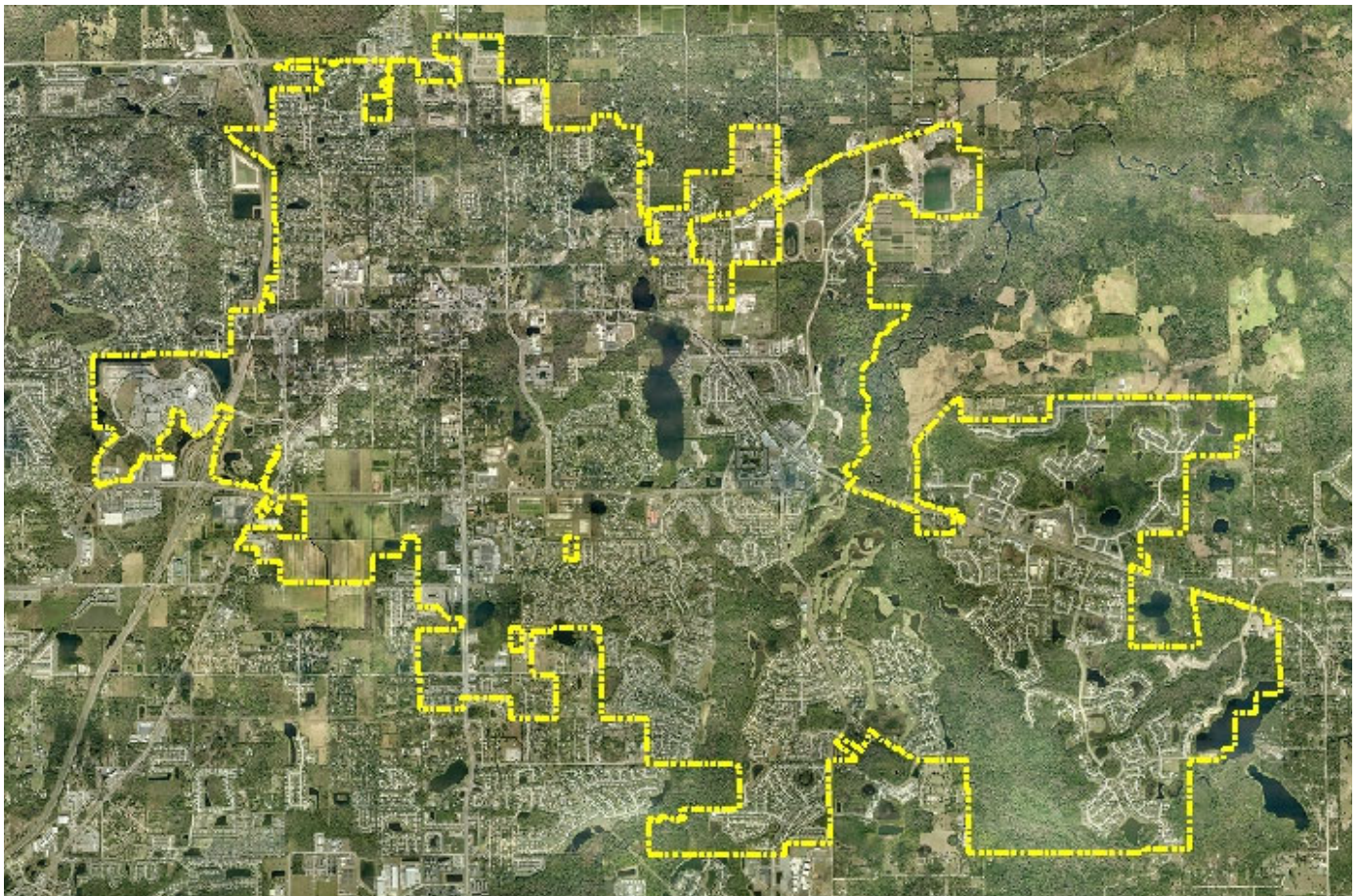




2045 Comprehensive Plan

Adopted June 20, 2022

City of Oviedo, Florida



Comprehensive Plan

City of Oviedo, Florida

Prepared by
THE LOCAL PLANNING AGENCY BOARD

On behalf of
THE OVIEDO CITY COUNCIL

Adopted
JUNE 20, 2022

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City of Oviedo, Florida

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June 20, 2022

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Megan Sladek

City Council

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Keith Britton
Jeff Boddiford
Natalie Teuchert

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INTRODUCTION

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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). This plan update implements the recommendations of a community visioning and engagement process that began in 2020, and plans for the next 25 years of growth within the City; 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

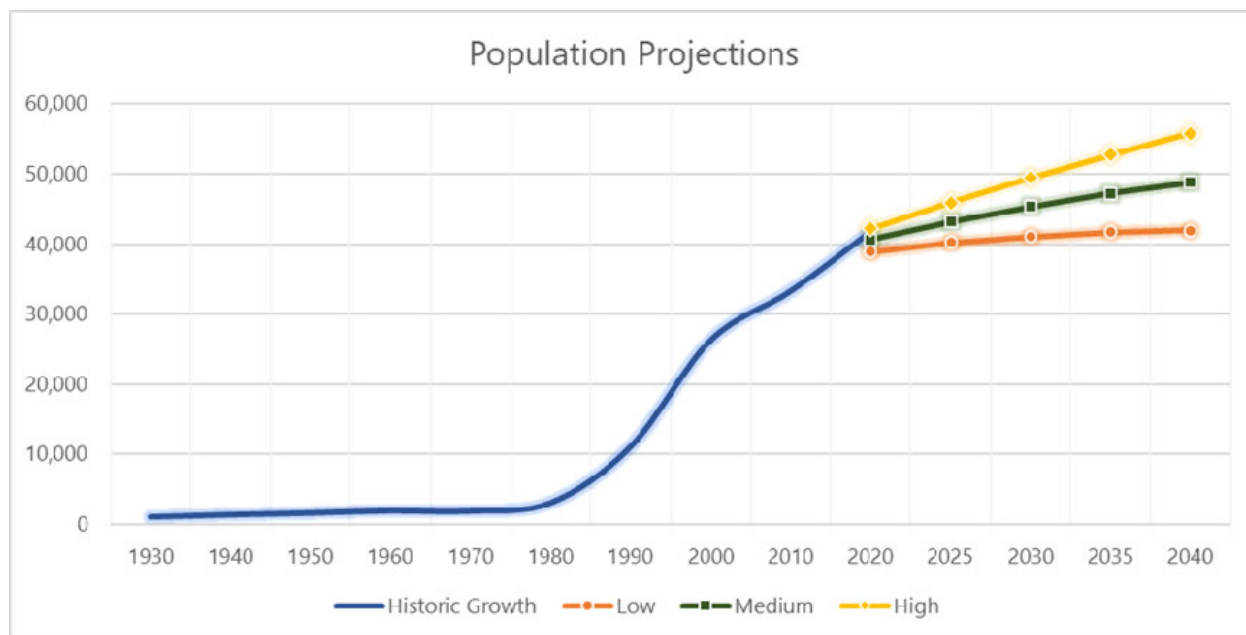
9,333 people greater than the 1991 Comprehensive Plan 2010 population projection of 29,205. Because EAR 2010 population projection was much greater than the 1991 Comprehensive Plan 2010 population projection, the EAR recommended that the City continued to focus on the year 2010 as its comprehensive plan 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.

According to the 2020 US Census, the City's 2020 population is 40,059 persons. The City used the Bureau of Economic and Business Research (BEBR) high estimate (56,653) for its 2045 Comprehensive Plan update, which represents approximately 16,594 new residents over the 25 year planning period.

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.

Figure I-1 Historic and Projected Population Growth in the City of Oviedo

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 twenty-five year planning period.

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).

Beginning in 2020, the City held a series of virtual Community Visioning workshops, asking four key questions:

- Where are we now? (Review of existing conditions)
- Where are we going? (Identification of future growth trends)
- Where do we want to go? (Preparation of alternative growth scenarios)
- How do we get there? (Update to the 2045 Comprehensive Plan)

The community input was used as the basis for the proposed 2045 Future Land Use Map. This map directs the anticipated growth into five targeted areas, based upon consensus from the community during the visioning exercises. The five targeted areas are the Downtown Core, Downtown Transition, Marketplace, West Mitchell Hammock Corridor, and Gateway West Core. The maximum residential density and non-residential intensity standards for these areas have been increased to allow for greater urban development potential, above and beyond the suburban growth patterns and form that characterize most of the City. The intent is to create dense walkable urban centers, enhance sustainability, and increase economic development potential within the City, while preserving the character of existing neighborhoods.

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

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

Housing Needs Assessment. Local governments are required to utilize these projections for 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-1. 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

**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%)

According to the 2020 US Census, the City's 2020 population is 40,059 persons. City Planners used the population projections published by the Bureau of Economic and Business Research (BEBR), which estimate that the population may increase to a range of 48,221 (medium estimate) to 56,653 persons (high estimate), assuming that the City maintains 8.5% of the Seminole County population growth. The City used the high estimate (56,653) for its 2045 Comprehensive Plan update, which represents approximately 16,594 new residents over the 25-year planning period.

Table I-2. City of Oviedo Population Projections

	2020	2025	2030	2035	2040	2045
Low	38,930	40,299	40,511	40,435	40,171	39,780
Medium	40,613	42,424	44,277	45,815	47,124	48,221
High	42,169	44,540	48,042	51,204	54,077	56,653

Source:

* BEBR Projections of Florida Population by County, 2025–2050, with Estimates for 2021, March 2022

**Population based on the ratio of Oviedo's projected population in relation to Seminole County population (8.5%)

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

Land Use

The City has experienced a rapid population growth in the past decades, with a projected population of approximately 56,653 by year 2045. 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, 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. The JPA has expired.

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

According to the 2020 US Census, the City's 2020 population is 40,059 persons. City Planners used the population projections published by the Bureau of Economic and Business Research (BEBR), which estimate that the population may increase to a range of 48,221 (medium

estimate) to 56,653 persons (high estimate), assuming that the City maintains 8.5% of the Seminole County population growth. The City used the high estimate (56,653) for its 2045 Comprehensive Plan update, which represents approximately 16,594 new residents over the 25 year planning period. Based on the US Census Bureau's 2019 American Community Survey 5-Year Estimates, The City of Oviedo averages 3.07 persons per household. Thus, the projected population increase of approximately 16,594 persons equates to approximately +/-5,400 new dwelling units.

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 2045 Comprehensive Plan update has increased the maximum Floor Area Ratio (FAR) for the targeted development areas (Downtown Core, Downtown Transition, Marketplace, West Mitchell Hammock Corridor, and Gateway West Core) to incentivize non-residential development and mixed use redevelopment. .

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. In the 2045 Comprehensive Plan update, policies were amended to identify the need for sufficient residential acreage to meet the projected housing needs, including workforce and attainable housing, through 2045.

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 twenty-five (25) 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. In the 2045 Comprehensive Plan update, policies were amended consistent with the adopted May 2021 Water Supply Facilities Work Plan. 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. In the 2045 Comprehensive Plan update, policies were amended consistent with the adopted May 2021 Water Supply Facilities Work Plan. It also changes the adopted Level of Service Standard for potable water to 95 gallons per capita per day.

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.

⁴ *Vision 2020 Comprehensive Plan*, Seminole County

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. The Plan includes 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). In the 2045 Comprehensive Plan update, policies were amended to rely on the standards set forth by agencies with jurisdictional authority over environmental issues.

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 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 and the pending 10-Year Mobility Plan and Mobility Fee, anticipated for adoption in 2022.

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

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.

The City is currently preparing a 10-year Mobility Plan and Mobility Fee. Upon completion and adoption (anticipated in 2022), the Comprehensive Plan will be amended to remove the TCEA and associated policies.

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 The 2045 Comprehensive Plan update removes specific level of service standards for recreational facilities, as introduced in the 2010 Plan update. 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 2022 and 2027 to address park system improvements.

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).

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

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

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. In the 2045 Comprehensive Plan update, policies were amended to delete references to outdated agreements and comply with new statutory requirements.

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IMPLEMENTATION

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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.

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MONITORING & EVALUATION

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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
- 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 2045 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 2045 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 2045 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

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1-1. GOAL: DEVELOP AND MAINTAIN A SUSTAINABLE MIX OF LAND USES MEET THE PHYSICAL, CULTURAL, AND ECONOMIC NEEDS OF THE PRESENT AND FUTURE POPULATIONS IN A MANNER THAT WILL MAINTAIN OR IMPROVE THE QUALITY OF THE NATURAL AND BUILT ENVIRONMENTS.

1-1.1 OBJECTIVE: Coordinate Future Land Uses with Physical Conditions, including topography, soil conditions, and other natural environmental features, 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:

- A. review and monitor all development and redevelopment requests for conformance to the Comprehensive Plan and the Land Development Code;
- B. coordinate the projected impacts of development and redevelopment requests with the availability of adequate public facilities and services;
- C. promote the development of a sustainable, compact, energy efficient urban land form in which intensity, density, and proximity of complementary land uses helps maximize access to and efficiency in the provision of public facilities and services including recreation, utilities, and transportation;
- D. provide an economically viable ratio of non-residential to residential land uses, provide a range of housing options, and encourage compact mixed use development;
- E. enhance and support the viability of the Downtown Core, Downtown Transition, MarketPlace, West Gateway, and West Mitchell Hammock Corridor infill areas;
- F. promote connectivity within the urban land form to achieve a safe, efficient, and attractive walkable environment that supports the use of alternative transportation systems;
- G. promote the conservation of natural resources and environmentally sensitive areas; and
- H. promote the provision or preservation of open green space areas that allow for recreational opportunities and urban gathering spaces.

Policies:

1-1.1.1 Residential Density and Net Buildable Acres Definitions

The maximum allowable density/intensity of a development shall be calculated using based on the following definitions:

- A. 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 natural lakes. The City will round down to the nearest whole number when rounding decimals.

- B. Residential density shall be defined as the number of dwelling units per net buildable acre, excluding ancillary units. The maximum number of dwelling units allowable for a development 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
- C. Non-Residential Intensity shall be defined as the Floor Area Ratio per net buildable acre, including ancillary units. The maximum Floor Area that a development can accommodate shall be calculated by multiplying the Floor Area Ratio by the net buildable acreage. The City will round down to the nearest whole number when rounding decimals related to intensity calculations.

1-1.1.2 Land Use Classifications

All development and redevelopment shall comply with the permissible use and density and intensity requirements of the land use classifications that are included in the 2045 Future Land Use Map Series and described in the Table 1.1.

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards		
District	Uses	Maximum Density & Intensity -
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>	Less than one (1) DU/acre.
Low Density Residential Transitional (LDR- T)	<p>Permissible uses include Single family residential development and public and private elementary, middle, and high schools.</p> <p>A residential density transition classification located adjacent to unincorporated areas designated Rural or Suburban Estates on the Seminole County Future Land Use Map.</p>	<p>Adjacent to Seminole County Rural FLU: One (1) DU/acre</p> <p>Adjacent to Seminole County Suburban Estates FLU: Two (2) DU/acre</p> <p>Adjacent to Mixed Use/PUD FLU: 4.0 DU/acre</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards

District	Uses	Maximum Density & Intensity -
Low Density Residential (LDR)	<p>Primary permissible uses include Single family residential, urban farming, community gardens, and public and private elementary, middle, and high schools.</p> <p>Secondary permissible uses include public and private institutional uses, recreation, and public. Secondary permissible land uses must be adequately buffered from adjacent residential areas, and will be subject to location criteria that requires direct access to collector or arterial roads if traffic impacts warrant such facilities.</p> <p>A minimum of fifty-five percent (55%) of a proposed mixed use development acreage shall be primary permissible residential use with the remainder in other primary permissible uses, secondary permissible uses, townhomes, commercial, and office.</p>	<p>Primary and Secondary Permissible Uses: Up to 4.0 DU/acre and</p> <p>Up to 5.0 DU/acre when a density bonus is granted, consistent with Policy 1-1.1.6.</p> <p>Up to 0.40 FAR</p> <p><u>Mixed Use Development:</u></p> <p><u>Residential:</u> Up to 5.0 DU/acre</p> <p><u>Commercial/Office/Public:</u> Up to 0.40 FAR</p>
Medium Density Residential (MDR)	<p>Primary permissible uses include residential, urban farming, community gardens, and public and private elementary, middle, and high schools.</p> <p>Secondary permissible land uses include other public and private institutional uses, recreation, and public. Secondary permissible land uses must be adequately buffered from adjacent residential areas, and will be 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>A minimum of fifty-five percent (55%) of a proposed mixed use development acreage shall be primary permissible residential use with the remainder in other primary permissible uses, secondary permissible uses, townhomes, commercial, and office.</p>	<p><u>Primary and Secondary Permissible Uses:</u> 4.0 to 8.0 DU/acre and</p> <p>Up to 10.0 DU/acre with a density bonus granted, consistent with Policy 1-1.1.1.6.</p> <p>Up to 0.4 FAR</p> <p><u>Mixed Use Development:</u></p> <p><u>Residential:</u> Up to 10.0 DU/acre</p> <p><u>Commercial/Office/Public:</u> Up to 0.45 FAR</p>
High Density Residential (HDR)	<p>Primary permissible uses include multi-family residential and public and private elementary, middle, and high schools.</p> <p>Secondary permissible uses include public and private institutional uses, recreation, and public. Secondary permissible land uses must be adequately buffered from adjacent residential</p>	<p><u>Primary and Secondary Permissible Uses:</u> 8.0 to up to 16 DU/acre and</p> <p>Up to 24 DU/acre when a density bonus is granted, consistent with Policy 1-1.1.6.</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards		
District	Uses	Maximum Density & Intensity -
High Density Residential (HDR) <i>(continued)</i>	<p>areas and will be 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>A minimum of fifty-five percent (55%) of a proposed mixed use development acreage shall be primary permissible residential use with the remainder in other primary permissible uses, secondary permissible uses, townhomes, commercial, and office.</p>	<p>Up to 0.4 FAR</p> <p><u>Mixed Use Development:</u></p> <p><u>Residential:</u> Up to 24 DU/acre</p> <p><u>Commercial/Office/Public:</u> Up to 0.45 FAR or up to 0.75 FAR when a bonus is granted consistent with Policy 1-1.1.6</p>
Office (OFF)	<p>Primary permissible uses include professional office and low intensity commercial uses, public and public and private elementary, middle, and high schools.</p> <p>Secondary permissible land use activities include public and private institutional uses and recreation. The location, area, number, and character of secondary uses shall not change the predominant office character of this land use designation.</p> <p>A minimum of fifty-five percent (55%) of a proposed mixed use development acreage shall be primary permissible office and low intensity commercial use, with the remainder in other primary permissible uses, secondary permissible uses, multi-family residential, townhomes, commercial, and light industrial (manufacturing must be enclosed manufacturing not require outdoor storage).</p>	<p><u>Primary and Secondary Permissible Uses:</u> Up to 0.40 FAR or up to 0.75 FAR when a bonus is granted consistent with Policy 1-1.1.6</p> <p><u>Mixed Use Department:</u></p> <p><u>Residential:</u> Up to 16 DU/acre</p> <p><u>Non-residential uses:</u> Up to 0.75 FAR</p>
Commercial (CM)	<p>Permissible uses include commercial, office, light industrial, public, and public and private elementary, middle, and high schools.</p> <p>Secondary permissible uses include public and private institutional uses and recreation. Such activities are 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 character of this land use designation.</p>	<p><u>Primary and Secondary Uses:</u> Up to 0.50 FAR, or up to 0.75 FAR when a bonus is granted, consistent with Policy 1-1.1.6.</p> <p><u>Mixed Use Development:</u></p> <p><u>Residential uses:</u> Up to 24 DU/acre</p> <p><u>Non-residential uses:</u> Up to 0.75 FAR</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards		
District	Uses	Maximum Density & Intensity -
Commercial (CM) <i>(continued)</i>	A minimum of fifty-five percent (55%) of a proposed mixed use development acreage shall be primary permissible commercial uses with the remainder in other primary permissible uses, secondary permissible uses, multi-family residential, townhomes, and light industrial (manufacturing must be enclosed and not require outdoor storage).	
High Intensity Commercial (HCM)	<p>Primary permissible uses include commercial and office development at high intensities, public, and public and private elementary, middle, and high schools.</p> <p>Such activities 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 character of this land use designation.</p> <p>A minimum of fifty-five percent (55%) of a proposed mixed use development acreage shall be primary permissible commercial uses with the remainder in other primary permissible uses, secondary permissible uses, multi-family residential, townhomes, and recreation, light industrial (manufacturing must be enclosed and not require outdoor storage).</p>	<p><u>Primary and Secondary Uses:</u> Up to 1.00 FAR or up to 1.50 when a bonus is granted, consistent with Policy 1-1.1.6</p> <p><u>Mixed Use Development:</u></p> <p><u>Residential:</u> Up to 24 DU/acre</p> <p><u>Non-Residential:</u> Up to 1.5 FAR</p>
Industrial (IN)	<p>Primary permissible uses include manufacturing, warehousing, other industrial uses, commercial, public, and office.</p> <p>Secondary permissible uses include public and private institutional uses, and private recreation. Such activities shall be evaluated according to the intent to maintain an industrial character. The location, area, number, and character of secondary uses shall not change the predominant industrial character of this land use designation.</p> <p>A minimum of fifty-five percent (55%) of a proposed mixed use development acreage shall be primary permissible industrial uses with the remainder in other primary permissible uses, secondary permissible uses, public, private and public, institutional and recreation.</p>	<p><u>Primary and Secondary Permissible Uses:</u> Up to 0.60 FAR</p> <p><u>Mixed Use Development:</u></p> <p><u>Industrial:</u> Up to 0.60 FAR</p> <p><u>Commercial/Office/Industrial:</u> Up to 0.50 FAR</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards		
District	Uses	Maximum Density & Intensity -
General Planned Unit Development (PUD)	<p>Permissible uses include any land use specified and approved on a Master Land Use Plan or Conceptual Development Plan and/or in a development agreement and not otherwise prohibited by this Comprehensive Plan or the Land Development Code.</p> <p>Developments of Regional Impact (DRI) are reviewed under Chapter 380, Florida Statutes. 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><u>Residential:</u> Up to 8.0 DU/acre, and</p> <p>Up to 10 DU/acre when a density bonus is granted, consistent with Policy 1-1.1.6.</p> <p><u>Commercial, Office, Institutional, Industrial, Public, and Recreation:</u> FAR = Up to 0.50, or FAR = Up to 0.75 with a density bonus.</p> <p><u>Industrial:</u> FAR = Up to 0.50</p>
Mixed Use (MU)	<p>Permissible uses include public and private elementary, middle, and high schools, commercial, office, light industrial, public and private institutional, public, recreation and public and private elementary, middle, and high schools.</p> <p>Mixed use development is dependent on the successful integration of distinct uses. Integration is defined as the combination of multiple uses within a single development where the impacts from differing uses are mitigated through site design techniques, and where impacts from differing uses are expected to benefit from the close proximity of complementary uses. All requests for development approval based on a mixed use concept must be able to demonstrate functional horizontal integration of the allowable uses, and vertical integration where applicable.</p> <p>Mixed use developments must contain a functional, compatible mix of uses within close proximity to each other and encourage non-motorized travel between uses, thus further reducing motorized traffic on the circulation system. Mixed use developments shall be developed with at least 2 land use types listed within the Permissible land uses. Nonresidential portions of the mixed-use development should be appropriately scaled and of a nature to provide support for the residential</p>	<p><u>Horizontal Integration:</u></p> <p>Single-family: Up to 12 DU/acre</p> <p>Multi-family: Up to 24 DU/acre,</p> <p>Office, Commercial, Industrial, Public, Recreation, and Institutional: Up to 1.0 FAR</p> <p><u>Vertical Integration:</u></p> <p>Residential: Up to 50 DU/Acre</p> <p>Office, Commercial, Industrial, Public, Recreation, and Institutional: Up to 1.5 FAR</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards

District	Uses	Maximum Density & Intensity -
Mixed Use (MU) <i>(continued)</i>	<p>development and surrounding community. Other restrictions may be required to promote compatibility with adjacent or nearby residential areas. Mixed Use developments shall be specified and approved on a Master Land Use Plan and/or in a development agreement.</p> <p>No one land use may exceed 90% of the total acreage, and no one land use may be less than 10% of the total acreage.</p>	
Downtown Core (DC)	<p>Permissible uses include residential, commercial, office, light industrial, entertainment, public, public and private institutional, and public and private elementary, middle, and high schools.</p> <p>The Downtown Core is intended to provide a strong urban center for the City through high quality urban design and diversity of land uses. The City shall encourage a diverse mix of uses to create a gathering place for the community and a focal point for the City. Buildings should be generally multistory and may include multiple uses. Wide sidewalks, plazas, and other civic amenities provide for a walkable environment that encourages outdoor activity, retail uses, and event space. Employment opportunities in the Downtown Core should allow residents to walk or bicycle to work, reducing traffic congestion and greenhouse gas emissions from automobile use. Automobile oriented uses, such as drive throughs, are discouraged. High density residential communities will support local businesses and create greater opportunity for transit ridership and use.</p> <p>Developments projects totaling 5 acres or more shall be developed as a mixed use development. Mixed use developments shall be developed with at least 2 Permissible land use types and must contain a functional, compatible mix of uses within close proximity to each other and encourage non-motorized travel between uses, thus further reducing motorized traffic on the circulation system.</p> <p>The mix of land uses shall be specified and approved on a Master Land Use Plan and/or in</p>	<p>Residential: Minimum 14 DU/ac; up to 30 DU /ac</p> <p><u>Horizontal/Vertical Mixed Use:</u> Up to 50 DU/ac.</p> <p>and</p> <p><u>Non-residential:</u> Office, Commercial, Industrial and Institutional uses: up to 1.0 FAR.</p> <p>Bonus: Up to 100 DU/ac, and up to 2.0 FAR may be granted, consistent with Policy 1-1.1.6.</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards		
District	Uses	Maximum Density & Intensity -
Downtown Core (DC) <i>(continued)</i>	a development agreement. Mixed use development that supports innovative development compatible with existing and anticipated surrounding land uses and mobility strategies and logical connection with other compatible uses is strongly encouraged. Mixed use development that supports mobility strategies and logical connection with other compatible uses is strongly encouraged.	
Downtown Transition (DT)	<p>Permissible uses include single family residential, townhomes, cluster homes, patio homes, multi-family residential, commercial, office, public, public and private institutional, and public and private elementary, middle, and high schools.</p> <p>The purpose of the Downtown Transition is to provide a diverse mix of uses at a lower scale than the Downtown Core that is complementary and compatible with surrounding neighborhoods. Buildings can be multistory and include multiple uses, but at lower heights and site coverage than in the Downtown Core. Compatibility with existing adjacent land uses will be reviewed at the site plan level to provide for adequate buffers and design techniques.</p> <p>Developments projects totaling 5 acres or more shall be developed as a mixed use development. Mixed use developments shall be developed with at least 2 Permissible land use types and must contain a functional, compatible mix of uses within close proximity to each other and encourage non-motorized travel between uses, thus further reducing motorized traffic on the circulation system.</p> <p>The mix of land uses shall be specified and approved on a Master Land Use Plan and/or in a development agreement. Mixed use development that supports innovative development compatible with existing and anticipated surrounding land uses and mobility strategies and logical connection with other compatible uses is strongly encouraged. Mixed use development that supports mobility strategies and logical connection with other compatible uses is strongly encouraged.</p>	<p>Single Family/Townhome: Up to 12 DU/ac.</p> <p>Multi-family Residential: Up to 24 DU/acre</p> <p>and</p> <p>Office and Commercial uses: Up to 0.50 FAR</p> <p>Public and Institutional uses: FAR = Up to 1.0</p> <p>Bonus: Up to 40 DU/acre and 1.0 FAR may be granted, consistent with Policy 1-1.1.6</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards

District	Uses	Maximum Density & Intensity -
Gateway West Core (GWC)	<p>Permissible uses include residential, commercial, office, light industrial, public and private institutional, public, recreation, and public and private elementary, middle, and high schools.</p> <p>The Gateway West Core is intended for high density/intensity development and redevelopment in the western portion of the City, near regional transportation facilities and on land that has been identified as potential development or redevelopment opportunities.</p> <p>Mixed use developments must contain a functional, compatible mix of uses within close proximity to each other and encourage non-motorized travel between uses, thus further reducing motorized traffic on the circulation system. Mixed use developments shall be developed with at least 2 land use types listed within the Permissible land uses. Mixed Use developments shall be specified and approved on a Master Land Use Plan and/or in a development agreement.</p> <p>No one land use of a mixed use development may exceed 90% of the total acreage, and no one land use may be less than 10% of the total acreage. Mixed use development that supports mobility strategies and logical connection with other compatible uses is strongly encouraged.</p>	<p>Residential: Up to 50 DU/acre.</p> <p>Mixed Use Residential: Up to 75 DU/acre.</p> <p>Office, Commercial, and Light Industrial uses: Up to 1.0 FAR =</p> <p>Public and Institutional uses: Up to 1.0 FAR</p> <p>Bonus: Up to 80 DU/acre and up to 2.0 FAR may be granted, consistent with Policy 1-1.1.6.</p>
West Mitchell Hammock Corridor (WMHC)	<p>Permissible uses include residential, office, commercial, light industrial, public and private institutional, public, recreation, and public and private elementary, middle, and high schools.</p> <p>The West Mitchell Hammock Corridor is located on both sides of West Mitchell Hammock Road between the Norma Avenue and SR-417. The majority of this land is vacant and comprised of large tracts, and proximity to regional transportation networks makes it ideal for urban development. The appropriate land use mix should focus on non-residential uses complementary to the existing commercial uses along West Mitchell Hammock Road with an appropriate balance of high density residential. Mixed use developments must contain a functional, compatible mix of uses within close proximity to each other and encourage non-</p>	<p>Residential: Up to 24 DU/acre.</p> <p>Mixed use: Up to 30 DU/acre.</p> <p>Office, Commercial, Light Industrial uses: Up to 1.0 FAR</p> <p>Public and Institutional uses: Up to 1.0 FAR</p> <p>Bonus Up to 50 DU/acre and up to 1.5 FAR may be granted, consistent with Policy 1-1.1.6.</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards		
District	Uses	Maximum Density & Intensity -
West Mitchell Hammock Corridor (WMHC) <i>(continued)</i>	<p>motorized travel between uses, thus further reducing motorized traffic on the circulation system. Mixed use developments shall be developed with at least 2 land use types listed within the Permissible land uses. Mixed Use developments shall be specified and approved on a Master Land Use Plan and/or in a development agreement.</p> <p>No one land use of a mixed use development may exceed 90% of the total acreage, and no one land use may be less than 10% of the total acreage. Mixed use development that supports mobility strategies and logical connection with other compatible uses is strongly encouraged.</p>	
MarketPlace (MP)	<p>The MarketPlace includes the area within the Oviedo Marketplace Development of Regional Impact (DRI). The existing DRI controls land use and entitlements in this classification until such time as the DRI terminates or is rescinded.</p> <p>Developments of Regional Impact (DRI) are reviewed under Chapter 380, Florida Statutes. 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>Upon termination of the DRI, permissible uses shall include Permissible uses include residential, commercial, office, light industrial, public and private institutional, public, recreation, and public and private elementary, middle, and high schools. The appropriate land use mix should focus on non-residential uses complementary to the existing uses on the MarketPlace property with an appropriate balance of high density residential</p> <p>Mixed use developments must contain a functional, compatible mix of uses within close proximity to each other and encourage non-motorized travel between uses, thus further reducing motorized traffic on the circulation system.</p>	<p>Residential: up to 50 DU/acre.</p> <p>Mixed Use Residential: up to 75 DU/acre.</p> <p>Office, Commercial, and Light Industrial uses: Up to 1.0 FAR</p> <p>Public and Institutional uses: Up to 1.0 FAR</p> <p>Bonus: Up to 80 DU/acre and up to 2.0 FAR may be granted, consistent with Policy 1-1.1.6.</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards

District	Uses	Maximum Density & Intensity -
MarketPlace (MP) <i>(Continued)</i>	<p>Mixed use developments shall be developed with at least 2 land use types listed within the Permissible land uses. All of the land uses do not have to be developed at the same time, nor is one land use a prerequisite to another land use. Mixed Use developments shall be specified and approved on a Master Land Use Plan and/or in a development agreement.</p> <p>No one land use of a mixed use development may exceed 90% of the total acreage, and no one land use may be less than 10% of the total acreage. Mixed use development that supports mobility strategies and logical connection with other compatible uses is strongly encouraged.</p>	
Public (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 or cultural uses.</p>	<p>Up to 1.0 FAR</p>
Conservation (C)	<p>Permissible activities include conservation, passive recreation, low density single family residential, and limited agriculture/silviculture</p> <p>The purpose of this Conservation future land use designation 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.</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</p>	<p>Residential: One (1) DU/ 10 acres.</p>

Table 1.1 - Future Land Use Classifications, Density and Intensity Standards		
District	Uses	Maximum Density & Intensity -
Conservation (C) (continued)	<p>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, nor create any soil erosion problems.</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. These activities 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

The City shall evaluate at least the following in considering an amendment to the 2045 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.
- 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 Evaluation and Appraisal Report

As part of the Evaluation and Appraisal Review (EAR) pursuant to Rule Chapter 73C-49, Florida Administrative Code, the Comprehensive Plan shall be evaluated and updated at least every seven (7) years. The City shall include in its review, an evaluation of the Future Land Use Map 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, 2045 Future Land Use.

1-1.1.6 Density/Intensity Bonus

Density/Intensity Bonuses may be granted for providing the below public benefits and scale of each benefit provided in excess of minimum requirements that are not otherwise used a mitigative technique will determine the amount of density/intensity bonus granted.

- A. Affordable/ workforce housing.
- B. Green building or other recognized practices to enhance sustainability including renewable energy, recycling, stormwater harvesting, and electric vehicle charging stations.
- C. Publicly accessible plaza, courtyards and open space.
- D. Funding public transportation programs or on-site public transportation facilities.
- E. Structured parking that includes publicly accessible parking.
- F. Targeted Businesses or Industries.
- G. Space that contributes to the public realm.
- H. Elementary, middle, and/or high school.
- I. Museum, Library, or other Cultural Facility.
- J. Preservation of a historic structure or property.

The Land Development Code shall regulate the Density/Intensity Bonus range which shall be memorialized through a development agreement executed between the City and the landowner/developer, which will document the amount of bonus and the agreed-upon public benefit(s).

1-1.1.7 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
- B. On site soils and topography shall be suitable for urban development.
- C. Sites shall be of sufficient size so 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 multimodal options to provide the safe and efficient transport of students.
- F. Sites should encourage co-location with other public facilities such as parks, libraries, and community centers to the extent possible.

1-1.1.8 Mobility Plan and Fee

The City shall develop a mobility plan and consider adoption of a Mobility Fee to transition its current transportation concurrency system from one that emphasizes the movement of motor vehicles to one that encourages the movement of people via a multimodal transportation system that provides safe and convenient improvements, services, and programs for people walking, bicycling, riding micromobility devices, microtransit and transit vehicles, using shared mobility services, programs, and new mobility technology, and driving motor vehicles.

1-1.1.9 Criteria for Commercial, Office, and Light Industrial Development Location

Commercial, office, and light industrial development shall generally be located and oriented to arterial and collector roadways. In the Downtown Core, Downtown Transition, Gateway West Core, West Mitchell Hammock Corridor, and MarketPlace future land use classifications, commercial, office, and light industrial uses should be integrated with residential, public, institutional, and recreation land uses in compact, walkable mixed-use developments.

1-1.1.10 Provision for Bicycle, Pedestrian and Transit Access

New development and redevelopment shall provide for adequate bicycle and pedestrian access and transit facilities, as specified in the Transportation Element of this Comprehensive Plan.

1-1.1.11 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 ($\frac{1}{2}$) mile of its boundaries in the future.

1-1.2. OBJECTIVE: Land Use and Economic Development

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

Measure: The City shall seek to expand office, commercial, industrial and mixed-use development at appropriate locations within the City's targeted economic development areas, Community Redevelopment Area (CRA), and Seminole Economic Enhancement District (SEED).

Policies:

1-1.2.1 Office, Commercial, and Light Industrial Development

The City shall encourage more office, commercial, and light industrial development at appropriate locations within the City's targeted economic development areas,

Community Redevelopment Area (CRA), and Seminole Economic Enhancement District (SEED).

1-1.2.2 Location of Multi-Family Development

The City shall increase the retail market demand by encouraging multi-family development adjacent to commercial and adjacent and within mixed use designated areas.

1-1.2.3 Innovative Design Techniques

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

1-1.2.4 Provision of Water and Sewer Services

The City shall first extend water and sewer services to areas currently zoned commercial, office, industrial, to the City's targeted economic development areas, Community Redevelopment Area (CRA), and Seminole Economic Enhancement District (SEED).to promote a diversified tax base and provide employment opportunities for Oviedo residents.

1-1.3 OBJECTIVE: Prevention of Urban Sprawl

To discourage urban sprawl and promote a more sustainable development pattern, the City shall direct more intense development to areas of the City with full urban services.

Measure: The City shall continue require that proposed land uses be adequately served by requisite public facilities, including water and wastewater services, adequate stormwater management, and solid waste disposal.

Policies:

1-1.3.1 High Density/Intensity Development

- A. High density/intensity development shall be permitted only in areas with complete urban services including central sewer, water, and fire and police protection.
- B. High density/intensity developments shall provide easily accessible, common amenities and open space.
- C. High density residential developments, and 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.

1-1.3.2 Development and Redevelopment of "Infill" Properties

The City shall encourage the development and redevelopment of "infill" properties served by existing infrastructure and services, in the Downtown Core, Downtown Transition, Gateway West Core, West Mitchell Hammock Corridor, and Marketplace future land use classifications.

1-1.3.3 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.

1-1.3.4 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.

1-1.3.5 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 City or County service areas.

1-1.3.6 Protection of Seminole County Rural Areas

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

1-1.3.7 Redevelopment and New Development

The Land Development Code shall encourage new development and/or redevelopment provide for safe and efficient pedestrian and non-motorized vehicular access to adjacent areas.

1-1.4. OBJECTIVE: Redevelopment of Blighted Areas

To redevelop and upgrade substandard development and blighted areas.

Measure: The City shall monitor 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

Consistent with the Land Development Code, "any substantial change in land use" (as defined in the LDC) shall meet current development standards.

1-1.4.2 Public Facilities Adjacent to Proposed Development

The City will continue to require that all public facilities necessary to serve the 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, wastewater, 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 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**

The City shall 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 mitigate roadway traffic impacts, and to provide additional multimodal opportunities.

1-1.5.2 Road Improvements

Any proposed road improvements shall be evaluated for land use impacts to existing residential and commercial neighborhoods.

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 Compatibility with Surrounding Land Uses

The City shall promote the long-term viability of neighborhoods by regulating future development to create compatibility with surrounding land uses.

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: The City shall monitor the number of historic and archaeological sites within the City and any destruction, removal and alterations to such 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 Local Planning Agency 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, consistent with the City's Land Development Code. 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

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

1.1.7 OBJECTIVE: Protection of the City's Natural Resources

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:

1-1.7.1 Econlockhatchee River Protection Zone

The City has declared 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. The City shall continue to preserve it in accordance with the City and State protection regulations, and consistent with the Conservation Sub-Element.

1-1.7.2 Coordination with Other Agencies

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

1-1.7.3 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.

1-1.7.4 Environmentally Sensitive Areas

The environmentally sensitive areas depicted in the Future Land Use Maps 1-4 and 1-6 shall serve as indicators to identify potential wetland and flood plain areas of special concern. 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 2045 Future Land Use Map as Conservation. No new development may be approved in these areas unless permitting and mitigation are approved by the appropriate jurisdictional agency.

1-1.7.5 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 OBJECTIVE: Availability of Suitable Land for Utility Facilities

Plan for the availability of suitable land for utility facilities necessary to support proposed development by identifying future utility land and service needs and coordination with utility service providers.

Measure: The City shall require development proposals to provide suitable land for utility facilities to support the proposed development.

Policies:

1-1.8.1 Future Planning and Programming

The City shall coordinate with designated utilities and entities providing essential services to the City to aid in future planning and programming.

1-1.8.2 Easements for Future Well Fields

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

1-1.8.3 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.

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

To ensure that adequate public services and facilities are available concurrent with development impact to maintain established levels of service.

Measure: The 2045 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:

1-1.9.1 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.

1-1.9.2 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.

1-1.10 OBJECTIVE: Pedestrian-Oriented and Context-Sensitive Urban Design Concepts

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

Measure: An increase in new developments that incorporate preferred urban design features into projects as a result of coordination with the City.

Policies:**1-1.10.1 Urban Design Guidelines**

The City shall continue implementation of Urban Design Guidelines in the Land Development Code in order to illustrate preferred development concepts and types.

1-1.10.2 Pedestrian-Oriented and Context-Sensitive Urban Design

The City shall encourage pedestrian-oriented and context-sensitive urban design.

1-1.11. OBJECTIVE: Full Service Community

Continue working to be a full service community 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: An increase in mixed-use developments and a housing stock inventory that demonstrates the availability and affordability of housing appropriate to households of different income levels and needs groups relative to demand.

Policies:

1-1.11.1 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 permissible uses in residential and mixed-use areas. Consistent with Policy 1-1.1.1, ancillary dwelling units shall not count towards the calculated density of a development.

1-1.11.2 Provision of a Range of Housing Types

The City shall encourage the provision of a range of housing types appropriate to various age and needs groups, including workforce and affordable housing.

1-1.11.3 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 pedestrian, bicycle, automobile, mass transit, and special needs transportation modes.

1-1.11.4 Access to Health Care Facilities

The City shall seek to enhance 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.

1-1.11.5 Healthy Living through Age Appropriate Recreational Opportunities

The City shall seek to provide opportunities to pursue healthy living through age appropriate recreational opportunities.

1-1.11.6 Education, Recreation, Arts and Culture, and Leisure Activities

The City shall seek to enhance opportunities for education, recreation, public art, arts and culture, and leisure activities for residents and households of various age and interest groups.

1-1.11.7 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.

1-1.11.8 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) in coordination with the State and Seminole County Health Department.

1-1.12. OBJECTIVE: Reduction of the Negative Environmental Impacts of Development and Redevelopment

Reduce the negative environmental impacts of development and redevelopment and promote the efficient use of natural resources to create a sustainable community 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, with the goal of achieving 100% renewable energy use for City operations by 2050.

Policies:

1-1.12.1 Reduction of Impacts to Environmentally Sensitive Areas

The City shall seek to reduce the impacts of development and redevelopment to environmentally sensitive areas through policies in the Conservation Sub-Element, the Land Development Code, and a Sustainability Action Plan.

1-1.12.2 On-site Mitigation of Impacts

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

1-1.12.3 Energy Conservation and Greenhouse Gas Reductions

The City shall promote energy conservation and the reduction of vehicle miles travelled and greenhouse gas emissions through the implementation of more compact land use patterns, and 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.

1-1.12.4 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.

1-1.12.5 Water Conservation

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

1-1.12.6 Use of Environmentally Friendly Building Practices and Techniques

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.

1-1.12.7 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. OBJECTIVE: SUSTAINABILITY

The City shall promote compact, mixed-use, and energy efficient development in a pattern which supports walking, bicycling, and transit to establish a more sustainable community and reduce greenhouse gases (GHGs).

Policies:

1-1.13.1 Sustainability Action Plan

The City shall prepare a Sustainability Action Plan by the year 2025. This plan will contain goals, measures, and strategies to achieve the City's goal of 100% renewable energy usage in City operations by the year 2050.

1-1.13.2 Reduce Vehicle Miles Traveled

The land use pattern shall serve to minimize travel requirements and support multi-modal transportation to reduce vehicle miles traveled.

1-1.13.3 Energy Efficiency

The City shall support the integration of passive solar design, green roofs, and active solar and other renewable energy sources into development and redevelopment projects. The City shall also require energy efficient designs and appliances for residential development as specified in the Florida Building Code.

1-1.13.4 Heat Island Effect

The City shall support site designs and the use of building materials that reduce heat absorption or the heat island effect.

1-1.13.5 Natural Landscaping

The built environment and urban design shall maximize natural areas and incorporate Florida-friendly landscaping to reduce energy and water consumption.

1-1.13.6 Green Roofs

The City shall support green roofs in order to reduce stormwater runoff, enhance building cooling and insulation, reduce the urban heat island effect, offer area cooling, improve air quality, and promote innovative green spaces. Non-residential and mixed-use developments that include a green roof shall be permitted to count the green roof area toward the required open space for the development as follows:

- (a) Each square foot of vegetated green roof earns a one-square-foot reduction in the required open space.
- (b) Roof-top vegetation must be maintained for the life of the building. Contact information for the property owner or manager along with maintenance responsibilities shall be provided to the City with the building permit application. Green roofs are subject to periodic inspections by the Building Division to ensure proper maintenance.
- (c) A green roof must be certified by a licensed professional architect that it is in compliance with the Florida Building Code.

1-1.13.7 Community Gardens

A community garden is land used for the cultivation of food crops, such as fruits, vegetables, and herbs, and/or non-food, ornamental plants, flowers, or herbs, by multiple users for personal or group use, consumption, or donation. The City shall permit community gardens as an intermediate and/or ancillary use in all zoning districts. The on-site sale of community garden products shall be prohibited. No building or structures shall be permitted on the site other than sheds for storage of tools (limited in size to 250 square feet or less), benches, bike racks, raised/accessible planting beds, compost or waste bins, picnic tables, fences, rain barrel systems, garden art and children's play areas. The combined area of all buildings or structures shall not exceed 15 percent of the garden site.

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.

1-2. GOAL: CREATE A FISCALLY SUSTAINABLE FULL SERVICE COMMUNITY, 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

Attract high quality, high value industries and businesses to appropriate areas indicated on the Future Land Use Map Series

Measure: The number of new businesses and jobs 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 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 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, while maintaining the purpose and intent of the Comprehensive Plan and its policies. .

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

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. Monitor business tax receipts renewals year over year.

Policies:

1-2.2.1 Incentives Program for Existing Businesses

The City shall implement 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, while maintaining the purpose and intent of the Comprehensive Plan and its policies.

1-2.2.3 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.

1-2.2.4 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: Promote the City as a Prime Location for High-Value Targeted Sectors

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, the Chamber of Commerce and other business 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	2045 Future Land Use Map
Map 1-1.1	2045 Downtown Future Land Use Map
Map 1-2	Existing Road Network
Map 1-3	Areas Subject to Flooding
Map 1-4	Soils Map
Map 1-5	Wetlands Map
Map 1-6	Recreational Facilities
Map 1-7	Energy Conservation Map
Map 1-8	2025 Multimodal Mobility Areas

Interpretation of Land Use District Boundaries

Except as otherwise specifically provided, the Land Use designation shown within boundaries on the 2045 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.

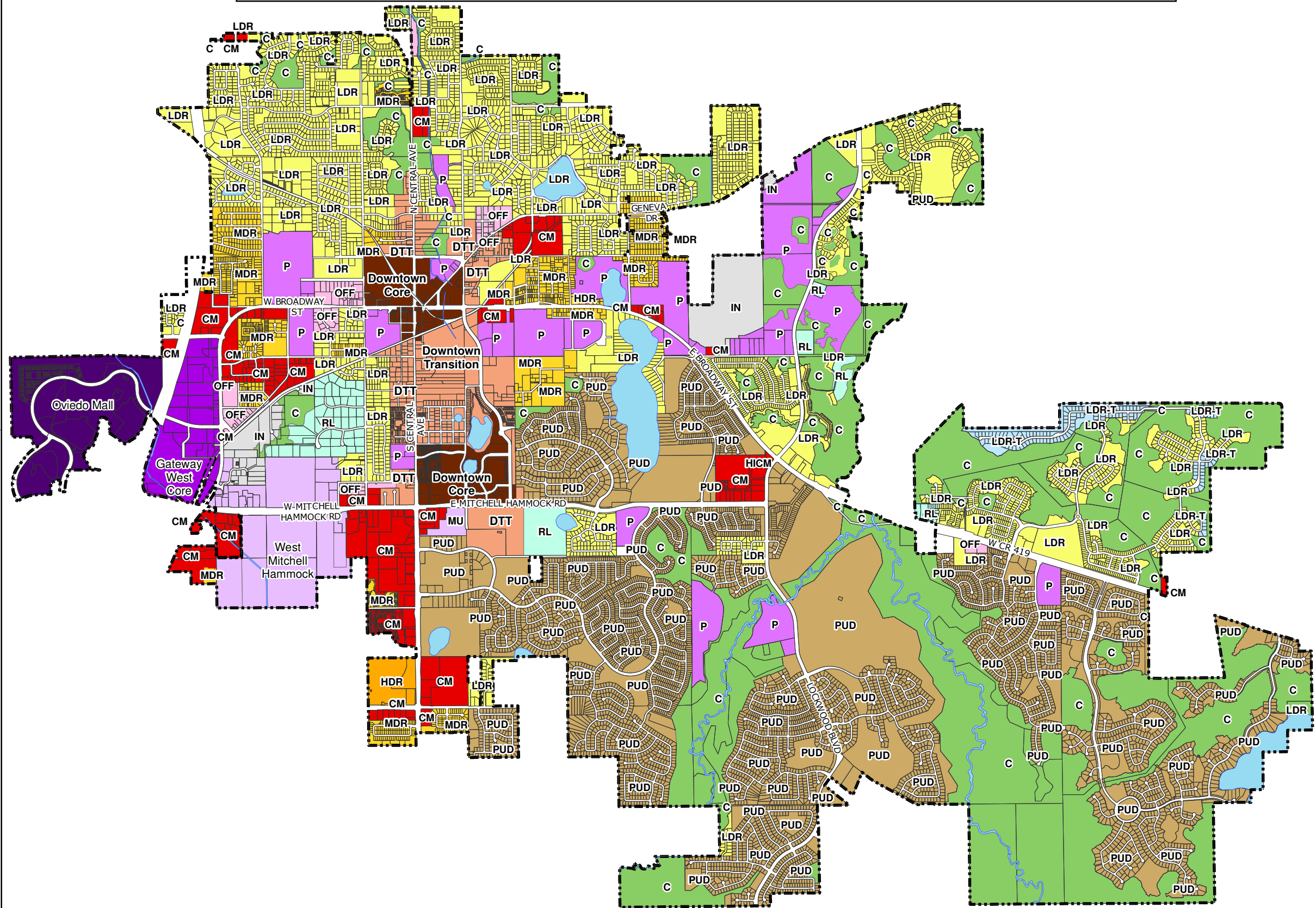
Interpretation of Environmental Overlay Boundaries

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.

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CITY OF OVIEDO
FUTURE LAND USE MAP SERIES

MAP 1-1 2045 FUTURE LAND USE MAP



Legend

2045 FLU

- Commercial
- Conservation
- General Planned Unit Development
- High Density Residential
- High Intensity Commercial
- Industrial
- Low Density Residential
- Low Density Transitional
- Medium Density Residential
- Mixed Use
- Office
- Public
- Rural

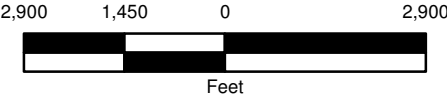
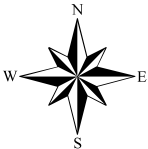
2045 Downtown Districts

- Downtown Core
- Downtown Transition

2045 Gateway Districts

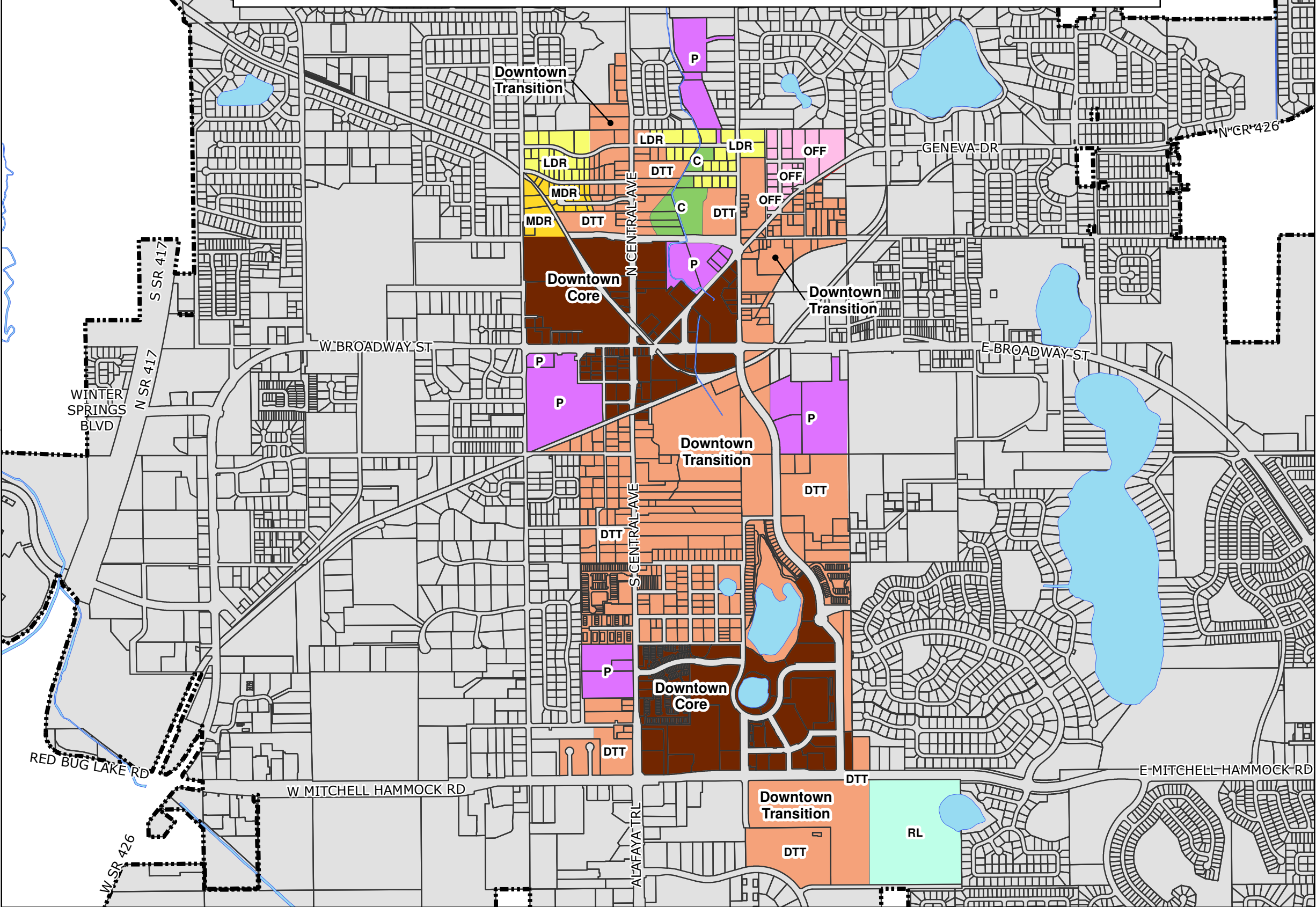
- Gateway West Core
- Oviedo Mall
- West Mitchell Hammock Corridor

- City of Oviedo Boundary
- Waterbody



CITY OF OVIEDO
FUTURE LAND USE MAP SERIES

MAP 1-1.1. 2045 DOWNTOWN FUTURE LAND USE MAP



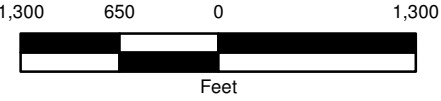
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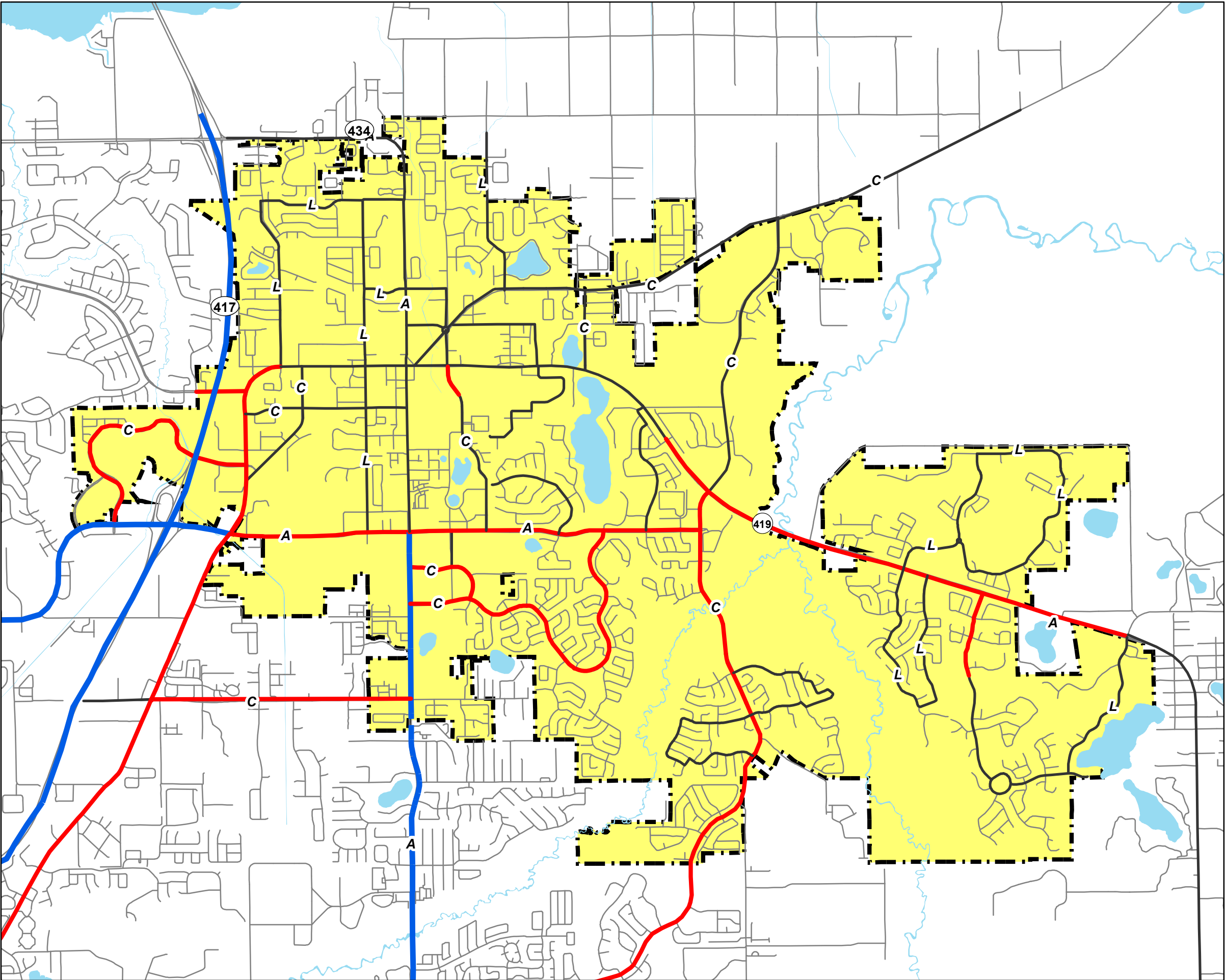
2045 FLU

- Commercial
- Conservation
- General Planned Unit Development
- Low Density Residential
- Medium Density Residential
- Office
- Public
- Rural

2045 Downtown Districts

- Downtown Core
- Downtown Transition
- City of Oviedo Boundary
- Waterbody





March 2022

Legend

Main Roads

Lanes

2

4

6

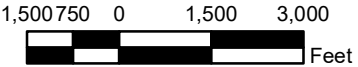
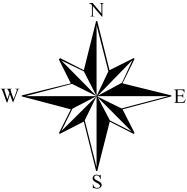
Streets

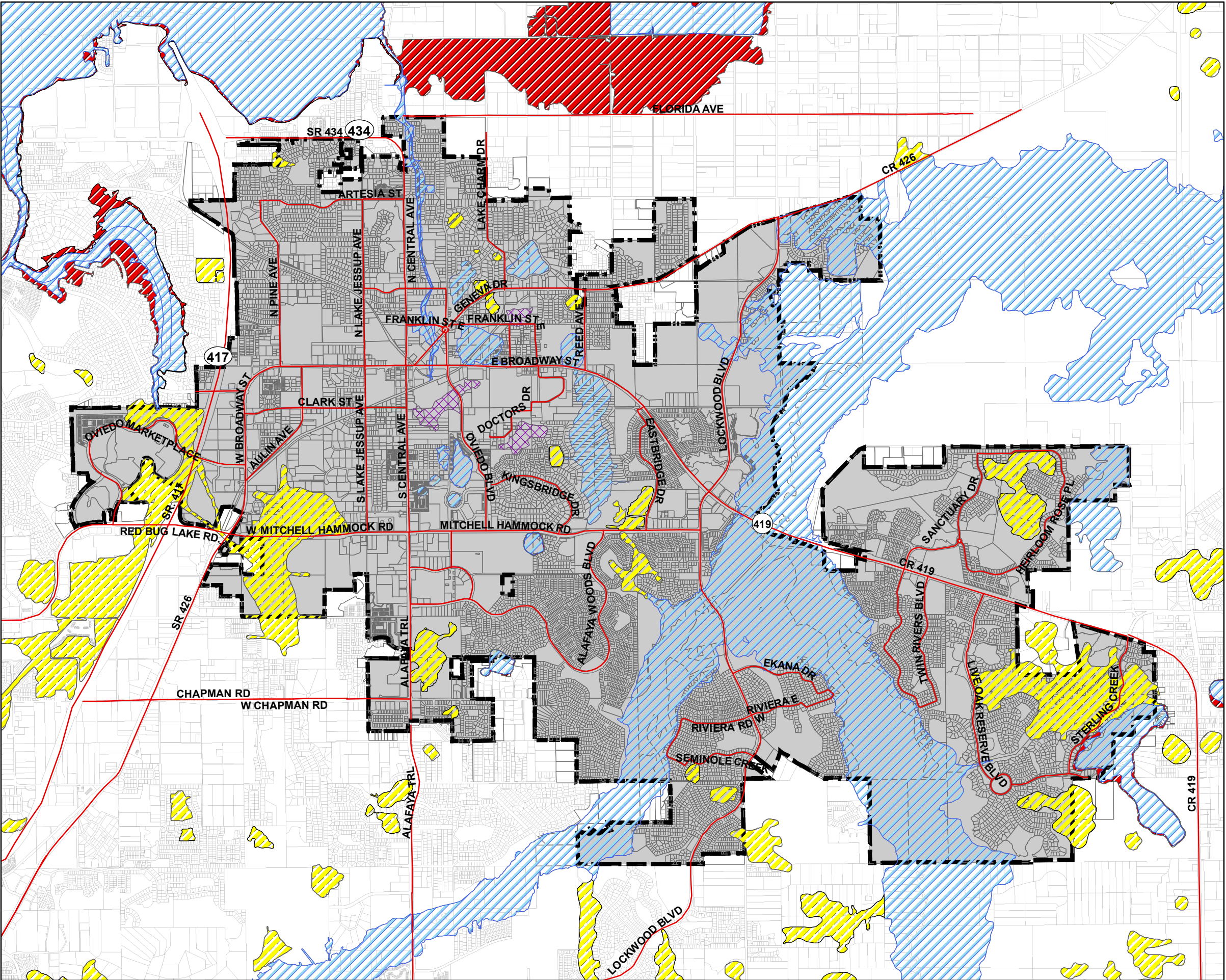
Water Bodies

Oviedo City Boundary

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

Map 1-2
CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
**EXISTING ROAD
NETWORK**





Legend

Primary Roads

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

Oviedo City Boundary

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 28, 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 1-1, 2045 Future Land Use

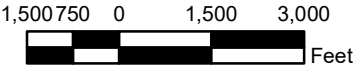
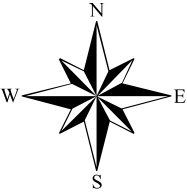
Map 1-3

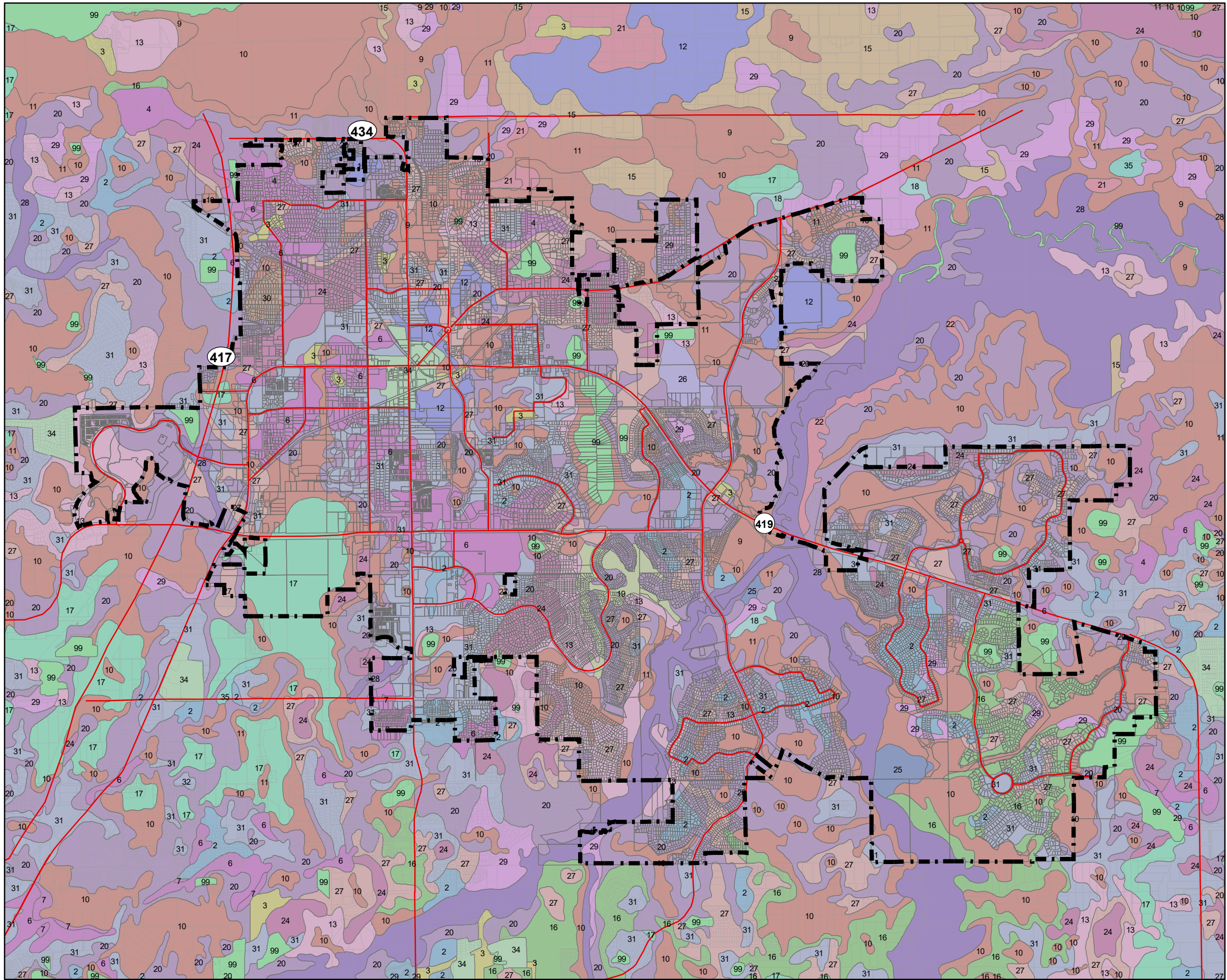
CITY OF OVIEDO

FUTURE LAND USE MAP SERIES

AREAS SUBJECT

TO FLOODING





Legend

Oviedo City Boundary

Main Roads

Parcels

SOILS

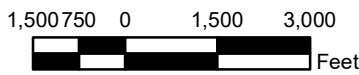
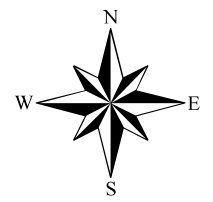
- ADAMSVILLE
- ARENTS
- ASTATULA
- BASINGER
- BRIGHTON
- CANOVA
- EAUGALLIE
- FELDA
- IMMOKALEE
- MALABAR
- MANATEE
- MYAKKA
- NITTAW
- PAOLA
- PINEDA
- POMELLO
- POMPANO
- SEFFNER
- ST. JOHNS
- TAVARES
- TERRA CEIA
- UDORTHENTS
- URBAN LAND
- WABASSO
- WATER

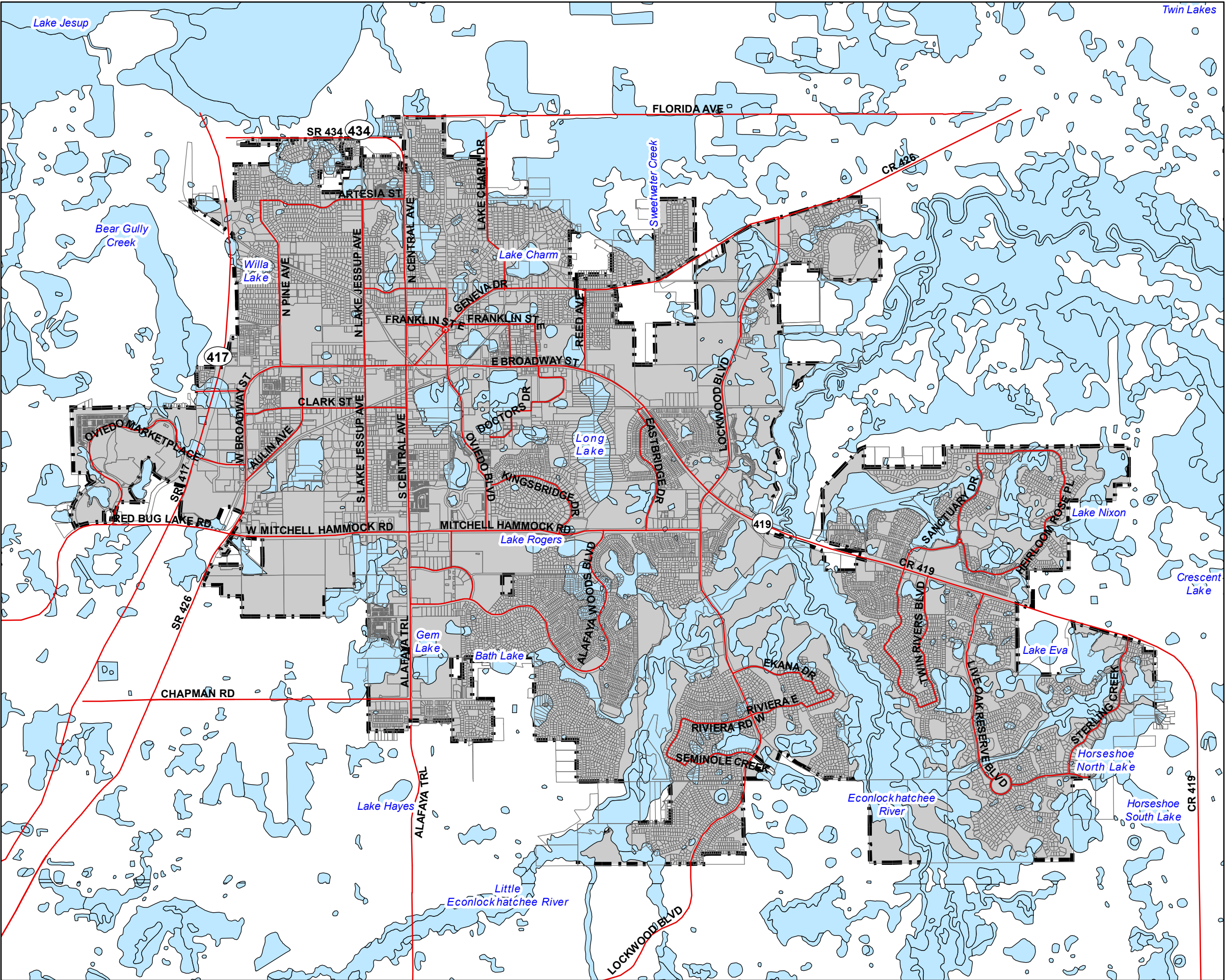
Map 1-4

CITY OF OVIEDO

FUTURE LAND USE MAP SERIES

SOILS MAP





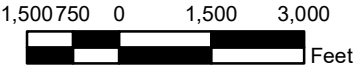
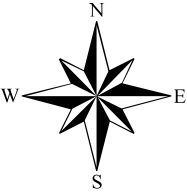
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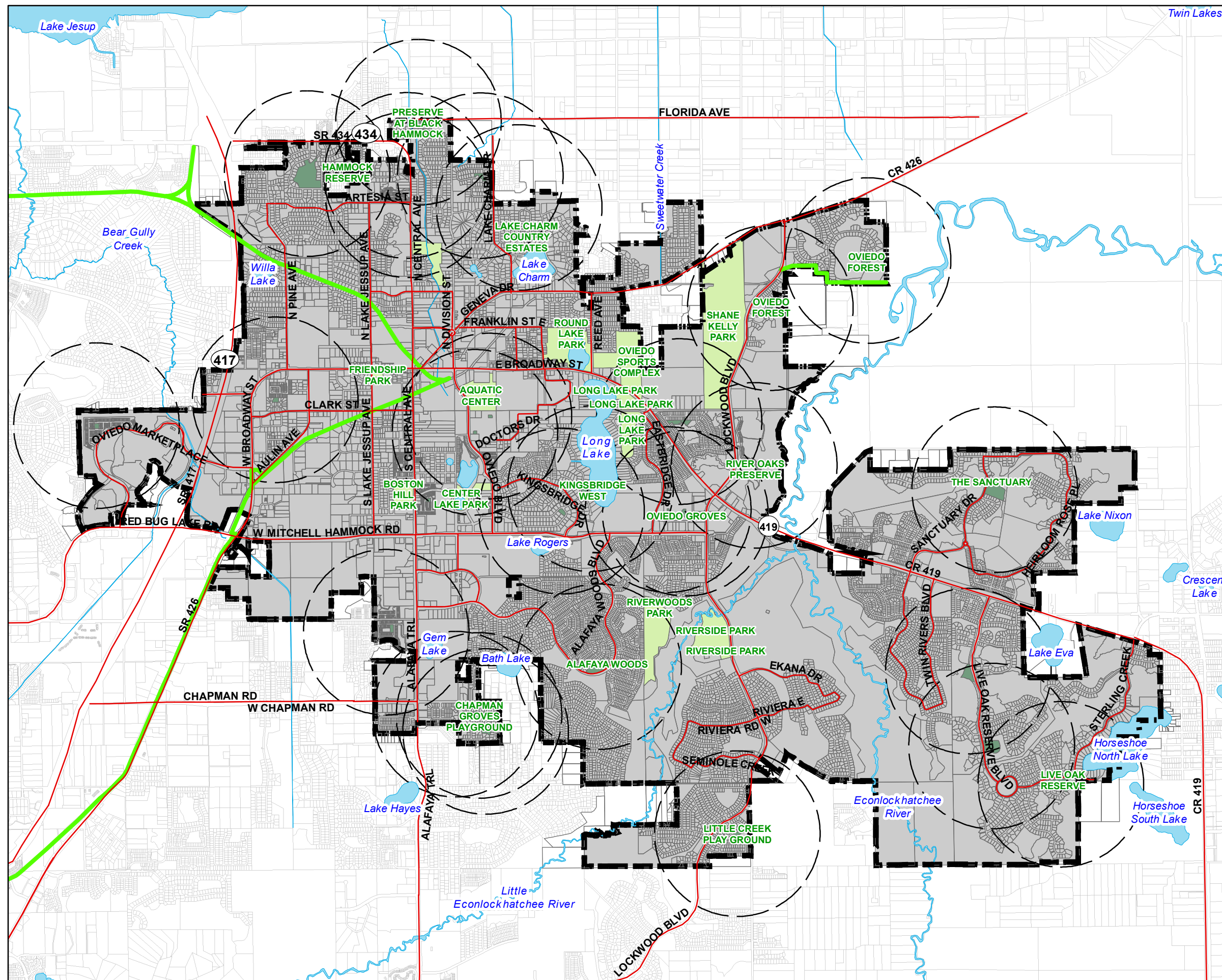
- Main Roads
- Parcels
- Wetlands
- Oviedo City Boundary

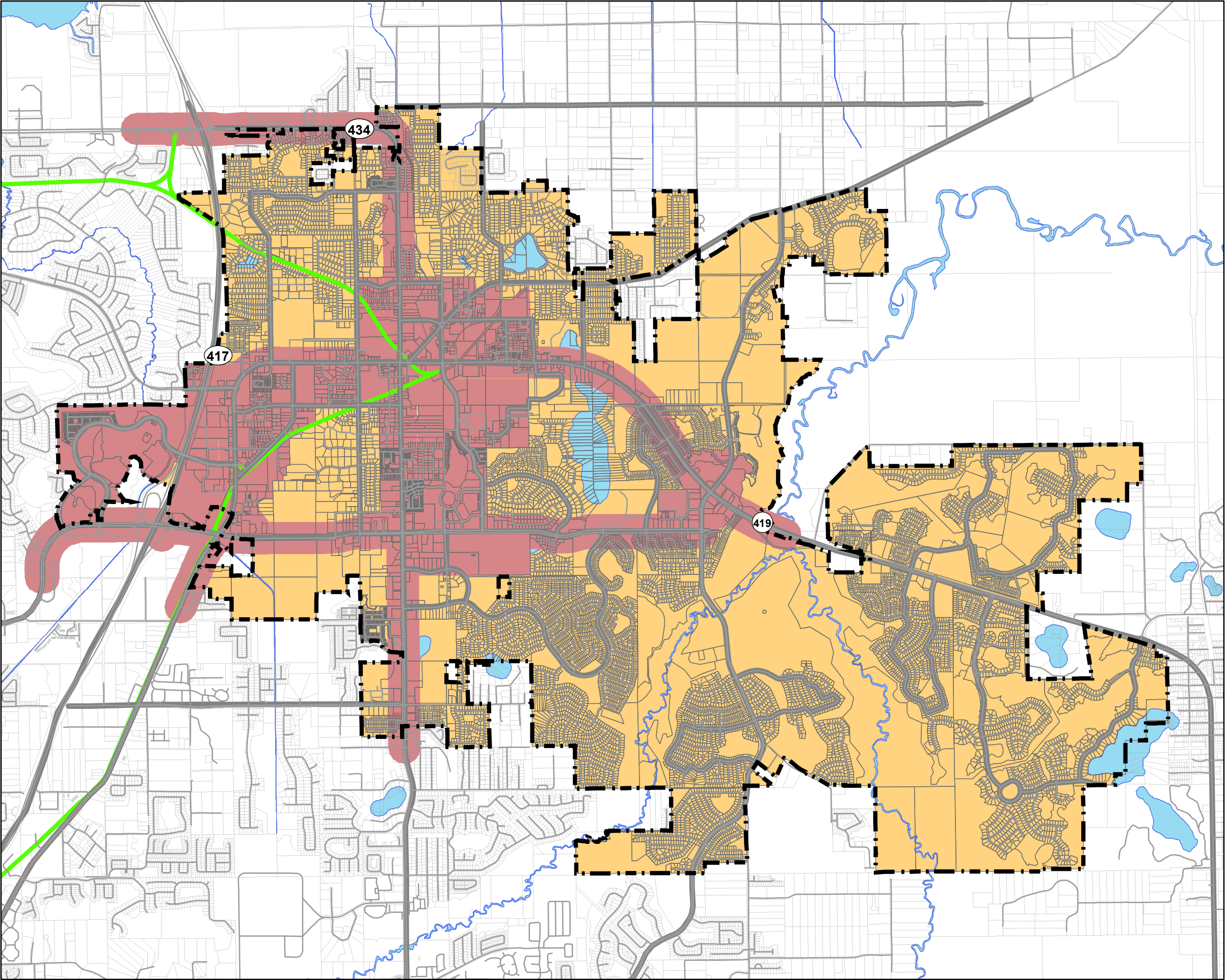
Note: This map identifies wetlands areas in the City of Oviedo. This map serves as an "overlay" zone to identify areas in the City where there is a documented potential for wetlands to be present. This map is not based on site specific data. If more definitive, on-site information obtained through field 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 1-1 2045 Future Land Use Map.

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

Map 1-5
CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
WETLANDS





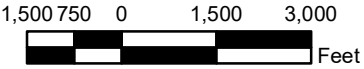
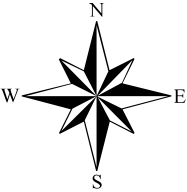


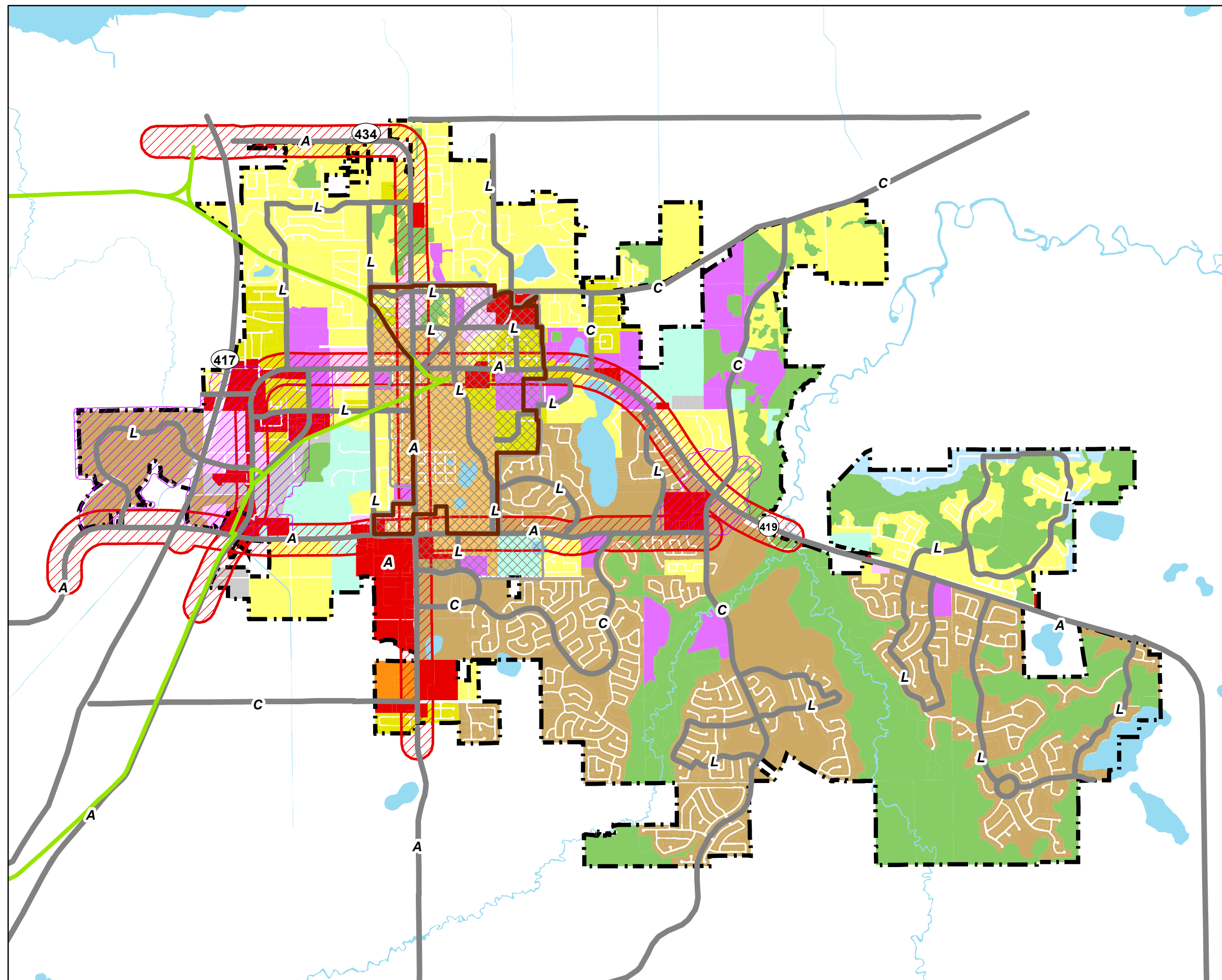
Legend

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

Map 1-7
CITY OF OVIEDO
FUTURE LAND USE MAP SERIES

**ENERGY
CONSERVATION
AREAS**





Legend

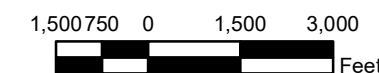
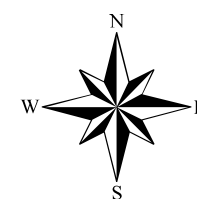
- CRA Boundary
- Cross Seminole Trail
- Primary Streets
- Downtown Core TCEA
- Gateway Districts
- Development Corridors
- Oviedo City Boundary

FLU

- C
- CM
- DMU
- HDR
- IN
- LDR
- LDR-T
- MDR
- OFF
- P
- PUD
- RL

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

Map 1-8
CITY OF OVIEDO
FUTURE LAND USE MAP SERIES
2045 MULTIMODAL
TRANSPORTATION
MOBILITY AREAS



TRANSPORTATION

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2-1 GOAL: PROVIDE A SUSTAINABLE MULTIMODAL TRANSPORTATION SYSTEM THAT AIMS TO: BALANCE PEDESTRIAN, MOTORIZED AND NON-MOTORIZED VEHICULAR TRAFFIC THROUGH SAFE, EFFICIENT, AESTHETICALLY PLEASING, FEASIBLE, AND COST-EFFECTIVE IMPROVEMENTS; REDUCE POLLUTION BY ENCOURAGING THE USE OF ALTERNATIVE FUELS AND NON-MOTORIZED TRANSPORTATION MODES; AND, PRESERVE THE QUALITY OF LIFE AND UNIQUE CHARACTER OF THE CITY'S NEIGHBORHOODS THROUGH TRAFFIC CALMING AND OTHER STRATEGIES.

2-1.1. OBJECTIVE: Transportation Mobility

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: Until such time as the Mobility Plan and Mobility Fee is adopted, 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 Section 163.3180, F.S. 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 identified in the 10-Year Mobility Plan, Transportation Master Plan, and Mobility Plan, and 2045 Mobility Plan to identify, support and fund multiple methods of transportation, particularly within the City Transportation Concurrency Exception Area.

2-1.1.2 Long Term Strategies

The City shall continue to coordinate with the Florida Department of Transportation (FDOT), Seminole County and MetroPlan Orlando to adopt and implement long-term strategies that support and fund multimodal mobility improvements within the City. 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, and
- D. Mobility strategies shall address accessibility for vehicular traffic, pedestrians, cyclists, transit users, accessibility and safety for pedestrians, and other modes through adoption and encouragement of complete street standards.

2-1.1.3 Multimodal Transportation Mobility Areas

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 Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core and Marketplace future land use districts.

2-1.1.4 Easements for Public Transit Use

Development proposals for parcels within the City's Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core and Marketplace future land use districts shall contribute to the City's enhanced multimodal mobility and accessibility through required dedications of easements to LYNX for public transit use as prescribed in the Land Development Code to the extent consistent with state law. Developments on sites less than one-half ($\frac{1}{2}$) acre in size may request an exemption from this policy.

2-1.1.5 Classification of Roads

Roads that are not classified as either arterial or collector streets in Table 2-1, 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
Oviedo Boulevard	Collector
Franklin Street (SR 434 to Stephens Avenue)	Collector
Alexandria Boulevard	Collector
Oviedo Mall Boulevard	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 the City's Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core and Marketplace future land use districts	E + 15%

Roadway Type/Location	Level of Service Standards
Local Streets within the City's Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core and Marketplace future land use districts	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 ensure that loadings, and access points do not create potential conflicts and work to eliminate existing 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 maintain 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 and Micro mobility
Downtown Core and Downtown Transition TCEA/CRA	30-minute service frequency with transit signage, shelters and/or benches along arterials and collectors; Maximum two-hour wait for LYNX Flex-Route service at designated	Pedestrian-connections with direct multimodal connections to local destination and transit stops	Cross-Seminole Trail trailhead with wayfinding signage and marked crossings at all roadway intersections; Bicycle facilities on roadways; Bicycle parking at transit stops and development

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 and Micro mobility
Downtown Core and Downtown Transition TCEA/CRA (<i>continued</i>)	locations; Connection from Downtown Core to fixed route LYNX service through use of local transit circulator (when feasible)	Sidewalks provided within ¼ mile of transit routes or stops, and with direct connection to transit stops	projects Multi-use trail to have marked crossings at all arterial and collector roadway intersections; Bicycle facilities on roadways, preferably within ½ mile of project; Bicycle parking at transit stops
West Mitchell Hammock Corridor, Marketplace and Gateway West Core)	30-minute frequency with transit signage, shelter for Gateway Districts; 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 and Gateway West Core.	Extensive sidewalk network within ¼ mile of, and direct connection to, transit stops	Multi-use 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
All Other Areas of City	Flex-route service, as available	Sidewalk access to transit route	Bike racks on buses

*Transit service and amenities provided by Lynx or developers.

2-1.1.10 Monitoring of Multimodal Quality and Level of Service (Q/LOS) Standards

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 until such time as the Mobility Plan and Mobility Fee are adopted. 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 2020).

2-1.1.11 Multimodal Design in the Downtown Core, Downtown Transition, Gateway West Core West Mitchell Hammock Corridor and Marketplace Future Land Use Designations

Development within the Downtown Core, Downtown Transition, Gateway West Core , West Mitchell Hammock Corridor and Marketplace future land use designations 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.

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 within , the TCEA/CRA and Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core, Marketplace, future land use designations. The City 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, bicycle racks, ADA access, and building design that is 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.

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 Greenhouse Gas Emissions (GHG)

In order to promote a sustainable community. the City shall seek to limit greenhouse gas emissions (GHG) through the implementation of its multimodal transportation policies designed to promote transportation choices other than fossil fuel dependent vehicles by encouraging shorter trip lengths through a more diverse land use pattern and access to safe, convenient walking, bicycling, transit, and other alternative transportation options. Strategies 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 and requiring Transportation Demand Management Programs as a condition for development approvals. Other strategies, such as supporting vehicle technology changes, will also be considered.

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 until such time as the Mobility Plan and Mobility Fee has been adopted.

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 the City and developers for the analysis of transportation impacts of developments.

2-1.1.19 New Development Transportation Facilities

Transportation facilities required to serve new development shall be in place or actual construction within three (3) years after the City issues 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 2045 functional classification and jurisdiction of roadways, level of service of roadways, planned improvements, transit services and the multimodal mobility areas.

2-2.1.21 Green Technology

The City of Oviedo shall evaluate the impacts of new technology, such as autonomous and connected vehicles, electric City-owned vehicles, and electric vehicle charging demands, as well as other sustainable technology to determine the impacts of future technology and demands on the City's multimodal transportation network.

2-2.1.22 Elimination of the Transportation Concurrency Exception Area

The Transportation Concurrency Exception Area will be eliminated upon adoption of the City's Mobility Plan and Mobility Fee.

2-1.2. OBJECTIVE: Funding for Transportation Plans

Ensure adequate funding for the City's adopted Transportation Master Plan.

Measure: In conjunction with the capital improvement plan and budget, the City shall analyze the projected costs of proposed transportation improvements to determine if adequate funding exists or additional funding sources or revenues are required.

Policies:

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

A. To the extent consistent with State law, City shall identify right-of-way required for the implementation of complete streets policies, and secure it during the development approval process.

- B. 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 Transportation Master Plan shall be required of all applicable development approvals, including rezoning and annexations.

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 Transportation Impact Fee Ordinance

Until such time as the Mobility Plan and Mobility Fee are adopted, 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.

2-1.2.4 Funding Strategies for Multimodal Transportation Improvements

The City shall continue to evaluate potential and pursue additional funding strategies that may be included within the Transportation Master Plan and implemented through the Comprehensive Plan Capital Improvement Program and Annual Budget. These strategies may be coordinated with Seminole County and the City of Winter Springs, and may include partnerships with entities such as MetroPlan Orlando, FDOT, and others to provide funding for the multimodal transportation improvements necessary to meet adopted Q/LOS standards.

The primary mechanism shall be the adoption of the City's Transportation Impact Fee program, described in Policy 2-1.2.3 until such time as the Mobility Plan and Mobility Fee are adopted. The Transportation Impact Fee program will allow revenues to be expended on the full range of mobility improvement strategies, 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.

Additional potential funding strategies are local option sales taxed, gasoline taxes, proportionate share mitigation, fees in-lieu, grants, and/or any combination thereof.

2-1.2.5 Public Share of Funding to Implement Mobility Improvements within the Oviedo Downtown Core and Downtown Transition Future Land Use Designations

The public share of funding to implement mobility improvements within the Oviedo Downtown Core and Downtown Transition Future Land Use Designations may be secured through intergovernmental funding through the MPO and FDOT for the purposes of mobility improvements as available. Operating funds or bonds from the Oviedo Community Redevelopment Area (CRA) Redevelopment Trust Fund may 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.

2-1.2.6 Program of Funding for Multimodal Mobility Areas

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 improvements identified in the adopted Mobility Plan for the City's adopted mobility areas identified in this Plan and Transportation Master Plan.

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

Coordinate transportation planning efforts with FDOT, LYNX, MetroPlan Orlando, Seminole County, and Winter Springs transportation plans.

Measure: The City shall review updates to the FDOT, LYNX, MetroPlan Orlando, Seminole County and the City of Winter Springs transportation plans and assess their consistency with the City's Transportation Master Plan and Mobility Plan.

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. If during review of these plans, the City identifies inconsistencies, the City shall communicate with the relevant planning agency to discuss the identified inconsistencies.

2-1.3.3 FDOT and Seminole County Work Programs

- A. 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.
- B. Until such time as the Mobility Plan and Mobility Fee are adopted, 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 issuing a building permit.

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 permits.

2-1.3.6 Regional Transportation Projects

The City of Oviedo shall continue to coordinate with Seminole County and MetroPlan Orlando, to evaluate the feasibility of constructing regional transportation projects identified in the adopted City of Oviedo Transportation Master Plan.

2-1.3.7 Participation on Regional Committees

The City shall participate on MetroPlan Orlando's Transportation Technical Committee (TTC), Bicycle/Pedestrian Advisory Committee (BPAC), and Municipal Advisory Committee (MAC), as well as on the LYNX Regional Working Group and support transit alternatives for the City.

2-1.3.8 Community Education

The City shall coordinate with local organizations and agencies that may include MetroPlan Orlando, FDOT, Seminole County, LYNX, and other to provide educational materials regarding the multimodal options within the City as well as other information, such as safety information for bicyclists.

2-1.4. OBJECTIVE: Long Range Transportation Plan

Develop and update a Citywide long range transportation plan that is consistent with the Future Land Use Map Series. that identifies the transportation modes and services needed to serve Oviedo and enhance mobility for residents and visitors based on the existing and proposed population densities, housing and employment patterns, and land use patterns, 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 Transportation Concurrency Exception Area (TCEA) is depicted on Map 1-8. The CRA is a geographic area targeted for redevelopment and urban infill development. TCEA allows development/redevelopment within the CRA boundary to address transportation impacts and mitigation through alternative means and policies contained in Goal 2-2 and Policy 2-1.1. The TCEA will be eliminated upon adoption of the Mobility Plan and Mobility Fee,

2-1.4.2 Transportation Master Plan and Mobility Plan

A. The City's Mobility Plan will set forth the City's transportation mobility vision, shall guide the implementation of transportation improvements throughout the City and upon adoption, shall be incorporated into the Transportation Master Plan. The Master Plan and Mobility Plan shall provide the data and analyses required to support this Comprehensive Plan.

2-1.4.3 Planned Roadway Improvements:

A. The planned roadway improvements identified in the City's adopted Transportation Master Plan and Mobility Plan shall be constructed to offset

future congestion or to provide parallel relief to congested roadways. Such improvements may include, but are not limited to, projects related to safety, capacity, transit, traffic calming, connectivity, multimodal choice, bicycle/pedestrian facilities, and transportation systems management.

- B. In addition to the improvements referenced in 2-1.4.3.A, the City's adopted Transportation Master Plan and Mobility Plan identify improvements that are not prioritized, but may be required depending on when and where development occurs. The City shall evaluate applications for new development to determine its effect on the needs for these improvements.

Table 2-4: 2045 Planned Roadway Improvements

Projects 2020 - 2025								
Type	Purpose	Map #	Location	Description	From	To	Year	Notes
RI	CP	NW-7	SR 426	Widen 4LD - Phase 2	Pine Avenue	Adeline Tinsley Way	2023	
TSM	S	SW-17	Mitchell Hammock Corridor - Phase 1	Restripe Median, R-in/R-out driveways	550' W of SR 434	SR 434	2025	
TSM	S	SE-21	Mitchell Hammock Corridor - Phase 1	Access Management	Manigan Street	Katie Jean Street	2025	
TSM	S		Mitchell Hammock Corridor - Phase 1	Eastbridge Drive WB left-turn lane			2025	
TSM	CP	SW-5	Mitchell Hammock Corridor - Phase 1	Intersection Improvements (WB Thru/Rt)	Mitchell Hammock Road	SR 426	2025	Note 1
BP	CP	NW-10	CR419 from Adeline B. Tinsley to Lockwood	Widening, Sidewalks, Bike lanes (FDOT PH3)	Mitchell Hammock Road	SR 426	2025	

Projects 2025 - 2030								
Type	Purpose	Map #	Location	Description	From	To	Year	Notes
TSM	S	SE-26	Lockwood Boulevard Median Widening	Lockwood Boulevard Median Improvement	S. of Seminole Creek Drive	N. of Simmons Road	2025	
RI	CP	NE-14	SR 426	Intersection Reconstruction - Phase 1	Central Avenue (SR 434)	Broadway Street (CR 419)	2030	
RI	CP	NE-12	SR 426	Close/Remove-Phase 1	Station Street	New SR 426 Alignment	2030	
T	CP	TRN-4	Commuter/ Rideshare Lots	Lot Amenity, Signage, Lighting, Hardscape	Oviedo Marketplace & Lockwood Village		2030	
CN	CP	NW-2	Franklin Street Extension	2-lane in existing R/W	Lake Jessup Avenue	Central Avenue (SR 434)	2030	
CN	CP	SE-12	Doctors Drive Extension	New 2-lane over existing use	Oviedo Boulevard	Doctors Drive	2030	

Projects 2025 - 2030								
Type	Purpose	Map #	Location	Description	From	To	Year	Notes
CN	CL	SE-14	Doctors Drive Traffic Calming	Traffic Calming	Oviedo Boulevard	CR 419	2030	
CN	CP	SW-15	Clonts Street Reconstruction	Reconstruct existing 2-lane	Norma Avenue South	SR 434	2030	
CN	CP	SW-9	Clark Street Reconstruction	Reconstruct existing 2-lane	S of Pine Avenue	Aulin Avenue	2030	
CN	CP	NE-18	Evan Street Extension	2-lane in existing R/W	W of Lockwood Boulevard	Lockwood Boulevard	2030	Note 2
TSM	CP	SE-6	Mitchell Hammock Corridor @Alafaya Woods	Construct EB RTL			2030	
TSM	CP	SE-14	Lockwood Blvd. at Riviera Blvd.	Construct Roundabout			2030	
EXT	CP	SE-2	Oviedo Blvd.	Extend roadway south to Alexandria	Mitchell Hammock Road	Alexandria Boulevard	2030	
TSM	S	SE-22	Clara Lee Evans	Install new traffic signal at Alexandria			2030	
BP	CN	NW-11	SR434	Add bicycle trail from	SR 417	SR 426	2030	

Projects 2030-2035								
Type	Purpose	Map #	Location	Description	From	To	Year	Notes
TSM	S	SW 17	Mitchell Hammock Corridor - Phase 3	Extend EB rt turn and raised median (close open swale)	550° W of SR 434	SR 434	2030	Note 1
RI	CP	NE-6	CR 419 (Broadway Street)	Widen 4LD	Oviedo Boulevard	Lockwood Boulevard	2030	Note 1
TSM	S	SE-19	Mitchell Hammock Corridor - Phase 2	Traffic Signal Improvement	Mitchell Hammock Road	Eastbridge Drive	2035	Note 1
TSM	S	SE-18	Mitchell Hammock Corridor - Phase 2	Traffic Signal/Median Modification	Mitchell Hammock Road	Lake Rogers Circle	2035	Note 1
TSM	CP	**	Mitchell Hammock Corridor - Phase 2	Adaptive Traffic Signal Control System	SR 434	Lockwood Boulevard @ 419	2035	Note 1
EXT	CL	SW-4	S. Lake Jesup Ext.	Connection to new SR434/Alexandria signal			2035	
CN	CP	NE-4	Division St.	Construct 2L from existing to Florida Ave.	Existing terminus	Florida Avenue	2035	
CN	CP	NW-7	Palm Dr.	Reconstruct	SR 434	Pine Avenue	2035	
CN	CL	NW-5	New Castle Lane	Remove barricade			2035	
CN	CL	NW-3	Lake Jessup	Traffic Calming	Broadway Street	W. Artesia Street	2035	
CN	CL	NW-4	W. Artesia St.	Traffic Calming	Pine Avenue	SR 434	2035	

TRANSPORTATION

Projects 2030-2035								
Type	Purpose	Map #	Location	Description	From	To	Year	Notes
CN	CL	NW-6	Pine Ave.	Traffic Calming	SR 426	Palm Drive	2035	

Projects 2035 - 2045								
Type	Purpose	Map #	Location	Description	From	To	Year	Notes
RI	CP	NE-15	SR 434 (Central Avenue) Widen 4DL	Widen 4LD	Franklin Street	SR 417	2045	
TSM	S	SE-27	Lockwood Boulevard/ Old Lockwood Boulevard Roundabout	Intersection Improvement (roundabout)	Lockwood Boulevard	Old Lockwood Road	2045	Note 1
RI	CP	NE-15	SR 434 (Central Avenue)	Widen 4L/4LD	N of Mitchell Hammock Road	Smith Avenue	2045	
CN	CP	NE-7	E Harrison Street Extension	2-lane in existing R/W	Stephen Avenue	Reed Avenue	2045	
CN	CL	NW-3	Lake Jessup Ave. Traffic Calming	Traffic Calming	Broadway Street (SR 426)	W Artesia Street	2045	
CN	CL	NW-4	Calming W of Artesia Street Traffic Calming	Traffic Calming	Pine Avenue	Central Avenue (SR 434)	2045	
EXT	CP	SE-18	Mitchell Hammock Rd.	Extension	Lockwood Boulevard	CR 419	2045	
RI	CP	NE-10	Lockwood Rd.	Widen to 4LD	CR 419	CR 426	2045	
RI	CP	SE-1	Mitchell Hammock Rd.	Widen to 6LD	SR 426	Lockwood Boulevard	2045	
RI	CP	NE-7C	SR434	Widen to 4LD	Mitchell Hammock Road	SR 417	2045	
CN	CP		Slavia Road Ext	Extend 2 lanes	Broadway Street (SR 426)	Central Avenue (SR 434)	2045	

Notes:

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

Key:

S	Safety	EXT	External to City
CP	Capacity	RI	Road Improvement
T	Transit	TSM	Transportation System Management
CL	Calming		
CN	Connection		
DV	Development Driven		
BP	Bicycle Pedestrian		

Table 2-4A Development Driven Projects

Development Area	Map #	Projects	From	To
NE Quad./Florida Avenue Area	NE-2	Stone Street Extension	CR 426	Artesia Street Extension
	NE-3	Panther Street Extension	Canal Street	Stone Street
	NE-5	Canal Street Reconstruction	Artesia Street	Florida Avenue
	NE-8	Lake Charm Drive Reconstruction	Artesia Street	Florida Avenue
	NE-18	Elm Street Reconstruction	S. of Elm St.	Florida Avenue
	NE-19	Lee Road Reconstruction	SR 426	N. of Lee Road
West Gateway	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.
	SW-2	Traffic Signal	North Sugar Mill Road	Oviedo Marketplace Blvd.
		Oviedo Medical Drive	Oviedo Mall Boulevard	Winter Springs Boulevard
Sod Farm Area	SW-7	Slavia Road Extension	SR 426	New E/W Alignment
	SW-14	New N/S Alignment	Chapman Road	Mitchell Hammock Road
		Duda Road Extension	SR 426	Lake Jesup Avenue
Old Downtown	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
	NE-11	SR 426 Realignment	Broadway Street	SR 426
New Downtown	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
	SE-7	New Downtown Road	Hillcrest Street Ext.	Oviedo Boulevard
City Complex	SE-9	Rum Thai Court Reconstruction/ Extension	SR 434	Division Street
	SE-11	Redevelopment Opp. Roadways	W. of Alexandria Blvd.	

Development Area	Map #	Projects	From	To
Other	NE-16	Traffic Signal (*Potential Development Project*)	SR 434	Artesia Street
Signals	NE-1	Traffic Signal (*Potential Development Project*)	Lockwood Boulevard	CR 426

Source: City of Oviedo Transportation Master Plan

2-1.4.4 Multimodal Transportation Alternatives

To provide multimodal transportation alternatives in support of future land uses, the City shall pursue transportation improvements, including complete streets that are designed and operated to enable safe, convenient, access for all users throughout the City.

2-1.4.5 Multimodal Improvements

To the extent consistent with State law, multimodal improvements shall be required in conjunction with development and redevelopment projects along all arterial and collector roadways within the TCEA/CRA and Downtown Core, Downtown Transition, the Gateway West Core, Marketplace, and West Mitchell Hammock Corridor future land use designations. The City may also fund improvements through a fund established to accept contributions as fees in-lieu of programmed or planned multimodal improvements, or by one of the other options identified in Policies 2-1.2.1 through 2-1.2.4.

2-1.5. OBJECTIVE: Local Traffic and Connectivity

To enhance safety by controlling vehicle speeds and maintaining a complete, well-connected network of local streets.

Measure: The City shall evaluate the local street system to identify improvements that provide for alternative modes of transportation, and traffic calming techniques to keep through traffic off of local, residential streets. Local residential streets do not include roadways identified as parallel alternatives to existing arterials and collectors.

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, shopping areas, nonresidential areas, schools and recreation areas, when feasible.

2-1.5.2 Transportation Enhancements for Interconnectivity

- A. Interconnecting neighborhood streets shall be designed to recognize existing local conditions and shall be accomplished through the use of traffic calming installations and other transportation enhancements to protect the character of the neighborhood .
- B. Right-of-way abandonment and dead-end streets shall not be used to discourage through-traffic.

- C. Interconnecting streets, when possible, shall be designed to form a grid network in the City. Interconnecting streets shall also be encouraged as part of redevelopment efforts within the Downtown Core, Downtown Transition, Gateway West Core, West Mitchell Hammock Corridor and Marketplace Future Land Use Designations.

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 multimodal environment.

2-1.5.4 Pine Avenue Extension

The paving extension 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. The planned complete street improvement for SR 434, from Mitchell Hammock Road to SR 417 has been constructed.
- D. Projects listed below have been constructed:
 - 1. Re-alignment of Geneva Drive as part of the CR 419 widening between SR 434 and Adeline B Tinsley Way;
 - 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;
 - 5. Mitchell Hammock Road intersection improvements at SR 434 and Lockwood Boulevard;
 - 6. Reconstruction of Clonts Street from Norma Avenue to SR 434;
 - 7. Construction of East Harrison Street Extension from Stephen Avenue to Reed Avenue;
 - 8. Reconstruction of Shangri-La Lane from West Artesia Street to SR 434.

2-1.5.6 Street Paving

All City public 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.

2-1.6. OBJECTIVE: Revitalization of the Downtown Area

Revitalize the downtown area of the City through the integration of transportation and land use policies to create an urban place that promotes the use of multiple modes of transportation. .

Measure: The Downtown area shall provide multimodal opportunities and improved bicycle and pedestrian safety and ease to street crossing, while maintaining vehicle flow.

Policies:

2-1.6.1 Road Widths

The City shall encourage road widths that 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 incorporate multimodal transportation mobility strategies, that improves access to the Cross Seminole, Florida National Scenic, and other trails connecting to the downtown area.

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 continue to enforce specific development and design standards for new construction and redevelopment in the Land Development Code.

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

Until such time as the City adopts a Mobility Plan and Mobility Fee, 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.

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.

2-1.6.7 Transportation Capacity Improvement

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

2-1.6.8 Florida Strategic Intermodal System

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 within the Downtown Core and adjacent Downtown Transition future land use designations that provide comfortable, convenient and connected sidewalks and paths adjacent to and/or in close proximity to public rights-of-way, building entrances and vehicle parking areas.

2-1.6.10 Implementation of Pedestrian Initiatives

The City shall continue to enforce land development regulations that define the minimum pedestrian facilities and improve and prioritize pedestrian access in transportation in its land development code to implement the pedestrian initiatives in the *Transportation Master Plan and Mobility Plan*.

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

Improve and enhance non-motorized transportation alternatives.

Measure: The City shall monitor progress in implementing the sidewalk and bikeway components of transportation plans.

Policies:

2-1.7.1 Bicycle and Pedestrian Connections to Trails

- A. The City shall 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.
- B. 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.
- C. The City shall support connections south to the Orange County Trail network, including projects designed to overcome barriers to trail network connectivity caused by wide, high-volume roadways.

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, multi-use paths, marked bicycle lanes, and well-lighted bicycle parking or storage at non-residential properties.

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, micro-mobility,- and bicycle-friendly design, as indicated in the Future Land Use Element, the Capital Improvement Element, Five-Year Schedule of Capital Improvements, and the Land Development Code. The City shall pursue increased transit services in transit-supportive locations.

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

Provide adequate accessibility from Oviedo residential areas to employment centers in the City as well as the greater Orlando area destinations.

Measure: The City shall evaluate accessibility to employment centers within the City and the region based on the adopted levels of service.

Policies:

2-1.8.1 Improvement to the Local Street System

To the extent consistent with State law, development and redevelopment projects shall be required, as necessary, to improve the local street system, including the incorporation of multimodal infrastructure and complete street design adjacent to and within 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. Transit improvements, or right-of-way dedication for transit facilities, shall also 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.

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.

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

The City shall maintain efforts to enhance roadway, bicycle and pedestrian 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 implement signage to direct automobile through-traffic and to provide for designated truck routes.

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, safety, and accessibility enhancements and accommodations for motorized and non-motorized traffic, including transit.

Policies:**2-1.10.1 Complete Streets**

The City shall implement and maintain a complete streets policy to ensure all modes of transportation are incorporated into proposed plans for roadway modifications 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 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 through the use of 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. To the extent consistent with State law, the developer shall 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.

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

- F. Recognize all users, including pedestrians, bicyclists, transit vehicles and users, freight and motorists, of all ages and abilities. The City shall also consider the

needs of users of alternative modes of transportation including scooters and other micro mobility options, autonomous and connected vehicles.

- G. 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.
- H. 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 . These plans shall be cost-feasible, and paid for through improvements associated with development and redevelopment projects, such as infrastructure sales tax revenue, mobility fees (once adopted), special assessments, and fees in lieu of programmed or planned multimodal improvements.

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

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

Measure: During the site development plan review process, the City shall consider the impacts to existing and future rights-of-way, including any existing and future public transportation rights-of-way, by the proposed development.

Policies:

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 Transit Choices

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: Transit availability and ridership numbers within the City, specifically routes serving 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 provide transit service and connections to the existing and future major generators and attractors 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. The City may require right-of-way to support a transit stop during site plan review, as specified and approved on a Site Development Plan, Master Land Use Plan, development order, and/or in a development agreement.

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, where feasible.

2-1.12.5 Public Transportation

Within the Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core, and Marketplace Future Land Use Designations the City shall promote a mix and density of land uses that complement and encourage the use of public transportation.

2-1.13 OBJECTIVE: Development of a Mobility Plan and Mobility Fee

Measure: The development of a mobility plan and adoption of a mobility fee through an implementing ordinance that mitigates the attributable person travel impact of new development activity, which results in an increase in person travel demand above the existing use of land, on City, County, and FDOT facilities internal and directly adjacent to the City.

Policies:**2-1.13.1 Transition from Transportation Concurrency**

The City shall develop a mobility plan and consider adoption of a mobility fee to transition its current transportation concurrency system from one that emphasizes the movement of motor vehicles to one that encourages the movement of people via a multimodal transportation system that provides safe and convenient improvements, services, and programs for people walking, bicycling, riding micromobility devices, microtransit and transit vehicles, using shared mobility services, programs, and new mobility technology, and driving motor vehicles.

2-1.13.2 Replacement of Transportation Concurrency Exception Areas

The City shall consider replacement of goals, measures, objectives, and policies in the Comprehensive Plan, and regulations in the land development code established, for

transportation concurrency exception areas through the development of a mobility plan, mobility fee, and mobility measures.

2-1.13.3 Development of a Mobility Plan

The City mobility plan shall address transportation impact to City, County, and FDOT facilities within and directly adjacent to the City. Mobility plan projects shall be based on future person travel demand and the need for multimodal projects to meet that demand as required by the needs test of the dual rational nexus test. The horizon year for the mobility plan shall be either consistent with the City's Comprehensive Plan or the most recently adopted Long Range Transportation Plan (LRTP). The mobility plan may include multimodal projects that will not be used in the calculation of a mobility fee or are only partially attributable to new development.

2-1.13.4 Multimodal Projects

The types of multimodal projects included in the mobility plan shall include improvements, programs, and services consistent with multimodal quality of service standards established in the mobility plan. The mobility plan shall include the identification of multimodal projects for people walking, bicycling, riding micromobility devices and transit, and driving, such as, but not limited to, bike lanes, dedicated lanes, low speed lanes, multimodal flex lanes, paths, low speed and shared curbside streets, sidewalks, trails, microtransit and transit facilities and vehicles, new mobility technology, shared mobility programs and services, landscape and streetscape, parking areas and structures, mobility hubs, high visibility crossings, safety and capacity enhancements and improvements, wayfinding programs, roundabout, turn lanes, traffic control devices, and new, upgraded, or widen roads.

2-1.13.5 Reimagine and Repurpose of Right-of-Way

The mobility plan shall evaluate opportunities to reimagine the function of right-of-way and repurpose space within existing right-of-way to provide more space for people bicycling, walking, and using micromobility devices, microtransit vehicles, and shared mobility services, while creating safer space for all users by slowing down the speed of motor vehicles and potentially relocating parking to areas that create a park once environment.

2-1.13.6 Roadway Level of Service

The mobility plan may establish one or more areawide road level of service standards as either an alternative or replacement of roadway specific level of service standards and demonstrate how that areawide standards will be achieved through multimodal projects identified in the mobility plan consistent with Florida Statute. The City may elect to maintain roadway specific level of service standards for purposes of calculating areawide level of service and the review of the impact of future land use amendments that result in an increase in person travel demand above existing land use designations.

2-1.13.7 Multimodal Quality of Service

The mobility plan may establish multimodal quality of service standards for people walking, bicycling, using micromobility devices, and riding transit consistent with Florida Statute. The mobility plan may also establish multimodal quality of service

standards for streets, based on posted speed limited, as either an alternative or replacement of roadway specific level of service standards.

2-1.13.8 Service Standards as Performance Measures

Areawide road level of service and multimodal quality of service standards may be used as performance measures to evaluate the addition of multimodal facilities and changes in service standards over time. An existing conditions analysis should be conducted as part of a mobility plan or future comprehensive plan amendments to implement the mobility plan, to establish baseline multimodal conditions.

2-1.13.9 Intergovernmental Coordination

The City shall coordinate as appropriate with governmental partners, including adjacent municipalities, the Florida Department of Transportation (FDOT), Lynx, the East Central Florida Regional Planning Council (ECFRPC), MetroPlan Orlando, and Seminole County, to implement multimodal projects to address multimodal needs through whatever modes of transportation the City deems applicable to meet future mobility needs in and directly adjacent to City.

2-1.13.10 Complete Streets

The City shall consider updating its Complete Street policies and standards to reflect establishment of multimodal quality of service standards. If updated, Complete Street policies shall require that pedestrian, bicycle, transit, motorist and other anticipated users of a road or street are included in evaluation and design of roadway cross-section based upon anticipated mobility and accessibility needs in a context sensitive manner.

2-1.13.11 Climate Change

The mobility plan may include provisions related to climate change and elements that reduce vehicular trips, vehicular miles of travel and greenhouse gas emissions. The mobility plan may also incorporate provisions for reduced heat island effects and improve air quality through trees and landscaping and to reduce stormwater run-off and water quality through the integration of low impact development techniques, bio-swales, rain gardens and other green techniques that can be incorporated into the planning, design, and construction of multimodal projects.

2-1.13.12 Land Use

The mobility plan projects shall be established to meet the future person travel demand needs of new development activity based on the future land use map. The mobility plan or the future land use element may include policies related to mixed-use development, mobility districts, multimodal oriented developments, and transit-oriented developments.

2-1.13.13 Parking

The mobility plan or updated to land development regulations may include provision for mobility hubs, curbside management, and dynamic parking management strategies for mixed-use, multimodal, and transit-oriented development to facilitate creation of park once environments that support mobility and reduce the need for motor vehicle trips. The City may consider the elimination of parking minimums and establishment of parking maximums. The City may

develop a parking mitigation program that allows for development to off-set the impact of increased parking above the establishment of parking maximums to fund multimodal projects.

2-1.13.14 Mobility Plan Adoption and Comprehensive Plan Update

The adoption of a mobility plan by the City shall be through either a resolution, ordinance, or an amendment to the Comprehensive Plan. If adopted through resolution or ordinance, the mobility plan shall be integrated into the Comprehensive Plan with necessary amendments to ensure internal consistency no later than one year from the date of adoption.

2-1.13.15 Intent of a Mobility Fee

The City shall consider development of a mobility fee, that it controls and expends to fund multimodal projects identified in an adopted mobility plan, to repeal transportation concurrency and proportionate share, and to replace the collection of City transportation mitigation impact fees and County mobility fees with City mobility fees.

2-1.13.16 Mobility Fee Mitigation

The mobility fee shall mitigate the attributable person travel demand of new development activity on future City, County, and FDOT facilities within and directly adjacent to the City.

2-1.13.17 Development of a Mobility Fee

The mobility fee shall be a one-time assessment on new development activity that results in an increase in person travel demand over the existing use of land. The mobility fee, consistent with Florida Statute, shall be required to meet the dual rational nexus test, and shall be roughly proportional to the increase in person travel demand of new development activity. Any multimodal project that serves as the basis for the mobility fee would need be attributable to the person travel demand impact of new development activity. The technical documentation for the mobility fee shall demonstrate that future development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, and is not paying more than the cost of multimodal projects reasonably attributable to new development activity.

2-1.13.18 Localized Mobility Fee

The mobility fee may include provisions to encourage and incentivize affordable, attainable, and workforce housing, mixed-use development, multimodal supportive development, targeted employment uses, and development within downtown and multimodal supportive areas, districts, or zones. The mobility fee may establish standards related to the location, mixture, proximity, and type of uses required to qualify for a reduction in person travel demand for mixed-use developments or developments within designated multimodal supportive areas, districts, or zones.

2-1.13.19 Development Mitigation

New development activity shall not be required to pay a mobility fee and also meet transportation concurrency, proportionate-fair share, or pay transportation related impact fees to the extent the mobility plan and mobility fee address the same

facilities and travel demand impacts as would be addressed through the application of transportation concurrency, proportionate-fair share and transportation related impact fees. Future land use amendments that result in an increase in person travel demand above existing land use designations may be conditioned to provide additional mitigation or fund updates to the mobility plan and mobility fee and pay higher mobility fees to offset the impact of the increase in person travel demand.

2-1.13.20 Seminole County Coordination

The City shall adhere to the notice and time frame provisions of the interlocal agreement between the City and the County related to the County's road impact fees or mobility fees. The City shall set aside a pro-rate share of mobility fee revenues collected to mitigate impacts to County facilities, to the extent needed improvements on County facilities attributable to new development activity are established in the mobility plan, per the metrics established in the technical report for the mobility plan and mobility fee. Absent a new interlocal agreement between the City and County related to mobility fees, the City shall consult with the County on the contribution of a pro rata share of mobility fees to the County to fund the design and or construction of multimodal improvements on County facilities identified in the mobility plan. Mobility fee revenues shall only be contributed to the County, unless otherwise provided for in an interlocal agreement, when the County has secured the full funding necessary to move forward and has commenced with the design and or construction of a multimodal project identified in the mobility plan.

2-1.13.21 Adoption of a Mobility Fee

The mobility fee shall go into effect per the provisions of an adopted mobility fee implementing ordinance. The City shall repeal and replace transportation concurrency and proportionate share ordinances concurrently with the adoption of a mobility fee implementing ordinance.

2-1.13.22 Comprehensive Plan and Land Development Code Amendments

The City shall amend its Comprehensive Plan and Land Development Code to integrate an adopted mobility fee and reflect the repeal and replacement of transportation concurrency, proportionate share, and any amendments to transportation concurrency exception areas. The amendment shall occur within one year from the date of adoption of the implementing mobility fee ordinance.

2-1.13.23 Mobility Plan and Fee Updates

Upon adoption, the City shall update its mobility plan and mobility fee at least once every five years from the date of last adoption and commence the update process no later than 15 months from the update due date. Should amendments to mobility plan projects or the addition or removal of funding sources that exceed 10% or more of the overall cost of multimodal projects attributable to new development activity occur, then the City should consider an update to its mobility plan and fee. If the LRTP, Trip Generation Manual, FDOT Generalized Service Volume Tables, or National Household Travel Survey be updated sooner than two years before a required update of the mobility plan and mobility fee, then the City should consider an update to its mobility plan and fee.

2-1.13.24 Capital Improvement Program

The City shall utilize the multimodal projects identified in the mobility plan during the annual Capital Improvements Program (CIP) update. The CIP update shall allocate projected mobility fee revenues to fund multimodal projects identified in the mobility plan within the mobility fee benefit districts where the mobility fees were collected consistent with the benefits requirement of the dual rational nexus test.

2-1.13.25 Replacement of Traffic Impact Analysis

The City shall consider, should a mobility fee be adopted, development of land development regulations for mobility assessment reports, site impact analysis, or site access assessments as a replacement of traffic impact analysis. The regulations at a minimum would address multimodal site access and cross access for all modes of travel, multimodal access connections, the need for site related multimodal improvements, safety enhancements and upgrades, including mid-block crossings, along with an evaluation of gaps and needed upgrades to the adjacent multimodal transportation system, with emphasis on adjacent civic, education, employment, entertainment, and recreation uses. The provision of off-site multimodal projects may be eligible for mobility fee credit.

2-1.13.26 Mobility Performance Standards

The City shall consider, should a mobility fee be adopted, establishment of Comprehensive Plan policies or land development regulations for mobility performance standards as part of the replacement of transportation concurrency addressing multimodal facilities internal and adjacent to a development, multimodal intersection improvements, including those that add road capacity such as turn lanes, multimodal safety, multimodal access and cross-access, multimodal parking, multimodal pick-up and drop-off areas, easements or right-of-way requirements for multimodal facilities, and high visibility crossings at intersections and mid-block crossings. The provision of off-site multimodal projects be eligible for mobility fee credit

GOAL 2-2: PLAN, FUND AND IMPLEMENT A SUSTAINABLE 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 –Transportation Concurrency Exception Area**

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 within the central multimodal mobility hub within the City, identified as the Downtown Core. The Downtown Core and Downtown Transition Future Land Use Designations, TCEA/CRA contains land suitable for new development and redevelopment and coincides with the City's Community Redevelopment Area (CRA), and as shown in the 2045 Multimodal Mobility Areas Map, as amended.

Measure: Implementation of mobility standards, improvements and enhancement to support the City's Downtown development and redevelopment goals.

Policies:

2-2.1.1 Mobility Strategies

The City recognizes the need for enhanced multimodal transportation mobility within the boundaries of the Oviedo CRA. Mobility within the CRA shall be maintained by the implementation of the strategies and programs described in 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.

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

The City shall use the City of Oviedo Transportation Master Plan and the 2045 Mobility Plan, once adopted, as a guide to prioritize and implement multimodal mobility strategies within the identified mobility areas, including the Downtown Core, Downtown Transition, the West Mitchell Hammock Corridor, Marketplace and , the Gateway West Core Future Land Use Designations. 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 shall consider park and ride lots and a local circulator as potential transit projects to support development and redevelopment of the Downtown and promote multimodal transportation choices.

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 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 one hundred (100) 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's adopted Transportation Master Plan shall identify bicycle and pedestrian projects for implementation that will enhance the connectivity, safety, and ease of use of these transportation modes.

2-2.2.4 Pedestrian and Bicycle Access

All requests for development within the City 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's adopted Transportation Master and Mobility Plan 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.

Table 2.5 - Roadway Projects that Increase Multimodal Mobility and Connectivity

Project Name	From	To
Related to Development within the Multimodal Mobility Areas		
Smith St. Extension (RR alignment)	SR 434	Oviedo Blvd.
N/S Connection to SR 426 Re-alignment	Smith St. Extension	CR 419/ SR 426
Clark St. Extension	SR 434	Oviedo Blvd.
Hillcrest St. Extension	SR 434	Oviedo Blvd.
Lindsay Ln. Extension	Eastern Terminus	New Downtown Road
E/W Connection to SR 434	SR 434	New Downtown Road
New Downtown Road	Hillcrest St. Extension	Oviedo Blvd.
Oviedo Medical Drive Extension	Oviedo Mall Boulevard	Winter Springs Boulevard
Duda Road Extension	SR 426	Lake Jesup Avenue
Connections and Traffic Calming Projects		
Clonts St. Extension	Mitchell Hammock Road	Norma Ave. South
E. Harrison St. Extension	Stephen Ave.	Reed Ave.
Franklin St. Extension	Lake Jessup Ave.	Central Ave.
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 Road
Doctors Dr. Traffic Calming	Oviedo Blvd.	CR 419

2-2.2.7 Transportation Demand Management (TDM) Program

The City shall continue to coordinate with LYNX on the 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

- A. The City shall assist eventual employers and residents within the Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Marketplace, and Gateway West Core Future Land Use Designations 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.
- B. Commuter services programs shall be encouraged for businesses that generate more than fifty (50) employee trips in the PM peak hour. Each business shall designate an employee to oversee and promote the programs among their employees.
- C. The City shall encourage ridesharing among its own employees and flex-time or remote working 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.

2-2.2.10 Criteria for Provision of Mobility Strategies

To the extent consistent with State law, new development and redevelopment projects 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 2.6 below. The mobility strategies selected for implementation, in association with a particular development project, shall be determined through coordination with the City.

Table 2.6 – 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 less than 300	Three
300 to less than 400	Four
400 to less than 600	Five
600 or greater	Six

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: Monitor the progress of the implementation of mobility strategy targets within the City's multimodal mobility areas, as identified this Element and in the City's adopted Transportation Master Plan and Mobility Plan.

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 2.7 - 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.	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 Transportation Master Plan included in Oviedo's Capital Improvements Program.	Two (2) projects listed in 2021/2022 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.	Concurrent with planned widening of SR 426, CR 419, and SR 434 complete street program.

Mobility Strategy	Performance Measure	Baseline	Target
Sidewalk Network Improvements	Number of projects listed in Policy Transportation Master Plan included in Oviedo's Capital Improvements Program.	One (1) project listed in 2021/2022 CIP.	One (1) project added to programming pipeline in 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 Transportation Master Plan included in Oviedo's Capital Improvements Program.	No projects listed in 2021/2022 CIP.	One (1) project added to programming pipeline in each CIP amendment cycle.
	Average number of Flex-Route riders per month	800 average monthly riders, based on first nine-months of data (2022).	Five (5) percent annual increase in average monthly ridership
Bicycle Facility Improvements	Number of projects listed in Policy Transportation Master Plan included in Oviedo's Capital Improvements Program.	Two (2) projects in 2021/2022 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	One (1) bicycle rack/locker for every 50 parking spaces.	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 2.8 – Performance Measures

Performance Measure	Target
Change in ridership on LYNX service 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 service 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
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.

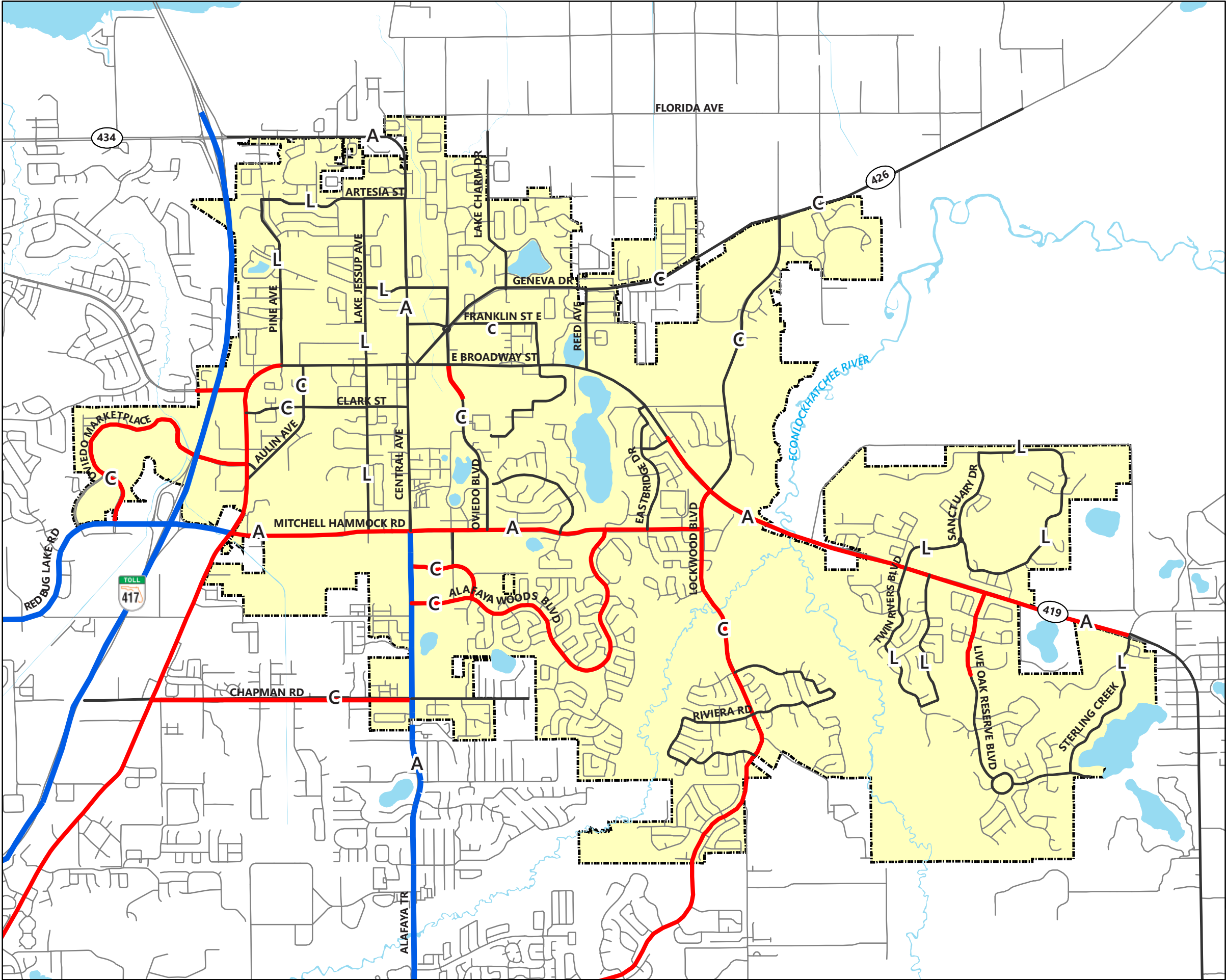
Performance measures and targets may be subject to further consideration by the City (i.e., if these performance measures and targets cannot be supported by reasonably available data, or if additional measures are identified that may also be appropriate). The facilities and/or infrastructure related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

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Table 2.9										
Summary of Roadway Conditions, 2020										
Oviedo Comprehensive Plan Update, Transportation Element										
Street	From	To	Road Type		Roadway Characteristics			Daily Capacity	2020 AADT	Volume-to-Capacity
			Jurisdiction	Functional Class	Lanes	LOS Standard	LOS Std Plus			
W Broadway St (SR 426)	Dean Rd	Chapman Rd	FDOT	Arterial	4	D		39,800	31,441	0.79
	Chapman Rd	Mitchell Hammock Rd	FDOT	Arterial	4	D		39,800	32,306	0.81
	Mitchell Hammock Rd	Pine Ave	FDOT	Arterial	4	E	15%	45,770	26,733	0.58
	Pine Ave	Lake Jessup Ave	FDOT	Arterial	2	E	15%	17,940	19,941	1.11
	Lake Jessup Ave	Central Ave (SR 434)	FDOT	Arterial	2	E	15%	17,940	18,453	1.03
E Broadway St (CR 419)	Central Ave (SR 434)	Oviedo Blvd	Sem. Co.	Arterial	2	E	15%	17,940	17,464	0.97
	Oviedo Blvd	Reed Rd	Sem. Co.	Arterial	2	D		17,700	17,464	0.99
	Reed Rd	Lockwood Blvd	Sem. Co.	Arterial	2	D		17,700	17,923	1.01
	Lockwood Blvd	Madrin Orange Way	Sem. Co.	Arterial	4	D		39,800	36,598	0.92
	Madrin Orange Way	Snow Hill Rd	Sem. Co.	Arterial	4	D		39,800	21,915	0.55
Central Ave (SR 434)	McCulloch Rd	Chapman Rd	FDOT	Arterial	6	D		59,900	45,552	0.76
	Chapman Rd	Alafaya Woods Blvd	FDOT	Arterial	6	D		59,900	40,536	0.68
	Alafaya Woods Blvd	Mitchell Hammock Rd	FDOT	Arterial	6	D		59,900	34,967	0.58
	Mitchell Hammock Rd	Lindsay Ln	FDOT	Arterial	2	E	15%	20,355	14,749	0.72
	Lindsay Ln	Cross Seminole Trail	FDOT	Arterial	2	E	15%	20,355	14,749	0.72
	Cross Seminole Trail	W Broadway St (SR 426)	FDOT	Arterial	2	E	15%	20,355	14,749	0.72
	W Broadway St (SR 426)	Franklin St	FDOT	Arterial	2	E	15%	20,355	12,800	0.63
	Franklin St	Magnolia St	FDOT	Arterial	2	E	15%	20,355	12,800	0.63
	Magnolia St	SR 417	FDOT	Arterial	2	D		17,700	20,703	1.17
Chapman Rd	SR 417	Spring Ave	FDOT	Arterial	4	D		39,800	30,648	0.77
Chapman Rd	W Broadway St (SR 426)	Oak Circle	Sem. Co.	Collector	4	D		39,800	25,819	0.65
	Oak Circle	Central Ave (SR 434)	Sem. Co.	Collector	4	D		39,800	24,376	0.61
Geneva Rd (CR 426)	E Broadway St (CR 419)	Oviedo Blvd	Sem. Co.	Collector	2	E	15%	20,355	9,858	0.48
	Oviedo Blvd	Reed Road	Sem. Co.	Collector	2	E	15%	20,355	9,858	0.48
	Reed Rd	Old Mims Rd	Sem. Co.	Collector	2	D		17,700	8,900	0.50
Lockwood Blvd	McCulloch Rd	Oviedo City Limits	Sem. Co.	Collector	4	D		32,400	17,086	0.53
	Oviedo City Limits	Mitchell Hammock Rd	Oviedo	Collector	4	D		32,400	23,286	0.72
	Mitchell Hammock Rd	E Broadway St (CR 419)	Oviedo	Collector	4	D		32,400	37,914	1.17
	E Broadway St (CR 419)	Geneva Rd (CR 426)	Oviedo	Collector	2	D		14,800	7,848	0.53
Mitchell Hammock Rd	W Broadway St (SR 426)	Lake Jessup Ave	Oviedo	Arterial	4	E	15%	45,770	43,489	0.95
	Lake Jessup Ave	Central Ave (SR 434)	Oviedo	Arterial	4	E	15%	45,770	36,940	0.81
	Central Ave (SR 434)	Oviedo Blvd	Oviedo	Arterial	4	E	15%	45,770	36,940	0.81
	Oviedo Blvd	Lockwood Blvd	Oviedo	Arterial	4	D		39,800	32,871	0.83
Oviedo Blvd	Franklin St	E Broadway St (CR 419)	Oviedo	Collector	2	E	15%	17,940	4,900	0.27
	E Broadway St (CR 419)	Piazza Pt	Oviedo	Collector	2	E	15%	17,940	4,900	0.27
	Piazza Pt	Mitchell Hammock Rd	Oviedo	Collector	2	E	15%	17,940	4,900	0.27
Oviedo Mall Blvd	Red Bug Lake Road	SR 426	Oviedo	Collector	4	E	15%	38,870	6,800	0.17
Red Bug Lake Rd	Rising Sun Blvd	Slavia Rd	Sem. Co.	Arterial	6	D		63,840	44,370	0.70
	Slavia Rd	SR 417	Sem. Co.	Arterial	6	D		63,840	38,021	0.60
	SR 417	W Broadway St (SR 426)	Sem. Co.	Arterial	6	E	15%	68,885	53,585	0.78
Franklin St	Central Ave (SR 434)	Oviedo Blvd	Oviedo	Collector	2	E	15%	17,940	4,133	0.23
Slavia Rd	Red Bug Lake Rd	SR 426	Sem. Co.	Local	2	D		15,930	13,393	0.84

Table 2.10																
Summary of Roadway Conditions, 2030																
Oviedo Comprehensive Plan Update, Transportation Element																
Street	From	To	Road Type		Roadway Characteristics					Daily Capacity (E+C)	2020 AADT	Growth Rate	Growth Rate Used	2030 AADT	2030 v/c	Meets Standard?
			Jurisdiction	Functional Class	Posted Speed Limit (mph)	Length (miles)	Lanes	LOS Standard	LOS Std Plus							
W Broadway St (SR 426)	Dean Rd	Chapman Rd	FDOT	Arterial	45	1.80	4	D		39,800	31,441	0.87%		32,813	0.82	
	Chapman Rd	Mitchell Hammock Rd	FDOT	Arterial	45	1.10	4	D		39,800	32,306	0.24%	0.50%	33,921	0.85	
	Mitchell Hammock Rd	Pine Ave	FDOT	Arterial	45	1.15	4	E	15%	45,770	26,733	0.68%		27,635	0.60	
	Pine Ave	Lake Jessup Ave	FDOT	Arterial	40	0.51	4	E	15%	45,770	19,941	0.54%		20,482	0.45	
	Lake Jessup Ave	Central Ave (SR 434)	FDOT	Arterial	30	0.30	4	E	15%	45,770	18,453	3.15%		21,356	0.47	
E Broadway St (CR 419)	Central Ave (SR 434)	Oviedo Blvd	Sem. Co.	Arterial	35	0.25	4	E	15%	45,770	17,464	0.70%		18,076	0.39	
	Oviedo Blvd	Reed Rd	Sem. Co.	Arterial	35	0.85	4	D		39,800	17,464	0.70%		18,076	0.45	
	Reed Rd	Lockwood Blvd	Sem. Co.	Arterial	45	1.10	4	D		39,800	17,923	0.49%	0.50%	18,819	0.47	
	Lockwood Blvd	Madrin Orange Way	Sem. Co.	Arterial	45	2.00	4	D		39,800	36,598	-0.02%	0.50%	38,428	0.97	
	Madrin Orange Way	Snow Hill Rd	Sem. Co.	Arterial	45	0.60	4	D		39,800	21,915	0.81%		22,801	0.57	
Central Ave (SR 434)	McCulloch Rd	Chapman Rd	FDOT	Arterial	50	2.00	6	D		59,900	45,552	1.02%		47,884	0.80	
	Chapman Rd	Alafaya Woods Blvd	FDOT	Arterial	50	0.60	6	D		59,900	40,536	1.67%		43,919	0.73	
	Alafaya Woods Blvd	Mitchell Hammock Rd	FDOT	Arterial	45	0.40	6	D		59,900	34,967	1.94%		38,357	0.64	
	Mitchell Hammock Rd	Lindsay Ln	FDOT	Arterial	45	0.31	2	E	15%	20,355	14,749	0.90%		15,412	0.76	
	Lindsay Ln	Cross Seminole Trail	FDOT	Arterial	45	0.54	2	E	15%	20,355	14,749					
	Cross Seminole Trail	W Broadway St (SR 426)	FDOT	Arterial	45	0.15	2	E	15%	20,355	14,749	0.60%		15,189	0.75	
	W Broadway St (SR 426)	Franklin St	FDOT	Arterial	40	0.25	2	E	15%	20,355	12,800	2.91%		14,661	0.72	
	Franklin St	Magnolia St	FDOT	Arterial	40	0.22	2	E	15%	20,355	12,800	3.56%		15,076	0.74	
	Magnolia St	SR 417	FDOT	Arterial	40	1.10	2	D		17,700	20,703	0.04%	0.50%	21,738	1.23	No
	SR 417	Spring Ave	FDOT	Arterial	50	0.57	4	D		39,800	30,648	0.06%	0.50%	32,180	0.81	
Chapman Rd	W Broadway St (SR 426)	Oak Circle	Sem. Co.	Collector	40	0.80	4	D		39,800	25,819	1.11%		27,250	0.68	
	Oak Circle	Central Ave (SR 434)	Sem. Co.	Collector	40	0.80	4	D		39,800	24,376	-0.42%	0.50%	25,595	0.64	
Geneva Rd (CR 426)	E Broadway St (CR 419)	Reed Rd	Sem. Co.	Collector	45	1.20	2	E	15%	20,355	9,858	-0.51%	0.50%	10,351	0.51	
	Oviedo Blvd	Reed Road	Sem. Co.	Collector	45	1.20	2	E	15%	20,355	9,858	2.04%		10,861	0.53	
	Reed Rd	Old Mims Rd	Sem. Co.	Collector	45	5.20	2	D		17,700	8,900	3.17%		10,313	0.58	
Lockwood Blvd	McCulloch Rd	Oviedo City Limits	Sem. Co.	Collector	35	1.90	4	D		32,400	17,086	-0.06%	0.50%	17,940	0.55	
	Oviedo City Limits	Mitchell Hammock Rd	Oviedo	Collector	35	1.80	4	D		32,400	23,286	-0.82%	0.50%	24,450	0.75	
	Mitchell Hammock Rd	E Broadway St (CR 419)	Oviedo	Collector	35	0.30	4	D		32,400	37,914	-0.58%	0.50%	39,810	1.23	No
	E Broadway St (CR 419)	Geneva Rd (CR 426)	Oviedo	Collector	45	1.80	2	D		14,800	7,848	1.46%		8,419	0.57	
Mitchell Hammock Rd	W Broadway St (SR 426)	Lake Jessup Ave	Oviedo	Arterial	45	0.81	4	E	15%	45,770	43,489	0.14%	0.50%	45,663	1.00	
	Lake Jessup Ave	Central Ave (SR 434)	Oviedo	Arterial	45	0.25	4	E	15%	45,770	36,940	0.15%	0.50%	38,787	0.85	
	Central Ave (SR 434)	Oviedo Blvd	Oviedo	Arterial	45	0.47	4	E	15%	45,770	36,940	-20.00%	0.50%	38,787	0.85	
	Oviedo Blvd	Lockwood Blvd	Oviedo	Arterial	45	1.35	4	D		39,800	32,871	0.70%		34,024	0.85	
Oviedo Blvd	Franklin St	E Broadway St (CR 419)	Oviedo	Collector	30	0.23	2	E	15%	17,940	4,900	3.70%		5,807	0.32	
	E Broadway St (CR 419)	Piazza Pt	Oviedo	Collector	30	0.57	2	E	15%	17,940	4,900	-20.00%	0.50%	5,145	0.29	
	Piazza Pt	Mitchell Hammock Rd	Oviedo	Collector	30	0.50	2	E	15%	17,940	4,900	-20.00%	0.50%	5,145	0.29	
Oviedo Mall Blvd	Red Bug Lake Road	SR 426	Oviedo	Collector	35	1.75	4	E	15%	38,870	6,800	11.04%		10,554	0.27	
Red Bug Lake Rd	Rising Sun Blvd	Slavia Rd	Sem. Co.	Arterial	45	0.82	6	D		59,900	44,370	1.46%		47,619	0.79	
	Slavia Rd	SR 417	Sem. Co.	Arterial	45	1.12	6	D		59,900	38,021	0.65%		39,249	0.66	
	SR 417	W Broadway St (SR 426)	Sem. Co.	Arterial	45	0.40	6	E	15%	68,885	53,585	1.42%		57,393	0.83	
Franklin St	Central Ave (SR 434)	Oviedo Blvd	Oviedo	Collector	30	0.25	2	E	15%	17,940	4,133	6.59%		5,494	0.31	
Slavia Rd	Red Bug Lake Rd	SR 426	Sem. Co.	Local	40	0.90	2	D		15,930	13,393	1.93%		14,687	0.92	

Table 2.11																	
Summary of Roadway Conditions, 2045																	
Oviedo Comprehensive Plan Update, Transportation Element																	
Street	From	To	Road Type		Roadway Characteristics					Daily Capacity (LRTP)	2020 AADT	Annual Model Growth Rate	Annual Growth Rate Used	2045 AADT	2045 v/c	Meets Standard?	
			Jurisdiction	Functional Class	Posted Speed Limit (mph)	Length (miles)	Lanes	LOS Standard	LOS Std Plus								
W Broadway St (SR 426)	Dean Rd	Chapman Rd	FDOT	Arterial	45	1.80	4	D		39,800	31,441	1.13%		40,305	1.01	No	
	Chapman Rd	Mitchell Hammock Rd	FDOT	Arterial	45	1.10	4	D		39,800	32,306	0.71%		38,014	0.96		
	Mitchell Hammock Rd	Pine Ave	FDOT	Arterial	45	1.15	4	E	15%	45,770	26,733	1.94%		39,689	0.87		
	Pine Ave	Lake Jessup Ave	FDOT	Arterial	40	0.51	4	E	15%	45,770	19,941	2.37%		31,757	0.69		
	Lake Jessup Ave	Central Ave (SR 434)	FDOT	Arterial	30	0.30	4	E	15%	45,770	18,453	4.54%		39,405	0.86		
E Broadway St (CR 419)	Central Ave (SR 434)	Oviedo Blvd	Sem. Co.	Arterial	35	0.25	4	E	15%	45,770	17,464	1.51%		24,071	0.53		
	Oviedo Blvd	Reed Rd	Sem. Co.	Arterial	35	0.85	4	D		39,800	17,464	0.48%	0.50%	19,647	0.49		
	Reed Rd	Lockwood Blvd	Sem. Co.	Arterial	45	1.10	4	D		39,800	17,923	0.71%		21,096	0.53		
	Lockwood Blvd	Madrin Orange Way	Sem. Co.	Arterial	45	2.00	4	D		39,800	36,598	-0.03%	0.50%	41,173	1.03	No	
	Madrin Orange Way	Snow Hill Rd	Sem. Co.	Arterial	45	0.60	4	D		39,800	21,915	1.28%		28,950	0.73		
Central Ave (SR 434)	McCulloch Rd	Chapman Rd	FDOT	Arterial	50	2.00	6	D		59,900	45,552	1.32%		60,636	1.01	No	
	Chapman Rd	Alafaya Woods Blvd	FDOT	Arterial	50	0.60	6	D		59,900	40,536	1.70%		57,715	0.96		
	Alafaya Woods Blvd	Mitchell Hammock Rd	FDOT	Arterial	45	0.40	6	D		59,900	34,967	2.65%		58,113	0.97		
	Mitchell Hammock Rd	Lindsay Ln	FDOT	Arterial	45	0.31	4	E	15%	38,870	14,749	1.33%		19,657	0.51		
	Lindsay Ln	Cross Seminole Trail	FDOT	Arterial	45	0.54	4	E	15%	38,870	14,749	1.49%		20,252	0.52		
	Cross Seminole Trail	W Broadway St (SR 426)	FDOT	Arterial	45	0.15	4	E	15%	38,870	14,749	0.63%		17,066	0.44		
	W Broadway St (SR 426)	Franklin St	FDOT	Arterial	40	0.25	4	E	15%	38,870	12,800	2.99%		22,356	0.58		
	Franklin St	Magnolia St	FDOT	Arterial	40	0.22	4	E	15%	38,870	12,800	3.79%		24,931	0.64		
	Magnolia St	SR 417	FDOT	Arterial	40	1.10	4	D		39,800	20,703	0.32%	0.50%	23,291	0.59		
SR 417	Spring Ave	FDOT	Arterial	50	0.57	4	D		39,800	30,648	0.29%	0.50%	34,479	0.87			
Alexandria Blvd	Central Ave (SR 434)	Clara Lee Evans Way	Oviedo	Collector	30	0.25	4	D		21,060				10,852	0.52		
	Clara Lee Evans Way	Alafaya Woods Blvd	Oviedo	Collector	30	0.27	4	D		21,060				7,342	0.35		
Chapman Rd	W Broadway St (SR 426)	Oak Circle	Sem. Co.	Collector	40	0.80	4	D		39,800	25,819	1.30%		34,235	0.86		
	Oak Circle	Central Ave (SR 434)	Sem. Co.	Collector	40	0.80	4	D		39,800	24,376	0.97%		30,284	0.76		
Duda Trail	W Broadway St (SR 426)	Lake Jessup Ave	Oviedo	Collector	35	1.00	2	D		13,320				8,252	0.62		
Franklin Street	Lake Jessup Ave	Central Ave (SR 434)	Oviedo	Local	30	0.25	2	E	15%	16,150				9,728	0.60		
	Central Ave (SR 434)	Oviedo Blvd	Oviedo	Collector	30	0.25	2	E	15%	16,150	4,133	8.00%		12,401	0.77		
Geneva Rd (CR 426)	E Broadway St (CR 419)	Oviedo Blvd	Sem. Co.	Collector	45	1.20	2	E	15%	20,355	9,858	-0.24%	0.50%	11,090	0.54		
	Oviedo Blvd	Reed Road	Sem. Co.	Collector	45	1.20	2	E	15%	20,355	9,858	2.02%		14,839	0.73		
	Reed Rd	Old Mims Rd	Sem. Co.	Collector	45	5.20	2	D		17,700	8,900	3.23%		16,096	0.91		
Lockwood Blvd	McCulloch Rd	Oviedo City Limits	Sem. Co.	Collector	35	1.90	4	D		32,400	17,086	0.52%		19,287	0.60		
	Oviedo City Limits	Mitchell Hammock Rd	Oviedo	Collector	35	1.80	4	D		32,400	23,286	-0.19%	0.50%	26,197	0.81		
	Mitchell Hammock Rd	E Broadway St (CR 419)	Oviedo	Collector	35	0.30	4	D		32,400	37,914	-2.37%		15,485	0.48		
	E Broadway St (CR 419)	Geneva Rd (CR 426)	Oviedo	Collector	45	1.80	4	D		32,400	7,848	2.01%		11,796	0.36		
Mitchell Hammock Rd	W Broadway St (SR 426)	Lake Jessup Ave	Oviedo	Arterial	45	0.81	4	E	15%	45,770	43,489	0.34%		47,190	1.03	No	
	Lake Jessup Ave	Central Ave (SR 434)	Oviedo	Arterial	45	0.25	4	E	15%	45,770	36,940	1.03%		46,439	1.01	No	
	Central Ave (SR 434)	Oviedo Blvd	Oviedo	Arterial	45	0.47	4	E	15%	45,770	36,940	0.76%		43,935	0.96		
	Oviedo Blvd	Lockwood Blvd	Oviedo	Arterial	45	1.35	4	D		39,800	32,871	0.97%		40,814	1.03	No	
	Lockwood Blvd	E Broadway St (CR 419)	Oviedo	Arterial	45	0.25	4	D		39,800				25,218	0.63		
Oviedo Blvd	Franklin St	E Broadway St (CR 419)	Oviedo	Collector	30	0.23	2	E	15%	17,940	4,900	2.96%		8,531	0.48		
	E Broadway St (CR 419)	Piazza Pt	Oviedo	Collector	30	0.57	2	E	15%	17,940	4,900	5.39%		11,503	0.64		
	Piazza Pt	Mitchell Hammock Rd	Oviedo	Collector	30	0.50	2	E	15%	17,940	4,900	4.93%		10,938	0.61		
	Mitchell Hammock Rd	Alexandria Blvd	Oviedo	Collector	30	0.30	2	E	15%	17,940				6,802	0.38		
Oviedo Mall Blvd	Red Bug Lake Road	SR 426	Oviedo	Collector	35	1.75	4	E	15%	38,870	6,800	12.79%		28,541	0.73		
Red Bug Lake Rd	Rising Sun Blvd	Slavia Rd	Sem. Co.	Arterial	45	0.82	6	D		59,900	44,370	1.45%		60,456	1.01	No	
	Slavia Rd	SR 417	Sem. Co.	Arterial	45	1.12	6	D		59,900	38,021	0.76%		45,204	0.75		
	SR 417	W Broadway St (SR 426)	Sem. Co.	Arterial	45	0.40	6	E	15%	68,885	53,585	1.85%		78,350	1.14	No	
Slavia Rd	Red Bug Lake Rd	W Broadway St (SR 426)	Sem. Co.	Local	40	0.90	2	D		15,930	13,393	2.64%		22,219	1.39	No	
	W Broadway St (SR 426)	Central Ave (SR 434)	Oviedo	Local	35	1.35	2	D		13,320				20,796	1.56	No	
New connections																	



Legend

Lanes

— 2

— 4

— 6

— Streets

--- City Boundary

Water Bodies

Functional Classification of Roads

A = Arterial

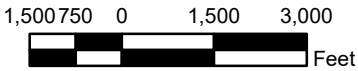
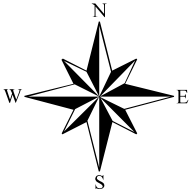
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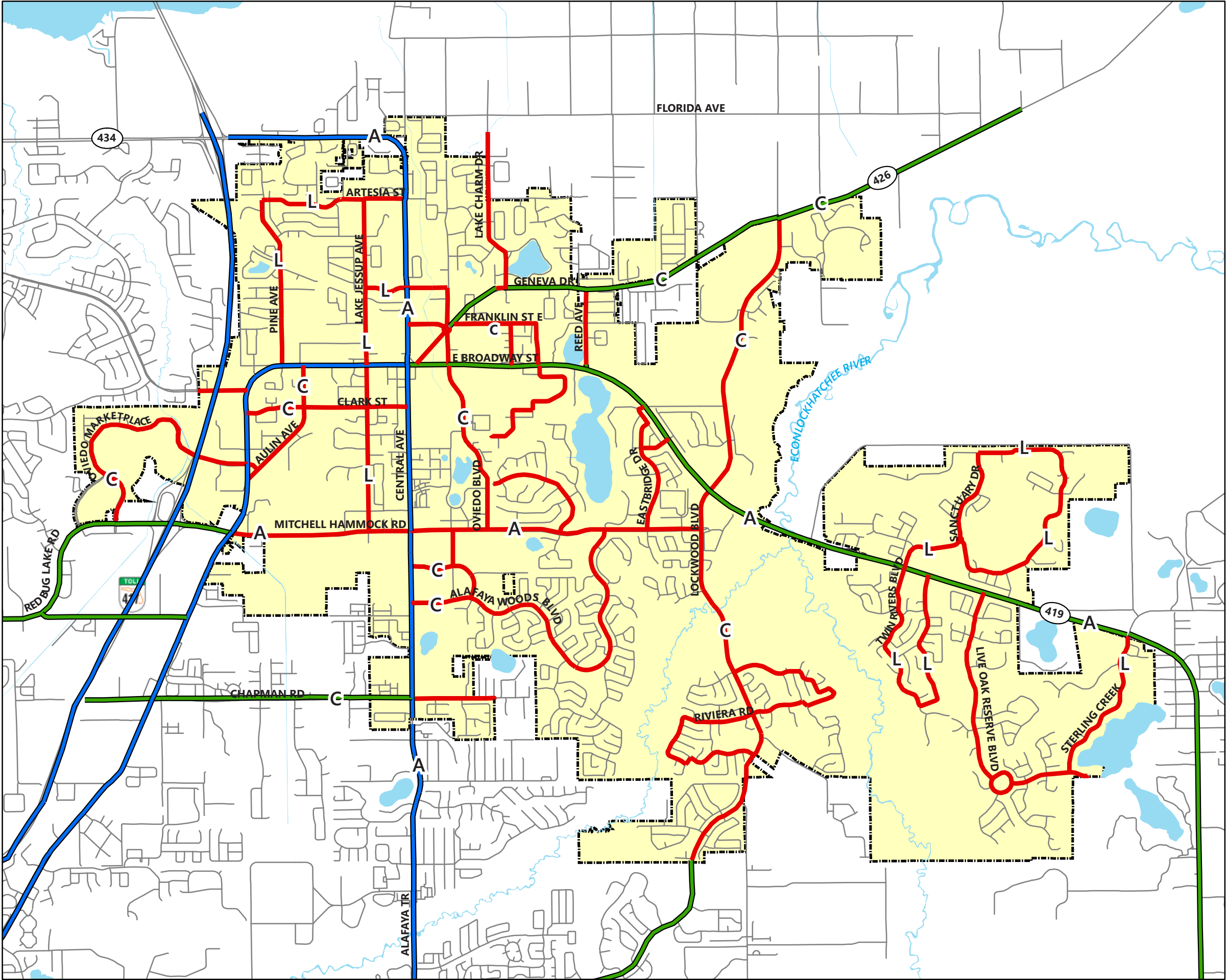
L = Local

Map 2-1

CITY OF OVIEDO
TRANSPORTATION MAP SERIES

**EXISTING ROAD
NETWORK - LANES**





March 2022

Legend

- State Road
- Oviedo City Road
- Seminole County Road
- Streets
- City Boundary
- Water Bodies

Functional Classification of Roads

A = Arterial

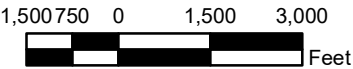
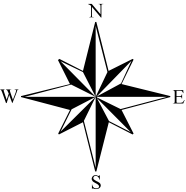
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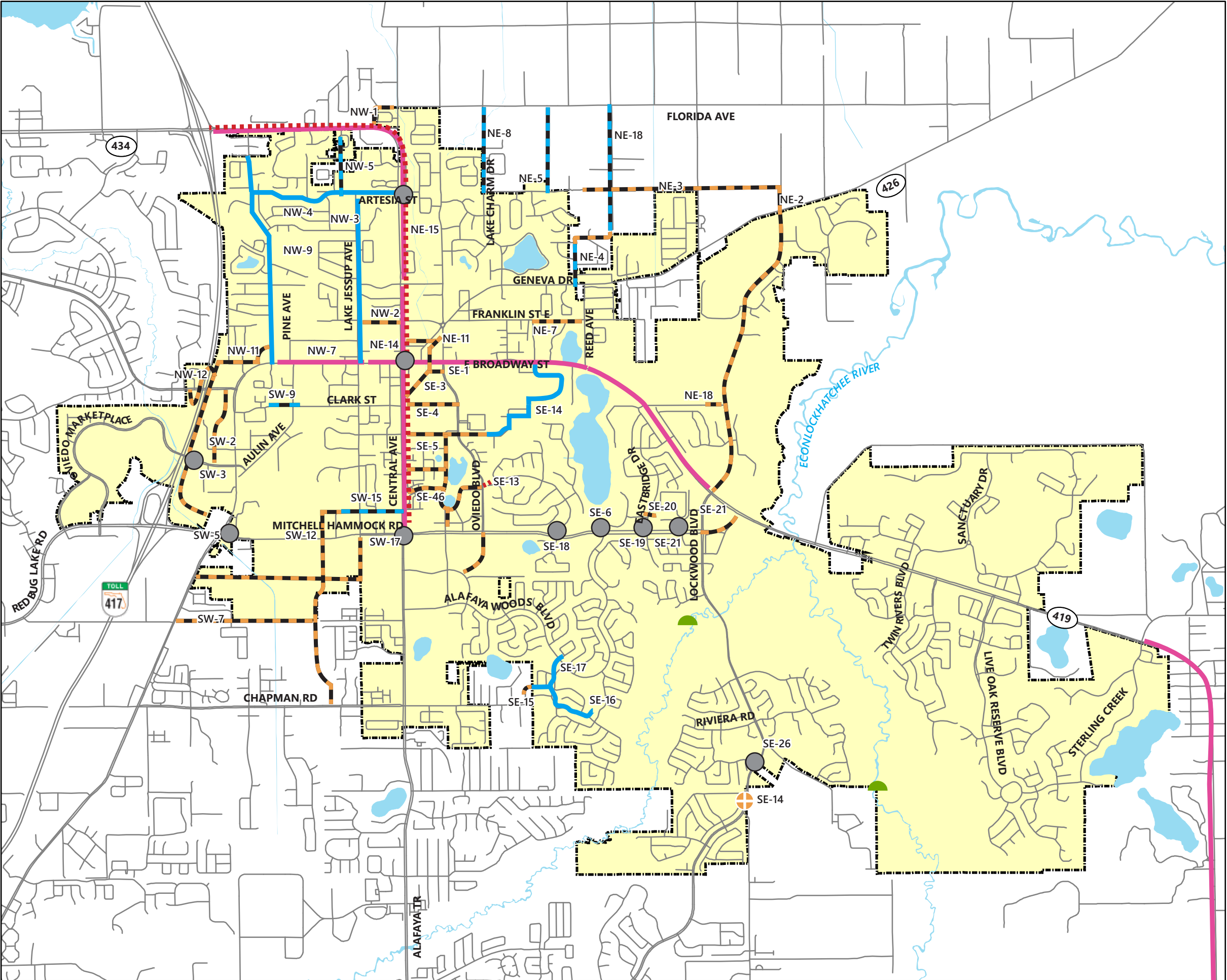
L = Local

Map 2-2

CITY OF OVIEDO
TRANSPORTATION MAP SERIES

EXISTING FUNCTIONAL
CLASSIFICATION /
JURISDICTION

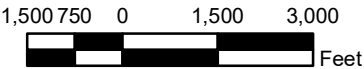
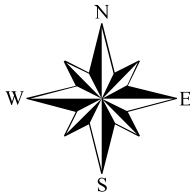


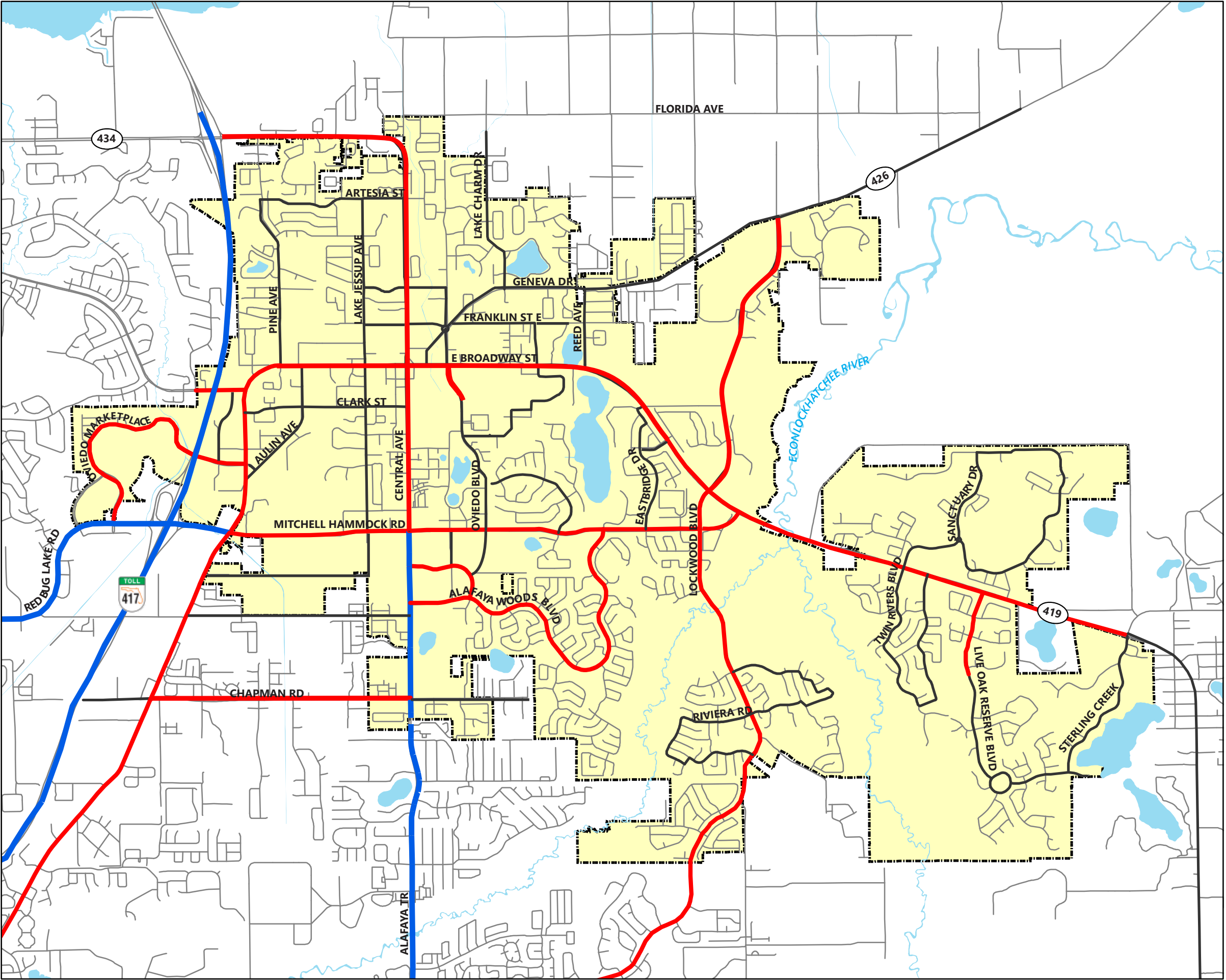


Legend

- Intersection Improvements
- Roundabout
- Bike Ped River Crossing
- Streets
- 4 Lane Widening
- Bike Ped Connector
- New Improved Roadway
- Reconstruct Exsting Road
- Traffic Calming
- City Boundary
- Water Bodies

Map 2-4
CITY OF OVIEDO
TRANSPORTATION MAP SERIES
2045 ROADWAY
PLANNED
IMPROVEMENTS





Legend

Lanes

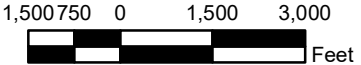
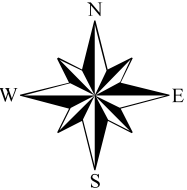
- 2
- 4
- 6

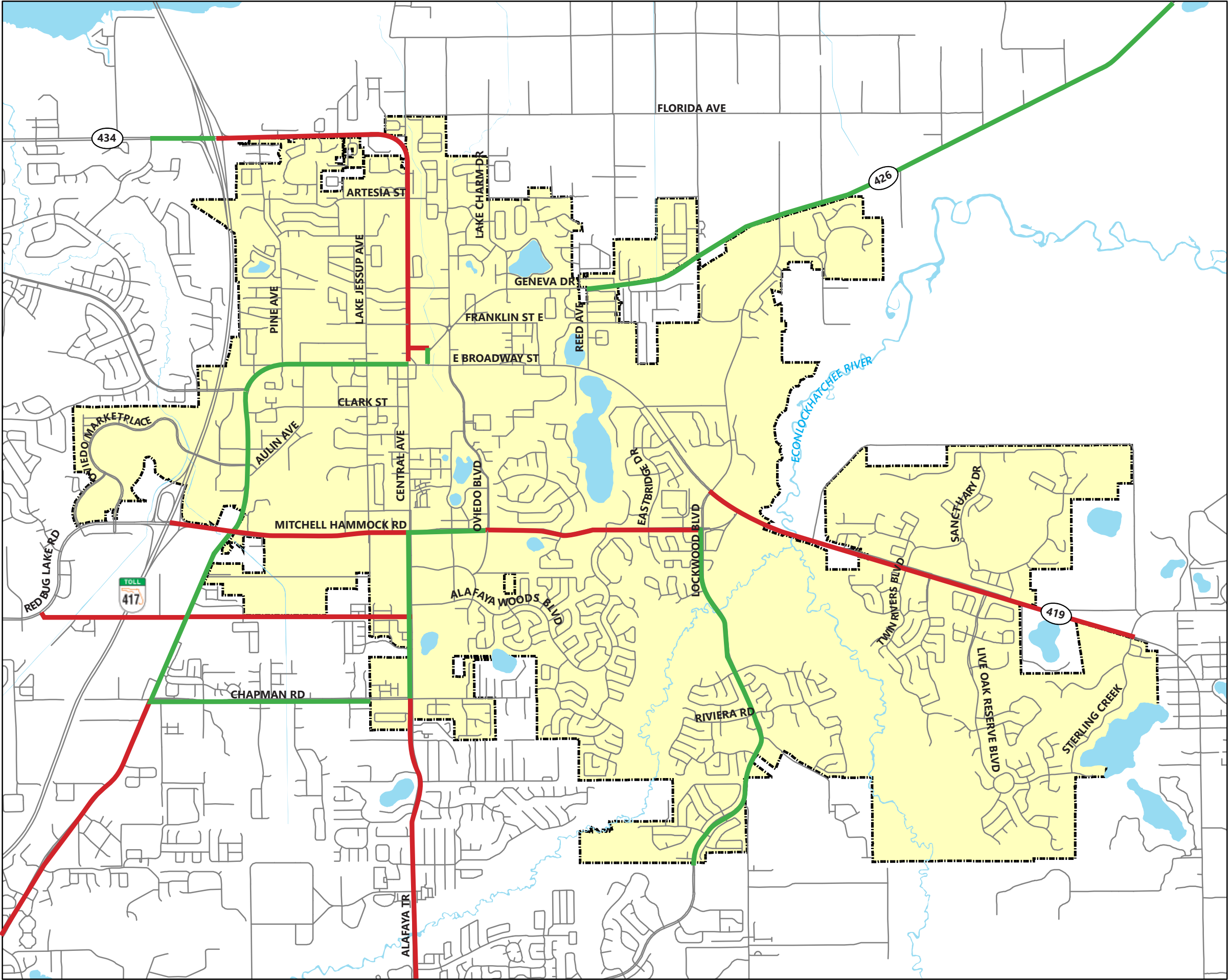
Streets

City Boundary

Water Bodies

Map 2-5
CITY OF OVIEDO
TRANSPORTATION MAP SERIES
2045 PLANNED
ROADWAY
NETWORK LANES





Legend

Near Capacity (80 - 99%)

Over Capacity (over 100%)

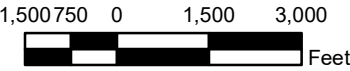
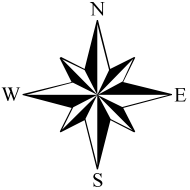
Streets

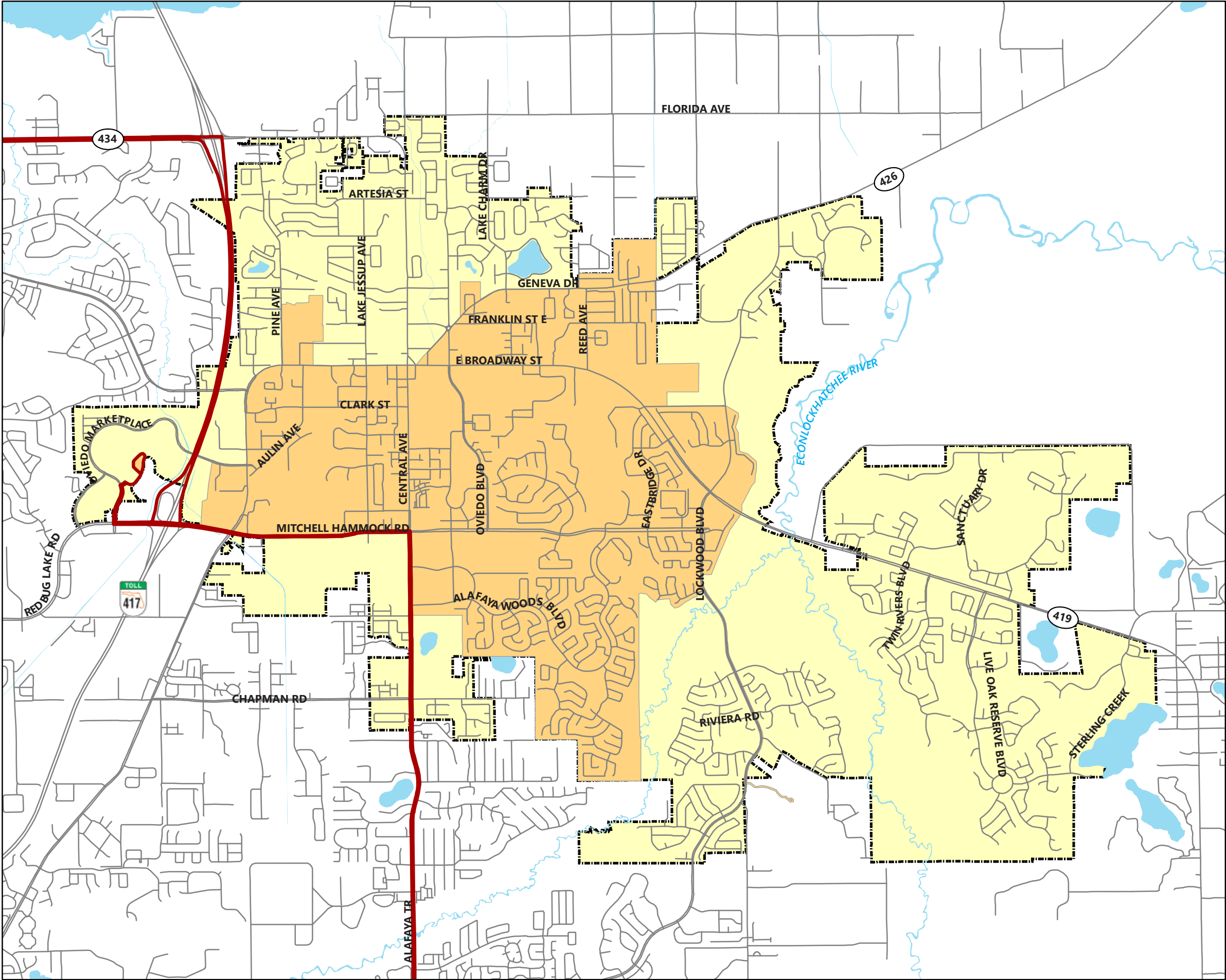
City Boundary

Water Bodies

Map 2-6
CITY OF OVIEDO
TRANSPORTATION MAP SERIES

2045 ADOPTED
ROADWAY NETWORK
LEVEL OF SERVICE
(WITH IMPROVEMENTS)





March 2022

Legend

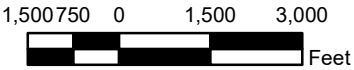
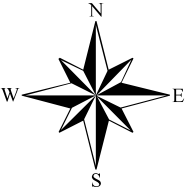
- Link 434
- Neighborhood Link 622*
- Streets
- City Boundary
- Water Bodies

*NeighborLink 622 is also available, based in the Oviedo Mall for on-demand transit service within the service area shown.

Map 2-7

CITY OF OVIEDO
TRANSPORTATION MAP SERIES

**TRANSIT SERVICES
EXISTING CONDITIONS**



HOUSING

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3-1 GOAL: 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**
Ensure a range housing options are available within the City of Oviedo to meet the needs of existing and future City residents representing all income and needs groups and stages of life, including affordable, workforce, and market-rate housing.

Measure: The percent of households that spend more than thirty percent (30%) of the median monthly income on housing costs. The City shall allocate sufficient residential acreage in the 2045 Future Land Use Map to meet the projected housing needs through the year 2045.

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 Workforce Housing**
"Workforce Housing" shall mean monthly mortgage payments or rents do not exceed thirty percent (30%) of the median annual household income, for households that have a total annual gross household income that does not exceed 140% percent of the median annual income for the City.
- 3-1.1.4 Monitoring and Code 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 Designation of High Density Residential Areas**
The 2045 Future Land Use Map shall include areas designated for high density and mixed use development to ensure the availability of adequate sites for low and moderate income family housing,
- 3-1.1.6 Expedited Permitting Process for Affordable and Workforce Housing**
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 affordable and workforce housing developers. The City may approve certain deviations to the Land Development Code minimum requirements to support the provision of affordable and workforce 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, such as increased buffering, open space, or pedestrian access, 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, participation in regional housing strategies, and City-initiated incentive programs, such as expedited permitting (Policy 3-1.1.7) and Density Bonuses (Policy 1-1.12.10). 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 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

3-1.2. OBJECTIVE: Improvement of 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.

Policies:**3-1.2.1 Definitions of Substandard Housing**

- A. A substandard housing unit shall be a dwelling unit that is considered to be either deteriorated or dilapidated and poses a risk to the health, safety or physical well-being of occupants, neighbors, or visitors. The City shall continue to evaluate this definition based upon actions taken by Federal and State government authorities.
- B. A deteriorated unit has one or more intermediate defects, but is considered repairable.
- C. A dilapidated unit has one or more critical defects and is considered to be beyond repair.

3-1.2.2 Substandard Housing Units

The City shall seek full code compliance to ensure that residents are not subject to substandard housing conditions and the adverse impacts arising there from.

3-1.2.3 Enforcement of Building Codes

The City shall strictly enforce all building codes and require property owners to bring substandard housing into compliance with all 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 deteriorated 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, 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: Diversity of Housing Options

To ensure the provision of a variety of housing types to meet the various demands of the anticipated population and promote a mix of housing options for different incomes, abilities, and stages of life.

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 and Mixed Use areas identified on

the adopted Future Land Use Map (FLUM) to encourage multi-family development in appropriate locations.

3-1.3.4 Evaluation of Housing Needs

- A. At least every seven (7) years the City shall evaluate the housing needs of existing and future residents, and to ensure that there is enough residentially designated land to accommodate the anticipated housing needs, as a component of its Comprehensive Plan Evaluation and Appraisal Report.
- B. This assessment shall include an analysis of the affordability of its housing stock, 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.
- C. This assessment shall 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.

3-1.3.5 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.

3-1.3.6 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*.

3-1.3.7 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.

3-1.4. OBJECTIVE: Rehabilitation of Historically Significant Housing

The City shall continue to adhere to adopted procedures for the historic identification, conservation, demolition and rehabilitation of historically significant properties and housing .

Measure: The City shall monitor the condition of historically significant properties within the City.

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

Existing and future residential areas 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.

Measure: The City shall continue to evaluate the public service and infrastructure demands of existing and proposed residential developments.

Policies:**3-1.5.1 Definition of 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.

3-1.5.5 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.

3-1.6. OBJECTIVE: Sustainable Housing Development

The City shall promote the use of green technology in housing developments within the City.

Measure: The City shall evaluate best practices regarding housing development as a component of a Sustainability Master Plan.

Policies:

3-1.6.1 Energy Savings Design

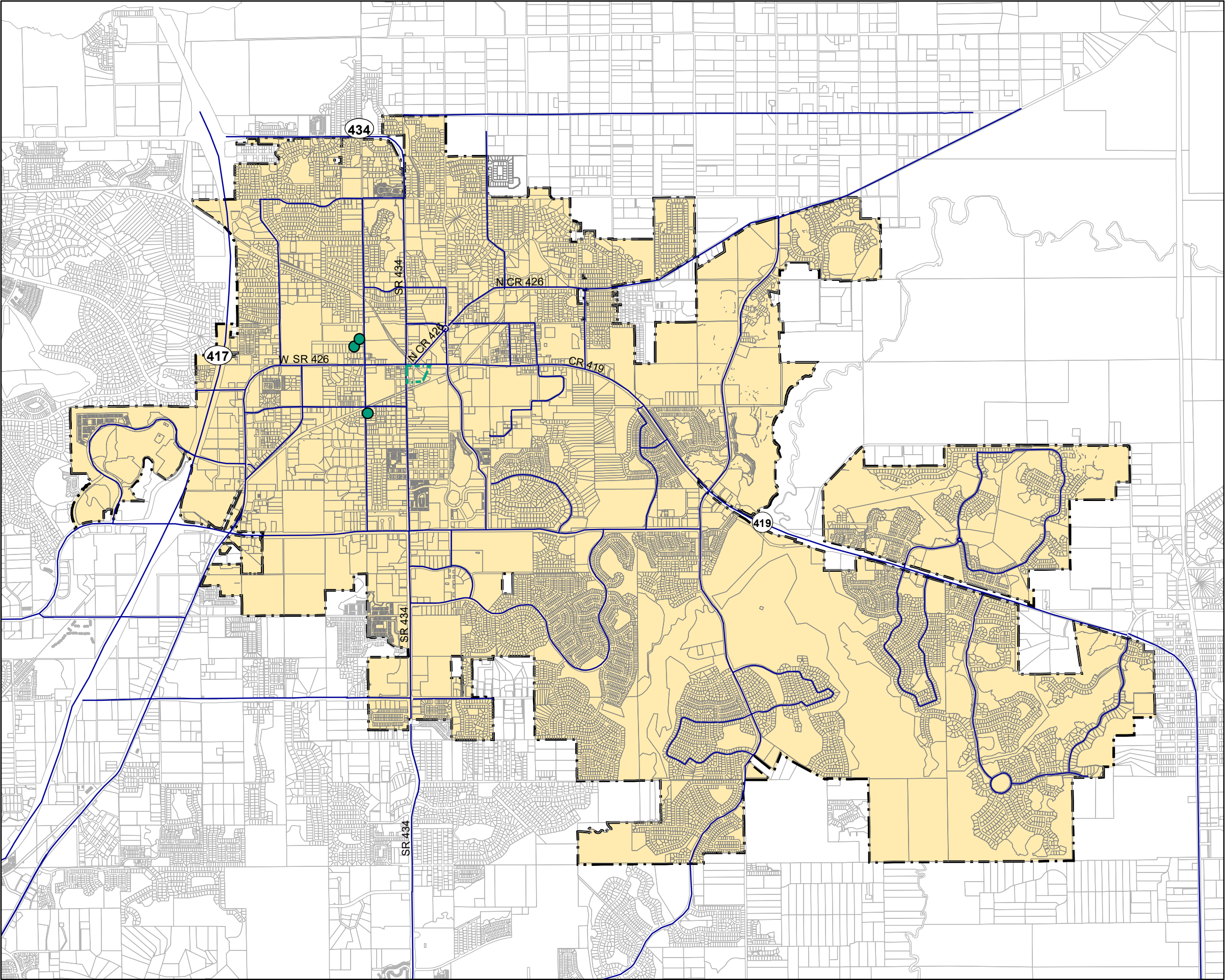
The City, by 2025, shall adopt a Green Building Ordinance that requires new residential development and redevelopment to incorporate energy saving design and construction features, such as, but not limited to, adequate insulation, solar power, less heat-absorbent roofing materials, and increased tree canopies, into design, construction, and site development plans.

3-1.7.2 Building Materials






The City, by 2025, 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.

3-1.7.3 Green Building Certification

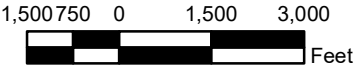
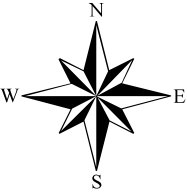
The City, by 2025, shall adopt a Green Building Ordinance and a related Certification Program for development and redevelopment, including the development of a Neighborhood Development Rating System that integrates the principles of smart growth, urbanism and green building into a national system for 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.



Legend

-  Cultural Resource Building
-  Cultural Resource District Polygon
-  Parcels
-  Oviedo City Boundary
-  Water Bodies

**Map 3-1
2045 Historic Resources
Map**



PUBLIC UTILITIES

WASTEWATER

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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 the Florida Administrative Code requirements 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 (1) 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. Eaualie & Immokalee Fine Sands
8. Immokalee Sand
9. Brighton, Samsula & Sanibel Muck
10. Malabar Fine Sand
11. Myakka & Eaualie 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 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, such as an interim use of a septic tank or a package plant, may be allowed until a central sewer service becomes available, provided that the standards and conditions of the Comprehensive Plan, the Land Development Code, Engineering Standards Manual, and Ordinances of the City are met or exceeded.

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 may be allowed in Conservation land use areas only when necessary for facilities required to oversee said conservation area and sanitary sewer service is not available.

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 and unincorporated areas, if such acquisition provides increased service and health benefits 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 when the system is expanded to within one hundred (100) feet of the property line.

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 available capacity 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, Community Redevelopment Area (CRA), and Seminole Economic Enhancement District (SEED).
- 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 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 Future Land Use Map can maintain the adopted level of service. Any potential deficiencies will be corrected by revising the 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 future land use map and zoning map amendments 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 the Florida Administrative Code 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.

4-1.3.9 Industrial Pre-treatment Regulations

The City shall enforce its industrial pretreatment ordinance as required by the Environmental Protection Agency.

4-1.3.10 Feasibility of City Sewer Treatment Facilities

The City should pursue feasibility studies to expand existing or construct new 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, Community Redevelopment Area (CRA) and Seminole Economic Enhancement District; 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 unless there is an overriding public health issue.

Policies:**4-1.4.1 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.

4-1.4.2 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 4-1.4.1 and only if the developer bears the entire cost of the requested extension.

4-1.4.3 Central Sewer Service Area Boundary

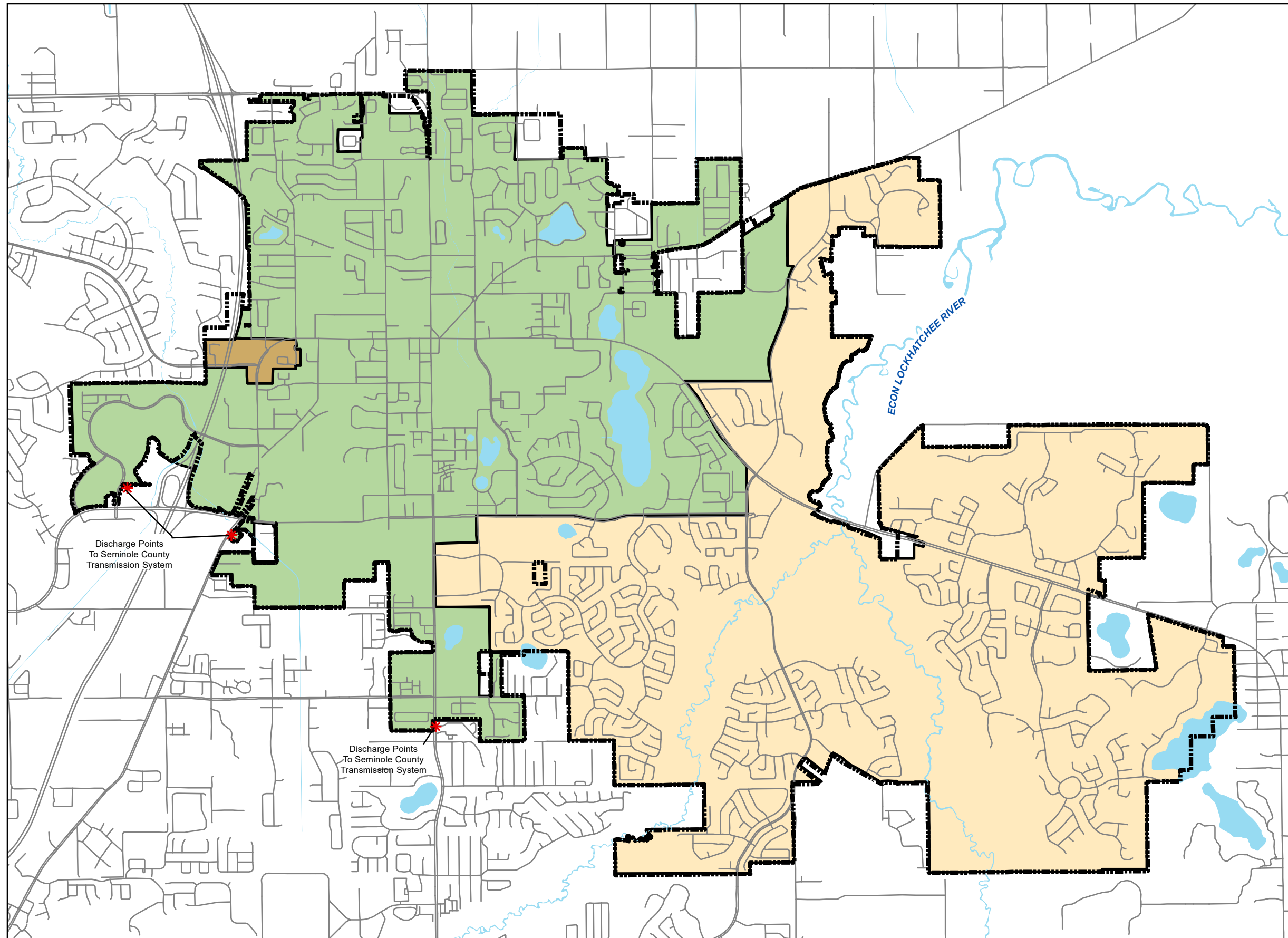
The City's central sewer service area may be extended beyond municipal boundaries if there is an overriding public health issue, the area is not within the County's Charter Rural Boundary, and the City has sufficient capacity.

4-1.4.4 Monitoring of Effluent Disposal Operations





The City shall monitor the effects of effluent disposal operations for service providers within Oviedo.

4-1.4.5 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 not within the County's Charter Rural Boundary.



Legend

-  City Boundary
-  Streets
-  Parcels
-  Water Bodies

Sanitary Sewer Services

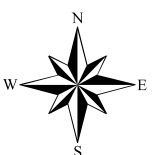
-  Former Alafaya Utilities*
-  Oviedo City Sewer Service
-  Winter Springs Service Area
(Iron Bridge Via County
Wholesale Service Agreement
or Septic)

* The City acquired Alafaya Utilities in September 2010. The City now provides sewer service to this area.

MAP 4-1

CITY OF OVIEDO
PUBLIC UTILITIES MAP SERIES

SANITARY SEWER SERVICE AREA MAP



SOLID WASTE

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4-2 GOAL: TO PROVIDE SOLID WASTE SERVICES FOR EXISTING AND FUTURE DEVELOPMENT NEEDS, TO INCREASE RECYCLING, IMPROVE SUSTAINABILITY, 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 separation, recycling, and resource recovery.

Measure: The City shall establish franchise programs to reduce and divert recyclables from the solid waste stream in accordance with the Florida Statutes Solid Waste Disposal Act, as amended.

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 equivalent 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 the Seminole County Osceola Road Landfill facility or other 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. This will include promotion of anti-litter practices.

4-2.1.5 Location of Recycling Solid Waste Receptacles

The City's Land Development Regulations shall include requirements for the location and screening of centralized storage and recycling solid waste receptacles within townhome, multi-family, mixed use, office, and commercial developments.

4-2.1.6 Solid Waste Sustainability

The City shall promote the reduction of the amount of natural resource consumed, that materials that are taken from nature are re-used as many times as possible, and that the waste created is minimized. This includes recycling of construction and demolition debris.

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 public.

Policies:

4-2.2.1 Enforcement of Litter and Dumping Control

The City shall continue to enforce its litter and dumping control ordinances through its Code Enforcement program.

4-2.2.2 Solid Waste Hauler Franchise Agreement

The City shall evaluate the solid waste hauler franchise agreement annually.

4-2.2.3 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 Seminole County Osceola Road Landfill facility, and 4.3 PCD at the Seminole County Transfer Station facility 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.

DRAINAGE & NATURAL GROUNDWATER AQUIFER RECHARGE

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4-3. GOAL: TO PROTECT THE CITIZENS OF OVIEDO FROM DEGRADATION OF SURFACE WATER QUALITY; IMPROVE SUSTAINABILITY; AND TO PROVIDE FOR ADEQUATE GROUNDWATER RECHARGE.

4-3.1. OBJECTIVE: Stormwater Management

The City will continue to upgrade stormwater management facilities and identify and correct surface water quality and stormwater management deficiencies.

Measure: Drainage facility improvements shall be consistent with the City's stormwater utility program, Comprehensive Plan, applicable City Ordinances, the Land Development Code, the Engineering Standards Manual, the National Pollutant Discharge Elimination Systems (NPDES) permit, and Florida Administrative Code for the St. Johns River Water Management District governing stormwater management.

Policies:

4-3.1.1 Inspection of Stormwater Management Facilities

The City shall annually inspect public 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.

4-3.2. OBJECTIVE: Minimization of Costs

To minimize the City's cost in upgrading existing deficiencies.

Measure: The City shall continue to implement the stormwater utility program to identify and correct existing surface water quality and stormwater management deficiencies, construct improvements, and evaluate annual revenue sources to ensure that identified impervious areas used to determine required fees are accurate.

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 continue to complete regular 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 public 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 National Pollution Discharge Elimination Systems (NPDES) permit.

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 and Sensitive Lands

The City shall protect the functions of natural drainage features and sensitive lands 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 the Florida Administrative Code requirements and maintain the following level of service standards:

- A. Treatment of the first inch of run-off on site shall meet water quality standards of Chapter 62-302, Section 62-302.500, FAC.
- B. 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.

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 and maintained 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

The City shall coordinate with Seminole County in the implementation of wellfield protection programs for domestic, agricultural, and industrial use. The City shall include within the Land Development Code citywide wellfield protection requirements, prohibitions, and restrictions.

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 annually inspect public 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.

4-3.6.4 Sustainable Drainage Systems

The City shall promote the increased use of sustainable drainage techniques to deal with stormwater run-off at, or close to, the surface where rainfall lands. The benefits of slowing down surface water run-off, preventing pollution, and recharging groundwater is seen through the use of techniques, such as, green roofs, permeable surfaces, infiltration trenches, swales, and planted detention basins.

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.

POTABLE WATER

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4-4 GOAL: TO PROVIDE A COST EFFECTIVE, ENVIRONMENTALLY SOUND POTABLE WATER SYSTEM THAT WILL INCREASE SUSTAINABLE SOLUTIONS THAT SERVE EXISTING AND FUTURE DEVELOPMENT.

4-4.1 OBJECTIVE: Conservation of Potable Water Resources

Conserve the potable water resources by continuing to lower the per capita consumption rate.

Measure: By 2025, the per capita potable water consumption rate shall be ninety-five (95) GPCD.

Policies:

4-4.1.1 Water User Fees

Provide incentives for water conservation, including a water user fee rate scale that charges higher rates for higher volumes.

4-4.1.2 Use of Native Plant Species

The City shall promote the use of Florida-Friendly Landscaping methods and include in the Land Development Code 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 water conservation and sustainability 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 Facilities Work Plan, latest edition.

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 Facilities Work Plan, latest edition, 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 Water Supply Facilities Work Plan, and the Engineering Standards Manual, latest editions.

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 ninety-five (95) GPCD by 2025. 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 2045 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 twenty-eight thousand and four hundred (128,400) 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 Facilities Work Plan and the SJRWMD's Central Florida Initiative Regional Water Supply Plan (SFWI RWSP, latest editions).

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. 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

- (a) The provisions of this Policy shall not be construed or interpreted to conflict with the controlling provisions of Federal or State law which expressly preempt the provisions of this Policy; provided, however, that, in the event of non-preemption, the most stringent standard shall apply.
- (b) To protect the quality and quantity of Oviedo's potable water supply, a Wellfield Protection Zone shall be established within a radius of 500' from each potable water well with a permitted capacity of equal to or exceeding 100,000 gallons per day.
- (c) **Primary Zone of Protection:** A Primary Zone of Protection within a Wellfield Protection Zone is hereby created and shall extend for a radius of 75' from an existing potable well within an existing or designated wellfield. Only the following activities are allowed within the Primary Zone of Protection:

- (1) Those uses associated with water supply systems.
 - (2) Open space; and parks, playgrounds, playing courts, open-air shelters and other similar recreational facilities that are not hazardous waste generators and will not be served by a septic tank.
 - (3) One residential dwelling per parcel, tract, or lot that may be entirely or partially within the Primary Protection Zone, provided that the property will not contain a septic tank; and that a covenant is included within the development order or local approval affirming that the property is within the Primary Protection Zone of an existing or designated wellfield and that the property owner shall be responsible for disposal of household hazardous waste in an environmentally responsible manner using sound and generally accepted best management practices.
 - (4) Accessory structures, utility lines, and roads, drive ways, parking lots, piped stormwater conveyance and irrigation systems associated with a permitted use; provided, however, that all sewer pipes connecting to the municipal sewer system shall be constructed in a manner to have secondary containment as approved by the City Engineer consistent with sound and generally accepted engineering practices and principles.
- (d) **Secondary Zone of Protection:** A Secondary Zone of Protection within a Wellfield Protection Zone shall extend for a radius of 100' feet from an existing potable well within an existing or designated wellfield. Sanitary hazards that pose a potentially high risk, as defined by Rule 62-555.312(3), *Florida Administrative Code*, are prohibited and unlawful within the Secondary Zone of Protection.
- (e) **Wellfield Protection Zone:**
- (1) The following land uses are prohibited within Wellfield Protection Zone which shall extend for a radius of 500' from an existing potable well within an existing or designated wellfield:
 - (A) Landfills.
 - (B) Mines.
 - (C) Egg production facility or commercial animal feeding operation.
 - (D) Facilities for the bulk storage (including underground storage,) handling or processing of materials on the List of Highly Hazardous Chemicals, Toxics and Reactives as set forth at 29, *CFR*, Section 1910.119.
 - (E) Motor vehicle sales and service except those classified as Conditionally Exempt Small Quantity Generator as provided in (2)(C), chemical suppliers, and industrial uses.

- (2) Special Restrictions on development activities and handling of certain substances within the Wellfield Protection Zone are as follows:
 - (A) Stormwater management practices shall not include injection wells, drainage wells or sinkholes for stormwater disposal where recharge or discharge is into potable water aquifers.
 - (B) Development shall be served by City sewer utility services.
 - (C) Outside the Secondary Zone of Protection, non-residential Conditionally Exempt Small Quantity Generators, may be allowed upon the applicant's demonstration that the activity is conditionally exempt according to the Florida Department of Environmental Protection or its designee. Documentation of proper waste, storage, and disposal shall be available on the premises at all times for inspection by the regulatory authority, the City and the public.
 - (D) A covenant shall be included within each development order or development permit affirming that the property is within the Wellfield Protection Zone of an existing or designated wellfield and that the property owner shall be responsible for disposal of household hazardous waste in an environmentally responsible manner. The property owner shall be required to comply with requirements and prohibitions outlined within any and all local, State and Federal laws, rules, codes, and regulations enacted to protect groundwater resources.
 - (E) Hazardous, non-bulk commercial commodities shall be stored in the manufacturer's containers or Federally approved safety containers, if any are applicable. Fuels shall be stored in Federally approved safety containers. Use of hazardous commercial commodities including, but not limited to lawn chemicals, fuels, rodenticides, solvents, and pool chemicals shall be in accordance with the manufacturer's instructions together with any and all local, State and Federal laws, rules, codes, and regulations.

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 Facilities Work Plan, latest edition, are being 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, latest edition will be updated at intervals coinciding with the District Water Supply Plan, latest edition 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, latest edition.

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 Central Florida Water Initiative Regional Water Supply Plan, latest edition.

Policies:

4-4.7.1 Implementation of Reclaimed Water Master Plan

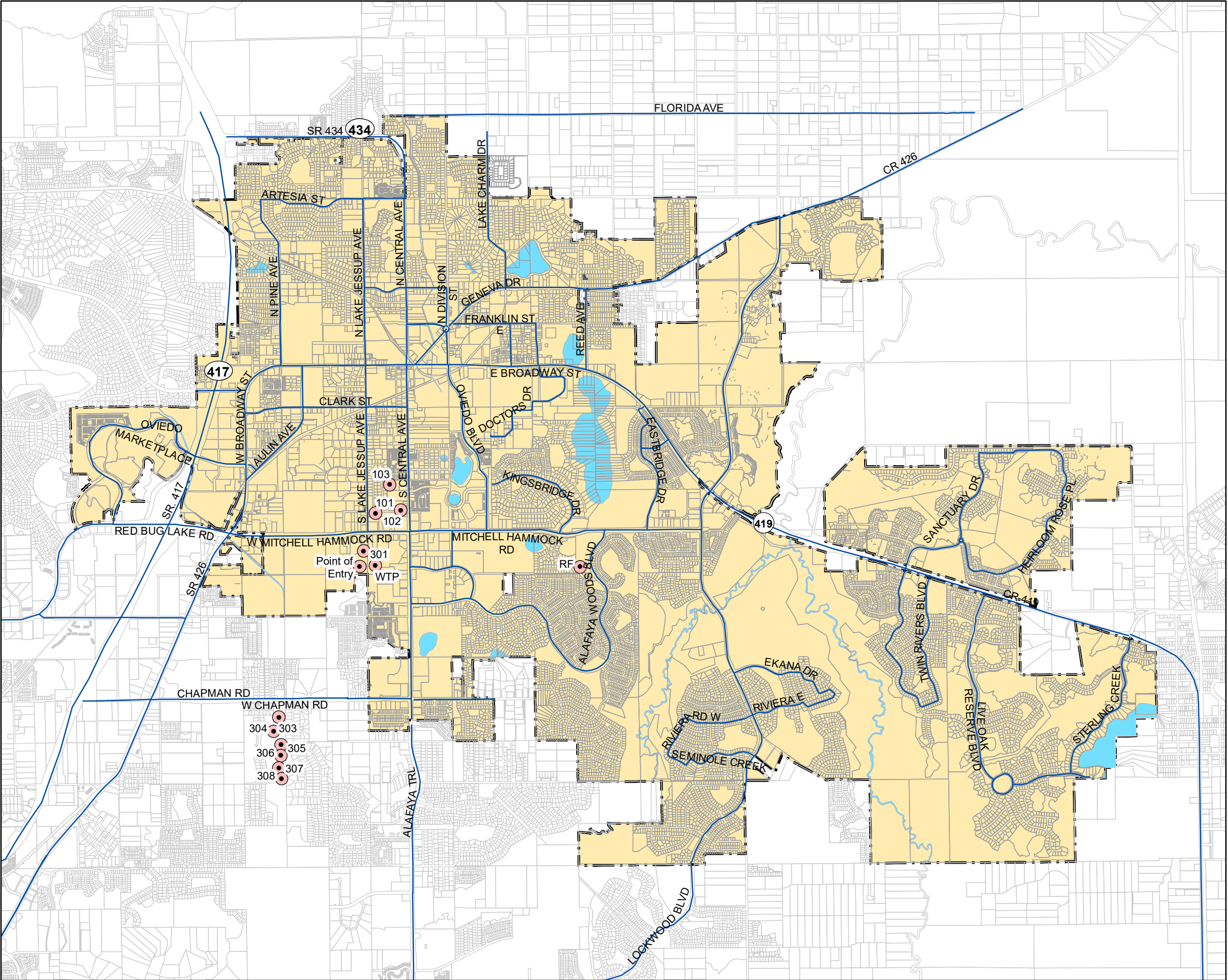
The reclaimed distribution projects as identified in the City of Oviedo Reclaimed Water Master Plan shall be annually evaluated as part of the Five-Year Capital Improvements Plan and scheduled for implementation to achieve the water conservation goals as identified in the City's Consumptive Use Permit.

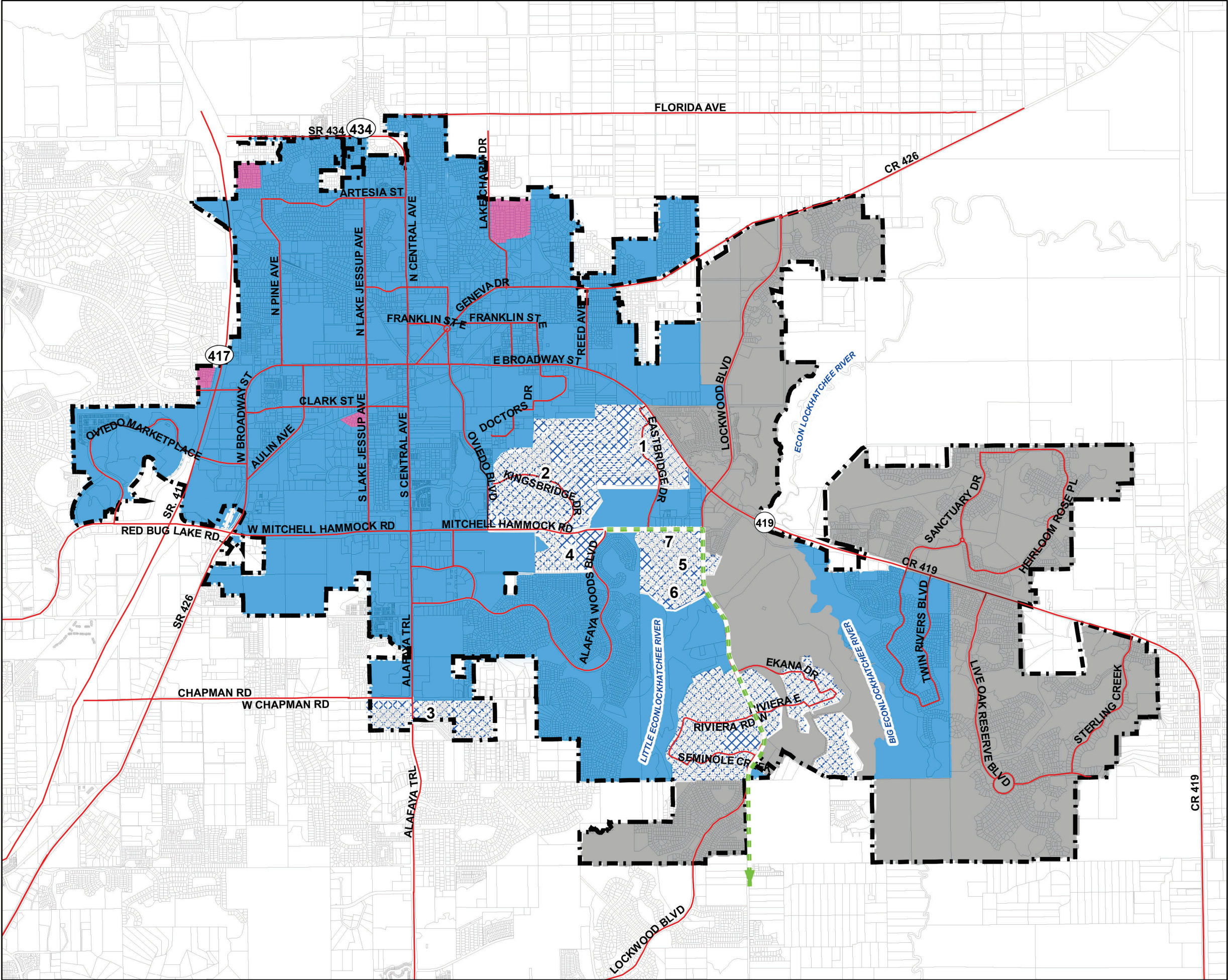
4-4.7.2 Water Supply Facilities Work Plan

The City will maintain a water supply facilities work plan that is coordinated with SJRWMD's CFWI RWSP by updating the work plan and related comprehensive plan policies within 18 months of an update to SJRWMD's CFWI RWSP that affects the City.

4-4.7.3 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 CFWI RWSP and other water supply development-related initiatives facilitated by the SJRWMD that affects the City.





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

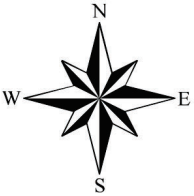
Map 4-4

CITY OF OVIEDO

PUBLIC UTILITIES MAP SERIES

RECLAIMED WATER

SERVICE AREAS



CONSERVATION

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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 conserve and protect potable water resources through its Water Conservation ordinance, Comprehensive Plan, City Ordinances, City Land Development Code, and the Engineering Standards Manual.

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, potable water well cones of influence, any pervious surface, and other environmentally sensitive areas. The City shall require an Environmental Site Assessment Phase I report to 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 2045 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 its maintenance and leak detection program for its 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 where feasible 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 St Johns River Water Management District, U.S. Army Corps of Engineers,

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 cannot 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 St. 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 only in wetlands or surface waters where:

- a. Access for grading is through uplands, and
- b. 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 of the St. Johns Water Management District (SJWMD), Florida Department of Environmental Protection (FDEP), and the City's Land Development Code.

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 Florida Fish and Wildlife Service, and/or U.S. Fish and Wildlife Service. 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 Florida-Friendly Landscape, native plant species. A listing of plants recommended for use for such landscaped areas is provided in the Land Development Code. The Land Development Code shall contain a list of prohibited species, as designated by the current Florida Exotic Pest Plant Council (FLEPPC) list.

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 and trees 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, fishing piers, and observation towers. The dimensions and standards for hiking trails and boardwalks shall be established in the Land Development Code.

B. Recreation and nature trails

Recreation and nature trails shall not be impervious and vehicular access shall be limited to approved/existing river crossings and approved access points. Wildlife underpasses which are deemed adequate to the City shall be provided at all approved 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 FDEP, and the

USACOE. If an isolated wetland is involved or proposed to be filled or dredged, an appropriate Environmental Resource Permit (ERP) must be obtained from the St. Johns River Water Management District as it relates to the Isolated Wetland Rules in Chapter 62-330 F.A.C. The City may claim jurisdiction of a wetland where no permit or mitigation from a State or Federal agency is necessary.

D. Residential Density in Wetlands

All wetlands shall have a density credit of one unit per ten (1DU/10) acres for residential development. This density credit may be transferred to uplands if wetlands are preserved.

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 after obtaining appropriate permits, 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. A swale and berm system may be required by the Land Development Code.

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 FDEP.

(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 ensure 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 Florida Department of Environmental Protection (FDEP).

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 on public lands and may assist private landowners when appropriate.

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 current version of "Best Management Practices (BMP)" found in "State of Florida Erosion and Sediment Control Designer and Reviewer Manual", FDOT/FDEP, last published July 2013.

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. The Land Development Code shall establish the standards for NPDES stabilizing practices on exposed areas.
- 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 FDEP'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 FLEPPC and/or 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, or a cash donation may be made to the City's Tree Fund in lieu of replacing trees, subject to a development agreement. 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 and 1.6) shall identify potential wetland and floodplain areas of special concern. No new development shall be approved in these areas unless permits and mitigation are approved by the appropriate jurisdictional agency. 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. 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).
- B. 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 (SJRWMD), Florida Fish and Wildlife Conservation Commission (FFWCC), United States Army Corps of Engineers (USACE), and/or United States Fish and Wildlife Service (FWS).

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.

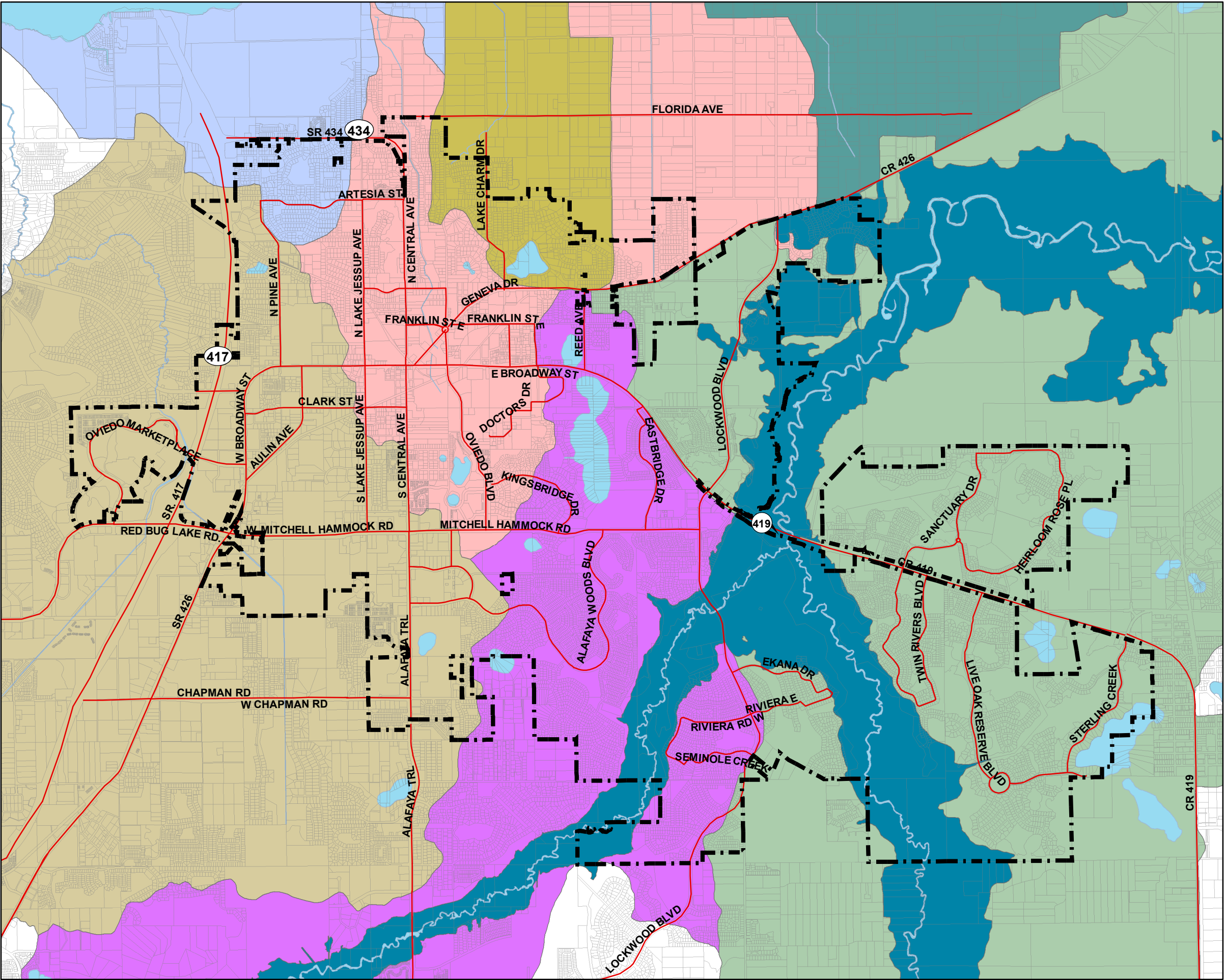
5-1.7.2 Low Impact Development Techniques and Green Building Standards

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, reuse water, recycled materials),

and; considering the development of a Green Building Ordinance, a related Leadership in Energy and Environmental Design (LEED), WELL Building, Envision, or other 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.



Legend

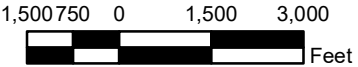
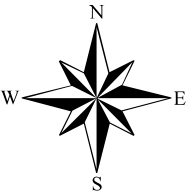
- Oviedo City Boundary
- Main Roads
- Parcels
- Econ River Protection Zone

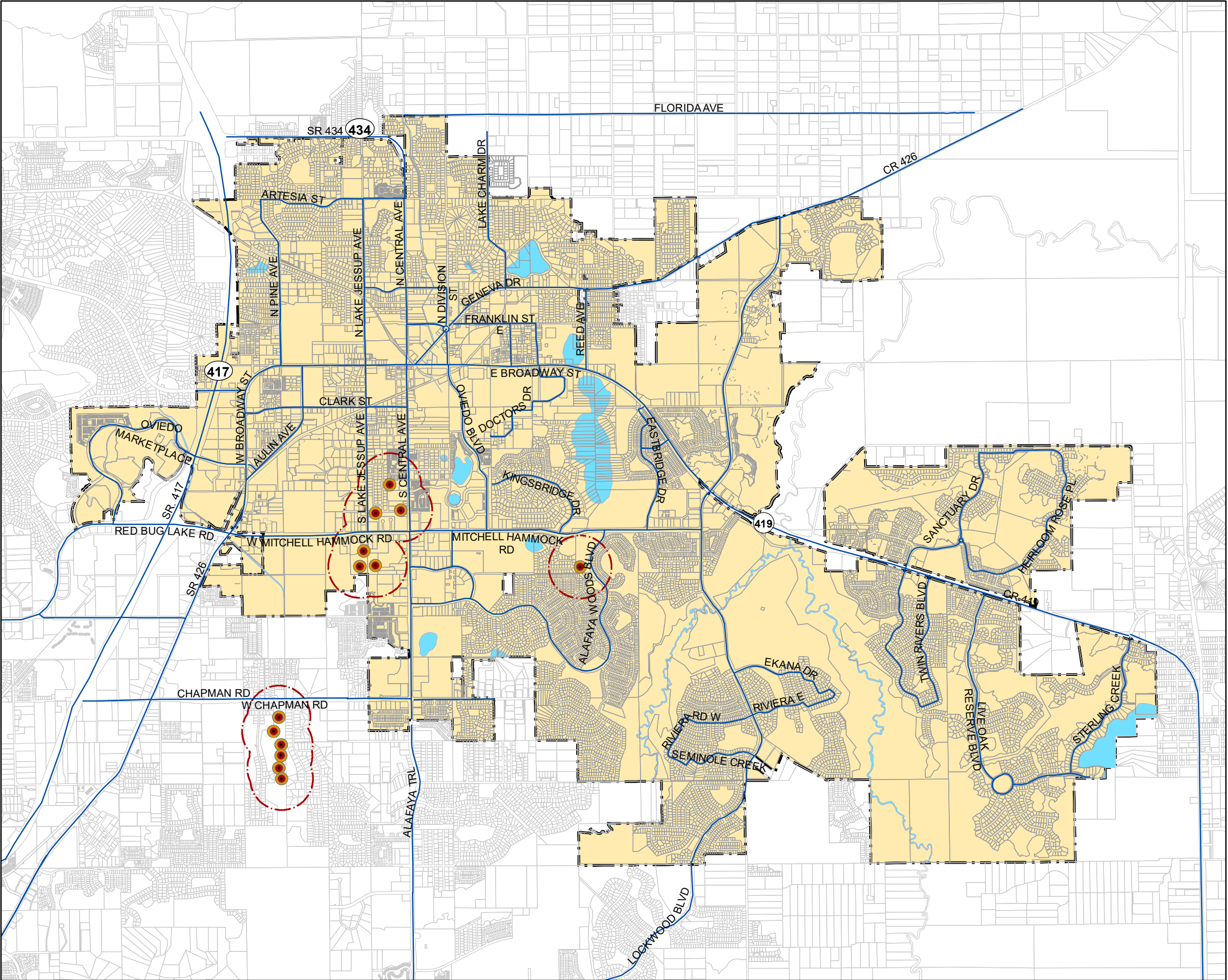
Drainage Basins

- 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
CITY OF OVIEDO
CONSERVATION MAP SERIES
ECONLOCKHATCHEE
RIVER DRAINAGE
BASIN & CORRIDOR
PROTECTION ZONE

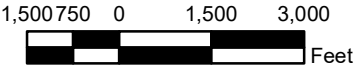
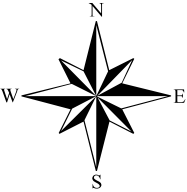




Legend

- Potable Water Wells
- Wellfield PRotection Area
 - 125 FT
 - 200 FT
- Parcels
- Water Bodies
- Oviedo City Boundary

Map 5-2
2045 Wellhead Protection Areas



RECREATION & OPEN SPACE

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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 Core and Downtown Transition future land use classifications, 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 Core and Downtown Transition future land use classifications consistent with the Downtown Master Plan, as amended.

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 Core and Downtown Transition future land use classifications shall be exempt from this requirement. Recreation space shall be provided within the Downtown Core and Downtown Transition future land use classifications consistent with the Downtown Master Plan, as amended.

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 active ballfields), 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 Core and Downtown Transition future land use classifications 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 Core and Downtown Transition future land use classifications. 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 (less than 10% of requirement), 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 a wet stormwater retention pond provided it is unfenced, curvilinear in shape, accessible, and landscaped sufficiently to be enjoyable passive open space,
- F. All of the area within a dry stormwater retention pond provided it is unfenced, curvilinear in shape, accessible, and landscaped sufficiently to be enjoyable open space,
- G. Qualifying water areas provided these areas account for no more than ten percent (10%) of the open space requirement, and/or

- H. Publicly accessible plazas, courtyards, and civic space within mixed used development that create a walkable environment.

Open space shall not include areas covered with buildings, sidewalks, pools, decks or patios, parking areas, drives or other paved areas.

6-1.1.6 Development Incentives

The City may grant development incentives in accordance with Future Land Use Policy 1-1.1.6 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. Residential development except when located within the Downtown Core and Downtown Transition future land use classifications, shall provide recreation space equal to the neighborhood park acreage level of service standard.

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 or St. Johns River Water Management District if necessary.

6-1.1.12 Open Space as Component of Development

The City shall evaluate 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 recreation facility and program demand, 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 evaluate recreation 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 levels of service:

Table 6.1 – Level of Service of Parks and Facilities

Park Type / Facility	Level of Service¹
Neighborhood Park ²	2 acres/ 1,000 population
Community Park	10 acres/1,000 population
Open Space	25% of developed acreage

¹For 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. ² The City does not provide Neighborhood Parks.

Measure: Existing park and designated open space acreage 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 acquire recreation lands whenever feasible so that surplus land is available for park development before future development limits availability and inflates prices.

6-1.3.2 Addressing Deficiencies

If the annual review determines that there is existing or anticipated 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 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 District 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.

6-1.5. OBJECTIVE: Public Access to Freshwater Beaches and Shorelines

To ensure public access to freshwater 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 2045, 9.01 miles of trail system will be developed within 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

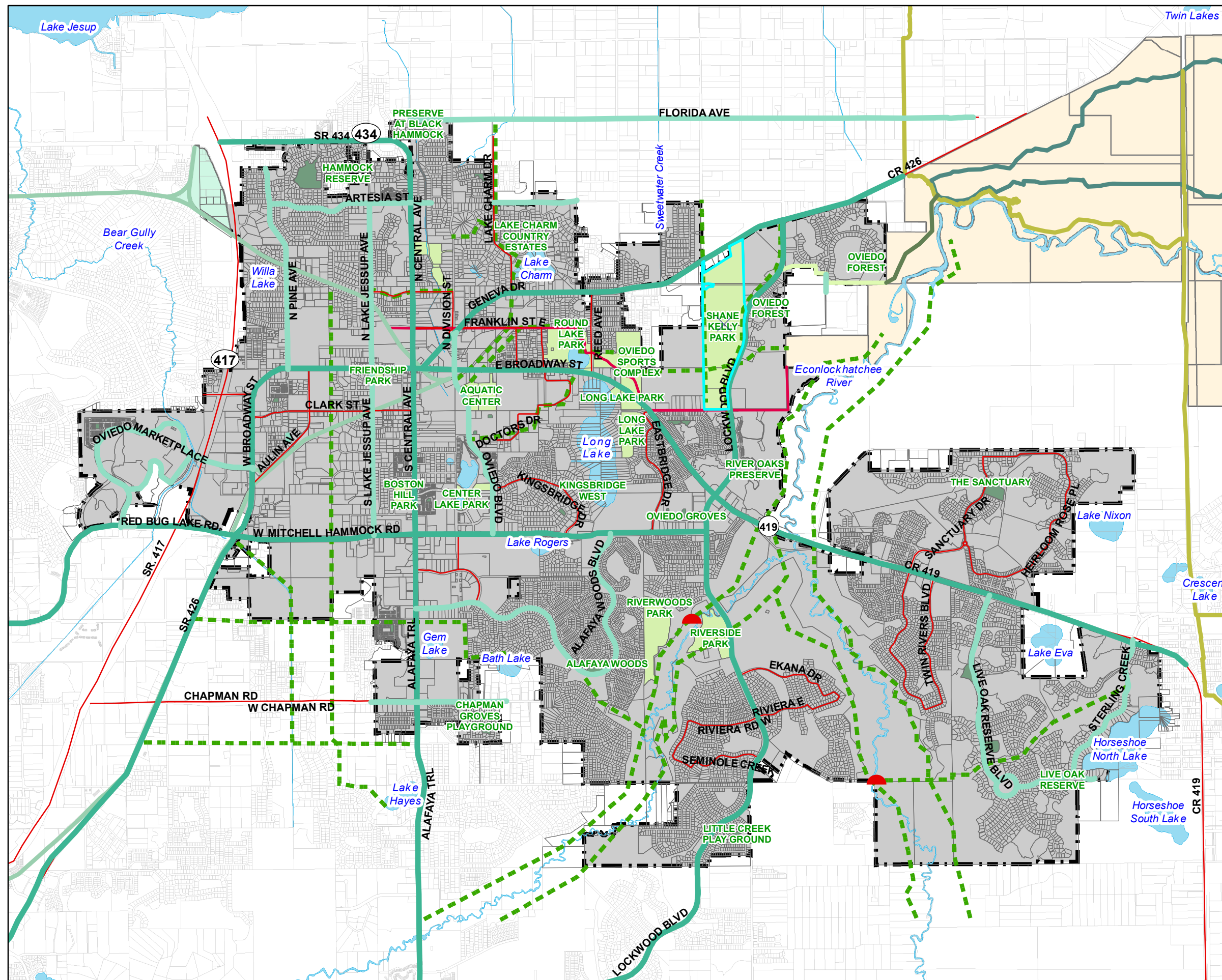
The City will work with power providers to co-locate trail easements in utility corridors.

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, and by the City of Oviedo Transportation Master Plan, as amended.



Legend

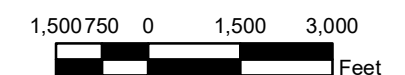
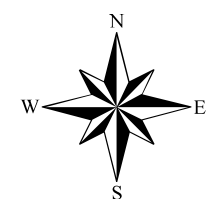
- Ped/Bike River Crossing
- Parkways
- Boulevards
- Main Roads

Trails

- Cross Seminole Trail
- Flagler Trail
- LBE Equestrian Connection
- LBE State Forest Trail
- Oviedo Forest
- Florida National Scenic Trail
- Proposed Trails

- Parcels
- Water Bodies
- City Park
- Neighborhood Park
- County Park
- LittleBigEconStateForest
- Oviedo City Boundary

Map 6-1
CITY OF OVIEDO
PUBLIC UTILITIES MAP SERIES
2025 PARKS
AND OPEN SPACE
SYSTEMS PLAN



INTERGOVERNMENTAL COORDINATION

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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, development, and service issues in accordance with the Intergovernmental Coordination Agreement of 1997, as it is periodically updated and amended.

Policies:

7-1.11 Levels of Service for Emergency Services

The City shall include comparable levels of service in any "first response" agreement for emergency services.

7-1.1.2 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, as periodically updated and amended.

7-1.2. OBJECTIVE: Coordination with Seminole County School District

To plan collaboratively with the plans of the Seminole County School District 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 District 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 Interlocal Agreement for Public School Facility Planning and School Concurrency, as it is periodically updated and amended.

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 District, 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. The location of future public schools in accordance with the criteria found in Policy 1-1.1.7 of the Land Use Element.

7-1.2.3 Co-location of Public Facilities with Public Schools

The City shall encourage the collocation of public facilities such as parks, libraries, and community centers, for public use with public elementary, public middle, and public high schools to the extent possible.

7-1.2.4 Impact Fees

The City shall encourage and support the use of impact fees for school land acquisition and facility construction.

7-1.2.5 Seminole County School District Capital Improvements Plan

The City shall encourage and support the Seminole County School District in adopting 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.

7-1.2.6 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 Seminole County School District 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.

7-1.2.7 Standards for the Acquisition of School Sites

The City of Oviedo shall work with the Seminole County School District to develop standards for the acquisition of potential school sites in accordance with the Public Schools Facility Element.

7-1.2.8 Notification of New Development

The City shall continue to notify the Seminole County School District 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, as periodically updated and amended.

- b. The City shall use the conflict resolution procedures of the Intergovernmental Planning Coordination Agreement of 1997, as periodically updated and amended, to resolve any disputes between the City and Seminole County, other Cities in Seminole County, or the School District.

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, as periodically updated and amended. The City shall address impacts and conflicts with Seminole County in accordance with the conflict resolution procedures of the Intergovernmental Planning Coordination Agreement of 1997, as 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 during the development review process. Pursuant to Florida Statutes, Section 166.033(5), the City may not require as a condition of processing or issuing a development permit or development order that an applicant obtain a permit or approval from any state or federal agency unless the agency has issued a final agency action that denies the federal or state permit before the City's action on such development permit.

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) interchanges at Red Bug Lake Road and SR 434.

7-1.4.3 City Participation on METROPLAN Orlando'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

Pursuant to Florida Statutes, Section 166.033(5), the City may not require as a condition of processing or issuing a development permit or development order that an applicant obtain a driveway permit or approval from any state or federal agency unless the agency has issued a final agency action that denies the federal or state permit before the City's action on such development permit.

Issuance of a development permit or development order by the City does not create any liability on the part of the City for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. The City shall attach such a disclaimer to the issuance of development permits and shall include a permit condition that all other applicable state or federal permits be obtained before commencement of the development.

Pursuant to Florida Statutes, Section 166.033(4), building permits are exempted from the restrictions contained in Florida Statutes, Section 166.033(5). Thus, the City is able to require that, as a condition to the issuance of a building permit, a driveway permit on state and county roads must first be obtained.

7-1.4.5 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.

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

As referenced in Policy 4-1.4.6, the City and Seminole County shall collaborate to provide logical, functional, and cost effective central sewer services to the wastewater service areas not within the County's Charter Rural Boundary.

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

As referenced in Policy 4-1.3.8, the City and Seminole County shall pursue a multi-jurisdictional approach to the use of reuse waters.

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 Road 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 coordinate with the St. Johns River Water Management District (SJRWMD) regarding permits to be acquired and submitted to the City. Pursuant to Florida Statutes, Section 166.033(5), the City may not require as a condition of processing or issuing a development permit or development order that an applicant obtain a driveway permit or approval from any state or federal agency unless the agency has issued a final agency action that denies the federal or state permit before the City's action on such development permit.

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

As referenced in Policy 4-4.3.7, the City shall maintain its current interlocal agreement with Seminole County to mutually cooperate in the provision of water service capacity by each reserving 128,400 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 Central Florida Water Initiative Regional Water Supply Plan of the SJRWMD; 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 Central Florida Water Initiative Regional Water Supply Plan 2015 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 during the development review process. Pursuant to Florida Statutes, Section 166.033(5), the City may not require as a condition of processing or issuing a development permit or development order that an applicant obtain a permit or approval from any state or federal agency unless the agency has issued a final agency action that denies the federal or state permit before the City's action on such development permit.

I) Recreation and Open Space

7-1.4.21 Joint-use Agreements with the Seminole County School District

The City will continue to pursue and implement joint-use agreements with the Seminole County School District for recreational use of public school facilities.

J) General

7-1.4.22 Coordination with the East Central Florida Regional Planning Council

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.

7-1.5. 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 the City's Water Supply Plan with Other Jurisdictions

To coordinate the City's Water Supply Facilities Work Plan latest edition, 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:

7-1.6.1 Coordination with other Jurisdictions and Agencies

The City's Water Supply Plan shall coordinate with the Seminole County Water Supply Plan, SJRWMD's Central Florida Water Initiative Regional Water Supply Plan (CFWI RWSP) latest edition, and the ECFRPC's Strategic Regional Policy Plan.

7-1.6.2 Update of the Water Supply Facilities Work Plan

The City will maintain a Water Supply Facilities Work Plan that is coordinated with the St. Johns River Water Management District's (SJRWMD's) Central Florida Water Initiative Regional Water Supply Plan (CFWI RWSP) by updating the work plan and related comprehensive plan policies within 18 months of an update to SJRWMD's CFWI RWSP that affects the City.

7-1.6.3 Water Supply Development-related Initiatives

The City will continue to participate in the development of updates to SJRWMD's water supply assessment and CFWI RWSP and other water supply development-related initiatives facilitated by SJRWMD that affect the City.

7-1.7 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:

7-1.7.1 Implementation of the District Water Supply Plan

Coordinate with the SJRWMD to ensure implementation of the Central Florida Water Initiative Regional Water Supply Plan, latest edition

7-1.7.2 Alternative Sources of Potable Water

Work with the SJRWMD when alternative sources of providing potable water need to be evaluated.

7-1.7.3 Interconnection of Water Supply Facilities with Other Jurisdictions

Consider feasibility of interconnecting water supply facilities with other jurisdictions.

7-1.8 OBJECTIVE: Implementation of Alternative Water Supply Sources

To implement alternative water supply sources in coordination with the SJRWMD and other relevant agencies 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 SJRWMD Central Florida Water Initiative Regional Water Supply Plan (CFWI RWSP), latest edition, .

Policies:

7-1.8.1 Support Projects in the Central Florida Water Initiative Water Supply Plan, latest edition

The City will continue to work with other local agencies and jurisdictions to pursue participation in the any relevant projects described in the CFWI RWSP, latest edition.

7-1.8.2 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.

7-1.9. 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:

7-1.9.1 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.

7-1.9.2 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.

7-1.9.3 Availability of Grant Funds for Economic Development Activities

The City shall seek opportunities to make grant funds available for economic development activities.

CAPITAL IMPROVEMENTS

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8-1 GOAL: 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 existing infrastructure capacity, level of service standards, and the population and land use data from the 2045 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.

8-1.2.1. 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 Five-Year Capital Improvement Plan, 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 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.

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, and ninety-five (95) GPCD by 2025. Equivalent service may be provided with individual wells only with City Council approval.

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 the City's Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core and Marketplace future land use districts	E + 15%
Local Streets within the City's Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core and Marketplace future land use districts	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 and Downtown Transition (TCEA/CRA)	30-minute service frequency with transit signage, shelters and/or benches along arterials and collectors; 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)	Pedestrian-connections with direct multimodal connections to local destinations and transit stops; Sidewalk access generally within ¼ mile of transit routes or stops, direct connection to transit stops	Cross-Seminole Trail trailhead with wayfinding signage and marked crossings at all roadway intersections; Bicycle facilities on roadways; Bicycle parking at transit stops and development projects. Multi-use trail to have marked crossings at all arterial and collector roadway intersections; Bicycle facilities on roadways, preferably within ½ mile of project; Bicycle parking at transit stops.

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
Gateway West Mitchell Hammock Corridor, Marketplace, and Gateway West Core	30-minute frequency with transit signage, shelter for Gateway Districts; 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 and Gateway West Core.	Extensive sidewalk network within ¼ mile of, and direct connection to, transit stops	Multi-use 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
All Other Areas of City	Flex-route service, as available	Sidewalk access to transit route	Bike racks on buses

*Transit service and amenities provided by Lynx or developers.

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.

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.

Recreation and Open Space:

Park Type / Facility	Level of Service
Neighborhood Park	2 acres/ 1,000 population
Community Park	10 acres/1,000 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.

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 development agreement executed by the City.

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; and
3. consistent with MetroPlan Orlando 2045 Metropolitan Transportation Plan and Florida Department of Transportation adopted work program.

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 Chapter 163-3167(8), F.S.

8-1.4.4 Revisions of Maps, Five-Year Capital Plan and Q/LOS

The City shall annually review the 2045 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 2045 Future Land Use Map shall be approved without an evaluation of the Five-Year Capital Plan and analysis of impacts 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	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	Total	FUNDING SOURCE
WATER							
West Mitchell Hammock Water Treatment Plan Improvements	\$1,570,246	-	-	-	-	\$1,570,246	City of Oviedo Capital Improvement Plan (CIP)
WMHWTP Improvements – America’s Water Infrastructure Act	\$100,000	-	-	-	-	\$100,000	City of Oviedo Capital Improvement Plan (CIP)
2.5 MG Potable Water Storage Tank at WMHWTF	\$2,575,000						City of Oviedo Capital Improvement Plan (CIP)
Water Infrastructure Expansion – SR426/CR 419 Phase II Widening	\$2,536,030						City of Oviedo Capital Improvement Plan (CIP)
WASTEWATER							
Lockwood Master Lift Station Force Main Replacement-Phase I	\$1,152,308						City of Oviedo Capital Improvement Plan (CIP)
Lockwood Master Lift Station Rehab/Replacement-Phase II	\$1,100,000						City of Oviedo Capital Improvement Plan (CIP)
LOR Force Main	\$800,000						City of Oviedo Capital Improvement Plan (CIP)
RECLAIMED WATER							
2.0 MG Reclaimed Water Storage Tank at OWRP	\$2,200,000						City of Oviedo Capital Improvement Plan (CIP)
Convert AM Jones to Reclaimed Water Storage and Pump Fac	\$3,450,000						City of Oviedo Capital Improvement Plan (CIP)
2.7 MG Reclaimed Water Storage Tank at OWRP	\$100,000	\$3,050,000			\$3,150,000		City of Oviedo Capital Improvement Plan (CIP)

Table 8-1. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS WATER, RECLAIMED WATER, ALTERNATIVE WATER, WASTEWATER, DRAINAGE, PARKS AND TRANSPORTATION							
PROJECT	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	Total	FUNDING SOURCE
Convert Golf C SW Lake 5 to Reclm Storage Pond		\$100,000	\$1,250,000		\$1,350,000		City of Oviedo Capital Improvement Plan (CIP)
OWRF CCC/Rehab	\$265,000						City of Oviedo Capital Improvement Plan (CIP)
Waverlee Woods/Kingsbridge East reclaimed Interconnect	\$360,271						City of Oviedo Capital Improvement Plan (CIP)
Twin Rivers Reclaimed Retrofit Phase I	\$265,000	\$2383,859			\$2648,859		City of Oviedo Capital Improvement Plan (CIP)
Twin Rivers Reclaimed Retrofit Phase II			\$1,620,905				City of Oviedo Capital Improvement Plan (CIP)
Riverside Reclaimed Retrofit			\$2,608,842				City of Oviedo Capital Improvement Plan (CIP)
Oviedo Blvd Reclaimed Water Extension	\$500,000						City of Oviedo Capital Improvement Plan (CIP)
Golf Course PS	\$120,000						City of Oviedo Capital Improvement Plan (CIP)
TRANSPORTATION							
Roundabouts on SR 434 from 417 to Franklin Street			\$9,404,000				FDOT, Seminole County (MetroPlan Orlando TIP)
Mitchell Hammock Complete Street (SR 426 to Lockwood Blvd)				\$2,375,000			MetroPlan Orlando PPL / LAP
SR 434 Multimodal Complete Street (SR 417 to Franklin St)				\$6,5000,000			MetroPlan Orlando PPL / LAP
Pine Ave Safe Routes to School from Oviedo High School to Cross Seminole Trail				\$650,000			MetroPlan Orlando PPL / LAP

CAPITAL IMPROVEMENTS

Table 8-1. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS WATER, RECLAIMED WATER, ALTERNATIVE WATER, WASTEWATER, DRAINAGE, PARKS AND TRANSPORTATION							
PROJECT	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	Total	FUNDING SOURCE
Lake Jessup Ave sidewalks from Mitchell Hammock Rd to Artesia St (MetroPlan Orlando PPL FY 2023/24 – 2039/40)				\$147,500			MetroPlan Orlando PPL / LAP
Widen SR 434 from SR 417 to Franklin St				\$71,000,000			MetroPlan Orlando PPL
Widen SR 434 from Smith Street to Mitchell Hammock Rd				\$26,000,000			MetroPlan Orlando PPL
AV/CV Circulator Infrastructure On SR 434							
Widen SR 417 to 8 lanes from Aloma Ave to SR 434			\$12,933,004	\$662,800	\$530,000	\$14,125,804	FDOT Five Year Work Program
Widen SR 426/CR 419 to 4 lanes (Pine Ave to Avenue B)	\$4,000,000	\$1,000,000					MetroPlan Orlando TIP, Seminole County
Widen SR 426 CR 419 to 4 lanes (Pine Ave to Lockwood Blvd)						\$18,430,000	MetroPlan PPL unranked, requires 50% local match
MOBILITY PLAN PROJECTS							
Oviedo Blvd Extension (Mitchell Hammock to Alexandria Blvd)							Developer driven, mobility fee eligible
Oviedo Medical Drive to Winter Springs Boulevard connection							Developer driven, mobility fee eligible
Slavia Road Extension (SR 426 to SR 434)							Seminole County, Developer driven, mobility fee eligible

Table 8-1. FIVE-YEAR SCHEDULE OF CAPITAL IMPROVEMENTS							
WATER, RECLAIMED WATER, ALTERNATIVE WATER, WASTEWATER, DRAINAGE, PARKS AND TRANSPORTATION							
PROJECT	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	Total	FUNDING SOURCE
Duda Road to Lake Jessup Ave connection							Developer driven, mobility fee eligible
Mitchell Hammock and SR 434 intersection improvements		\$1,400,000					Mobility fee eligible
Mitchell Hammock and Alafaya Woods Blvd intersection improvements		\$158,000					Mobility fee eligible
Harrison St to Franklin St connection							Mobility fee eligible
City Hall Mobility Hub			\$250,000				Mobility fee eligible
Marketplace (Oviedo Mall) Mobility Hub				\$1,700,000			Mobility fee eligible
PARKS AND RECREATION							
Riverwoods Park improvements	\$50,000						FRDAP grant
Shane Kelly Park improvements	\$480,000						RTP grant (\$400,000), City match (\$80,000)
Shane Kelly Park Bark Park Phase II	\$50,000						FRDAP grant
Oviedo Sports Complex		\$400,000					RTP grant

Sources:

MetroPlan Orlando Transportation Improvement Program (TIP) 2022-2026; Adopted 7-7-21; Revised 2-9-22

City of Oviedo Water Supply Facilities Work Plan, Final Report (Revised), May 2021

City of Oviedo 10-Year Mobility Plan, March 2022 (not adopted)

**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	5.5%
CO&DS	\$280,380	\$280,380	\$280,380	\$280,380	\$280,380	0.5%
LOCAL						92.9%
1.50 MILL	\$42,290,665	\$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	\$47,597,736	\$53,445,295	\$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						28.3%
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						41.9%
COPS PAYMENT	\$22,250,000	\$22,795,153	\$22,800,165	\$22,789,715	\$22,798,590	
NEW CONSTRUCTION						0.2%
LAND						
NEW MIDWAY (OFFSITE)	\$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	
2001 SALES TAX PROJECTS						
RED BUG	\$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

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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	Beginning 2013
Elementary and Middle School CSA	100% of Permanent FISH Capacity
High School CSA	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 school 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, multimodal transportation facilities 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 and pedestrian access to public schools consistent with the Seminole County county-wide bicycle plan, the City's Parks & Pedestrian System Centennial Plan and other relevant planning documents.

9-1.6.4 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 neighborhood's 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 Local Planning Agency Board (LPA) 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.

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CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC ELEMENTARY SCHOOLS AND DISTRICTS - SEMINOLE COUNTY

Legend

- Main Roads
- Elementary 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

CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC MIDDLE SCHOOLS AND DISTRICTS - SEMINOLE COUNTY

Legend

Middle 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

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Miles

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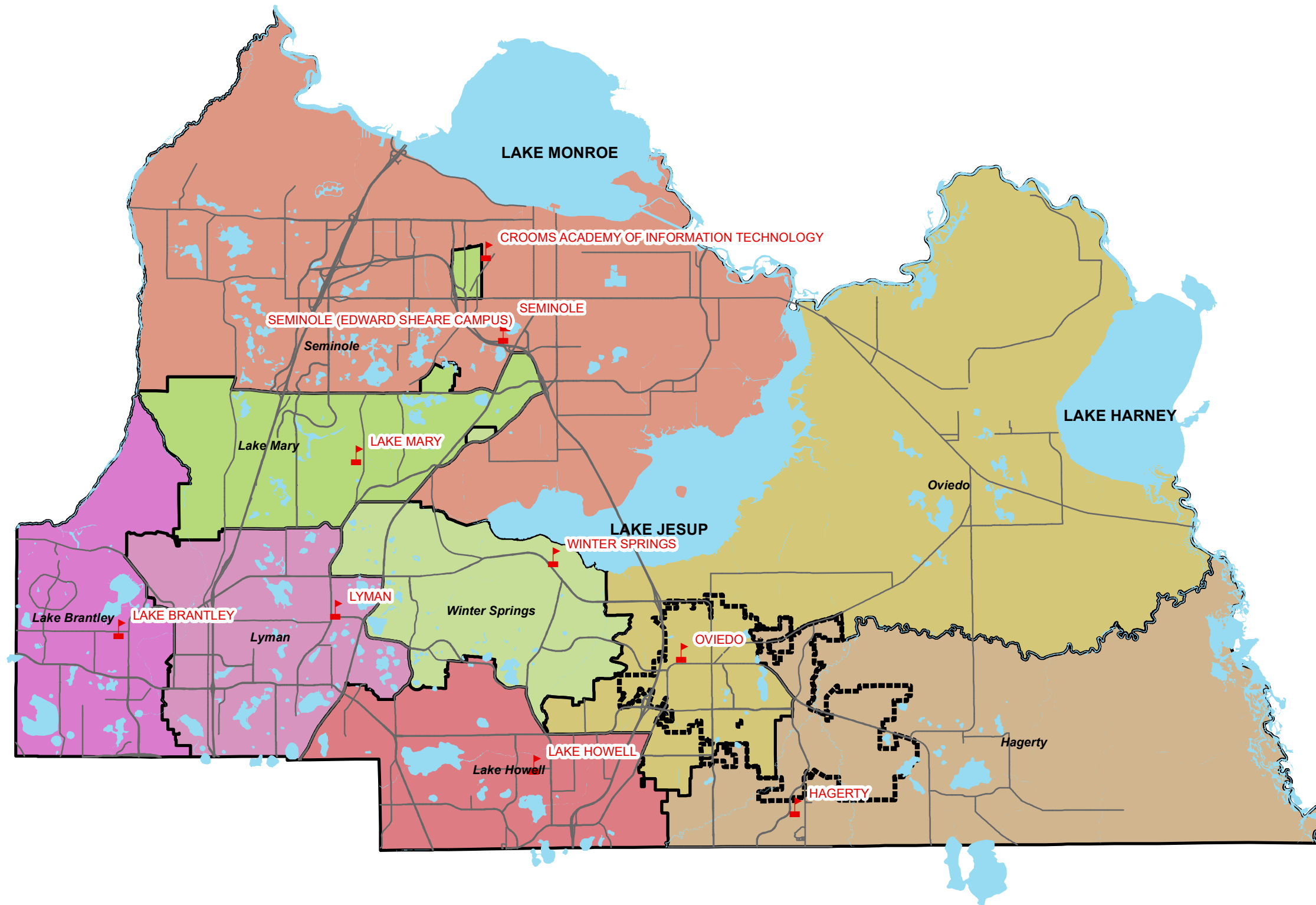
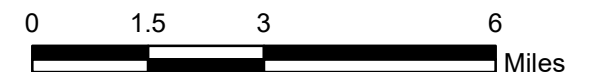
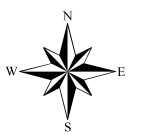
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CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC HIGH SCHOOLS AND DISTRICTS - SEMINOLE COUNTY

Legend

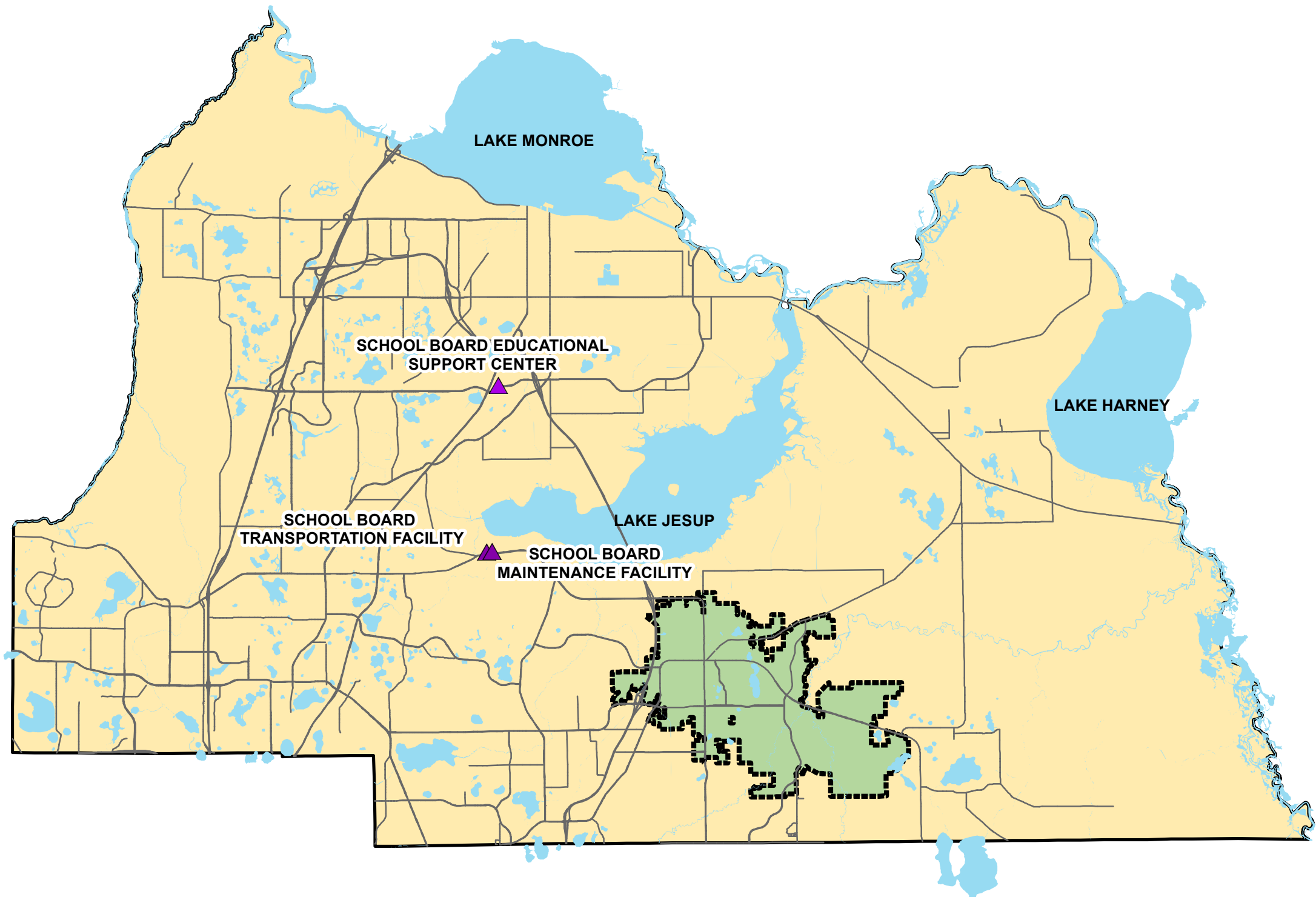
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-  High School Locations
-  Seminole County Boundary
-  Oviedo City Boundary
- HighSchool Districts**
-  Hagerty
-  Lake Brantley
-  Lake Howell
-  Lake Mary
-  Lyman
-  Oviedo
-  Seminole
-  Winter Springs

MAP 9-3



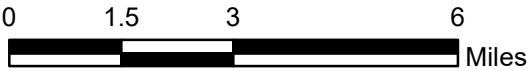
**CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES**

SEMINOLE COUNTY SCHOOLS ANCILLARY PLANT FACILITIES



- Legend**
- Main Roads
 - Oviedo City Boundary
 - Seminole County Boundary
 - School Ancillary Plant Facilities

MAP 9-4

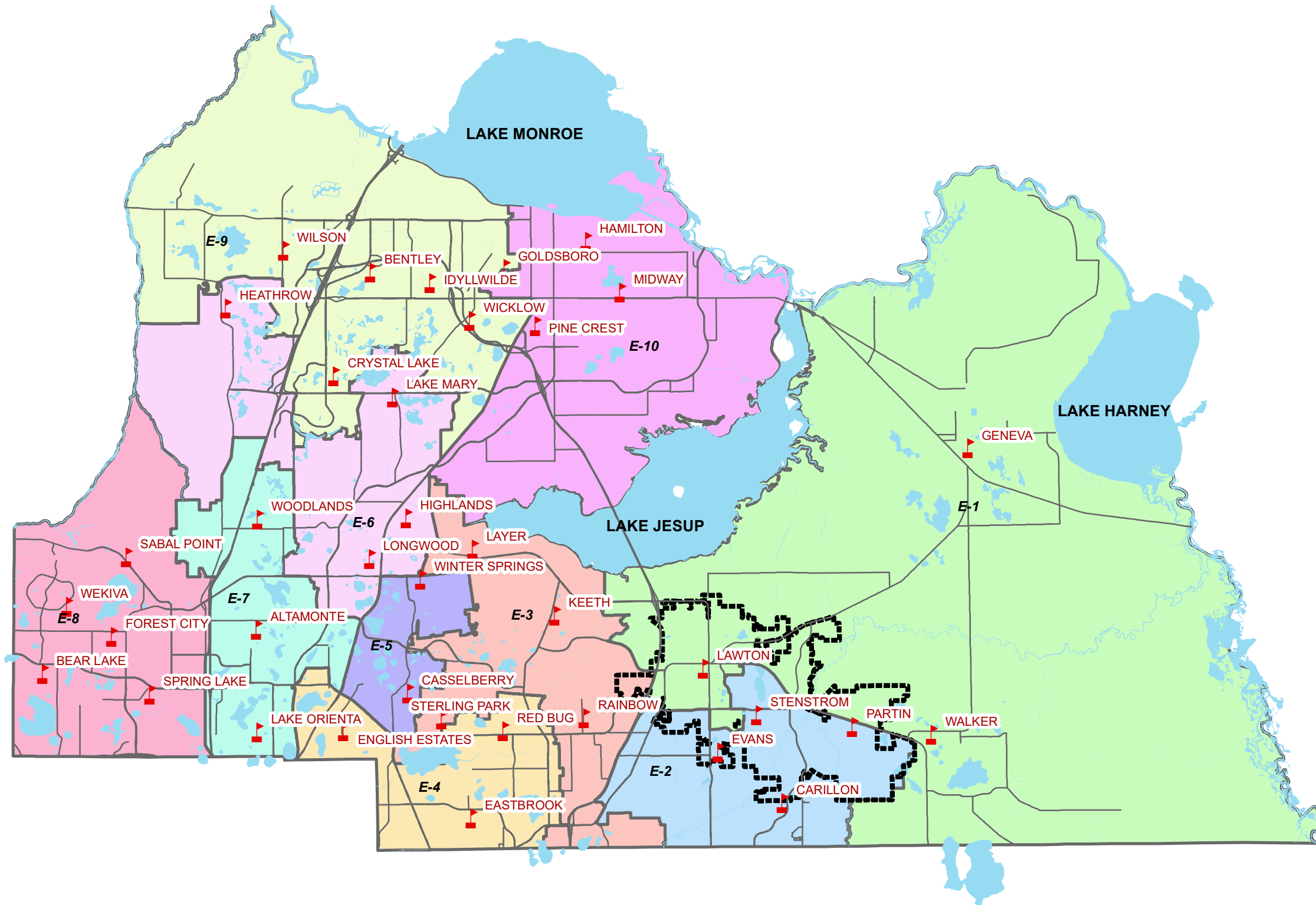


CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC ELEMENTARY SCHOOL CONCURRENCY SERVICE AREAS - SEMINOLE COUNTY

- Legend**
- Main Roads
 - School Locations
 - Oviedo City Boundary
 - Seminole County 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



CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC MIDDLE SCHOOL CONCURRENCY SERVICE AREAS - SEMINOLE COUNTY

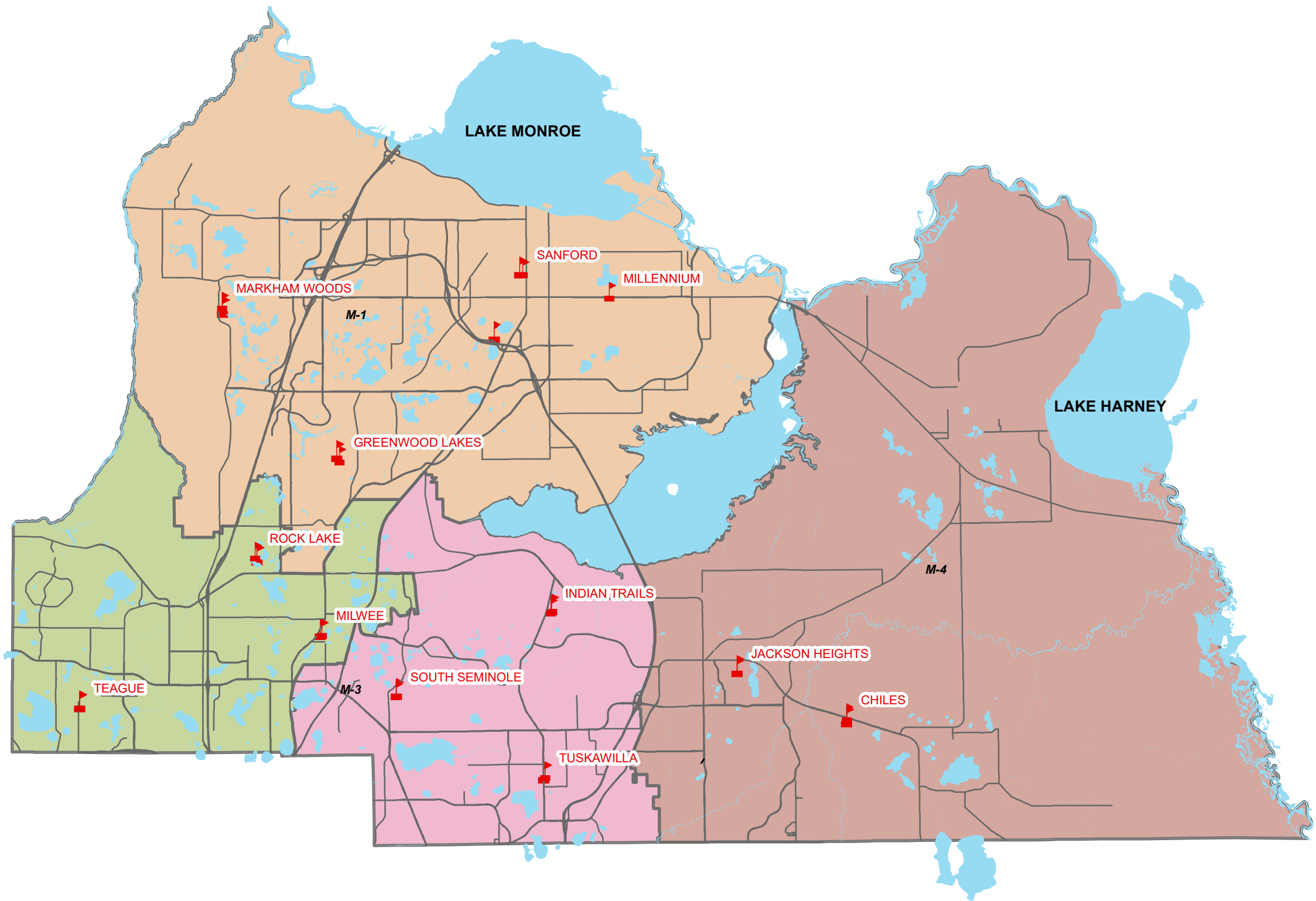
Legend

- Main Roads
- School Locations
- Seminole County Boundary
- Oviedo City Boundary

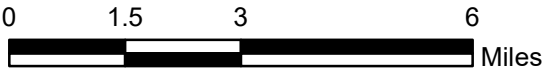
Middle School CSAs

CSA Number

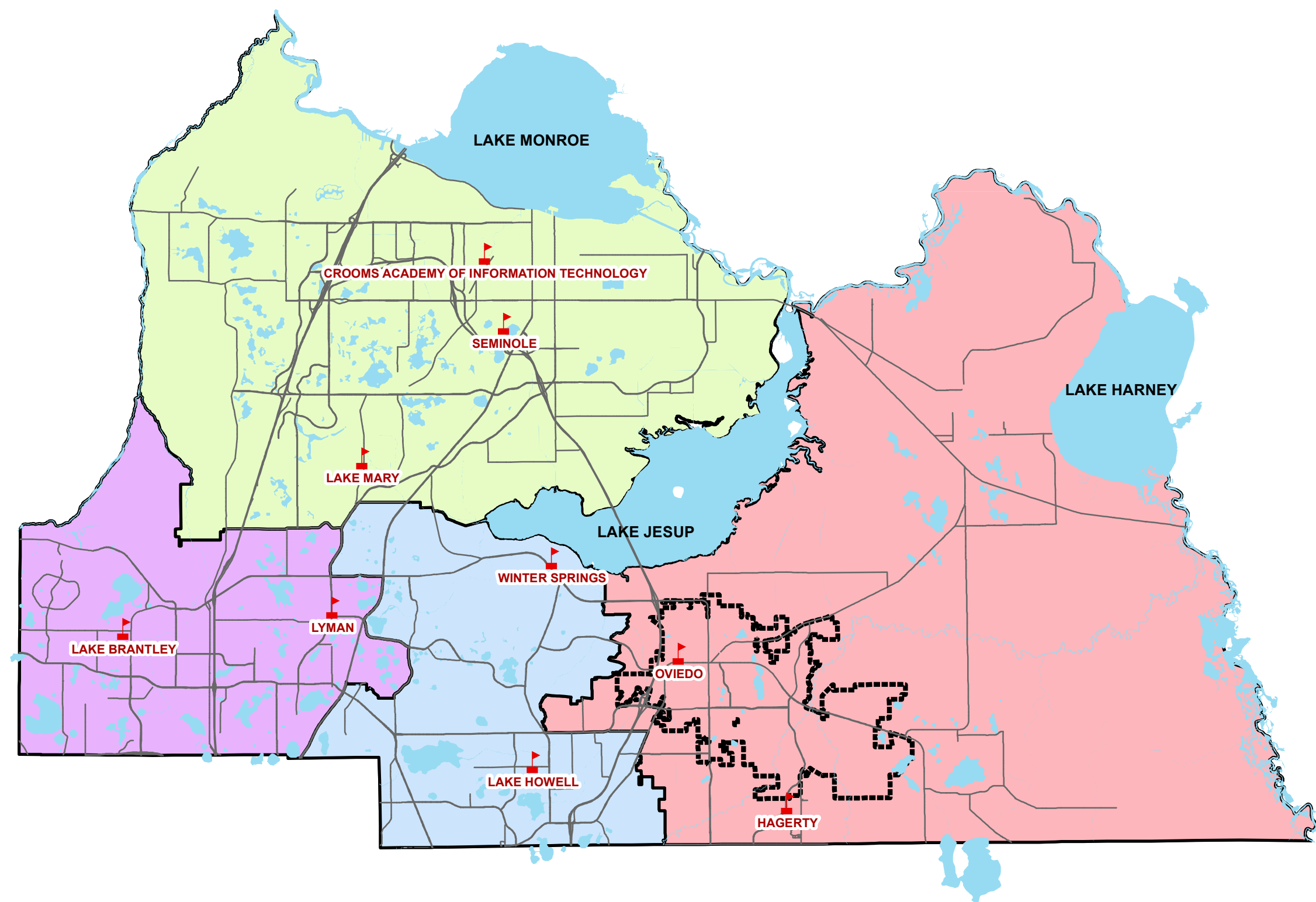
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- M-2
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- M-4



MAP 9-6

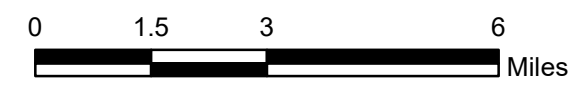
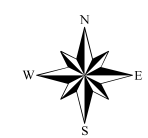


CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
PUBLIC HIGH SCHOOL CONCURRENCY SERVICE AREAS - SEMINOLE COUNTY



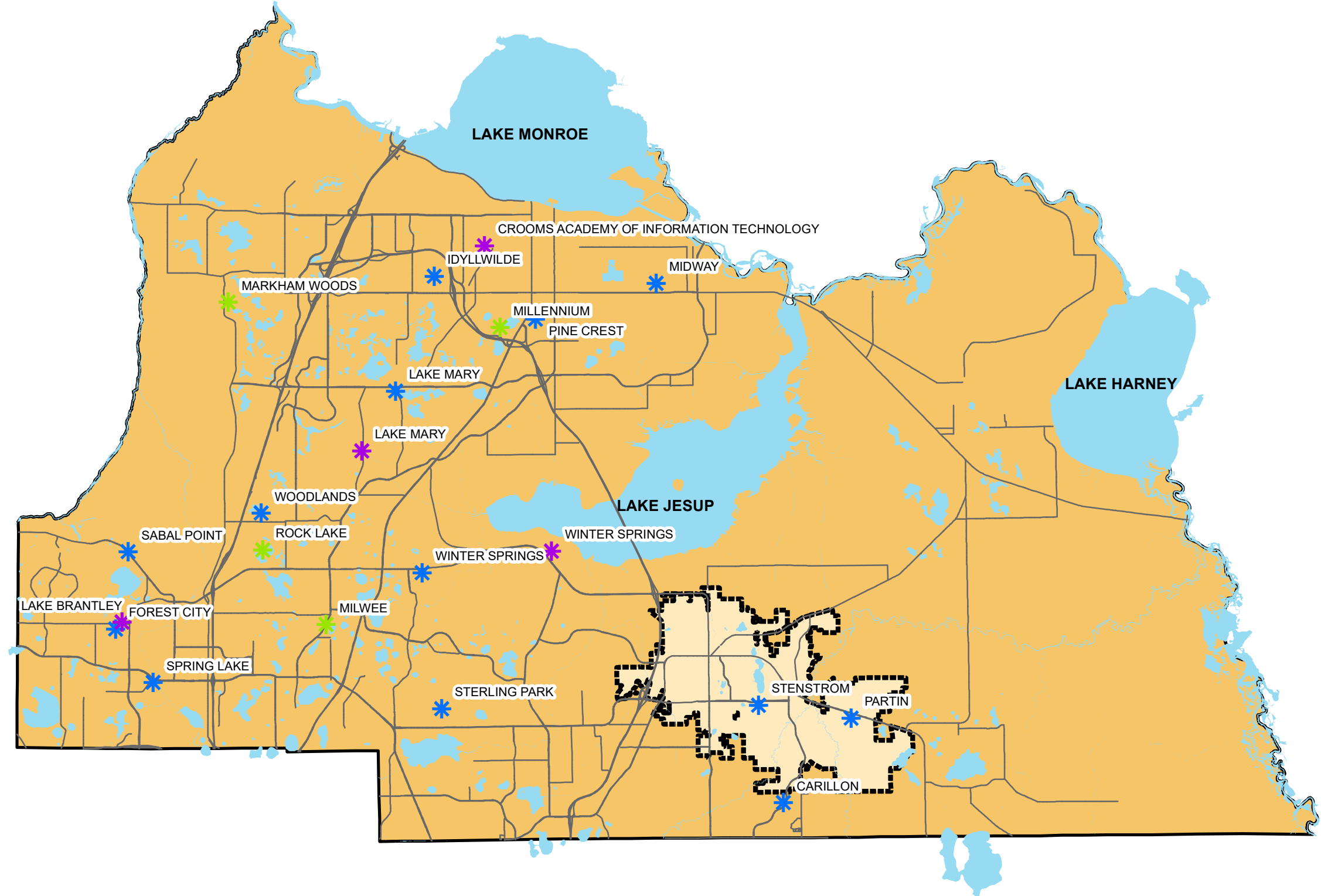
- Legend**
- Oviedo City Boundary
 - Main Roads
 - Seminole County Boundary
 - School Locations
 - H-1
 - H-2
 - H-3
 - H-4

MAP 9-7

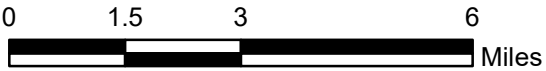


CITY OF OVIEDO
PUBLIC SCHOOLS FACILITIES MAP SERIES
SEMINOLE COUNTY SCHOOLS
SCPS CAPITAL IMPROVEMENT PLAN 2022 - 2025

- Legend**
- Main Roads
 - ▬ Oviedo City Boundary
 - ▬ Seminole County Boundary
 - 10 Yr Capital Improvement Plan**
 - * ELEM
 - * MIDDLE
 - * HIGH



MAP 9-8



PROPERTY RIGHTS

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10-1. GOAL: MAKE DECISIONS WITH RESPECT FOR PROPERTY RIGHTS AND WITH RESPECT FOR PEOPLE'S RIGHTS TO PARTICIPATE IN DECISIONS THAT AFFECT THEIR LIVES AND PROPERTY.

10-1 OBJECTIVE. The City will respect judicially acknowledged and constitutionally protected private property rights.

Policies

- 10-1.1** The City will consider in its decision-making the right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- 10-1.2** The City will consider in its decision-making the right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.
- 10-1.3** The City will consider in its decision-making the right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- 10-1.4** The City will consider in its decision-making the right of a property owner to dispose of his or her property through sale or gift.

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
DC	-	Downtown Core
DEP	–	Department of Environmental Protection
DOE	–	Department of Education
DTT	-	Downtown Transition
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
GWC	-	Gateway West Core
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
MP	-	Marketplace
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
WMHC	-	West Mitchell Hammock Corridor