RECYCLING AND TO REDUCE LANDFILL DISPOSAL VOLUMES WITHIN THE CITY OF OVIEDO IN A COST-EFFECTIVE ENVIRONMENTALLY SOUND MANNER.

4-2.1 OBJECTIVE: Reduction of Solid Waste Stream

To reduce the City's solid waste stream and maintain solid waste franchise service contracts to support state goals for recycling and separation.

Measure: The City shall establish franchise programs to reduce and divert the solid waste stream by thirty percent (30%) each year, in accordance with the Solid Waste Management Act goals.

Policies:

4-2.1.1 Residential Recycling Program

The City shall continue to implement and promote its single-family residential recycling program.

4-2.1.2 Support of Seminole County Recycling Program

The City shall support the County's program for handling, sorting, and marketing recyclables or provide an equal or greater contracted recyclable marketing service.

4-2.1.3 Residential Yard Waste Program

The City's solid waste hauling contract shall require the collection, separation, and delivery of residential yard waste to a FDEP approved recovery program.

4-2.1.4 Public Education Program

The City shall continue its public education program to foster understanding, acceptance and participation with solid waste and recycling programs.

4-2.1.5 Location of Recycling Solid Waste Receptacles

The City shall revise its Land Development Regulations by 2012 to include a requirement for the location of recycling solid waste receptacles in commercial and multi-family or other uses that utilize centralized storage of solid waste.

4-2.2 OBJECTIVE: Protection from Diseases and Nuisances

To protect City residents from diseases and nuisances caused by improper disposal of waste materials.

Measure: The City shall provide franchised waste collection to protect the health and well being of the community.

Policies:

4-2.2.1 Promotion of Anti-litter Practices

The City shall promote anti-litter practices through public education materials and programs.

4-2.2.2 Enforcement of Litter Control

The City shall continue to enforce its litter control ordinances through its Code Enforcement program.

4-2.2.3 Solid Waste Hauler Franchise Agreement

The City shall evaluate the solid waste hauler franchise agreement annually.

4-2.2.4 Adopt-A-Road Program

The City shall encourage its Adopt-A-Road program.

4-2.3. OBJECTIVE: Maintenance of Level of Service Consistent with Seminole County Facilities

To maintain a level of service consistent with the projected capacities of the County facilities.

Measure: The City shall support the County in maintaining 4.2 pounds per capita per day (PCD) at the Osceola Landfill and 4.4 PCD at the Central Transfer site as an adopted level of service or provide regional contracted service sufficient for City per capita generation rate.

Policies:

4-2.3.1 Level of Service Standards

The City shall continue to adopt level of service standards consistent with those adopted by Seminole County or meet state standards with a contracted regional disposal facility.

4-2.3.2 Operation of Solid Waste Programs

The City shall support the continued operation of the solid waste program as an enterprise program supported by user fees, grants, etc. instead of ad valorem taxes.

4-2.3.3 Solid Waste Management Interlocal Agreement

The City shall continue to pursue an intergovernmental approach to waste management with Seminole County or contract services as provided for in the Solid Waste Management Act.

[THIS PAGE INTENTIONALLY LEFT BLANK]

**DRAINAGE & NATURAL
GROUNDWATER AQUIFER RECHARGE**

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

4-3. GOAL: TO PROTECT THE CITIZENS OF OVIEDO FROM DEGRADATION OF SURFACE WATER QUALITY; AND TO PROVIDE FOR ADEQUATE GROUNDWATER RECHARGE.....	27
4-3.1. OBJECTIVE: STORMWATER MANAGEMENT	27
4-3.1.1 <i>Inspection of Stormwater Management Facilities</i>	<i>27</i>
4-3.1.2 <i>Level of Service Standards</i>	<i>27</i>
4-3.1.3 <i>Intergovernmental Coordination</i>	<i>27</i>
4-3.2. OBJECTIVE: MINIMIZATION OF COSTS	27
4-3.2.1 <i>Financing of Improvements.....</i>	<i>28</i>
4-3.2.2 <i>Funding Sources</i>	<i>28</i>
4-3.3. OBJECTIVE: PROTECTION OF WATER QUALITY.....	28
4-3.3.1 <i>Maintenance of Stormwater Systems.....</i>	<i>28</i>
4-3.3.2 <i>Maintenance Funding Sources.....</i>	<i>28</i>
4-3.3.3 <i>Participation in Seminole County's Water Quality Monitoring Program</i>	<i>28</i>
4-3.3.4 <i>Annual Inspection of Stormwater Management Facilities Through NPDES Program..</i>	<i>28</i>
4-3.3.5 <i>Treatment of Runoff from Parking Lots</i>	<i>28</i>
4-3.3.6 <i>Design of Detention and Retention Areas</i>	<i>28</i>
4-3.3.7 <i>Pollution Abatement</i>	<i>29</i>
4-3.3.8 <i>Impervious Surfaces Runoff Requirements.....</i>	<i>29</i>
4-3.3.9 <i>Protection of Natural Drainage Features</i>	<i>29</i>
4-3.4. OBJECTIVE: PROVISION OF STORMWATER MANAGEMENT FACILITIES AND POLLUTION ABATEMENT	29
4-3.4.1 <i>Level of Service Standards.....</i>	<i>29</i>
4-3.4.2 <i>Design of Stormwater Management Systems</i>	<i>30</i>
4-3.5. OBJECTIVE:....PROTECTION OF NATURAL GROUNDWATER AQUIFER RECHARGE AREAS.....	30
4-3.5.1 <i>Protection of the Recharge Function</i>	<i>30</i>
4-3.5.2 <i>Design of Systems in Areas of Aquifer Recharge.....</i>	<i>30</i>
4-3.5.3 <i>Impervious Surface in Areas of Prime or Moderate Recharge</i>	<i>30</i>
4-3.5.4 <i>Implementation and Coordination of Wellfield Protection Programs</i>	<i>30</i>
4-3.5.5 <i>Expansion of Reclaimed Water System</i>	<i>30</i>
4-3.6. OBJECTIVE: EXISTENCE OF ADEQUATE DRAINAGE FACILITIES	30
4-3.6.1 <i>Stormwater Management Standards</i>	<i>31</i>
4-3.6.2 <i>Master Stormwater Management System Requirements.....</i>	<i>31</i>
4-3.6.3 <i>Update of Stormwater Master Plan.....</i>	<i>31</i>
4-3.7. OBJECTIVE: MAXIMUM USE OF EXISTING DRAINAGE FACILITIES	31

[THIS PAGE INTENTIONALLY LEFT BLANK]

DRAINAGE AND NATURAL GROUNDWATER AQUIFER RECHARGE SUB-ELEMENT

4-3. GOAL: TO PROTECT THE CITIZENS OF OVIEDO FROM DEGRADATION OF SURFACE WATER QUALITY; AND TO PROVIDE FOR ADEQUATE GROUNDWATER RECHARGE.

4-3.1. OBJECTIVE: Stormwater Management

To upgrade the stormwater management of existing substandard areas by correcting flooding problems and pollution problems.

Measure: Drainage facility improvements shall be consistent with the City's Stormwater Utility program and procedures and adhere to the requirement of the National Pollutant Discharge Elimination Systems (NPDES) permit.

Policies:

4-3.1.1 Inspection of Stormwater Management Facilities

The City shall bi-annually inspect stormwater management facilities within the City in accordance with the Stormwater Utility Program.

4-3.1.2 Level of Service Standards

The City shall require that all new development and redevelopment meet adopted stormwater management level of service standards.

4-3.1.3 Intergovernmental Coordination

The City shall coordinate with the Florida Department of Transportation (FDOT) and Seminole County to upgrade the stormwater deficiencies of State and County Roads.

4-3.2. OBJECTIVE: Minimization of Costs

To minimize the City's cost in upgrading existing deficiencies.

Measure: The City shall continue the stormwater utility program to finance improvements and periodically evaluate revenue sources to ensure that identified impervious areas used to determine required fees are correct.

Policies:

4-3.2.1 Financing of Improvements

The City shall use stormwater utility revenues to finance improvements identified through the City's Stormwater Utility program.

4-3.2.2 Funding Sources

The City shall identify the jurisdiction responsible for identified needed improvements and seek appropriate funding.

4-3.3. OBJECTIVE: Protection of Water Quality

To protect the overall water quality of receiving waters by identifying and regulating point and non-point pollution sources.

Measure: The City shall enforce its active and passive pollution abatement programs to improve the quality of stormwater being discharged into receiving waters.

Policies:

4-3.3.1 Maintenance of Stormwater Systems

The City shall follow its established procedures and schedules for street sweeping, ditch cleaning, and functional maintenance of stormwater systems.

4-3.3.2 Maintenance Funding Sources

The City will use stormwater utility revenues to maintain stormwater facilities within the City. An agreement or development agreement may establish an alternative maintenance authority within specific designated areas of the City.

4-3.3.3 Participation in Seminole County's Water Quality Monitoring Program

The City shall participate in Seminole County's water quality monitoring program to identify pollution problems and sources in accordance with the NPDES requirement.

4-3.3.4 Annual Inspection of Stormwater Management Facilities through NPDES Program

Through its Stormwater Management Utility, the City shall annually inspect stormwater management facilities and correct water quality deficiencies based on monitoring of the NPDES program.

4-3.3.5 Treatment of Runoff from Parking Lots

Runoff from parking lots shall be treated to remove oil, grease, and sediment before it enters receiving waters.

4-3.3.6 Design of Detention and Retention Areas

Detention and retention areas shall be designed so that shorelines are sinuous rather than straight and so that the length of shoreline is maximized for growth of littoral vegetation and pollution attenuation.

4-3.3.7 Pollution Abatement

The City shall continue to require that all development provide pollution abatement consistent with St. Johns River Water Management District (SJRWMD) criteria; with no threshold exemptions.

4-3.3.8 Impervious Surfaces Runoff Requirements

Where soil, subsurface and water table conditions are appropriate, the first one inch of runoff from impervious surfaces shall be routed to on-site retention basins and discharged through percolation and evapotranspiration.

4-3.3.9 Protection of Natural Drainage Features

The City shall protect the functions of natural drainage features by acquiring and preserving conservation areas and requiring development to comply with the Land Development Code requirements to protect natural wetlands by not overloading their capacity and by providing vegetated buffer strips to prevent erosion, trap sediment and allow for periodic flooding without structural damage.

4-3.4. OBJECTIVE: Provision of Stormwater Management Facilities and Pollution Abatement

To continue providing stormwater management facilities that can accommodate runoff from frequently occurring and seldom occurring storm events and provide for pollution abatement.

Measure: The City shall comply with Sections 40C-4, 41, 42, 43, 44 and 400 of the Florida Administrative Code and maintain the following level of service standards:

- A. Treatment and disposal shall meet design and performance standards in Chapter 62-25, Section 62-25.025 and Section 62-25.035, FAC.
- B. Treatment of the first inch of run-off on site shall meet water quality standards of Chapter 62-302, Section 62-302.500, FAC.
- C. Discharge of facilities shall not degrade receiving waters below the minimum conditions for the designated use of its classification as established in Chapter 62.302, Section 62-302.300 and Section 62-302.400, FAC.
- D. The design storm standard shall be the 25-year/24-hour storm event for systems with positive discharge and the 25-year/4-day event for systems without positive discharge.

Policies:

4-3.4.1 Level of Service Standards

The City shall require that all new development and redevelopment meet the adopted level of service standards for stormwater management.

4-3.4.2 Design of Stormwater Management Systems

Stormwater management systems shall be designed to function properly for a minimum 20-year life.

4-3.5. OBJECTIVE: Protection of Natural Groundwater Aquifer Recharge Areas

To protect and maintain the function of natural groundwater aquifer recharge areas.

Measure: The City shall enforce the open space requirements and stormwater management criteria for aquifer recharge areas of the Land Development Code.

Policies:

4-3.5.1 Protection of the Recharge Function

Areas of prime or moderate natural groundwater recharge shall be specifically regulated to protect the recharge function.

4-3.5.2 Design of Systems in Areas of Aquifer Recharge

Stormwater management systems in areas of aquifer recharge shall be designed to ensure recharge rather than discharge of stormwater.

4-3.5.3 Impervious Surface in Areas of Prime or Moderate Recharge

In areas of prime or moderate recharge impervious surface shall not exceed fifty percent (50%) of the total site area.

4-3.5.4 Implementation and Coordination of Wellfield Protection Programs

By 2015, the City shall update the 2006 Reclaimed Water Project Facility Plan. The City shall coordinate with Seminole County in the implementation of wellfield protection programs, and in the development of citywide wellfield protection programs.

4-3.5.5 Expansion of Reclaimed Water System

Depending on the availability of supply, the City will continue to expand its reclaimed water system to increase availability for all developments.

4-3.6. OBJECTIVE: Existence of Adequate Drainage Facilities

To ensure that adequate drainage facilities exist to meet the demands of the anticipated problems.

Measure: The City shall bi-annually inspect Stormwater Management facilities and shall program capital improvement projects in the budget as funding is identified and made available, to correct identified deficiencies.

Policies:

4-3.6.1 Stormwater Management Standards

The City shall continue to require development to fulfill the current stormwater management standards of the Oviedo Land Development Code and the St. Johns River Water Management District (SJRWMD).

4-3.6.2 Master Stormwater Management System Requirements

The City shall continue to require that all proposed subdivisions (both residential and non-residential) design and construct a master stormwater management system. The City may construct or provide funding for a master stormwater management system to implement a redevelopment program that involves a public-private partnership.

4-3.6.3 Update of Stormwater Master Plan

The City shall review and update its Stormwater Master Plan as necessary through the inspection program of the City's Stormwater Management Utility.

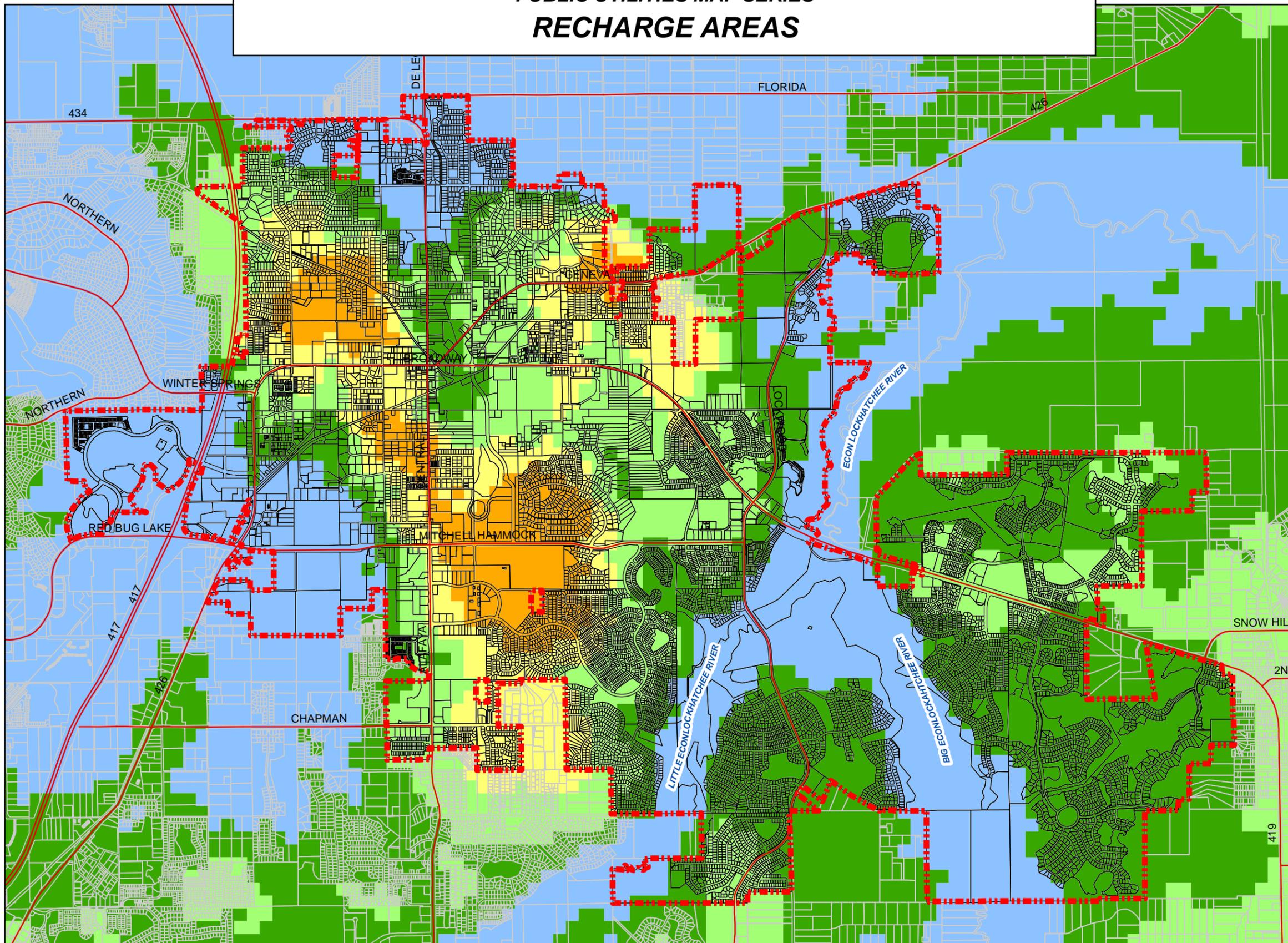
4-3.7. OBJECTIVE: Maximum Use of Existing Drainage Facilities

To discourage urban sprawl by maximizing existing drainage facilities.

Measure: No new major conveyance systems shall be created and the capacity of existing facilities shall not be increased until additional capacity has been provided.

[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC UTILITIES MAP SERIES
RECHARGE AREAS**



Legend

- OVIEDO CITY BOUNDARY
- MAIN ROADS
- PARCELS

2005 SJRWMD RECHARGE AREAS

- Discharge Area
- 0 - 4 In/Yr
- 4 - 8 In/Yr
- 8 - 12 In/Yr
- 12 - 20 In/Yr
- More than 20 In/Yr

MAP 4-2



[THIS PAGE INTENTIONALLY LEFT BLANK]

POTABLE WATER

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

4-4 GOAL: TO PROVIDE A COST EFFECTIVE, ENVIRONMENTALLY SOUND POTABLE WATER SYSTEM THAT WILL SERVE EXISTING AND FUTURE DEVELOPMENT.....	39
4-4.1 OBJECTIVE: CONSERVATION OF POTABLE WATER RESOURCES.....	39
4-4.1.1 <i>Water User Fees.....</i>	<i>39</i>
4-4.1.2 <i>Use of Native Plant Species.....</i>	<i>39</i>
4-4.1.3 <i>Consistency with Water Reuse Plan.....</i>	<i>39</i>
4-4.1.4 <i>Public Education on Water Conservation</i>	<i>39</i>
4-4.1.5 <i>Aquifer Boundaries and Withdrawal</i>	<i>39</i>
4-4.1.6 <i>Water Conserving Plumbing Fixtures</i>	<i>40</i>
4-4.1.7 <i>Implementation of Other Plans.....</i>	<i>40</i>
4-4.2. OBJECTIVE: MINIMIZATION OF COSTS	40
4-4.2.1 <i>Water System Improvements.....</i>	<i>40</i>
4-4.2.2 <i>New Development Water System Improvements</i>	<i>40</i>
4-4.2.3 <i>Payment of System Improvements</i>	<i>40</i>
4-4.2.4 <i>Cost Recovery of Water Service Extension</i>	<i>40</i>
4-4.2.5 <i>Extension of Distribution Lines</i>	<i>40</i>
4-4.3. OBJECTIVE: POTABLE WATER SYSTEM CAPACITY	40
4-4.3.1 <i>Design and Calculation Criteria.....</i>	<i>41</i>
4-4.3.2 <i>Water Distribution Systems Flow</i>	<i>41</i>
4-4.3.3 <i>Minimum System Pressure</i>	<i>41</i>
4-4.3.4 <i>Compliance with FDEP Rules.....</i>	<i>41</i>
4-4.3.5 <i>Evaluation of Available Capacity</i>	<i>41</i>
4-4.3.6 <i>System Looping Requirement.....</i>	<i>41</i>
4-4.3.7 <i>Interlocal Agreement with Seminole County.....</i>	<i>41</i>
4-4.3.8 <i>Average Daily Flow (ADF) Evaluation.....</i>	<i>41</i>
4-4.3.9 <i>New Development Level of Service Capacity</i>	<i>41</i>
4-4.3.10 <i>Partnership with Seminole County.....</i>	<i>42</i>
4-4.3.11 <i>Water System Capacity Criteria.....</i>	<i>42</i>
4-4.3.12 <i>Extension of Centralized Potable Water Services and Infrastructure to Economic Target Areas</i>	<i>42</i>
4-4.4. OBJECTIVE: PROTECTION OF QUALITY OF WATER SUPPLY	42
4-4.4.1 <i>Cross Connection Control Program</i>	<i>42</i>
4-4.4.2 <i>Monitoring of Revisions to the Safe Drinking Water Act of 1974</i>	<i>42</i>
4-4.4.3 <i>Monitoring of New Well Sites.....</i>	<i>42</i>

4-4.4.4	<i>System Improvements Priorities</i>	42
4-4.4.5	<i>Wellfield Protection Area</i>	43
4-4.4.6	<i>Groundwater Supply Protection</i>	44
4-4.4.7	<i>Water Treatment Methods</i>	44
4-4.5. OBJECTIVE: CORRECTION OF EXISTING DEFICIENCIES		44
4-4.5.1	<i>Evaluation of the Water Supply Plan</i>	44
4-4.5.2	<i>Capital Improvements Element</i>	44
4-4.5.3	<i>Alternate Water Supply Systems and Reclaimed Water Systems</i>	44
4-4.5.4	<i>Potable Water Facilities Implementation</i>	44
4-4.5.5	<i>Water Supply Plan Updates</i>	45
4-4.5.6	<i>Water Facilities Evaluation</i>	45
4-4.6. OBJECTIVE: USE OF EXISTING FACILITIES		45
4-4.6.1	<i>Conditions for Expansion of the Distribution System and Service Area</i>	45
4-4.6.2	<i>Connection to the City Water System</i>	45
4-4.6.3	<i>Wholesale Potable Water Service</i>	45
4-4.6.4	<i>Potable Water Provision</i>	45
4-4.6.5	<i>Water Service Area Boundary</i>	45
4-4.7. OBJECTIVE: IMPLEMENTATION OF ALTERNATIVE WATER SUPPLY SOURCES		46
4-4.7.1	<i>Implementation of Reclaimed Water Master Plan</i>	46
4-4.7.2	<i>St. Johns River near SR-46 Alternate Water Supply Project</i>	46
4-4.7.3	<i>Lake Jesup Project</i>	46
4-4.7.4	<i>City of Sanford Tri-Party System for Reclaimed Water</i>	46
4-4.7.5	<i>Water Supply Facilities Work Plan</i>	46
4-4.7.6	<i>Updates to the SJRWMD's Water Supply Assessment</i>	46

POTABLE WATER SUB-ELEMENT

4-4 GOAL: TO PROVIDE A COST EFFECTIVE, ENVIRONMENTALLY SOUND POTABLE WATER SYSTEM THAT WILL SERVE EXISTING AND FUTURE DEVELOPMENT.

4-4.1 OBJECTIVE: Conservation of Potable Water Resources

To conserve the potable water resources by lowering the per capita consumption rate.

Measure: By 2014, the per capita potable water consumption rate shall be one hundred thirty-five (135) GPCD and by 2025, the per capita potable water consumption rate shall be ninety-five (95) GPCD.

Policies:

4-4.1.1 Water User Fees

To provide an incentive for conservation, water user fees shall include a sliding scale of rates with higher rates being charged for higher volumes.

4-4.1.2 Use of Native Plant Species

The Land Development Code shall include requirements for xeriscaping and use of native plant species.

4-4.1.3 Consistency with Water Reuse Plan

Provision of water re-use, reclamation of effluent discharge and other alternative sources for irrigation, industrial or other non-potable water use applications shall be in accordance with the adopted Reclaimed Water Master Plan and subsequent Engineering Studies.

4-4.1.4 Public Education on Water Conservation

The City shall educate the public on the need for habitual conservation and methods of protecting the City's water supply.

4-4.1.5 Aquifer Boundaries and Withdrawal

The City shall support the efforts of the St. John's River Water Management District in determining aquifer boundaries and in establishing safe withdrawal depths and rates.

4-4.1.6 Water Conserving Plumbing Fixtures

The City shall continue to require the use of water conserving plumbing fixtures as required by Chapter 553 F.S.

4-4.1.7 Implementation of Other Plans

The City shall implement the provisions of the Water Supply Plan, 2008 and the Reclaimed Water Master Plan, March 2006.

4-4.2. OBJECTIVE: Minimization of Costs

To minimize the City's cost in completing water system improvements.

Measure: The City will fund long range water treatment and system improvements and system expansions as identified in the Water Supply Plan, 2008, with user fees and impact fees.

Policies:

4-4.2.1 Water System Improvements

All water system improvements, including distribution piping, storage, and wells shall be implemented in accordance with the City of Oviedo Water Supply Plan, 2008.

4-4.2.2 New Development Water System Improvements

All water system improvements required for new development shall be dedicated free of charge to the City of Oviedo.

4-4.2.3 Payment of System Improvements

Future development shall pay for the system improvements it requires.

4-4.2.4 Cost Recovery of Water Service Extension

The City may recover the cost of extending water service to existing developed areas by assessing benefited properties.

4-4.2.5 Extension of Distribution Lines

The City shall continue to require that new development extend distribution lines along the entire property boundary.

4-4.3. OBJECTIVE: Potable Water System Capacity

To establish and maintain a potable water system with sufficient capacity to meet existing and future service demands.

Measure: The City shall maintain a potable water level of service of one hundred thirty-five (135) GPCD in 2014 with reductions through 2025 to a level of ninety-five (95) GPCD. Peak facility capacity shall be maintained at a minimum of twice the permitted capacity of the water treatment facility. Fire flows shall meet or exceed seven hundred fifty (750) GPM at a twenty (20) PSI residual pressure in single family residential areas and one thousand two hundred fifty (1250) GPM

in other developed areas. Storage capacity shall meet or exceed fifteen percent (15%) of permitted capacity.

Policies:

4-4.3.1 Design and Calculation Criteria

Normal flow demands for design shall be calculated on the basis of full ultimate development.

4-4.3.2 Water Distribution Systems Flow

Water distribution pumping systems shall at least provide for the peak hourly flow or the peak maximum daily flow plus fire flow, whichever is greater.

4-4.3.3 Minimum System Pressure

Water distribution pumping systems shall maintain a minimum pressure of twenty (20) PSI throughout the system.

4-4.3.4 Compliance with FDEP Rules

The City shall comply with Florida Department of Environmental Protection (FDEP) rules and requirements.

4-4.3.5 Evaluation of Available Capacity

The City shall annually evaluate available capacity and, if necessary, adjust the Five-Year CIE and/or the 2025 Future Land Use Map to ensure that water service is available to maintain the adopted level of service for existing and committed development.

4-4.3.6 System Looping Requirement

The City shall require system looping wherever possible to increase overall capacity and service.

4-4.3.7 Interlocal Agreement with Seminole County

The City shall maintain its current interlocal agreement with Seminole County to mutually cooperate in the provision of water service capacity by each reserving one hundred seventy-five thousand (175,000) GPD for the others use. The City shall also look to modify the agreement as necessary for the mutual benefit of each entity and to meet the needs of the City's residents.

4-4.3.8 Average Daily Flow (ADF) Evaluation

The City shall ensure that sufficient capacity is maintained by requiring an evaluation of the need to increase capacity once the average daily flow (ADF) equals or exceeds sixty percent (60%) of the permitted capacity or the sum of the current ADF plus future committed ADF exceeds eighty percent (80%) of permitted capacity.

4-4.3.9 New Development Level of Service Capacity

New development shall demonstrate consistency with the established level of service capacity.

4-4.3.10 Partnership with Seminole County
The City shall continue to partner with Seminole County for the supply of 3.0 MGD of reclaimed water flow.

4-4.3.11 Water System Capacity Criteria
Water system capacity shall be based on adopted level of service standards, the City's Water Supply Plan 2008 and the SJRWMD's Districts Water Supply Plan 2005, with the 2006 addendum.

4-4.3.12 Extension of Centralized Potable Water Services and Infrastructure to Economic Target Areas
The City shall implement the extension of centralized potable water services and infrastructure to the target areas identified in the Strategic Economic Development Plan as may be necessary, as long as those improvements do not conflict with any requirements of the City's Consumptive Use Permit (CUP).

4-4.4. OBJECTIVE: Protection of Quality of Water Supply
To protect the quality of the available water supply through groundwater protection regulations, intergovernmental coordination and well-field location requirements.

Measure: Enforcement of the wellfield protection ordinance, designating prohibited land uses and restrictions for overlay districts covering the protection zone cones of influence illustrated on the 2025 Public Utilities Map Series. These restrictions shall govern the use and placement of stormwater management facilities, sewage effluent disposal and storage of hazardous materials in order to prevent potential contamination of the groundwater.

Policies:

4-4.4.1 Cross Connection Control Program
The City's Cross Connection Control Program shall require regular inspection, testing, and maintenance of backflow devices as well as retrofitting of existing facilities.

4-4.4.2 Monitoring of Revisions to the Safe Drinking Water Act of 1974
The City shall continually monitor revisions to the Safe Drinking Water Act of 1974, as amended, to ensure compliance.

4-4.4.3 Monitoring of New Well Sites
The City shall coordinate with the SJRWMD to monitor new well sites that may affect the quality and/or quantity of the City of Oviedo water supply.

4-4.4.4 System Improvements Priorities
The top priority of all system improvements shall be any improvement necessary to correct an immediate threat to public health or safety.

4-4.4.5 Wellfield Protection Area

To protect the quality and quantity of Oviedo's potable water supply, a wellfield protection zone shall be established within a radius of one thousand (1,000) feet from each potable water well with a permitted capacity of equal to or exceeding one hundred thousand (100,000) gallons per day. The following activities are prohibited within these zones:

- A. **Zone of Exclusion:** Within a 125-foot radius of an existing or designated protected wellfield, no development activities shall occur. Within a 200-foot radius, septic tanks, sanitary sewer facilities or solid waste disposal facilities shall be prohibited.
- B. **Wellfield Protection Zone:** Within one thousand (1,000) feet of a protected wellfield, the following uses are prohibited:
 - 1. Landfills.
 - 2. Facilities for the bulk storage (including underground storage,) handling or processing of materials on the Florida Substance List (Ch. 442, F.S.).
 - 3. Activities that require the storage, use, handling, production or transportation of restricted substances; agricultural chemicals, petroleum products, hazardous/toxic wastes, industrial chemicals, medical wastes, etc.
 - 4. Feedlots or other concentrated animal facilities.
 - 5. Wastewater treatment plants, percolation ponds, septic tanks and similar facilities.
 - 6. Mines.
 - 7. Excavation of waterways or drainage facilities which intersect the water table.

Special Restrictions on development allowed within the Wellhead Protection Zone are listed as follows:

- A. Stormwater management practices shall not include drainage wells and sinkholes for stormwater disposal where recharge is into potable water aquifers.
- B. Where development is proposed in areas with existing wells, the City shall establish a schedule to abandon these wells as potable water sources, and when abandoning to seal and plug according to Chapter Rule 17.28, Florida Administrative Code.

4-4.4.6 Groundwater Supply Protection

The City shall use the following programs to protect the groundwater supply:

- A. Public Education: The City shall promote voluntary protection efforts by identifying problems and presenting solutions and preventive measures through pamphlets and newsletters.
- B. Conservation: The City will enforce its water conservation ordinance and adopt a variable rate charge to lower consumption and slow salt water intrusion.
- C. The City shall require new developments to use low volume plumbing fixtures.

4-4.4.7 Water Treatment Methods

Prior to each annual review and update of the Five-Year Capital Improvements Element, the City shall evaluate the need for additional water treatment methods to comply with the Safe Drinking Water Standards.

4-4.5. OBJECTIVE: Correction of Existing Deficiencies

To correct existing potable water facility deficiencies.

Measure: The City shall annually adopt a financially feasible Capital Improvements Element which includes the potable water facility improvements necessary to correct existing deficiencies as well as those improvements needed to service future and committed development.

Policies:

4-4.5.1 Evaluation of the Water Supply Plan

The City shall annually evaluate its Five-Year Capital Improvements Element to ensure that deficiencies identified in City of Oviedo Water Supply Plan, 2008 and subsequent updates have been addressed.

4-4.5.2 Capital Improvements Element

The Capital Improvements Element shall include any necessary improvements to the storage, distribution or treatment portions of the entire potable water system.

4-4.5.3 Alternate Water Supply Systems and Reclaimed Water Systems

The Capital Improvements Element shall include any necessary alternate water supply systems and reclaimed water systems.

4-4.5.4 Potable Water Facilities Implementation

The City shall implement the Five-Year Capital Improvements schedule for potable water facilities adopted in the Capital Improvements Element.

4-4.5.5 Water Supply Plan Updates

The City's Water Supply Plan, 2008 will be updated at intervals coinciding with the District Water Supply Plan, 2005 updates to ensure consistency between State, Regional and Local levels of government.

4-4.5.6 Water Facilities Evaluation

The City will evaluate the production, expansion capabilities, and life expectancy of the water treatment plant and other water facilities in each update to the Water Supply Plan, 2008.

4-4.6. OBJECTIVE: Use of Existing Facilities

To discourage urban sprawl by maximizing the use of existing facilities

Measure: The potable water distribution system shall not be extended beyond the established service area unless the adopted level of service standards can be met and the percent of current capacity being used is more than fifty percent (50%).

Policies:**4-4.6.1 Conditions for Expansion of the Distribution System and Service Area**

The City shall permit a developer to extend the distribution system and expand the service area only under the following conditions:

- A. The proposal must meet the conditions of the objective measure and other applicable elements of the Comprehensive Plan.
- B. The developer shall bear the entire cost of the requested extension and any associated system improvements.

4-4.6.2 Connection to the City Water System

All new development shall be required to connect to the City water system unless the applicant can demonstrate an overriding health, safety, or welfare concern.

4-4.6.3 Wholesale Potable Water Service

The City may provide or receive wholesale potable water service to or from other cities and Seminole County by written agreement.

4-4.6.4 Potable Water Provision

The City shall be the provider of potable water to residents and nonresidential establishments within the City's service area. Additionally, the City may be the provider of potable water to those outside of the service area by mutual written agreement of the parties requesting same and upon approval of the City Council.

4-4.6.5 Water Service Area Boundary

The City shall discourage urban sprawl by delineating a Water Service Area boundary as provided in Map 4-3, City of Oviedo's Potable Water Service Area Map.

- A. All new developments within the City’s service area shall connect to the City’s existing centralized water supply/treatment facilities.
- B. The City shall require new home construction to connect to City water service when it is available in an adjacent right-of-way.
- C. The City shall require as a condition of development approval that any new subdivision developments located in the service area must connect to the City’s potable water service.

4-4.7 OBJECTIVE: Implementation of Alternative Water Supply Sources
To implement alternative water supply sources in coordination with the SJRWMD in order to conserve groundwater sources.

Measure: The City will continue to implement the Eastern Orange and Seminole Counties’ Regional Reclaimed Water Reuse Project as identified in the District Water Supply Plan (DWSP), 2005.

Policies:

4-4.7.1 Implementation of Reclaimed Water Master Plan
The reclaimed distribution projects as identified in the City of Oviedo Reclaimed Water Master Plan shall be annually evaluated as part of the Five-Year Capital Improvements Plan and scheduled for implementation to achieve the water conservation goals as identified in the City’s Consumptive Use Permit.

4-4.7.2 St. Johns River near SR-46 Alternate Water Supply Project
The City will continue to work with other local agencies to pursue participation in the “St. Johns River near SR-46 Alternate Water Supply Project” (described in the DWSP).

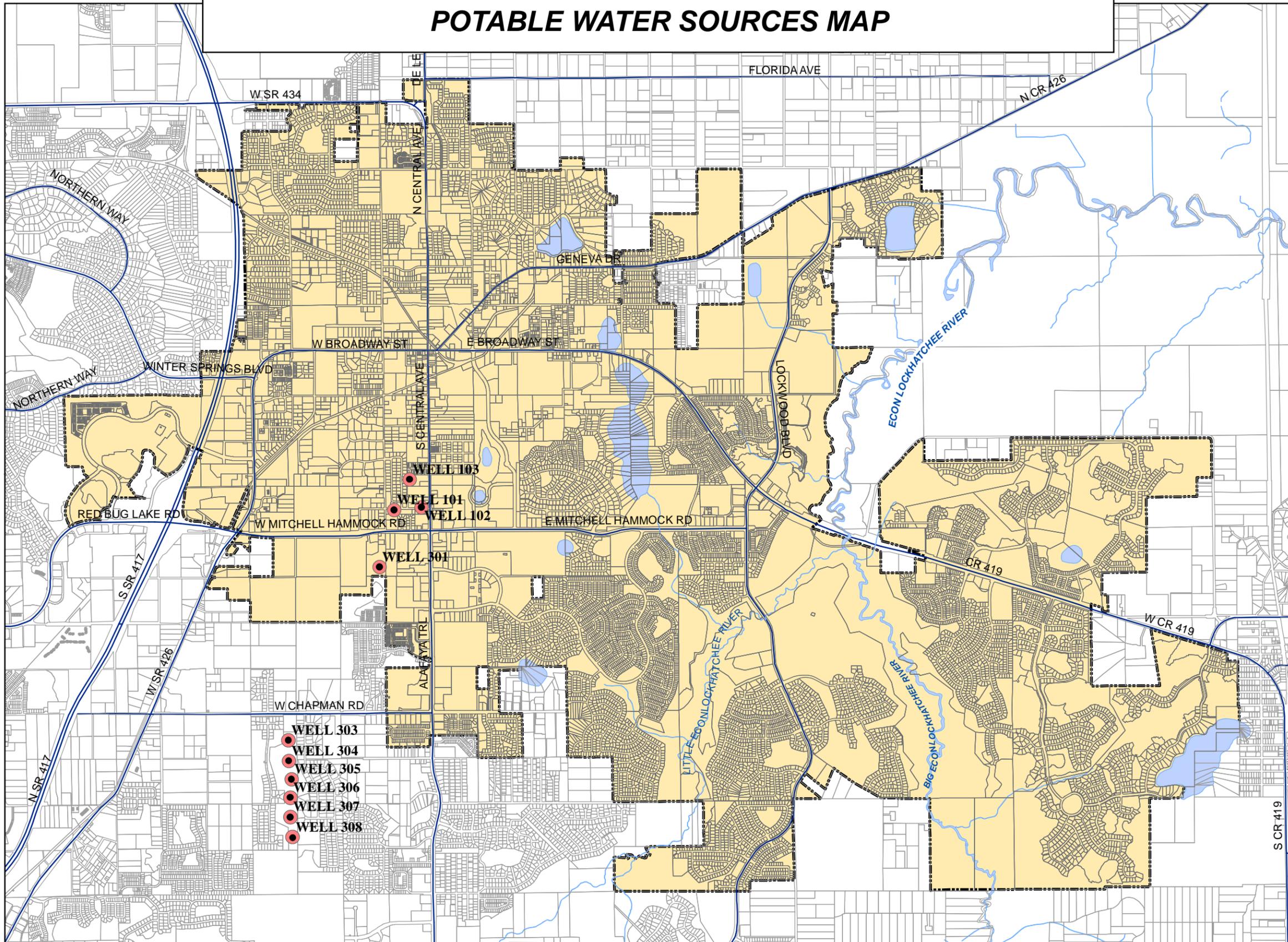
4-4.7.3 Lake Jesup Project
The City will coordinate with the City of Winter Springs and pursue the possible participation in the Lake Jesup project (described in the DWSP).

4-4.7.4 City of Sanford Tri-Party System for Reclaimed Water.
The City will investigate interconnection with the City of Sanford Tri-Party system for reclaimed water.

4-4.7.5 Water Supply Facilities Work Plan
The City will maintain a water supply facilities work plan that is coordinated with SJRWMD’s DWSP by updating the work plan and related comprehensive plan policies within 18 months of an update to SJRWMD’s DWSP that affects the City.

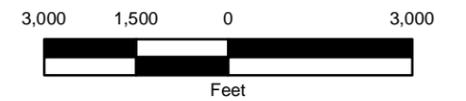
4-4.7.6 Updates to the SJRWMD’s Water Supply Assessment
The City will participate in the development of updates to the SJRWMD’s water supply assessment and DWSP and other water supply development-related initiatives facilitated by the SJRWMD that affects the City.

**CITY OF OVIEDO
PUBLIC UTILITIES MAP SERIES
POTABLE WATER SOURCES MAP**



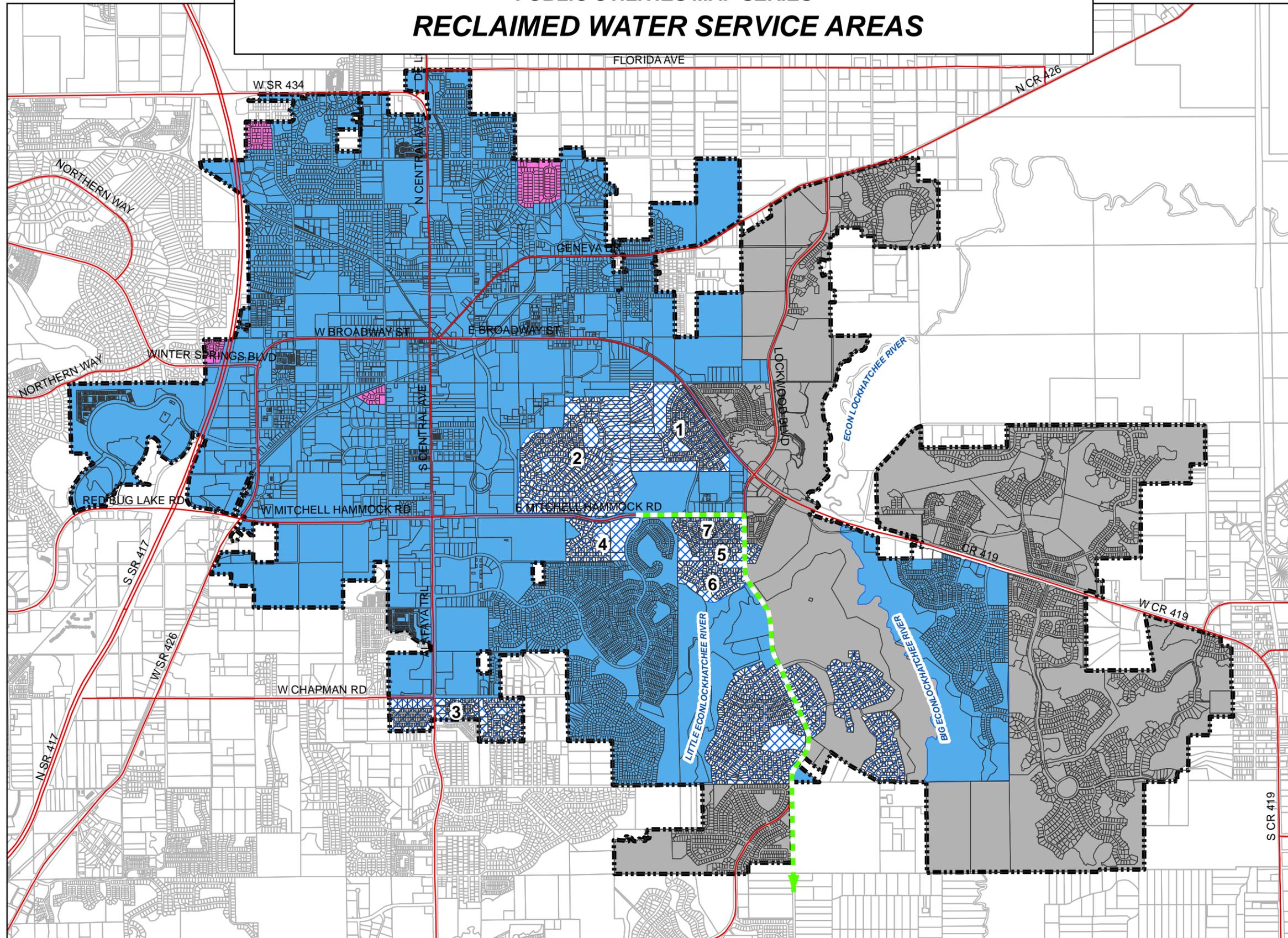
- Legend**
- Potable Water Wells
 - 200 FT Cone of Influence
 - Parcels
 - Water Bodies
 - City Boundary

MAP 4-3



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC UTILITIES MAP SERIES
RECLAIMED WATER SERVICE AREAS**



Legend

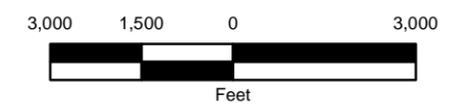
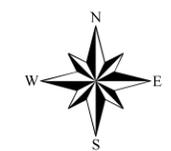
- ReclaimLine
- PARCEL
- MAIN ROADS
- OVIEDO CITY BOUNDARY
- FORMER ALAFAYA UTILITIES REUSE SERVICE AREA *
- ALTERNATIVE WATER SERVICE AREA
- CITY OF OVIEDO INITIAL SERVICE AREA
- CITY OF OVIEDO SERVICE AREA

SUBDIVISIONS

- ① KINGSBRIDGE EAST
- ② KINGSBRIDGE WEST
- ③ CHAPMAN OAKS, CHAPMAN GROVES, EASTON PARK
- ④ LAKE ROGERS
- ⑤ BIG OAKS
- ⑥ TWIN RIVERS, PHASE 1
- ⑦ ALAFAYA WOODS, PHASES 17 & 18

* The City acquired Alafaya Utilities in September/2010. The City now provides reclaimed water service to this area

MAP 4-4



[THIS PAGE INTENTIONALLY LEFT BLANK]

CONSERVATION

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

5.1 GOAL: TO APPROPRIATELY USE, MANAGE, PROTECT, RESTORE, AND CONSERVE THE VALUABLE NATURAL RESOURCES WITHIN THE CITY OF OVIEDO. ...	5
5-1.1. OBJECTIVE: CONSERVATION AND PROTECTION OF POTABLE WATER RESOURCES WITHIN THE CITY OF OVIEDO.....	5
5-1.1.1 <i>Implementation of the Reclaimed Water Master Plan.....</i>	<i>5</i>
5-1.1.2 <i>Emergency Water Shortage Ordinance.....</i>	<i>5</i>
5-1.1.4 <i>Well Sites Protection Zones</i>	<i>5</i>
5-1.1.5 <i>Well-field Protection</i>	<i>6</i>
5-1.1.6 <i>Maintenance and Leak Detection Program</i>	<i>6</i>
5-1.2. OBJECTIVE: PROTECTION OF SURFACE AND GROUNDWATER.....	6
FLOODPLAINS.....	6
5-1.2.1 <i>Protection and Maintenance of the 100 Year Floodplain.</i>	<i>6</i>
A. Prohibited Land Use Activity	6
B. Clustering Development Outside the Flood Zone:.....	7
C. Limitations and Restrictions on New Residential Development within the Flood Zone:.....	7
5-1.2.2 <i>Existing Development in Floodplains.....</i>	<i>8</i>
ECONLOCKHATCHEE RIVER PROTECTION AREA	8
5-1.2.3 <i>Development within the Econlockhatchee River Basin and Protection Zone</i>	<i>8</i>
5-1.2.4 <i>Econlockhatchee River Corridor Protection Zone</i>	<i>8</i>
5-1.2.5 <i>Development in the Econlockhatchee Basin</i>	<i>9</i>
A. Survey of Species Endangered, Threatened or of Special Concern.....	9
B. Use of Native Plant Species in Landscaping.....	9
C. Buffering between Stormwater Management System and Conservation Areas.....	9
D. Buffers.....	10
E. Historical and Archaeological Requirements.....	10
F. Protection or conservation of species listed as endangered, threatened, or species of special concern	10
G. Control of native vegetation in surface waters	10
H. Peak discharge rates for surface water management systems	11
I. Rare Upland Habitats	11
5-1.2.6 <i>Properties Located within the Econlockhatchee River Corridor Protection Zone.....</i>	<i>11</i>
A. Development Within the Econlockhatchee River Corridor Protection Zone	11
B. Recreation and nature trails.....	11
C. Minimization of alterations to natural hydrologic patterns.....	11
D. Restoration of natural hydrologic regimes and preservation of upland forest.....	12
E. Limitation to forested habitat fragmentation and river or tributary crossings.....	12
F. Filling Regulations	12
WETLANDS	12
5-1.2.7 <i>Protection and Conservation of Wetlands</i>	<i>12</i>
A. Determination of Wetland Classification.....	12
B. Protection Based on Significance.....	12
C. Permit Requirements	12

D.	Residential Density in Wetlands	13
E.	Density Bonus.....	13
F.	Wetland Buffers.....	13
G.	Wetlands located in the Econlockhatchee River Basin and Protection Zone	13
LAKES	13
5-1.2.8	<i>Shoreline Protection.....</i>	13
5-1.2.9	<i>Water Quality Monitoring</i>	14
5-1.2.10	<i>Location of Stormwater Management Structures</i>	14
5-1.3. OBJECTIVE: PROTECTION AND CONSERVATION OF SOILS.....		14
5-1.3.1	<i>Requirements for Clearing or Grading of Land.....</i>	14
5-1.3.2	<i>Reclamation of Surface Mining Areas.....</i>	15
5-1.3.3	<i>Clean-up of Hazardous Waste Contamination Areas</i>	15
5-1.3.4	<i>Soil Erosion Prevention Requirements</i>	15
5-1.3.5	<i>Best Management Practices.....</i>	15
5-1.3.6	<i>Erosion and Sediment Control Plan.....</i>	15
5-1.3.7	<i>Retention of Sediment on Site</i>	15
5-1.3.8	<i>Site Alteration</i>	15
5-1.3.9	<i>Vegetation in Stormwater Conveyances.....</i>	15
5-1.3.10	<i>Design of Artificial Watercourses and Water Bodies</i>	16
5-1.4. OBJECTIVE: CONSERVATION, USE AND PROTECTION OF NATIVE VEGETATIVE COMMUNITIES		16
5-1.4.1	<i>Tree and Vegetation Protection</i>	16
5-1.4.2	<i>Open Space.....</i>	16
5-1.4.3	<i>Endangered Plants</i>	17
5-1.4.4	<i>Environmentally Sensitive Areas.....</i>	17
5-1.4.5	<i>Incorporation of Wetlands into Stormwater Systems</i>	18
5-1.5. OBJECTIVE: AIR QUALITY PROTECTION		18
5-1.5.1	<i>Air Quality Monitoring System.....</i>	18
5-1.5.2	<i>Monitoring of Industries.....</i>	18
5-1.6 OBJECTIVE: CONSERVATION, USE, AND PROTECTION OF FISHERIES, WILDLIFE HABITAT, AND MARINE HABITAT		18
5-1.6.1	<i>Identification and Location of on-Site Species of Special Concern, Threatened or Endangered.....</i>	19
5-1.6.2	<i>Wildlife and/or Wetland Management Plan</i>	19
5-1.6.3	<i>Mitigation of Loss of Critical Habitat</i>	19
5-1.6.4	<i>Maintenance of Wildlife Corridors and Ecological Communities</i>	19
5-1.6.5	<i>Acquisition of Conservation Areas.....</i>	19
5-1.7. OBJECTIVE: REDUCTION OF GREENHOUSE GAS (GHG) EMISSIONS		19
5-1.7.1	<i>Mixed Use Development.....</i>	19
5-1.7.2	<i>Low Impact Development Techniques and Green Building Standards</i>	20
5-1.7.3	<i>Strategies to Reduce the Number of Vehicle Miles Traveled</i>	20

CONSERVATION ELEMENT

5.1 GOAL: TO APPROPRIATELY USE, MANAGE, PROTECT, RESTORE, AND CONSERVE THE VALUABLE NATURAL RESOURCES WITHIN THE CITY OF OVIEDO.

5-1.1. OBJECTIVE: Conservation and Protection of Potable Water Resources within the City Of Oviedo

To conserve, appropriately use, and protect the quality and quantity of potable water resources within the City.

Measure: The City shall enforce its Water Conservation ordinance.

Policies:

5-1.1.1 Implementation of the Reclaimed Water Master Plan

The City shall continue to implement its Reclaimed Water Master Plan for providing and encouraging water reuse and/or reclamation for irrigation, industrial, or other non-potable water use applications.

5-1.1.2 Emergency Water Shortage Ordinance

The City shall continue to enforce the emergency water shortage ordinance consistent with the SJRWMD water shortage plan.

5-1.1.3 Prevention of Storage or Spillage of Hazardous Wastes in Environmentally Sensitive Areas

The City shall continue to document and accurately record the existing and reported locations of potential commercial and industrial hazardous wastes, sites where petroleum or hazardous chemicals are stored, and landfills and waste disposal sites in order to enforce regulatory controls and to prevent storage or spillage of hazardous wastes in wetlands, floodplains, waterwell cones of influence and other environmentally sensitive areas. The City shall require an Environmental Site Assessment Phase I report be submitted with all development applications.

5-1.1.4 Well Sites Protection Zones

The City shall designate specific cones of influence for each City well site based on the best available data. These protection zones shall be illustrated on the official zoning map and 2025 Future Land Use Map in order to designate the

areas where "overlay" restrictions will apply.

5-1.1.5 Well-field Protection

The City shall continue to enforce the well-field protection regulations in the Land Development Code which is consistent with the wellfield protection program established in Policy 4-4.4.5 of the Potable Water Sub-element.

5-1.1.6 Maintenance and Leak Detection Program

The City shall continue the maintenance and leak detection program for the urban potable water supply system in order to limit waste of the resource.

5-1.2. OBJECTIVE: Protection of Surface and Groundwater

Protect Quality and Quantity of Surface and Groundwater.

Measure: To conserve, appropriately use, and protect the quantity and quality of surface waters and floodplain areas within the City through stormwater management regulations, buffers, wetland protection programs, and development regulations implemented through the following policies:

FLOODPLAINS

Policies:

5-1.2.1 Protection and Maintenance of the 100 Year Floodplain

Applicants of development and redevelopment shall position structures and impervious surfaces to areas outside the 100 Year Flood Zone according to qualifying circumstances and provisions stipulated below. Where development must occur within the Flood Zone to maintain reasonable use and value of property, compensatory mitigation shall maintain no loss of its natural flow regime and flow water storage capacity. The 100 Year Flood Zone shall be delineated within the Future Land Use Map Series, and its demarcations shall be determined by the most recent Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA).

A. Prohibited Land Use Activity:

Storing or processing material that would, in the event of the 100 Year storm, be buoyant, flammable, explosive, or potentially injurious to human, animal or plant life is prohibited. Material or equipment immune to substantial damage by flooding may be stored if securely anchored to prevent flotation or if readily removable from the area upon receipt of a flood warning. Wastewater treatment plants and septic tanks shall not be placed within the 100 Year Flood Zone. No land clearing and/or alteration of native plant communities shall occur within the 100 Year Flood Zone unless if in conformance with applicable agency rules and regulations of Saint Johns River Water Management District and local regulations under the guidance of the Federal Emergency Management Agency as determined by the City.

B. Clustering Development outside the Flood Zone:

Applicants of new residential development shall cluster homes outside the 100 Year Flood Zone unless geographical restrictions and floodplain configuration prohibit its application. Residential development otherwise allowed in the area of the 100 Year Floodplain are eligible to transfer density to adjacent upland areas up to a density equal to twenty percent (20%) above that allowed for the upland site outside the 100 Year Flood Zone.

C. Limitations and Restrictions on New Residential Development within the Flood Zone:

The following limitations and restrictions shall apply to new residential development proposed within the Flood Zone Area:

1. Compensatory Mitigation

Where development design can not accommodate clustering due to the configuration of the 100 Year Flood Plain, or where the extent of the Flood Zone limits the practical use of clustering, compensatory storage shall be provided through excavation of a volume of uplands equivalent to the loss of storage within the 100 Year Flood Zone resulting from placement of fill or construction of impervious surface. Uplands and wetlands, where compensatory flood storage is allowed by permit(s) issued under floodway encroachment criteria of the Saint Johns River Water Management District and under the requirements of the Federal Emergency Management Agency incorporated into the City's rules are eligible for excavation. Furthermore, excavation of wetlands or surface waters for compensating storage shall be allowed by the City only in wetlands or surface waters where:

- a. More than seventy percent (70%) of the vegetation is comprised of noxious weeds as listed in Chapter 5B-57.007, Florida Administrative Code (F.A.C.), or of invasive species as listed in the most recent "List of Invasive Species" prepared by the Florida Exotic Pest Plant Council, and
- b. Access for grading is through uplands, and
- c. Available site specific hydrologic data or characteristics document irreparable damage to hydric soils and hydro period, or the area is manmade surface water.

2. Residential Subdivision Site Plan Design

Plans and designs for development proposing to alter uplands of the flood zone through compensatory storage shall first minimize potential flood damage by positioning recreation, conservation, and common conservation open space to those areas within the Flood Zone, reserving land outside the Flood Zone for development. The Flood Zone shall be delineated on all final development plans submitted to the City.

3. Sanitary Sewer Systems

All development locating in the 100 Year Flood Plain shall connect to a central sanitary sewer system.

4. Stormwater Facilities

Drainage facilities shall be in place and functional concurrent with deadlines established in the Concurrency Management System. Such drainage facilities shall be designed to:

- a. Comply with the city's established level of service standards;
- b. Maintain natural flow regime and function of the floodplain;
- c. Efficiently function with connected drainage facilities under jurisdictional authority of the St. Johns River Water Management District (SJRWMD).
- d. Support and further regional stormwater master plans prepared by Seminole County and the SJRWMD.

5-1.2.2 Existing Development in Floodplains

All redevelopment plans for previously impacted floodplains shall be thoroughly analyzed for potential restoration of the floodplain areas, and provide restoration or compensatory storage as required by the City.

ECONLOCKHATCHEE RIVER PROTECTION AREA

5-1.2.3 Development within the Econlockhatchee River Basin and Protection Zone

Development within the Econlockhatchee River Basin and Protection Zone shall be governed by standards and regulations incorporated into the City's Land Development Code and Policies 5-1.2.4, 5-1.2.5, and 5-1.2.6.

5-1.2.4 Econlockhatchee River Corridor Protection Zone

The Econlockhatchee River Corridor Protection Zone includes the following areas:

- A. The main channels of the Big Econlockhatchee River and its tributaries as graphically depicted in the Land Development Code;
- B. All property located within the first one thousand one hundred feet (1,100') landward as measured from the stream's edge of the main channels of the Big Econlockhatchee River and Little Econlockhatchee River;
- C. All property located within the first five hundred fifty feet (550') landward as measured from the stream's edge of the tributaries of the Big Econlockhatchee River; and

- D. Notwithstanding the above physical descriptions of the Econlockhatchee River Corridor Protection Zone, the Zone shall extend to and contain at least fifty feet (50') of uplands property which is landward of the landward edge of the wetlands abutting the main channels of the Big Econlockhatchee River and its tributaries.

5-1.2.5 Development in the Econlockhatchee Basin

All development proposed in the Econlockhatchee Basin shall comply with the following provisions:

A. Survey of Species Endangered, Threatened or of Special Concern

A survey of those species designated as an endangered species, a threatened species or a species of special concern pursuant to, Rules 39-27.003, 39-27.004 and 39-27.005, Florida Administrative Code, shall be required as part of all development applications where there is a reasonable expectation as determined by the City, based upon the range and habitat within the boundaries of the property sought to be developed within the Econlockhatchee River Basin. Such surveys shall utilize the most current Wildlife Methodology Guidelines published by the Florida Game and Fresh Water Fish Commission. If any endangered species, threatened species or a species of special concern is found to exist on a project site, any proposed development within any of the habitat of the species shall be accomplished only in such a way and utilizing only such techniques which protect the values of the habitat for such species. The Applicant of the proposed development site shall provide the City with a management plan for the protection of any endangered species, threatened species or a species of special concern found to exist on the property which management plan, upon approval of the plan and the proposed development by the City, shall become part of the conditions of approval for the project which conditions shall be binding upon the developer and property owner and shall run with the land pursuant to a development order, development permit or other instrument of approval issued by the City.

B. Use of Native Plant Species in Landscaping

Where landscaping requirements and conditions are otherwise required as part of a development approval, the development design shall include the use of native plant species. A listing of plants recommended for use for such landscaped areas is provided in the Land Development Code.

C. Buffering between Stormwater Management System and Conservation Areas

Sufficient separation, as determined by the City and concurrent with the rules of the St. Johns River Water Management District, shall be provided between stormwater management structures and conservation areas (such as, by way of example and not by way of limitation, properties assigned the Conservation land use designation pursuant to the provisions of the Comprehensive Plan, conservation easements as defined by Section 704.06, Florida Statutes, and similar properties in order to insure that no adverse impact occurs to the hydrologic regime of the conservation areas). Appropriate stormwater management and treatment systems shall be required to protect water quality. Where limited percolation capacity limits use of dry retention, wet detention as

defined by the St. Johns River Water Management District shall be required.

D. Buffers

Upland buffers from property which is assigned the Conservation land use designation pursuant to this Comprehensive Plan or which has been designated a conservation area, conservation easement or similar property which averages fifty feet (50') in width with a minimum of twenty-five feet (25') in width shall be provided. Whenever determined to be feasible by the City, upland buffers shall connect with each other and with larger natural systems. Density or open space credits for upland buffers shall be encouraged and may be awarded in accordance with the terms of this Section. Upland buffers shall be established pursuant to the granting of conservation easements in accordance with Section 704.06, Florida Statutes, and on forms acceptance to the City. Upland buffers shall be required adjacent to wetlands and areas of Conservation land use and shall be incorporated into larger corridors when possible.

E. Historical and Archaeological Requirements

All proposed development within two thousand feet (2,000') of the stream's edge of the Big Econlockhatchee River and its tributaries shall submit, as part of the development application information, a statement from the Florida Division of Historical Resources of the Florida Department of State or an archaeological consultant approved by the City describing the potential for any archaeological or historical resources to occur on the project site. The best available data and analysis from the Florida Division of Historical Resources of the Florida Department of State shall be used as a basis for determining the potential for historical or archaeological resources. If, in the opinion of the Division or the City approved consultant, as the case may be, the project's location or nature is likely to contain such a resource, then a systematic and professional archeological and historical survey shall be completed by personnel approved by the City and submitted as part of the development application to the City for review and consideration as part of the material to be considered in determining whether or not to approve the development proposal. If significant archeological or historical sites are found to exist on the property, said sites shall be preserved or excavated according to current Federal and State laws and guidelines relating to such sites prior to construction on the archaeological or historical site or in any area that may reasonably be determined by the City to impact the archeological or historical site.

F. Protection or conservation of species listed as endangered, threatened, or species of special concern

Applicants shall provide for protection or conservation of species listed as endangered, threatened, or species of special concern by following survey guidelines, habitat protection and management guidelines, and rules of the Florida Fish and Wildlife Conservation Service and of the U.S. Fish and Wildlife Service.

G. Control of native vegetation in surface waters

Control of native vegetation in surface waters shall only be allowed where flow within the City's primary drainage system is detrimentally impeded.

H. Peak discharge rates for surface water management systems

Peak discharge rates for surface water management systems shall not exceed the pre-development discharge rate for the mean annual and the twenty-five-year storms.

I. Rare Upland Habitats

Rare Upland Habitats shall be preserved and density credits may be awarded as outlined in the Land Development Code.

5-1.2.6 Properties Located within the Econlockhatchee River Corridor Protection Zone

The following provisions shall pertain to properties located within the Econlockhatchee River Corridor Protection Zone:

A. Development within the Econlockhatchee River Corridor Protection Zone

Development activities shall not be permitted within five hundred fifty feet (550') of the stream's edge of the channels of the Big Econlockhatchee River and the Little Econlockhatchee River except for the creation of wetlands and passive recreation uses, if approved by the City, when the applicant for development approval has clearly and convincingly demonstrated to the City that said activities in these areas will not adversely affect aquatic and wetland dependent wildlife; the habitat of an endangered species, a threatened species or a species of special concern; water quality or hydrology; water quantity; groundwater tables or surface water levels. As to all other property located within the Econlockhatchee River Protection Zone, a maximum residential density of one (1) du/10 acres shall be permitted in addition to wetlands and passive recreation uses. Passive recreation facilities include low-activity based recreation facilities including picnic facilities (less than 0.125 FAR), hiking trails and boardwalks (not to exceed a width of four (4) feet), fishing piers, and observation towers.

B. Recreation and nature trails

Recreation and nature trails shall not be impervious and vehicular access shall be limited to river crossings and approved access points. Wildlife underpasses which are deemed adequate to the City shall be provided at all new or expanded river crossings. As to pre-existing approved crossings relating to roads or utilities, aerial crossings of property located within the Econlockhatchee River Corridor Protection Zone shall be encouraged.

C. Minimization of alterations to natural hydrologic patterns

Any development within the Econlockhatchee River Corridor Protection Zone including, but not limited to, redevelopment and agricultural and silvicultural activities, which alters or affects wetland dependent wildlife, vegetation, water quantity, water quality or hydrology, groundwater tables, surface water levels or changes the use of property shall insure that no significant adverse effect occurs upon any of the habitats of any aquatic or wetland-dependent wildlife or any of the habitats of any species designated as an endangered species, a threatened species or a species of special concern pursuant to Rules 39-27.003, 39-27.004 and 39-27.005, Florida Administrative Code; to water quality or hydrology; to

water quantity; to the groundwater table; or to surface water levels. The intent of this requirement is to minimize alterations to natural hydrologic patterns and subsequent vegetation changes.

D. Restoration of natural hydrologic regimes and preservation of upland forest

Restoration of natural hydrologic regimes and preservation of upland forest shall be encouraged through award of open space credits or of density credits as outlined in the Land Development Code.

E. Limitation to forested habitat fragmentation and river or tributary crossings

Forested habitat fragmentation shall be limited; and no additional river or tributary crossings shall be allowed unless conditions outlined in the Land Development Code are met.

F. Filling Regulations

No filling shall be permitted within the 100 Year Flood Plain of the Big Econlockhatchee River and its tributaries.

WETLANDS

5-1.2.7 Protection and Conservation of Wetlands

Wetlands shall be defined as areas which are inundated or saturated by surface or ground water with a frequency or duration sufficient to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands within the jurisdictional boundaries of State and Federal agencies shall be protected under the rules and regulations established by such agencies. Wetlands indigenous to the Oviedo area may include but not be limited to deep marsh, mixed hardwood swamp, cypress wetlands, bayhead, hydric hammock, shallow marsh, and wet prairie.

A. Determination of Wetland Classification

All wetland areas on a proposed development site shall be identified and analyzed for purposes of determining wetland significance. Determination of wetland boundaries shall be based on the same procedures currently being implemented by the St. Johns River Water Management District (SJRWMD), United States Army Corps of Engineers (USACOE), and/or the Florida Department of Environmental Protection (FDEP).

B. Protection Based on Significance

The City will rely upon the findings and permit conditions of a valid permit issued by the SJRWMD, the FDEP, and/or the USACOE.

C. Permit Requirements

Where dredge or fill activities are proposed for a wetland, appropriate permits must be obtained from the City, SJRWMD and FDEP, and the USACOE. If an isolated wetland is involved or proposed to be filled or dredged, an appropriate Management and Surface Water Permit must be obtained from the St. Johns River Water Management District as it relates to the Isolated Wetland Rules in

Chapter 40C-1, F.A.C. The City may claim jurisdiction of a wetland where no permit from a State or Federal agency is necessary.

D. Residential Density in Wetlands

Where wetland characteristics allow residential development in wetland areas, the density shall not exceed one dwelling unit per ten (1DU/10) acres.

E. Density Bonus

Proposed residential development sites designed to preserve on-site wetlands are eligible to transfer development to upland areas (excluding rare upland habitat) at a rate of one unit per five acres up to the extent that density of the upland area does not exceed twenty percent (20%) more than that allowed for the site.

F. Wetland Buffers

No development shall be allowed in the transition or buffer zone between wetland and upland communities to the extent necessary to preserve the type of wetland classification unless as allowed by permit as referenced in "C" above. The applicant of development must demonstrate that the buffer is sufficient to protect the wetland and its hydrological connection within the transition zone. Determination of the wetland buffer shall be approved by the City during the development review process consistent with SJRWMD, FDEP, and/or the USACOE permit conditions.

G. Wetlands located in the Econlockhatchee River Basin and Protection Zone

Wetlands located in the Econlockhatchee River Basin and Protection Zone (Map 5-1) shall be subject to development controls provided in 5-1.2.3, 5-1.2.4, 5-1.2.5, and 5-1.2.6.

LAKES

5-1.2.8 Shoreline Protection

Lake front single family lots shall maintain a minimum 50-foot building setback from the normal high water elevation and construct a swale and berm system to prevent lot drainage from flowing directly into the lake. At least seventy-five percent (75%) of the endemic vegetation present must be maintained, and if any portion of the setback is cleared, then the owner must implement a nuisance vegetation control program to limit the distribution and density of nuisance and exotic vegetation to less than one percent of the total area of the setback and adjacent littoral zone.

Multiple family and non-residential development located along a lake front shall maintain a building setback of at least one hundred (100) feet from the normal high water elevation. Additional setback may be required based on the elevation of stormwater management practices used to control storm run-off with proposed density and intensity of use.

Development activities allowed with this buffer zone shall include boardwalks and docks, gazebos, picnic areas and similar passive recreation facilities. Prior to

construction of a dock or fishing pier into Class III state water, appropriate permits must be obtained from the SJRWMD and FDNP.

(Passive recreation facilities include low-activity based recreation facilities including picnic facilities (less than 0.125 FAR), hiking trails and boardwalks (not to exceed a width of four feet), fishing piers, and observation towers.)

5-1.2.9 Water Quality Monitoring

The City shall participate in Seminole County's water quality monitoring program and pursue corrective and preventive measures to ensure that the surface waters meet state standards in accordance with the NPDES requirement.

5-1.2.10 Location of Stormwater Management Structures

Stormwater management structures shall be sufficiently separated from conservation areas in order to insure that no adverse impact occurs to the hydrologic regime of the conservation area.

5-1.3. OBJECTIVE: Protection and Conservation of Soils

To appropriately use, protect, and conserve soils by restricting land clearing and requiring erosion and sediment controls that prevent on and off-site damage through implementation of the following policies:

Measure: To conserve, appropriately use, and protect soils and floodplain areas within the City through development regulations and best management practices implemented through the following policies:

Policies:

5-1.3.1 Requirements for Clearing or Grading of Land

Prior to clearing or grading of land, approval must be obtained from the City. An applicant submitting a request to clear or grade land must demonstrate all that such activity uses best management practices to minimize soil erosion and control sediments. The Applicant also must submit a Phase I Environmental Site Assessment (ESA) report. If the ESA indicates that hazardous materials are present on-site, then these materials must be properly collected and disposed of prior to initiation of any clearing or grading activities. If the Applicant discovers hazardous materials on-site after initiation of clearing or grading activities, then the Applicant must cease all clearing and grading activities and report the findings to the City immediately. Further clearing and grading activities shall not commence until the hazardous materials are collected and disposed of as per state and federal regulations. In cases where hazardous materials exist, the City shall require the Applicant to submit a site plan (including a site safety plan) to the City for all activities associated with the removal of the hazardous materials from the site, and shall require the Applicant to provide the City with copies of permits, chain-of-custody, and any other documentation related to the transport and disposal of the hazardous material prior to initiation of any future clearing or grading activities.

-
- 5-1.3.2 Reclamation of Surface Mining Areas**
Any surface mining area shall be reclaimed as required by the Department of Environmental Protection (DEP).
- 5-1.3.3 Clean-up of Hazardous Waste Contamination Areas**
The City shall pursue County, State, and/or Federal aid in the clean-up of any identified hazardous waste contamination areas.
- 5-1.3.4 Soil Erosion Prevention Requirements**
The City shall monitor construction sites and enforce soil erosion prevention and sediment control requirements in accordance with the policies established under this objective. The Land Development Code shall include soil erosion prevention and sediment control requirements which further policies set forth under this objective.
- 5-1.3.5 Best Management Practices**
The City shall continue to require construction sites to follow the "Best Management Practices (BMP)" found in "State of Florida Erosion and Sediment Control Designer and Reviewer Manual", FDOT/FDEP, June 2007.
- 5-1.3.6 Erosion and Sediment Control Plan**
The City shall continue to require that an erosion and sediment control plan be submitted for all construction projects. This plan shall insure the following:
- A. The development is planned to fit the natural conditions of the site.
 - B. The smallest practical area of land is exposed for the shortest possible time.
 - C. Perimeter protection is provided to prevent off-site sediment and erosion damage.
 - D. It meets the requirements of the SJRWMD environmental permitting regulations and the DEP's NPDES construction generic permit rule.
- 5-1.3.7 Retention of Sediment on Site**
Sediment shall be retained on the site of the development. Appropriate sediment control BMPs shall be used to retain sediment onsite and assure that discharges from the site do not violate state water quality standards.
- 5-1.3.8 Site Alteration**
No site alteration shall cause sedimentation of wetlands, pollution of downstream wetlands, or reduce the natural retention or filtering capabilities of wetlands.
- 5-1.3.9 Vegetation in Stormwater Conveyances**
Stormwater conveyance systems shall be stabilized with vegetation or other appropriate methods depending upon flow characteristics to allow safe conveyance of stormwater without erosion of the conveyance system.

5-1.3.10 Design of Artificial Watercourses and Water Bodies

Artificial watercourses and water bodies must be designed so that the velocity of flow is low enough to prevent erosion and so that aeration and circulation are optimized.

5-1.4. OBJECTIVE: Conservation, Use and Protection of Native Vegetative Communities

To conserve, appropriately use and protect native vegetative communities by regulating development of wetland areas, limiting removal of trees and vegetation, requiring minimum open space areas for development, and thoroughly analyzing the natural conditions of proposed development sites.

Measure: To conserve, appropriately use, and protect native vegetative communities in the City through protection programs and development regulations implemented through the following policies:

Policies:

5-1.4.1 Tree and Vegetation Protection

The City shall implement a tree and vegetation protection program to reduce the removal of significant native trees and vegetation and to require equitable replacement of trees and vegetation requiring removal to allow fair use of property. Significant trees shall be classified as those with a diameter at breast height of eight (8) inches or more and are not listed by the Florida Department of Agriculture as exotic plants recommended for removal. Diameter at Breast Height is defined as the average diameter of the trunk of a tree measured at four and one-half (4 1/2) vertical feet above natural grade. The tree and vegetation program shall comprise the following activities:

A. Applications for development shall include a plan that indicates which significant trees will be removed and how the remaining trees will be protected from detrimental effects of construction. Except within the New Downtown Sub-Area of the Downtown Mixed Use District, removed trees shall be equitably replaced with endemic tree species possessing the natural ability to achieve similar canopy characteristics. The number and type of replacement trees must be approved by the City.

B. Vegetative landscaping must be provided with all developments and shall be approved by the City. A minimum of twenty-five percent (25%) of the vegetated landscaped area must contain native vegetation.

C. The City shall continue to participate in the Tree City USA Program.

5-1.4.2 Open Space

All development shall maintain a minimum of twenty-five percent (25%) of a site as open space, except within the Downtown Mixed Use District. Open space shall

be provided for within the Downtown Mixed Use District consistent with the City of Oviedo Downtown Master Plan and the City's Land Development Code.

5-1.4.3 Endangered Plants

The City shall require that proposals for development identify and locate any on-site plant species listed as endangered by the Florida Department of Agriculture (FDA). For plants listed by the United States Fish and Wildlife Service, that agency shall be contacted by the City to ensure compliance with federal standards for the species present. For all other FDA endangered plants, the City encourages conservation of these species through on-site preservation in undisturbed open space or through relocation through an appropriate public agency or not for profit organization. The Tree Conservation Plan required by all new development shall identify such species and describe methods of conservation or preservation.

5-1.4.4 Environmentally Sensitive Areas

The environmentally sensitive areas depicted in the Future Land Use Map Series (Maps 1.4, 1.5, and 1.6) shall identify potential wetland and floodplain areas of special concern. No new development shall be approved until a site survey is conducted by a professional hydrologist, engineer, ecologist, or biologist, as the case may warrant, and approved by City staff. Wetland boundaries shall be flagged utilizing the same procedures currently being implemented by the US Army Corps of Engineers, St. Johns River Water Management District and/or the Florida Department of Environmental Protection.

A. The following must be demonstrated through such site survey:

1. The proposed development does not lie within the 100 Year Flood Plain, nor encroach into wetlands if deemed an unacceptable use;
2. There is no unmitigated disturbance of wildlife habitat for endangered and threatened, or species of special concern as listed by the United States Fish and Wildlife Service or the Florida Fish and Wildlife Conservation Commission;
3. The development will not encroach into required wetland buffer areas;
4. Natural flow regime and flood water storage capacity shall be preserved;
5. Mitigation shall be required if this disturbance or alteration is approved;
6. On-site drainage facilities shall be provided to maintain quality of surface waters.

B. Road, stormwater management or similar public facilities are allowed within environmentally sensitive areas only under the following situations:

1. To maintain natural flow regime and flood water storage capacity of the basin drainage system;
2. Road access to isolated developable land is not economically feasible unless through an environmentally sensitive area;
3. Emergency roadway access is necessary to protect life and property, including protection and conservation efforts for wildlife and natural vegetation (e.g., fire breaks).

C. When warranted, compensatory mitigation shall maintain natural flow regime and flood water storage capacity for flood plain protection, and wetland mitigation to replace lost habitat will be included as a cost to provide such public improvements.

5-1.4.5 Incorporation of Wetlands into Stormwater Systems

Isolated vegetated wetlands shall be maintained and incorporated into stormwater management facilities as attenuation or flood storage (not treatment) to the maximum extent possible on a case by case basis. Such incorporation of wetlands into stormwater systems shall be based on the type of wetland; physical and hydrologic characteristics; habitat values based on vegetation distribution, density, and species composition; habitat values based on the presence or likelihood of occurrence of wildlife species, and demonstration of wetland maintenance or improvement.

5-1.5. OBJECTIVE: Air Quality Protection

To protect air quality within the City of Oviedo.

Measure: The air quality will meet or exceed EPA standards.

Policies:

5-1.5.1 Air Quality Monitoring System

The City will continue to coordinate with regional agencies to establish an air quality monitoring system.

5-1.5.2 Monitoring of Industries

The City will monitor the EPA air quality reports and requirements on industries within the City, and pursue Code Enforcement when appropriate.

5-1.6 OBJECTIVE: Conservation, Use, and Protection of Fisheries, Wildlife Habitat, and Marine Habitat

To conserve, appropriately use, and protect fisheries, wildlife habitat, and marine habitat by designating conservation areas and requiring identification and protection.

Measure: The Land Development Code shall maintain habitat protection measures and requirements for wildlife identification and analysis.

Policies:

5-1.6.1 Identification and Location of on-Site Species of Special Concern, Threatened or Endangered

Proposals for development shall identify the presence and location of any on-site species of Special Concern, Threatened or Endangered as listed by the Florida Fish and Wildlife Conservation Commission or the U. S. Fish and Wildlife Service. This information shall then be forwarded to the City, the Florida Fish and Wildlife Conservation Commission and/or the U. S. Fish and Wildlife Service for review.

5-1.6.2 Wildlife and/or Wetland Management Plan

Developments with on-site species of Special Concern, Threatened or Endangered status shall submit a management plan to the City, the Florida Fish and Wildlife Conservation Commission, and if necessary, to the United States Fish & Wildlife Service for approval. The City shall then include the wildlife and/or wetland regulatory agency approved plan as a condition of approval.

5-1.6.3 Mitigation of Loss of Critical Habitat

The City shall require that development be clustered away from the habitats of endangered and threatened wildlife and species of special concern. In those circumstances where the loss of critical habitat should occur, such loss shall be mitigated in accordance with the guidelines of the St. Johns River Water Management District, Florida Fish and Wildlife Conservation Commission, United States Army Corps of Engineers, and/or United States Fish and Wildlife Service.

5-1.6.4 Maintenance of Wildlife Corridors and Ecological Communities

To the maximum extent possible, the City shall maintain wildlife corridors and prevent the fragmentation of large ecological community associations.

5-1.6.5 Acquisition of Conservation Areas

The City shall pursue acquisition of conservation areas to ensure continued protection and to provide adequate open space and habitat areas.

5-1.7. OBJECTIVE: Reduction of Greenhouse Gas (GHG) Emissions

To reduce greenhouse gas emissions and conserve energy resources.

Measure: Reduction in vehicle miles traveled, increases in usage of non-automobile transportation modes, increase in tree canopy coverage, and increase in number of buildings that have been certified, incorporate energy saving features, and/or utilize renewable building materials.

Policies:

5-1.7.1 Mixed Use Development

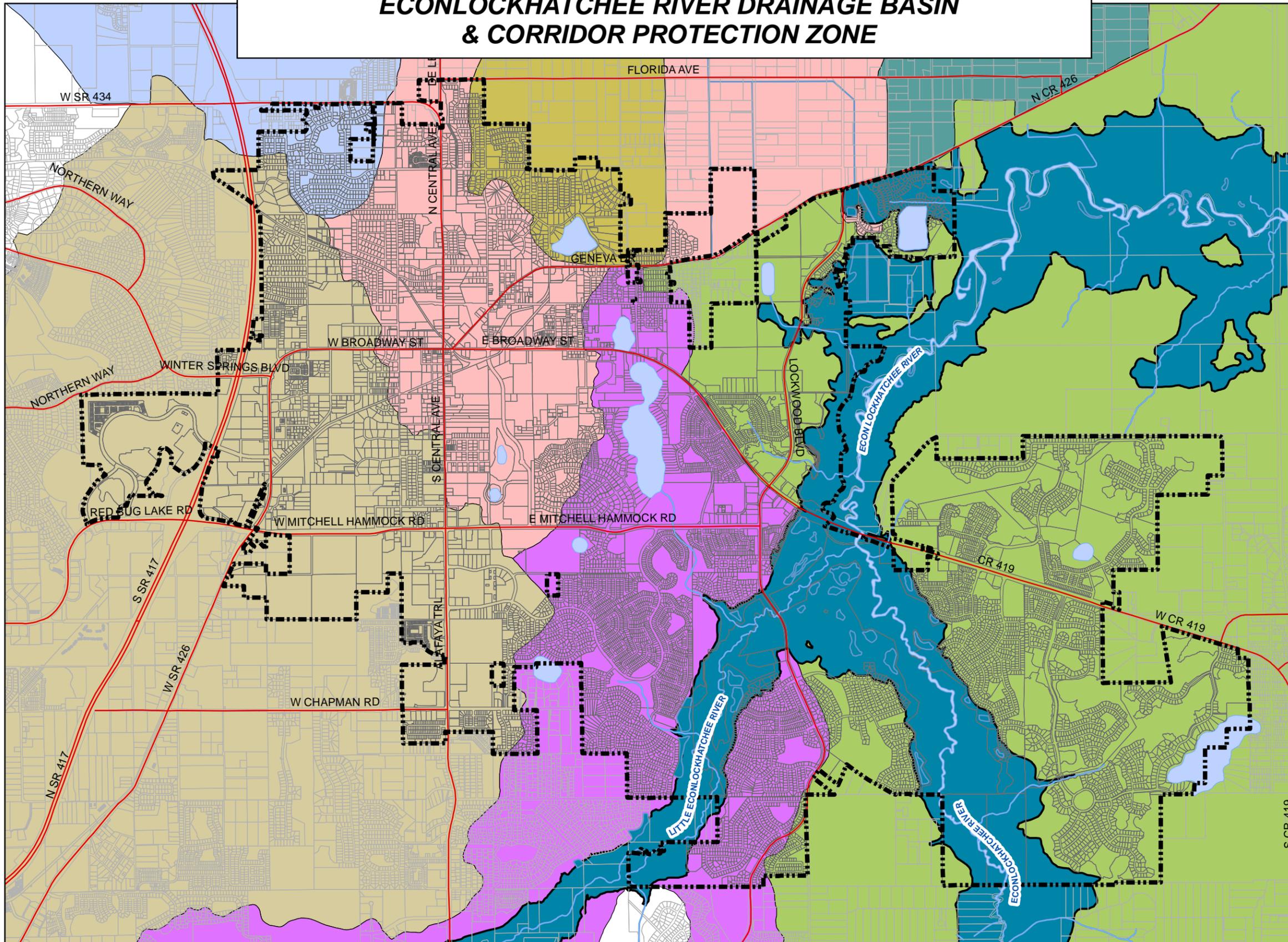
The City shall promote compact, mixed use development, defined as a mixture of residential and non-residential land uses in a design-unified, pedestrian friendly

environment with multi-modal transportation connectivity to other areas, at appropriate locations. A major purpose of mixed-use development shall be to provide opportunities to live, work, shop and recreate in a walkable area, and to reduce automobile dependence and greenhouse gas emissions.

5-1.7.2 Low Impact Development Techniques and Green Building Standards
The City shall encourage the implementation of low impact development techniques and green building standards that reduce the negative environmental impacts of development and redevelopment by: reducing building footprints to the maximum extent feasible, and locating building sites away from environmentally sensitive areas; promoting the preservation of natural resources; providing for on-site mitigation of impacts (i.e. retention and treatment of stormwater runoff, water reuse, Master Stormwater Management Systems); promoting energy conservation through design, landscaping and building techniques (i.e. solar power, increased tree canopies); promoting water conservation through landscaping and building design; ensuring environmentally friendly building practices (i.e. use of environmentally friendly building materials, recycled materials), and; considering the development of a Green Building Ordinance and a related Leadership in Energy and Environmental Design (LEED) Certification Program for development and redevelopment, including the development of a Neighborhood Development Rating System that integrates the principles of smart growth, urbanism and green building into a national system for neighborhood design.

5-1.7.3 Strategies to Reduce the Number of Vehicle Miles Traveled
The City shall seek to limit greenhouse gas emissions through the implementation of strategies to reduce the number of vehicle miles traveled. These strategies may include but not be limited to the promotion of compact mixed use development that provides for a mixture of residential and non-residential land uses in a pedestrian friendly environment with multi-modal transportation connectivity to other areas; promoting the use of alternate transportation modes as specified herein, including mass transit, bicycles, and pedestrianism, and; requiring Transportation Demand Management Programs as a condition for development approvals.

**CITY OF OVIEDO CONSERVATION MAP SERIES
ECONLOCKHATCHEE RIVER DRAINAGE BASIN
& CORRIDOR PROTECTION ZONE**



Legend

Oviedo City Boundary

Main Roads

Parcels

Econ Protection Zone

Econ Protection Zone

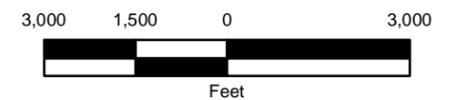
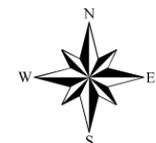
Drainage Basins

BASIN

- Bear Creek
- Econlockhatchee River
- Lake Jessup Outlet
- Little Econlockhatchee
- Salt Creek
- Short Cut Canal
- Sweetwater Creek

Note: This map is intended to serve as a general guide. Refer to Ordinance No. 854 for specific requirements

MAP 5-1



[THIS PAGE INTENTIONALLY LEFT BLANK]

RECREATION & OPEN SPACE

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

6-1 GOAL: TO PROVIDE AND MAINTAIN A RECREATION AND OPEN SPACE SYSTEM THAT WILL MEET THE PRESENT AND FUTURE NEEDS OF THE CITIZENS OF THE CITY OF OVIEDO, PROVIDE RECREATIONAL OPPORTUNITIES AND PROTECT, ENHANCE AND IMPROVE THE NATURAL ENVIRONMENT WITHIN THE CITY. 5

6-1.1. OBJECTIVE: PROVISION OF ADEQUATE RECREATION AND OPEN SPACE 5

6-1.1.1 *Recreation and Parks Advisory Board* 5

6-1.1.2 *Recreation Space and Level of Service*..... 5

6-1.1.3 *Usable Open Space* 6

6-1.1.4 *Exemptions*..... 6

6-1.1.5 *Minimum Open Space Area* 6

6-1.1.6 *Development Incentives* 7

6-1.1.7 *Neighborhood Parks* 7

6-1.1.8 *Community Parks*..... 7

6-1.1.9 *New Development Share in the Preservation of Common Open Space Areas* 7

6-1.1.10 *Partnerships*..... 7

6-1.1.11 *Conservation Easements*..... 8

6-1.1.12 *Open Space as Component of Development*..... 8

6-1.2. OBJECTIVE: RECREATION FACILITIES AND PROGRAMS 8

6-1.2.1 *Recreational Programs User Fees*..... 8

6-1.2.2 *Monitoring of Programs* 8

6-1.2.3 *Evaluation of Facilities and Programs* 8

6-1.2.4 *Private Program Subsidies for Low-Income Residents*..... 8

6-1.2.5 *City Aid to Low-Income Groups*..... 8

6-1.3 OBJECTIVE: MAINTENANCE OF LEVEL OF SERVICES 8

6-1.3.1 *Acquisition of Recreation Land*..... 9

6-1.3.2 *Addressing Deficiencies* 9

6-1.3.3 *Recreation Impact Fees*..... 10

6-1.3.4 *Level of Services Responsibilities*..... 10

6-1.3.5 *Criteria for the Design and Upgrade of Parks* 10

6-1.3.6 *Technical Assistance to Homeowners Associations*..... 10

6-1.4. OBJECTIVE: COORDINATION OF PUBLIC AND PRIVATE RESOURCES 10

6-1.4.1 *Personnel, Maintenance, and Supply Program* 10

6-1.4.2 *Operation and Maintenance Costs*..... 10

6-1.4.3 *Availability of Funds*..... 10

6-1.4.4 *Funding of Programs and Facilities*..... 10

6-1.4.5 *Joint-Use Agreements with the Seminole County School Board*..... 11

6-1.4.6 *Financial Support for Programs*..... 11

6-1.4.7 *Development of Parks* 11

6-1.5. OBJECTIVE: PUBLIC ACCESS TO FRESHWATER BEACHES AND SHORELINES 11
 6-1.5.1 *Acquisition of Land 11*
 6-1.5.2 *Boating Regulations 11*
6-1.6. OBJECTIVE: DEVELOPMENT OF A TRAIL SYSTEM..... 11
 6-1.6.1 *Support for Seminole County and State Trail Initiatives 11*
 6-1.6.2 *Grant Funding Initiatives Support 12*
 6-1.6.3 *Trail Planning Standards..... 12*
 6-1.6.4 *Co-location of Trails and Easements..... 12*
 6-1.6.5 *Incorporation of Existing Trails into the Public Trail System..... 12*
 6-1.6.6 *Acquisition of Property and Easements..... 12*

RECREATION & OPEN SPACE ELEMENT

6-1 GOAL: TO PROVIDE AND MAINTAIN A RECREATION AND OPEN SPACE SYSTEM THAT WILL MEET THE PRESENT AND FUTURE NEEDS OF THE CITIZENS OF THE CITY OF OVIEDO, PROVIDE RECREATIONAL OPPORTUNITIES AND PROTECT, ENHANCE AND IMPROVE THE NATURAL ENVIRONMENT WITHIN THE CITY.

6-1.1. OBJECTIVE: Provision of Adequate Recreation and Open Space
To ensure that all future development provides adequate recreation and open space to maintain or exceed the City's adopted level of service.

Measure: Residential development except when located within the Downtown Mixed Use District (where adequate recreational facilities are already either developed or planned for development), shall provide recreation space equal to the neighborhood park acreage level of service standard, but all development shall maintain a portion of the development site equal to the open space level of service standard. Open space shall be provided within the Downtown Mixed Use District consistent with the Downtown Master Plan adopted on October 21, 2002, as may be amended from time to time.

Policies:

6-1.1.1 Recreation and Parks Advisory Board
Maintain the Recreation and Parks Advisory Board made up of residents who will work together to review parks and recreation facilities, programs, and trails and make appropriate recommendations to the City Council.

6-1.1.2 Recreation Space and Level of Service
The City will continue to enforce the Land Development Code requirement that all residential development provide recreation space equal to the neighborhood park acreage level of service. Residential development that is located within the Downtown Mixed Use District shall be exempt from this requirement. Recreation space shall be provided within the Downtown Mixed Use District consistent with the Downtown Master Plan adopted on October 21, 2002, as may be amended from time to time.

6-1.1.3 Usable Open Space

Except as provided for in Policy 6-1.1.4, every residential development shall be developed so that at least five percent (5%) of the total area of the development remains permanently as usable open space. Usable open space means an area that:

- A. Is not encumbered with any substantial structure.
- B. Is not devoted to use as a roadway, parking area, or sidewalk.
- C. Is left in its natural or undisturbed state (as of the date development began) if wooded (except for the cutting of trails for walking or jogging), or if not wooded at the time of development, is landscaped for ball fields, picnic areas, or similar facilities, or is properly vegetated and landscaped with the objective of creating a wooded area or other area that is consistent with the objective set forth below.
- D. Is capable of being used and enjoyed for purposes of informal and unstructured recreation and relaxation.
- E. Is legally and practically accessible to the residents of the development out of which the required open space is taken or to the public if the area is dedicated to the City.
- F. Consists of land no more than twenty-five percent (25%) of which lies in a floodplain or floodway.

6-1.1.4 Exemptions

Subdivided residential developments of less than twenty-five (25) dwelling units and residential developments within the Downtown Mixed Use District are exempt from the requirement of five percent (5%) usable open space unless the City agrees that it will accept an offer of dedication of such usable open space, and in that case the offer of dedication shall be made.

6-1.1.5 Minimum Open Space Area

All development shall designate a minimum twenty-five percent (25%) of the development area as open space, except when located within the Downtown Mixed Use District. The open space area shall also ensure trail connectivity, and school/park/neighborhood linkage opportunities whenever possible. Open space shall mean any portion of a parcel, or area of land or water, which is open and unobstructed from the ground to the sky, including areas maintained in a natural and undisturbed character and areas which are permeable in nature. Open space may include:

- A. Mini-parks and useable open space required for residential developments,
- B. Retained native vegetation,

- C. Fifty percent (50%) of areas paved with permeable materials provided these areas account for no more than ten percent (10%) of the required open space,
- D. The pervious portion of yards,
- E. Fifty percent (50%) of the area above the control water elevation within stormwater retention ponds provided they are unfenced, are curvilinear rather than rectangular in shape, are accessible, and are landscaped sufficiently to be enjoyable passive open space areas, and/or
- F. Qualifying water areas provided these areas account for no more than ten percent (10%) of the open space requirement.

Open space shall not include areas covered with buildings, sidewalks, pools, decks or patios, parking areas, drives or other paved areas.

Open space shall be provided within the Downtown Mixed Use District consistent with the Downtown Master Plan and the City's Land Development Code.

6-1.1.6 Development Incentives

The City will provide development incentives such as density bonuses for preserving significant vegetative communities and other natural resources through innovative design.

6-1.1.7 Neighborhood Parks

Neighborhood parks are defined as parks of less than ten acres in size that provide informal active and passive recreational opportunities to residents within a ½ mile radius. The City shall encourage the development of new neighborhood parks and consider alternatives to include neighborhood parks as a component of its park system, in accordance with the Parks and Pedestrian System Master Plan.

6-1.1.8 Community Parks

Community parks shall serve the entire City population. Community parks provide recreational facilities and opportunities within a two (2) mile radius. General city funds and impact fees shall be directed to community parks.

6-1.1.9 New Development Share in the Preservation of Common Open Space Areas

Because population growth results in the degradation and reduction of natural systems, all new development shall share in the preservation of common open space areas.

6-1.1.10 Partnerships

The City will continue to develop effective partnerships between the private and public sectors to fund additional recreation facilities and programs.

6-1.1.11 Conservation Easements

The City shall require that environmentally sensitive open space areas be designated as conservation easements with all development rights dedicated to the City and St. Johns River Water Management District if necessary.

6-1.1.12 Open Space as Component of Development

The City shall evaluate the definition of Open Space as a component of development, and consider the provision of density bonuses in exchange for a developer's provision of over thirty percent (30%) open space.

6-1.2. OBJECTIVE: Recreation Facilities and Programs

To determine the specific recreation facility and program needs of all citizens of Oviedo.

Measure: The City will annually monitor the population to determine specific recreation facility and program needs, and adjust the plans accordingly.

Policies:

6-1.2.1 Recreational Programs User Fees

The City will continue to require that recreational programs (not facilities) be self-supportive through user fees, so that programs without demand are not continued.

6-1.2.2 Monitoring of Programs

The City will monitor programs to ensure that the majority of users are City residents, and that apparent needs are indeed needs of the citizens, instead of the area in general.

6-1.2.3 Evaluation of Facilities and Programs

The City will annually evaluate the facilities and programs in light of changing population, lifestyle, and recreational needs.

6-1.2.4 Private Program Subsidies for Low-Income Residents

The City will continue to work with private businesses and organizations to subsidize programs for low-income residents.

6-1.2.5 City Aid to Low-Income Groups

The City will continue to support aid to low income groups so that citizens who cannot afford the programs are not denied service.

6-1.3 OBJECTIVE: Maintenance of Level of Services

To develop and maintain a recreation and open space system that will meet or exceed the following acreage and facility levels of service:

Table 6.1 – Level of Service of Parks and Facilities

Park Type / Facility	Level of Service
Neighborhood Park	2 acres/ 1,000 population
Community Park	10 acres/1,000 population
Tennis Courts	1 court / 2,000 population
Basketball Court	1 court/5,000 population
Volleyball Court	1 court/ 6,000 population
Football/Soccer/Rugby/Lacrosse Fields	1 field / 6,000 population
Baseball/Softball Fields	1 field / 5,000 population
Swimming Pools	1 facility/ 25,000 population
Picnic Pavilions	1 pavilion / 6,000 population
Open Space	25% of developed acreage

For purposes of determining levels of service, the City may utilize State and County park lands and trails that are located within the City’s jurisdictional boundaries. This standard includes land with both passive and active uses.

Measure: Existing park facilities and designated open space will be inventoried and evaluated annually to ensure that the adopted levels of service are maintained.

Policies:

6-1.3.1 Acquisition of Recreation Land

The City shall use available funds to acquire recreation land in accordance with the Comprehensive Plan whenever feasible so that surplus land is available for facility development before future development limits availability and inflates prices.

6-1.3.2 Addressing Deficiencies

If the annual review determines that there are existing or anticipated facility or acreage deficiencies, the City will take one or more of the following actions:

- A. Revise the Five-Year Capital Improvements Program accordingly.
- B. Re-evaluate the adopted levels of service.
- C. Revise the Land Development Code to address the problem areas.

6-1.3.3 Recreation Impact Fees

Recreation Impact Fees will be evaluated and updated at least every five (5) years to ensure a funding mechanism for maintaining the established level of service.

6-1.3.4 Level of Services Responsibilities

All development within the City of Oviedo shall conform to the established levels of service. Residential development shall bear the responsibility of maintaining the recreation level of service, but all development shall share in the responsibility of maintaining the open space level of service standard.

6-1.3.5 Criteria for the Design and Upgrade of Parks

In designing new parks and upgrading existing parks, the City shall first consider the minimum facility requirements and ensure that the level of service is met or exceeded for the next five-year period.

6-1.3.6 Technical Assistance to Homeowners Associations

The City shall provide technical assistance to Homeowners' Associations in acquiring and developing additional park land and facilities.

6-1.4. OBJECTIVE: Coordination of Public and Private Resources

To coordinate public and private resources to meet recreation demands.

Measure: Private development shall provide and maintain the neighborhood park acreage level of service standards. The City shall provide and maintain the community park acreage level of service standard.

Policies:

6-1.4.1 Personnel, Maintenance, and Supply Program

The City will prepare a Five-Year Personnel, Maintenance, and Supply Program to accompany the Five Year Capital Improvements Program so that ancillary costs can be evaluated when capital commitments are made.

6-1.4.2 Operation and Maintenance Costs

The City's annual budget will cover the operation and maintenance costs associated with the facilities required to meet the adopted level of service.

6-1.4.3 Availability of Funds

The City will continue to pursue state, federal, and other available funds to improve the recreation and open space facilities.

6-1.4.4 Funding of Programs and Facilities

The City will continue to collect user fees for funding recreational programs and facilities, and charge higher fees for non-residents who are not supporting the development, operation, and maintenance of the facilities through impact fees and property taxes.

6-1.4.5 Joint-Use Agreements with the Seminole County School Board
 The City will continue to pursue and implement joint-use agreements with the Seminole County School Board for public school facilities. School recreational facilities shall be included in the City's facility inventory if a formal use agreement has been executed.

6-1.4.6 Financial Support for Programs
 The City will continue to seek financial support for various programs from private businesses and service organizations.

6-1.4.7 Development of Parks
 The City and the private sector shall share in the responsibility of meeting the facility LOS standard through the continued development of neighborhood and community parks.

6-1.5. OBJECTIVE: Public Access to Freshwater Beaches and Shorelines
 To ensure public access to fresh water beaches and shores.

Measure: Number of parks and other sites providing public access to freshwater beaches and shorelines.

Policies:

6-1.5.1 Acquisition of Land
 The City will continue to pursue acquisition of sites for recreation and open space purposes in addition to acquisition of additional property along Round Lake to protect this natural resource and provide public access to one of the few water bodies within the City.

6-1.5.2 Boating Regulations
 The City shall continue to enforce restrictive boating regulations so that public use does not adversely affect the water quality of the resource in accordance with the Boat Docks and Boat Ramps regulations of the Land Development Code.

6-1.6. OBJECTIVE: Development of a Trail System
 To develop a recreational trail system within the City of Oviedo, improving access for pedestrians and cyclists to schools, parks, open spaces, businesses and different trails.

Measure: By 2025, 9.3 miles of trail system will be developed with in the City of Oviedo.

Policies:

6-1.6.1 Support for Seminole County and State Trail Initiatives
 The City shall support Seminole County's efforts to complete the Cross-Seminole Trail and the Florida Scenic National Trail Systems within the City of Oviedo.

6-1.6.2 Grant Funding Initiatives Support

The City will coordinate with and support Seminole County in applying for available grant funding for trail development from the Florida Department of Environmental Protection and other sources of government and private grants, and voter-based referenda.

6-1.6.3 Trail Planning Standards

The City will develop through its Parks and Pedestrian System Master Plan standards and guidelines for trail planning, development and maintenance.

6-1.6.4 Co-location of Trails and Easements

The City will work with power providers to co-locate trail easements in utility corridors.

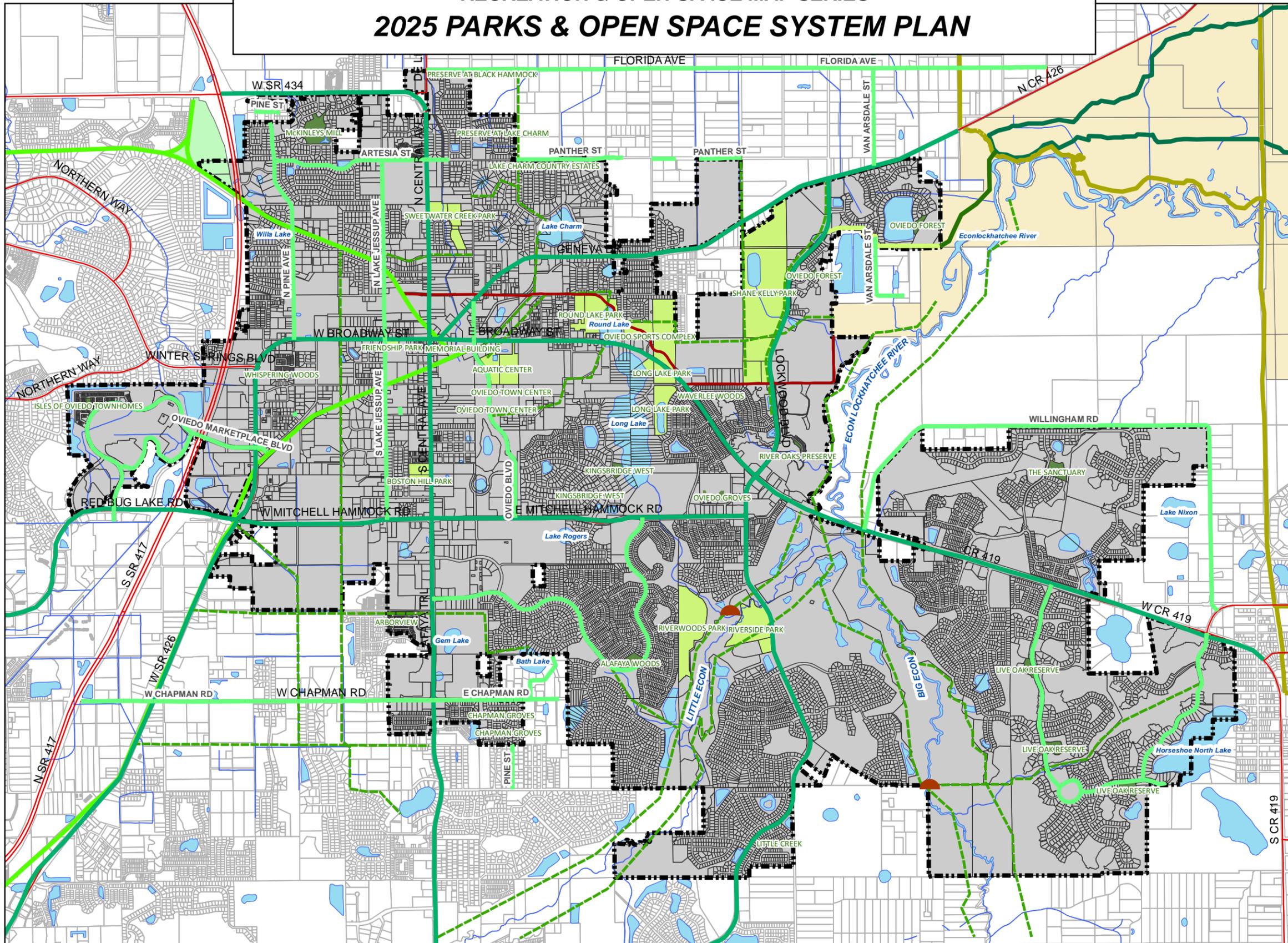
6-1.6.5 Incorporation of Existing Trails into the Public Trail System

The City will encourage homeowner associations whenever possible, to incorporate existing trails into the public trail system.

6-1.6.6 Acquisition of Property and Easements

The City will acquire property or easements that can be integrated into the City's Parks and Pedestrian System as proposed by the City of Oviedo Parks and Pedestrian System Master Plan, 2007, and by the City of Oviedo, Transportation Master Plan 2009.

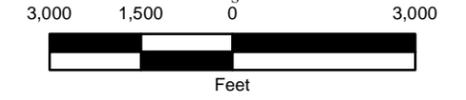
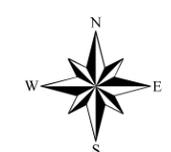
**CITY OF OVIEDO
RECREATION & OPEN SPACE MAP SERIES
2025 PARKS & OPEN SPACE SYSTEM PLAN**



Legend

- PED/BIKE RIVER CROSSING
- PARKWAYS
- BOULEVARDS
- Main Roads
- TRAILS**
- CROSS SEMINOLE TRAIL
- FLAGLER TRAIL
- LBE EQUESTRIAN CONNECTION
- LBE STATE FOREST TRAIL
- OVIEDO FOREST
- FLORIDA NATIONAL SCENIC TRAIL
- PROPOSED TRAILS
- PARCEL
- WATER BODIES
- CITY PARKS
- NEIGHBORHOOD PARKS
- COUNTY PARK
- LITTLE BIG ECON STATE FOREST
- OVIEDO CITY BOUNDARY

MAP 6-1



[THIS PAGE INTENTIONALLY LEFT BLANK]

INTERGOVERNMENTAL COORDINATION

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

7.1 GOAL: TO ENSURE THE SUCCESSFUL IMPLEMENTATION OF THE COMPREHENSIVE PLAN THROUGH COORDINATION WITH NEIGHBORING JURISDICTIONS AND AGENCIES PROVIDING SERVICES WITHIN THE CITY OF OVIEDO.5

7-1.1. OBJECTIVE: COORDINATION WITH SEMINOLE COUNTY	5
7-1.1.1 <i>Joint Planning Interlocal Agreement</i>	5
7-1.1.2 <i>Annexations outside the Joint Planning Interlocal Agreement Area</i>	5
7-1.1.3 <i>Central Water and Sewer Services Provision</i>	5
7-1.1.4 <i>Levels of Service for Emergency Services</i>	5
7-1.1.5 <i>Intergovernmental Coordination Agreement</i>	6
7-1.2. OBJECTIVE: COORDINATION WITH SEMINOLE COUNTY SCHOOL BOARD	6
7-1.2.1 <i>Population Trends and Public School Enrollment</i>	6
7-1.2.2 <i>School Facilities and Locations</i>	6
7-1.2.3 <i>Location of Public Schools</i>	6
7-1.2.4 <i>Co-location of Public Facilities with Public Schools</i>	6
7-1.2.5 <i>Impact Fees</i>	6
7-1.2.6 <i>Seminole County School Board Capital Improvements Plan</i>	6
7-1.2.7 <i>Provision of Public Educational Facilities</i>	7
7-1.2.8 <i>Standards for the Acquisition of School Sites</i>	7
7-1.2.9 <i>Notification of New Development</i>	7
7-1.3. OBJECTIVE: RESOLUTION OF CONFLICTS WITH OTHER GOVERNMENTS & AGENCIES. ..	7
7-1.3.1 <i>Impact and Conflict Resolution Procedures</i>	7
7-1.3.2 <i>Participation in Mediation Process</i>	8
7-1.3.3 <i>Notification of Development Proposals to Affected Governments & Agencies</i>	8
7-1.3.4 <i>Jurisdictional Permits</i>	8
7-1.4. OBJECTIVE: MINIMIZATION OF MULTI-JURISDICTIONAL IMPACTS.	8
7-1.4.1 <i>Compatibility of Land Uses among Adjacent Jurisdictions</i>	8
7-1.4.2 <i>Central Florida GreeneWay (SR 417)</i>	8
7-1.4.3 <i>City Participation on METROPLAN’s Committees</i>	8
7-1.4.4 <i>Requirement of County and/or State Driveway Permits</i>	9
7-1.4.5 <i>Community Development Block Grant (CDBG) Funds and Programs</i>	9
7-1.4.6 <i>Coordination with Seminole County for Central Sewer Services</i>	9
7-1.4.7 <i>Coordination with the City of Winter Springs for Wastewater Service</i>	9
7-1.4.8 <i>Use of Reuse Waters</i>	9
7-1.4.9 <i>Collection of Solid Waste</i>	9
7-1.4.10 <i>Recycling Programs</i>	9
7-1.4.11 <i>St Johns River Water Management (SJRWMD) Permits</i>	9
7-1.4.12 <i>Seminole County Stormwater Utility Task Force</i>	10
7-1.4.13 <i>Consumptive Use Permit Applications</i>	10
7-1.4.14 <i>Cooperation in the Provision of Water Service Capacity</i>	10

7-1.4.15	<i>Coordination of the City Water Supply Plan w/ Other Jurisdictions & Agencies.....</i>	10
7-1.4.16	<i>Stormwater Utility Fee</i>	10
7-1.4.17	<i>Coordination with SJRWMD.....</i>	10
7-1.4.18	<i>Alternative Sources for Potable Water</i>	10
7-1.4.19	<i>Interconnection of Water Supply Facilities</i>	10
7-1.4.20	<i>Wetlands Evaluation</i>	10
7-1.4.21	<i>Joint-use Agreements with the Seminole County School Board</i>	11
7-1.4.22	<i>Coordination with the Planner's Committee of the ECFRPC</i>	11
7-1.4.23	<i>Concurrency Management Report.....</i>	11
7-1.5.	OBJECTIVE: COORDINATION OF THE COMPREHENSIVE PLAN W/ OTHER GOVERNMENTS & AGENCIES	11
7-1.5.1	<i>Regional Affordable and Workforce Housing Needs.....</i>	11
7-1.6.	OBJECTIVE: COORDINATION OF LOS STANDARDS	11
7-1.6.1	<i>Concurrency Management System Annual Report</i>	12
7-1.6.2	<i>Deviation from Level of Service Standards</i>	12
7-1.6.3	<i>Coordination with Transportation Providers</i>	12
7-1.6.4	<i>Provision of Data</i>	12
7-1.6.5	<i>Review of Site Plans Proposals by LYNX.....</i>	12
7-1.7	OBJECTIVE: COORDINATION OF THE CITY'S WATER SUPPLY PLAN WITH OTHER JURISDICTIONS	12
7-1.7.1	<i>Coordination with other Jurisdictions and Agencies</i>	13
7-1.7.2	<i>Update of the Water Supply Facilities Work Plan</i>	13
7-1.7.3	<i>Water Supply Development-related Initiatives</i>	13
7-1.8	OBJECTIVE: COORDINATION OF INFRASTRUCTURE BETWEEN AGENCIES	13
7-1.8.1	<i>Implementation of the District Water Supply Plan</i>	13
7-1.8.2	<i>Alternative Sources of Potable Water.....</i>	13
7-1.8.3	<i>Interconnection of Water Supply Facilities with Other Jurisdictions</i>	13
7-1.9	OBJECTIVE: IMPLEMENTATION OF ALTERNATIVE WATER SUPPLY SOURCES	13
7-1.9.1	<i>Implementation of the City of Oviedo Reclaimed Master Plan</i>	14
7-1.9.2	<i>St. Johns River near SR-46 Alternate Water Supply Project</i>	14
7-1.9.3	<i>Coordination with the City of Winter Springs</i>	14
7-1.9.4	<i>Interconnection with the City of Sanford Tri-party System</i>	14
7-1.10.	OBJECTIVE: COORDINATION OF ECONOMIC DEVELOPMENT ACTIVITIES	14
7-1.10.1	<i>Coordination of Workforce Development</i>	14
7-1.10.2	<i>Maintenance and Improvement of the Quality of Life</i>	14
7-1.10.3	<i>Availability of Grant Funds for Economic Development Activities</i>	14
7-1.10.4	<i>Seminole Way Initiative</i>	15
7-1.10.5	<i>Coordination of Land Use Planning and Development Regulations.....</i>	15

INTERGOVERNMENTAL COORDINATION ELEMENT

7.1 GOAL: TO ENSURE THE SUCCESSFUL IMPLEMENTATION OF THE COMPREHENSIVE PLAN THROUGH COORDINATION WITH NEIGHBORING JURISDICTIONS AND AGENCIES PROVIDING SERVICES WITHIN THE CITY OF OVIEDO.

7-1.1. OBJECTIVE: **Coordination with Seminole County**
To resolve potential conflicts with Seminole County regarding annexation, land use, and service issues.

Measure: The City will collaborate with Seminole County to address annexation, land use, and service issues in accordance with the Joint Planning Interlocal Agreement, as it is periodically updated and amended.

Policies:

7-1.1.1 Joint Planning Interlocal Agreement
The Joint Planning Interlocal Agreement, as it is periodically updated and amended, shall be the basis for evaluating potential annexation areas, and future land use classifications for such areas.

7-1.1.2 Annexations outside the Joint Planning Interlocal Agreement Area
The City shall renegotiate the Joint Planning Interlocal Agreement with the County prior to approving any annexation outside of the area covered by the Agreement, as it is periodically updated and amended.

7-1.1.3 Central Water and Sewer Services Provision
The City and Seminole County shall continue to collaborate to provide logical functional, and cost effective central water and sewer services to appropriate areas identified in the Joint Planning Interlocal Agreement, as it is periodically updated and amended.

7-1.1.4 Levels of Service for Emergency Services
The City shall include comparable levels of service in any "first response" agreement for emergency services.

7-1.1.5 Intergovernmental Coordination Agreement

The City shall provide development approval information, timely notification and exchange of information in accordance with the Intergovernmental Coordination Agreement of 1997.

7-1.2. OBJECTIVE: Coordination with Seminole County School Board

To plan collaboratively with the plans of the Seminole County School Board to ensure the coordination of comprehensive plan amendments and properly plan for future educational needs of the City by evaluating potential impacts of proposed projects on the local school system, exchanging information on a regular basis, and coordinating the location of future public school sites.

Measure: The City shall collaborate with the Seminole County School Board to coordinate the efficient provision of public educational facilities concurrent with development impacting such facilities, develop standards for the acquisition of potential school sites, and act in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008.

7-1.2.1 Population Trends and Public School Enrollment

The population trends resulting in increasing K-12 public school enrollment should be recognized as a critical factor in planning for current and future school system needs.

7-1.2.2 School Facilities and Locations

The City shall work with the School Board, the County, and the other municipalities as a member of the Seminole County Planning Technical Advisory Committee to assist in planning future school facilities and locations.

7-1.2.3 Location of Public Schools

The City shall continue coordination with the Seminole County School District with regard to locating future public school sites and encourage the location of future public schools in accordance with the criteria found in Policy 1-1.1.8 of the Land Use Element.

7-1.2.4 Co-location of Public Facilities with Public Schools

The City shall encourage the collocation of public facilities such as parks, libraries, and community centers, with public elementary, public middle, and public high schools to the extent possible.

7-1.2.5 Impact Fees

The City shall encourage and support the use of impact fees for school land acquisition and facility construction.

7-1.2.6 Seminole County School Board Capital Improvements Plan

The City shall encourage the Seminole County School Board to adopt a Five - Year Capital Improvements Plan that is financially feasible and consistent with

the population and land use projections of Seminole County and its municipalities.

7-1.2.7 Provision of Public Educational Facilities

The City shall coordinate the efficient provision of public educational facilities concurrent with the development impacting such facilities in accordance with the Public Schools Facility Element.

A. The City shall undertake coordination of the City’s adopted comprehensive plan with the plans of the School Board as stated in Objective 9-1.2 and the supporting Policies.

B. The City shall utilize joint processes for collaborative planning and decision-making regarding items such as population projections and public school siting, the location and extension of public facilities subject to concurrency, and siting facilities with county wide significance in accordance with Objective 9-1.2 and the supporting Policies.

7-1.2.8 Standards for the Acquisition of School Sites

The City of Oviedo shall work with the Seminole County School Board to develop standards for the acquisition of potential school sites in accordance with the Public Schools Facility Element.

7-1.2.9 Notification of New Development

The City shall continue to notify the School Board of new development activity within the City in accordance with the Public Schools Facility Element.

7-1.3. OBJECTIVE: Resolution of Conflicts with other Governments and Agencies

To avoid litigation and resolve conflicts with local governments and regulatory agencies through mediation and prevention

Measure: a. The City shall use the East Central Florida Regional Planning Council's (ECFRPC) informal mediation process prior to litigation with other local governments or state and federal agencies. State and Federal agencies are not part of the Intergovernmental Planning Coordination Agreement of 1997.

b. The City shall use the conflict resolution procedures of the Intergovernmental Planning Coordination Agreement of 1997 to resolve any disputes between the City and Seminole County, other Cities in Seminole County, or the School Board.

Policies:

7-1.3.1 Impact and Conflict Resolution Procedures

The City shall review the Comprehensive Plans of Seminole County and the City of Winter Springs prior to the adoption hearings in order to identify potential impacts and conflicts. The City shall address impacts and conflicts with the City

of Winter Springs in accordance with the conflict resolution procedures of the Intergovernmental Planning Coordination Agreement of 1997. The City shall address impacts and conflicts with Seminole County in accordance with the conflict resolution procedures of the 2006 City of Oviedo/Seminole County Joint Planning Agreement, as it is periodically updated and amended.

7-1.3.2 Participation in Mediation Process

The City agrees to participate in a mediation process if other governments or jurisdictions object to Oviedo's actions.

7-1.3.3 Notification of Development Proposals to Affected Governments and Agencies

The City shall continue to notify affected governments and agencies of development proposals under review.

7-1.3.4 Jurisdictional Permits

The City shall continue to require that other jurisdictional permits be submitted prior to permitting any construction within the City.

7-1.4. OBJECTIVE: Minimization of Multi-jurisdictional Impacts

To minimize multi-jurisdictional impacts.

Measure: The City shall require a multi-jurisdictional impact analysis for major projects.

Policies:

A) Land Use

7-1.4.1 Compatibility of Land Uses among Adjacent Jurisdictions

The City shall evaluate existing and future land uses of adjacent jurisdictions prior to approving development plans to ensure compatibility and maintenance of adopted level of service standards.

B) Transportation

7-1.4.2 Central Florida Greenway (SR 417)

The City shall collaborate with Seminole County and the City of Winter Springs regarding future land uses, urban services, and development standards for the Central Florida Greenway (SR 417) interchange areas as provided for in the 2006 City of Oviedo/Seminole County Joint Planning Agreement, as it is periodically updated and amended.

7-1.4.3 City Participation on METROPLAN's Committees

The City shall continue to serve on the METROPLAN Orlando (MPO) Transportation Technical Committee, Citizen's Advisory Committee, Municipal Advisory Committee, and Bicycle/Pedestrian Advisory Committee to ensure a comprehensive review of transportation issues.

- 7-1.4.4 Requirement of County and/or State Driveway Permits**
 The City shall continue to require that County and/or State driveway permits be acquired and submitted to the City prior to issuing any building or site development permits adjacent to County and State rights-of-way.

C) Housing

- 7-1.4.5 Community Development Block Grant (CDBG) Funds and Programs**
 The City shall continue to participate with Seminole County in the administration of Community Development Block Grant funds and programs.

D) Wastewater

- 7-1.4.6 Coordination with Seminole County for Central Sewer Services**
 The City and Seminole County shall collaborate to provide logical, functional, and cost effective central sewer services to the wastewater service areas identified in the 2006 City of Oviedo/Seminole County Joint Planning Agreement, as it is periodically updated and amended.

- 7-1.4.7 Coordination with the City of Winter Springs for Wastewater Service**
 The City shall coordinate with the City of Winter Springs to ensure that adequate wastewater service capacity is available for the franchise area, and that the utility is aware of approved development plans within that franchise area.

- 7-1.4.8 Use of Reuse Waters**
 The City and Seminole County shall pursue a multi-jurisdictional approach to the use of reuse waters as provided for in the 2006 City of Oviedo/Seminole County Joint Planning Agreement, as it is periodically updated and amended.

E) Solid Waste

- 7-1.4.9 Collection of Solid Waste**
 The City shall continue to be responsible for the collection, separation, and delivery of solid waste to the Osceola Landfill and shall coordinate with Seminole County to ensure proper disposal.

- 7-1.4.10 Recycling Programs**
 The City shall continue to provide and improve recycling programs to conform to State mandates.

F) Drainage and Natural Groundwater Aquifer

- 7-1.4.11 St. Johns River Water Management (SJRWMD) Permits**
 The City shall continue to require that St. Johns River Water Management (SJRWMD) permits be acquired and submitted to the City prior to the issuance of building or construction permits.

7-1.4.12 Seminole County Stormwater Utility Task Force

The City shall continue to serve on the Seminole County Stormwater Utility Task Force to recommend implementation strategies for a County stormwater utility.

G) Potable Water

7-1.4.13 Consumptive Use Permit Applications

The City shall request notification from SJRWMD of any Consumptive Use Permit applications that could affect the City's water supply.

7-1.4.14 Cooperation in the Provision of Water Service Capacity

The City shall maintain its current interlocal agreement with Seminole County to mutually cooperate in the provision of water service capacity by each reserving 175,000 GPD for the others use.

7-1.4.15 Coordination of the City Water Supply Plan with Other Jurisdictions and Agencies

The City shall coordinate its Water Supply Plan for the City with the Water Supply Plan of Seminole County; the Water Supply Plan of the SJRWMD; and the 2005 and 2006 Addendum and the East Central Florida Regional Planning Council's (ECFRPC) Strategic Regional Policy Plan.

7-1.4.16 Stormwater Utility Fee

The City shall continue its stormwater utility fee and facility maintenance program.

7-1.4.17 Coordination with SJRWMD

The City shall coordinate with the SJRWMD to ensure implementation of the District Water Supply Plan 2005 and its subsequent updates.

7-1.4.18 Alternative Sources for Potable Water

The City shall work with the SJRWMD when an alternative source of providing potable water needs to be evaluated.

7-1.4.19 Interconnection of Water Supply Facilities

The City shall consider the feasibility of interconnecting water supply facilities with other jurisdictions.

H) Conservation

7-1.4.20 Wetlands Evaluation

The City shall continue to require wetlands evaluation from SJRWMD/FDEP prior to development approval.

I) Recreation and Open Space

7-1.4.21 Joint-use Agreements with the Seminole County School Board
 The City will continue to pursue and implement joint-use agreements with the Seminole County School Board for public school facilities.

J) General

7-1.4.22 Coordination with the ECFRPC
 The City shall encourage the East Central Florida Regional Planning Council (ECFRPC) to consider using common data, providing a technological interface among jurisdictions, and exchanging planning, development, and regulatory information on a regular basis.

7-1.4.23 Concurrency Management Report
 The City of Oviedo shall provide potable water, reclaimed water, transportation, recreation, wastewater, drainage, and solid waste services within the City as delineated within the Comprehensive Plan and provide information on these services in a Concurrency Management Report to be issued annually.

7-1.5. OBJECTIVE: Coordination of the Comprehensive Plan with other Governments and Agencies
 To coordinate the City Comprehensive Plan and the impacts of proposed development with other units of local government providing services and with the Comprehensive Plan of adjacent cities, the County, and adjacent counties.

Measure: The City shall review the comprehensive plans for Winter Springs and Seminole County, monitor proposed revisions, and propose any modifications necessary to accommodate anticipated impacts.

7-1.5.1 Regional Affordable and Workforce Housing Needs
 The City shall coordinate with the Federal, State, County and other local governments; the East Central Florida Regional Planning Council (ECFRPC); and other agencies as appropriate regarding the implementation of strategies, plans and programs to address regional affordable and workforce housing needs.

7-1.6. OBJECTIVE: Coordination of LOS Standards
 To ensure coordination in establishing Multimodal Quality/Level of Service(Q/LOS) standards for public facilities with any state, regional, or local entity having operational and maintenance responsibilities for such facilities.

Measure: The City Quality/Level of Service standards and appropriate mitigation strategies to achieve them shall be coordinated with the Florida Department of Transportation, Lynx, the City of Winter Springs and Seminole County, or other appropriate agencies with operational and maintenance responsibility for

transportation facilities, to ensure a coordinate strategy based on consistent application and monitoring of progress toward achieving stated outcomes.

Policies:

7-1.6.1 Concurrency Management System Annual Report

The City's annual report provided through the Concurrency Management System shall include progress against any qualitative and quantitative measures of transportation multimodal mobility adopted by the City, and shall also indicate the level of service standards adopted by any state, regional, or local entity having operational and maintenance responsibilities for facilities within the City.

7-1.6.2 Deviation from Level of Service Standards

The City shall document the reasoning or overriding public health, safety, or welfare concern that justifies any deviation from level of service standards set by the responsible entity.

7-1.6.3 Coordination with Transportation Providers

The City shall coordinate with Lynx, other transportation providers, and Seminole County, as needed for consistency with the policies associated with multimodal transportation mobility and the maintenance of quality and level of service standards, as well as the placement of, connection to, and amenities at transit stops in the City.

7-1.6.4 Provision of Data

The City will provide Lynx and any other transit providers the data needed for effective implementation for overall service, including for the provision of services for transportation of disadvantaged residents.

7-1.6.5 Review of Site Plans Proposals by LYNX

The City will coordinate with Lynx to review site plan proposals to ensure that the design of roadways, buildings, and other features will allow for safe and efficient operation and maintenance of quality and level of service standards by Lynx buses, City shuttles, or any other mass transit vehicles.

7-1.7 OBJECTIVE: Coordination of the City's Water Supply Plan with Other Jurisdictions

To coordinate the City's Water Supply Plan, 2008 with State, Regional and local water supply plans.

Measure: The City shall provide its water supply plan to State, regional and local agencies for consistency review, and shall review the water supply plans of other agencies to ensure consistency with its plan.

Policies:

7-1.7.1 Coordination with other Jurisdictions and Agencies

The City's Water Supply Plan shall coordinate with the Seminole County Water Supply Plan, SJRWMD's District Water Supply Plan, 2005 and 2006 Addendum and the ECFRPC's Strategic Regional Policy Plan.

7-1.7.2 Update of the Water Supply Facilities Work Plan

The City will maintain a Water Supply Facilities Work Plan that is coordinated with St. Johns River Water Management District's (SJRWMD's) District Water Supply Plan (DWSP) by updating the work plan and related comprehensive plan policies within 18 months of an update to SJRWMD's DWSP that affects the City.

7-1.7.3 Water Supply Development-related Initiatives

The City will participate in the development of updates to SJRWMD's water supply assessment and DWSP and other water supply development-related initiatives facilitated by SJRWMD that affect the City.

7-1.8 OBJECTIVE: Coordination of Infrastructure between Agencies

To coordinate infrastructure between agencies.

Measure: The City shall provide a list of its water supply capital projects to other agencies upon request, and shall list potable water supply projects funded or implemented by other agencies that impact its potable water level of service standard in its Five-Year Capital Improvements Schedule.

Policies:

7-1.8.1 Implementation of the District Water Supply Plan

Coordinate with the SJRWMD to ensure implementation of the District Water Supply Plan 2005 and its subsequent updates.

7-1.8.2 Alternative Sources of Potable Water

Work with the SJRWMD when alternative sources of providing potable water need to be evaluated.

7-1.8.3 Interconnection of Water Supply Facilities with Other Jurisdictions

Consider feasibility of interconnecting water supply facilities with other jurisdictions.

7-1.9 OBJECTIVE: Implementation of Alternative Water Supply Sources

To implement alternative water supply sources in coordination with the SJRWMD in order to conserve groundwater sources.

Measure: The City will continue to implement the Eastern Orange and Seminole Counties' Regional Reclaimed Water Reuse Project as identified in the District Water

Supply Plan (DWSP), 2005 as it is periodically updated and amended.

Policies:

7-1.9.1 Implementation of the City of Oviedo Reclaimed Master Plan
The reclaimed distribution projects as identified in the City of Oviedo Reclaimed Master Plan will be implemented by 2013.

7-1.9.2 St. Johns River near SR-46 Alternate Water Supply Project
The City will continue to work with other local agencies to pursue participation in the “St. Johns River near SR-46 Alternate Water Supply Project” (described in the DWSP).

7-1.9.3 Coordination with the City of Winter Springs
The City will coordinate with the City of Winter Springs and pursue the possible participation in the Lake Jesup project (described in the DWSP).

7-1.9.4 Interconnection with the City of Sanford Tri-party System
The City will investigate interconnection with the City of Sanford Tri-party system for reclaimed water.

7-1.10. OBJECTIVE: Coordination of Economic Development Activities
To participate in regional economic development strategies, and coordinate with other agencies in the implementation of economic development activities in the City.

Measure: Formal and informal participation in regional economic development efforts, and providing opportunities for other interested agencies and parties to participate in City economic development plans and activities.

Policies:

7-1.10.1 Coordination of Workforce Development
The City shall work with the appropriate agencies and institutions, including the University of Central Florida, Seminole State College, Workforce Central Florida and Seminole County Public Schools, in the development, implementation and expansion of workforce development, training and expansion programs and curriculums.

7-1.10.2 Maintenance and Improvement of the Quality of Life
The City shall coordinate with other agencies in the development and implementation of programs to maintain and improve the quality of life for the region’s workforce, including ensuring the availability of and access to housing, transportation and day care.

7-1.10.3 Availability of Grant Funds for Economic Development Activities
The City shall seek opportunities to make grant funds available for economic development activities.

7-1.10.4 Seminole Way Initiative

The City shall coordinate with other agencies and local governments, including Seminole County and the cities of Sanford and Winter Springs, in the development and implementation of the Seminole Way Initiative to position the SR 417 (Central Florida Greenway) corridor as a focus area for high value/high wage economic development.

7-1.10.5 Coordination of Land Use Planning and Development Regulations

The City shall coordinate land use planning and development regulations in the SR 417 corridor with Seminole County and the cities of Sanford and Winter Springs through a Joint Planning Area or other appropriate mechanisms in accordance with the Seminole Way Initiative.

[THIS PAGE INTENTIONALLY LEFT BLANK]

CAPITAL IMPROVEMENTS

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

8-1 GOAL: TO MAINTAIN A FINANCIALLY FEASIBLE PLAN FOR PROVIDING THE INFRASTRUCTURE REQUIRED TO MEET THE ADOPTED LEVELS OF SERVICE FOR EXISTING AND FUTURE POPULATIONS.	5
8-1.1. OBJECTIVE: ASSESSMENT OF CAPITAL FACILITIES	5
8-1.1.1 <i>Update of Needs and Costs</i>	<i>5</i>
8-1.1.2 <i>Evaluation of the Comprehensive Plan</i>	<i>5</i>
8-1.1.3 <i>Evaluation of Development and Growth Rate</i>	<i>5</i>
8-1.1.4 <i>Compliance of the Capital Improvements Plan with the Comprehensive Plan</i>	<i>5</i>
8-1.2. OBJECTIVE: COORDINATION BETWEEN LAND DEVELOPMENT AND CAPITAL IMPROVEMENTS PLANNING	5
8-1.2.1 <i>Adoption of a Five-Year Capital Improvements Plan.....</i>	<i>6</i>
8-1.2.2 <i>Maintenance of Reserves</i>	<i>7</i>
8-1.2.3 <i>Availability of Public Facilities and Services</i>	<i>7</i>
8-1.2.4 <i>Share of the Cost of Facility Improvements</i>	<i>7</i>
8-1.2.5 <i>Funding of Capital Improvements</i>	<i>7</i>
8-1.2.6 <i>Ratio of Outstanding General Obligation Indebtedness</i>	<i>7</i>
8-1.2.7 <i>Evaluation of the Stormwater Utility Ordinance Fee Rate.....</i>	<i>7</i>
8-1.2.8 <i>User Fees.....</i>	<i>7</i>
8-1.2.9 <i>Availability and Use of Funds.....</i>	<i>7</i>
8-1.2.10 <i>Concurrency Management System Annual Report.....</i>	<i>7</i>
8-1.2.11 <i>Availability of Public Facilities</i>	<i>7</i>
8-1.2.12 <i>Coordination of the Five-Year Capital Improvement Schedule with the Water Supply Plan.....</i>	<i>8</i>
8-1.3 OBJECTIVE: PROVISION OF PUBLIC FACILITIES	8
8-1.3.1 <i>Coordination with Seminole County and with the School Board.....</i>	<i>8</i>
8-1.3.2 <i>Impacts of Facility Improvements/Expansions.....</i>	<i>8</i>
8-1.3.3 <i>Proportionate Share of Infrastructure Provision.....</i>	<i>8</i>
8-1.3.4 <i>Funds for Maintenance of Existing Facilities and Services.....</i>	<i>8</i>
8-1.3.5 <i>Conflicts with the Comprehensive Plan</i>	<i>8</i>
8-1.4. OBJECTIVE: COORDINATION OF LAND USE DECISIONS AND FISCAL RESOURCES.....	8
8-1.4.1 <i>Maintenance of Level of Service Standards</i>	<i>9</i>
8-1.4.2 <i>Conditions for Issuance of a Development Order</i>	<i>12</i>
8-1.4.3 <i>Criteria for Vested Rights</i>	<i>13</i>
8-1.4.4 <i>Revisions of Maps, Five-Year Capital Plan and Q/LOS</i>	<i>13</i>
8-1.4.5 <i>Evaluation of Capital Recovery and Impact Fees.....</i>	<i>13</i>
8-1.4.6 <i>Amendments to the Future Land Use Map</i>	<i>13</i>
8-1.4.7 <i>Fiscal Policy Compliance</i>	<i>13</i>
8-1.5. OBJECTIVE: COST AND SHARE OF NEW FACILITIES PROVISION.....	13
8-1.5.1 <i>Revenues and New Development</i>	<i>13</i>
8-1.5.2 <i>Dedications and Contributions for Site Specific Improvements</i>	<i>14</i>
8-1.5.3 <i>Mechanisms for Fair-Share Payments of Improvements</i>	<i>14</i>

[THIS PAGE INTENTIONALLY LEFT BLANK]

CAPITAL IMPROVEMENTS ELEMENT

8-1 GOAL: TO MAINTAIN A FINANCIALLY FEASIBLE PLAN FOR PROVIDING THE INFRASTRUCTURE REQUIRED TO MEET THE ADOPTED LEVELS OF SERVICE FOR EXISTING AND FUTURE POPULATIONS.

8-1.1. OBJECTIVE: Assessment of Capital Facilities

To accurately assess the capital facility needs and related costs.

Measure: Projected capital facility needs shall be derived using the population and land use data from the 2025 Future Land Use Map.

Policies:

8-1.1.1 Update of Needs and Costs

The City shall annually update and revise projected needs and costs as part of the annual budget process.

8-1.1.2 Evaluation of the Comprehensive Plan

The City shall annually evaluate the Comprehensive Plan to ensure that the adopted levels of service can be maintained. If deficiencies are discovered, adjustments will be made to the land use plan, the Five-Year Capital Improvements Plan and/or the definition of acceptable service.

8-1.1.3 Evaluation of Development and Growth Rate

The City shall annually evaluate development and growth rate assumptions to determine if more or less capital improvement is required.

8-1.1.4 Compliance of the Capital Improvements Plan with the Comprehensive Plan

The Capital Improvements schedule shall comply with the locational and other applicable requirements of the Land Use Element and with the goals, objectives, and policies of all elements of the Comprehensive Plan.

8-1.2. OBJECTIVE: Coordination between Land Development and Capital Improvements Planning

To manage the Land Development and capital improvements planning process so that new capital facilities and expansions necessary to meet and/or maintain adopted levels of service are

adequately funded in a financially feasible Five-Year Capital Improvements Plan.

Measure: The City shall annually evaluate and update its Five-Year Capital Improvements Plan to ensure the following:

- A. That all included capital improvements are consistent with the following ranking standards:
 1. first priority to items which threaten the public health or safety;
 2. second priority to correction of existing deficiencies;
 3. third priority to replacement or updating of obsolete or worn-out facilities;
 4. fourth priority to prevention of deficiencies expected from previously issued development orders;
 5. fifth priority to items needed for LOS maintenance related to future growth;
- B. That dedicated funding sources are available for all new capital improvements related to LOS maintenance.
- C. That public facility needs do not exceed the City's ability to fund and provide public facilities.
- D. That all externally funded projects are included in the Five-Year Capital Improvement Schedule:
 1. St Johns River Water Management District regional water supply projects (Sec. 163.3177(6)(c), F.S.).
 2. Proportionate fair share projects for transportation in accordance with Sec. 163.3180(16)(b)1., F.S.
 3. Transportation Improvement projects included in the Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP) in accordance with Sec. 163.3177(3)(a)6., F.S.
 4. School facility projects established by the Seminole County Public Schools 2009-2010 Five-Year Capital Improvement Plan, created September 8, 2009, that demonstrate that the adopted level of service standards will be achieved and maintained (Sec.163.3180(13)(d)1., F.S.).

Policies:

8-1.2.1 Adoption of a Five-Year Capital Improvements Plan

A Five-Year Capital Improvements Plan, consistent with the Comprehensive Plan and Rule 9J-5.016(3)(c)(7) shall be adopted as part of each annual budget.

- 8-1.2.2 Maintenance of Reserves**
The City shall maintain adequate reserves to fund replacement of worn-out facilities by incorporating the effects of depreciation in the determination of user fees and charges.
- 8-1.2.3 Availability of Public Facilities and Services**
The City shall ensure that development orders and permits are issued in a manner that will assure that the necessary public facilities and services will be available to accommodate the impact of that development in accordance with the Concurrency Management requirements of the Land Development Code.
- 8-1.2.4 Share of the Cost of Facility Improvements**
Future development shall bear its full fair share of the cost of facility improvements and expansions directly attributable to its impact through impact fees, user fees, capacity fees, special benefit assessment/taxing district, proportionate share mitigation agreements, and other legally available means.
- 8-1.2.5 Funding of Capital Improvements**
The City shall pursue grants or private sources for additional funding of Capital Improvements.
- 8-1.2.6 Ratio of Outstanding General Obligation Indebtedness**
The City shall limit the maximum ratio of outstanding general obligation indebtedness to no greater than fifteen percent (15%) of the property tax base.
- 8-1.2.7 Evaluation of the Stormwater Utility Ordinance Fee Rate**
The City shall evaluate the stormwater utility ordinance fee rate every three (3) years.
- 8-1.2.8 User Fees**
The City shall consistently revise all user fees to maintain adequate reserves and cover operation and maintenance costs.
- 8-1.2.9 Availability and Use of Funds**
If additional funds are available and no scheduled improvements are eliminated, or delayed, projects may be moved forward or added to the current fiscal year without an amendment to the Comprehensive Plan.
- 8-1.2.10 Concurrency Management System Annual Report**
The Annual Report of the Concurrency Management System shall be used to prepare and update the Five-Year Capital Plan in order to evaluate the capacity needs and availability.
- 8-1.2.11 Availability of Public Facilities**
The City shall ensure the availability of public facilities to serve developments for which development orders were issued prior to the adoption

of the comprehensive plan by analyzing committed and vested development and accounting for those capacity needs in the Annual Report of the Concurrency Management System.

8-1.2.12 Coordination of the Five-Year Capital Improvement Schedule with the Water Supply Plan

The City will coordinate/update the Five-Year Capital Improvement Schedule to maintain consistency with its Water Supply Plan.

8-1.3 OBJECTIVE: Provision of Public Facilities

To maximize efficiency and effectiveness in providing public facilities.

Measure: The City shall continue to establish or update Joint Planning Interlocal Agreements with Seminole County, School Board, and other jurisdictional agencies to ensure that adequate infrastructure is provided.

Policies:

8-1.3.1 Coordination with Seminole County and with the School Board

The City will coordinate with Seminole County and with the School Board to ensure that adequate infrastructure is efficiently provided for public health care and educational facilities.

8-1.3.2 Impacts of Facility Improvements/Expansions

The City shall assess the impacts of individual facility improvements/expansions on all types of infrastructure.

8-1.3.3 Proportionate Share of Infrastructure Provision

The City will coordinate with other jurisdictional entities to ensure infrastructure is provided proportionally, according to potential benefits that may be realized by the City and/or other jurisdictional entities.

8-1.3.4 Funds for Maintenance of Existing Facilities and Services

The City shall continue to expend funds to maintain existing facilities and services at their existing capacity and level of service.

8-1.3.5 Conflicts with the Comprehensive Plan

The City shall not expend funds to extend public facilities into high hazard areas or any other areas when such extension will encourage development in conflict with the goals, objectives, and policies of the Comprehensive Plan.

8-1.4. OBJECTIVE: Coordination of Land Use Decisions and Fiscal Resources

To coordinate land use decisions and fiscal resources with a schedule of capital improvements which maintains adopted level of service standards and meets existing and future facility needs.

Measure: The City shall require the property owner to provide a Development Agreement or any other recordable document and the improvements must appear in the Five-Year Capital Improvement Schedule. The City shall implement a concurrency management system that reviews all land use decisions and determines consistency with the Comprehensive Plan in accordance with 9J-5-5055(2) FAC.

Policies:

8-1.4.1 Maintenance of Level of Service Standards

No final development order will be issued unless there is available capacity to maintain the following LOS standards concurrent with the impact of the development:

Water:

1. One hundred thirty-five (135) gallons/capita/day for all development by 2014, and ninety-five (95) GPCD by 2025. Equivalent service may be provided with individual wells only with City Council approval.
2. Seven hundred fifty (750) GPM at twenty (20) PSI residual pressure fire flow for single family residential areas.
3. One thousand two hundred fifty (1250) GPM at twenty (20) PSI residual pressure fire flow in all other developed areas.

Wastewater:

Three hundred (300) gallons/day/ERC in central sewer service areas.

Roads and Multimodal Transportation:

Roadway Type/Location	Level of Service Standard
Arterials and Collectors within Downtown Core	E + 30%
Local Streets within Downtown Core	E
Development Corridors identified in Policy 2-1.1.3	E + 15%
Collectors within, or influenced by, Gateway District Mixed Use Centers (Lockwood Boulevard and Geneva Road (CR 426)	E
All Other Arterials and Collectors	D
All Other Local Streets	D
Central Florida Greenway (SR 417)	D
Strategic Intermodal System (SIS) and Transportation Regional Incentive Program (TRIP) funded roadways	As identified in Ch. 14-94, FAC

Variable Method Transportation Areas (Transit, Bicycle, Pedestrian)	Multimodal Transportation Minimum Quality and Level of Service Standards (Q/LOS)		
	Transit	Pedestrian (must be ADA compliant)	Bicycle
Downtown Core (TCEA/CRA)	30-minute service frequency with transit signage, shelters and/or benches along Red Bug Lake Road/Mitchell Hammock Road and SR 434; Maximum two-hour wait for LYNX Flex-Route service at designated locations; Connection from Downtown Core to fixed route LYNX service through use of local transit circulator (when feasible)	Universal pedestrian-ways with minimum widths and direct multimodal connections to transit stops; High connectivity	Cross-Seminole Trail trailhead with wayfinding signage and marked crossings at all roadway intersections; Bike racks on buses; Bicycle facilities on roadways; Bicycle parking at transit stops and development projects
Gateway Districts (East Gateway and Marketplace Gateway)	30-minute frequency with transit signage, shelter at Marketplace Gateway; Maximum two-hour wait for LYNX Flex-Route service at designated locations within Flex-route service area; Connectivity to regional transportation services and transfer points at Marketplace Gateway	Extensive sidewalk network within ¼ mile of, and direct connection to, transit stops	Multiuse trailhead with wayfinding signage and marked crossings at all arterial and collector roadway intersections; Bike racks on buses; Bicycle facilities on roadways within ½ mile of project; Bicycle parking at transit stops and development projects
Identified Development Corridors (Transit-supportive)	30-minute frequency with transit signage, shelters and/or benches along Red Bug Lake Road/Mitchell Hammock Road and SR 434; Maximum two-hour wait for LYNX Flex-Route service at designated locations within Flex-route service area	Sidewalk access generally within ¼ mile of transit routes or stops, direct connection to transit stops	Multiuse trail to have marked crossings at all arterial and collector roadway intersections; Bike racks on buses; Bicycle facilities on roadways, preferably within ½ mile of project; Bicycle parking at transit stops
All Other Areas of City	Flex-route service, as available	Sidewalk access to transit route	Bike racks on buses

D. Drainage:

1. Treatment and disposal shall meet design and performance standards in Chapter 62-25, Section 62-25.025 and Section 62-25.035, FAC.

2. Treatment of the first inch of run-off on site shall meet water quality standards of Chapter 62-302, Section 62-302.500, FAC.
3. Discharge of facilities shall not degrade receiving waters below the minimum conditions for the designated use of its classification as established in Chapter 62.302, Section 62-302.300 and Section 62-302.400, FAC.
4. The design storm standard shall be the 25-year/ 24-hour storm event for systems with positive discharge and the 25-year/ 4-day event for systems without positive discharge.

E. Solid Waste:

1. 4.2 pounds per capita per day (PCD) at the Osceola landfill.
2. 4.4 pounds per capita per day (PCD) at the Central Transfer site.

F. Recreation and Open Space:

Park Type / Facility	Level of Service
Neighborhood Park	2 acres/ 1,000 population
Community Park	10 acres/1,000 population
Tennis Courts	1 court / 2,000 population
Basketball Court	1 court/5,000 population
Volleyball Court	1 court/ 6,000 population
Football/Soccer/Rugby/Lacrosse Fields	1 field / 6,000 population
Baseball/Softball Fields	1 field / 5,000 population
Swimming Pools	1 facility/ 25,000 population
Picnic Pavilions	1 pavilion / 6,000 population
Open Space	25% of developed acreage

For purposes of determining levels of service, the City may utilize State and County park lands and trails that are located within the City's jurisdictional boundaries. This standard includes land with both passive and active uses.

G. Public School Facilities:

CSA	2008-2012	Beginning 2013
Elementary and Middle School CSA	100% of Permanent FISH Capacity	100% of Permanent FISH Capacity
High School CSA	110% of Permanent FISH Capacity	100% of Permanent FISH Capacity

8-1.4.2

Conditions for Issuance of a Development Order

Development must demonstrate that capacity is available concurrent with the impacts of development prior to the issuance of a Development Order in accordance with the following:

- A. For potable water, sewer, solid waste and drainage:
 - 1. the necessary facilities and services are in place at the time the permit is issued, or
 - 2. the permit includes a condition of approval that the necessary facilities and services will be in place when the impacts occur, or
 - 3. the necessary facilities are under construction at the time the permit is issued, or
 - 4. the necessary facilities are guaranteed to be in place when the impact occurs in an enforceable agreement that includes provisions of Rules 9J-5.0055(3)(a)1-2, FAC.

- B. Parks & Recreation
 - 1. any of the provisions included under Policy 8-1.4.2(A) or
 - 2. the necessary facilities are the subject of a binding, executed contract which provides for the commencement of actual construction of the required facilities within one (1) year of the issuance of the permit, or
 - 3. the necessary facilities are guaranteed in an enforceable development agreement that requires commencement of the actual construction of the facilities within one (1) year of the issuance of the permit.

- C. Roads and Multimodal Transportation
 - 1. any of the provisions of Policy 8-1.4.2 (A), or (B) or
 - 2. the City has committed to provide the necessary public facilities in accordance with a financially feasible Five-Year Capital Improvement

Program consistent with the requirements of 9J-5.0055(3)(c), FAC; and

3. consistent with Metroplan Orlando Long Range Transportation Plan and Florida Department of Transportation adopted work program.

D. Public School Facilities

1. in accordance with the Public Schools Facility Element.

8-1.4.3 Criteria for Vested Rights

The City shall continue the criteria for determining vested rights of previously issued development orders. Said criteria shall be consistent with FS Chapter 163-3167(8).

8-1.4.4 Revisions of Maps, Five-Year Capital Plan and Q/LOS

The City shall annually review the 2025 Future Land Use Map, the Five-Year Capital Plan and maintenance of adopted quality and levels of service.

8-1.4.5 Evaluation of Capital Recovery and Impact Fees

All capital recovery or impact fees shall be evaluated at least every five (5) years.

8-1.4.6 Amendments to the Future Land Use Map

No amendment to the 2025 Future Land Use Map shall be approved without an evaluation of the Five-Year Capital Plan and adherence to all adopted quality and levels of service.

8-1.4.7 Fiscal Policy Compliance

A review and analysis of its fiscal policy compliance with the Comprehensive Plan shall be included with the City's Annual Budget.

8-1.5. OBJECTIVE: Cost and Share of New Facilities Provision

To ensure that development bears an equitable, proportionate share of the cost of providing new or expanded facilities.

Measure: The City shall update its transportation and parks and recreation impact fees to be consistent with the adopted LOS standards, and capital recovery fees to finance the future water and sewer improvements required to maintain adopted LOS standards for future development.

Policies

8-1.5.1 Revenues and New Development

The City shall annually evaluate whether anticipated revenues are covering the costs associated with new development.

8-1.5.2 Dedications and Contributions for Site Specific Improvements

The City shall continue to require developer dedications and contributions for site-specific required improvements.

8-1.5.3 Mechanisms for Fair-Share Payments of Improvements

The developer or property owner may investigate the use of special benefit assessment/taxing districts and other mechanisms to allow development to pay its "fair share" of improvements.

Table 8-1. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS							
WATER, RECLAIMED WATER, ALTERNATIVE WATER, WASTEWATER, DRAINAGE, PARKS AND TRANSPORTATION							
PROJECT	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	Total	FUNDING SOURCE
WATER							
Mitchell Hammock Raw Water Main Conversion	\$1,025,755	-	-	-	-	\$1,025,755	Revenue Bonds, Impact Fees
AM Jones Plant Conversion to Storing and Pumping Station	\$126,000	-	-	-	-	\$126,000	Revenue Bonds, Impact Fees
Franklin St. 8" Water Main	-	\$143,000	-	-	-	\$143,000	Impact Fees
Carib and Tomoka 6" Main Upgrade	\$99,000	-	-	-	-	\$99,000	Impact Fees
Eyrie Dr. 8" Water Main	\$53,000	\$146,000	-	-	-	\$199,000	Impact Fees
Surface Water Facility Joint Engineering Analysis (Oviedo)	\$40,396	\$49,452	\$49,452	-	-	\$139,300	Impact Fees
Sharon and Vicki Ct 6" Main Upgrade	\$82,000	-	-	-	-	\$82,000	Impact Fees
North Pine St. 10" Water Main	-	-	\$130,000	\$471,000	-	\$601,000	Impact Fees
Lockwood Blvd. 16" Water Main	-	-	-	\$226,000	\$830,000	\$1,056,000	Impact Fees
Emergency Interconnect Between Oviedo and Winter Springs	\$79,500	-	-	-	-	\$79,500	Impact Fees
Sub-Total	\$1,505,651	\$338,452	\$179,452	\$697,000	\$830,000	\$3,350,555	
RECLAIMED WATER							
Big Oaks Subdivision	\$442,773	-	-	-	-	\$442,773	State Revolving Fund Loan Proceeds
Twin Rivers Phase 1	\$940,893	-	-	-	-	\$940,893	State Revolving Fund Loan Proceeds
Alafaya Woods Section 17 & 18	-	\$1,074,512	-	-	-	\$1,074,512	State Revolving Fund Loan Proceeds
Twin Rivers Phase 1 Remainder Retrofit	-	-	\$780,798	\$2,050,724	-	\$2,831,522	State Revolving Fund Loan Proceeds
Twin Rivers Phase 2 Remainder Retrofit	-	-	-	-	\$2,173,768	\$2,173,768	State Revolving Fund Loan Proceeds
Capacity Payment to Seminole County – Reuse Supply	\$1,700,000	-	-	-	-	\$1,700,000	State Revolving Fund Loan Proceeds
Sub-Total	\$3,083,666	\$1,074,512	\$780,798	\$2,050,724	\$2,173,768	\$9,163,468	

CAPITAL IMPROVEMENTS

Table 8-1. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS							
WATER, RECLAIMED WATER, ALTERNATIVE WATER, WASTEWATER, DRAINAGE, PARKS AND TRANSPORTATION							
PROJECT	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	Total	FUNDING SOURCE
WASTEWATER							
Oviedo Blvd. 12" Force Main	-	-	\$140,980	-	-	\$140,980	Waste Water Impact Fees & Revenue Bond Proceeds
Master Lift Station Rehab. and Pump Upgrades	-	\$296,630	-	-	-	\$296,630	Waste Water Impact Fees & Revenue Bond Proceeds
Downtown Lift Station Reroute to Oviedo Blvd.	\$50,784	\$394,765	-	-	-	\$445,549	Waste Water Impact Fees & Revenue Bond Proceeds
Kingsbridge East Lift Station Pump Upgrade	-	-	\$15,950	\$123,985	-	\$139,935	Waste Water Impact Fees & Revenue Bond Proceeds
Kingsbridge East 8" Force Main Reroute	-	-	\$44,860	\$348,709	-	\$393,569	Waste Water Impact Fees & Revenue Bond Proceeds
E. Mitchell Hammock Rd. 16" Force Main	-	-	-	\$227,246	\$1,756,458	\$1,983,704	Waste Water Impact Fees & Revenue Bond Proceeds
Sub-Total	\$50,784	\$691,395	\$201,790	\$699,640	\$1,756,458	\$3,400,367	
DRAINAGE							
Aulin Ave. South	\$791,499	-	-	-	-	\$791,499	Fund Balance and Stormwater Utility Fee
Willa Lake Circle	\$62,526	\$267,356	-	-	-	\$329,882	Fund Balance and Stormwater Utility Fee
Alafaya Woods Blvd. Culvert	-	\$69,879	-	-	-	\$359,716	Fund Balance and Stormwater Utility Fee
Beckstrom Drive - Stout Ct.	-	\$52,171	\$161,216	-	-	\$213,387	Fund Balance and Stormwater Utility Fee
Pearson to Conley Ditch	-	\$38,496	\$94,671	\$226,219	-	\$359,386	Fund Balance and Stormwater Utility Fee
Timberwood Trail Pond	-	-	\$63,901	\$82,691	-	\$146,592	Fund Balance and Stormwater Utility Fee
Aulin Ave. North	-	-	\$14,536	\$95,663	-	\$110,199	Fund Balance and Stormwater Utility Fee
Station Street	-	-	\$14,758	\$53,976	-	\$68,734	Fund Balance and Stormwater Utility Fee
East Franklin Street Culvert	-	-	\$12,506	\$43,910	-	\$56,416	Fund Balance and Stormwater Utility Fee
Mitchell Hammock Rd. Ditch (East)	-	-	-	-	\$72,554	\$72,554	Fund Balance and Stormwater Utility Fee
Mitchell Hammock Rd. Ditch (West)	-	-	-	-	\$36,719	\$36,719	Fund Balance and Stormwater Utility Fee

Table 8-1. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS							
WATER, RECLAIMED WATER, ALTERNATIVE WATER, WASTEWATER, DRAINAGE, PARKS AND TRANSPORTATION							
PROJECT	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	Total	FUNDING SOURCE
King Street Pond	-	-	-	-	\$15,842	\$15,842	Fund Balance and Stormwater Utility Fee
Dorrel Court	-	-	-	-	\$11,083	\$11,083	Fund Balance and Stormwater Utility Fee
Stormwater Conveyance System Analysis	125,000	128,750	-	-	-	\$253,750	Stormwater Utility Fee and Fund Balance
Sub-Total	\$979,025	\$556,652	\$651,425	\$502,459	\$136,198	\$2,825,759	
PARKS							
Downtown Community Park							
Amphitheater and Related Amenities	\$347,372	\$1,673,720	\$1,800,000	-	-	\$3,821,092	General Obligation Bond
Amphitheater Landscape/Hardscape & Street Lighting	-	-	\$2,163,843	-	-	\$2,163,843	General Obligation Bond
Community Park	-	\$673,885	\$2,464,452	-	-	\$3,138,337	General Obligation Bond
Sub-Total	\$347,372	\$2,347,605	\$6,428,295	-	-	\$9,123,272	
Parks and Pedestrian System Master Plan – Phase I							
Land Acquisition	-	\$400,000	\$1,100,000	\$500,000	\$500,000	\$2,500,000	Debt Proceeds, Recreation Facilities Fund, FRDAP Grant, Impact Fees
Round Lake Field & Park Renovation (Phase 1)	-	\$837,500	-	-	-	\$837,500	Debt Proceeds, Recreation Facilities Fund, FRDAP Grant, Impact Fees
Shane Kelly Park Multi-purpose Fields	-	\$260,000	\$1,625,000	\$1,625,000	-	\$3,510,000	Debt Proceeds, Recreation Facilities Fund, FRDAP Grant, Impact Fees
Oviedo Sports Complex/Long Lake Park Renovation	-	-	\$300,000	\$1,875,000	\$1,875,000	\$4,050,000	Debt Proceeds, Recreation Facilities Fund, FRDAP Grant, Impact Fees
Sub-Total		\$1,497,500	\$3,025,000	\$4,000,000	\$2,375,000	\$10,897,500	
Jetta Point Park	\$522,766	-	-	-	-	\$522,766	Seminole County Capital Projects Fund & FRDAP Grants
Aloma Ave. at Red Bug Lake Rd. Pedestrian Overpass	\$100,000	-	-	-	-	\$100,000	Seminole County Infrastructure Sales Tax Fund & Natural Lakes/Trails Bond Fund

CAPITAL IMPROVEMENTS

Table 8-1. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS							
WATER, RECLAIMED WATER, ALTERNATIVE WATER, WASTEWATER, DRAINAGE, PARKS AND TRANSPORTATION							
PROJECT	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	Total	FUNDING SOURCE
Cross Seminole Trail - Mikler Rd. to Red Bug Lake Rd.	\$70,300	-	-	-	-	\$70,300	Seminole County Public Works Grant
Sub-Total	\$693,066	-	-	-	-	\$693,066	
TRANSPORTATION							
SR 426/CR 419 (Phase 1A Option)							
Right-of-way (Phase I)	\$6,225,000	-	-	-	-	\$6,225,000	One Cent Sales Tax: Seminole County & Oviedo
Construction (Phase II)	-	\$1,725,000	-	-	-	\$1,725,000	One Cent Sales Tax: Seminole County & Oviedo One Cent Sales Tax
Sub-Total	\$6,225,000	\$1,725,000	-	-	-	\$7,950,000	
2025 Transportation Master Plan							
Evans Street Extension		\$96,000	\$600,000			\$696,000	Transportation Impact Fees
Mitchell Hammock East Bound Turn Lane Extension	\$69,000	\$652,100				\$721,100	Transportation Impact Fees
Roadway Extension Preliminary Engineering Analysis					\$42,600	\$42,600	Transportation Impact Fees
Clonts St./Norma Ave. Construction				\$541,800	\$474,100	\$1,015,900	Transportation Impact Fees
Sub-Total	\$69,000	\$748,100	\$600,000	\$541,800	\$516,700	\$2,475,600	
Chapman Road							
Widen from SR 426 to SR 434 from 2 lanes to 4 lanes		\$14,500,000	-	-		\$20,365,046	Seminole County Infrastructure Sales Tax Fund & East Collector Transportation Impact Fee Fund
Sub-Total	\$5,865,046	\$14,500,000	-	-	-	\$20,365,046	
SR 426 & Mitchell Hammock/Red Bug Lake Rd							
Add second westbound turn lane at intersection	-	\$200,000	-	-	-	\$200,000	Seminole County Infrastructure Sales Tax Fund-20
Sub-total	-	\$200,000	-	-	-	\$200,000	
FDOT Work Program Projects*							

Table 8-1. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS							
WATER, RECLAIMED WATER, ALTERNATIVE WATER, WASTEWATER, DRAINAGE, PARKS AND TRANSPORTATION							
PROJECT	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	Total	FUNDING SOURCE
Pave shoulders on 7.8 miles of Cr 426 from Division Street to SR 46	-	\$109	-	\$4,114,071	-	\$4,114,180	Florida Department of Transportation
Cross Seminole Trail Pedestrian Overpass at Red Bug Road and State Road 426	-	\$4,400,000	-	-	-	\$4,400,000	Florida Department of Transportation
Lynx buses, Orlando, Funds to Purchase Busses	-	\$1,875,000	-	-	-	\$1,875,000	FTA Section #5309
Add turn lanes on 0.55 miles of SR 426 from west of Tuskawilla Road to West of SR 417 Ramps	-	\$269,662	-	-	-	\$269,662	Florida Department of Transportation
Add lanes and reconstruct 0.42 miles of SR 426/419 at intersection with SR 434	-	\$1,266,589	-	-	-	\$1,266,589	Florida Department of Transportation
Add sidewalk along 0.32 miles of SR 434 (Central Ave) from Mitchell Hammock Road to Lindsey Lane	-	\$60,000	-	\$350,000	-	\$410,000	Florida Department of Transportation
Widen SR 417 (Seminole Xway) from 4 to 6 lanes for 6.4 miles from Orange/Seminole County line to SR 434	-	\$861,281	-	-	-	\$861,281	Florida Department of Transportation

**FDOT Five Year Work Program, FY 2011-2015 (Sept 2010)*

Table 8.2: Seminole County Public Schools, Five-Year Capital Improvements Plan

2009-2010 FIVE (5) YEAR CAPITAL IMPROVEMENT PLAN
SEMINOLE COUNTY PUBLIC SCHOOLS

Board Approved: 9/8/09

REVENUE	2009/10	2010/11	2011/12	2012/13	2013/14	%
STATE						7.1%
CLASSROOMS FOR KIDS						0.0%
PECO NEW CONSTRUCTION	\$0	\$332,138	\$1,015,400	\$405,894	\$1,302,576	1.1%
PECO MAINTENANCE	\$820,604	\$3,633,627	\$3,437,174	\$3,425,177	\$3,650,123	5.3%
CO&DS	\$280,380	\$280,380	\$280,380	\$280,380	\$280,380	0.5%
LOCAL						92.9%
1.50 MILL	\$42,230,665	\$45,036,053	\$47,062,675	\$49,698,185	\$52,729,775	86.5%
COPS						0.0%
SALES TAX	\$1,706,087	\$1,563,097	\$837,000			1.5%
IMPACT FEES	\$1,900,000	\$2,000,000	\$2,000,000	\$2,200,000	\$2,200,000	3.8%
GASOLINE TAX REFUND	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	0.2%
INTEREST	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	0.9%
SUB-TOTAL	\$47,397,736	\$53,445,245	\$55,232,629	\$56,609,636	\$60,762,854	
PRIOR YEAR CARRYOVER	\$4,906,618	\$4,551,354	\$3,248,496	\$2,448,984	\$801,929	
	\$52,504,354	\$57,996,649	\$58,481,125	\$59,058,620	\$61,564,783	

EXPENDITURES	2009/10	2010/11	2011/12	2012/13	2013/14	%
SUPPORT GENERAL FUND						18.3%
CATASTROPHIC LOSS/MAINT RESERVE						0.0%
PROPERTY & CASUALTY PREMIUM		\$3,000,000	\$3,778,976	\$3,778,976	\$3,778,976	5.3%
MAINTENANCE	\$3,841,000	\$3,841,000	\$3,841,000	\$3,841,000	\$3,841,000	7.1%
SCHOOL INSTRUCTIONAL EQUIPT PURCH	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	1.2%
BUS REPLACEMENT	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	1.5%
VEHICLES	\$0	\$250,000	\$250,000	\$250,000	\$250,000	0.4%
FLOOR CVRNG	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	0.4%
HVAC	\$2,300,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	2.3%
REROOF	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	1.5%
PAVEMENT	\$150,000	\$150,000	\$150,000	\$150,000	\$250,000	0.3%
PAINTING	\$150,000	\$200,000	\$200,000	\$200,000	\$200,000	0.4%
LEASED PORTABLES	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	0.6%
SCHOOL CAP OUTLAY	\$0	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	1.3%
MAGNET SCHOOL EQUIPT	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	0.2%
EQUIPMENT REPLACEMENT	\$0	\$0	\$750,000	\$0	\$750,000	0.6%
CROOMS TECH REPLACEMENT	\$265,000	\$265,000	\$265,000	\$300,000	\$300,000	0.5%
COMMUNICATIONS	\$100,000	\$100,000	\$150,000	\$150,000	\$150,000	0.2%
TECHNOLOGY UPGRADES	\$900,000	\$900,000	\$900,000	\$1,100,000	\$1,100,000	1.8%
DISTRICT LEVEL SUPPORT EQUIPT	\$0	\$50,000	\$50,000	\$50,000	\$50,000	0.1%
MISC.	\$200,000	\$200,000	\$200,000	\$250,000	\$250,000	0.4%
INSTRUCTIONAL TECH EQUIPT	\$347,000	\$347,000	\$347,000	\$347,000	\$347,000	1.3%
DATA & VOICE NETWORK	\$0	\$0	\$0	\$1,500,000	\$1,500,000	1.1%
DEBT SERVICE						41.8%
COPS PAYMENT	\$22,250,000	\$22,795,153	\$22,800,165	\$22,789,715	\$22,798,589	
NEW CONSTRUCTION						0.2%
LAND						
NEW MIDWAY (OFF-SITE)	\$500,000					
REMODELING & ADDITIONS						25.0%
GREENWOOD LAKES MIDDLE					\$1,000,000	
GENEVA					\$1,000,000	
HAMILTON	\$700,000	\$5,000,000				
JACKSON HEIGHTS	\$1,000,000	\$9,000,000	\$8,000,000			
LAWTON				\$700,000	\$7,000,000	
MILWEE REMODELING			\$1,000,000	\$10,000,000		
SPRING LAKE	\$5,500,000					
WEKIVA		\$600,000	\$4,000,000			
WILSON/GENEVA PODS & RENOVATIONS			\$800,000	\$3,900,000		
SMALL PROJECTS	\$500,000	\$500,000	\$500,000	\$700,000	\$700,000	
2007 SALES TAX PROJECTS						
RED BUDG.	\$5,500,000					
MISC.						5.2%
CONTINGENCY & FUND BALANCE	\$2,500,000	\$2,800,000	\$2,800,000	\$3,000,000	\$3,000,000	
TOTAL	\$47,953,000	\$54,748,153	\$56,032,141	\$58,256,691	\$53,515,566	

PUBLIC SCHOOL FACILITIES

[THIS PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

9-1 GOAL: TO CONTRIBUTE TO AND MAINTAIN A HIGH QUALITY PUBLIC SCHOOL ENVIRONMENT AND DIVERSE EDUCATION SYSTEM.	5
9-1.1. OBJECTIVE: LEVEL OF SERVICE STANDARDS	5
9-1.1.2 Use of LOS Standards	5
9-1.1.3 Use of Concurrency Service Area (CSA) Boundaries	5
9-1.1.4 CSA's for Each Type of School	5
9-1.1.5 Future CSA Changes	6
9-1.1.6 Review of CSA Boundary Changes	6
9-1.1.7 Coordination of School Board Capital Program.....	6
9-1.2. OBJECTIVE: COORDINATION OF EXISTING AND FUTURE SCHOOL FACILITY PLANNING WITH THE FUTURE LAND USE ELEMENT AND DEVELOPMENT APPROVAL PROCESS	6
9-1.2.1 Coordination of Comprehensive Plan Amendments and Facility Planning	6
9-1.2.2 Site Sizes and Co-location	6
9-1.2.3 City Participation in Planning Technical Advisory Committee (PTAC).....	7
9-1.2.4 Determining Impacts	7
9-1.3. OBJECTIVE: CONCURRENCY	7
9-1.3.1 Adoption of School Concurrency Regulations	7
9-1.3.2 Development Review Process	7
9-1.3.3 Exempted Residential Uses	7
9-1.3.4 School Concurrency Methodology	8
9-1.3.5 Proportionate Share Mitigation	8
9-1.3.6 Proportionate Share Mitigation Revenues.....	8
9-1.4. OBJECTIVE: AMENDMENTS TO THE CAPITAL IMPROVEMENTS ELEMENT	8
9-1.4.1 Public School Facilities Projects	9
9-1.4.2 Coordination of the City's Capital Improvements and School Board's Capital Improvement Plan	9
9-1.4.3 Financial Feasibility and Maintenance of LOS Standards	9
9-1.5. OBJECTIVE: COMMUNITY FOCAL POINT	9
9-1.5.1 Co-location and Community Focal Point	9
9-1.5.2 Co-location Agreement	9
9-1.5.3 Allowable school site locations and compatibility standards.....	9
9-1.6. OBJECTIVE: ENSURING PROVISION OF NECESSARY INFRASTRUCTURE	10
9-1.6.1 Maximizing Efficiency of Infrastructure	10
9-1.6.2 Safe Student Access	10
9-1.6.3 Bicycle Access and Pedestrian Connection Countywide.	10
9-1.6.4 Bicycle Access and Pedestrian Connection Citywide	10
9-1.6.5 Coordination to Ensure Necessary off Site Improvements	10
9-1.7. OBJECTIVE: INTERGOVERNMENTAL COORDINATION	10

9-1.7.1 *Interlocal Agreement for Public School Facility Planning and School Concurrency* 11
9-1.7.2 *Provision of Representation*..... 11
9-1.7.3 *Advice of Proposed Changes*..... 11
9-1.7.4 *School Board Representative*..... 11
9-1.7.5 *Emergency Preparedness*..... 11

PUBLIC SCHOOL FACILITIES ELEMENT

9-1 GOAL: TO CONTRIBUTE TO AND MAINTAIN A HIGH QUALITY PUBLIC SCHOOL ENVIRONMENT AND DIVERSE EDUCATION SYSTEM.

9-1.1. OBJECTIVE: **Level of Service Standards**

The City shall coordinate with the Seminole County School Board to correct existing deficiencies and address future needs through implementation of adopted level of service standards and appropriate public school facility service area boundaries.

Policies:

9-1.1.1 **Adoption of Level of Service Standards (LOS)**

The City adopts the following level of service standards by type of school based upon permanent Florida Inventory of School Houses (FISH) capacity established by the School Board.

Table 9.1 – Public School Facilities Level of Service Standards (LOS)

CSA	2008 - 2012	Beginning 2013
Elementary and Middle School CSA	100% of Permanent FISH Capacity	100% of Permanent FISH Capacity
High School CSA	110% of Permanent FISH Capacity	100% of Permanent FISH Capacity

9-1.1.2 **Use of LOS Standards**

The City shall operate its Concurrency Management System (CMS) with the input of the School Board regarding compliance with the LOS that has been established for each type of school in order to ensure that the LOS is maintained.

9-1.1.3 **Use of Concurrency Service Area (CSA) Boundaries**

School concurrency shall be implemented by using Concurrency Service Area Boundaries as adopted by the Seminole County School Board.

9-1.1.4 **CSA’s for Each Type of School**

The CSA boundaries established by the School Board will be based on clustered attendance zones for each school type (elementary, middle and high school) and will be re-evaluated by the School Board as needed.

9-1.1.5 Future CSA Changes

Should the CSA boundaries need to be changed, the CSA's shall be modified to the greatest extent possible to provide maximum utilization of school capacity taking into consideration transportation costs and other relevant factors, in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008.

9-1.1.6 Review of CSA Boundary Changes

The City shall review proposed changes to CSA boundaries in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008, entered into with the School Board of Seminole County and the City.

9-1.1.7 Coordination of School Board Capital Program

The annual update of the School Board's Five-Year Capital Improvements Plan will include the review of the CSA boundaries and, if necessary, updates to the concurrency service area map.

9-1.2. OBJECTIVE: Coordination of Existing and Future School Facility Planning with the Future Land Use Element and Development Approval Process

The City shall coordinate future siting of schools and capacity needs with development permitting and changes to the Future Land Use Map (FLUM).

Policies:

9-1.2.1 Coordination of Comprehensive Plan Amendments and Facility Planning

The City will coordinate the timing and approval of comprehensive plan future land use map amendments with the availability of public school facility capacity.

9-1.2.2 Site Sizes and Co-location

The City shall follow the site selection process in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008, for public school facility planning. In addition, the City will work with the School Board staff to identify sites for future educational facilities that meet the minimum standards of the School Board where possible and where consistent with the provisions of the City's comprehensive plan. When the size of available sites does not meet the minimum School Board standards, the City will support the School Board in efforts to use standards more appropriate to a built urban environment. To the extent feasible, as a solution to the problem of lack of sufficiently sized sites, the City shall work with the School Board to achieve co-location of schools with public facilities such as libraries, parks and other public facilities.

9-1.2.3 City Participation in Planning Technical Advisory Committee (PTAC)

The City shall be represented at the Planning Technical Advisory Committee (PTAC) meetings, in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008, for purposes of discussing issues and formulating recommendations regarding coordination of land use and school facilities planning, including such issues as population and student projections, development trends, school needs, co-location and joint use opportunities, ancillary infrastructure improvements needed to support the schools, School Board Five-Year Capital Improvement Plan and the Public School Concurrency Program.

9-1.2.4 Determining Impacts

To determine the capacity impacts of new residential development, the School Board will apply student generation multipliers consistent with those prescribed in the most recently adopted Seminole County School Board and the Department of Education (DOE) student enrollment projections. The School Board will present the City with a School Capacity Availability Letter Determination (SCALD), in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008, indicating that adequate school facilities exist.

9-1.3. OBJECTIVE: Concurrency

The City shall require that public school facility capacity is available concurrent with the impacts of new residential development, as required by Section 163.3180(13)(e), Florida Statutes (F.S.).

Policies:

9-1.3.1 Adoption of School Concurrency Regulations

The City shall adopt school concurrency provisions into its Land Development Code, in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008.

9-1.3.2 Development Review Process

No site plan, final subdivision, or functional equivalent for new residential development may be approved until a School Capacity Availability Letter Determination (SCALD) has been issued by the School Board indicating that adequate school facilities exist, unless the development is exempt from concurrency.

9-1.3.3 Exempted Residential Uses

In accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008, the following residential uses shall be exempt from the requirements of school concurrency:

- A. All residential lots of record at the time the School Concurrency implementing ordinance becomes effective.
- B. Any new residential development that has a site plan approval, final subdivision or the functional equivalent for a site specific development approval prior to the commencement date of the School Concurrency Program.
- C. Any amendment to any previously approved residential development, which does not increase the number of dwelling units or change the type of dwelling units (single-family, multi-family, etc.).
- D. Any age restricted community with no permanent residents under the age of eighteen (18). An age restricted community shall be subject to a restrictive covenant on all residential units limiting the age of permanent residents to eighteen (18) years and older.

9-1.3.4 School Concurrency Methodology

If the projected student growth from a residential development causes the adopted LOS to be exceeded in the CSA, an adjacent CSA which is contiguous with and touches the boundary of, the CSA within which the proposed development is located shall be evaluated for available capacity, in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008.

9-1.3.5 Proportionate Share Mitigation

In the event there is not available capacity to support a development, the School Board may entertain proportionate share mitigation options and, if accepted, shall enter into an enforceable and binding agreement with the developer to mitigate the impact from the development through the creation of additional school capacity. The methodology used to determine a developer's proportionate share mitigation shall be in accordance with Section 12.5 of the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008.

9-1.3.6 Proportionate Share Mitigation Revenues

Any revenues received for proportionate share school mitigation are to be spent on capital improvement projects to expand capacity for school facilities to enable them to accommodate students.

9-1.4. OBJECTIVE: Amendments to the Capital Improvements Element
The City shall amend its Capital Improvements Element to ensure the inclusion in the Five-Year Schedule of Capital Improvements of those projects necessary to address existing deficiencies, and to meet future needs based upon achieving and maintaining the adopted LOS standards for each year of the five-year planning period.

Policies:**9-1.4.1 Public School Facilities Projects**

Each annual amendment to the Five-Year Schedule of Capital Improvements will include adding a new financially feasible year to the adopted schedule and updating the list of financially feasible Public School Facilities projects listed in the schedule.

9-1.4.2 Coordination of the City's Capital Improvements and School Board's Capital Improvement Plan

The City shall coordinate the update of the Five-Year Schedule of Capital Improvements with the School Board's Five-Year Capital Improvement Plan.

9-1.4.3 Financial Feasibility and Maintenance of LOS Standards

The City shall ensure that the annual update of the Public School Facilities project in the Five-Year Schedule of Capital Improvement be financially feasible and that the LOS standards continue to be achieved and maintained.

9-1.5. OBJECTIVE: Community Focal Point

The City shall encourage the siting and design of school facilities to serve as focal points for the community and to ensure compatibility with adjacent land uses.

Policies:**9-1.5.1 Co-location and Community Focal Point**

The City shall encourage, to the extent feasible, the co-location of new school sites with parks, recreation facilities, community centers, auditoriums, learning centers, museums, performing arts centers, stadiums, libraries and other community facilities to provide access of these facilities to students.

9-1.5.2 Co-location Agreement

The City may enter into an agreement with the School Board for each instance of co-location and shared use to address operating and maintenance costs, scheduling, parking, supervision and other liability issues.

9-1.5.3 Allowable school site locations and compatibility standards

School site compatibility with adjacent land uses will be ensured through the following measures:

- A. New school sites shall not be adjacent to any noxious industrial uses or other property from which noise, vibration, odors, dust, toxic materials, traffic conditions or other disturbances that would have a negative impact.
- B. New schools shall be developed in accordance with local land development requirements.

- C. Schools shall be located in close proximity to existing or anticipated concentrations of residential development with the exception for high schools and specialized schools which are suitable for other locations due to their characteristics.
- D. Public utilities, as well as police and fire protection, shall be available concurrently with the construction of new school sites.
- E. New school sites shall have suitable ingress and egress for pedestrians, bicycles, cars, buses, service vehicles, and emergency vehicles. (High Schools should be located with frontage or direct access to collector or arterial roads.)

9-1.6. OBJECTIVE: Ensuring Provision of Necessary Infrastructure
The city will coordinate with the school board to ensure the provision of public facilities to support the necessary functions of public school facilities.

Policies:

9-1.6.1 Maximizing Efficiency of Infrastructure
The City will maximize efficiency by taking advantage of existing and planned roads, water, sewer, parks and master drainage systems when planning for new school sites.

9-1.6.2 Safe Student Access
The City will encourage safe student access by coordinating the construction of new and expanded neighborhoods with safe road, sidewalk, and trail connections to schools.

9-1.6.3 Bicycle Access and Pedestrian Connection Countywide
The City will coordinate bicycle access to public schools consistent with the Seminole County county-wide bicycle plan.

9-1.6.4 Bicycle Access and Pedestrian Connection Citywide
The City will coordinate bicycle and pedestrian access in accordance with the City's Parks & Pedestrian System Centennial Plan.

9-1.6.5 Coordination to Ensure Necessary off Site Improvements
New developments adjacent to existing or planned public schools shall be required to provide right-of-way for pedestrian connections to the schools from the neighborhoods sidewalk network.

9-1.7. OBJECTIVE: Intergovernmental Coordination
The City shall coordinate with the School Board, the County, and applicable municipalities an annual review of the element in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended

January 2008, and as required by Section 163.3177(12)(g)(8), Florida Statutes (F.S.) and provide information to the School Board for emergency preparedness issues.

Policies:

9-1.7.1 Interlocal Agreement for Public School Facility Planning and School Concurrency

The City will implement the procedures and policies provided in the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008.

9-1.7.2 Provision of Representation

The City will assign representatives to take part in committees or meetings directed at establishing concurrency between the City, the School Board, the County and adjacent governments in accordance with the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008.

9-1.7.3 Advice of Proposed Changes

The City shall coordinate with the School Board the annual review of school enrollment projections and consequently implement the procedures for the annual update process as contained in the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, as amended January 2008.

9-1.7.4 School Board Representative

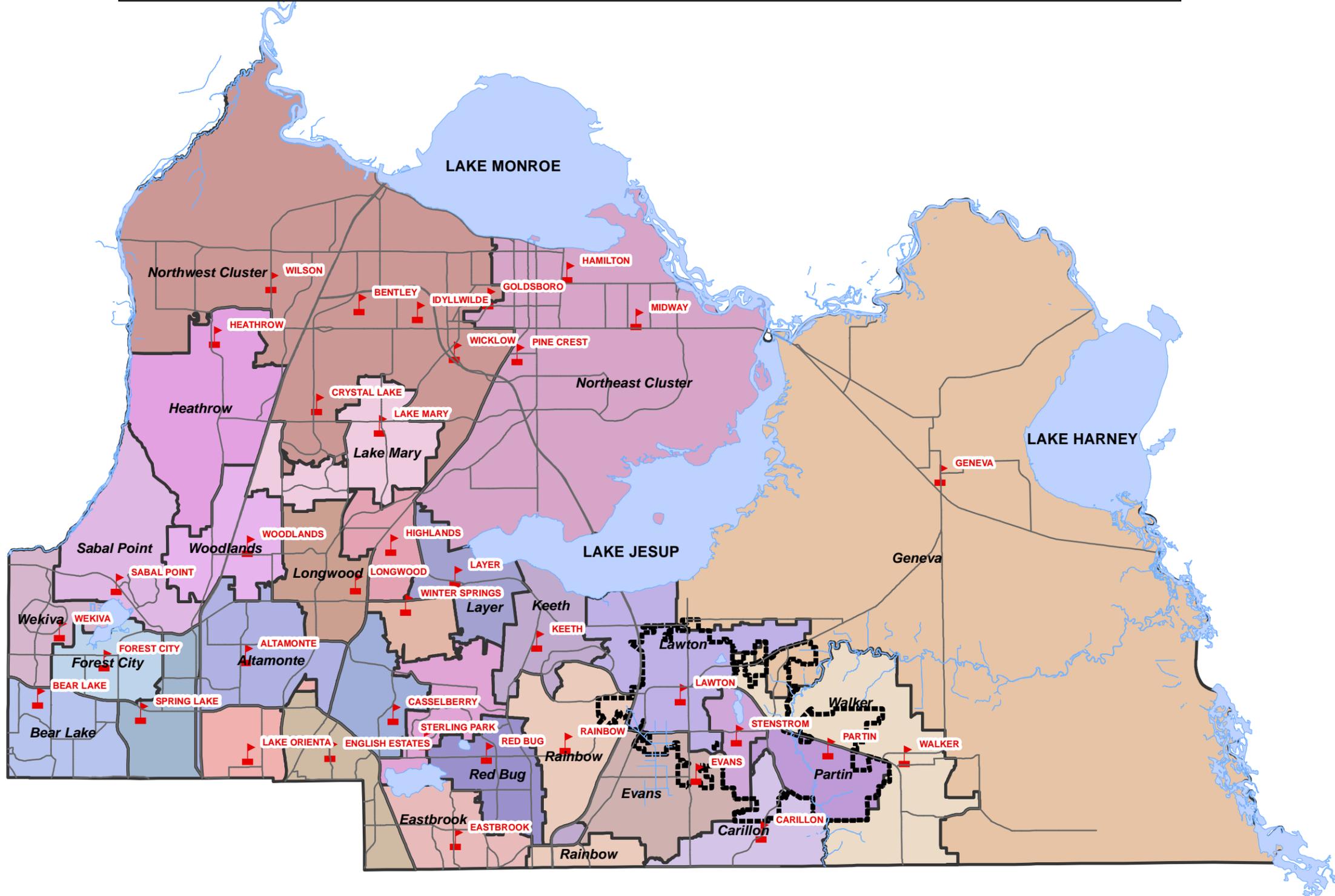
A non-voting member designated and approved by the School Board, shall serve on the City's Planning, Zoning and Appeals Board (PZA) to provide comments.

9-1.7.5 Emergency Preparedness

The City, through its Emergency Management Division, shall continue to provide information needed by the School Board, County and Cities for emergency preparedness purposes.

[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC ELEMENTARY SCHOOLS AND DISTRICTS - SEMINOLE COUNTY**



Legend

- Main Roads
- School Locations
- Seminole County Boundary
- Oviedo City Boundary

Elementary School Districts

- Altamonte
- Bear Lake
- Carillon
- Casselberry
- Eastbrook
- English Estates
- Evans
- Forest City
- Geneva
- Heathrow
- Highlands
- Keeth
- Lake Mary
- Lake Orienta
- Lawton
- Layer
- Longwood
- Northeast Cluster
- Northwest Cluster
- Partin
- Rainbow
- Red Bug
- Sabal Point
- Spring Lake
- Stenstrom
- Sterling Park
- Walker
- Wekiva
- Winter Springs
- Woodlands

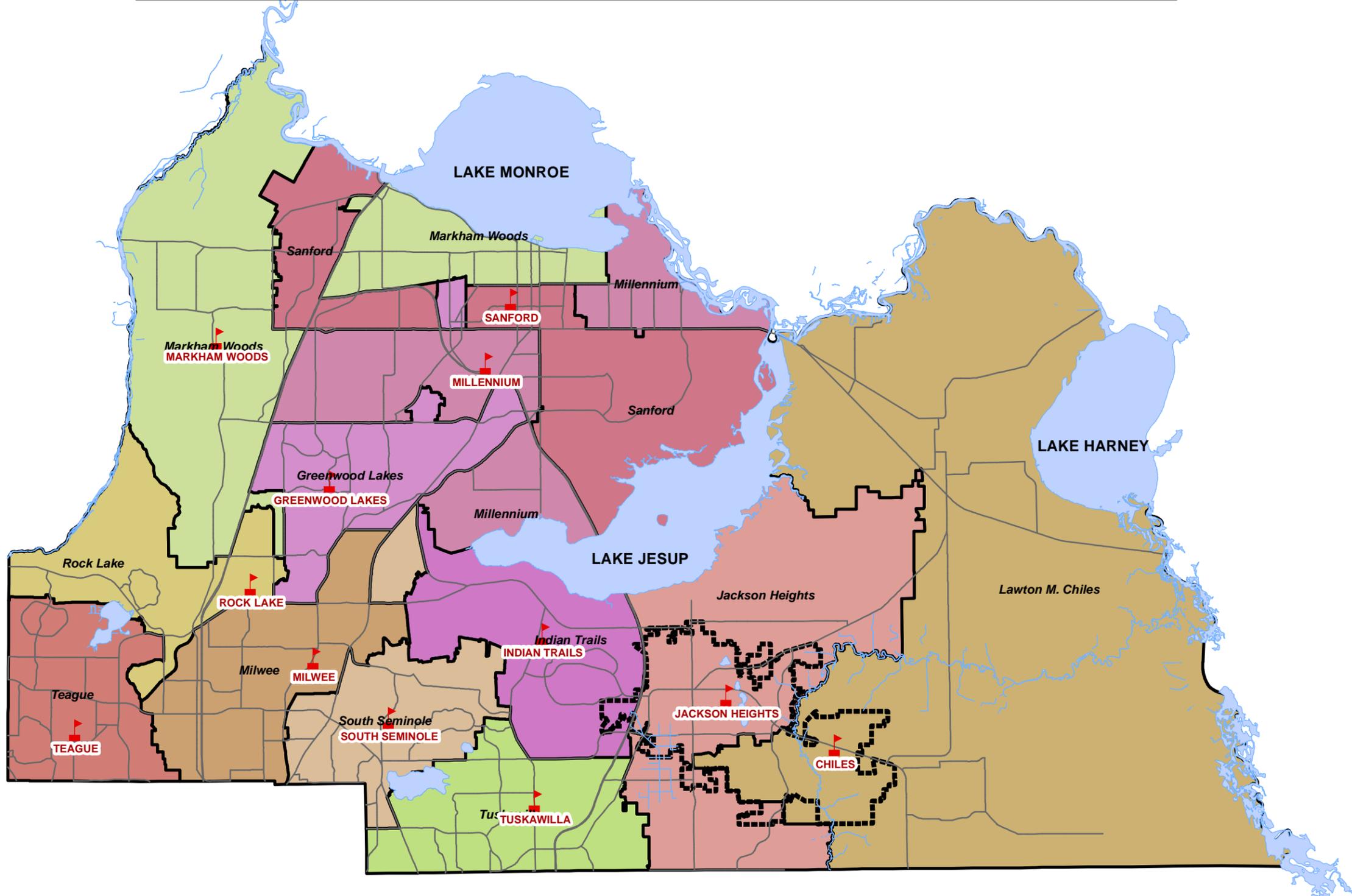
MAP 9-1

0 1.5 3 6 Miles

9-13

[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC MIDDLE SCHOOLS AND DISTRICTS - SEMINOLE COUNTY**



Legend

- School Locations
- Main Roads
- Seminole County Boundary
- Oviedo City Boundary

Middle School Districts

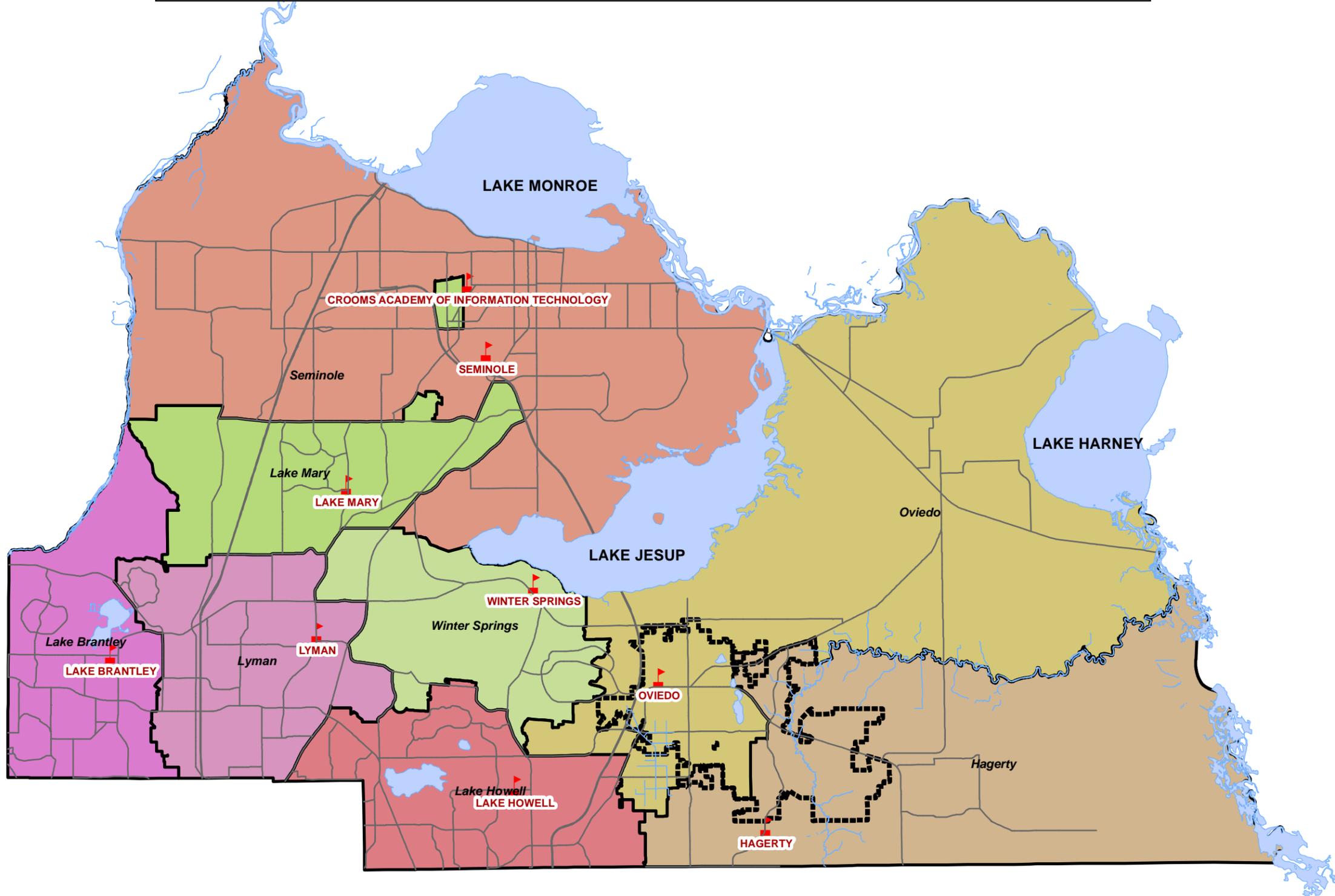
- Greenwood Lakes
- Indian Trails
- Jackson Heights
- Lawton M. Chiles
- Markham Woods
- Millennium
- Milwee
- Rock Lake
- Sanford
- South Seminole
- Teague
- Tuskawilla

MAP 9-2



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC HIGH SCHOOLS AND DISTRICTS - SEMINOLE COUNTY**



Legend

- Main Roads
- 🚩 School Locations
- ▭ Seminole County Boundary
- ▭ Oviedo City Boundary

HighSchool Districts

- ▭ Hagerty
- ▭ Lake Brantley
- ▭ Lake Howell
- ▭ Lake Mary
- ▭ Lyman
- ▭ Oviedo
- ▭ Seminole
- ▭ Winter Springs

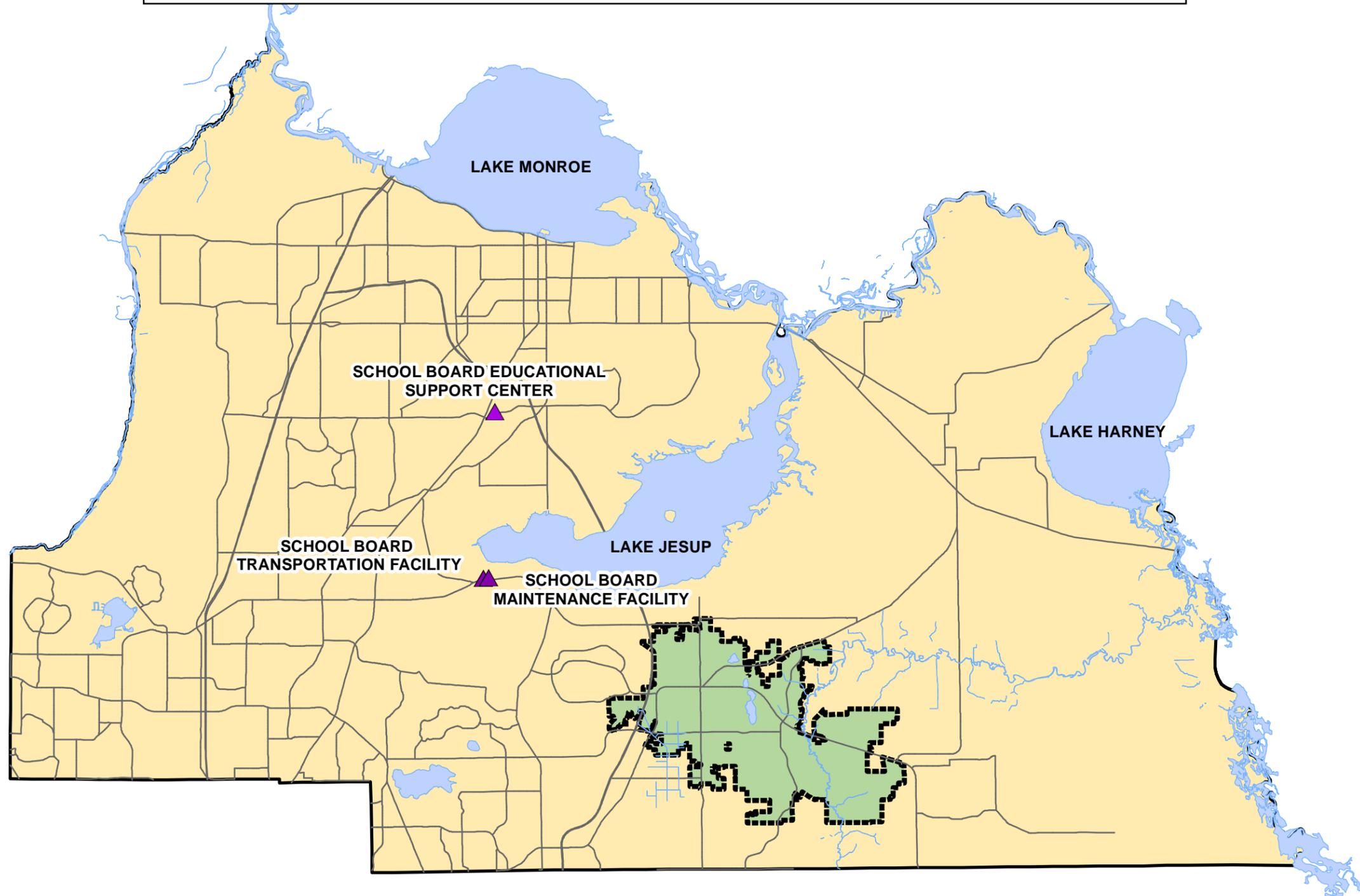
MAP 9-3



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES**

SEMINOLE COUNTY SCHOOLS ANCILLARY PLANT FACILITIES



Legend

- Main Roads
- ▬ Oviedo City Boundary
- ▭ Seminole County Boundary
- ▲ School Ancillary Plant Facilities

MAP 9-4



[THIS PAGE INTENTIONALLY LEFT BLANK]

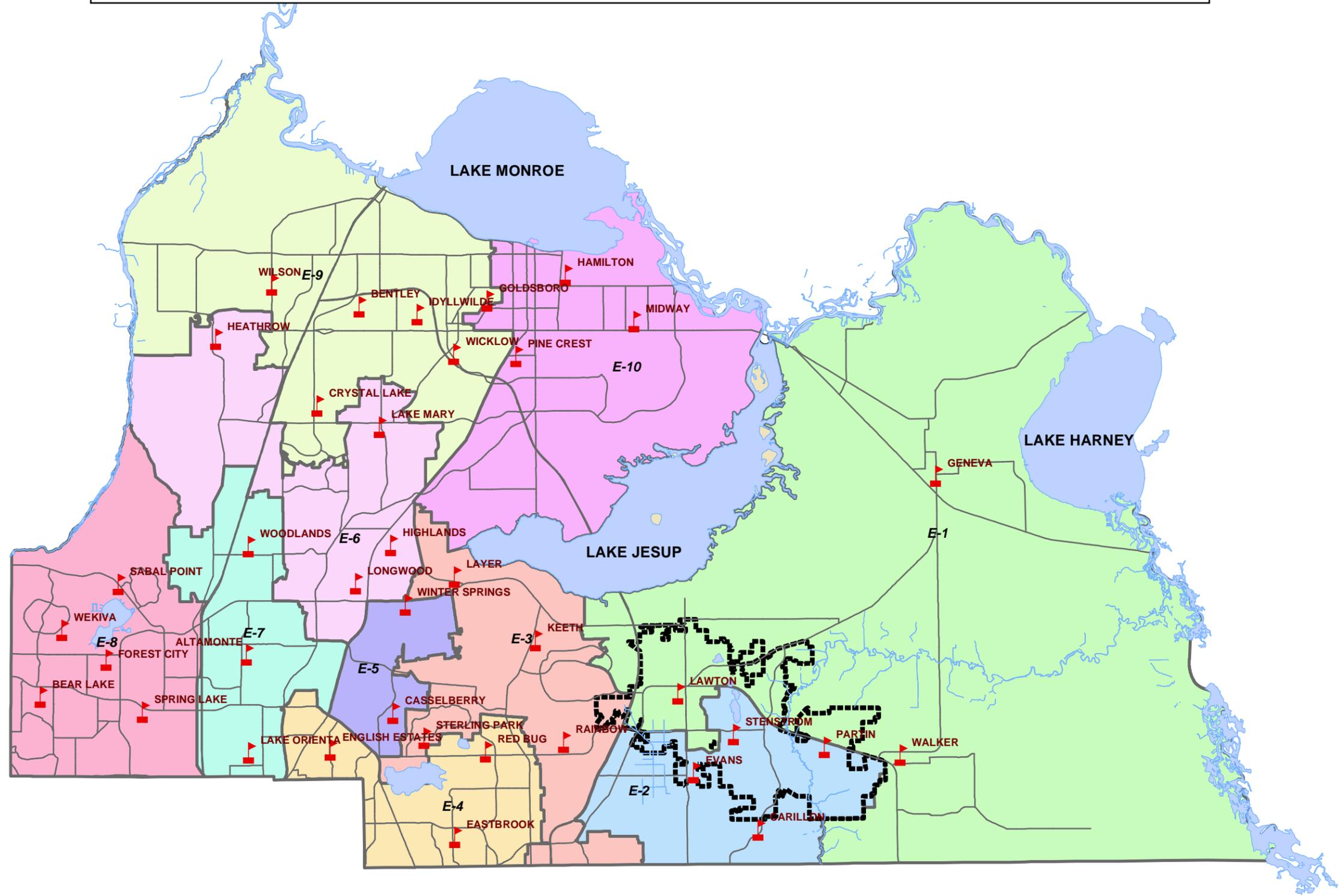
**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC ELEMENTARY SCHOOL CONCURRENCY SERVICE AREAS - SEMINOLE COUNTY**

Legend

-  School Locations
-  Main Roads
-  Seminole County Boundary
-  Oviedo City Boundary

Elementary School CSAs

-  E-1
-  E-10
-  E-2
-  E-3
-  E-4
-  E-5
-  E-6
-  E-7
-  E-8
-  E-9

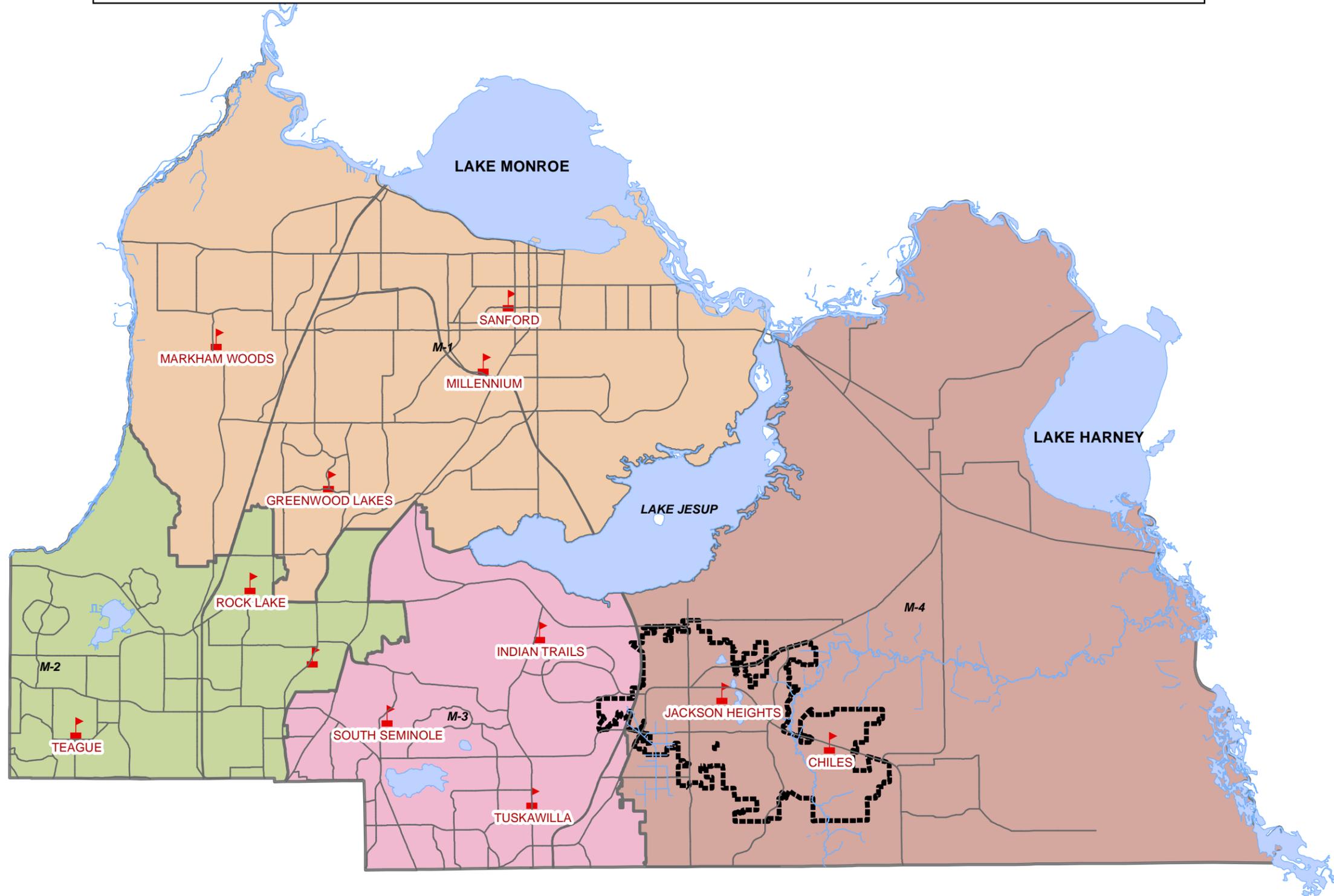


MAP 9-5



[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC MIDDLE SCHOOL CONCURRENCY SERVICE AREAS - SEMINOLE COUNTY**



Legend

- Main Roads
- 🚩 School Locations
- ▭ Seminole County Boundary
- ⬛⬛⬛⬛⬛ Oviedo City Boundary

Middle School CSAs

CSA Number

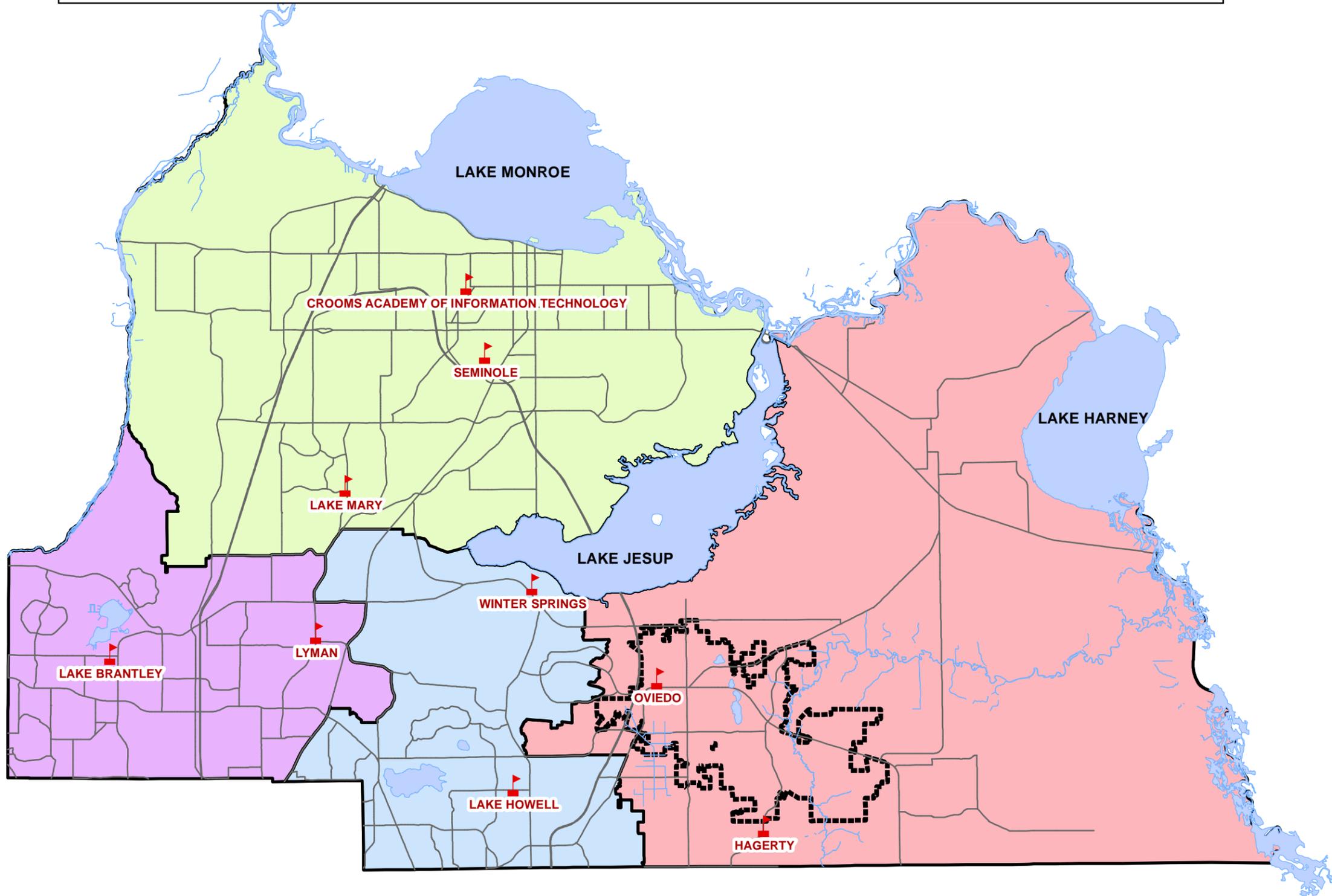
- 🟠 M-1
- 🟢 M-2
- 🟡 M-3
- 🟤 M-4

MAP 9-6

0 1.5 3 6 Miles

[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC HIGH SCHOOL CONCURRENCY SERVICE AREAS - SEMINOLE COUNTY**



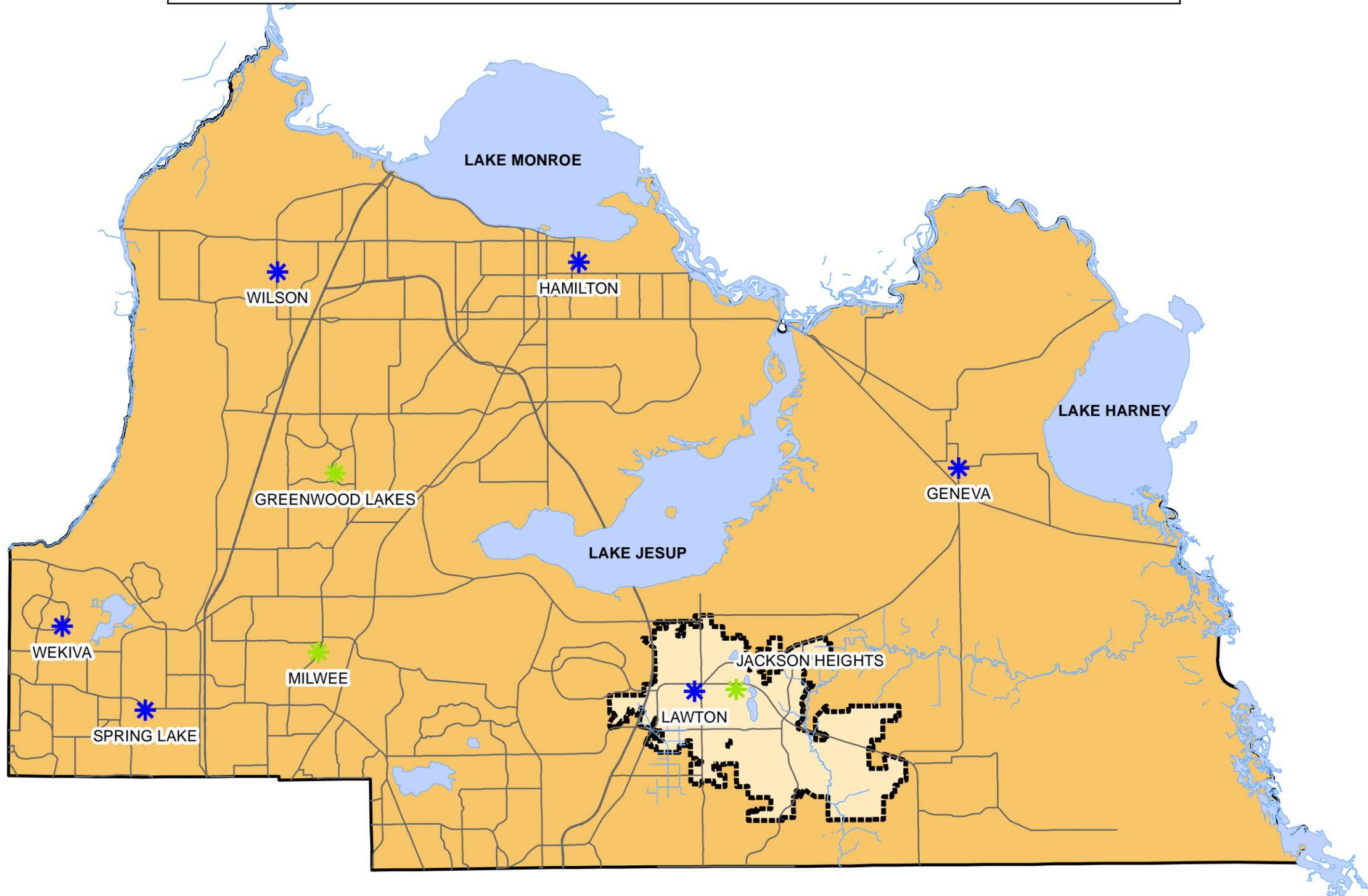
- Legend**
-  Oviedo City Boundary
 -  Main Roads
 -  Seminole County Boundary
 -  School Locations
 -  H-1
 -  H-2
 -  H-3
 -  H-4

MAP 9-7



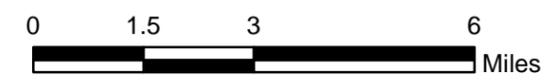
[THIS PAGE INTENTIONALLY LEFT BLANK]

**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
SEMINOLE COUNTY SCHOOLS
FIVE-YEAR CAPITAL IMPROVEMENT PLAN 2009 - 2010**



- Legend**
- 5 Year Capital Improvement Plan**
 - ✱ ELEMENTARY SCHOOL
 - ✱ MIDDLE SCHOOL
 - Main Roads
 - Oviedo City Boundary
 - Seminole County Boundary

MAP 9-8



[THIS PAGE INTENTIONALLY LEFT BLANK]

Comprehensive Plan Acronym Glossary

ADA	–	Americans with Disabilities Act
ADF	–	Average Daily Flow
BEBR	–	Bureau of Economic and Business Research
BMP	–	Best Management Practices
C	–	Conservation
CDBG	–	Community Development Block Grants
CFR	–	Code of Federal Regulations
CIE	–	Capital Improvements Element
CIP	–	Capital Improvements Plan
CM	–	Commercial
CMS	–	Concurrency Management System
CRA	–	Community Redevelopment Area
CSA	–	Concurrency Service Area
CUP	–	Consumptive Use Permit
DEP	–	Department of Environmental Protection
DMU	–	Downtown Mixed Use
DOE	–	Department of Education
DU/acre	–	Dwelling Units per acre
DWSP	–	District Water Supply Plan

EAR	–	Evaluation and Appraisal Report
ECFRPC	–	East Central Florida Regional Planning Council
EPA	–	Environmental Protection Agency
ERC	–	Equivalent Residential Connection
ESA	–	Environmental Site Assessment
ESM	–	Engineering Standards Manual
FAC	–	Florida Administrative Code
FAR	–	Floor Area Ratio
FDA	–	Florida Department of Agriculture
FDEP	–	Florida Department of Environmental Protection
FDOT	–	Florida Department of Transportation
FEMA	–	Federal Emergency Management Agency
FIRM	–	Flood Insurance Rate Maps
FISH	–	Florida Inventory of School Houses
FLU	–	Future Land Use
FLUM	–	Future Land Use Map
FS	–	Florida Statutes
GHG	–	Greenhouse Gas
GIS	–	Geographic Information System
GPCD	–	Gallons per Capita per Day
GPM	–	Gallons per Month
HABS	–	Historic American Buildings Survey
HB	–	House Bill
HAER	–	Historic American Engineering Record
HALS	–	Historic American Landscape Survey

HDR	–	High Density Residential
IN	–	Industrial
ITE	–	Institute of Traffic Engineering
JPA	–	Joint Planning Agreement
LDC	–	Land Development Code
LDR	–	Low Density Residential
LDR-T	–	Low Density Residential Transitional
LEED	–	Leadership in Energy and Environmental Design
LOS	–	Level of Service
LYNX	–	Central Florida Regional Transportation Authority
MDR	–	Medium Density Residential
MGD	–	Millions of Gallons per Day
MPO	–	Metropolitan Planning Organization
MU	–	Mixed Use
NPDES	–	National Pollutant Discharge Elimination Systems
OFF	–	Office
P	–	Public
PACE-EH	–	Protocol for Assessing Community Excellence in Environmental Health
PCD	–	Per Capita per Day
PSI	–	Pounds per Square Inch
PTAC	–	Planning Technical Advisory Committee
PUD	–	Planned Unit Development
PZA	–	Planning, Zoning and Appeals Board
Q/LOS	–	Quality and Levels of Service
RL	–	Rural

ROW	–	Right-of-Way
SB	–	Senate Bill
SCALD	–	School Capacity Availability Letter Determination
SIS	–	Strategic Intermodal System
SJRWMD	–	St. Johns River Water Management District
SSC	–	Seminole State College
TCEA	–	Transportation Concurrency Exception Area
TDM	–	Transportation Demand Management
TE	–	Transportation Element
TIF	–	Tax-Increment Financing
TIP	–	Transportation Improvement Plan
TMP	–	Transportation Master Plan
TOPP	–	The Oviedo Preservation Project
TRIP	–	Transportation Regional Incentive Program
TSM	–	Transportation System Management
UCF	–	University of Central Florida
USACOE	–	United States Army Corp of Engineers
VMT	–	Vehicle Miles Traveled

Appendix D

Socioeconomic Data Report



SR 434 Area of Interest

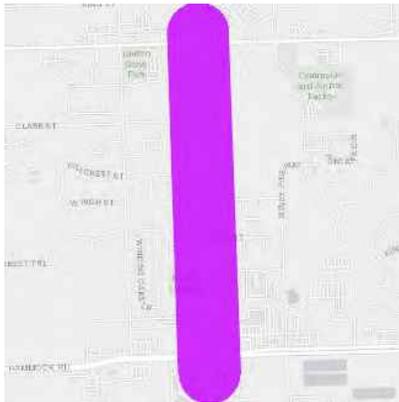
Description: From Mitchell Hammock to SR 426/CR 419

Project Type: Other Area of Interest (OAOI)

Expiration: This AOI will be available in the EST until 06/30/2024

Last updated: Kathaleen Linger @ FDOT District 5 on Tue Jan 09 10:01:05 EST 2024

SR 434 - Feature 1



Analysis Type	Date Run	Features within AOI	
		Count	
Social			
2000 Census Block Data	01/09/2024	31	i
2000 Census Data Block Groups - Housing	01/09/2024	5	i
2000 Census Data Block Groups - Income	01/09/2024	5	i
2000 Census Data Block Groups - Language	01/09/2024	5	i
2000 Census Data Block Groups - Percentages	01/09/2024	5	i
2000 Census Data Block Groups - Population Densities	01/09/2024	5	i
2000 Census Data Block Groups - Population Totals	01/09/2024	5	i
	01/09/2024	5	

Analysis Type		Date Run	Count
2000 Census Data Block Groups - Transportation			
2000 US Census Block Data - Minority Population greater than 40%		01/09/2024	5
2010 Amtrak Intercity Railroad Terminals		01/09/2024	0
2010 Census County Demographics		01/09/2024	1
2010 Census Data Block Groups - Housing		01/09/2024	6
2010 Census Data Block Groups - Income		01/09/2024	6
2010 Census Data Block Groups - Language		01/09/2024	6
2010 Census Data Block Groups - Percentages		01/09/2024	6
2010 Census Data Block Groups - Population Densities		01/09/2024	6
2010 Census Data Block Groups - Population Totals		01/09/2024	6
2010 Census Data Block Groups - Race and Ethnicity		01/09/2024	6
2010 Census Data Block Groups - Transportation		01/09/2024	6
2010 Census Designated Places		01/09/2024	1
2010 US Census Block Data		01/09/2024	28
2010 US Census Block Data - Minority Population greater than 40%		01/09/2024	4
2020 Census Data Block Groups - Housing		01/09/2024	7
2020 Census Data Block Groups - Percentages		01/09/2024	7
2020 Census Data Block Groups - Population Densities		01/09/2024	7
2020 Census Data Block Groups - Population Totals		01/09/2024	7
2020 Census Data Block Groups - Race and Ethnicity		01/09/2024	7
2020 US Census Block Data		01/09/2024	32

Analysis Type		Date Run	Count
2020 US Census Block Data - Minority Population greater than 40%		01/09/2024	16
2021 American Community Survey Block Group Data - Geographic Mobility		01/09/2024	7
2021 American Community Survey Block Group Data - Household Language		01/09/2024	7
2021 American Community Survey Block Group Data - Housing		01/09/2024	7
2021 American Community Survey Block Group Data - Income		01/09/2024	7
2021 American Community Survey Block Group Data - Internet Access		01/09/2024	7
2021 American Community Survey Block Group Data - Language		01/09/2024	7
2021 American Community Survey Block Group Data - Percentages		01/09/2024	7
2021 American Community Survey Block Group Data - Population Densities		01/09/2024	7
2021 American Community Survey Block Group Data - Population Totals		01/09/2024	7
2021 American Community Survey Block Group Data - Race and Ethnicity		01/09/2024	7
2021 American Community Survey Block Group Data - Transportation		01/09/2024	7
2022 American Community Survey Block Group Data - Geographic Mobility		01/09/2024	7
2022 American Community Survey Block Group Data - Household Language		01/09/2024	7
2022 American Community Survey Block Group Data - Housing		01/09/2024	7
2022 American Community Survey Block Group Data - Income		01/09/2024	7
2022 American Community Survey Block Group Data - Internet Access		01/09/2024	7
2022 American Community Survey Block Group Data - Language		01/09/2024	7
2022 American Community Survey Block Group Data - Percentages		01/09/2024	7
2022 American Community Survey Block Group Data - Population Densities		01/09/2024	7
2022 American Community Survey Block Group Data - Population Totals		01/09/2024	7

Analysis Type		Date Run	Count
2022 American Community Survey Block Group Data - Race and Ethnicity		01/09/2024	7
2022 American Community Survey Block Group Data - Transportation		01/09/2024	7
Airport Runways (Polygons)		01/09/2024	0
Airports		01/09/2024	0
American Indian Lands and Native Entities In Florida		01/09/2024	0
Aviation Transportation Facilities		01/09/2024	0
BAR Florida Site File Archaeological or Historic Sites		01/09/2024	0
BAR Florida Site File Cemeteries		01/09/2024	0
BAR Florida Site File Field Survey Project Boundaries		01/09/2024	13
BAR Florida Site File Historic Bridges		01/09/2024	0
BAR Florida Site File Historic Standing Structures		01/09/2024	80
BAR Florida Site File Resource Groups		01/09/2024	3
BAR National Register of Historic Places		01/09/2024	1
Boat Ramps		01/09/2024	0
Brownfield Location Boundaries		01/09/2024	1
Cemeteries (Points)		01/09/2024	0
Cemeteries (Polygons)		01/09/2024	0
Civic Centers (Points)		01/09/2024	0
Community Centers (Points)		01/09/2024	0
Community and Fraternal Center Boundaries		01/09/2024	0
Correctional Facilities		01/09/2024	0

Analysis Type		Date Run	Count
County Demographics - 2000 Census		01/09/2024	1
Cultural Centers (Polygons)		01/09/2024	0
Cultural Centers (Points)		01/09/2024	0
Developments of Regional Impact (DRI)		01/09/2024	1
Existing Recreational Trails		01/09/2024	3
FDEP Institutional Controls Registry Sites		01/09/2024	0
FDOT 5 Year Crash Rates (2014-2018)		01/09/2024	4
FDOT District 5 - Conservation Lands		01/09/2024	0
FDOT Fatal Crashes on SHS Roadways (2005 - 2007)		01/09/2024	1
FDOT Fatal Crashes on SHS Roadways (2008 - 2009)		01/09/2024	0
FDOT Fatal Crashes on SHS Roadways (2010)		01/09/2024	0
FDOT Fatal Crashes on SHS Roadways (2011)		01/09/2024	0
FDOT Fatal Crashes on SHS Roadways (2012)		01/09/2024	0
FDOT Fatal Crashes on SHS Roadways (2013)		01/09/2024	0
FDOT Fatal Crashes on SHS Roadways (2014)		01/09/2024	0
FDOT Nonfatal Crashes on SHS Roadways (2005 - 2007)		01/09/2024	72
FDOT Nonfatal Crashes on SHS Roadways (2008 - 2009)		01/09/2024	46
FDOT Nonfatal Crashes on SHS Roadways (2010)		01/09/2024	15
FDOT Nonfatal Crashes on SHS Roadways (2011)		01/09/2024	19
FDOT Nonfatal Crashes on SHS Roadways (2012)		01/09/2024	21
FDOT Nonfatal Crashes on SHS Roadways (2013)		01/09/2024	21

Analysis Type		Date Run	Count
FDOT Nonfatal Crashes on SHS Roadways (2014)		01/09/2024	31
FDOT RCI Bridges		01/09/2024	0
FNAI Public Lands in Florida		01/09/2024	1
Facility Crossings		01/09/2024	0
Fire Stations (Points)		01/09/2024	1
Front Porch Communities		01/09/2024	0
GEOPLAN School Facilities (Private)		01/09/2024	2
Generalized Land Use		01/09/2024	89
GeoPlan Future Land Use 2020 - Level 2		01/09/2024	39
Geocoded Assisted Housing		01/09/2024	0
Geocoded Government Buildings		01/09/2024	1
Geocoded Health Care Facilities		01/09/2024	2
Geocoded Laser Facilities		01/09/2024	0
Geocoded Social Service Facilities		01/09/2024	0
Geocoded Veteran Facilities		01/09/2024	0
Groundwater Monitoring Wells		01/09/2024	0
Group Care Facilities		01/09/2024	2
HUD Empowerment Zones / Enterprise Communities		01/09/2024	0
Homeowner and Condominium Associations		01/09/2024	0
Hospitals		01/09/2024	0
Law Enforcement Facilities		01/09/2024	0

Analysis Type		Date Run	Count
Local Florida Parks and Recreational Facility Boundaries		01/09/2024	1
Marinas		01/09/2024	0
Migrant Labor Camps		01/09/2024	0
Mobile Home and RV Parks		01/09/2024	0
National Bridge Inventory		01/09/2024	0
OGT: Hiking Trails Priorities (2018-2022)		01/09/2024	4
OGT: Multi-Use Trails Opportunities		01/09/2024	4
OGT: Paddling Trails Opportunities		01/09/2024	0
OGT: Paddling Trails Priorities (2018-2022)		01/09/2024	0
Parks and Recreational Facilities (Points)		01/09/2024	1
Planned Unit Development		01/09/2024	0
Railroads in the State of Florida		01/09/2024	0
Religious Centers (Points)		01/09/2024	1
Religious Centers (Polygons)		01/09/2024	2
Schools (Points)		01/09/2024	0
Shared-Use Nonmotorized (SUN) Trail Network in Florida		01/09/2024	2
Signal 4 Fatal Crashes (2017)		01/09/2024	0
Signal 4 Fatal Crashes (2018-2020)		01/09/2024	0
Signal 4 Fatal Crashes (2021)		01/09/2024	0
Signal 4 Non-Fatal Crashes (2017)		01/09/2024	81
Signal 4 Non-Fatal Crashes (2018-2020)		01/09/2024	301

Analysis Type		Date Run	Count
Signal 4 Non-Fatal Crashes (2021)		01/09/2024	142
Solid Waste Facilities		01/09/2024	0
US EPA Assessment Cleanup and Redevelopment Exchange System (ACRES)		01/09/2024	0
USCB 2020 Census Urban Areas		01/09/2024	1
USFS Florida National Scenic Trail		01/09/2024	0
USGS Geographic Names Information System		01/09/2024	6
WMD FL Land Use and Land Cover (FLUCCS Level 3)		01/09/2024	18
WMD Residential Areas (FLUCCS Level 3)		01/09/2024	4
Wastewater Facilities		01/09/2024	0

2000 Census Block Data

2000 US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area.

Metadata: <https://etdmpub.fl-a-etat.org/meta/cenblk.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Census Block number	# Native American	# Asian	Average Household Size	# Black	Females	Native Hawaiian and Other Pacific Islander Alone	# Hispanic	# Households	Males	Median Age Both Sexes	# Other Race	2000 Population	# White
121170213052080	0	0	2.5	0	7	0	0	6	8	57.5	0	15	15
121170213052083	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
121170213052084	1	0	2.38	4	38	0	10	34	43	33.3	1	81	67
121170213053000	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
121170213053001	0	0	2.0	0	2	0	1	2	2	36.0	0	4	4
121170213053013	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
121170213053014	0	0	1.0	1	1	0	0	1	0	75.5	0	1	0
121170213053015	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
121170213053016	0	2	2.0	0	1	0	0	1	1	24.0	0	2	0
121170213053017	0	0	5.0	0	3	0	0	1	2	7.5	0	5	5
121170213053018	0	0	2.5	0	2	0	0	2	3	21.5	0	5	5
121170213053020	2	0	2.6	0	15	0	1	10	11	36.5	0	26	24
1211702130	0	0	2.64	0	16	0	2	11	13	38.3	0	29	29

Census Block number	# Native American	# Asian	Average Household Size	# Black	Females	Native Hawaiian and Other Pacific Islander Alone	# Hispanic	# Households	Males	Median Age Both Sexes	# Other Race	2000 Population	# White
53021													
1211702130 53022	0	0	2.75	44	111	0	19	76	98	26.8	2	209	148
1211702130 53033	0	0	1.0	1	1	0	0	1	0	65.5	0	1	0
1211702130 53035	6	0	3.17	12	56	0	76	42	77	25.9	6	133	108
1211702130 91047	0	1	2.0	0	25	0	0	3	18	80.6	0	43	41
1211702131 11046	0	0	4.25	0	8	0	2	4	9	32.5	2	17	15
1211702131 11047	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
1211702131 11049	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
1211702131 11050	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
1211702131 21009	0	0	2.26	14	35	0	4	31	35	36.0	0	70	56
1211702131 21012	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
1211702131 21013	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
1211702131 21014	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
1211702131 21015	0	0	2.11	7	25	0	5	27	32	37.5	0	57	48
1211702131 21016	0	0	3.4	0	7	0	0	5	10	30.5	0	17	17
1211702131 21019	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0
1211702131 21020	0	0	0.0	0	0	0	0	0	0	0.0	0	0	0

Census Block number	# Native American	# Asian	Average Household Size	# Black	Females	Native Hawaiian and Other Pacific Islander Alone	# Hispanic	# Households	Males	Median Age Both Sexes	# Other Race	2000 Population	# White
121170213121021	0	0	2.75	5	16	0	3	12	17	22.8	0	33	28
121170213121022	0	0	1.5	6	4	0	0	4	2	72.0	0	6	0
Totals:	9	3	N/A	94	373	0	123	273	381	N/A	11	754	610

Summary: 150.39 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Housing

Metadata: https://etdmpub.fl.a-etat.org/meta/cenblkgrp_2000.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
121170213052	1975	1905	70	5548
121170213053	926	877	49	2200
121170213091	2375	2264	111	6810
121170213111	904	871	33	2497
121170213121	1101	972	129	3041
Totals:	7,281	6,889	392	20,096

Summary: 150.39 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Income

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2000.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Median Family Income in 1999	% Over 25 With Bachelor Degree	Number of Households Below Poverty Level	Number of Households on Public Assistance	Percentage - Ratio of Income to Poverty Level in the past year is under 1	Total Population
121170213052	84908	28.31342039	197	16	3.55082913	5548
121170213053	54286	23.92597488	137	33	6.22727273	2200
121170213091	53731	30.52967141	368	23	5.47456114	6810
121170213111	67708	27.84966112	55	11	2.20264317	2497
121170213121	84716	31.1315647	123	36	4.07960199	3041
Totals:	N/A	N/A	880	119	N/A	20,096

Summary: 150.39 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Language

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2000.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of People Per Acre That Speak English "Not At All"	Density of People Per Acre That Speak English "Not Well"	% That Speak English "Not At All"	% That Speak English "Not Well"	Speak English "Not at All"	Speak English "Not Well"	Total Population
121170213052	0.0	0.01769348	0.0	1.62287481	0	84	5548
121170213053	0.0	0.01191169	0.0	0.88192063	0	18	2200
121170213091	0.01520049	0.07431353	0.28786183	1.40732448	18	88	6810
121170213111	0.01062347	0.01453739	0.80270384	1.09843684	19	26	2497
121170213121	0.0	0.06324366	0.0	2.35166425	0	65	3041
Totals:	N/A	N/A	N/A	N/A	37	281	20,096

Summary: 150.39 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Percentages

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2000.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race	% People(Age 16-64) with a Disability
121170213052	0.2703677	2.34318673	3.98341745	4.30785869	1.24369142	7.26429675
121170213053	0.0	1.40909091	4.81818182	9.95454545	0.0	4.75257227
121170213091	1.05726872	2.65785609	5.56534508	16.71071953	3.90602056	9.16315277
121170213111	0.60072087	0.0	14.29715659	4.48538246	0.84100921	8.61850444
121170213121	0.0	4.43932917	12.36435383	9.66787241	2.40052614	7.58345428

Summary: 150.39 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Population Densities

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2000.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of American Indian and Alaska Native Population Per Acre	Density of Asian Population Per Acre	Density of Black or African American Population Per Acre	Density of Hispanic or Latino Population Per Acre	Density of Some Other Race Population Per Acre	Density of People Per Acre (Age 16-64) with a Disability
121170213052	0.00315955	0.02738276	0.0465507	0.05034216	0.01453393	0.07919938
121170213053	0.0	0.02051457	0.0701466	0.14492552	0.0	0.06419076
121170213091	0.06080198	0.15284942	0.32005486	0.96100904	0.22462953	0.47712663
121170213111	0.00838695	0.0	0.1996095	0.06262259	0.01174174	0.11406257
121170213121	0.0	0.13135222	0.36584025	0.28605594	0.0710275	0.20335269

Summary: 150.39 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Population Totals

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2000.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Population Under 5	Population 5 to 17	Population 18 to 21	Population 22 to 29	Population 30 to 39	Population 40 to 49	Population 50 to 64	Population Aged 65 and Older
121170213052	372	1235	210	273	899	1132	967	460
121170213053	159	410	80	189	333	335	256	438
121170213091	557	1517	383	713	1564	1018	659	399
121170213111	130	566	107	199	427	470	393	205
121170213121	277	798	64	228	690	490	402	92
Totals:	1,495	4,526	844	1,602	3,913	3,445	2,677	1,594

Summary: 150.39 acres, 100 percent of analysis area.

2000 Census Data Block Groups - Transportation

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2000.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 Vehicles Available	Housing Units With 5 or More Vehicles Available	Public Transportation to Work
121170213052	24	206	1253	290	106	26	9
121170213053	55	314	421	79	8	0	0
121170213091	27	556	1181	445	46	9	6
121170213111	10	234	409	169	32	17	0
121170213121	24	225	563	144	16	0	0
Totals:	140	1,535	3,827	1,127	208	52	15

Summary: 150.39 acres, 100 percent of analysis area.

2000 US Census Block Data - Minority Population greater than 40%
2000 Census Blocks with minority population greater than 40%

Metadata: <https://etdmpub.fl-a-etat.org/meta/cenblk.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Census Block number	Percent Minority	2000 Population
121170213053014	100	1
121170213053016	100	2
121170213053033	100	1
121170213053035	70	133
121170213121022	100	6
Totals:	N/A	143

Summary: 19.15 acres, 12.7 percent of analysis area.

2010 Census County Demographics
2010 Census General Demographic Profile by County

Metadata: <https://etdmpub.fl-a-etat.org/meta/cntdem2010.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

County	Total 2010 Population	# Male	# Female	Median Age	# White	# Black or African American	# American Indian, Eskimo, or Aleut	# Asian	# Native Hawaiian and Other Pacific Islander	# Some Other Race	# Hispanic or Latino (of any race).	2010 Total Number of Households	Average Household Size
SEMINOLE	422718	204799	217919	38.2	330664	47107	1386	15692	258	15421	72457	164706	2.55

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Housing

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
121170213111	1040	952	88	2760
121170213121	1439	1370	69	4002
121170213131	1327	1246	81	3272
121170213141	388	370	18	990
121170213142	1195	1080	115	2760
121170213211	527	498	29	1403
Totals:	5,916	5,516	400	15,187

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Income

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Median Family Income in 2009	% Over 25 With Bachelor Degree	Number of Households Below Poverty Level	Number of Households on Public Assistance	Percentage - Ratio of Income to Poverty Level in the past year is under 1	Total Population
121170213111	81149	16.68667467	57	0	2.28091236	2760
121170213121	80625	13.51204982	855	22	23.15190902	4002
121170213131	91250	15.94850236	262	0	6.88386758	3272
121170213141	62019	15.76524741	41	0	4.71806674	990
121170213142	82381	19.02877698	264	0	9.49640288	2760
121170213211	62656	11.64835165	150	0	11.57407407	1403
Totals:	N/A	N/A	1,629	22	N/A	15,187

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Language

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of People Per Acre That Speak English "Not At All"	Density of People Per Acre That Speak English "Not Well"	% That Speak English "Not At All"	% That Speak English "Not Well"	Speak English "Not at All"	Speak English "Not Well"	Speak English "Well"	Total Population
121170213111	0.0	0.0	0.0	0.0	0	0	27	2760
121170213121	0.0	0.05467187	0.0	1.53846154	0	54	76	4002
121170213131	0.0	0.0	0.0	0.0	0	0	157	3272
121170213141	0.0	0.0	0.0	0.0	0	0	12	990
121170213142	0.0	0.0	0.0	0.0	0	0	241	2760
121170213211	0.0	0.0743195	0.0	1.79738562	0	22	92	1403
Totals:	N/A	N/A	N/A	N/A	0	76	605	15,187

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Percentages

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race
121170213111	0.43478261	2.35507246	10.32608696	10.9057971	2.13768116
121170213121	0.17491254	4.19790105	12.96851574	15.91704148	3.39830085
121170213131	0.03056235	2.93398533	4.67603912	9.53545232	0.67237164
121170213141	0.1010101	1.81818182	4.24242424	8.18181818	1.91919192
121170213142	0.18115942	3.00724638	6.23188406	15.97826087	2.82608696
121170213211	0.28510335	5.27441197	7.27013542	20.17106201	4.27655025

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Population Densities

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of American Indian and Alaska Native Population Per Acre	Density of Asian Population Per Acre	Density of Black or African American Population Per Acre	Density of Hispanic or Latino Population Per Acre	Density of Some Other Race Population Per Acre
121170213111	0.00666651	0.03611028	0.15832969	0.16721838	0.03277702
121170213121	0.00708709	0.17009027	0.52545744	0.6449256	0.13769212
121170213131	0.0005814	0.0558148	0.08895484	0.1813981	0.01279089
121170213141	0.00196129	0.03530324	0.08237424	0.1588646	0.03726454
121170213142	0.0033445	0.05551871	0.11505081	0.29498493	0.05217421
121170213211	0.01351264	0.24998378	0.34457223	0.95601904	0.20268955

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Population Totals

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Population Under 5	Population 5 to 17	Population 18 to 21	Population 22 to 29	Population 30 to 39	Population 40 to 49	Population 50 to 64	Population Aged 65 and Older
121170213111	180	585	149	199	304	467	581	295
121170213121	237	967	300	508	448	684	590	268
121170213131	126	627	172	299	331	571	761	385
121170213141	55	173	60	105	131	136	234	96
121170213142	139	476	171	310	312	367	453	532
121170213211	58	235	145	270	164	183	200	148
Totals:	795	3,063	997	1,691	1,690	2,408	2,819	1,724

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Race and Ethnicity

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	White Alone	Black or African American Alone	Native Hawaiian and Other Pacific Islander Alone	Asian Alone	Some Other Race Alone	2 or More Races	Hispanic or Latino of Any Race	American Indian or Alaska Native Alone
121170213111	2284	285	1	65	59	54	301	12
121170213121	3039	519	2	168	136	131	637	7
121170213131	2915	153	1	96	22	84	312	1
121170213141	894	42	0	18	19	16	81	1
121170213142	2345	172	1	83	78	76	441	5
121170213211	1136	102	0	74	60	27	283	4
Totals:	12,613	1,273	5	504	374	388	2,055	30

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Data Block Groups - Transportation

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 Vehicles Available	Housing Units With 5 or More Vehicles Available	Public Transportation to Work
121170213111	0	165	496	133	57	0	0
121170213121	61	323	481	180	66	0	0
121170213131	16	295	594	195	69	0	0
121170213141	18	115	184	17	0	0	0
121170213142	19	452	447	144	14	0	0
121170213211	13	97	214	45	23	0	0
Totals:	127	1,447	2,416	714	229	0	0

Summary: 150.39 acres, 100 percent of analysis area.

2010 Census Designated Places

Metadata: <https://etdmpub.florida.gov/meta/cenplace2010.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name

Oviedo

Summary: 150.39 acres, 100 percent of analysis area.

2010 US Census Block Data

2010 US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area.

Metadata: <https://etdmpub.fl-a-etat.org/meta/cenblk2010.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Census Block number	# Native American	# Asian	Average Household Size	# Black	Females	Native Hawaiian and Other Pacific Islander Alone	# Hispanic	# Households	Males	Median Age Both Sexes	# Other Race	2010 Population	# White
121170213111071	0	0	7	7	5	0	0.0	1.0	2	16.5	0	7	0.0
121170213111076	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
121170213111077	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
121170213111078	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
121170213121017	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
121170213121018	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
121170213121019	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
121170213121024	0	0	2	10	86	0	26.0	67.0	75	39.1	6	161	145.0
121170213121025	0	0	3	12	11	0	5.0	7.0	10	45.5	0	21	9.0
121170213131077	0	2	2	6	33	0	3.0	30.0	29	46.0	0	62	50.0
121170213131081	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
121170213141013	0	0	3	0	6	0	0.0	4.0	5	37.5	0	11	11.0
1211702131	0	0	3	0	3	0	0.0	1.0	0	20.5	0	3	3.0

Census Block number	# Native American	# Asian	Average Household Size	# Black	Females	Native Hawaiian and Other Pacific Islander Alone	# Hispanic	# Households	Males	Median Age Both Sexes	# Other Race	2010 Population	# White
41017													
1211702131 42000	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
1211702131 42001	0	0	5	5	3	0	0.0	1.0	2	19.5	0	5	0.0
1211702131 42011	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
1211702131 42012	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
1211702131 42013	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
1211702131 42014	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
1211702131 42015	1	0	3	0	6	0	2.0	4.0	6	28.5	0	12	11.0
1211702131 42016	0	0	1	0	1	0	0.0	3.0	3	26.5	0	4	4.0
1211702131 42018	0	0	2	0	19	0	1.0	15.0	16	37.8	1	35	33.0
1211702131 42028	2	12	3	26	121	0	39.0	90.0	118	27.8	0	239	188.0
1211702131 42030	0	0	2	3	10	0	1.0	8.0	9	46.5	0	19	15.0
1211702131 42035	0	0	3	32	55	0	83.0	46.0	83	26.2	37	138	65.0
1211702131 42037	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
1211702132 11004	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
1211702132 11005	0	0	0	0	0	0	0.0	0.0	0	0.0	0	0	0.0
Totals:	3	14	N/A	101	359	0	160	277	358	N/A	44	717	534

Summary: 150.39 acres, 100 percent of analysis area.

2010 US Census Block Data - Minority Population greater than 40%
Census Blocks 2010 with minority population greater than 40%

Metadata: <https://etdmpub.florida.gov/meta/cenblk2010.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Census Block number	Percent Minority	2010 Population
121170213111071	100.0	7
121170213121025	81.0	21
121170213142001	100.0	5
121170213142035	84.1	138
Totals:	N/A	171

Summary: 17.83 acres, 11.8 percent of analysis area.

2020 Census Data Block Groups - Housing

Metadata: https://etdmpub.florida.gov/meta/cenblkgrp_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
121170213111	1438	1391	47	4402
121170213121	2243	2107	136	5613
121170213131	1832	1719	113	4319
121170213141	383	367	16	1000
121170213142	993	855	138	2639
121170213143	673	650	23	1784
121170213211	532	515	17	1516
Totals:	8,094	7,604	490	21,273

Summary: 150.39 acres, 100 percent of analysis area.

2020 Census Data Block Groups - Percentages

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race
121170213111	0.32	4.93	8.0	15.49	4.63
121170213121	0.21	6.18	10.08	21.68	5.74
121170213131	0.07	4.68	5.21	13.82	4.01
121170213141	0.0	3.0	7.0	18.6	3.7
121170213142	0.11	8.83	8.53	21.75	7.09
121170213143	0.28	3.87	7.29	27.8	10.15
121170213211	0.26	4.02	11.15	26.72	8.38

Summary: 150.39 acres, 100 percent of analysis area.

2020 Census Data Block Groups - Population Densities

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of American Indian and Alaska Native Population Per Acre	Density of Asian Population Per Acre	Density of Black or African American Population Per Acre	Density of Hispanic or Latino Population Per Acre	Density of Some Other Race Population Per Acre
121170213111	0.01	0.12	0.2	0.38	0.11
121170213121	0.01	0.35	0.57	1.23	0.33
121170213131	0.0	0.12	0.13	0.35	0.1
121170213141	0.0	0.06	0.14	0.36	0.07
121170213142	0.0	0.27	0.26	0.67	0.22
121170213143	0.01	0.11	0.2	0.78	0.28
121170213211	0.01	0.21	0.57	1.37	0.43

Summary: 150.39 acres, 100 percent of analysis area.

2020 Census Data Block Groups - Population Totals

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Population Under 5	Population 5 to 17	Population 18 to 21	Population 22 to 29	Population 30 to 39	Population 40 to 49	Population 50 to 64	Population Aged 65 and Older
121170213111	248	1000	235	274	568	703	791	583
121170213121	272	1070	418	722	746	734	1099	552
121170213131	204	731	209	469	524	553	875	754
121170213141	51	160	40	94	135	142	197	181
121170213142	153	500	130	214	384	309	358	591
121170213143	107	338	102	167	238	237	362	233
121170213211	84	260	129	209	214	198	226	196
Totals:	1,119	4,059	1,263	2,149	2,809	2,876	3,908	3,090

Summary: 150.39 acres, 100 percent of analysis area.

2020 Census Data Block Groups - Race and Ethnicity

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblkgrp_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	White Alone	Black or African American Alone	Native Hawaiian and Other Pacific Islander Alone	Asian Alone	Some Other Race Alone	2 or More Races	Hispanic or Latino of Any Race	American Indian or Alaska Native Alone
121170213111	3003	352	0	217	204	612	682	14
121170213121	3494	566	5	347	322	867	1217	12
121170213131	3232	225	2	202	173	482	597	3
121170213141	719	70	0	30	37	144	186	0
121170213142	1634	225	0	233	187	357	574	3
121170213143	1118	130	2	69	181	279	496	5
121170213211	918	169	1	61	127	236	405	4
Totals:	14,118	1,737	10	1,159	1,231	2,977	4,157	41

Summary: 150.39 acres, 100 percent of analysis area.

2020 US Census Block Data

2020 US Census Bureau data by block. Detailed information is for each of the entire blocks that intersect an analysis area.

Metadata: https://etdmpub.fl-a-etat.org/meta/cenblk_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Census Block number	2020 Population	# Households	Average Household Size	Males	Females	# White	# Black	Native Hawaiian and Other Pacific Islander Alone	# Asian	# Native American	# Other Race	# Hispanic	Median Age Both Sexes
121170213111046	11	4	2.75	1	10	5	3	0	1	0	0	0	34.3
121170213111048	0	0	None	0	0	0	0	0	0	0	0	0	None
121170213111058	0	0	None	0	0	0	0	0	0	0	0	0	None
121170213121017	0	0	None	0	0	0	0	0	0	0	0	0	None
121170213121018	39	19	2.05	10	29	29	0	0	0	0	4	6	19.9
121170213121019	0	0	None	0	0	0	0	0	0	0	0	0	None
121170213121027	169	66	2.56	77	92	126	5	0	1	0	11	29	40.5
121170213121028	41	14	2.93	19	22	17	1	0	5	0	5	15	18.8
121170213121029	29	0	None	17	12	1	16	0	7	0	0	0	38.8
121170213121031	383	202	1.9	182	201	258	19	0	42	0	14	75	33.1
121170213121032	0	0	None	0	0	0	0	0	0	0	0	0	None
121170213121034	48	22	2.18	34	14	39	0	0	0	0	4	3	30.5
1211702131	59	22	2.68	36	23	34	4	0	3	0	11	17	28.2

Census Block number	2020 Population	# Households	Average Household Size	Males	Females	# White	# Black	Native Hawaiian and Other Pacific Islander Alone	# Asian	# Native American	# Other Race	# Hispanic	Median Age Both Sexes
21035													
1211702131 21036	35	7	5.0	15	20	17	2	0	8	0	2	7	27.5
1211702131 21037	32	8	4.0	21	11	20	2	0	6	0	0	5	20.6
1211702131 31047	49	35	1.4	23	26	25	0	0	3	0	7	15	53.1
1211702131 41020	24	4	6.0	12	12	12	4	0	0	0	1	2	25.5
1211702131 41023	16	1	16.0	8	8	2	0	0	2	0	7	5	34.0
1211702131 42000	154	70	2.2	61	93	82	4	0	15	0	14	48	23.3
1211702131 43000	0	0	None	0	0	0	0	0	0	0	0	0	None
1211702131 43001	14	0	None	11	3	1	0	0	5	0	2	7	25.5
1211702131 43010	9	3	3.0	6	3	8	0	0	1	0	0	0	68.3
1211702131 43011	0	0	None	0	0	0	0	0	0	0	0	0	None
1211702131 43012	0	0	None	0	0	0	0	0	0	0	0	0	None
1211702131 43013	18	4	4.5	7	11	8	3	0	0	0	0	4	13.0
1211702131 43014	22	8	2.75	12	10	6	13	0	0	0	1	2	46.5
1211702131 43015	101	30	3.37	59	42	75	0	0	0	3	7	24	35.4
1211702131 43018	403	166	2.43	168	235	256	35	0	25	0	23	91	35.4
1211702131 43019	29	15	1.93	12	17	16	3	0	4	0	2	12	29.3

Census Block number	2020 Population	# Households	Average Household Size	Males	Females	# White	# Black	Native Hawaiian and Other Pacific Islander Alone	# Asian	# Native American	# Other Race	# Hispanic	Median Age Both Sexes
1211702131 43034	159	43	3.7	94	65	67	33	0	0	0	43	79	34.5
1211702132 11009	0	0	None	0	0	0	0	0	0	0	0	0	None
1211702132 11010	0	0	None	0	0	0	0	0	0	0	0	0	None
Totals:	1,844	743	N/A	885	959	1,104	147	0	128	3	158	446	N/A

Summary: 150.39 acres, 100 percent of analysis area.

2020 US Census Block Data - Minority Population greater than 40%
Census Blocks 2020 with minority population greater than 40%

Metadata: https://etdmpub.florida.gov/meta/cenblk_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Census Block number	Percent Minority	2020 Population
121170213111046	54.55	11
121170213121028	58.54	41
121170213121029	96.55	29
121170213121035	49.15	59
121170213121036	51.43	35
121170213121037	46.88	32
121170213131047	48.98	49
121170213141020	54.17	24
121170213141023	93.75	16
121170213142000	51.95	154
121170213143001	92.86	14
121170213143013	61.11	18
121170213143014	77.27	22
121170213143018	40.94	403
121170213143019	68.97	29
121170213143034	71.7	159
Totals:	N/A	1,095

Summary: 76.71 acres, 51.0 percent of analysis area.

2021 American Community Survey Block Group Data - Geographic Mobility

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Median year - Total	Owner occupied (Median Year)	Renter Occupied (Median Year)	Geographical Mobility in the Past Year - Total	Same house 1 year ago	Different house in United States 1 year ago	Abroad 1 year ago
121170213111	2012	2011	2014	4027	3580	447	0
121170213121	0	2016	2017	5887	4781	1053	53
121170213131	2010	2006	2020	4862	4305	513	44
121170213141	2009	2004	2016	1061	1006	55	0
121170213142	2016	2015	2016	2025	1405	620	0
121170213143	2013	2011	2013	1118	917	184	17
121170213211	2017	2015	2017	1629	1164	376	89
Totals:	N/A	N/A	N/A	20,609	17,158	3,248	203

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Household Language

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total Households (HH) by HH Language	HH Not Limited English Speaking Status	Spanish: Limited English speaking HH	Indo-European languages: Limited English speaking HH	Asian and Pacific Island languages: Limited English speaking HH	Other languages: Limited English speaking HH
121170213111	1285	1285	0	0	0	0
121170213121	2166	2155	0	0	11	0
121170213131	1701	1677	16	0	8	0
121170213141	495	495	0	0	0	0
121170213142	791	769	0	0	22	0
121170213143	472	461	11	0	0	0
121170213211	472	436	21	0	15	0
Totals:	7,382	7,278	48	0	56	0

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Housing

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
121170213111	1432	1285	147	4073
121170213121	2201	2166	35	6029
121170213131	1706	1701	5	4899
121170213141	495	495	0	1061
121170213142	817	791	26	2124
121170213143	472	472	0	1118
121170213211	524	472	52	1653
Totals:	7,647	7,382	265	20,957

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Income

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Median Family Income	% Over 25 With Bachelor Degree	Number of Households Below Poverty Level	Number of Households on Public Assistance	Percentage - Ratio of Income to Poverty Level in the past year is under 1	Total Population
121170213111	130775	25.53	272	46	6.81	4073
121170213121	110051	23.85	523	53	8.67	6029
121170213131	142344	34.52	120	29	2.45	4899
121170213141	103906	18.19	46	0	4.34	1061
121170213142	97500	21.14	321	49	15.54	2124
121170213143	72955	15.38	45	0	4.03	1118
121170213211	70208	18.21	99	0	6.41	1653
Totals:	N/A	N/A	1,426	177	N/A	20,957

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Internet Access

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total Households Types of Computers in HH	Households with 1 or more device	Households with no computer	Total Households Presence and Types of Internet Subscriptions	Households with an internet subscription	Households with no internet access	Households with internet access without a subscription
121170213111	1285	1249	36	1285	1220	65	0
121170213121	2166	2121	45	2166	2118	48	0
121170213131	1701	1647	54	1701	1647	31	23
121170213141	495	477	18	495	495	0	0
121170213142	791	744	47	791	711	80	0
121170213143	472	452	20	472	452	20	0
121170213211	472	441	31	472	421	31	20
Totals:	7,382	7,131	251	7,382	7,064	275	43

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Language

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of People Per Acre That Speak English Not At All	Density of People Per Acre That Speak English Not Well	% That Speak English Not At All	% That Speak English Not Well	Speak English Not at All	Speak English Not Well	Speak English Well	Total Population
121170213111	0.0	0.0	0.21	0.0	8	0	81	4073
121170213121	0.0	0.13	0.0	2.24	0	127	441	6029
121170213131	0.0	0.02	0.0	0.59	0	28	157	4899
121170213141	0.0	0.0	0.0	0.0	0	0	19	1061
121170213142	0.0	0.0	0.0	0.0	0	0	50	2124
121170213143	0.0	0.04	0.0	2.1	0	23	33	1118
121170213211	0.08	0.16	1.76	3.24	25	46	122	1653
Totals:	N/A	N/A	N/A	N/A	33	224	903	20,957

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Percentages

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race	% People(Age 20-64) with a Disability
121170213111	0.0	5.4	5.28	12.79	1.62	11.09
121170213121	0.0	5.72	3.48	26.89	2.34	6.44
121170213131	0.0	1.35	2.37	10.88	3.06	4.32
121170213141	0.0	0.66	3.77	10.65	1.6	3.51
121170213142	0.0	9.93	3.39	23.59	7.11	9.7
121170213143	0.0	3.4	1.61	28.26	12.97	6.75
121170213211	0.0	7.68	6.05	35.15	8.95	5.41

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Population Densities

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of American Indian and Alaska Native Population Per Acre	Density of Asian Population Per Acre	Density of Black or African American Population Per Acre	Density of Hispanic or Latino Population Per Acre	Density of Some Other Race Population Per Acre	Density of People Per Acre (Age 20-64) with a Disability
121170213111	0.0	0.12	0.12	0.29	0.04	0.14
121170213121	0.0	0.35	0.21	1.64	0.14	0.26
121170213131	0.0	0.04	0.07	0.31	0.09	0.08
121170213141	0.0	0.01	0.08	0.22	0.03	0.05
121170213142	0.0	0.25	0.08	0.59	0.18	0.1
121170213143	0.0	0.06	0.03	0.49	0.23	0.07
121170213211	0.0	0.43	0.34	1.96	0.5	0.17

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Population Totals

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Population Under 5	Population 5 to 17	Population 18 to 21	Population 22 to 29	Population 30 to 39	Population 40 to 49	Population 50 to 64	Population Aged 65 and Older
121170213111	260	936	90	280	448	750	771	538
121170213121	365	1079	370	913	993	914	966	429
121170213131	162	718	188	181	1230	528	1202	690
121170213141	0	181	52	9	222	171	310	116
121170213142	191	474	134	95	280	244	210	496
121170213143	24	240	38	76	238	104	255	143
121170213211	235	291	79	267	286	145	204	146
Totals:	1,237	3,919	951	1,821	3,697	2,856	3,918	2,558

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Race and Ethnicity

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	White Alone	Black or African American Alone	Native Hawaiian and Other Pacific Islander Alone	Asian Alone	Some Other Race Alone	2 or More Races	Hispanic or Latino of Any Race	American Indian or Alaska Native Alone
121170213111	3412	215	0	220	66	160	521	0
121170213121	4663	210	0	345	141	670	1621	0
121170213131	4342	116	0	66	150	225	533	0
121170213141	977	40	0	7	17	20	113	0
121170213142	1586	72	0	211	151	104	501	0
121170213143	796	18	0	38	145	121	316	0
121170213211	1246	100	0	127	148	32	581	0
Totals:	17,022	771	0	1,014	818	1,332	4,186	0

Summary: 150.39 acres, 100 percent of analysis area.

2021 American Community Survey Block Group Data - Transportation

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 Vehicles Available	Housing Units With 5 or More Vehicles Available	Public Transportation to Work
121170213111	42	149	671	307	116	0	0
121170213121	51	448	1129	445	90	3	0
121170213131	39	462	579	144	448	29	0
121170213141	0	191	260	29	15	0	4
121170213142	115	328	244	82	22	0	0
121170213143	0	222	134	56	60	0	0
121170213211	25	134	237	28	30	18	0
Totals:	272	1,934	3,254	1,091	781	50	4

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Geographic Mobility

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Median year - Total	Owner occupied (Median Year)	Renter Occupied (Median Year)	Geographical Mobility in the Past Year - Total	Same house 1 year ago	Different house in United States 1 year ago	Abroad 1 year ago
121170213111	2012	2012	2017	4004	3589	410	5
121170213121	2015	2013	2017	5327	4244	1032	51
121170213131	2013	2007	2019	4734	4047	637	50
121170213141	2012	2011	0	800	751	49	0
121170213142	2016	2016	2016	2365	1788	577	0
121170213143	2013	2011	2015	1315	1169	138	8
121170213211	2017	2013	2018	1436	1108	267	61
Totals:	N/A	N/A	N/A	19,981	16,696	3,110	175

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Household Language

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total Households (HH) by HH Language	HH Not Limited English Speaking Status	Spanish: Limited English speaking HH	Indo-European languages: Limited English speaking HH	Asian and Pacific Island languages: Limited English speaking HH	Other languages: Limited English speaking HH
121170213111	1289	1289	0	0	0	0
121170213121	2149	2149	0	0	0	0
121170213131	1740	1714	14	0	12	0
121170213141	356	356	0	0	0	0
121170213142	898	883	6	0	9	0
121170213143	528	508	20	0	0	0
121170213211	425	392	11	0	22	0
Totals:	7,385	7,291	51	0	43	0

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Housing

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total # Housing Units	# Occupied Housing Units	# Vacant Housing Units	Total Population
121170213111	1437	1289	148	4052
121170213121	2298	2149	149	5473
121170213131	1745	1740	5	4782
121170213141	356	356	0	800
121170213142	924	898	26	2502
121170213143	528	528	0	1315
121170213211	476	425	51	1459
Totals:	7,764	7,385	379	20,383

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Income

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Median Family Income	% Over 25 With Bachelor Degree	Number of Households Below Poverty Level	Number of Households on Public Assistance	Percentage - Ratio of Income to Poverty Level in the past year is under 1	Total Population
121170213111	142684	25.49	223	51	5.55	4052
121170213121	118676	27.11	512	44	9.37	5473
121170213131	156167	33.92	115	32	2.4	4782
121170213141	138538	18.12	36	0	4.5	800
121170213142	109289	19.74	285	42	12.05	2502
121170213143	78929	14.07	47	0	3.57	1315
121170213211	72143	17.27	73	0	5.51	1459
Totals:	N/A	N/A	1,291	169	N/A	20,383

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Internet Access

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Total Households Types of Computers in HH	Households with 1 or more device	Households with no computer	Total Households Presence and Types of Internet Subscriptions	Households with an internet subscription	Households with no internet access	Households with internet access without a subscription
121170213111	1289	1289	0	1289	1289	0	0
121170213121	2149	2140	9	2149	2136	13	0
121170213131	1740	1698	42	1740	1698	14	28
121170213141	356	336	20	356	356	0	0
121170213142	898	839	59	898	801	97	0
121170213143	528	517	11	528	506	11	11
121170213211	425	400	25	425	386	25	14
Totals:	7,385	7,219	166	7,385	7,172	160	53

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Language

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of People Per Acre That Speak English Not At All	Density of People Per Acre That Speak English Not Well	% That Speak English Not At All	% That Speak English Not Well	Speak English Not at All	Speak English Not Well	Speak English Well	Total Population
121170213111	0.01	0.0	0.68	0.0	26	0	76	4052
121170213121	0.0	0.12	0.0	2.28	0	116	473	5473
121170213131	0.0	0.02	0.0	0.58	0	27	171	4782
121170213141	0.0	0.0	0.0	0.0	0	0	22	800
121170213142	0.0	0.0	0.0	0.0	0	0	80	2502
121170213143	0.0	0.05	0.0	2.61	0	34	47	1315
121170213211	0.07	0.1	1.73	2.36	22	30	81	1459
Totals:	N/A	N/A	N/A	N/A	48	207	950	20,383

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Percentages

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	% American Indian and Alaska Native	% Asian	% Black or African American	% Hispanic or Latino	% Some Other Race	% People(Age 20-64) with a Disability
121170213111	0.0	6.29	4.15	14.73	4.42	11.05
121170213121	0.0	7.33	7.77	23.41	2.85	7.0
121170213131	0.0	1.55	3.41	12.82	4.06	3.95
121170213141	0.0	1.12	0.62	11.12	2.25	9.98
121170213142	0.0	8.71	4.24	26.82	4.72	10.24
121170213143	0.0	2.97	4.94	39.01	20.38	5.91
121170213211	0.0	11.45	6.17	25.57	8.09	4.92

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Population Densities

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Density of American Indian and Alaska Native Population Per Acre	Density of Asian Population Per Acre	Density of Black or African American Population Per Acre	Density of Hispanic or Latino Population Per Acre	Density of Some Other Race Population Per Acre	Density of People Per Acre (Age 20-64) with a Disability
121170213111	0.0	0.14	0.09	0.33	0.1	0.14
121170213121	0.0	0.41	0.43	1.3	0.16	0.26
121170213131	0.0	0.04	0.09	0.36	0.11	0.08
121170213141	0.0	0.02	0.01	0.17	0.04	0.1
121170213142	0.0	0.25	0.12	0.78	0.14	0.12
121170213143	0.0	0.06	0.1	0.8	0.42	0.08
121170213211	0.0	0.56	0.3	1.26	0.4	0.14

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Population Totals

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Population Under 5	Population 5 to 17	Population 18 to 21	Population 22 to 29	Population 30 to 39	Population 40 to 49	Population 50 to 64	Population Aged 65 and Older
121170213111	220	945	96	341	455	694	800	501
121170213121	390	902	209	761	937	973	902	399
121170213131	166	645	119	184	1395	501	1128	644
121170213141	9	111	49	0	161	135	215	120
121170213142	273	487	126	135	324	288	231	638
121170213143	10	303	74	87	292	105	317	127
121170213211	190	244	76	185	250	145	186	183
Totals:	1,258	3,637	749	1,693	3,814	2,841	3,779	2,612

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Race and Ethnicity

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	White Alone	Black or African American Alone	Native Hawaiian and Other Pacific Islander Alone	Asian Alone	Some Other Race Alone	2 or More Races	Hispanic or Latino of Any Race	American Indian or Alaska Native Alone
121170213111	3277	168	0	255	179	173	597	0
121170213121	3717	425	0	401	156	774	1281	0
121170213131	4129	163	0	74	194	222	613	0
121170213141	734	5	0	9	18	34	89	0
121170213142	1860	106	0	218	118	200	671	0
121170213143	770	65	0	39	268	173	513	0
121170213211	1004	90	0	167	118	80	373	0
Totals:	15,491	1,022	0	1,163	1,051	1,656	4,137	0

Summary: 150.39 acres, 100 percent of analysis area.

2022 American Community Survey Block Group Data - Transportation

Metadata: https://etdmpub.fl-a-etat.org/meta/cenacs_2022.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Blockgroup number	Housing Units With No Vehicle Available	Housing Units With 1 Vehicle Available	Housing Units With 2 Vehicles Available	Housing Units With 3 Vehicles Available	Housing Units With 4 Vehicles Available	Housing Units With 5 or More Vehicles Available	Public Transportation to Work
121170213111	55	122	748	228	136	0	0
121170213121	27	650	1175	255	38	4	0
121170213131	42	551	592	108	447	0	0
121170213141	0	89	205	39	23	0	2
121170213142	114	359	270	133	22	0	0
121170213143	11	204	159	95	59	0	0
121170213211	22	136	208	20	22	17	0
Totals:	271	2,111	3,357	878	747	21	2

Summary: 150.39 acres, 100 percent of analysis area.

BAR Florida Site File Field Survey Project Boundaries

Metadata: https://etdmpub.fl-a-etat.org/meta/shpo_surveys.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Title	Publication Date	Manuscript Number
A CULTURAL RESOURCE ASSESSMENT SURVEY SR 426/CR 419 FROM PINE AVENUE TO LOCKWOOD BOULEVARD IN OVIEDO, SEMINOLE COUNTY, FLORIDA VOL 1; VOL 2 DETERMINATIONS OF ELIGIBILITY	2004	12937.0
A CULTURAL RESOURCE ASSESSMENT SURVEY SR 434 PD&E STUDY RE-EVALUATION SEMINOLE COUNTY, FLORIDA	1997	4940.0
CULTURAL RESOURCE ASSESSMENT SURVEY OF SIX PONDS ALONG STATE ROAD 426, SEMINOLE COUNTY, FLORIDA	2009	16919.0
CULTURAL RESOURCE ASSESSMENT SURVEY OF STATE ROAD 419/434 FROM WEST OF JETTA POINT TO NORTH OF MITCHELL HAMMOCK ROAD, SEMINOLE COUNTY, FLORIDA	2012	19525.0
CULTURAL RESOURCES STUDY OF SEMINOLE COUNTY, FLORIDA: HISTORIC AND ARCHITECTURAL RESOURCES, VOLUME II	1994	3889.0
CULTURAL RESOURCES SURVEY AND ASSESSMENT, OVIEDO ON THE PARK, SEMINOLE COUNTY, FLORIDA	2006	13282.0
FL ORL0321-B COLLOCATION ("CO") SUBMISSION PACKET FCC FORM 621	2010	17440.0
OVIEDO HISTORIC STRUCTURE SURVEY AND ASSESSMENT	2007	14323.0
OVIEDO PHASE II HISTORIC STRUCTURE SURVEY AND ASSESSMENT	2008	15380.0
PHASE I ARCHAEOLOGICAL SURVEY LETTER FOR TRILEAF CORPORATION, TRILEAF PROJECT 631017 (DOWNTOWN OVIEDO / SITE #3453406), COLLOCATION OF ANTENNAS ON WATER TOWER, 110 STATION STREET, OVIEDO, SEMINOLE COUNTY, FLORIDA	2018	25395.0
SECTION 106 REVIEW (FCC FORM 621) OF THE PROPOSED NELSON WT--OVIEDO DOWNTOWN COLOCATION (T-MOBILE USA NUMBER A2E0803A), SEMINOLE COUNTY, FLORIDA T-MOBILE SITE NO. A2E0803A DEA PROJECT NO. 20701050	2007	17700.0
TECHNICAL MEMORANDUM CULTURAL RESOURCE ASSESSMENT SURVEY OF OF SR 426/CR 419 FROM PINE AVENUE TO AVENUE B, SEMINOLE COUNTY, FLORIDA	2014	21550.0
TECHNICAL MEMORANDUM: CULTURAL RESOURCE ASSESSMENT SURVEY IN SUPPORT OF THE STATE ROAD 426/COUNTY ROAD 419 IMPROVEMENTS PROJECT FROM PINE AVENUE TO AVENUE B, SEMINOLE COUNTY, FLORIDA	2020	27185.0

Summary: 438.3 acres, 100 percent of analysis area.

BAR Florida Site File Historic Standing Structures

Metadata: https://etdmpub.fl-a-etat.org/meta/shpo_structures.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Site ID	Structure Name	Year Built	Survey Evaluation	SHPO Evaluation	Google Map
SE00067	NE CORNER OF HILLCREST DRIVE AND C5	C1900	NOT EVALUATED BY RECORDER	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7966870818
SE00068	FIRST BAPTIST CHURCH	C1926	ELIGIBLE FOR NRHP	ELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7955371509
SE00069	62 HILLCREST DRIVE	1900	ELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7952470773
SE01679	827 CENTAL AVENUE, SOUTH	C1940	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7954670316
SE01785	NELSON & COMPANY CITRUS PACKING HOUSE	C1886	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7974571400
SE01789	NELSON & CO. FERTILIZER OFFICE BUILDING	C1938	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7977671323
SE01822	C.K. PHILLIPS RESIDENCE	1929	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7951871486
SE01823	78 W. BROADWAY ST	1912	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7949771409
SE01824	66 W. BROADWAY ST	C1944	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7953571461
SE01825	52A W. BROADWAY ST	1920	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7955771443
SE01826	52B W. BROADWAY ST	C1944	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7955371462
SE01827	40 W. BROADWAY ST	C1920	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7956971461
SE01828	30 W. BROADWAY ST	C1920	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM79580

Site ID	Structure Name	Year Built	Survey Evaluation	SHPO Evaluation	Google Map
SE01829	NELSON AND COMPANY OFFICE BUILDING	C1930	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	71461 https://www.google.com/maps/place/17RMM7977171455
SE01830	20 W. BROADWAY ST	C1949	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7960071460
SE01831	10 W. BROADWAY ST	1915	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7961971446
SE01832	6 E. BROADWAY ST/10 S. CENTRAL AVE	C1954	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7964471461
SE01833	10 E. BROADWAY ST	C1945	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7965571462
SE01834	20-30 E. BROADWAY ST	C1927	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7966571459
SE01835	34-38 E. BROADWAY ST	C1927	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7968771459
SE01839	NELSON AND CO. WATER TOWER	C1915	ELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7975471315
SE01940	101 S. CENTRAL AVE	C1920	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7961771237
SE01941	88B S. CENTRAL AVE	C1946	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7967371276
SE01942	86 S. CENTRAL AVE	C1948	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7965071310
SE01943	88A S. CENTRAL AVE	C1946	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7967971313
SE01944	71 S. CENTRAL AVE	1951	ELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7959671337
SE01945	OVIEDO FIRE STATION	1950	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7965071354
SE01946	47 S. CENTRAL AVE	C1950	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/

Site ID	Structure Name	Year Built	Survey Evaluation	SHPO Evaluation	Google Map
SE01947	MEMORIAL BUILDING	1950	ELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	maps/place/17RMM7960371394 https://www.google.com/maps/place/17RMM7965671391
SE01948	139 N. CENTRAL AVE	1950	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7961271629
SE01957	60 STATION STREET	C1938	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7971171329
SE02197	HAMILTON #1	C1938	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7968870280
SE02199	HAMILTON #3	1920	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7969270302
SE02200	HAMILTON GARAGE	C1950	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7968770292
SE02231	PALM TREE COMPUTER SYSTEMS, INC.	C1945	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7971071511
SE02301	FIRST BAPTIST CHURCH OF OVIEDO OFFICE	C1957	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7951171518
SE02305	280 S. CENTRAL AVE	C1915	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7973571012
SE02306	CHARLES WELLS PHTOGRAPHY	C1945	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7971170950
SE02307	SLAVICK HOUSE/LAND TECH SURVEYING	C1950	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7971670928
SE02308	360 S. CENTRAL AVE	C1952	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7967170894
SE02311	MARGARET WHARTON, ATTORNEY	C1930	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7973270750
SE02312	516 S. CENTRAL AVE	C1910	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7965870657

Site ID	Structure Name	Year Built	Survey Evaluation	SHPO Evaluation	Google Map
SE02313	784 S. CENTRAL AVE	C1930	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7968270226
SE02314	473 S. CENTRAL AVE		INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7960770698
SE02315	VARN-WARD-HOLLOWAY HOUSE	C1927	ELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7959570736
SE02316	LAWTON HOUSE	1913	ELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7958670770
SE02317	AULIN-PARTIN HOUSE	1886	ELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7959570839
SE02318	313 S. CENTRAL AVE	C1910	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7959870981
SE02319	GORE-LEINHART HOUSE	1940	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7959671170
SE02341	100 GRAHAM AVE		INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7955171307
SE02369	120 N CENTRAL AVE	1960	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7965971676
SE02411	182-186 S CENTRAL AVE	1960	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7966371183
SE02417	19 BROADWAY E	C1960	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7966571494
SE02442	2 LAWN ST	1948	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7966970547
SE02466	216 GRAHAM AVE	1951	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7955571113
SE02510	261 S CENTRAL AVE	1958	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7960671036
SE02544	312 GRAHAM AVE	1953	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM79554

Site ID	Structure Name	Year Built	Survey Evaluation	SHPO Evaluation	Google Map
SE02554	36 GRAHAM AVE	1940	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	70980 https://www.google.com/maps/place/17RMM7954671425
SE02555	362 GRAHAM AVE	1954	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7955570898
SE02556	363 GRAHAM AVE	1960	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7950170900
SE02559	381 CENTRAL AVE	1958	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7959470868
SE02587	496 S CENTRAL AVE	1944	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7966970697
SE02589	50 SMITH ST	1945	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7955271240
SE02591	51 GRAHAM AVE	1905	ELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7948871412
SE02592	52 CLARK ST	1960	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7955171053
SE02593	52 GRAHAM AVE	1924	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7954871398
SE02618	68 GRAHAM AVE	1941	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7954371374
SE02619	69 GRAHAM AVE	1910	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7948971368
SE02624	76 CLARK ST	1938	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7950371056
SE02631	83 CLARK ST	1946	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7949971112
SE02632	83 GENEVA DR		INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7972471611
SE02634	SUPERIOR SERVICE	C1958	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/

Site ID	Structure Name	Year Built	Survey Evaluation	SHPO Evaluation	Google Map
	AUTO REPAIR				maps/place/17RMM7976771502
SE02636	86 CLONTS ST	1958	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7952770044
SE02638	88 CLONTIS ST	1938	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7950070043
SE02641	92 WOOD ST	1930	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7977370454
SE02652	CITY CLEANERS	1920	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7956471458
SE02670	330 S CENTRAL AVE	1930	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7974871064
SE02672	APARTMENTS AT 182 S CENTRAL AVE	1940	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7966271289
SE02676	KUMON	1940	INELIGIBLE FOR NRHP	NOT EVALUATED BY SHPO	https://www.google.com/maps/place/17RMM7954271458
SE02841	9 E BROADWAY ST	C1965	INELIGIBLE FOR NRHP	INELIGIBLE FOR NRHP	https://www.google.com/maps/place/17RMM7964471494

Summary: 80 feature(s) found within buffer.

BAR Florida Site File Resource Groups

Metadata: https://etdmpub.fl-a-etat.org/meta/shpo_res_groups.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Site ID	Site Name	Resource Group Type	Time Period of Significance	Time Period of Significance	SHPO Evaluation
SE01771	NELSON & COMPANY HISTORIC DISTRICT	HISTORICAL DISTRICT	TWENTIETH CENTURY AMERICAN, 1900-PRESENT		ELIGIBLE FOR NRHP
SE02138	CSX RAILROAD	LINEAR RESOURCE	AMERICAN, 1821-PRESENT	BOOM TIMES, 1921-1929	ELIGIBLE FOR NRHP
SE02196	HAMILTON HOUSES	HISTORICAL DISTRICT	DEPRESSION AND NEW DEAL, 1930-1940	TWENTIETH CENTURY AMERICAN, 1900-PRESENT	INELIGIBLE FOR NRHP

Summary: 10.4 acres, 6.9 percent of analysis area.

BAR National Register of Historic Places

Metadata: https://etdmpub.fl-a-etat.org/meta/shpo_natl_register.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Primary Name	Site ID	Date listed on NRHP
NELSON AND COMPANY HISTORIC DISTRICT	SE01771	20010920.0

Summary: 4.02 acres, 2.7 percent of analysis area.

Brownfield Location Boundaries

Metadata: https://etdmpub.fl-a-etat.org/meta/brownfields_areas.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Area Name	Area of Interest	
	Acr	Pct
OVIEDO SEMINOLE ECONOMIC ENHANCEMENT DISTRICT	92.32	61.39%
Totals	92.32	-

County Demographics - 2000 Census

2000 Census General Demographic Profile by County

Metadata: <https://etdmpub.fl-a-etat.org/meta/cntdem.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

County	Total Population	# Male	# Female	Median Age	# White	# Black or African American	# American Indian, Eskimo, or Aleut	# Asian	# Native Hawaiian and Other Pacific Islander	# Some Other Race	# Hispanic or Latino (of any race).	Total Number of Households	Average Household Size
SEMINOLE	365196.0	178776.0	186420.0	36.2	300948.0	34764.0	1087.0	9115.0	163.0	11175.0	40731.0	139572.0	2.59

Summary: 150.39 acres, 100 percent of analysis area.

Developments of Regional Impact (DRI)

Developments of Regional Impact

Metadata: <https://etdmpub.fl-a-etat.org/meta/dri.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
OVIEDO PROPERTIES, LTD. [ADA NO: 1974-069][APPROVED WITH CONDITIONS]	0.01	0.01%
Totals	0.01	-

Existing Recreational Trails

Metadata: https://etdmpub.fl-a-etat.org/meta/existing_trails.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Trail Name	0 Ft.
CROSS SEMINOLE TRAIL	755.1
OVIEDO ROADWALK	748.43

FDOT 5 Year Crash Rates (2014-2018)

FDOT 5 Year Crash Rates (Safety ratio greater than 1)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_counts_2018.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Percent Confidence	State Rd	RCI Roadway ID	Safety Ratio
99.99	SR434	77170000	3.40893506
99.99	SR434	77170000	1.47760226
99.99	SR434	77170000	1.29818825
99.99	SR434	77170000	1.87182336

Summary: 4151.25 linear feet within buffer.

FDOT Fatal Crashes on SHS Roadways (2005 - 2007)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_2005_2007.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Number of Fatal Crashes	0 Ft.
2005	1

FDOT Nonfatal Crashes on SHS Roadways (2005 - 2007)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_2005_2007.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Number of Non-Fatal Crashes	0 Ft.
2005	37
2006	58
2007	72

FDOT Nonfatal Crashes on SHS Roadways (2008 - 2009)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_2008_2009.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Number of Non-Fatal Crashes	0 Ft.
2008	46
2009	22

FDOT Nonfatal Crashes on SHS Roadways (2010)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_2010.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Number of Non-Fatal Crashes	0 Ft.
2010	15

FDOT Nonfatal Crashes on SHS Roadways (2011)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_2011.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Number of Non-Fatal Crashes	0 Ft.
2011	19

FDOT Nonfatal Crashes on SHS Roadways (2012)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_2012.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Number of Non-Fatal Crashes	0 Ft.
2012	21

FDOT Nonfatal Crashes on SHS Roadways (2013)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_2013.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Number of Non-Fatal Crashes	0 Ft.
2013	21

FDOT Nonfatal Crashes on SHS Roadways (2014)

Metadata: https://etdmpub.fl-a-etat.org/meta/fdot_crash_2014.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Number of Non-Fatal Crashes	0 Ft.
2014	31

FNAI Public Lands in Florida

Metadata: <https://etdmpub.fl-a-etat.org/meta/flma.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name

CROSS SEMINOLE TRAIL

Summary: 2.57 acres, 1.7 percent of analysis area.

Fire Stations (Points)

Metadata: https://etdmpub.fl-a-etat.org/meta/gc_firestat.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Description

Google Map

OVIEDO FIRE DEPARTMENT AND RESCUE STATION 44

<https://www.google.com/maps/place/17RMM7965771378>

Summary: 1 feature(s) found within buffer.

GEOPLAN School Facilities (Private)

Metadata: https://etdmpub.fl-a-etat.org/meta/gc_schools_priv.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Enrollment	Number of Free Lunches	Google Map	Name	Operating Entity Class	Educational Level
176.0	0.0	https://www.google.com/maps/place/17RMM7957971523	FIRST YEARS PRESCHOOL & K	PRIVATE	PRE-KINDERGARTEN-KINDERGARTEN
45.0	0.0	https://www.google.com/maps/place/17RMM7960071045	OVIEDO MONTESSORI SCHOOL	PRIVATE	ELEMENTARY

Summary: 2 feature(s) found within buffer.

Generalized Land Use

Metadata: https://etdmpub.fl-a-etat.org/meta/lu_gen.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Description	Area of Interest	
	Acr	Pct
PARCELS WITH NO VALUES	0.9	0.6%
ACREAGE NOT ZONED FOR AGRICULTURE	0.01	0.01%
INDUSTRIAL	3.33	2.21%
INSTITUTIONAL	7.59	5.05%
PUBLIC/SEMI-PUBLIC	11.13	7.4%
ROW	2.19	1.46%
RECREATION	6.25	4.16%
RESIDENTIAL	35.22	23.43%
RETAIL/OFFICE	42.1	27.99%
VACANT NONRESIDENTIAL	12.03	8.01%
VACANT RESIDENTIAL	4.25	2.82%
Totals	125.02	-

GeoPlan Future Land Use 2020 - Level 2

Metadata: https://etdmpub.fl-a-etat.org/meta/flu_l2_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Land Use	Area of Interest	
	Acr	Pct
COMMERCIAL	11.91	7.92%
CONSERVATION	0.05	0.03%
INSTITUTIONAL	6.93	4.61%
MIXED USE - DOWNTOWN/URBAN CORE	103.14	68.59%
OFFICE/PROFESSIONAL	0.27	0.18%
PLANNED DEVELOPMENT	0	0.0%
TRANSPORTATION/UTILITIES	28.07	18.67%
Totals	150.39	-

Geocoded Government Buildings

Metadata: https://etdmpub.fl-a-etat.org/meta/gc_govbuild.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name	Description
U S POST OFFICE - OVIEDO	US POST OFFICES

Summary: 1 feature(s) found within buffer.

Geocoded Health Care Facilities

Metadata: https://etdmpub.fl-a-etat.org/meta/gc_health.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Type	Name	Google Map
MEDICAL DOCTOR	SCHAMBERGER AND SCHMID	https://www.google.com/maps/place/17RMM7960371373
SURGICAL CENTER/WALK-IN CLINIC	TAKE CARE HEALTH SERVICES OVIEDO	https://www.google.com/maps/place/17RMM7971169924

Summary: 2 feature(s) found within buffer.

Group Care Facilities

FDOH Group Care Facilities

Metadata: <https://etdmpub.fl-a-etat.org/meta/groupcare.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Status	Permit Number	Program Subtype	Description
ACTIVE	59-51-00196	PUBLIC SCHOOL	LAWTON ELEMENTARY SCHOOL
ACTIVE	59-51-00086	PRIVATE SCHOOL	FIRST YEARS PRESCHOOL

Summary: 2 feature(s) found within buffer.

Local Florida Parks and Recreational Facility Boundaries

Metadata: https://etdmpub.fl-a-etat.org/meta/gc_parksbnd.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name	Type	Google Map
BOSTON HILL PARK	NEIGHBORHOOD PARK / ATHLETIC	https://www.google.com/maps/place/17RMM7955270241

Summary: 5.57 acres, 3.7 percent of analysis area.

OGT: Hiking Trails Priorities (2018-2022)

Metadata: https://etdmpub.fl-a-etat.org/meta/trail_prio.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name	0 Ft.
CROSS SEMINOLE TRAIL CORRIDOR	1366.47
OVIEDO ROADWALK (ORANGE)	748.43

OGT: Multi-Use Trails Opportunities

Metadata: https://etdmpub.fl-a-etat.org/meta/mu_opps.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name	0 Ft.
CROSS SEMINOLE TRAIL CORRIDOR	1366.47
OVIEDO ROADWALK (ORANGE)	748.43

Parks and Recreational Facilities (Points)

Metadata: https://etdmpub.fl-a-etat.org/meta/gc_parks.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Type	Name	Google Map
NEIGHBORHOOD PARK / ATHLETIC	BOSTON HILL PARK	https://www.google.com/maps/place/17RMM7955270241

Summary: 1 feature(s) found within buffer.

Religious Centers (Points)

Metadata: https://etdmpub.fl-a-etat.org/meta/gc_religion.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name	Description	Google Map
CHURCH OF GOD OF PROPHECY	CHURCH OF GOD OF PROPHECY	https://www.google.com/maps/place/17RMM7967170677

Summary: 1 feature(s) found within buffer.

Religious Centers (Polygons)

Metadata: https://etdmpub.fl-a-etat.org/meta/gc_religionbnd.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name	Type	Google Map
CHURCH OF GOD OF PROPHECY	CHURCH OF GOD CHURCHES	https://www.google.com/maps/place/17RMM7967270676
FIRST BAPTIST CHURCH OF OVIEDO	BAPTIST CHURCHES	https://www.google.com/maps/place/17RMM7945171612

Summary: 4.9 acres, 3.3 percent of analysis area.

Shared-Use Nonmotorized (SUN) Trail Network in Florida

Metadata: <https://etdmpub.fl-a-etat.org/meta/suntrailnetwork.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Corridor	Status
CROSS SEMINOLE TRAIL	EXISTING
CROSS SEMINOLE TRAIL	UNFUNDED GAP

Summary: 1992.36 linear feet within buffer.

Signal 4 Non-Fatal Crashes (2017)

Metadata: https://etdmpub.fl-a-etat.org/meta/s4_crash_2017.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Crash Year	0 Ft.
2017	81

Signal 4 Non-Fatal Crashes (2018-2020)

Metadata: https://etdmpub.fl-a-etat.org/meta/s4_crash_2018_2020.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Crash Year	0 Ft.
2018	276
2019	275
2020	301

Signal 4 Non-Fatal Crashes (2021)

Metadata: https://etdmpub.fl-a-etat.org/meta/s4_crash_2021.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Crash Year	0 Ft.
2021	142

USCB 2020 Census Urban Areas

Metadata: <https://etdmpub.fl-a-etat.org/meta/ua2020.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name	Area of Interest	
	Acr	Pct
Orlando, FL Urban Area	150.39	100%
Totals	150.39	-

USGS Geographic Names Information System

Metadata: <https://etdmpub.fl-a-etat.org/meta/gnis.xml>

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Name

MISSION ROAD CHURCH OF GOD IN CHRIST
OVIEDO
OVIEDO FIRE DEPARTMENT STATION 2
OVIEDO SHOPPING CENTER
OVIEDO STATION POST OFFICE
TUSKAWILLA PRESBYTERIAN CHURCH

Summary: 6 feature(s) found within buffer.

WMD FL Land Use and Land Cover (FLUCCS Level 3)

Metadata: https://etdmpub.fl-a-etat.org/meta/lu_l3_state.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Land Use Classification	Area of Interest	
	Acr	Pct
RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)	47.05	31.28%
RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	12.15	8.08%
RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)	8.79	5.84%
COMMERCIAL AND SERVICES	43.01	28.59%
INSTITUTIONAL	5.49	3.65%
COMMUNITY RECREATIONAL FACILITIES	4.37	2.91%
OPEN LAND	7.3	4.86%
PINE FLATWOODS	2.74	1.82%
HARDWOOD - CONIFEROUS MIXED	9.96	6.62%
MIXED WETLAND HARDWOODS	2.18	1.45%
WATER SUPPLY PLANTS	3.87	2.57%
ROADS AND HIGHWAYS	3.46	2.3%
Totals	150.39	-

WMD Residential Areas (FLUCCS Level 3)

Metadata: https://etdmpub.fl-a-etat.org/meta/lu_l3_state.xml

SR 434 - Feature 1, analyzed on 01/09/2024.

Footprint analyzed

Land Use Classification	Area of Interest	
	Acr	Pct
RESIDENTIAL, MEDIUM DENSITY (TWO-FIVE DWELLING UNITS PER ACRE)	47.05	31.28%
RESIDENTIAL, HIGH DENSITY UNDER CONSTRUCTION (SIX OR MORE DWELLING UNITS PER ACRE)	12.15	8.08%
RESIDENTIAL, HIGH DENSITY (SIX OR MORE DWELLING UNITS PER ACRE)	8.79	5.84%
Totals	67.99	-

Appendix E

FDOT Context Classification Memorandum



CURRENT CONTEXT CLASSIFICATION – TYPICAL SECTION FORM

To: Erika Shellenberger

From: James Rodriguez
Complete Streets/ Context Classification Coordinator
James.Rodriguez@dot.state.fl.us

RE: Current Context Classification Review

Project Information

Request Date: 1/16/2024
City/Town: Oviedo
Local Name: South Central Avenue
Road ID Number: 77170000/77170100
Begin Mile Point: 3.170/0.000
FM Number: N/A
County: Seminole County
State Road Number: 434
End Mile Point: 4.058/0.089

Current Context Classification Review

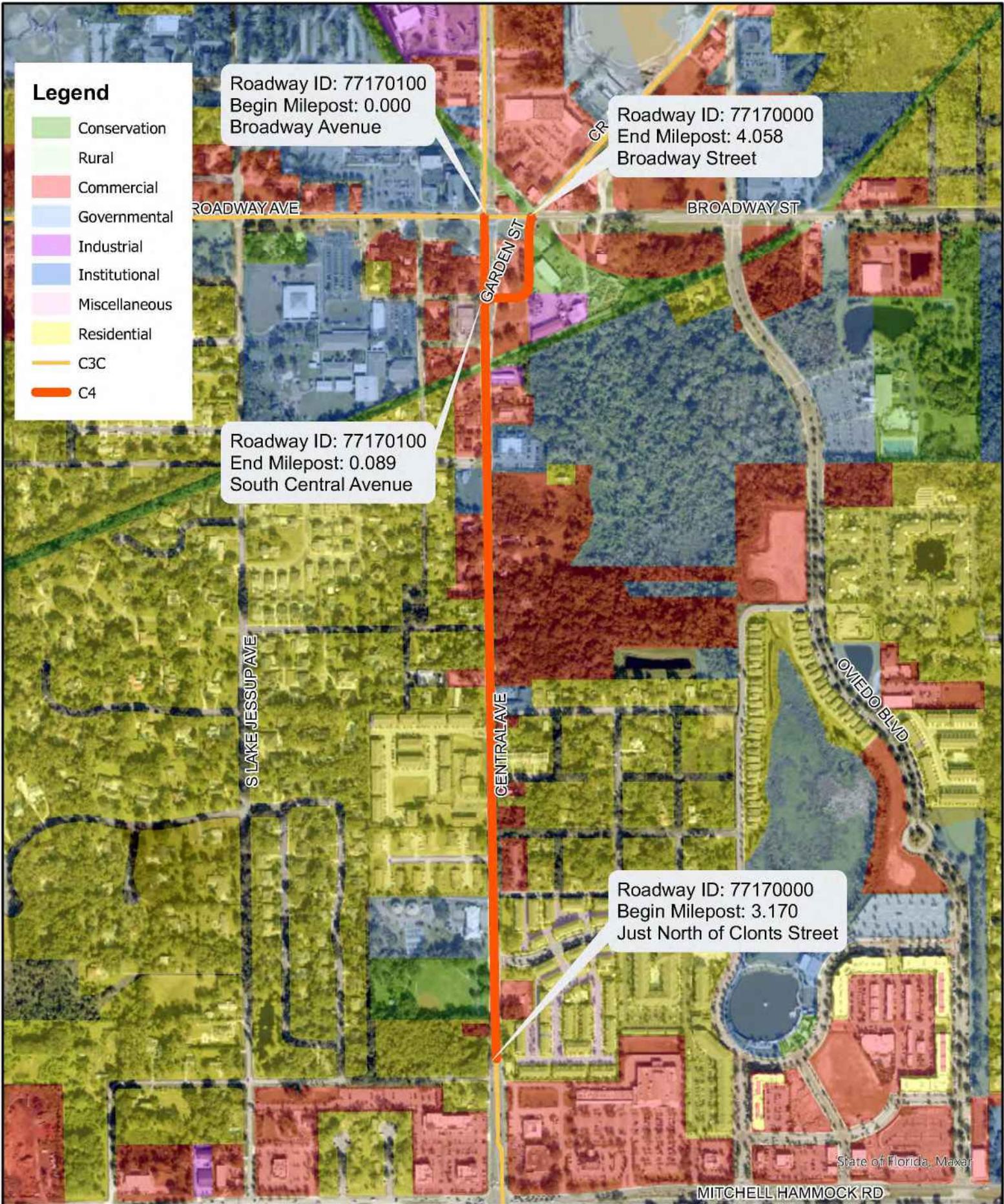
Current Context Class Determination:	77170000	C4	Begin Mile Point:	3.170	End Mile Point:	4.058
Current Context Class Determination:	77170100	C4	Begin Mile Point:	0.000	End Mile Point:	0.089

Current Context Classification Determination Notes:

The roadway segment from SR 434 mile point 3.170 (North of Clonts Street) to mile point 4.058 (Broadway Street) is C4 Urban General because it is mostly mixed uses within a well-connected roadway network, intersection density is greater than 100 intersections/square mile, block perimeter is less than 3,000 feet, and building height is one to two stories. The roadway segment from SR 434 mile point 0.000 (Broadway Avenue) to mile point 0.089 (South Central Avenue) is C4 Urban General because it is mostly mixed uses within a well-connected roadway network, intersection density is greater than 100 intersections/ square mile, block perimeter is less than 3,000 feet, and building height is one to two stories.



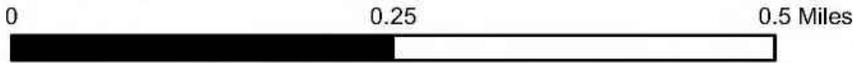
Reviewed by: James Rodriguez Date: 1/26/2024
Complete Streets/ Context Classification Coordinator



SR 434 (Oviedo, Seminole County)

Current Context Classification

Date: 1/26/2024

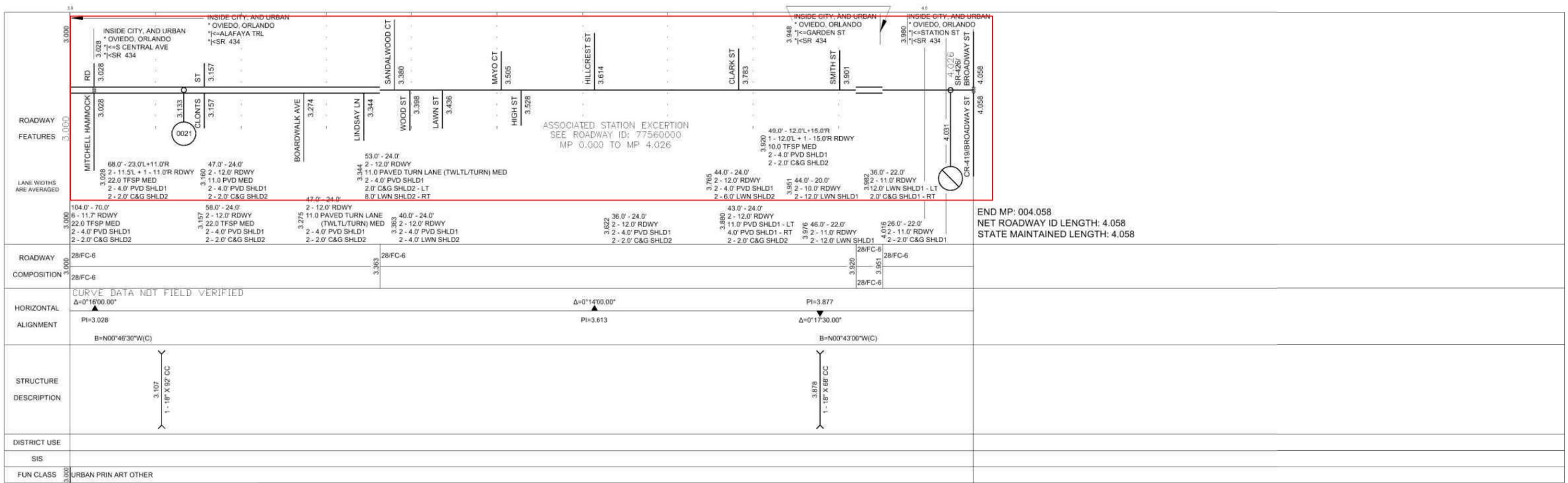
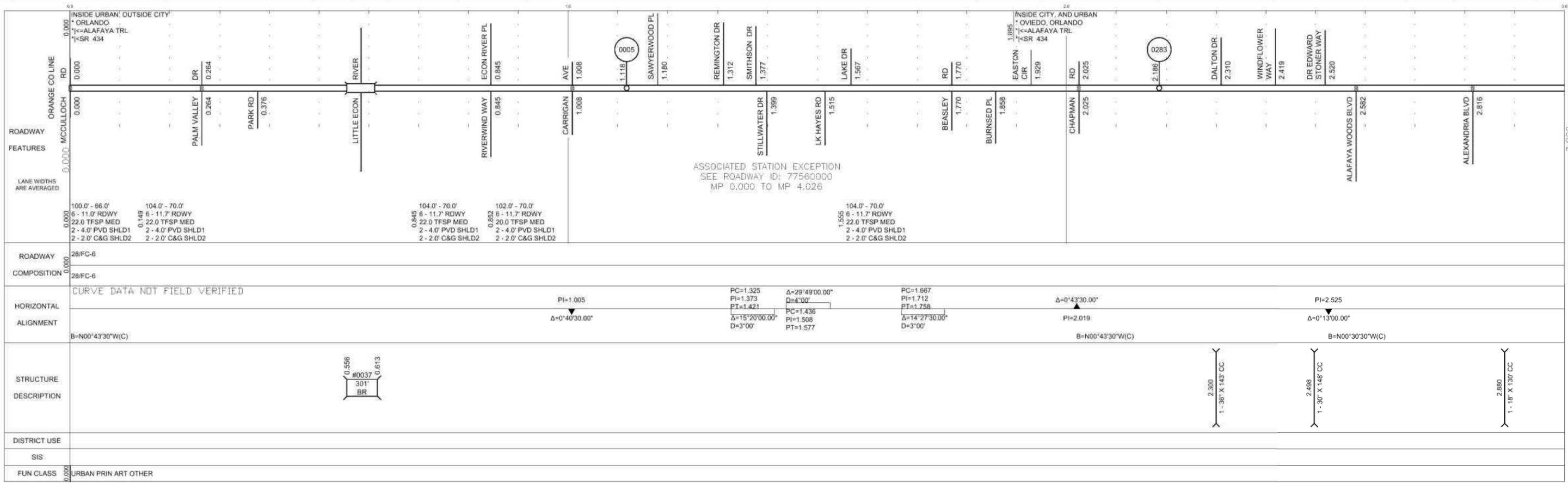


Appendix F

FDOT

Straight Line
Diagram (SLD)



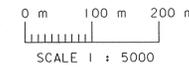


Appendix G

FDOT Right of Way Information



TOWNSHIP 21 SOUTH, RANGE 31 EAST



METRIC

CURVE 1
 P.I. STA. 0+10.496
 N = 474,045.8886
 E = 179,697.4068
 $\Delta = 0^\circ 41' 19''$ (LT.)
 T = 10.496m
 L = 20.992m
 R = 1746.380m
 P.C. STA. 0+00.000
 P.T. STA. 0+20.992

CURVE 2
 P.I. STA. 3+30.044
 N = 474,365.4127
 E = 179,693.5037
 $\Delta = 1^\circ 10' 51''$ (LT.)
 T = 74.478m
 L = 148.950m
 R = 7226.649m
 P.C. STA. 2+55.566
 P.R.C. STA. 4+04.516

CURVE 3
 P.I. STA. 5+05.887
 N = 474,541.6663
 E = 179,687.7324
 $\Delta = 1^\circ 36' 26''$ (RT.)
 T = 101.371m
 L = 202.728m
 R = 7226.649m
 P.R.C. STA. 4+04.516
 P.T. STA. 6+07.245

CURVE 4
 P.I. STA. 11+25.275
 N = 475,160.5437
 E = 179,682.8177
 $\Delta = 1^\circ 34' 57''$ (LT.)
 T = 99.811m
 L = 199.609m
 R = 7226.649m
 P.C. STA. 10+25.464
 P.R.C. STA. 12+25.073

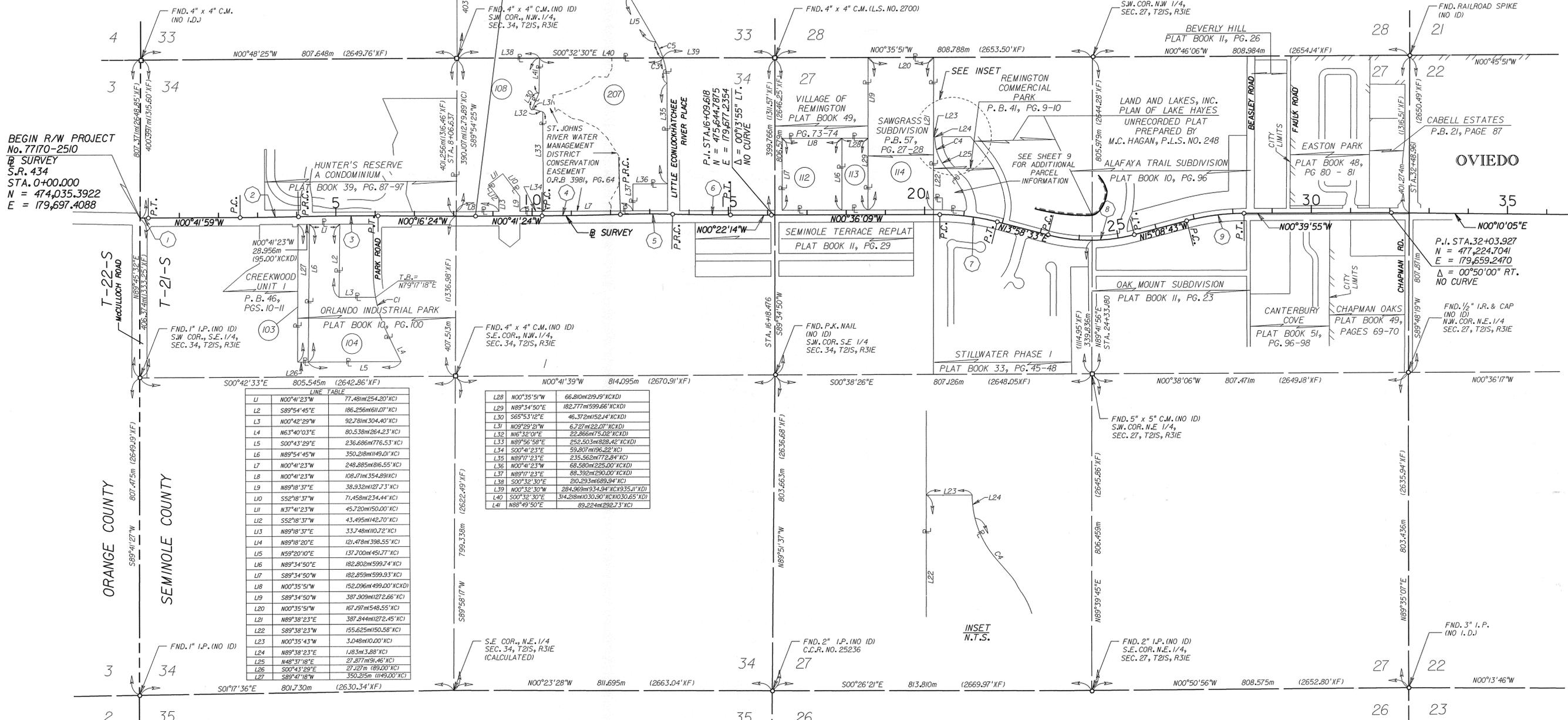
CURVE 5
 P.I. STA. 12+91.659
 N = 475,326.8095
 E = 179,676.2194
 $\Delta = 3^\circ 09' 27''$ (RT.)
 T = 66.586m
 L = 133.138m
 R = 2415.959m
 P.R.C. STA. 12+25.073
 P.T. STA. 13+58.211

CURVE 6
 P.I. STA. 14+31.841
 N = 475,467.0088
 E = 179,671.9425
 $\Delta = 0^\circ 15' 19''$ (LT.)
 T = 73.630m
 L = 147.254m
 R = 6721.346m
 P.R.C. STA. 13+58.211
 P.T. STA. 15+05.465

CURVE 7
 P.I. STA. 21+13.051
 N = 476,448.1924
 E = 179,671.9425
 $\Delta = 14^\circ 34' 42''$ (RT.)
 T = 74.460m
 L = 148.115m
 R = 582.126m
 P.C. STA. 20+38.591
 P.T. STA. 21+86.706

CURVE 8
 P.I. STA. 24+33.792
 N = 476,460.2199
 E = 179,749.6001
 $\Delta = 29^\circ 07' 16''$ (LT.)
 T = 113.403m
 L = 221.903m
 R = 436.595m
 P.C. STA. 23+20.389
 P.T. STA. 25+42.292

CURVE 9
 P.I. STA. 27+54.720
 N = 476,774.7344
 E = 179,664.4712
 $\Delta = 14^\circ 28' 48''$ (RT.)
 T = 74.387m
 L = 147.982m
 R = 585.546m
 P.C. STA. 26+80.333
 P.T. STA. 28+28.315



BEGIN R/W PROJECT
 No. 77170-2510
 SURVEY
 S.R. 434
 STA. 0+00.000
 N = 474,035.3922
 E = 179,697.4088

LINE TABLE

L1	N00°41'23"W	77.481m(254.20'XC'D)
L2	S89°54'55"E	186.225m(610.7'XC'D)
L3	N00°42'29"W	92.781m(304.40'XC'D)
L4	N63°40'03"E	80.538m(264.23'XC'D)
L5	S00°43'29"E	236.686m(776.53'XC'D)
L6	N89°54'45"W	350.218m(1149.0'XC'D)
L7	N00°41'23"W	248.885m(816.55'XC'D)
L8	N00°41'23"W	108.171m(354.89'XC'D)
L9	N89°18'37"E	38.932m(127.73'XC'D)
L10	S52°18'37"W	71.458m(234.44'XC'D)
L11	N37°41'23"W	45.720m(150.00'XC'D)
L12	S52°18'37"W	43.495m(142.70'XC'D)
L13	N89°18'37"E	33.748m(110.72'XC'D)
L14	N89°18'20"E	121.478m(398.55'XC'D)
L15	N59°20'10"E	137.700m(451.77'XC'D)
L16	N89°34'50"E	182.802m(599.74'XC'D)
L17	S89°34'50"W	182.859m(599.93'XC'D)
L18	N00°35'51"W	152.096m(499.00'XC'D)
L19	S89°34'50"W	387.909m(1272.66'XC'D)
L20	N00°35'51"W	167.197m(548.55'XC'D)
L21	N89°38'23"E	387.844m(1272.45'XC'D)
L22	S89°38'23"W	155.625m(508.8'XC'D)
L23	N00°35'43"W	3.048m(10.00'XC'D)
L24	N89°38'23"E	118.3m(388'XC'D)
L25	N48°37'18"E	27.877m(91.46'XC'D)
L26	S00°43'29"E	27.127m(89.00'XC'D)
L27	S89°47'18"W	350.215m(1149.00'XC'D)

L28	N00°35'51"W	66.810m(219.5'XC'D)
L29	N89°34'50"E	182.777m(599.66'XC'D)
L30	S65°53'12"E	46.372m(152.4'XC'D)
L31	N09°29'21"W	6.727m(22.07'XC'D)
L32	N16°32'01"E	22.866m(75.02'XC'D)
L33	N89°56'58"E	252.503m(828.42'XC'D)
L34	S00°41'23"E	59.307m(194.52'XC'D)
L35	N89°17'23"E	235.363m(772.94'XC'D)
L36	N00°41'23"W	68.580m(225.00'XC'D)
L37	N89°17'23"E	88.392m(290.00'XC'D)
L38	S00°32'30"E	210.293m(689.94'XC'D)
L39	N00°32'30"W	284.969m(934.94'XC'D)
L40	S00°32'30"E	314.288m(1030.50'XC'D)
L41	N88°49'50"E	89.224m(292.73'XC'D)

CURVE NO.	DELTA	RADIUS	LENGTH	CHORD	CHORD BEARING
C1	15°37'15"	352.587m(1156.78')	96.128m(315.38'XC'D)	95.830m(314.40'XC'D)	N77°28'41"E
C2	29°58'10"	243.841m(800.00')	127.545m(418.45'XC'D)	126.096m(413.70'XC'D)	N74°19'15"E
C3	17°40'31"	213.360m(700.00')	65.819m(215.94'XC'D)	65.560m(215.09'XC'D)	N80°27'03"E
C4	41°01'05"	123.444m(405.00')	88.374m(289.94'XC'D)	86.459m(283.79'XC'D)	N69°07'50"E
C5	12°16'42"	213.360m(700.00')	45.723m(150.00'XC'D)	45.635m(149.72'XC'D)	N69°28'28"E

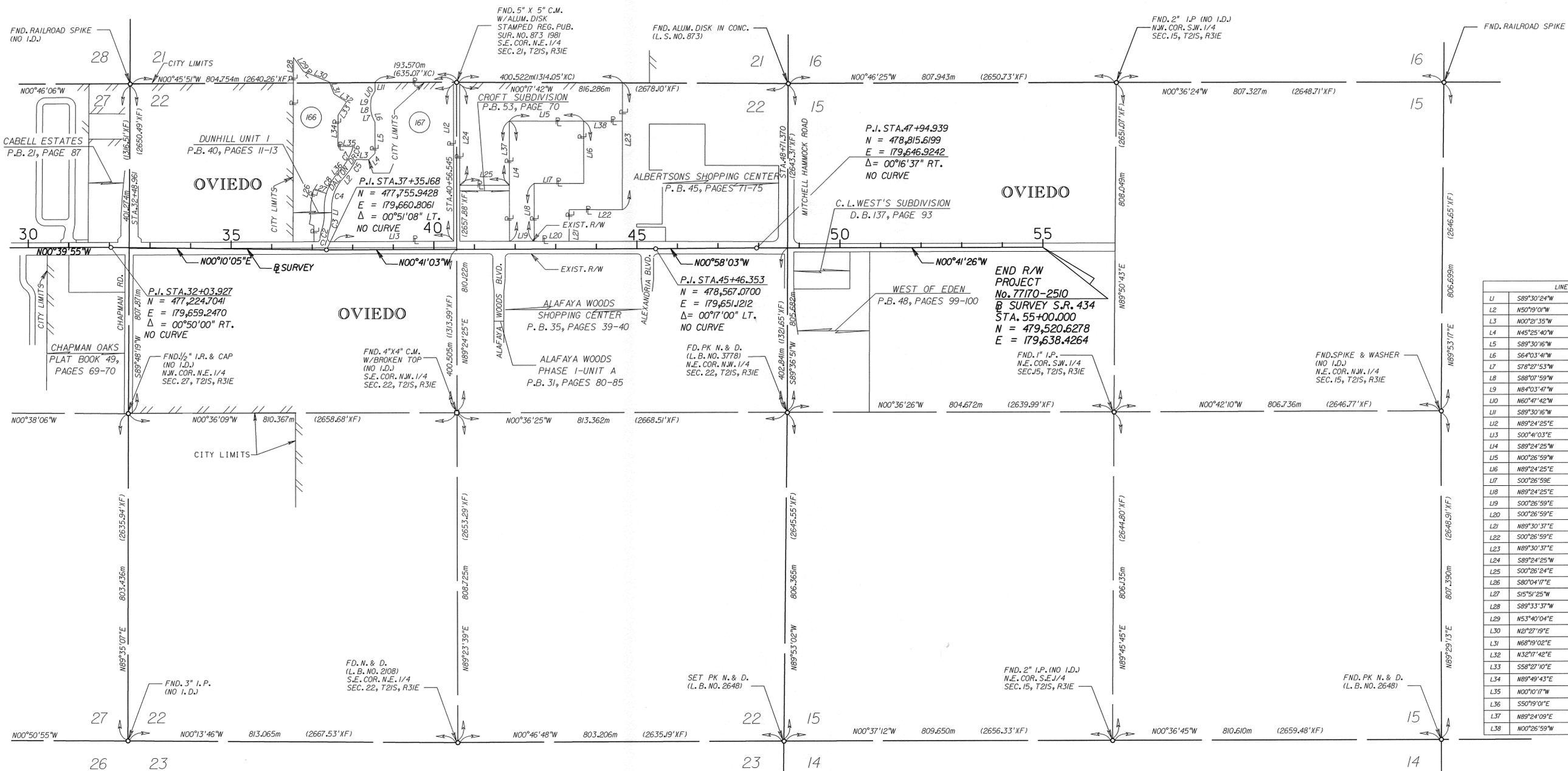
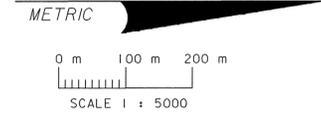
THIS MAP IS NOT A SURVEY
 SEE SHEET ONE FOR LEGEND,
 AND GENERAL NOTES

KEY MAP

RIGHT OF WAY MAP		FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAPPING		APPROVED BY <i>J.E. Booth</i> DATE: 4/30/99	DATE: 4/24/01	REV. AREA PAR. 1.08	A. ROUP	4/24/01	BY: S. LOWE	DATE: 10/15/97	F.A. PROJECT NO. 4311-031-P SECTION 77170-2510	MAPS PREPARED BY: D.R.M.P., INC. 1505 E. COLONIAL DRIVE ORLANDO, FL 32803	FIELD BOOK NO. 15 200989, 2005696, 2010022, 201021
				FOR DISTRICT SECRETARY	REVISION	BY	DATE	PRELIM	DATE: 11/22/97	STATE ROAD NO. 434	SEMINOLE COUNTY	W.P.I. NO. 5117665	SCALE: 1:5000
					REVISION	BY	DATE	FINAL	DATE: 11/22/97	FPN 240167 1			SHEET 2 OF 25
					REVISION	BY	DATE	CHECKED	DATE: 11/22/97	S.R. 434 FROM MCCULLOCH ROAD TO MITCHELL HAMMOCK ROAD			

TOWNSHIP 21 SOUTH, RANGE 31 EAST

CURVE NO.	DELTA	RADIUS	LENGTH	CHORD	CHORD BEARING
C1	95°54'39"	7.620m(25.00')	12.756m(41.85'XC)	11.380m(37.33'XC)	S47°16'17"W
C2	13°08'41"	81.668m(267.94')	18.736m(61.47'XC)	18.695m(61.34'XC)	N78°12'02"W
C3	18°40'53"	106.943m(350.71')	36.504m(119.73'XC)	36.330m(119.29'XC)	N89°03'40"W
C4	40°0'35"	108.480m(355.80')	74.825m(245.42'XC)	73.289m(240.43'XC)	N70°24'19"W
C5	14°13'04"	164.903m(540.22')	40.920m(134.25'XC)	40.815m(133.91'XC)	N57°25'33"W
C6	06°41'38"	112.776m(370.00')	13.176m(43.23'XC)	13.168m(43.20'XC)	S72°47'55"E
C7	19°08'05"	146.615m(481.02')	48.964m(160.64'XC)	48.737m(159.90'XC)	S59°53'04"E
C8	23°49'34"	124.968m(410.00')	51.967m(170.40'XC)	51.594m(169.27'XC)	S62°13'48"E



LINE TABLE	
L1	S89°30'24"W 18.669m(61.25'XC)
L2	N50°19'01"W 19.919m(65.35'XC)
L3	N00°21'35"W 31.144m(102.08'XC)
L4	N45°25'40"W 21.527m(70.63'XC)
L5	S89°30'16"W 76.454m(250.83'XC)
L6	S64°03'41"W 16.717m(54.88'XC)
L7	S78°27'53"W 15.475m(50.77'XC)
L8	S88°07'59"W 15.240m(50.00'XC)
L9	N84°03'47"W 15.311m(50.43'XC)
L10	N60°47'42"W 17.736m(58.19'XC)
L11	S89°30'16"W 20.730m(68.01'XC)
L12	N89°24'25"E 369.794m(1212.82'XC)
L13	S00°41'03"E 303.538m(995.26'XC)
L14	S89°24'25"W 294.437m(966.00'XC)
L15	N00°26'59"W 183.122m(600.79'XC)
L16	N89°24'25"E 152.705m(500.00'XC)
L17	S00°26'59"E 122.118m(400.65'XC)
L18	N89°24'25"E 141.732m(465.00'XC)
L19	S00°26'59"E 60.960m(200.00'XC)
L20	S00°26'59"E 86.777m(282.73'XC)
L21	N89°30'37"E 77.419m(254.00'XC)
L22	S00°26'59"E 130.760m(429.00'XC)
L23	N89°30'37"E 311.283m(1021.27'XC)
L24	S89°24'25"W 252.659m(828.93'XC)
L25	S00°26'24"E 121.890m(399.90'XC)
L26	S80°04'17"E 37.728m(123.78'XC)
L27	S15°51'25"W 32.919m(108.00'XC)
L28	S89°33'37"W 62.691m(205.68'XC)
L29	N53°40'04"E 42.428m(139.20'XC)
L30	N21°27'19"E 69.376m(227.61'XC)
L31	N68°19'02"E 31.050m(101.87'XC)
L32	N32°17'42"E 36.101m(118.44'XC)
L33	S58°27'10"E 38.852m(127.47'XC)
L34	N89°49'43"E 76.200m(250.00'XC)
L35	N00°10'17"W 37.637m(123.48'XC)
L36	S50°19'01"E 19.919m(65.35'XC)
L37	N89°24'09"E 157.333m(516.18'XC)
L38	N00°26'59"W 95.349m(312.82'XC)

THIS MAP IS NOT A SURVEY
SEE SHEET ONE FOR LEGEND,
AND GENERAL NOTES

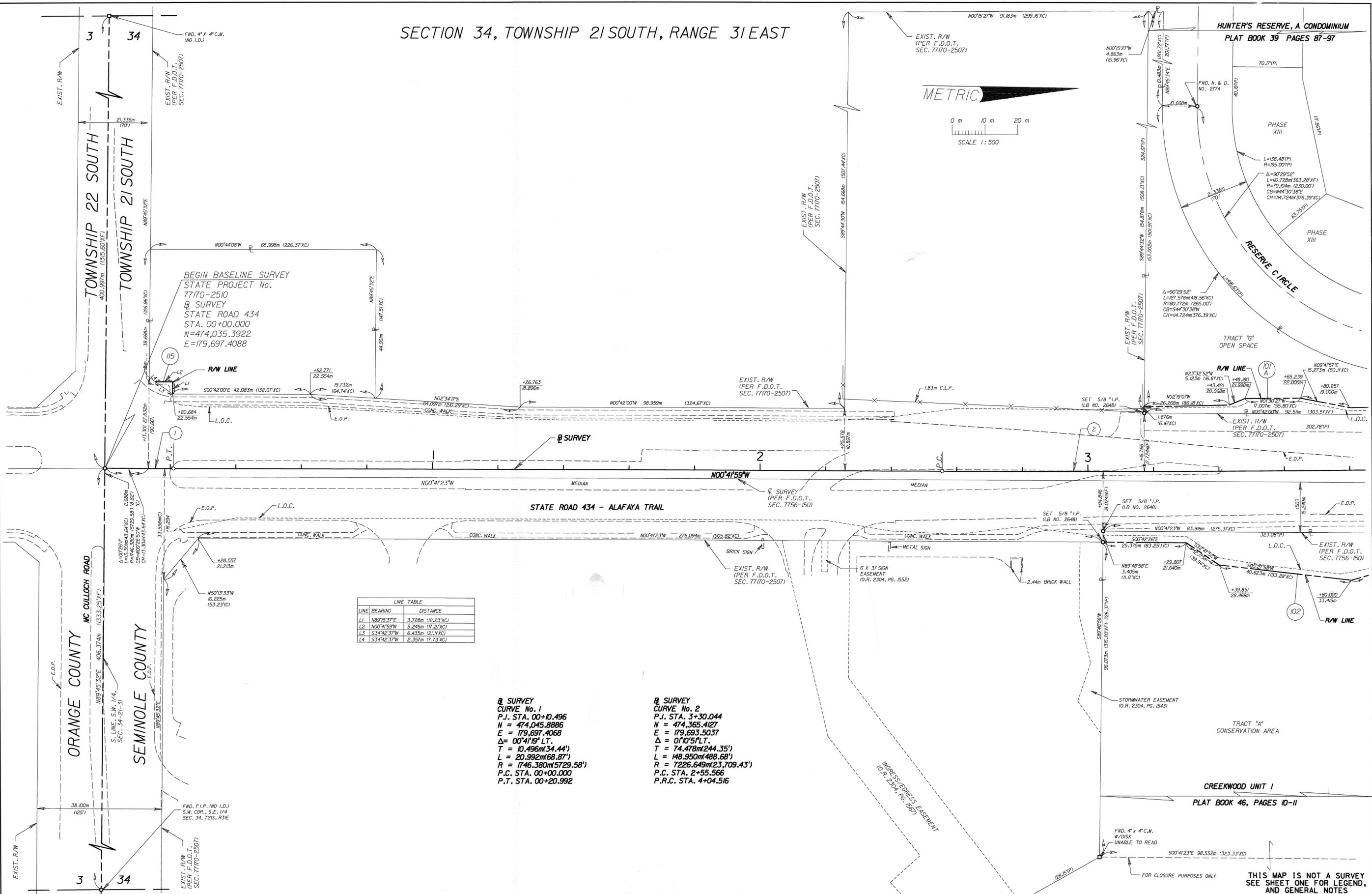
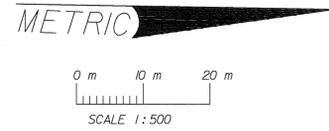
KEY MAP
 MAPS PREPARED BY D.R.M.P. INC. 1505 E. COLONIAL DRIVE ORLANDO, FL 32803
 FIELD BOOK NO. S 200989, 2005696, 2010022, 201021
 W.P.I. NO. S117665 SCALE: 1 : 5000
 STATE ROAD NO. 434 SEMINOLE COUNTY FPN 240167 I
 S.R. 434 FROM MCCULLOCH ROAD TO MITCHELL HAMMOCK ROAD

RIGHT OF WAY MAP
 FLORIDA DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY MAPPING

APPROVED BY *J.E. Booth* DATE 4/30/99
 FOR DISTRICT SECRETARY

BY	DATE
PRELIM S. LOWE	10/15/97
FINAL D. HOLT	11/13/97
CHECKED A. SCHAEFER	11/13/97

SECTION 34, TOWNSHIP 21 SOUTH, RANGE 31 EAST



LINE	BEARING	DISTANCE
L1	N89°18'37"E	3.728m (12.23'XC)
L2	N00°41'59"W	5.245m (17.21'XC)
L3	S34°42'37"W	6.435m (21.11'XC)
L4	S34°42'37"W	2.357m (7.73'XC)

B SURVEY
CURVE No. 1
 P.J. STA. 00+10.496
 N = 474,045.8886
 E = 179,697.4068
 Δ = 00°41'19" LT.
 T = 10.496m (34.44')
 L = 20.992m (68.87')
 R = 1746.380m (5729.58')
 P.C. STA. 00+00.000
 P.T. STA. 00+20.992

B SURVEY
CURVE No. 2
 P.J. STA. 3+30.044
 N = 474,365.4127
 E = 179,693.5037
 Δ = 01°05'11" LT.
 T = 74.478m (244.35')
 L = 148.950m (488.68')
 R = 7226.649m (23,709.43')
 P.C. STA. 2+55.566
 P.R.C. STA. 4+04.516

RIGHT OF WAY MAP

FLORIDA DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY MAPPING

APPROVED BY: *J.E. Booth* DATE: 4/30/99
 FOR DISTRICT SECRETARY

REVISION	BY	DATE

BY DATE
 PRELIM S. LOWE 10/15/97
 FINAL D. HOLT 11/3/97
 CHECKED A. SCHAEFER 11/5/97

F.A. PROJECT NO. 4311-031-P SECTION 77170-2510
 STATE ROAD NO. 434 SEMINOLE COUNTY

MAPS PREPARED BY: D.R.M.P., INC. FIELD BOOK NO. 15
 1505 E. COLONIAL DRIVE
 OURLANDS, FL 32803
 W.P.I. NO. 5117665 SCALE: 1:500
 FPN 240167 I SHEET 4 OF 25
 S.R. 434 FROM MCCULLOCH ROAD TO MITCHELL HAMMOCK ROAD

THIS MAP IS NOT A SURVEY
 SEE SHEET ONE FOR LEGEND,
 AND GENERAL NOTES