

Appendix A: Review of Plans and Studies

This appendix provides a more detailed review and assessment of each document or program summarized in Table 2-2. Goals, objectives, and policies related to transit implementation in the region were selected for inclusion in this appendix.

DOCUMENT REVIEW FINDINGS

METROPLAN ORLANDO 2030 LRTP

The 2030 METROPLAN ORLANDO LRTP represents the latest effort to anticipate the region's future transportation needs. It follows the recommendations made under the 2025 Plan:

- Increasing funding,
- Controlling development,
- Reducing demand,
- Providing a multi-modal system, and
- Developing new technologies.

The above points were incorporated into the 2030 Plan. The 2030 LRTP is based on the projected revenue streams, which assume certain new funding mechanisms are in place. Even with the large monetary investment in the transportation system, it will not keep up with the anticipated growth in the region.

The Cost Feasible Plan represents a large portion of the Needs Plan, but not all of the projects needed to support the desired level of mobility can be funded. The performance analysis of the Cost Feasible Plan indicates that it will not be able to keep pace with regional growth in population and associated mobility needs. Therefore, additional strategies must be developed in the future to reach a level of funding that can keep up with the needs of the region. Under the 2030 Plan, a new "shift" in land use patterns has been assumed.

The *How Shall We Grow?*-based alternative land use represents a major change from previous transportation plans for the region. Resulting benefits of this approach were consistent across the board: increased mobility, decreased congestion, reduction of vehicle miles of travel, reduction in ozone generating compounds, and reduction of Greenhouse gases. The adopted alternative land use provides a goal for land use policy and local comprehensive plans for each local government covered by METROPLAN ORLANDO.

Additional emphasis on transit systems is a focal point for the 2030 Plan. Now, more than ever before, the transit component in the Cost Feasible Plan represents a sizeable portion of the overall plan for the Central Florida region. The region needs to continue this collaborative process by focusing on the common set of goals and objectives related to additional, innovative funding mechanisms to ensure the effectiveness and viability of Central Florida's future transportation system.

Seven goals were established for the 2030 LRTP:

- Goal #1: Integrated Regional System
- Goal #2: Balanced Multi-Modal System
- Goal #3: System Safety
- Goal #4: Efficient and Cost-Effective System
- Goal #5: Quality of Life
- Goal #6: Environmental Sensitivity
- Goal #7: Economic Growth

"HOW SHALL WE GROW?"

"How Shall We Grow?" was an 18-month campaign to create a shared growth vision for Central Florida. The campaign involved nearly 20,000 Central Florida residents in creating a shared vision for how the region can grow between its creation and 2050. By 2050, the population of the region is expected to double from 3.5 million to 7.2 million people. The amount of developed land in Central Florida will also double to more than 5,200 square miles.

Four key themes emerged from the *How Shall We Grow?* Campaign. These themes are meant to influence the creation of new policies and are based on the 4 C's: Conservation, Countryside, Centers and Corridors:

- Conservation - Establish a "Green Areas" conservation footprint.
- Countryside - Preserve countryside outside of centers.
- Centers - Promote growth in current city, town, or village centers and encourage the development of additional population centers to counter the current pattern of sprawling development.
- Corridors - Connect centers with a balance of roads, light rail, streetcars, and buses planned by county transportation planners cooperating regionally.

To achieve the four themes, six principles were identified that should guide future growth decisions region wide:

- Preserve Open Space, Recreational Areas, 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 Obtainable Housing Opportunities and Choices.
- Build Communities with Educational, Health Care, and Cultural Amenities.

COMPREHENSIVE PLAN REVIEW FINDINGS

ORANGE COUNTY COMPREHENSIVE PLAN

Orange County is projected to continue to be the fastest growing county among Florida's most populous counties and is projected to be the fourth largest county in Florida by population size during the planning horizon.

Future Land Use Element

Goal 1 Urban Framework: Orange County shall implement an urban planning framework that provides for long-term, cost-effective provision of public services and facilities and the desired future development pattern for Orange County.

Objective 1.1: Orange County shall use urban densities and intensities and Smart Growth tools and strategies to direct development to the Urban Service Area and to facilitate such development. The Urban Service Area shall be the area for which Orange County is responsible for providing infrastructure and services to support urban development.

Policy 1.1.5: Orange County shall encourage mixed-use development, infill development and TOD to promote compact urban form and efficiently use land and infrastructure in the Urban Service Area. The County may require minimum FARs and densities in its Land Development Code to achieve the County's desired urban framework.

Goal 2 Urban Strategies: Orange County will encourage urban strategies such as infill development, coordinated land use and transportation planning, and mixed-use development, which promote efficient use of infrastructure, compact development and an urban experience with a range of choices and living options.

Objective 2.2: Orange County shall develop, adopt and implement mixed-use strategies and incentives as part of its comprehensive plan and land development code efforts, including standards for determining consistency with the Future Land Use Map. Other

Policy 2.2.2: Orange County shall use its parking standards to better integrate adjoining land uses, to cluster development near available transit service, to provide flexibility to implement smart growth strategies, and to use land efficiently in the Urban Service Area.

Policy 2.2.3: By 2010, Orange County shall adopt revisions to the off-street parking regulations in Chapter 38, Article XI, Orange County Code. These revisions will reflect smart growth principles, current research on parking demand, methodologies to determine appropriate shared parking, incentives for adjacent transit service that may lessen parking demand, and available studies done by the private sector for land development in Orange County.

Objective 2.3: The Land Development Code and Future Land Use Map shall reflect the coordination of land use and transportation as a major strategy for implementing the County's development framework.

Policy 2.3.9: Orange County will support land use policies that reinforce effective transportation management. This includes support for activity centers, TODs and sector planning.

Policy 2.3.10: Shopping centers shall include bicycle parking areas, and where appropriate, bus bays or shelters to encourage alternative transportation modes. Such requirements shall be referenced in the Land Development Code.

Policy 2.3.11: Orange County shall encourage the use of new urbanism and sustainability concepts, such as but not limited to Traditional Neighborhood Development (TND), Urban Villages, vertical mixed-use, livability and pedestrian-friendly environments (including safety enhancements improvements), and TOD, and the County shall incorporate such concepts into the Land Development Code in order to reduce urban sprawl, decrease trip lengths, promote internal capture and promote multi-modal travel.

Policy 2.3.12: The County shall evaluate and support accordingly commuter rail proposals and plan for its supporting facilities, including locations for TOD and activity nodes.

Policy 2.3.13: Orange County shall improve transportation accessibility, air quality and energy conservation by developing a multi-modal system.

Policy 2.3.14: Orange County shall promote the use of multi-occupant vehicles (car pool and transit) to minimize emission impacts to air quality in its LDC and conditions of approval for DRIs, where appropriate. Further, Orange County shall support the Orange to Green Initiative as well as other sustainability efforts, including the fulfilling its status as a certified Green Local Government.

Objective 2.4: Orange County shall use Small Area Studies as an appropriate urban strategy to facilitate infill, mixed use development, and redevelopment in a manner compatible with existing communities. Small Area Studies shall incorporate public outreach techniques, such as charrettes, community meetings, and other public involvement, to ensure they reflect the community's preferred vision for the area's future.

Policy 2.4.5: New development and redevelopment in the State Road 436/50 Area Redevelopment Plan Study Area shall promote connectivity to existing development through pedestrian connections, cross-access easements, and enhanced transit stops where possible.

Goal 3 Urban Form: The County will develop more urban tools to promote mixed uses, walkability and locations with multi-modal access. These tools will include development regulations and incentives that encourage Traditional Neighborhood Development, mixed-use Activity Centers and other forms that will result in more efficient land use and better coordination between land use and transportation.

Objective 3.1: The County may, at its discretion, amend the Future Land Use Map to classify lands within the County as TND to allow for development alternative that will alleviate the pressure for urban sprawl, reinforce a more efficient pattern of development, provide interconnected wildlife corridors, reduce excessive travel demands, link road and transit networks, provide affordable housing and create a stronger sense of place through the layout of streets, arrangements of open space, appearance of streetscapes and linkage of neighborhoods to commercial services and jobs.

Policy 3.1.1: To be considered as a TND, projects must contain the following general design elements:

- a. Town and Village Centered Development: The project must be designed as a mixed-use community with "towns and villages" designed to be within

an average one-third mile walking distance of a central commercial area and transit stop. Village and town centers will allow for a mix of residential, retail, office, green space and public uses within a comfortable walking distance, making it possible for residents and employees to travel by bicycle, foot or transit, as well as by car.

- b. Neighborhood Residential Area: Village and town centers shall be surrounded by a supporting neighborhood residential area that includes lower density housing, golf courses or other open spaces, public schools, community parks and a limited number of convenience retail centers.
- c. Core Commercial Areas: Village and town centers must have centrally located mixed-uses, core commercial areas and contiguous residential areas of such size, density and intensity to permit the ability to include a feeder bus transit stop. Each core commercial area shall include a centralized shopping area, offices and public uses such as a post office, library, civic services, and village green. A smaller scale core commercial area with a similar mix of uses may be provided for each neighborhood.
- d. Employment Centers: Employment centers must be included as a component of design in all TNDs. The core commercial centers will provide additional employment opportunities. Employment centers may include office, light industrial, and research, as well as convenience retail and commercial services oriented toward serving the needs of workers.
- e. Multi-modal Transportation Design: The development shall be designed in a manner that encourages multiple modes of transportation, walking, bicycling, park-and-ride, and transit. Both walking and transit is encouraged by locating residential neighborhood within 1,600 feet of transit stops.
- f. Urban Design Standards: All applications for TND shall include an Urban Design Standards and must address the building types to be included in the TND and the related requirements for use, placement, easements, parking, height, density, FAR, landscaping, street design and general architectural details relative to materials, configurations and technique unless or until Orange County approves a TND District.

Policy 3.1.3: TND shall be implemented through the provisions, in the Land Development Code and developers agreements as necessary. The TND is intended to facilitate high quality mixed-use communities developed under specific design standards. The TND should, at a minimum, incorporate the following performance standards:

- a. A TND shall allow for a mix of residential, retail, office, green space and public uses at a scale and relation that is attractive to pedestrian and cycling activity, as well as at an intensity that makes transit a viable alternative to the automobile.
- b. A TND shall include one or more core commercial areas that are centrally located to residential components. These core areas shall include uses such as, but not limited to, retail, office, light industrial, day care centers, and public uses, such as a post office, library, or village green.
- c. The residential component of a TND shall be a mixture of building types, densities, and costs.
- d. The design standards of the TND shall address land use, building placement, parking, landscaping, recreation, street design and general architectural controls relative to materials, configurations, and technique.
- e. An application for TND approval shall include specific mechanisms to ensure the development will be connected to a regional mass transit system.
- f. Specific requirements for public uses and public buildings, such as parks, plazas, and schools, shall be included in the design standards to facilitate their maximum accessibility to residents and employees of the TND.
- g. The TND design criteria shall include street design criteria that promote construction of an interconnected road system. Cul-de-sacs shall be avoided.
- h. The TND design criteria shall include requirements for pedestrian and bicycle systems.
- i. The TND design criteria shall require stormwater management systems to be designed as amenities. The TND design criteria shall ensure the lakes and other natural resources are an amenity, visually accessible to the public.

Goal 5 Innovation Way: Orange County continues to recognize the importance of a diverse local economy and the need to protect sensitive resources, specifically as it relates to high tech/high value jobs the protection and preservation of the Econlockhatchee River Basin within the Innovation Way Study Area. The Study area is comprised of 32,000 acres within southeast Orange County and is identified in Exhibit A. The area is bordered by the Beachline Expressway on the north, the Osceola County/Orange County boundary on the south, Narcoossee Road and SR 417 on the west and the Econlockhatchee River channel on the east.

Objective 5.7: A master transportation plan shall be developed and implemented through the comprehensive plan to accommodate all transportation impacts and to provide a

balanced transportation system that promotes mobility within the Innovation Way corridor. Innovation Way south of SR 528 has not been designated a TRIP/Regional facility. However, should this designation occur in the future, applicable level of service standards and design parameters shall be documented in future Comprehensive Plan amendments.

Objective 5.8 Within 1 year of adoption of the Innovation Way Study, Orange County will work with landowners to define and identify measures to protect at least two mass transit alignments through Innovation way and Transit Station Areas (TSAs) along those alignments. One alignment will provide north/south connections between the University of Central Florida (UCF), the proposed UCF Medical Center, and the OIA (OIA). The other alignment will provide east/west connections between OIA and Innovation Way. The intersection of the two alignments may be designated as one of at least two major multi-modal facilities to allow easy transfers.

Transportation Element

Goal 1: A safe, accessible, convenient, efficient and financially feasible multi-modal transportation system which minimizes environmental impacts.

Objective 1.4: Orange County shall coordinate with government agencies and public and private entities in order to implement the financially feasible multi-modal transportation system.

Policy 1.4.3.1: Orange County shall stipulate that a percentage of the County's monetary contribution to LYNX be directed to public transit service that meets the special needs of persons with physical or developmental disabilities.

Objective 2.3: The County establishes the Orange County Alternative Mobility Area (AMA) as an extension of the existing Orlando Transportation Concurrency Exception Area for the area shown in Map 16, consistent with Chapter 163.3180(5), Florida Statutes, for the purpose of reducing the adverse impacts transportation concurrency may have on urban infill development and redevelopment and the achievement of other goals and policies such as promoting the development of public transportation [9J-5.0055(6)], and maximizing the use of existing public infrastructure in established areas of the County.

Policy 2.3.1: The County shall require new development and redevelopment in the AMA to support alternative modes of transportation by providing context-appropriate sidewalks, bikeways, transit facilities, and parking management and that will contribute to specific and identified mobility needs within the AMA. Urban

design in the AMA shall support alternative modes of transportation by encouraging daily activities within walking distance of residences; public infrastructure that is safe, comfortable, and attractive for pedestrians; adjoining buildings open to the street and parking designed to avoid conflict with pedestrian, transit, automobile, and truck travel. Transportation network connectivity shall increase in the AMA with emphasis placed on direct pedestrian and bicycle access to transit and surrounding uses.

OSCEOLA COUNTY COMPREHENSIVE PLAN

Future Land Use Element

Goal 1 Growth Management: Osceola County shall manage how and where growth occurs during the next 20-year planning horizon by using sustainable development and smart growth planning practices. The County shall manage the land use patterns designated on the Future Land Use Map comprehensively, consistently, and effectively to enhance the quality of life for its citizens, promote economic vitality, and accommodate projected population growth and development in an environmentally acceptable manner.

Objective 1.1: Osceola County establishes an UGB to provide a spatial framework within which urban scale development can occur and the location, capacity, and financing for the roads, schools, utilities, transit and other public facilities necessary to support development can be planned for and provided.

Objective 1.2: Osceola County, through the use of transfers of density rights, clusters developments, and other approaches, shall develop a Smart Growth development pattern that makes efficient use of the developable land; optimizes urban services and infrastructure, uses innovative mixed-use planning techniques; promotes a wide variety of transportation and housing options; absorbs and effectively serves a significant portion of the future population growth of Osceola County and Central Florida; protects the architectural and environmental character of the County through compatible, high quality, and environmentally sensitive development practices; and helps provide a distinct separation of urban and rural land uses. To ensure a sustainable development pattern the County shall strictly enforce the development standards identified in the Future Land Use Element.

Policy 1.2.1: TND is the preferred form of development within the Urban Infill Area of the UGB. It is the required form of development within the Urban Expansion Area of the UGB. The County shall amend its Land Development Code to include, but not be limited to, the following TND design principles:

- Develop in the form of coherent and interconnected neighborhoods with a diverse mix of activities (residences, shops, schools, workplaces, parks, etc.) organized and located so as to optimize the internal capture of automobile trips.
- Promote a jobs-housing balance.
- Create neighborhoods with a wide spectrum of housing options that enable people of a broad range of incomes, ages, and family types to live within a single neighborhood.
- Encourage neighboring landowners to combine projects under joint ownership or control so they can more effectively plan complete neighborhoods and communities.
- Size each development based upon the availability of needed infrastructure and the economic base that exists to sustain a particular amount and mix of non-residential activities.
- Create public amenities including recreational opportunities and other publicly accessible open space areas.
- Promote increased accessibility and interconnectedness through an integrated multi-modal transportation system, featuring a strong pedestrian network and where applicable dedicated transit corridors.

Policy 1.3.10: New residential development shall be permitted only where there is an existing or planned neighborhood center located within $\frac{3}{4}$ mile of the site or a bus/transit stop is located within $\frac{1}{4}$ mile. For purposes of this policy, neighborhood centers shall be defined as areas where convenience goods (e.g. groceries, drugs, and gasoline) may be sold and where personal services (e.g. dry cleaning, barber/beauty shops, professional services may be provided to serve the immediate population.

Transportation Element

Goal 1: Establishment of a Multi-modal Transportation System - Osceola County shall establish a multi-modal transportation system that promotes the values of sustainable development articulated in the Future Land Use Element, increasing mobility options and promoting accessibility to economic, educational, cultural, and recreational opportunities for residents and visitors alike. In developing a transportation network, the County shall work to ensure that transportation improvements will minimize environmental impacts and protect natural resources.

Objective 1.1: Guided by the Urban Growth Strategy of the Future Land Use Element and the Conservation Element, the County shall coordinate the siting of existing and proposed transportation improvements, including existing airports and related facilities, with

surrounding land uses, ensuring that they are able to serve existing and proposed population densities, housing, and employment patterns, and to assure that land uses are consistent with the transportation modes and levels of service.

Policy 1.1.9: The County will encourage ridership of available public transit by promoting the establishment of multi-modal transportation centers by coordinating with LYNX in seeking partnerships and funding opportunities.

Objective 1.2: The County shall coordinate its transportation system with the plans and programs of METROPLAN Orlando; FDOT and its Adopted Work Program (AWP); the Florida Transportation Plan (FTP); the East Central Florida Regional Planning Council (ECFRPC); Brevard, Okeechobee, Indian River, Lake, Orange, and Polk Counties; the City of Orlando; Reedy Creek Improvement District; and the Cities of Kissimmee and St. Cloud. The County shall also coordinate the surface transportation access to airports, and related facilities with the traffic circulation system shown on the traffic circulation map series and with adjacent jurisdictions.

Policy 1.2.5: The County shall coordinate with FDOT and METROPLAN Orlando to identify, designate, and acquire future rights of way for roads, transit, bicycle trails, and sidewalks.

Policy 1.2.15: The County shall coordinate with public transit providers to determine the sites of future transit stops and stations, including Transit Centers and Superstops, which are convergences of multiple transit routes, including Park and Ride facilities. Future stops and stations must ensure accessibility and mobility, as well as pedestrian safety, for transit riders and the transportation disadvantaged thereby enhancing system efficiency.

Objective 1.3: The County shall promote alternative modes of transportation to provide a safe, comfortable, attractive, efficient, and energy-efficient multi-modal transportation network and shall encourage the use and expansion of alternative modes of transportation for commuting, as well as for recreational purposes.

Policy 1.3.2: The County shall incorporate regulations into the Land Development Code to increase public access to transit, and facilitate bicycle and pedestrian travel, by requiring a multi-modal approach to transportation planning. Examples of this approach may include bus shelters along frontage right-of-way and bike paths and pedestrian walkways internal to a development, which provide access to transit stops.

Objective 1.4: Osceola County shall strive to develop a safe, convenient, efficient, energy efficient, and coordinated road network that will serve resident and visitor travel demands, and that will ensure adequate movement of people and goods.

Policy 1.4.10: The County shall work with employers with 50 or more employees to develop TDM strategies, such as carpooling, vanpooling, preferential parking, transit subsidies, telecommuting, flexible work hours and alternative work schedules for employees allowing park and ride lots on site, introducing shuttle services to and from the existing park and ride lots, or identifying a transportation coordinator in order to spread the peak travel times in the County. To achieve this policy, Osceola County will survey other jurisdictions to identify Best Management Practices and will consider incorporating them into the County's Land Development Code.

Objective 1.6: The County shall ensure that efficient public transit services, based upon existing and proposed major trip generators and attractors, are located within the appropriate Future Land Use Map categories to ensure that safe and convenient public transit terminals, land uses, and accommodations of the special needs of the transportations disadvantaged are provided.

Policy 1.6.1: The County shall locate public transit stations and stops near residential areas and ensure connectivity between these areas and employment centers supportive of the locational criteria from FLUE Policy 1.3.1.

Policy 1.6.2: The County shall continue to financially support and promote existing and planned public transit routes within the UGB.

Policy 1.6.3: The County will promote public transit use within the UGB, by designating public transit corridors, including bus routes.

Policy 1.6.4: The County shall promote Park and Ride facilities and coordinate multi-modal planning efforts in all developments.

Policy 1.6.5: The County will, as a part of its annual update to the Capital Improvement Element, coordinate with LYNX to assess existing arterials and collectors in the network that may benefit from public transit in the future and shall incorporate public transit routes into new arterials and collectors or arterials and collectors that may be improved in the future.

Policy 1.6.6: The County shall identify existing and proposed commercial, industrial, mixed-use, residential developments, which would greatly increase transit ridership and multi-modal opportunities to ensure that coordination and planning of new facilities are concurrent with public transit services.

Policy 1.6.7 The County shall use the locational criteria in Future Land Use Element and the guidelines appearing in the 2004 *Accessing Transit/Design Handbook for Florida Bus Passenger Facilities* for establishing land use, site and building design guidelines for development in exclusive public transportation corridors to assure the accessibility of new development to public transit.

Objective 1.8: The County shall investigate and plan for an interconnected passenger rail system that is linked to the region, state, and nation.

Policy 1.8.1A: The County shall coordinate with METROPLAN and FDOT to enable the introduction to Osceola County of commuter rail services as described in the LYNX TDP of March 2005.

Policy 1.8.1B: The County shall establish, in coordination with other affected local governments, a planning and design initiative that explores various land use strategies that can support and further commuter rail services in Osceola County.

Policy 1.8.2: The County shall support the efforts of the City of Kissimmee to develop a multi-modal station.

Policy 1.8.3: The County shall encourage the efforts of Amtrak, or other passenger rail carrier, to continue operating within the County.

Policy 1.8.4: The County shall encourage grade separation of main line railroads and arterials where feasible.

Policy 1.8.5: The County shall request federal and state funding to improve railroad crossings and to maintain these crossings to improve the functionality of the transportation network and to ensure public safety.

SEMINOLE COUNTY COMPREHENSIVE PLAN

The Seminole County Comprehensive Plan focuses on creating performance standards that guide redevelopment and infill development, in order to ensure that compatibility can be achieved with existing, high quality neighborhoods and to protect rural areas and environmental assets.

Primary issues included providing affordable housing to those in the service industry. Ensuring greater coordination of land use and transportation planning – both to support the new commuter rail and to enable a greater range of mobility choices – led to a re-examination of the desired future land use pattern and increased consideration of mixed use development. Consideration of mixed use development was increasingly important within redeveloping areas and areas surrounding major transportation facilities.

Future Land Use Element

Objective 2: The County shall ensure the long term viability of residential neighborhoods, and foster distinct, attractive and safe places to live, in support of the Central Florida Regional Growth Vision, by regulating future development to create compatibility with surrounding land uses.

Policy 2.13: The County shall follow these design standards – C Streets shall be designed wherever possible to accommodate a mix of travel modes including vehicles, bicycles, public transit and pedestrians, in support of the Central Florida Regional Growth Vision principle of providing a variety of transportation choices.

Objective 5: The County shall continue to develop and enforce innovative planning techniques and land development regulations designed to support the Central Florida Regional Growth Vision by protecting residential neighborhoods as distinct, attractive and safe places to live; enhance the economic viability of the community as a part of the diverse, globally competitive regional economy; promote the efficient use of infrastructure and provide for a variety of transportation choices; and preserve natural resources, open space, recreational areas, agricultural/rural areas, water resources and regionally significant natural areas. The Future Land Use Map series embodies strategies designed to build long term community value, discourage urban sprawl and ensure that public facilities and services are provided in the most cost-effective and efficient manner.

Policy 5.7: In addition to development phasing concurrent with major public roadway improvements, the following provisions are required to maintain roadway capacity and minimize traffic congestion for area residents and through traffic:

- Use of pedestrian and mass transit facilities to reduce vehicle trips within interchange areas and trips along feeder routes.

Policy 5.12: High intensity uses include both major traffic generators (e.g., higher density residential development and hotels) and attractors (e.g., industrial, office and commercial employment and shopping centers). In addition to development

phasing concurrent with major public roadway and transportation improvements, the following standards shall continue to be in effect in the Land Development Code and used during the review and approval of development to maintain roadway capacity and minimize traffic congestion for area residents and through traffic:

- The development and implementation of fixed rail people mover, shuttle services or other transit systems and pedestrian and bicycle facilities as a means to reduce internal roadway travel demands; and
- Parking lots and structures to provide for shared parking structures, location of parking to provide safe pedestrian access to buildings and for convenient park-and-ride lots. All parking shall incorporate design features based on the guidelines of Crime Prevention through Environmental Design (CPTED) principles.

Objective 15: The County shall support enhanced transit service in corridors where redevelopment efforts are desired, in order to provide alternative mobility options to support redevelopment.

Policy 15.1: Seminole County shall seek grant funds to match to TIF funds to shorten headways from 30 minutes to 15 minutes for LYNX service along the US 17-92 corridor during peak travel periods, and shall coordinate with the cities within the County, and the City of Maitland to achieve continuous headway improvement during peak periods.

Policy 15.2: Seminole County and the CRA shall investigate the feasibility of creating an incentive program for those property owners within the US 17-92 corridor to install amenities such as lighted bus shelters and informational kiosks for pedestrians at locations that will encourage pedestrian activity and transit usage.

Objective 16: The County shall continue to support FDOT in the implementation of the Central Florida Commuter Rail system through transit supportive land use patterns and long-term passenger amenities.

Policy 16.1: Seminole County shall continue to coordinate with the cities in the development of policies to include within the County and city comprehensive plans regarding allowable land uses, with station plans and with station area land use master plans, to encourage coordinated transit-supportive land use patterns.

Policy 16.2: Seminole County shall initiate a study to investigate the feasibility of issuing Requests for Proposals (RFPs) for a private partner to construct stations at the commuter rail stops by 2011; said stations shall not significantly reduce available parking for passengers but shall allow space for the partner to install passenger-oriented businesses such as newsstands, beverage and sandwich vending services, dry-cleaning drop-off and similar services. Sales of tickets to assist passengers with sight and mobility limitations shall also be included as a passenger amenity.

Transportation Element

Goal 1: The county shall develop and maintain an effective, convenient and economically feasible transportation system in its Rural Countryside and Conservation Areas that provides regional access for people and goods, is compatible with environmental conservation, provides access to recreational opportunities, and that preserves the rural quality of life.

Objective 1.3: The County shall establish and enforce policies, standards and regulations as one means of providing for a safe, efficient and livable transportation system that provides convenient intermodal connections among automobiles and more energy efficient transportation modes in the Rural Area through implementation of the following policies.

Policy 1.3.11: To ensure the implementation of a livable transportation system, the County will strive to provide its residents and business community multiple travel choices and the ability to move from one mode of travel to another with ease, such as, parking one's car at a park and ride lot and accessing rail, express bus or local transit circulator, to reach one's destination in a timely fashion. A livable, multi-modal transportation system is depicted in *Exhibit TRA: 2025 Multi-modal Transportation* map exhibit and will be used by the County to conceptually plan for future transportation needs.

Goal 2: The County shall develop and maintain an effective, convenient and economically feasible multi-modal transportation system within its development corridors and mixed use centers that provide a balance between access and mobility, supports development and redevelopment of adjacent land uses, and is compatible with the economic viability and aesthetics of the County.

Objective 2: The County shall establish and utilize level of service standards for the provision of a multi-modal transportation system (including pedestrian and bicycle facilities, mass transit and paratransit services, the County Road System and the portion of the State Highway System in the unincorporated area of the County) that will measure

progress toward achieving the stated goal through implementation of the following policies.

Policy 2.1.9: The County shall maintain its Concurrency Management System that monitors transportation level of service for facilities and services for which the County has established minimum acceptable level of service standards. The purpose of the Concurrency Management System is to ensure that adequate public facilities and services are available or are scheduled to be available in a manner which is consistent with State law. The County shall continue an ongoing program to:

- Monitor operating conditions on transit, arterial and collector roadways;
- Collect and evaluate data for the establishment of transit level of service;
- Collect and evaluate data for the establishment of peak hour level of service thresholds and maximum service volumes based on operational analysis of roadways; and
- Establish procedures for measuring bicycle and pedestrian facility availability and use; and
- Establish procedures for measuring roadway level of service thresholds using either travel speeds or traffic volumes.

In implementing the program the County shall utilize methodologies, techniques and procedures based on the 2000 Highway Capacity Manual, such as, Travel Time and Delay Studies, arterial analysis procedures and other operational analysis techniques. The County shall collect transportation system characteristics data in support of the program utilizing various data collection activities, which may include:

- Pedestrian and bicycle studies;
- Transit ridership studies;
- Travel time and delay studies;
- Traffic counts;
- Traffic accident reporting speed studies;
- Intersection studies;
- Data from the roadway characteristics inventory; and
- Data reported by the closed loop signal system.

The County shall coordinate its efforts with other public and private entities.

Objective 2.2: The County shall establish and enforce land use, design and transportation policies, standards and regulations in development corridors and mixed-use centers that coordinate the transportation system adjacent land uses as shown in the Future Land Use map exhibit and that discourage urban sprawl by enabling higher density development through implementation of the following policies.

Policy 2.2.4: To provide adequate accessibility to land use activities and to preserve the mobility function of major roadways and to discourage urban sprawl, the County shall adopt and enforce policies, standards and regulations which relate the design and function of the roadway to the type, size and location of the land uses which they serve.

Policy 2.2.5: The County shall continue to establish policies, standards and regulations that promote affordable and workforce housing in close proximity to employment opportunities and transit services.

Policy 2.2.6: The County shall adopt and enforce policies, standards and regulations that encourage reduced parking requirements within mixed use centers and development corridors. The County shall, from time to time, evaluate and, as deemed necessary, modify its land use policies, standards and regulations to establish parking ratio maximums for mixed use centers and development corridors.

Policy 2.2.8: The County shall, from time to time, evaluate and, as deemed necessary, modify its land use policies, standards and regulations to allow higher density, mixed-use development along designated transit corridors to encourage increased transit ridership and discourage urban sprawl.

Objective 2.3: The County shall establish and enforce policies, standards and regulations as one means of providing for a safe, efficient and livable transportation system that provides convenient intermodal connections among automobile and more energy efficient transportation modes within development corridors and mixed use centers through implementation of the following policies.

Policy 2.3.3: In its transit planning activities, including the funding of existing services, the addition or removal of services, and the development of new systems the County and its transit service providers shall consider:

- Existing and proposed major trip generators and attractors

- Accommodation of the special needs of the service population
- The provision of safe and convenient mass transit terminals, transfer stations and other facilities
- The financial feasibility, costs and benefits of potential transit service options
- The overall improvement in the intermodal transportation system.

Policy 2.3.3.1: The County shall continue to evaluate and, as deemed necessary, implement additional mass transit, paratransit and transportation demand management strategies and programs which support the Future Land Use Element, address the special needs of the service population, and increase the efficiency of transit services. Such strategies and programs may include rail services, carpools/vanpools, Park-and-Ride, Dial-a-Ride, parking management, express bus services, transfer stations and increasing frequency of bus service. The County shall continue to evaluate and, as deemed necessary, modify its policies, standards and regulations to promote increased usage of taxi, limousine and other "for hire" paratransit services.

Policy 2.3.3.2: The County shall monitor the provision of transit services within the County and, as deemed necessary, actively pursue improvements that increase the safety, efficiency and livability of transit services.

- The County shall monitor the marketing and public information programs and internal management of local transit providers and, as deemed necessary, actively pursue improvements in these programs to increase the efficiency of transit services.
- The County shall encourage local transit providers to coordinate and provide adequate mass transit and paratransit services for the transportation disadvantaged in compliance with Federal and State requirements.
- The County shall require local transit providers to provide bicycle racks on all transit vehicles.
- The County shall encourage local transit providers to provide service to the Orlando Sanford International Airport.

Objective 2.4: The County shall develop and maintain an effective, convenient and economically feasible multi-modal transportation system in its neighborhoods that provides local accessibility for travelers of all modes, favors pedestrian and bicycle mobility over automobile use, provide access to neighborhood developments and

attractors, and that preserves and strengthens the residential quality of life. The County shall also establish and enforce land use, design and transportation policies, standards and regulations within neighborhoods that coordinate the transportation system with the residential and residential-supportive land uses shown on the Future Land Use map exhibit and that promote the mixing of uses on a neighborhood scale.

Policy 2.4.5: The County shall continue to establish policies, standards and regulations that promote affordable housing in close proximity to employment opportunities and transit services.

Policy 2.4.6: Through the policies, standards and regulations in the Land Development Code, the County shall require the construction of desirable multi-modal features in site planning and design for nonresidential development within neighborhoods. Such features may include, but not be limited to:

- Parking requirements (including shared parking and parking ratio maximums)
- Parking management
- Pedestrian/bicycle/transit facilities
- Pedestrian/bicycle/trail/transit access (including sidewalk and bicycle path connections to adjacent parcels)
- Taxi stands
- Lot sizes
- Land use intensities
- Mixed-uses
- Internal circulation
- Car pools/van pools

Policy 2.4.7: In the planning, siting and design of transportation system facilities, the County shall take into consideration the potential benefits and/or cost savings that may accrue from joint use of the site with other existing or planned public facilities or multi-use of the facilities.

Objective 3.1: The County shall establish policies, standards and regulations as one means of providing for the acquisition, reservation and protection of existing and future transportation rights-of-way throughout the County through the implementation of the following policies.

Policy 3.1.3: The County shall continue to review and, as deemed necessary, revise its right-of-way and building setback policies, standards and regulations to include new or additional provisions for the acquisition, reservation and protection of mass transit rights-of-way and designated rail/mass transit corridors.

Policy 3.1.4: The County shall designate the Interstate 4, CSX and U.S. 17-92 corridors as future enhanced high capacity mass transit corridors. *Exhibit TRA: Future Enhanced Transit Corridor* depicts this area.

Policy 3.1.5: The County shall continue to evaluate deed reservations, rail rights-of-way, major utility corridors and undeveloped platted road rights-of-way for potential use as future multi-use corridors and make a determination of consistency of these corridors with other elements of the Plan.

Policy 3.1.6: No new or additional rail/enhanced high capacity mass transit corridors shall be designated, designed, engineered or improved within Seminole County without the express consent and approval of the Board of County Commissioners.

Objective 3.3: The County shall provide a financially feasible program for funding transportation improvements necessary to support the growth forecasts, goals, objectives and policies of the Future Land Use Element and as one means of providing for a safe, convenient and efficient transportation system, through implementation of the following policies.

Policy 3.3.3: The County shall continue to fund transportation improvement costs and operation and maintenance costs of the County Road System, transit system, and bicycle and pedestrian facilities through available sources of revenue, such as:

- State and Federal funds
- Constitutional gas tax
- Countywide road and bridge ad valorem tax
- Local option gas tax
- Local option sales tax
- Special assessment districts
- Impact fees

Policy 3.3.6: The County shall support legislative initiatives to increase existing funding and provide new State funding sources for the County road system, the State highway system within the County, the city street system, transit capital and

operations, pedestrian and bicycle facilities, and other transportation facilities and services of regional significance such as SR 417. The County shall request the Legislature to support legislative initiatives to establish dedicated sources of revenue for the provision of transit services without a requirement for a local referendum.

Policy 3.3.7: The County shall continue to evaluate and, as deemed necessary, establish new or alternative assessments, fees or charges for the improvement, operation and maintenance of the major road system and for the provision of mass transit, paratransit, transportation demand management, and/or pedestrian and bicycle services, facilities and equipment.

REEDY CREEK IMPROVEMENT DISTRICT COMPREHENSIVE PLAN

Transportation Element

Goal: It is the goal of the Reedy Creek Improvement District (RCID) to continue to maintain a safe, convenient and efficient balanced transportation system to meet the multi-modal capacity requirements of existing and future development.

Objective 2: To improve the District's transportation system in a manner that is consistent with the timing and location of the land uses designated in the Future Land Use Element.

Policy 2.2: The RCID shall implement a monitoring program to ensure maintenance of the current modal split between transit and private automobile. Should the current modal split not be maintained, the District shall implement measures to ensure that adequate roadway capacity is in place or that steps are taken to increase the use of non-automobile transportation modes.

Policy 2.4: The RCID shall encourage landowners and business operators to provide transit service, including watercraft, monorail, buses, and/or other modes of transportation, to hotels and attractions within the District.

Policy 2.5: The RCID shall require all hotels in the District to promote the uses of available transit service by supplying guests with transit information and notifying them of existing transit service and schedules.

Objective 4: The District shall participate with other state and local agencies and governments in the area to develop roadway and transit programs and projects outside the District.

Policy 4.8: The RCID shall continue to coordinate with the LYNX, Orange County, and Osceola County on the subject of increasing the level of bus service for visitors and employees.

Objective 5: The RCID shall acquire rights-of-way for transportation facility improvements described in this element.

Policy 5.1: The RCID shall use the preliminary and final site plan review process to coordinate the location and design of new roadway network facilities, transit corridors, and pedestrian facilities.

Objective 8: To ensure that efficient transit services are provided, based upon existing and proposed major trip generators and attractors, safe and convenient terminals, and accommodation of the special needs of the transportation disadvantaged.

Policy 8.1: Transit service shall be provided to the major trip generators and attractors within the District.

Policy 8.2: Parking shall be located so as to encourage use of alternative transportation modes, such as transit, water taxi, bicycling, and walking.

Policy 8.3: Existing and proposed transit stops, terminals, and vehicles shall be designed and maintained to ensure the safety of pedestrians. Existing transit stops and terminals shall be re-evaluated when traffic circulation patterns change based on infrastructure improvements or new development.

Policy 8.4: Existing and proposed transit stops, terminals, and vehicles shall accommodate the transportation disadvantaged, consistent with ADA and the Florida Accessibility Code.

CITY OF ALTAMONTE SPRINGS COMPREHENSIVE PLAN

Future Land Use Element

Goal 3.1: The goal of the City of Altamonte Springs is to achieve a quality community in which to live and work. Development and redevelopment will be located where a full range of public services and facilities are provided to effectively meet the economic and service needs of the city. The City will minimize incompatible land uses and protect natural resources.

Objective 3-1.1: Higher intensity development shall be directed to Activity Centers designed to accommodate land use diversity, to support multi-modal transportation

alternatives and the efficient delivery of public services, and to promote revitalization of underutilized property through redevelopment and reinvestment. Along with the three Activity Centers; East Town Center, West Town Center, and the Regional Business Center, the City establishes a fourth Activity Center to be known as the Gateway Center. Boundaries of these Activity Centers are delineated on Map 3.1, Future Land Use Map.

Policy 3-1.1.1: Activity Centers shall be regarded as areas where complementary office, commercial and residential uses occur in a medium and high intensity urban environment. Land uses can occur together or on their own within the same building or parcel of land. While the intent of the Activity Centers is to promote a diversity of land use types, a greater priority is given to the concentration of business activity, employment and residential densities capable of successfully supporting pedestrian activity and transit patronage. Activity Centers also function as transportation hubs for car/van pool programs (transportation demand management programs) and transit services.

Policy 3-1.1.2: Development occurring within Activity Centers and the TCEA shall occur at densities and intensities that support effective multi-modal transportation services that include bus transit (LYNX and/or a local transit circulator such as FlexBus), light rail, commuter rail, pedestrian systems, and ride-sharing and other transportation demand management programs. Minimum residential densities within any Activity Center and the TCEA is ten units per acre for developments within a 1/4 –mile walking distance from major transit stops or a comparable level of intensity/density for mixed use projects. The minimum floor area ratio for office and commercial buildings is 0.35.

Policy 3-1.1.6: Development and redevelopment occurring within Activity Centers shall give priority to site design needs for transit use and pedestrian activity above design needs for automobile facilities. The Land Development Code shall include incentives or bonuses to encourage transit- and pedestrian-friendly site design.

Policy 3-1.1.8: The City shall continue to monitor its Land Development Code and design guidelines applicable citywide to ensure design and development standards support walking and use of transit. These standards shall address building orientation and setbacks; direct pedestrian pathways between public sidewalk systems and building entrances; elimination of pedestrian and transit impediments such as landscaping, drainage swales, and buffer walls; location of transit stops; transit easements and aisles; transit shelters, waiting areas, and seating; parking location and internal pedestrian circulation; building architecture and pedestrian-

oriented facades; bicycle parking facilities; and guidelines for the location, design, accessibility, and appearance of parking garages.

Policy 3-1.1.11: The City of Altamonte Springs has a limited vacant land remaining for new development. Redevelopment is occurring and is anticipated to represent almost all development activity within the City after year 2010. More City residents currently and in the future will reside in multiple family housing than will reside in single family homes. Nearly all multiple family developments and most single family neighborhoods are located less than a half-mile walk to commercial retail and employment areas as well as major transportation corridors. Transition from a suburban community to a diverse urban and economic center generates current and forthcoming demand for bus transit, bus rapid transit, and enhanced pedestrian systems to meet mobility needs for City residents, business, and visitors. City Plan 2020 places a focus on the promotion of land use planning, site design, and development densities necessary to support efficient transit operation and service over the long term. It also promotes pedestrian-oriented planning and development to encourage walking over the use of the automobile for short trips. Activity Centers are placed at strategic transportation corridor crossroads to effectively function as urban nodes for high intensity employment, commerce and residential activities. These Activity Centers will support internal multi-modal transportation options and also can be linked together by local transit systems, which in turn can be connected to regional transit systems serving the Orlando metropolitan area along the I-4 corridor.

Policy 3-1.4.6: Properties designated High Density Residential (HDR) are required to be developed at a gross residential density between 10 DU/AC and 18 DU/AC. Development bonuses up to 25 DU/AC in Activity Centers and up to 35 DU/AC in the

Regional Business Center will be permitted. High Density Residential Areas should be located on a major collector street or roadway with a higher functional classification, within the RBC where density allows, or in the Gateway Center. Development occurring within this category must have access to transit and include TOD.

Objective 3-1.8: The City will ensure the availability of utility or park facilities to support all residential and non-residential development through implementation of the following policies.

Policy 3-1.8.3: The City will continue to maintain and enforce building setbacks, right-of-way and easement standards in the Land Development Code to allow for additional widening of roads, proper placement of stormwater and utility systems, and installation of pedestrian and transit facilities with land use.

Objective 3-1.9: The City will use innovative land development regulations such as transit and pedestrian-oriented development, planned development, transfer development rights, development bonuses and minimum land use densities/intensities to ensure an appropriate land use pattern for the City, one which encourages the integration of transportation and transit systems with land use in order to promote effective mass transportation.

Policy 3-1.9.1: The City will continue to periodically review and revise the development bonus criteria that provides for additional intensity/density and height for projects in the activity center areas and the TCEA. The review will focus on obtaining bonuses for priority projects in the City (transit, public amenities and affordable housing) and how best to encourage transit usage during development review through innovative techniques and regulations.

Policy 3-1.9.2: The City will require minimum densities within Activity Centers which support transit service.

Policy 3-1.9.3: The City shall establish minimum floor area ratio standards within Activity Centers to assure employment densities and retail commercial intensities occur at levels that support transit service.

Policy 3-1.9.8: The City shall enforce development standards that require site design that promotes use of transit service and pedestrian activity, particularly within the TCEA.

Multi-Modal Transportation Element

Goal 4-1: To meet existing and future transportation needs through a transportation system that offers multi-modal travel options and places an emphasis on public transportation.

Objective 4-1.1: The transportation system shall be designed to accommodate and promote multiple transportation modes.

Policy 4-1.1.1: The City Plan 2020 Future Transportation Map Series shall provide transportation corridors that efficiently accommodate pedestrian and bicycle,

automobile, freight, and transit modes of transportation consistent with and according to:

- Compatibility of adjacent land use and population density, and
- An ability to fund the long-term capital improvement, operation and maintenance of a mode through public (i.e., local, state or regional agencies) or private means.

Policy 4-1.1.3: The City of Altamonte Springs shall support multiple types of transportation modes, including public transit and walking, above single-occupant automobile use throughout the City but particularly within Activity Centers and the TCEA as designated on the Future Land Use Map, and the Multi-Modal Transportation Map Series. The City shall regulate transit-oriented and pedestrian-friendly development standards applicable to the four designated Activity Centers and the TCEA. At a minimum, these standards shall address transit- and pedestrian-friendly site design and development standards; complimentary land use types and densities capable of supporting transit; mixed use development; parking needs/reduction, and transit and pedestrian amenities (bicycle mode is included as part of pedestrian mode). The City may also apply such standards to other commercial development along transit and pedestrian corridors.

Objective 4-1.3: The City, along with other governmental entities, shall implement a comprehensive transit strategy to increase the public's use of mass transit within the Orlando Metropolitan Area and within Altamonte Springs through the implementation of transit programs and services designed to reduce reliance on the single-occupant automobile.

Policy 4-1.3.1: The City shall coordinate with LYNX regarding the location of transit stations (stops) and terminals, including the proposed regional commuter station and any local transit circulator such as the proposed FlexBus system. The location and type of transit facilities and services shall be compatible to and consistent with *City Plan 2020*. Location for regional transit stations shall be oriented to the Central Core of the Regional Business Center. To ensure integration of transit with pedestrian and bicycle plans, as well as consistency with *City Plan 2020*, the City shall coordinate with LYNX for the placement and review of transit facilities within the City of Altamonte Springs.

Policy 4-1.3.2: Transit hubs and transfer stations shall be located inside or adjacent to Activity Centers unless practical sites cannot be acquired therein.

Placement of any transit station/hub outside of an Activity Center requires authorization of City Commission. The Regional Business Center shall be designated as the City's transit hub for regional light rail and bus/bus rapid transit services. West Town, East Town, and Gateway Activity Centers are intended to serve as locations for bus transit and bus rapid transit hubs.

Policy 4-1.3.3: By December 2002, the City shall submit to LYNX a copy of the Multi-Modal Transportation Element of the City Plan 2020, and shall coordinate any proposed significant amendments to the transit component of the this Element with LYNX.

Policy 4-1.3.4: The City's transportation plan pursues the connection of the Activity Centers with a local transit circulator system, such as the proposed FlexBus, serving north Orange County and south Seminole County sub-region. Design of a local transit circulator system shall accommodate connection to regional transit systems, whether bus or rail, at the Regional Business Center near I-4 and the East Town Center future site of the commuter rail station. The City shall continue to coordinate with LYNX, Seminole County, Orange County, METROPLAN Orlando, and neighboring cities regarding opportunities to initiate such service.

Policy 4-1.3.5: The City shall continue to assure that adequate and safe pedestrian connections create direct pathways between roadway transit stops and sidewalk facilities. The City shall continue to assess bus transit stops to identify where improved pedestrian pathways can be made between public sidewalk systems and transit stops, particularly covered shelters and transfer facilities. Where potential sidewalk connections are identified, the City shall schedule improvements as part of its sidewalk maintenance and construction program; or where the improvement need occurs on a State or County roadway, coordinate with the appropriate agency regarding connection of transit stops to the sidewalk system.

Policy 4-1.3.6: By 2005 the City shall coordinate and work with LYNX in identifying mutually acceptable locations for future transit hub facilities in Activity Centers.

Policy 4-1.3.10: The City shall, in all new roadway and site construction, implement intersection radius and related operation improvements that will allow transit vehicles to operate efficiently.

Policy 4-1.3.11: By 2009, the City will establish incentives for employers to subsidize the use of transit by their employees. Emphasis will be given to employers located within the City's Activity Centers and the TCEA. The concurrency management program shall also be revised to grant trip credits to developments financially contributing to transit improvements or permanently purchasing transit rider passes for a designated number of employees or floor area, or for multifamily development, an assigned number of passes per unit or number of bedrooms.

Policy 4-1.3.12: By December 2003, the City will perform a transit service study that evaluates the North Orange/South Seminole Intelligent Transportation System (ITS), LYNX's bus service, regional rail as well as other transportation systems to determine consistency with City Plan 2020 and to determine the best way to provide connections between Activity Centers and linkages between the various transportation modes serving Altamonte Springs.

Policy 4-1.3.13: The City shall continue its participation as a voting member of the LYNX Board of Directors.

Policy 4-1.3.14: The City shall support regional transit service that provides a benefit to the residents and businesses of Altamonte Springs; provides effective access to the Regional Business Center; effectively reduces congestion on streets and highways located within or adjacent to the City; are consistent with the transportation plans promoted within City Plan 2020; represents an efficient use of public funds, and/or do not adversely impact the environmental and built character of Altamonte Springs and its neighborhoods.

Policy 4-1.3.15: The I-4 right-of-way is designated as the City's "Regional Transportation Corridor" (RTC), connecting Altamonte Springs to the Orlando metropolitan area, both to the north and to the south. The RTC shall be shown on the Multi-Modal Transportation Map Series. Any RTC located in the City of Altamonte Springs should serve the Regional Business Center Activity Center before other City areas are served by regional commuter rail transit.

Policy 4-1.3.16: The City shall coordinate with the Business Advisory Group and the business community regarding transit services and plans for the Regional Business Center.

Policy 4-1.3.17: The City shall continue to require all uses, except low-density residential, to agree to participate in the City's Mass Transportation program. In addition to transportation funds from LYNX, Seminole County, FTA, and other municipal governments, the City intends to augment funds for capital and operating expenditures of the mass transit system through assessments on all properties except single family residential property in a manner similar to a special taxing district. In lieu of monetary commitments, such assessments may include grants of rights of way or easements for transit, pedestrian or other multi-modal improvements, annual purchase of transit bus or rail passes for a portion of employees or apartment tenants, or other similar contributions acceptable to the City.

Policy 4-1.3.18: By 2008, the City shall evaluate mechanisms to establish special assessment or other funding methods for the specific purpose of creating an ongoing revenue source to help fund operating, management and capital costs of transit facilities serving Altamonte Springs and fund future strategies to support the TCEA. This on-going funding source is intended to augment but not replace funds committed, pledged or contributed by LYNX, Seminole County and as well as funds from those municipalities also served by the same sub-regional and regional transit systems serving Altamonte Springs.

Goal 4-2: To integrate the multi-modal transportation system with land use planning through the future land use element, the future land use map, the land development code, and site plan review in order to coordinate development types, densities and intensities, and site design with compatible transportation modes and services.

Objective 4-2.1: Integration of transportation with future land uses, as shown on the Future Land Use Map, shall occur by implementing policy that promotes development compatible with transit and pedestrian modes, by creating and enforcing pedestrian- and TOD standards and site design, and by concentrating TOD within Activity Centers.

Policy 4-2.1.1: The City shall require higher density land use designations to locate within Activity Centers shown on the Future Land Use Map. Densities within Activity Centers shall meet levels appropriate to support transit service. Activity centers shall provide a complementary mix of land uses that allow site design that encourages internal pedestrian and transit linkages.

Policy 4-2.1.3: The City will include considerations in development orders for the preservation and utilization of transit corridors when a proposed development is

adjacent to such corridors. By December 2003, the Land Development Code shall establish standards for the dedication of transit easements that allow transit access onto commercial sites and employment centers.

Goal 4-4: To obtain funds through a variety of sources to finance needed Transportation improvements.

Objective 4-4.1: Transportation improvements and services will be funded from a mix of local, regional and State agency road, pedestrian, and transit programs by coordinating with these various agencies.

Policy 4-4.1.5: The City will continue to coordinate with LYNX regarding bus, bus rapid transit, and regional transit service to Altamonte Springs.

CITY OF APOPKA COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT

Future Land Use Element

The purpose of the Future Land Use Element is to assign future land uses to all areas within the City based on projected land needs, protection of neighborhoods and environmental resources, and the City's ability to provide infrastructure and services to the future population. The Element includes eighteen objectives and several policies under each objective, which include site specific policies for five study areas. The City's Future Land Use Map (FLUM) shows, in addition to the commercial, office, industrial, parks/recreation, conservation and institutional/public use categories, eight residential and a mixed use district.

Recommendations: The following changes will be considered during the EAR-Based Amendment Process.

- Encourage TOD in other City centers outside of the Central Business District and Community Redevelopment Area, as well as other City centers.
- Develop policies to coordinate between land uses and new/ extensions of the transportation system.

Transportation Element

The City of Apopka is a relatively small but emerging city located on the outskirts of the much larger Orlando Metropolitan Area; therefore, it handles a substantial amount of through traffic generated in other communities, much of it in the form of commuters, but also more than average tourist traffic associated with the attractions located in Orlando as well as some increased traffic associated with the seasonal population. With steadily increasing growth patterns in and surrounding the City, the Transportation Element should focus on the integration

of multi-modal transportation facilities and services with land use patterns that minimize the need for travel by single-occupancy vehicles for most or all local and work-related trips.

- **Successes:** The City has been very effective at implementing objectives that relate to coordinating with the surrounding jurisdictions, METROPLAN, Orlando-Orange County Expressway Authority, and FDOT in locating corridors for regional transportation facilities. The current Transportation Element introduced the concept of multi-modal transportation into the City of Apopka. The element addresses all modes of transportation and includes objectives and policies that should promote the use of transportation facilities other than roads. For the most part, local roads have been improved and extended as recommended in the adopted plan, including improved sidewalks and other pedestrian facilities. Local transportation projects and programs have been funded through annual updates of the City's 5-year Capital Improvements Program.
- **Shortcomings:** The City of Apopka's Transportation Goal is to "...promote the continued development of a multi-modal transportation system that meets the existing and future transportation needs of the Apopka area." This goal does not fully describe the purpose of an effective Transportation Element, which should be to guide a City in developing and maintaining a safe and efficient transportation system integrated functionally and aesthetically within the surrounding land uses without negatively impacting established neighborhoods and business districts. The City has not completed the Transportation Master Plan (Transportation Policies 5.9 and 5.10) and Corridor Right-of-Way Plan (Future Land Use Policies 1.18 and 1.19), both of which might have assisted in guiding location of new roadways, roadway extensions and improvements. The Transportation Element does not include enough objectives or policies that describe fully the importance of the land use/transportation linkage. The existing objectives and policies that attempt to address the issue do not specifically implement the objectives in many instances.
- **Recommendations:** As an overall recommendation, the City should consider a complete rewrite of the Transportation Element, adopting a new goal (or goals), objectives and policies that communicate the City's desire to integrate land use planning/transportation and develop a local transportation system that:
 - Takes into account the role of the entire right-of-way as public space and the role of the street in shaping the character, function and livability of adjacent land uses and neighborhoods;
 - Provides a full range of safe, dependable and accessible travel options for residents, employees or visitors who cannot afford a car, can't drive, or would prefer not to drive all the time, including a network of sidewalks and bike routes;
 - Encourages expansion and facilitates design of a public transit system that gets people to jobs, retail centers, and recreation facilities; and

- Considers the impacts of transportation facilities on businesses and quality of life issues within the City.

The following recommendations address specific needs for the Transportation Element identified through evaluation of the issues and based on shortcomings in the existing element:

- The City has completed a Redevelopment Plan for Downtown Apopka and four Neighborhood Study Area plans that identify recommended land use patterns and transportation improvements. The Transportation Element should reflect the recommendations from these plans. Funding needed to implement these plans should be included in the Capital Improvements Element. In addition, for the downtown area and other neighborhoods where higher residential densities and mixed use patterns are recommended, the City may want to consider adopting strategies, other than building more or wider roadways, to mitigate traffic impacts. These methodologies may include the use of Transportation Concurrency Management Areas (TCMA) and TCEAs.
- Consider adding a policy requiring that prior to approving funding for new road construction projects adding capacity, the City shall first investigate the feasibility of alternative improvements to the existing roadway system such as intersection improvements, synchronization of traffic signals, traffic calming measures, installation of auxiliary lanes, redesign or realignment of roadways, intelligent transportation initiatives, and improving public transit facilities and programs.
- Incorporate transit oriented design principles into the transportation element. Transit-oriented design principles would help decrease congestion on existing roadways and overall commuting times.
- Add policies that require more coordination with LYNX to:
 - Expand service routes, taking into consideration the location of affordable housing developments, employment centers and educational/public facilities among others;
 - Bike and transit integration (bike racks on buses, bike routes and bicycle parking near transit stops);
 - Design of stations and facilities to accommodate people with disabilities or special needs;
 - Provision of Park & Ride facilities; and
 - Improved security for transit users and pedestrians.
- Add a new policy that addresses the evaluation of land use amendments, especially changes from very low density categories to higher density categories and voluntary annexation requests. This policy shall include criteria or require the

“finding” that the amendment demonstrates a functional relationship of the proposed amendment to other more densely or intensely designated or development lands; the availability of facilities and services for a more dense or intense land use; and multi-modal transportation linkages between proposed residential use and neighborhood-serving commercial uses, employment centers and transit hubs.

- Prepare a Transportation/Corridor Right-of-Way Master Plan and consider its adoption as one of maps in the Future Traffic Circulation Map series. This map should identify a hierarchical local roadway system, including changing the designation of local and minor collector streets to higher volume streets when appropriate.
- Add a policy that encourages or requires multi-modal linkages and connections from affordable housing developments or any housing development of medium to high density to residential-serving commercial uses, employment centers and transit hubs. To accommodate and enhance transit opportunities, amenities in the form of attractive transit stops and shelters, loading spaces for transit buses, and bicycle and pedestrian connections are needed. The City can provide these facilities in public rights-of-way and on City-owned land; however, this only provides a small portion of the facilities needed. Provision of transit facilities by developers would allow for more of these facilities.

CITY OF CASSELBERRY COMPREHENSIVE PLAN

Future Land Use Element

Goal: The goal of the city of Casselberry is to provide a quality living environment for all residents, provide for a sound economic future through proper development and redevelopment, and to protect and preserve the quality of the environment and natural resources.

Objective 1: Throughout the planning period, from 2009-2019, the City shall establish land use categories and policies which will ensure the coordination of future land use with the appropriate topography, soil condition, availability of facilities and services, and contrasting land use. The standard for the attainment of this objective shall be the adoption of the Goals, Objectives and Policies sections of the City of Casselberry's Comprehensive Plan, 2009-2019.

Policy 1.3: Properties designated High Density Residential shall be developed at a net density not exceeding 20 units per acre. A density bonus up to an additional 10 units per acre for the provisions of active recreation and open space, community lake access, mass transit facilities, and high standard of residential design may be granted on a case-by-case basis.

- High Density Residential development shall be permitted only in areas with complete urban services, including mass transit, sewer, water, fire, and police protection. A transportation study shall be required prior to development of all vacant lands as well as redevelopment parcels.
- High Density Residential development shall be located in close proximity to commercial centers and mass transit with safe and adequate pedestrian access.

Objective 10: The Future Land Use Map and development regulations shall promote the physical and functional integration of a mixture of land uses. This objective shall be implemented by the following policies.

Policy 10.1: A diverse mix of land uses, housing types and densities shall be promoted, except in cases where sub-area policies require preservation of one land use type. Continuous stretches of similar style and density of development shall be avoided.

Policy 10.2: Publicly or privately sponsored Small Area Studies shall be conducted to identify strategies for physically and functionally redeveloping areas into a mixture of land uses with the intent of making these areas more economically viable and livable. Such Small Area Studies shall also include planning and providing for transit facilities relative to the location of employment and retail centers. Upon the City Commission's approval of a study, the Future Land Use Map shall be amended to show the location of a small area study.

Policy 10.3: Once an Area Study is approved by the City Commission, the area constitutes a unique zone or study area. The City Commission has the authority to adopt supporting Goals, Objectives and Policies, which will be applicable to all new development and redevelopment in the area. Character, quality and density/intensity issues shall be controlled during the master plan process of the small area study, which will determine future land use, zoning and other applicable design standards. The City shall promote developments which support mass transit systems by providing on-site transit facilities such as bus shelters and bays. If necessary, the City should investigate possible funding sources for mass transit and potential commuter or light rail facilities.

Policy 10.4: The City shall request assistance from other agencies in identifying available funding for transit facilities in order to correct any existing problems and to provide for future commuter rail or light rail facilities.

Policy 10.5: The City shall evaluate and provide any appropriate legislative incentives to establish dedicated sources of revenues for the provision of transit services.

Policy 10.6: The City shall promote and actively pursue cooperation and participation of developers in funding their share of the cost for the delivery of transit services. The City shall implement impact fee programs on a City-wide basis.

Policy 10.7: By 2012, the City shall evaluate and strengthen, as deemed necessary, ULDR requirements, guidelines, and incentives and create City investment policies to encourage the provision of transit facilities within the CRD, areas addressed by Small Area Studies, and areas identified for commercial, mixed-use or high intensity non-residential or medium to high density residential development.

Traffic Circulation Element

Goal: It shall be the goal of the City of Casselberry to ensure the planning and provision of a safe, efficient, balanced and economically feasible transportation system which meets the needs of existing and future land use activity, while maintaining environmental, residential, and economic compatibility.

Objective 1: The City, along with other area governmental entities as appropriate, shall implement a comprehensive transportation strategy to promote mass transit, pedestrian, and bicycle use within the City and metropolitan area. This shall include a pedestrian and bicycle circulation system that addresses access to commercial areas and a sidewalk program.

Policy 1.1: The City shall require transit vehicle operation or transit facility upgrades, where needed during site plan review and in developer's agreements.

Policy 1.2: The City shall participate in Federal and/or State programs, which encourage the use of mass transit in employment areas.

Policy 1.3: The City shall, on an ongoing basis, work with Seminole County and the MPO and assist in establishing policies and standards which promote housing in close proximity to employment opportunities and transit services.

Policy 1.4: The City will continue to require new development to plan and provide for pedestrian circulation systems linking major land uses in accordance with the City's Bicycle Plan.

Policy 1.5: The City shall coordinate with the School Board, on an ongoing basis, to ensure the provision of safe access to existing and future school facilities through effective design of roadway, bicycle facilities, access, and sidewalks.

Policy 1.6: The City shall require consideration of pedestrian safety in the planning, design, and construction of all transportation facilities.

Policy 1.7: The City will coordinate with state, local, and regional governmental entities to provide bikeway facilities for new and reconstructed roadway facilities, with determination of need and costs being of primary consideration.

Policy 1.8: The City shall require consideration of bicycle safety and adherence to State Standards in the planning, design, and construction of all transportation facilities.

Policy 1.9: The City shall implement its approved Bike Plan through the acquisition of any needed right-of-way, design, marking, and construction of trails.

Policy 1.10: LYNX bus stop and transit design shall be constructed with neighborhood character and CRA design standards.

Policy 1.11: The City shall request assistance from the County in identifying available funding for transit facilities in order to correct any existing problems and to provide for future commuter rail or light rail facilities.

Policy 1.12: The City shall study and develop incentives for commercial development to provide workplace housing.

Policy 1.13: The City will work with LYNX to incorporate Transit Emphasis Corridor passenger amenities along US 17-92 within the TCEA. The amenities shall include, but are not limited to:

- Sidewalks leading to/from bus stops;
- Lighted passenger shelters at high volume stop locations;
- Pull out lanes at selected stops;
- Real time passenger information at selected stops and at transit centers (i.e. information about the next bus arrival is provided at the stop); and, signal prioritization and bus queue bypass lanes at selected intersections.

Furthermore, the City shall work with LYNX towards a long range vision of implementing higher capacity transit modes along 17-92, such as bus rapid transit or streetcar service.

Objective 9: The City of Casselberry shall ensure and maintain the necessary rights-of-way on all public roads in order to provide cost-effective improvement options.

Policy 9.3: The City shall explore programs and incentives which will encourage new developments to donate additional right-of-way to be used for mass transit services.

CITY OF KISSIMMEE COMPREHENSIVE PLAN EVALUATION AND APPRAISAL REPORT

Transportation Element

Purpose: To provide the City with a safe, convenient, efficient, and effective multi-modal transportation system for both current and future users.

- The City has made great strides toward the formulation of a new methodology for determining transportation impacts within the City. The recent adoption of a Multi-Modal Transportation District encompassing the CRA and historic downtown, the majority of the Vine Street corridor, and the Kissimmee Gateway Airport, will allow non-automotive modal solutions to roadway capacity problems in those more heavily congested parts of the City.
- Currently, several roadways are experiencing level of service deficiencies, as well as having characteristics less suitable for use by pedestrians and cyclists. These deficiencies will be addressed either through currently programmed capital improvements, or through the City's long-term concurrency management program for transportation, associated with the MMTD.
- Other transportation highlights include the implementation of the Central Florida commuter rail project, which will include a station in downtown Kissimmee. The existing Amtrak station will become a multi-modal hub for the City, and the coordination between the City, LYNX, METROPLAN, FDOT, and Osceola County is vital. Neighborhood traffic improvements, including new sidewalks, are ongoing and were most recently funded through Neighborhood Improvement Plan monies. Additionally, the Kissimmee Gateway Airport continues to function well as a small regional airport.

Goal: Efficiently and effectively serve the transit needs of the City.

- Regarding transit opportunities within the City, the 2006 Comprehensive Operations Analysis for LYNX indicated that the routes within the City had varying degrees of ridership. Route 4 is a strong performing route with constant ridership growth over the past few years, while Route 12 is a below-average performing route with ridership fluctuations.
- The Analysis also displays the vision for future regional routes that would provide limited-stop and express routes to major regional employment centers. Utilizing the planned Kissimmee Intermodal Hub as a major connection point, both for LYNX routes and SunRail, LYYNX intends to provide the City with a number of transit improvements over the long-term planning horizon.

CITY OF MAITLAND COMPREHENSIVE PLAN

Future Land Use Element

Goal: To ensure that future development balances land use and transportation and is directed in a harmonious pattern with existing development and the natural environment so that the City's image as a residential community is maintained and improved.

Policy 3.8: The City shall require high density development in proximity to large employment and retail centers, particularly within the Downtown Maitland portion of the TCEA, to increase transit usage and provide residential proximity to employment, with provisions for pedestrian and transit needs.

Standard 3.8.1: Within development regulations, require high density residential development to provide access to nearby employment, transit and shopping facilities particularly within the TCEA.

Standard 3.8.2: Within development regulations, require high density residential development to provide mass transit and bicycle facilities.

Standard 3.8.3: Development regulations shall be amended to include development bonuses and incentives within the TCEA based on, but not limited to, the following criteria and the latest adopted version of the Downtown Maitland Redevelopment Plan:

- a) Promotion of integrated land use and transportation through transit- and pedestrian-oriented design and layout techniques;

- b) Provision of transit facilities, such as bus stops and bicycle racks;
- c) Provision of land for transit facilities, such as transfer stations and bus lanes;
- d) Financial commitments to support transit services including operation;
- e) Contributions, either in funding, land dedication, or in-kind services, for park and recreation improvements or public plazas dedicated to the City;
- f) Development of access management plans to minimize the number of driveway cuts beyond what is required within the existing development regulations; and
- g) Innovative ways to promote the use of transit and other modes of transportation.

Policy 3.10: The City shall support the continuation of a transit and pedestrian-oriented downtown area, including the TCEA, by incorporating design and development standards into the land development regulations that address building orientation and setbacks; walkway connectivity between public sidewalks and building entrances; elimination of pedestrian and transit impediments; location of transit stops; transit facilities (shelters, waiting areas, and seating); parking location and internal pedestrian circulation; building architecture and pedestrian oriented facades; bicycle parking facilities; and guidelines for the location, design, accessibility, and appearance of parking garages.

Policy 3.24: A TOD overlay district is established to guide the future development and redevelopment surrounding the Maitland Commuter Rail Station to create opportunities for compact pedestrian- and bicycle friendly neighborhood centers accessible to transit.

Standard 3.24.1: The TOD overlay district shall be mapped within the City of Maitland Comprehensive Development Plan Future Land Use Map Series.

Standard 3.24.3: The City of Maitland shall adopt guidelines for TOD that identify transit-supportive land uses and pedestrian-friendly design guidelines.

Standard 3.24.4: The City of Maitland shall recommend development incentives for projects located within the TOD overlay district that meet the criteria and provide the facilities, programs and/or services set forth in the design guidelines and the Downtown Maitland Revitalization Plan (DMRP).

Standard 3.24.5: The City shall hold a series of public workshops to gain public input and participation in establishing the location, design configuration and mixture of land uses, as well as the appropriate residential densities and

commercial intensities that will support high levels of transit use in Study Area A of the TOD overlay district.

Standard 3.24.6: The City shall hold a series of public workshops to gain public input and participation in identifying opportunities to improve pedestrian and trolley car access, street connectivity and crossing and bicycle path connections from Study Area B to Study Area A that will facilitate high levels of commuter rail ridership.

Standard 3.24.7: The City shall consider the adoption of guidelines for TOD that enhances the livability and character of the urban areas through the encouragement of an attractive and functional mix of living, working, shopping and recreational activities.

Standard 3.24.8: The City shall conduct a market study to identify the kind and amount of mixed use development needed to ensure a high level of ridership and transit usage at the Maitland Transit Station.

Transportation Element

Goal: The main goal is to protect the quality of neighborhoods. This entails providing safe and efficient automobile and non-automobile transportation systems for residents and nonresidents consistent with the adopted Future Land Use Map. These systems must ensure convenient access to property while protecting the residential character of City neighborhoods from traffic impacts.

Policy 1.1: The City shall participate in and coordinate with the regional transportation planning process (METROPLAN Orlando) and with roadway and transit planning studies proposed by Orange or Seminole County, the State and railroad, in the Maitland Planning Area (MPA).

Standard 1.1.2: The development of light rail and commuter rail transit facilities shall be consistent with the Goals, Objectives and Policies of the Comprehensive Development Plan, shall serve the major activity centers and trip destinations in the north corridor and shall meet the intent and locations of economic development and infrastructure improvements identified in the CDP.

Standard 1.1.3: The adoption of the light rail transit alignment shall be based on a cost-effectiveness analysis of capital and operating costs, total trip length, ridership, total travel time, and population and employment served.

Standard 1.1.4: Light rail transit shall be consistent with the land use, mobility, economic development, public investment and community and business plans as adopted by the City of Maitland.

Standard 1.1.5: The location and design of light rail and commuter rail transit stations shall support local government initiatives, TCEA strategies, economic development strategies, proposed infrastructure investments and objectives for improving access and mobility. The transit design shall serve to mitigate negative impacts to existing at-grade street and pedestrian crossings.

Objective 4: Implement a coordinated and integrated bicycle and pedestrian system that recognizes the needs and desires of the City's pedestrians and cyclists, and allows for their safe travel to the City's parks, schools, shopping and employment centers.

Policy 4.1: The City promotes a sidewalk network and pedestrian connections to serve the needs, desires, and safety of the City's pedestrians and cyclists.

Standard 4.1.1: Sidewalk networks to schools, parks, and transit facilities shall be given priority.

Standard 4.1.2: Emphasize safe pedestrian access to transit facilities, and shopping and employment centers.

Standard 4.1.3: The City shall identify primary and secondary pedestrian routes within and connecting to the TOD overlay district and Study Areas with the surrounding areas and establish guidelines to upgrade these routes consistent with TOD guidelines.

Standard 4.1.4: The City shall encourage the development of multi-modal transportation feeder systems, within and connecting to Study Area A and Study Area B, in order to increase accessibility and ridership of the Maitland Transit facility.

Standard 4.1.5: The City shall encourage the development of multi-modal transportation feeder systems, and local shuttle services linking the Maitland Transit Station to local employment centers and shopping centers.

Objective 5: Upon adoption of this Plan, provide for safe, efficient and convenient non-automobile regional travel alternatives for residents and nonresidents of Maitland.

Policy 5.1: The City supports expanded mass transit service on regional facilities and collectors as an option for motorists seeking to reduce travel time and costs associated with congestion and as a means to protect its neighborhoods from cut-through non-local traffic.

Standard 5.1.1: Beginning immediately, City staff shall attend LYNX meetings or OUATS meetings dealing with regional mass transit options and shall provide necessary input regarding the City's mass transit objectives.

Standard 5.1.2: Continue to review development regulations and make necessary adjustments so that transit options are adequately considered. Transit facility requirements (such as the provision of transit plans and transit stops at major developments), incentives (such as reduced parking requirements for transit improvements and transit plans), and the clustering and mixing of land uses shall be incorporated into development regulations.

Standard 5.1.3: Review all proposed transit options for the I-4 corridor carefully to ensure that the options are consistent with City goals and objectives. Continue to work with LYNX in selecting the best rail transit corridor and alignment that will support and be consistent with City goals and objectives, work with the ECFRPC to coordinate land uses and land use controls with the system (such as allowing higher densities in and around proposed stations).

Policy 5.2: The City shall continue to support efforts by LYNX and social service agencies to provide accessible transportation services and facilities that are responsive to the needs of the young, aged, handicapped or low income persons.

Objective 6: Upon adoption of this Plan, provide for the safe and convenient movement of non-automobile transportation throughout the City with links to the regional non-automobile transportation network.

Policy 6.1: The City shall begin exploring potential intra-City, non-regional transit options to provide better non-automobile access from neighborhoods to businesses and recreational areas in the MPA.

CITY OF ORLANDO GROWTH MANAGEMENT PLAN

Transportation Element

Goal 1: To develop a balanced transportation system that supports building a livable community and improves access and travel choices through enhancement of roads, public transit, bicycle and

pedestrian systems, intermodal facilities, demand management programs, and traffic management techniques.

Objective 1.2: Every Metropolitan Activity Center shall be served by internal public transit, bikeway, and pedestrian systems by 2030, and every Urban Activity Center shall integrate such systems to the maximum extent possible.

Policy 1.2.1: The City shall ensure the provision of transit centers, super stops, and other facilities necessary to support transit in metropolitan activity centers and to facilitate transfer of passengers to and from the regional transit system.

Policy 1.2.2: New or expanded metropolitan activity centers shall only be approved in conjunction with the approval of financially feasible plans for internal transit, bikeway, and pedestrian systems that reduce reliance on automobiles for access and internal circulation.

Objective 1.3: By 2020, 5 percent of work trips shall be accommodated by public transit.

Policy 1.3.1: The City shall continue to provide annual contributions to LYNX to fund transit service improvements consistent with Objective 3.3.

Policy 1.3.2: The City shall continue to support the regional Mobility Assistance program as a provider of services such as ridematching, vanpooling, and transit system information.

Policy 1.3.3: The City shall ensure that super stops, transit centers, and park-and-ride lots are designed to accommodate bicyclists. Safe and adequate bicycle parking facilities shall be provided at these locations. The thoroughfare system providing access to these centers and lots should allow for safe and adequate bicycle use.

Objective 1.6: Access to OIA and Orlando Executive Airport shall be improved by 2015 through integration of existing and future ground transportation systems.

Policy 1.6.1: Access to the OIA shall be improved through a combination of improvements (including enhanced transit service and implemented roadways system expansion) implemented by the City of Orlando, adjacent jurisdictions, LYNX, FDOT, and the Greater Orlando Aviation Authority.

Policy 1.6.2: The City shall promote the design and planning of multi-modal facilities that provide adequate ingress and egress to existing and future aviation facilities.

Policy 1.6.3: The City shall advocate the provision of better access to the OIA from Downtown Orlando and the northern half of the urban area. This access may be highway, rail and/or bus.

Objective 1.8: The Traffic Circulation Level of Service Standards as defined in Policies 1.8.1 and 1.8.2 shall be maintained through 2030.

Policy 1.8.6: Transit corridors within the Transportation Concurrency Exception Area shall be given high priority for transit frequency increases to provide additional capacity to the transportation system.

Policy 1.8.10: Applicants for Developments of Regional Impact, inside the Transportation Concurrency Exception Area, shall mitigate their impacts. Mitigation shall occur through a combination of roadway, transit, bicycle, and pedestrian improvements, as well as traffic calming and transportation demand management measures.

Objective 1.13: The City shall prioritize transit headway improvements along designated transit corridors throughout the planning period.

Policy 1.13.1: The City shall strive to maintain or improve a 30-minute weighted average headway on 59 percent of the designated transit service corridors within the TCEA through the planning period.

Objective 1.14: All new public transit systems, facilities and services in the City of Orlando shall be designed and operated to provide accessibility to all segments of the community.

Policy 1.14.1: The special needs of transportation disadvantaged persons shall be considered in the design of all public transit systems.

Policy 1.14.2: The City shall support LYNX in the improvement and expansion of special services for the elderly and handicapped through the enforcement of applicable requirements.

Policy 1.14.3: The City shall support provisions for transit passenger convenience such as:

- Information programs which acquaint travelers with transit routes and available services
- Weather protection at selected stops along transit routes
- Clear signage which identifies transit stops
- Lighting and emergency call boxes at selected stops
- Route map signs at designated transit stops
- More direct bus routing, if necessary, in order to extend service to major residential areas and traffic generators

Policy 1.14.4: The City shall require that transit facilities, such as turn-out bays, preemptive signals, high-occupancy vehicle lanes, bus-only lanes, and transit shelter locations, be included in roadway design proposals, as appropriate.

Policy 1.14.5: The City shall seek opportunities for development around transit centers, including rail stations, in an effort to encourage public transit ridership.

Policy 1.14.6: The City shall encourage LYNX to coordinate routing of the regional service and location of transit facilities with the location of activity centers and high intensity mixed use corridors as identified in the Future Land Use Element.

Policy 1.14.7: The City shall monitor and affect as needed the operations of LYNX within the City of Orlando related to service levels, fare structures, ridership projections, financial needs, and recommended funding sources.

Policy 1.14.8: The City shall protect planned public transit rights-of-way and exclusive transit corridors, including railroad and utility rights-of-way which have been identified for the construction of rail transit lines, express bus lanes, or high occupancy vehicle (HOV) lanes.

Policy 1.14.9: The City may eliminate on-street parking from thoroughfares as required to enable the development of public transit, bicycle, and pedestrian systems.

Objective 1.15: The City shall work with FDOT, METROPLAN, and LYNX in the planning and construction of fixed guideway transit systems.

Policy 1.15.1: The City shall work with FDOT, METROPLAN, and LYNX in addressing stations siting and design.

Policy 1.15.2: The City shall work with FDOT, METROPLAN, and LYNX in promoting financial partnerships needed for construction of the fixed guideway transit systems.

Objective 1.16: The City shall become the hub of the statewide intercity rail system by 2010.

Policy 1.16.1: The City shall work with FDOT to identify appropriate corridors and sites for stations and ancillary development for statewide intercity rail systems. Statewide intercity rail stations located downtown, at OIA, and at the International Drive activity centers are considered highly desirable by the City to provide access to the greatest number of users.

Policy 1.16.2: The City shall work with LYNX to make available appropriate types and levels of public transit service to interconnect with the statewide intercity rail system at stations within or near the City and to help mitigate the traffic impacts of such stations.

Policy 1.16.3: The City shall seek to ensure that all new high technology transportation systems are developed in an environmentally sensitive manner.

Policy 1.16.4: The City shall foster, encourage and support programs and projects designed to capture and enhance the secondary technological effects of statewide intercity rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.

Objective 1.27: Throughout the planning period, the City shall require bicycle and pedestrian connectivity within all new development and re-development, consistent with the City's Land Development Code.

Policy 1.27.1: The City shall require safe and adequate pedestrian and bicycle facility connections between new residential developments and adjacent or nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial and office developments, and other compatible land uses and developable lands.

Policy 1.27.2: The City shall require new developments be designed to maximize bicycle, pedestrian and transit connections, internally and to adjacent or nearby

compatible developments, by allowing movement in any direction to minimize travel distance.

Policy 1.27.3: The City shall encourage and cooperate with neighborhood and homeowner associations to provide bicycle and pedestrian connections to adjacent or nearby schools, neighborhood community centers, transit stops, parks, bikeways, commercial and office developments, and other compatible land uses.

Objective 1.32: The City shall establish and manage MMTDs in areas where improvements to modes, other than roadways, will provide greater increases in mobility than traditional roadway improvements or where traditional roadway improvements are not feasible. These districts shall conform to Chapter 163.3180(15)(a), Florida Statutes, as amended, and to all related guidelines and rules established by DCA and FDOT.

Policy 1.32.1: The City shall require developments or re-developments within an established MMTD to increase the district's connectivity for pedestrians, bicyclists and/or transit users by providing easements and physical connections to adjacent parcels and appropriate on-site or near-site facilities such as bus shelters, bike lockers, and showers.

Policy 1.32.2: The City shall require developments or re-developments within an established MMTD to promote the use of transit options for employees.

Goal 2: To maintain a concurrency management system which ensures that transportation facilities and services needed to support development and redevelopment are available concurrent with the impacts of such development.

Objective 2.1: The City shall permit development, consistent with the Trip Allocation Program, that will support the Future Land Use Element and which will further the goals, objectives and policies of the Growth Management Plan.

Policy 2.1.3: The City may permit development within the Transportation Concurrency Exception Area if consistent with the land uses and intensities allowed in the Future Land Use Element and with other provisions of the Growth Management Plan. Except for the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS) facilities, the City shall not establish level of service standards for roadways inside the Transportation Concurrency Exception Area. To promote other modes of transportation, developments inside the Transportation Concurrency Exception Area shall comply with the

transit-oriented development requirements contained in the City's Land Development Code.

Goal 3: To develop a financially feasible transportation system which meets the accessibility needs of the city residents.

Objective 3.2: The City shall continue to research and coordinate implementation of additional funding sources to fund necessary transportation improvements within the city over the next twenty years.

Policy 3.2.5: The City shall support the construction of transit centers and park-and-ride lot projects related to the area's expressway facilities expansion. These projects will benefit current system users and encourage use of alternative transportation modes.

Objective 3.3: The City shall negotiate annually with LYNX on service improvement needed to meet Level of Service Standards identified in Objective 1.13.

Policy 3.3.1: The City shall fund its local share of the cost of providing regional transit systems and services in a proportion equal to its share of the regional population to the maximum degree feasible and to the extent that such regional costs are not funded through dedicated local tax sources, state, or federal funds.

Policy 3.3.3: The City shall actively support the establishment of dedicated revenue sources for public transit.

Policy 3.3.4: The City shall seek commitments from other local governments to fund their local share of the cost of providing regional public transit systems and services.

Policy 3.3.5: First priority for funding transit improvements shall be based upon improving headways on existing routes. The City also shall consider funding expanded coverage of the transit system within the city limits as well as service enhancements which improve ridership, accessibility and travel time.

Policy 3.3.6: Internal public transit, bikeway and pedestrian systems in metropolitan activity centers shall be funded primarily by fees, taxes, and other revenue sources derived from the property and uses internal to the metropolitan

activity centers. Funding may be considered and recommended by a board of directors comprised of affected members (developers and/or property owners).

Policy 3.3.7: Internal public transit, bikeway and pedestrian systems within a MMTD shall be funded primarily by fees, taxes, and other revenue sources derived from the property and uses internal to the MMTD.

CITY OF SANFORD COMPREHENSIVE PLAN

Transportation Element

Goal: Ensure integrated multi-modal transportation system. Develop and maintain an integrated multi-modal transportation system in the City of Sanford Which promotes mobility and accessibility to move people and goods in a manner consistent with the local and citywide land use, and environmental protection goals, as well as coordinated with proposed residential and economic developments. Stress multi-modal mobility that offers transportation and transit services to all residents and tourists in the most efficient, convenient, assessable, and affordable manner possible.

Objective 2-1.1: The City of Sanford shall provide for an integrated multi-modal transportation system that emphasizes safe, Convenient, and efficient movement of motorized and non-motorized vehicles as well as pedestrians within Sanford through the use of management systems as described in the below policies.

Policy 2-1.1.4: By December 2001, the City shall establish transportation system management strategies as appropriate to improve system efficiency and enhance safety. The land development code shall establish criteria to ensure that no development is approved unless such development is found to be consistent with the adopted level of service standards for roads and transit facilities.

Policy 2-1.2.4: Should exclusive public transit corridors be created in Sanford, the city shall establish land use, site, and building design standards for development in and along those corridors within six months of the corridors being opened. T his will assure the accessibility of existing infill and new development to public transit.

Policy 2-1.2.5: The revised Land Development Code shall include a mandatory site plan review during which all development shall be reviewed for impacts on transit. Applicable improvements shall be required to facilitate the movement of transit users between major activity centers and nearby transit stops. Similarly, the City short and long range planning efforts shall continue to manage new commercial development and redevelopment in the downtown/waterfront area and along the

SR 46 and US 17-92 corridors, so that the City maintains a compact commercial core easily accessible to the Seminole roadway network and transit system.

Objective 2-1.4: The City shall coordinate with Seminole County to address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit, land uses, and accommodation of the special needs of the transportation disadvantaged. Also Sanford shall coordinate with the County's transit provider to encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the Transportation network.

Policy 2-1.4.1: The City shall coordinate policies and projects with the future land use element to encourage land uses that promote public transportation in the Downtown/Waterfront area and along the SR 46 and US 17-92 corridors.

Policy 2-1.4.2: Sanford shall coordinate with Seminole County to ensure that linkages are provided from the major transportation corridors along routes to land uses generating or attracting heavy traffic such as commercial development along SR 46 and US 17-92 corridors and in the Downtown/Waterfront area, institutional uses, and existing and future residential developments.

Policy 2-1.4.3: Future transit facilities in the City of Sanford shall incorporate provisions to enhance ease of transfer with other modes (e.g., park and ride lots, bicycle lockers and racks, pedestrian walkways, taxi stands). This shall be done in conjunction with LYNX and METROPLAN.

Objective 2-1.8: A TCEA is hereby established for the purpose of downtown revitalization. Transportation programs and improvements within the TCEA shall emphasize pedestrian and transit modes of transportation. Transportation and mobility needs within the TCEA shall be met through the implementation of the following policies:

Policy 2-1.8.3: Within one year from the effective date of the Comprehensive Plan, the Land Development Code shall be modified to require site and building design promoting pedestrian, bicycle and transit modes. At minimum, design standards shall address:

- Direct pedestrian pathways from building entranceways to public sidewalks and transit stops
- Building orientation toward public streets
- Transit easements on private property

- Bicycle parking facilities
- Pedestrian lighting
- Streetscape design compatible with pedestrian, bicycle and transit facilities

Policy 2-1.8.4: By 2005, the City and the CRA shall coordinate with LYNX to conduct a feasibility study for a transit shuttle service or rapid bus transit that can serve the central business district and the northern Seminole County area including Heathrow and the Seminole Community College campus.

Policy 2-1.8.6: For new employers with fifty or more employees in the TCEA, the Land Development Code within one year from the effective date of the Comprehensive Plan shall include requirements to establish a program for employer-based TDM programs.

These programs shall be set forth within a recordable development order or agreement. In lieu of TDM programs, the employer can contribute to transit programs if acceptable to LYNX and the City. Such transit contributions could include construction of transit facilities, employer purchase of transit fares for employees, or other contributions to transit program deemed acceptable to the City and LYNX.

Policy 2-1.8.12: At such time as an intermodal transportation facility receives funding commitments from state, regional and/or federal sources, the City shall undertake the following activities:

- a) A study shall evaluate appropriate land use designations and zoning categories within the vicinity of the intermodal facility. Based on this study, the City shall assess any need to assign zoning and land development regulations that further pedestrian and transit transportation alternatives.
- b) Evaluate the area surrounding the intermodal facility for annexation/incorporation into the TCEA.

Policy 2-1.8.14: Within the TCEA, applicants of development or redevelopment exceeding 20,000 square feet gross floor area shall coordinate with LYNX regarding transit facilities necessary to serve that development. The developer/property owner shall install any improvements requested by LYNX unless otherwise waived by the City.

Policy 2-1.8.18: LYNX shall be encouraged to improve the transit level of service within the TCEA from sixty-minute headways to thirty minutes headways by year

2005, and to provide Sunday transit service at a level of service at sixty minutes or less by year 2006.

Objective 2-1.12: The Orlando Sanford Master Plan shall be coordinated and consistent with transportation plan established with the Transportation Element to ensure efficient integration with regional surface transportation systems and to minimize traffic impacts on local roads.

Policy 2-1.12.1: The City shall annually coordinate with LYNX and Seminole County regarding the feasibility of a transit feeder route that links the airport with the regional bus transit system. At the time light or commuter rail is evaluated between Sanford and Orlando, the City shall encourage LYNX, METROPLAN, or the entity conducting such study to also evaluate the potential for feeder bus routes linking the airport with regional transit centers and/or intermodal facilities, existing or planned within the Sanford area.

CITY OF ST. CLOUD COMPREHENSIVE PLAN

Future Land Use Element

Goal 2: The City shall seek to enhance the livability and character of St. Cloud through the encouragement of innovative land development techniques and an attractive and functional mix of residential, commercial, educational, cultural and recreational land uses.

Objective 2.1: Future development and redevelopment shall be directed to appropriate areas as designated on the Future Land Use Map, and such development shall be guided by Land Development Regulations and shall include provisions for, but not limited to, Planned Unit Developments, unified commercial development, and zero lot line subdivisions.

Policy 2.1.8: The Stevens Plantation Overlay (also referred herein as "the overlay") provides an opportunity for creating a state-of-the-art corporate campus within a small-town environment. This new form of development within the City of St. Cloud is an optional land use intended to create workplaces and promote economic growth for the city, provide for an efficient, orderly and quality land use pattern integrated with the existing surrounding urban development, and avoid urban sprawl. The master conceptual development plan is intended to fulfill specific design goals and principles for this mixed-use master planned development option as follows:

- Multi-modal transportation systems are extended to the corporate campus that provides convenient accessibility to the planned interchange of the Florida Turnpike and other urban centers. The corporate campus provides workplace opportunities for the adjacent planned residential neighborhoods within the Overlay as well as the City's residents and the Central Florida region. Pedestrian pathways that connect the surrounding residential neighborhoods to the corporate campus and bicycle parking are provided. Bus shelters are provided at strategic locations convenient to the transit passengers' destinations whenever sufficient transit service demand and availability exist. Clearly delineated routes through any parking lots located between the sidewalk and building entrances are provided to safely accommodate pedestrian and bicycle circulation.

Transportation Element

A transportation system that offers multi-modal opportunities has the potential to absorb a significantly higher number of person trips than a system that focuses solely on accommodating vehicle trips. Improved transit service frequencies and new routes offer a viable transportation alternative and promote transit use. The City will request the MPO and LYNX to expand routes when deemed necessary due to the development of new traffic generators/attractors. The City will contribute to achieve increased ridership by encouraging compact development, requiring the provision of pedestrian connections, and requiring the provision of transit facilities and amenities where necessary.

Goal 1: Provide a safe, efficient and convenient transportation system for motorized and non-motorized users of the St. Cloud transportation network.

Objective 1.1: The City shall adopt and adhere to level of service standards for arterial and collector streets, and also for roads included in the Florida Intrastate Highway System (FIHS).

Policy 1.1.4: All major roadways shall be designed as complete transportation corridors incorporating bicycle, pedestrian and transit features to achieve a true multi-modal system.

Objective 1.3: By 2002, the City shall study the need, practicality and economic feasibility of alternative transportation systems to provide for a possible reduction of individual motor vehicle travel.

Policy 1.3.1: The City shall continue to support mass transit service by encouraging compact development, requiring the provision of pedestrian connections, and requiring the provision of transit facilities and amenities where necessary.

Objective 1.6: The City shall promote alternative modes of transportation to provide a safe and efficient multi-modal system. By 2002, the City shall develop standards in the Land Development Code for access to public transit, bicycle and pedestrian systems. Such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements.

Policy 1.6.10: The City shall encourage reasonable increased land use densities and mixed uses, consistent with the Future Land Use Element to enhance the feasibility of transit and promote alternative transportation modes.

Policy 1.6.18: The City shall encourage land uses and site developments that promote public transit within designated public transportation corridors, with priority given to those projects that will bring the greatest increase in transit ridership.

Policy 1.6.20: The City shall ensure that all roads under its jurisdiction serviced by public transit routes function at a level of service sufficient to support the bus service.

Policy 1.6.21: The City shall notify LYNX of any proposed traffic generators/attractors submitted to the City for review.

Policy 1.6.22: The City shall work with LYNX to improve existing bus stops, and to design new ones to include benches, signage, lights, and protection from the elements. They shall also be convenient for the handicapped.

Policy 1.6.23: The State shall pay for all LYNX costs.

Objective 2.2: The City shall investigate new financing alternatives to overcome shortfalls of transportation funding.

Policy 2.2.1: Investigate the continued feasibility of maintaining a transportation impact fee as a viable means for funding roadway improvements.

Policy 2.2.2: At least every five years, starting in 2001, the City will review the road impact fee ordinance to ensure a fair share continues to be applied.

Policy 2.2.3: Investigate and, if appropriate, implement new financing alternatives such as transportation impact fees, which can be used for transit improvements.

CITY OF WINTER PARK COMPREHENSIVE PLAN

Transportation Element

Goal 2-1: The purpose of this element is to provide guidance for appropriate plans and policies needed to insure a walkable, pedestrian and bicycle-friendly, treed, relaxed, beautiful, safe, urban village that promotes neighborliness and courtesy among citizens and visitors. It shall be the goal of the City of Winter Park to ensure the provision of a balanced transportation system that promotes its mission.

Objective 2-1.1: The design and character of the streets within Winter Park shall create a safe, balanced multi-modal transportation system that promotes and supports the broad transportation needs of current and future Winter Park residents. The attached Figures 13 and 14 serve as the City's official near term (five year) and long term (20 year) future transportation plan.

Policy 2-1.1: The continuous improvement of the City's transportation system is dependent on coordinating all improvements to the transportation network and to develop improvements that support that network. The Transportation Element Goal recognizes transit, bicycle and pedestrian activities as alternative modes of transportation for each street in the community.

Policy 2-1.2: The City shall seek citizen and business participation in those decision-making processes related to the transportation planning process, roadway modifications, transit service, the provision of bicycle and pedestrian amenities, and other design characteristics.

Policy 2-1.4: The City shall utilize land use, zoning, the Land Development Code, concurrency management, transportation impact analyses, proportionate fair share and other applicable regulations to coordinate the design of network facilities, transit corridors, bicycle and pedestrian facilities, appropriate setbacks, rights-of-way, and centerlines of the roadway network. At a minimum, the City will revise applicable regulations to incorporate the following policies for all roadways:

- The City shall promote the development of an interconnected street network.
- The City shall prohibit the construction of cul-de-sacs, unless required by terrain.
- The City will install stops signs and intersection signalization according to the warrants in the *Manual on Uniform Traffic Control Devices* (Millennium Edition).
- The City will evaluate the elimination of access to businesses through the installation of street medians on a case-by-case basis.
- The City does not support the conversion of two-way streets to one-way streets without full consultation of the impacted parties.
- The City shall prohibit the construction of gates for residential neighborhoods or subdivisions.

Policy 2-2.1: The minimum level of service peak hour standard for non-State and non-county related municipal collector streets is D and municipal local streets is C. The following shall serve as the City's Level of Service standards on State, and County facilities as well as for transit.

- Transit: Consistent with the Orange County Comprehensive Policy Plan and Concurrency Management System, the Level of Service standard for mass transit is to maintain a person trip capacity of not less than (37,886) per weekday. Transit capacity is defined as the number of available person trips provided system-wide by mass transit.

Objective 2-4.1: The City, private developers, residents, and other partner governments shall share the costs of provision and maintenance of a balanced transportation network.

Policy 2-4.1: Regional Mobility Strategy. The City currently has agreed to contribute local funding for the Central Florida Commuter Rail Transit project, which is a cornerstone of the regional mobility strategy. In order to continue this partnership and cooperation, the City commits, on a proportional basis, to program and budget revenue on other regional mobility improvements within the City limits, coordinating the City's Five-Year Capital Improvements Plan with improvements identified in the regional Transportation Improvement Program (TIP), the Orlando Urban Area Transportation Study (OUATS) Financially Constrained Network, and the OUATS Transportation Needs Network. Thus, on any new future capacity increasing improvement within the City (with the exception of Interstate 4) that will be part of a future MPO Transportation Improvement Program or Long Range Financially Constrained Transportation

Network, the City will track all new development trips within the City. The City will use those trips, as well as the State's Development of Regional Impact Proportionate Share formula (as per Chapter 380.06(15)(e), Florida Statutes) to provide the City's fair share to those future new regional improvements for the portion of the project within the City. This commitment will be maintained provided the State of Florida continues to provide the authority for the City to assess transportation impact fees and implement proportionate fair share extractions from new development and redevelopment.

Policy 2-4.3: Funding of Transit Capital Improvements. An effective transit system is a critical component of a balanced transportation system. To promote the effectiveness of the transit system, the City shall partner with LYNX. Where appropriate and as determined by the Transportation Impact Analysis, the City will require new development to fund up to half of bus transit capital costs, all of the capital costs for bus shelters/transit amenities, full funding for maintenance of the bus shelters/amenities and the net operations and maintenance costs for new or modified existing bus routes, less fare box revenues.

Objective 2-5.1: The City shall ensure that development and redevelopment of land and structures contributes to a balanced transportation system.

Policy 2-5.2: The City shall utilize the Transportation Element, land use, zoning, the Land Development Code, and other applicable regulations to coordinate the location and design of new roadway network facilities, transit corridors, bicycle, and pedestrian facilities.

Policy 2-5.3: Where transportation improvement projects that further the goals of the Comprehensive Plan are planned by the City of Winter Park for roadway widening, intersection improvements, transit, bikeway or pedestrian improvements, the City shall, in review and in the issuance of building permits for new construction or redevelopment, ensure that any needed right-of-way is protected and reserved by prohibiting building construction in these areas. The City shall seek to obtain donations or dedications of needed right-of-way by developers, where feasible, which may contribute to the development's proportionate fair share due to project impacts. The aforementioned right-of-way protections shall be incorporated within the City's Land Development Code.

Policy 2-5.6: The City will work with large institutions and employers, including but not limited to Rollins College and Winter Park Memorial Hospital, to develop TDM measures, which may include but are not limited to a carpool program,

transit subsidies, and parking programs, to reduce the vehicle miles traveled associated with students, faculty, staff, and visitors of each institution or employer.

Objective 2-6.1: The City will coordinate transportation planning, funding, design and implementation efforts with all relevant levels and agencies of government.

Policy 2-6.3: The City will work with LYNX to provide local and regional transit service to existing and future residents that serves the transportation needs of City and supports the Goals of this element.

Policy 2-6.4: The City will work with FDOT to enhance the transportation network supporting I-4 by encouraging transit enhancements, access management improvements and Intelligent Transportation System measures along US 17-92 and other roadways that parallel I-4.

Policy 2-6.5: The City will coordinate with METROPLAN, the Cities of Orlando and Maitland, and Counties of Orange and Seminole to identify, program, and fund pedestrian and multiuse trails within the City limits as part of a regional trails system. In particular, bicycle facilities in the City shall connect to regional facilities, including connections between the Dinky Line Trail and trails within Mead Gardens, and the Cady Way Trail and the Cross Seminole Trail.

Policy 2-6.6: The City will work with FDOT in the planning and implementation of the Central Florida Commuter Rail Transit System. Because of the unique character of the City and specifically the uniqueness of Central Park and the close proximity that a future station could be placed, the City will be involved in all aspects of the planning and location of a station to include station design.

Policy 2-6.7: The City will work with FDOT, LYNX, and AMTRAK to continue transit service that links national passenger rail users with major destinations in the City and region.

Policy 2-6.8: The City will work with METROPLAN in conducting a freight mobility study within Central Florida with the purpose of reducing or eliminating freight rail service on the CSX main line through Winter Park.

LAND DEVELOPMENT REGULATIONS REVIEW FINDINGS

ORANGE COUNTY CODE OF ORDINANCES

Division 16: TOD Overlay Zone, Sec. 38-1085. - Intent, purpose, area, standards, and consistency.

(1) Intent and purpose: The TOD overlay zone is hereby established with the purpose of establishing an area located within one-half mile of commuter rail stations in unincorporated Orange County within which mixed-use, pedestrian-friendly development is encouraged. The intent of the TOD overlay zone is to reduce reliance on the automobile and to promote lively, pedestrian-friendly development that will serve as an attractive place to live, work, shop and recreate.

(2) Area: The TOD overlay zone is comprised of that area located within a half-mile radius of each commuter rail station within unincorporated Orange County. This area is generally identified on Maps A and B which are attached to Ord. No. 2008-02 and incorporated herein by reference.

(3) Standards: The following standards, described in more detail below, are encouraged to be applied to development within the TOD overlay zone:

(a) Development will achieve greater density and intensity in the TOD.

1. Greater density and intensity than the community norm is encouraged in the TOD with density and intensity greatest at the core (transit station) and lessening towards the edge of the TOD when said development promotes a pedestrian-friendly environment and provides convenient access to the transit facility;
2. Surface lots are discouraged when developed in conjunction with the higher density/intensity areas referenced in paragraph 1; structured parking is preferred.

(b) Promoting a mix of uses in the TOD.

1. Active and pedestrian-friendly uses on the first floor of development are encouraged;
2. Multiple compatible uses and/or a mix of uses designed to generate and facilitate pedestrian traffic is encouraged;
3. Auto-oriented uses, such as automobile service stations and drive through facilities, are discouraged.

(c) Promoting a quality pedestrian environment in the TOD.

1. The primary facade of each building, including entranceways, are ideally sited and oriented for accessibility to and from the street with buildings placed adjacent to the streets to the maximum extent possible;

2. Buildings should incorporate architectural features to convey a sense of place and development should provide varied and detailed building facades, which focus pedestrian attention on the environmental setting;
3. Amenities, including but not limited to architectural features, windows, and landscaping, are encouraged to create a pedestrian-friendly environment;
4. Site layout and building design should allow for direct pedestrian movement between transit, mixed uses and surrounding areas;
5. Sidewalks are preferred along street frontage to provide connectivity and should be wide enough to accommodate the volume and type of pedestrian traffic expected in the area;
6. Street patterns should be developed to simplify access for all modes of transportation and should be designed to serve vehicular traffic as well as pedestrians, bicyclists and transit customers;
7. Design of the project should focus on the creation of a pleasant environment for the pedestrian so that pedestrian routes, such as sidewalks, are buffered from streets and parking facilities by locating buildings close to the sidewalks, by lining trees along the street, and by buffering the sidewalk with landscaping;
8. Pedestrian scale lighting for pedestrian routes, such as sidewalks, is encouraged;
9. Secure and convenient bicycle parking spaces are encouraged;
10. Side or rear parking for all development is encouraged unless implementation would prohibit a pedestrian, transit friendly environment;
11. Development design measures should be implemented to allow transit to be convenient to community centers, to provide for direct transit routes, to locate stops on streets, to allow for convenient extensions of existing transit routes, and to design routes to be functionally adequate for transit vehicle use.

(4) All development shall be consistent with the underlying land use on the property and/or any development order issued pursuant to F.S. Ch. 380, with station objectives, and with the elements stated in the county's comprehensive plan and this Code.

(5) For those properties located within the TOD overlay zone and the South Orange Avenue Corridor Overlay District, as described in division 12 of this chapter, the provisions of both overlay districts shall apply.

OSCEOLA COUNTY CODE OF ORDINANCES

Chapter 18, Article VI: Transit Bus Benches Ordinance

(a) Persons permitted to place transit bus benches within county right-of-way; applicability of article.

(1) Any person duly incorporated under the laws of the State of Florida or duly authorized to transact business in the State of Florida who complies with the provisions of this article may be permitted to place and maintain, within the unincorporated limits of Osceola County, excluding the area commonly known as the West 192 Redevelopment District as more particularly described in Ordinance [No.] 95-8, transit bus benches for the use and convenience of the general public. Such benches may be located on public right-of-way only where, in the determination of the county, such benches do not present a hazard to pedestrians or motorists, and provided that said benches only are placed at transit bus stops.

The article includes provisions that shall apply to all transit bus benches within unincorporated Osceola County that are located at a transit bus stop location on public right-of-way, including placement, design, advertising regulations, and regulations for the removal of bus benches.

SEMINOLE COUNTY LAND DEVELOPMENT CODE

14. Transit Service and Facilities

14.1: Unless otherwise provided for in this Code and authorized by State law, all design, construction and maintenance of transit facilities within the road right-of-way shall conform to the provisions of the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, Revised 1989 (and all subsequent revisions).

14.2: All new arterial and collector highways should be designed and constructed under the assumption that they will be used by transit vehicles.

14.3: Transit service must be competitive with the automobile in terms of access, cost, convenience, comfort, security and safety if it is to be successful. Therefore, transit service must be planned, designed and operated to respond to customer needs. Transit can be successful in attracting a significant number of users from the automobile if it provides user-oriented service. The planning and development of land use patterns and site designs that are sensitive to the needs of potential transit users can create a user-friendly environment which will enhance the attractiveness of transit. Transit compatible land use planning includes the following features:

- a) Locate land uses in activity centers that provide an adequate service population size and density to support transit use.
- b) Concentrate land use activities in the middle or "core" of activity centers to create potential transit stops, stations or transfer facilities. Conversely, "cluster" land use activities around transit stops, stations or transfer facilities.
- c) Encourage a mix of compatible land use activities within activity centers to satisfy a variety of trip purposes.
- d) Provide for a gradient of land use intensity decreasing in intensity from the "core" area to the periphery of the activity center.
- e) Coordinate the size and intensity of activity centers with the type, capabilities and capacity of transit services provided.
- f) Orient buildings toward transit facilities to provide convenient access and to minimize the distance between building entrances and transit stops/stations.
- g) Provide for safe, convenient pedestrian and bicycle circulation with direct, logical connections between buildings and transit stops/stations.
- h) Activity center development should be designed at a pedestrian scale with walking distances to transit stops within one-quarter mile desirable but not more than a one-third mile maximum.
- i) Access to transit facilities should provide for the special needs of the elderly, the disabled and other identifiable segments of the service population.
- j) Manage the type, location, cost and amount of parking to limit parking near transit stops and to reduce conflicts between automobile-oriented development and transit/pedestrian compatible development such as by including park-and-ride lots which should be co-located with transit stops/stations.
- k) Roadways should be designed to accommodate transit vehicles and other transit related improvements.
- l) Provide for shelters, walkways, benches, trash containers, lighting, information displays, landscaping and other amenities which will create a user-friendly environment.

15. Transportation Management Plan

15.1: General

- a) The purpose of transportation management is to alleviate traffic congestion, improve mobility and mitigate the anticipated traffic impacts of traffic generated by new or expanded developments. Transportation management accomplishes this objective through the development of a comprehensive, coordinated and cost-effective program of actions to increase the supply of transportation facilities and

services through capacity improvements and to reduce the demand to use transportation facilities through actions which modify travel behavior.

- b) A coordinated program for dealing with congestion should consist of several components. The specific structure of such a program depends upon an evaluation of the type, location and magnitude of the traffic problems associated with a particular situation and upon the feasibility and funding to implement the recommended actions. First, a transportation management program should provide the most cost effective transportation system improvements that reduce or alleviate traffic congestion consistent with community goals and objectives. These improvements could include major capacity expansions of the highway system, operational improvements to improve the performance of existing facilities and services or additional transit services. Second, the program should examine opportunities to reduce travel demands through actions such as employer-based ride sharing programs, flexible work hours and parking management. Third, the program should consider long-term congestion-avoidance strategies through land use planning, development patterns and site designs which reduce the need for travel or which promote the use of non-automotive forms of transportation. Finally, a transportation management program needs to deal with the institutional, administrative and financial requirements for implementing the program.

16.2 Pedestrian Ways and Bicycle Ways

- a) All residential subdivisions within a larger planned development should be linked through one (1) or more designated Pedestrian Ways and Bicycle Ways. Such ways may be located within road rights-of-ways which traverse one (1) or more subdivisions or may be separately located within easements or rights-of-way specifically designated for such purpose.
- b) Whenever the County finds that a means of pedestrian and/or bicycle access is necessary from a subdivision to schools, parks, playgrounds, other roads, shopping and employment centers, and/or transit facilities and that such access is not conveniently provided by sidewalks adjacent to the streets, the developer may be required to:
 - 1. Provide or reserve an unobstructed easement of at least ten feet in width to provide such access; or
 - 2. To construct a pedestrian way, bicycle path or other means of access; or
 - 3. To place in escrow with the County the full or proportionate cost of the provision of pedestrian and/or bicycle access.
 - 4. Pedestrian Ways and Bicycle Ways should be designed to provide the shortest possible distance between a subdivision and other subdivisions, public facilities, services and shopping or employment centers and transit facilities.

REEDY CREEK IMPROVEMENT DISTRICT LAND DEVELOPMENT REGULATIONS

Chapter 6-30: Development Review, Section 6-30.2

If a site plan is required pursuant to Chapter 6-20, the applicant shall submit the information required by this section. The site plan shall show the following:

- Location and size of road rights-of-way, transit corridors or facilities as may be appropriate, and pedestrian facilities;
- Information related to on-site transit service such as circulation path of buses, necessary queuing areas for passengers and buses, and areas to be designated as bus stops and shelters.

CITY OF ALTAMONTE SPRINGS LAND DEVELOPMENT REGULATIONS

4.3.2: A preliminary site plan submitted to the growth management department shall contain the following exhibits (refer also to the preliminary and final plan review checklist in the developer's guide for specifications regarding submittal items and required plan sheet content):

- A plan with topography which clearly identifies proposed land uses, open space, and the proposed location of streets and thoroughfares, parking, recreation areas and other major facilities. Proposed access points and design transportation improvements including transit stop locations, pedestrian and bike paths.

4.3.3.1: Review of the submittal shall not begin, nor will the application be placed on the development review committee agenda, until the application has been determined to be complete. A sufficiency review of the final site plan must be completed prior to formal application submittal. An approved preliminary site plan is required for projects within the city limits prior to submittal of the final site plan. The following shall be submitted unless waived by the DRC chairperson or development review committee:

- A note on the plan shall acknowledge that the city has adopted policies in the comprehensive plan that requires mass transportation designs and improvements. All private developments will include provisions for participating in a mass transit or shuttle-bus system as part of the development review process consistent with the multi-modal transportation element. The city will require all private developments to participate through the execution of a developer's agreement regarding all costs associated with the appropriate mass transit system.

CITY OF APOPKA CODE OF ORDINANCES

2.02.00 Uses Allowed in Zoning Districts

Master plan: The master plan shall contain the following list of maps, or map series, and textual data. Should a planned unit development be proposed in which some of the requirements listed below do not apply, the requirement and reason for inapplicability shall be noted. All maps shall be drawn to the same scale.

A land use plan shall show:

- Planned unit development tracts shall be clearly delineated with existing and proposed uses and zoning labeled (including that of adjacent properties), vehicular and pedestrian access points to each tract shall be delineated, proposed phasing shall be labeled, transit and other multi-modal transportation facilities shall be shown;

A transportation plan detailing:

- The general traffic circulation plan to indicate the layout of collector and arterial roads, major roads and thoroughfares internal to the development, proposed rights-of-way, local road and commercial driveway access points to individual planned unit development tracts from the collector and arterial roads or from major roads and thoroughfares internal to the development;
- All traffic controls, bikeways and/or trails, transit facilities and other multi-modal facilities, proposed non-vehicular access points between planned unit development tracts;
- At the determination of the development review committee, a traffic impact area analysis, specific to any proposed phases, as defined in Article VI of this Code may be required;
- Methods of handling high traffic-flow areas.

6.02.0 Transportation Systems

6.02.09 Transit stops

- a) When required. Any development with a parking requirement of more than 350 vehicles shall provide and dedicate to the city land area for a transit stop.
- b) Size and design. The land area dedicated shall be sufficient to provide a transit stop with shelter and a separate paved transit lane 100 feet from the bus stop.
- c) Location. With the approval of the development review committee, transit stops may be located at an appropriate site within the development project.
- d) Coordination with transit authorities. Development review committee shall coordinate above location and design with applicable transit authorities.

CITY OF CASSELBERRY CODE OF ORDINANCES

Article VII General Regulations, Section 2-7.23 Transit bus shelters.

- A. Shelter locations: Transit bus shelters may be erected in the City subject to the following conditions:
 1. Transit bus shelters may be placed at any officially designated transit stop location along arterial roadways that lie within municipal corporate boundaries.
 2. Transit bus shelters may be erected on private property subject to the specified review and approval process established in Subsections (B) and (C)(2) below.
 3. In addition to Subsections (A)(1) and (2) above, no transit bus shelter shall be erected in any public right-of-way without the prior authorization of a representative of FDOT, the Public Works Department Director, and the Community Development Department Director or their designees. Once such authorization is received, the City shall issue a permit authorizing the construction of a transit bus shelter on a public right-of-way.
- B. Applications: In the review of applications to construct transit bus shelters on public rights-of-way and private property, the Development Review Committee (DRC) shall consider the following factors:
 1. Purpose and intent: The purpose and intent of all requirements of this Section.
 2. Comprehensive Plan: Whether the proposal is consistent with all applicable policies of the City of Casselberry Comprehensive Plan, 1990-2010; and
 3. Compatibility: The compatibility of the proposal with surrounding land uses and the general character of the area, including such factors as height, build, construction materials, scale intensity, noise, drainage, lighting, and appearance.

- C. Permits: Permits for transit bus shelters shall be issued subject to the following:
1. Permits for use of right-of-way: A right-of-way utilization agreement acceptable to FDOT and the Public Works Department shall be required prior to the issuance of any permit authorizing the construction of a transit bus shelter in a public right-of-way.
 2. Permits for private property: Any transit bus shelter erected on private property will be required to obtain a building permit. A site plan will be required showing the location of the proposed shelter, to be reviewed by the DRC and the Planning and Zoning Commission/Land Planning Agency.
 3. Permit revocation: Upon termination of use of a transit bus shelter for a period exceeding 30 calendar days, the permit shall be null and void, the structure shall be removed, and the site shall be returned to its original condition by the permittee.
- D. Construction standards: All transit bus shelters shall be constructed in accordance with the South Standards Building Code as adopted by the City, and the following requirements:
1. Transit bus shelters shall not exceed 100 square feet in area, shall be located on a solid base surface, shall be structurally sound, and shall be transparent, glasslike or similar material.
 2. Transit bus shelters shall meet all setback and location requirements of FDOT and the Federal Department of Transportation, as applicable
 3. Transit bus shelters shall conform to the encroachment requirements of F.S. Ch. 337 and Section 14-20.003, Florida Administrative Code, as either is amended from time to time.
 4. Transit bus shelters shall meet all City site standards with regard to maintaining vehicular visibility, and shall not otherwise obstruct any public or private street, driveway, or sidewalk.
 5. Signage: A maximum of 24 square feet of commercial signage shall be allowed per transit bus shelter. No shelter shall contain more than two commercial sign faces.
- E. Maintenance: Transit bus owners shall be responsible for the maintenance of the shelter. A maintenance agreement shall be entered into by the applicant prior to the issuance of a building permit for the construction of a transit bus shelter.

- F. Enforcement: Enforcement of these regulations shall be governed by Article II of the Unified Land Development Regulations. Failure to maintain transit bus shelters in accordance with the approved site plan, as well as failure to ensure continual maintenance of the structure and grounds surrounding transit bus shelters, shall be considered failure to properly maintain a structure and shall be considered a Class I violation, and subject to all authorized fines and penalties as established in Article II of these regulations.

Section 2-5.2 Purpose and intent of zoning districts

This Section presents the basic purpose and intent of each zoning district.

- A. Residential zoning districts: The overall purpose and intent of residential zoning districts are to provide a management framework for implementing Comprehensive Plan residential development objectives and policies. Following is a description of the intended purpose of each zoning district herein established, including reference to the Comprehensive Plan Future Land Use Map designations which shall be implemented through the land development regulations:
1. Planned Residential Developments (PRD) shall be available for multi-family residential development in areas where urban services are readily available and in order to concentrate development within areas designated as suitable for high-density development. The purpose of this district is to encourage high standards of design, while protecting adjacent areas of lower density development. Such residential development shall be located in proximity to commercial centers, with safe and adequate pedestrian access and access to mass transit service. Density bonuses shall be available to properties with a future land designation of High Density Residential as an incentive for the provision of additional open space; public lake access; provision of mass transit facilities; and high standards of residential design.
- B. Mixed-use zoning districts: The purpose and intent of the mixed-use zoning districts are to provide a management framework for implementing Comprehensive Plan policies for low intensity nonresidential/medium residential (LI/MDR), high intensity nonresidential/medium residential (HI/MDR), and planned mixed-use: high rise (PMX-HIGH) and planned mixed-use: medium rise (PMX-MID) land use designations. All mixed-use development shall comply with the Comprehensive Plan, performance criteria in Chapter III, as well as other applicable land development regulations. Following is a description of the intended purpose of each zoning district herein established:

1. Planned mixed-use development zoning districts (PMX-L and PMX-H, PMX-HIGH and PMX-MID): The PMX-L and PMX-H zoning districts are intended to implement the Comprehensive Plan Future Land Use Map (FLUM) designations for “Low Intensity/Medium Density Residential” and “High Intensity/Medium Density Residential,” respectively. The PMX-HIGH and PMX-MID zoning districts are intended to implement the Comprehensive Plan Future Land Use Map (FLUM) designation for “Major Thoroughfare Mixed-Use (MTMU).”
 - a. PMX-H zoning district: Properties designated PMX-H shall have a maximum land use intensity of 0.50 floor area ratio (FAR) and a maximum gross residential density of 13 units per acre. The location of PMX-H zoning districts and development within PMX-H zoning districts shall comply with the following policies:
 - i. Properties zoned PMX-H shall have convenient access to public transit. The site plan for PMX-H developments shall incorporate techniques which encourage the use of public transit.
 - ii. Land area of greater than three acres and under single ownership shall be encouraged to develop as a mixed-use planned unit development.
 - iii. The site plan for properties zoned PMX-H shall be designed to minimize adverse impacts on the transportation system. The site plan shall incorporate measures designed to accomplish this objective through techniques such as dedicated cross-easements, joint use of parking and internal circulation facilities as well as limited points of access and egress. In addition, the site plan shall promote use of mass transit where possible.
- C. Transportation Concurrency Exception Area Overlay District: The purpose and intent of the TCEA Overlay District is to establish and designate the CRA as a TCEA as shown on Map 2 of the Future Land Use Map Series in the City's Comprehensive Plan. This designation will provide exemptions to the State's Growth Management transportation concurrency requirements to enable the City 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. The City will work with the development community to provide Transit Emphasis Corridor passenger amenities along US 17-92 and will work with LYNX towards a long range vision of implementing higher capacity transit modes along US 17-92, such as bus rapid transit or streetcar service.

CITY OF KISSIMMEE CODE OF ORDINANCES

14-2-50 RPUD - Residential Planned Unit Development District Site Design Regulations

- **Design Standards:** A comprehensive set of standards are established which address the design of all buildings, signage, walls, fences, accessory structures, streetscapes, landscapes and site design elements. Design elements to be addressed shall include: architectural styles, details and materials; the configuration, massing, scale, spacing, facade design and orientation of buildings; setback patterns; the style, materials and placement of walls, fences and landscaping; streetscape design addressing pavement materials, lighting, street trees, pedestrian and bike facilities, signage, transit shelters, benches, trash receptacles and other hardscape features; screening design and placement of above-ground utility and solid waste facilities; and styles, materials, lighting and placement criteria for signage. This bonus shall require use of upgraded construction materials and design standards for all elements of the development.

CITY OF MAITLAND LAND DEVELOPMENT CODE

Sec. 12-84. General requirements

Any improvement project proposed to meet the developer's fair-share obligation through the provision of transit capital improvements shall utilize the identified transit needs and objectives identified in LYNX'S COA for the area affected by the proposed development. Transit service improvement projects proposed to meet the developer's proportionate fair-share obligation must satisfy LYNX's design standards and guidelines for transit facilities and improvements.

CITY OF ORLANDO CODE OF ORDINANCES

Chapter 59: Concurrency Management, Part 2: Level of Service Standards

Sec. 59.201. - Mass Transit Level of Service.

Mass Transit level of service standards shall be used to determine whether levels of service for Mass Transit are adequate to support the impacts of new development pursuant to Part 3 of the Chapter. Mass Transit level of service standards shall apply during regular service hours and shall be as follows:

- Transit Headways: 60 Minutes
- Location: Citywide, per route

Chapter 59: Concurrency Management, Part 3: Concurrency Evaluations

Sec. 59.302: Concurrency Evaluation for Mass Transit

A concurrency evaluation for Mass Transit shall be required prior to issuance of a Concurrency Verification Letter or Concurrency Encumbrance Letter. The Mass Transit LOS standard set forth in Section 59.201 of this Chapter shall be implemented, and concurrency evaluations for Mass Transit shall be conducted, through application of the following performance standard:

- Maintenance of Mass Transit LOS, measured at transit stops within one-fourth (¼) mile of the property for which the concurrency evaluation is sought.

Chapter 59: Concurrency Management, Part 3: Concurrency Evaluations

Sec. 59.308. - Concurrency Evaluation for Roads

The City shall encourage compact urban development in areas where a dense roadway grid infrastructure exists and extensive Mass Transit services are in place by measuring performance based on the percentage of lane miles meeting the Level of Service described in Part 2 of this Chapter. Traffic Performance Districts 1, 2 and 6 are hereby designated as transportation management areas based on the following criteria:

1. The areas further the goals, objectives, and policies of the state plan, comprehensive regional policy plan and the City's Growth Management Plan.
2. The areas encourage compact urban development, redevelopment, urban infill, and mixed use development.
3. The areas contain a complete, integrated network of arterial and collector roadways and include roads that serve related purposes.
4. The areas support concentrated mass transit services, and include transportation management and demand management programs.

The areas qualify as geographically compact areas, and are supported by traffic performance district descriptions.

Chapter 61: Roadway Design and Access Management, Part 2: Streets and Rights-of-Way, 2A: General Requirements

Sec. 61.205 - Transit Shelters

Transit Shelters are allowed in City rights-of-way, subject to the following:

- a. Historic Preservation Districts: Transit Shelters are prohibited in all historic preservation districts unless a Certificate of Appropriateness is issued for the respective Transit Shelter by the City of Orlando Historic Preservation Board. In considering an application for a Certificate of Appropriateness for a Transit Shelter,

the Historic Preservation Board may only consider the appropriateness of the proposed Transit Shelter location, and may not recommend design or appearance modifications as a condition of approval.

- b. Downtown: Transit Shelters are prohibited in the City's Downtown Development District and the City's Downtown Community Redevelopment Area unless the City's Downtown Development Board Development Review Committee reviews and approves the location of the respective Transit Shelter. In considering an application for a Transit Shelter, the City's Downtown Development Board Development Review Committee may only consider the appropriateness of the proposed Transit Shelter location, and may not recommend design or appearance modifications as a condition of approval.
- c. Lighting: A prototype lighting plan for each newly proposed Transit Shelter design is subject to review and approval by the Planning Official prior to the issuance of any building permit for a Transit Shelter of the respective design.
- d. Certain Residential Districts: Transit Shelters are prohibited in certain zoning districts, and any portion of a planned development zoning district with one or two family residential use, unless the location of the Transit Shelter is specifically approved by the Orlando City Council.

Chapter 61: Roadway Design and Access Management, Part 4: AC-3At and Downtown Core Paring Requirements, 4A: City of Orlando Downtown Parking Program and Transit System

Sec. 61.400 - Purpose

The regulations set forth below are intended to balance the interests of the general public and those of individual property owners; implement the Growth Management Plan; and promote the health, safety, and general welfare of the present and future inhabitants of the City of Orlando by:

- a. Giving effect to goals, guidelines, policies and proposals of the Orlando Growth Management Plan.
- b. Providing standards for the provision of off-street parking within the designated Downtown Parking Area.
- c. Protecting the capacity of the street system and avoiding undue congestion on those streets.
- d. Lessening unnecessary conflicts between vehicles and pedestrians.
- e. Providing methods for encouraging the use of various forms of mass transit to lessen the potential demand for off-street parking.

- f. Protecting the air quality of downtown through the control and management of the parking system and encouragement of increased transit ridership, thereby reducing the number of automobiles downtown.
- g. Providing incentives to development which are consistent with other purposes of this Chapter and which serve to encourage the appropriate location and timing of new development and redevelopment as well as increases in the parking supply.
- h. Regulating the type and location of parking facilities provided to be consistent with other developmental goals and proposals for downtown.

Chapter 68: Southeast Orlando Sector Plan Development Guidelines and Standards, Sec. 68.200: Land Use Categories, Part 2: Land Use Guidelines and Standards

Sec. 68.202 Town Center Guidelines

- Transit: The Town Center shall be the primary stop on the regional transit system. Transit stops should, whenever, possible, be centrally located and adjacent to the core commercial area. Commercial uses should be directly visible and accessible from the transit stop. Transfers to feeder buses (local bus network) should be provided for in the design and location of these stops.

Sec. 68.203. - Village Center Guidelines

- Integration of the Transit Stop: Village Centers should be considered major stops on the local transit network. Associated transit stop facilities should be integrated into the design of the center, centrally located, and easily accessible for pedestrians walking to and from the surrounding neighborhoods.

CITY OF SANFORD LAND DEVELOPMENT REGULATIONS

No reference to transit.

CITY OF ST. CLOUD CODE OF ORDINANCES

No reference to transit.

CITY OF WINTER PARK CODE OF ORDINANCES

Article II: Concurrency Management Regulations

Sec. 58-41: Proportionate fair-share option to mitigate deficit transportation facilities.

Transportation projects shall include, but not be limited to: highway related improvements such as roadway modification, roadway widening, intersection improvements; and system related improvements such as traffic management systems, transportation systems management,

intelligent transportation systems, expansion of the transit fleet to increase service frequency, bus rapid transit and other fixed guideway corridors, transit service expansion to new areas, or other mobility projects improving the pedestrian and/or bicycle level of service.

Determining proportionate fair-share obligation:

The city, at its discretion, may allow developments to contribute proportionate fair-share to system wide projects, either solely or in conjunction with highway related improvements. For the purposes of determining proportionate fair-share obligations for system wide transportation improvements such as transit service, the city shall determine improvement/modification cost based upon the actual cost of the improvement/modification as obtained from the city's public works department. The transit costs shall be calculated as follows:

Development's net, new peak hour trip generation X (Transit Service Cost/Transit Service New Peak Trips)/CF, where:

- Transit Service Cost = actual cost of the service improvements within City (first 3 years)
- Transit Service New Peak Trips = the new transit trips available in the peak hour based on the transit service or transit service enhancements

Article III: Zoning

Sec. 58-73: Commercial shopping center (C-1) district.

Minimum on-site accommodations for transit:

1. Given that shopping centers are the focal point for many transit users, these shopping centers at the time of development, expansion or major redevelopment shall be required to address on-site provisions that will accommodate and encourage the use of mass transit. The city shall require that appropriate provisions be made to accommodate these transit needs including, but not limited to, transit vehicle parking and transfer areas, transit benches and shelters, transit signage, etc.; provided, however, the transit facilities shall be appropriately located at site plan review so as not to interfere with pedestrian or automobile access to the shopping center.
2. Shopping centers shall also be required to accommodate alternate modes of transportation such as bicycles, by providing accommodations including bicycle racks and/or storage shelters.

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