



What Are We Doing?

It's Been Two Years...



Advancing the Central Florida Regional Growth Vision

- Municipalities
- Regional Organizations
- Businesses

Development of the Regional Growth Vision was a partnership between myregion.org and the East Central Florida Regional Planning Council, Florida Department of Community Affairs, Florida Department of Transportation, Lake-Sumter Metropolitan Planning Organization, METROPLAN ORLANDO, Orlando Regional Chamber of Commerce, Polk County Transportation Planning Organization, Space Coast Transportation Planning Organization and Volusia County Metropolitan Planning Organization.



ADVANCING THE FUTURE OF CENTRAL FLORIDA

Key Question:

What has been done in the last two years to advance the themes of conservation, countryside, centers and corridors that were cultivated in the Central Florida Regional Growth Vision.

Below are responses received from cities, counties, organizations and private businesses across Central Florida. The check marks in the charts indicate areas in which the city, county, organization or business provided detailed information about their efforts in each of the four regional themes (conservation, countryside, centers and corridors). The charts also include a brief synopsis of the challenges and barriers impacting each group as well as where they see opportunities for regional collaboration. Below each chart are individual summaries that provide greater detail on some of the efforts being conducted across the region to create a desired place to live, learn, work and play.

BREVARD COUNTY

<u>City</u>	<u>Conservation</u>	<u>Countryside</u>	<u>Centers</u>	<u>Corridors</u>	<u>Challenges/Barriers</u>	<u>Opportunities</u>
*Brevard County Environmentally Endangered Lands Program (EEL)	√			√	Cost to purchase lands; Fear that public access will increase crime	Wildlife Corridor Planning
*Cape Canaveral			√			Increasing ties with technology companies in Greater Orlando
Cocoa Beach	√		√	√	How to do more with less	Improve public transportation
Indian Harbour Beach	√		√	√	Unfunded state mandates; Erosion of home rule	Working together to stop unfunded mandates
Malabar	√	√	√	√	Some residents oppose additional EEL's purchases; Difficulty securing bus service	<i>myregion.org</i> could host meetings of all city council members
*Palm Bay	√	√	√	√	Funding; Time consumed by permitting; In a different DOT district than north Indian River County and Fellsmere	Transportation system; Cooperative land use planning with City of Fellsmere (adjacent to the south)
Palm Shores				√		
*Rockledge	√		√	√	Funding, permitting, citizen participation	Inter-modal transportation software; water supply planning
*Titusville	√	√	√	√	Slowdown in economy is hindering funding of US 1 streetscape project	North Area Transportation Study
West Melbourne	√		√	√	Current economic climate doesn't support compact development styles	Need to work together to promote maintaining agricultural lands

* indicates participation at the regional event on August 21, 2009

Brevard County Environmentally Endangered Lands Program

Over the last two years, the Brevard Environmentally Endangered Lands (EEL) Program has continued its long tradition of supporting land conservation and preservation in Brevard County. **Conservation:** Over the last two years have purchased nearly 500 acres for conservation and historically preserved over 20,000 additional acres. **Corridors:** Currently working on a paved linear trail along one of the sanctuary boundaries.

City of Cape Canaveral

The City of Cape Canaveral is taking advantage of the slowdown in development activity to plan for its future. The City is primarily concentrating on how its city center will look in the future. **Centers:** The East Central Florida Regional Planning Council and myregion.org have been assisting the City in a community visioning project titled "Envision Cape Canaveral – Our Community, Our Future." Residents are engaged and excited about creating a vision for the City's future and a plan for implementing the vision. While the visioning process is still underway, it is anticipated that the products of the process will include a call for mixed use development, architectural design standards, and the creation of a Community Redevelopment Agency.

City of Cocoa Beach

The City of Cocoa Beach has been actively engaged in programs related to the areas of conservation, centers and corridors. **Conservation:** The City has partnered with Brevard's Environmentally Endangered Lands Program and Florida's Community Trust to purchase more than 330 acres of wetlands/island preserve and wildlife habitat within the Banana River Estuary. **Centers:** Cocoa Beach is in the process of establishing a Community Redevelopment Agency to improve the city's "downtown" infrastructure and public appeal. The City has also enhanced the look of the city center through installation of sidewalk pavers and ADA-compliant curbing; tree and shrubbery planters; public benches and matching receptacles; bicycle racks and public bus shelters. **Corridors:** The City has invested nearly \$45,000 to create a special Space Coast Area Transit (SCAT) bus route that allows seniors and youngsters to travel between the downtown areas and recreational complex at reduced cost.

City of Indian Harbour Beach

The City of Indian Harbour Beach has embarked on a number of projects to enhance the quality of life for its residents through conservation, centers and corridors. **Conservation:** The City retrofitted storm-water pipes to reduce TMDL's and planted 1,000 trees throughout the 2.5 square mile city. **Centers:** Enhanced the area along state highway by re-building an old shopping center that had developed into an eyesore. **Corridors:** The City added pedways in several areas throughout the city.

Town of Malabar

Though the Town of Malabar has a population of under 3,000 residents and is located in close proximity to a number of larger municipalities, it still has been engaged in ensuring its character is maintained in the future through support of the themes of the regional vision. **Conservation:** Has worked with Brevard's EEL program to secure 14% of the land in the Town for conservation. EEL is in the process of purchasing an additional 182 acres. **Countryside:** The Town Council is adamant about preserving all agriculture, farm land and open space in the southern part of the Town. **Centers:** The planning and zoning department is currently working on land use changes in Malabar's three major corridors. They are promoting residential/limited commercial land use which will allow living at your business. **Corridors:** The Council has requested bus service from the County along Malabar Road.

City of Palm Bay

Palm Bay is the largest city in Brevard County and is projected to continue growth into the future. The City is working to ensure that future growth is thoughtful and includes elements such as those articulated in the regional vision. **Conservation:** The City is coordinating with major property owners in a large, undeveloped area within the City regarding establishment of conservation areas and wildlife corridors. In addition, the City is working with state and local environmental agencies on existing conservation areas that are adjacent to City boundaries in the vicinity of the planned Palm Bay Parkway.

Countryside: The continuation of major agriculture activities was specifically addressed in the annexation agreements between the City and various property owners and the City continues to work with those land owners regarding future agricultural land uses. **Centers:** The City's Bayfront Community Redevelopment Agency raised \$6 million through a bond issue to fund infrastructure improvements in the District. The FDOT and the Redevelopment Agency have cooperated on additional riverfront acquisition through the Scenic Highway Program. The City is planning a new "City Center" in the vicinity of the proposed South Parkway Interchange with the intent to build a new city using state-of-the-art land use principles.

Corridors: The Palm Bay Parkway has been planned in cooperation with state, regional and local agencies. This area is being used to promote a variety of multi-modal opportunities including bus, bicycles and pedestrian ways.

Town of Palm Shores

The Town of Palm Shores has been active in completing beautification projects across the community.

Corridors: Through a grant from Brevard County, in 2007 the town completed the beautification of three medians along the corridor of US-Highway 1.

City of Rockledge

Over the last two years, the City of Rockledge has made great investments in the areas of conservation, centers and corridors.

Conservation: The City recently acquired Anderson Park, a 78-acre area that includes preserved open space and a stormwater facility. The City is also promoting conservation through the regional stormwater facility, Levitt Park, which includes upland parks and helps preserve the natural flora and fauna within the city. **Centers:** Rockledge recently invested more than \$8 million to create a downtown streetscape that includes new sewer, reuse and oversized sidewalks. The area is designed for mixed use redevelopment. The City also has completed a project in the Florida Avenue Business District that includes new signage, roadway improvements and drainage and park improvements. **Corridors:** Among the transportation improvement projects being supported by the City is an intersection upgrade at the Fiske/Barnes Boulevard exchange and a widening of US 1. The City has also incorporated a bike path and extended the sidewalks along Murrell Road to tie into the County sidewalk system.

City of Titusville

The City of Titusville has been actively engaged in improving the quality of life for residents through efforts that incorporate all the themes of the regional vision.

Conservation: The City is funding efforts to create parks on 10 acres of land acquired by Riverfront Acquisition Referendum. The City has also initiated a project with other local partners to create a nature video that will be distributed across the country. **Countryside:** The City approved comprehensive plan amendments that encourage redevelopment and limit urban sprawl. **Centers:** The City plans to begin US 1 Streetscape Corridor Plan improvements this year, and is also proceeding with downtown stormwater extensions. **Corridors:** Phase I of the Park Avenue widening project has been completed. The City is also participating in the North Area Transportation Study.

City of West Melbourne

The City of West Melbourne has upgraded facilities and codes in ways that enhance the themes of conservation, centers and corridors. **Conservation:** The City expanded reclaimed water facilities at the plant in 2007 to continue providing residential irrigation to specific areas within the City. It has also limited reclaimed water schedules to promote conservation of resources.

Centers: Though West Melbourne does not have a city center, codes were enacted to allow and encourage developers to create mixed use planned developments that create activity centers and traditional neighborhood developments. **Corridors:** In 2009, the City ensured that a new shopping center, Hammock Landing, had a dedicated bus lane and sufficient bus transfer abilities.

LAKE COUNTY

<u>City</u>	<u>Conservation</u>	<u>Countryside</u>	<u>Centers</u>	<u>Corridors</u>	<u>Challenges/Barriers</u>	<u>Opportunities</u>
*Lake County	√	√	√	√	Finding balance between conservation and good economic sense	Alternative transportation
*Eustis	√	√	√	√		Cooperation through Lake County
Lady Lake	√	√	√	√	Funding; Cost of some commercial design standards	Transportation networks
Minneola	√	√	√	√	State of the economy; Availability of financing	Water supplies for the region; Transportation network
Mount Dora	√	√	√	√		
*Tavares	√	√	√	√	Securing funding for projects that implement city vision	Transportation corridors and multi-modal transportation projects

* indicates participation at the regional event on August 21, 2009

Lake County

Through planning efforts as well as the environmental lands program, Lake County has been actively engaged in developing and implementing programs consistent with all the regional themes. **Conservation:** The Lake County Green Team is hosting its Second Annual Green Fair on November 14, 2009. The fair provides an opportunity to share sustainable-living ideas with the community. **Countryside:** In the past several years, Lake County has acquired 11 properties, totaling 1,800 acres, for land preservation. These lands help to protect drinking water, improve water quality for rivers and lakes, protect open space and provide recreation areas. **Centers:** In 2008, the Lake County Commission approved a new economic strategic plan to diversify its economy and tax base. The plan identifies a number of targeted business sectors that Lake County should work to attract. **Corridors:** Beginning in 2007, the County's fixed transportation service, LakeXpress, began running every hour from Lady Lake to Mount Dora with circular routes in the cities of Leesburg and Mount Dora. A new route from Umatilla to Zellwood began in July 2009 offering riders the opportunity to transfer to Central Florida's LYNX bus system.

City of Eustis

The City of Eustis has been actively engaged in a wide variety of projects and efforts that follow the themes of conservation, countryside, centers and corridors. **Conservation:** The City's new Land Development Regulations require at least 40% of the net building acreage of all residential development be designated and protected as permanent open space. **Countryside:** The City adopted a city-wide form-based code that identified a rural design district to preserve and enhance the rural view-shed and character of the community. **Centers:** The City has partnered with the Lake Community Foundation and seven local arts groups to create Fountain Greene – a former 3.6 acre construction site in the middle of downtown Eustis which is now a refreshing, inspirational respite for the enjoyment of all visitors. **Corridors:** Earlier this year, Rubelab, Inc., a nonprofit organization located in Eustis, introduced Rubestation, a solar powered charging station for electronic vehicles. The Rubestation is a portal to the power grid which includes a solar collection array and three power pedestals for easy charging. The Rubestation is being donated to the City for use by the public at the corner of Clifford Avenue and Eustis Street.

Town of Lady Lake

Located near the Villages, Lady Lake is working to make notable improvements in all the areas covered in the regional vision. **Conservation:** The Town has adopted two landscape irrigation ordinances designed to help conserve water usage. The Town is also requiring new development to install reuse lines for delivery of reclaimed water concurrent with site improvements. Over the last two years, more than 10 miles of reuse lines have been installed within the utility service area. **Countryside:** The Town recently denied a request to create a housing development on 161 acres of farmland. The denial has ensured the land will be preserved for at least a few more years, thus giving more time to incorporate conservation and parklands into the design of the site. Later this year, the Town will embark on a visioning process that includes this tract of land. **Centers:** Over the last two years, Lady Lake has attracted “big box” developers and has begun to revitalize and redevelop other properties within the Town. The propensity of development along US Highway 27/441 has made Lady Lake a regional destination with a central core of development. Commercial Design standards that the Town has implemented have brought quality development. The Town’s commitment to commercial design and quality projects has led to a domino effect of development occurring in a compact area. **Corridors:** The Town, in partnership with Lake County and engineering consultants, has applied for grant funding for a sidewalk project under the “Safe Routes to School Program.” The Town has worked with Lake County to widen County Road 466 to four lanes.

City of Minneola

The City of Minneola has been making strides to make noticeable community improvements in all areas consistent with the regional vision. **Conservation:** Implemented requirements to include “open space” and natural areas for all proposed unit developments. **Countryside:** The new Florida Turnpike interchange coming to Minneola will integrate the vast “Hills of Minneola” area open space with first class development. **Centers:** The City is planning to transform its old Main Avenue Historic District into a mixed use cultural and business center. **Corridors:** The city is extending municipal utilities on North US Highway 27 by over a mile to provide services for businesses and industries in this area.

City of Mount Dora

Mount Dora is a lakefront community known for its thriving downtown district and traditional town layout. The City has been engaged in a number of projects that have enhanced the community and are consistent with the regional themes. **Conservation:** The City has purchased 50 acres along the Highway 441 corridor to preserve as park or open space. This will help preserve the corridor from the strip type development that is common within the region. The City has an active water conservation program that promotes conservation through public outreach and enforcement of water restrictions. In addition, the City has adopted energy star standards for housing in new developments and has adopted Florida Friendly landscaping standards. **Countryside:** The City has worked with Lake County to increase intensity of development within and adjacent to the City in exchange for decreasing density and intensity within the currently rural sections of East Lake County. **Centers:** A \$4 million renovation of the Mount Dora Community Building is currently underway. The City is also in the midst of a library expansion that will increase the size of the busiest library in Lake County by over 5,000-square feet. Through a partnership with Lake County, the City is working to improve transportation and urban design on one of the City’s busiest commercial Corridors. The City Council has established an Economic Development Advisory Committee designed to provide recommendations on how to enhance the economic viability of the City. Some recommendations include increasing densities and intensities within struggling commercial areas of the City, providing mixed uses within these areas and streamlining the development review and permitting process. **Corridors:** The City has worked with Lake County to provide public transportation through a bus circulator system. The route has one of the highest ridership rates in Lake County. Recognizing the need for non-motorized transportation alternatives within a compact traditional city, the Community has developed a Mount Dora Trails Master Plan that lays out the future for bicycle and pedestrian transportation alternatives within the City.

City of Tavares

The City of Tavares was among the first municipalities in the region to embrace the concepts of “How Shall We Grow?” and create its own local visioning effort. Over the last two years, the City has begun implementing the results of their initiative.

Conservation: Tavares completed a 10-year water supply facility work plan. The City also continues to preserve its natural open spaces and parks for residents and visitors. Downtown Wooten Park is being redeveloped, transforming it into Central Florida’s premier water front park.

Countryside: The City is embarking on the Evaluation and Appraisal Report for their new Comprehensive Plan. The City’s vision calls for future growth in a centralized urban center, thus allowing for the preservation and promotion of agricultural uses in the rural areas.

Centers: In October 2008, the City approved a new Downtown Redevelopment Master Plan that provides strategies for addressing land use, design, circulation and connectivity, public facilities, the environment and economic development. The Plan promotes mixed-use development, envisioning an urban core where people can live, work, shop and be entertained all within a short walking distance.

Corridors: The City of Tavares is engaged in three transportation projects designed around creating multi-modal options for local and regional connectivity: Commuter Rail Service linking Tavares to Downtown Orlando; Wooten Park Marina/Seaplane Basin Multi-Modal Project; Reconstruction of the Alfred Street Corridor.

ORANGE COUNTY

<u>City</u>	<u>Conservation</u>	<u>Countryside</u>	<u>Centers</u>	<u>Corridors</u>	<u>Challenges/Barriers</u>	<u>Opportunities</u>
*Orange County	√	√	√	√	Budget challenges/finite land supply/variety of needs across the county	Partner in development and implementation of joint planning strategies
*Apopka	√	√	√	√	Falling revenues reduce ability to be proactive	Transportation issues on US Hwy 441 and SR 436
Maitland			√	√	Multitude of state regulations provides challenge	
Ocoee	√	√	√	√		
*Orlando	√	√	√	√	Securing funding for projects that implement city vision	Transportation corridors and multi-modal transportation projects
*Windermere	√		√	√	Funding; Resistance to change	Chance to share information
*Winter Garden						
*Winter Park	√	√	√	√	Funding	Water conservation; Green initiatives

* indicates participation at the regional event on August 21, 2009

Orange County

As home to the largest population in the region, Orange County faces an interesting set of challenges related to growth and maintaining the quality of life for residents. The County remains committed to enhancing the future for residents through implementation of projects related to the themes of the regional vision. **Conservation:** Environmental preservation has been emphasized in strategies ranging from protection of the Wekiva area, to acquisition of environmentally valuable land, to an Environmental Stewardship Program as part of Innovation Way. **Countryside:** The County has been active in implementing an Environmental Stewardship Program for East Orange County through the acquisition of a number of properties. **Centers:** The County has worked to ensure that transportation and land use strategies are closely coordinated. The sector plan for Horizon West emphasizes complete neighborhoods focused around villages. The International Drive Activity Center is also planned as a multi-modal mixed use area. **Corridors:** The urban development pattern in the County is changing to promote mixed use, multi-modal places. Innovation Way will be developed as a multi-modal corridor linking UCF with Lake Nona, Medical City and the Orlando International Airport.

City of Apopka

The City of Apopka has been actively engaged in a variety of structural and strategic efforts to enhance the areas of conservation, countryside, centers and corridors. **Conservation:** The City has instituted regulations requiring Florida-friendly landscaping for new construction. Apopka also has an incentive program to assist homeowners with retrofitting their existing irrigation system to micro and low-flow irrigation systems. **Countryside:** The “Rural Settlement” Future Land Use category requires that a subdivision be “clustered” – preserving as much as 50% of all land as open space. There are also incentives for preserving farmland, protecting aquifer recharge areas, and preserving the areas surrounding wetlands. **Centers:** A downtown master plan is currently being developed to provide a mixed-use, walkable, traditional-style town center in the heart of downtown Apopka. **Corridors:** Apopka’s Comprehensive Plan is currently being revised to better address the transportation needs of the community.

City of Maitland

The City of Maitland has been active in creating a mixed use downtown center and in creating opportunities for multi-modal transportation. **Centers:** Construction on The Village of Lake Lily, located in the CRA, is nearing completion. This project, which fronts US 17-92 and Lake Avenue, will include retail/office/commercial space, multi-family residential units and two parking structures. **Corridors:** The Transportation Concurrency Exception Area (TCEA) was adopted on June 3, 2009, to provide the City with an additional tool that will enable development to continue to occur within the downtown area.

City of Ocoee

The City of Ocoee is currently in the midst of a large scale update to its comprehensive plan and its land development code, which will focus on the vision and implementation of a program that promotes compact urban design, connectivity, and place-making. **Conservation:** The City recently became a Tree City USA member, due to the numerous City efforts to promote tree preservation and City beautification efforts. Additionally, the City has developed numerous water conservation programs including a Florida Friendly Landscaping Guide. Ocoee includes over 1,400 acres of passive, resource based property under City ownership, including valuable wetlands, live oak scrub, and longleaf pine/turkey oak sandhill habitats. **Countryside:** The City has continued to enforce strict regulations of rural open spaces, which does include active agriculture, in addition to rural open lands. Historically, Ocoee, like much of its neighboring communities, has been a model for suburban, automobile-dependant sprawl. In recent years, the City has developed strict land use regulations that have preserved a spine of greenways, floodplain, and a semi-rural edge while urbanizing and intensifying development in its core area and discouraging the proliferation of suburban sprawl. **Centers:** A renewed focus on community character has helped create a land use vision for the City Center that is urban in character. This focus will allow for an interconnected system of roadways, bikeways, and sidewalks, as well as creating a new look and feel to the City Center. **Corridors:** Like many Central Florida communities, Ocoee is disrupted by a major suburban thoroughfare (State Road 50) that has hampered the city’s development because it has encouraged a development pattern oriented to the road. The City is currently implementing a multi-modal network, which adds parallel east-west connectivity to SR 50 and creates more of a grid pattern to effectively disperse traffic.

City of Orlando

The City of Orlando has been a leader in developing and implementing initiatives that support the themes of conservation, countryside, centers and corridors. **Conservation:** Green Works Orlando is the City's first all-inclusive plan to protect our natural resources, encourage environmentally-friendly lifestyles and business practices and engage everyone who lives, works and visits Central Florida in the effort to "go green." To ensure the future smart growth of the City of Orlando, aspects of the regional growth vision have been integrated into the Growth Management Plan (GMP) to ensure the preservation of Orlando's natural and man-made environments, reduce urban sprawl, promote the efficient use of transportation and financial resources and nurture human assets. In the spring of 2009, the City also initiated a Park Master Plan to create a seamless, sustainable system of parks, recreation and conservation open spaces for this and future generations. **Countryside:** On March 2, 2009, the City dedicated Parramore Community Garden – Orlando's first community garden located within the inner City. In August of 2007, the City and Lake Nona Land Company entered into a funding partnership that will create the City's largest community park. The new 335 acre Lake Nona Community Park will consist of 46 acres of "active" uses including ballfields, tennis courts and basketball courts and 289 acres of passive park land and primary conservation areas. It is scheduled to open in 2012. **Centers:** During 2007 and 2008, the Orlando City Center experienced tremendous growth that has dramatically changed the skyline. There are many additional projects scheduled that will continue to increase the number of residential units and the amount of office and retail space available in the downtown area. Orlando, in partnership with Orange County, is developing the largest public building project in Central Florida history: a unique \$1.1 billion public/private investment in three state-of-the-art Community Venues to include a Performing Arts Center, an Events Center and renovations to the existing Florida Citrus Bowl stadium. **Corridors:** Mayor Buddy Dyer and the City have strongly supported SunRail, not only because it will help alleviate roadway congestion on I-4, but because it offers the region's best chance to actually create the compact growth pattern envisioned in the regional vision. The City also contracts with LYNX to operate the Lymmo route – Downtown's free transit circulator. The City has built a total of 250 miles of bikeways since 1990 and in 2008 was awarded the *Bicycle Friendly Community* bronze designation by the League of American Bicyclists.

Town of Windermere

The Town of Windermere has been actively engaged in creating a quality place for residents through use of the themes of conservation, corridors and corridors. **Conservation:** The Town has completed eight projects that directly affect and improve the water quality of the Butler Chain of Lakes. **Centers:** It has created a town center with brick streets, pedestrian crossings and landscaped medians to enhance the business district. **Corridors:** The Town of Windermere replaced ineffective four-way stops with round-about traffic circles that improve and control traffic flow.

City of Winter Park

The City of Winter Park has been actively engaged in maintaining its reputation as a high quality place to live, work and play. **Conservation:** In January 2008, the City adopted a resolution to pursue measures to become a "Green Local Government." In support of this program, the City has implemented many green initiatives including the purchase of two hybrid vehicles and two electric cars, discontinued the purchase of individual bottled water, eliminated Styrofoam cups in city buildings, converted communications mailings to recycled paper, and is in the process of developing a new landscaping ordinance that will help the City's conservation efforts. The City also has added additional green space with the conversion of The West Meadow from an asphalt parking lot to new open space. **Countryside:** Howell Branch Preserve is a 10.38-acre site surrounded by wetlands and natural habitat located on the north side of Howell Branch Road. It was dedicated as a city park on May 31, 2008. **Centers:** Through a partnership with Bright House Networks, the City now offers free Wi-Fi in outdoor areas within the City. The City has created a Business Façade Matching Grants Program, which provides small businesses with up to \$20,000 to make exterior improvements to their properties. The City also created a Business Recognition Awards Program that provides formal recognition to Winter Park business and commercial property owners within the City who demonstrate a commitment to vitality of Winter Park's business climate. **Corridors:** In consultation with FDOT, the City is evaluating the safety of the walking environment along Fairbanks Avenue. Potential improvements may include enhanced sidewalks, brick pavers and decorative lights. In May 2007, the City Commission approved funding for improvements on Orange Avenue from US Highway 17-92 to Holt Avenue. The project has transformed this section of the avenue into a premier corridor for the City.

OSCEOLA COUNTY

<u>City</u>	<u>Conservation</u>	<u>Countryside</u>	<u>Centers</u>	<u>Corridors</u>	<u>Challenges/Barriers</u>	<u>Opportunities</u>
*Osceola County	√	√	√	√	Development pressure	Regional involvement in development of conceptual master plans
*Kissimmee	√		√	√	Initial acceptance of transit oriented development; Comprehensive Plan policies and Land Development regulations	Long-term functioning transit alternatives
*St. Cloud	√		√		Balancing different interests and needs of stakeholders	Joint jurisdictional boundary projects

* indicates participation at the regional event on August 21, 2009

Osceola County

Osceola County is currently creating conceptual master plans for the nine mixed use districts that comprise the Urban Expansion Area. **Conservation:** One focus of the conceptual master plans is to connect and conserve environmentally sensitive lands through inclusion in an Open Space District managed by the County. A major component will be a Lake Toho Protection Area (LTPA) that incorporates a 250' minimum and 500' average buffer area that is intended to protect habitat, lakeshore and wetlands. To date, five approved development projects have agreed to provide the LTPA. Also, Osceola County is currently creating policies for Habitat Conservation Management. **Countryside:** The Comprehensive Plan adopted in 2007 implements sustainable development and smart growth planning practices for the management of future growth over the next 20 years. The Urban Growth Boundary (UGB) is intended for and planned for urban land uses with urban level densities and intensities. The UGB promotes the conservation of the land outside the UGB, which is approximately 75% of the county. **Centers:** The current Comprehensive Plan incorporates a hierarchy of centers. These centers are created based upon their function, size and relationship to residential development. Neighborhood, Community, Urban and the Employment Centers are defined with regulating standards within the Plan. **Corridors:** Osceola County is currently undergoing a study to identify fixed transit corridors and centers. The County is a partner of SunRail and will provide three rail stations that will serve commuters. An interchange is underway for the intersection of John Young Parkway and Osceola Parkway that will allow for more capacity and create more regional mobility. Expansion along Narcoosee Road, which connects Orange and Osceola Counties, is planned to allow for the ease of regional connection expected from Medical City and Innovation Way and to accommodate new growth and development.

City of Kissimmee

The City of Kissimmee has been actively engaged in developing centers and transportation corridors. **Centers:** Brought new businesses and restaurants into downtown with help of the CRA. Invested in the redevelopment of Lakefront Park adjacent to downtown. **Corridors:** The City of Kissimmee adopted a redevelopment vision for the Vine Street US 192 corridor. Created guidelines based on Transit Oriented Development with greater densities and vertical construction. Established a multi-modal transportation district that includes the Vine Street corridor and the downtown redevelopment area.

City of St. Cloud

The City of St. Cloud has focused energies on conservation and continuing to develop their city center. **Conservation:** City buildings have switched to using all "green" products inside building facilities and a "turn out the lights" initiative. The City constructed Lakeshore retention ponds which provides for stormwater run off to have some treatment and attenuation prior to discharge into East Lake Tohopekaliga. This construction also provided enhanced pedestrian recreation amenities. In March 2008, the City completed and began operation of the largest Magnetic Ion Exchange (MIEX) plant in the United States. The plant is the first in the world that has the capability to utilize sodium bicarbonate as a more environmentally friendly ion exchange regenerant. The City also has begun operation of its expanded Southside Wastewater Treatment Facility. **Centers:** The City has been working on a Community Redevelopment Agency (CRA) Master Plan that identifies a vision and goals for the CRA area, providing specific strategies and design guidelines/principles for the CRA districts.

POLK COUNTY

City	Conservation	Countryside	Centers	Corridors	Challenges/Barriers	Opportunities
*Polk County	√	√	√	√		
^Auburndale	√	√	√	√		
*Bartow	√	√	√	√	Understanding of sector plan process	Continued coordination of transportation organizations; Strengthening the Regional Planning Councils
^Davenport	√		√			
^Dundee	√	√	√	√		
^Eagle Lake	√	√	√	√	Lawsuits concerning land uses	Central location and relationships with regional organizations
^Fort Meade	√					
^Frostproof	√	√	√			
^Highland Park	√					
^Hillcrest Heights	√					
^Lake Alfred	√		√			
^Lake Hamilton	√		√			
*Lakeland	√	√	√	√	Concerns about ADU impact on property values	High Speed Rail; I-4 Express Bus Service; Creation of Central Florida Higher Education Opportunity Area
^Mulberry	√		√	√		
^Polk City	√		√	√		

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^ indicates representation at the event by the Central Florida Regional Planning Council

Polk County

The Polk County Board of County Commissioners, along with the long range planning and transportation departments and environmental lands department have been actively engaged in implementing policies consistent with the themes of the regional vision. **Conservation:** The County has partnered with Polk Vision and the Polk Land Stewardship Alliance to develop the “Polk Land Stewardship Program.” This program includes a series of recommended strategic actions to incentivize the conservation of agricultural land and wildlife habitat/corridors. The County and the Southwest Florida Water management District funded the construction of Polk’s Nature Discovery Center, an environmental education center on one of Polk’s environmental land sites known as the Circle B Bar Reserve. Since opening on November 1, 2008, more than 21,000 have visited the center. Under the County’s Environmental lands Program, over 5,732 acres of significantly important environmental lands have been acquired over the past two years as part of the Crooked Lake West project. **Countryside:** The Polk Land Stewardship Program includes recommended actions that support the viability of agriculture and the preservation of open space. The County has created a Farm Worker Housing Task Force to address the need for adequate farm worker housing. **Centers:** The Polk County EAR includes a number of strategic actions (proposed changes to the Comprehensive Plan and Land Development Code) that support and will implement the “4 C’s” of the Central Florida Regional Growth Vision. **Corridors:** The Polk County Transportation Planning Organization (TPO) has prepared and adopted a 2060 Transportation Vision Plan with the express intent of implementing the regional vision. The plan has identified centers and existing/proposed “core transit corridors” to connect these centers. The plan provides an investment strategy for transit service development and the development of multi-modal corridors.

City of Auburndale

The City of Auburndale has undertaken several projects to improve quality of life that embrace the concepts promoted in the regional vision. **Conservation:** The City has created a lakeside regional sports complex, Lake Myrtle Park, in cooperation with Polk County. **Corridors and Centers:** The City has carried out numerous corridor and city center improvements including beautification projects on Havendale Boulevard, downtown street resurfacing, and streetscaping including lighting and decorative brick, to enhance the downtown corridors. The City has also purchased blighted properties to expand existing parklands.

City of Bartow

Through development of a Clear Springs Sector Plan (CSSP), the City of Bartow has been able to implement projects that relate to all four themes of the regional vision. **Conservation:** The 17,500 acre CSSP sets aside over 5,500 acres of conservation, water resource, water bodies and wetland areas that have significant potential for providing enhanced regional conservation benefits. **Countryside:** The CSSP established a Rural Development/Agriculture land use category to primarily designate areas within which enhanced agriculture and agribusiness are anticipated to be the primary land use. **Centers:** To prevent sprawl and promote efficient use of public infrastructure and services, the CSSP implements an Urban Development land use category adjacent to the City, along existing major roads and within an area where a minor street network can be developed to provide for areas of more focused land use and activity. **Corridors:** The CSSP establishes guiding principles to address multi-modal opportunities that will lead to detailed bicycle and pedestrian circulation criteria, right of way preservation, interconnected trail systems, and coordinated efforts with transit providers to develop opportunities for transit services.

City of Davenport

The City of Davenport has experienced rapid growth and made substantial improvements to provide needed water and wastewater services to meet the needs of new and existing residents. **Conservation:** The City secured funding to protect the water supply by hooking residents up to the new wastewater plant. Investments in drainage improvements have reduced the amount of pollutants from stormwater drainage released into the Kissimmee River Basin. **Centers:** The City has explored a variety of options to revitalize the City center and preserve some of the historic buildings.

Town of Dundee

Over the last two years, the Town of Dundee has made great investments in the areas of conservation, countryside, and corridors. **Conservation:** The Town recently completed upgrades to the stormwater management area adjacent to Lake Marie which will improve water quality within the lake. **Countryside:** The Town is working in cooperation with Polk County on a Selected Area Study (SAS) to develop a growth vision for the areas surrounding the Town. **Centers:** The Town is in the process of developing a Multi-Use Village Center Future Land Use district to facilitate the development of mixed-use areas. **Corridors:** The Town participates in the Ridge Scenic Highway Corridor Management Entity in the protection and management of the State Road 17 Ridge Scenic Highway.

City of Eagle Lake

The City of Eagle Lake has been working on initiatives that are consistent with the elements of the regional vision. **Conservation:** The City strictly enforces the Southwest Florida Water Management District's water restrictions. The City has worked to inform residents of their responsibility to conserve water. **Countryside:** The City has worked to preserve the pristine nature of Lake Eagle by not allowing dense residential housing to be built lakeside. **Centers:** The City has developed the "look" that is desired for the city center, which is on the CRA. Three new businesses have opened, or are opening within the next two months. **Corridors:** Eagle Lake contributes to W.H.A.T., the bus system of Winter Haven, to continue bus service for residents of the City.

City of Fort Meade

The City of Fort Meade has undertaken several conservation improvements in keeping with the goals of *myregion.org*. **Conservation:** In 2007 the City has constructed a new water storage tank to maintain a stable supply of potable water. The City sought and received funds to upgrade the outdated sewer system for the entire City and reduce water loss. The City also paved a parking area in Heritage Park with a permeable recycled glass surface and completed a beautification project at the park.

City of Frostproof

The City of Frostproof has the advantage of a location on an isthmus between two lakes along the Ridge Scenic Highway. **Conservation and Corridors:** The City has actively participated in conservation planning efforts to protect the groundwater supply and efforts to preserve the beauty of the Ridge Scenic Highway. **Centers:** The City has an active Historic Preservation Committee that has raised funds to restore downtown buildings. These buildings have been put back into productive use as public facilities to benefit the community and help revitalize the historic downtown.

Village of Highland Park

The Village is a small rural village. More than 50 percent of the Village is comprised of two lakes; 20 percent of the remainder is a golf course. **Conservation:** In 2009, the Village held a visioning effort to discuss the future land uses of the remaining property. The Village has no plans at present to expand its boundaries. The Village recently developed a playground, picnic area, and a nature walk along the shore of one of its lakes.

Town of Hillcrest Heights

The Town of Hillcrest Heights is a low-density residential community and the town has no interest in expanding its corporate limits. **Conservation:** The Town is very conservation-minded and residents are active in efforts to protect the Lake Wales Ridge, Crooked Lake and the Ridge Scenic Highway.

City of Lake Alfred

The City of Lake Alfred has engaged in improving the quality of life for residents through efforts relating to conservation. **Conservation:** The City continued restoration work on the Mackay Gardens and Lakeside Preserve, which is a 112-acre property containing the historic Alexander MacKay family home, landscaped grounds and gardens, and about 115-acres of relatively undisturbed Central Florida natural land. **Centers:** The City is beginning work on policies for development relating to the US 17/92 road construction project which will create a six-lane, one-way pair within the City of Lake Alfred.

Town of Lake Hamilton

The Town of Lake Hamilton has been active in completing corridor improvements. The Town is also taking steps to ensure conservation of natural resources. **Conservation:** The Town's new water treatment plant is expected to be completed by the end of the year and will provide efficient and effective potable water treatment and delivery, therefore conserving water. **Corridors:** Through a partnership with Polk County, the Town has made improvements to Crump Road and West Main Street and installed a street light as part of the US 27 Signal Project. The Town participates in the Ridge Scenic Highway Corridor Management Entity in the protection and management of the State Road 17 Ridge Scenic Highway.

City of Lakeland

The City of Lakeland has been actively engaged in a variety of projects designed to enhance the elements of the regional vision. **Conservation:** In December 2008, the City agreed to reuse five million gallons per day of wastewater effluent as cooling water for the TECO power plant. In return, the City received a 20 year water supply permit from the water management district to meet City needs. **Countryside:** City continues to work with Polk County to reflect the countywide "Polk Urban Greenways" mapping effort to designate a "greenbelt." **Centers:** Lakeland has had several initiatives to enhance density and public facilities in the central City area. In late 2008, the City adopted new standards for Accessory Dwelling Units for the Central City Area, allowing ADUs throughout the area. The City designed and raised funds via private-public partnerships for "Commonground" a new local park that can serve children with disabilities as well as able children. **Corridors:** In the last two years, Lakeland pursued and was awarded grant funding for a "road diet" project on Parker St. to enhance bike/pedestrian and transit connectivity and reduce car speeds.

City of Mulberry

The City of Mulberry has been active in completing corridor and center improvements. **Conservation:** The City of Mulberry achieved two of its conservation goals by making significant drainage improvements and increasing conservation lands within the city. **Corridors:** Improvements to the Church Street corridor (SR 37) include resurfacing and planned pedestrian connections. **Centers:** Steps toward the City's goal of downtown redevelopment of potentially contaminated sites are being made through participation in an EPA Brownfields grant for assessment and reuse planning and by creating a Vision for the future of the City.

City of Polk City

The City of Polk City has made substantial steps toward the goals of conservation, corridors, and centers. **Conservation:** As the gateway to the Green Swamp, the City has planned a new Membrane Bioreactor (MBR) Wastewater treatment plant will discharge high quality water capable of meeting potable water standards. The water from the new MBR plant will drain into a man-made lake which will help recharge the aquifer. The area surrounding this lake will be a publicly accessible park. **Corridors and Centers:** Streetscaping Improvements to State Road 33 have brought substantial decorative lighting and pedestrian amenities to the City Center. Access to the Van fleet Trail has been improved by a linkage to the Auburndale-TECO Trail and a new City Hall has improved resident services.

SEMINOLE COUNTY

<u>City</u>	<u>Conservation</u>	<u>Countryside</u>	<u>Centers</u>	<u>Corridors</u>	<u>Challenges/Barriers</u>	<u>Opportunities</u>
*Seminole County	√	√	√	√		Transportation; Watershed Protection; Regional utilities
Altamonte Springs	√		√	√	Initial resistance of the Commuter Rail Authority by some communities	Dedicated funding for transit
*Casselberry	√		√	√	Funding; Distributing public information to the community; Lengthy approval process for legislative changes	Multi-modal transportation facilities; Strategic planning around boundaries with adjacent jurisdictions
*Lake Mary			√	√	Federal Regulations; State Regulations; Concurrency; Proper site layout	Local cities can "feed off" each other for utilizing "internal capture"
*Longwood	√	√	√	√	Delays in implementing planning initiatives due to SunRail delays	Involvement in 17-92 Corridor CRA
*Oviedo	√	√	√	√	Lack of understanding of information and consequences by the general public	Economic Development; Transportation; Environmental Stewardship
Winter Springs	√	√	√	√	Funding; Available staff time; NIMBY-ism (Not in My Backyard)	Preservation of lands and creation of expanded trail network; Passenger rail

* indicates participation at the regional event on August 21, 2009

Seminole County

In December 2008, Seminole County adopted a new Comprehensive Plan based on the County's current Evaluation and Appraisal Report. This updated Plan incorporates numerous Plan policies that are consistent with and further the "4 C's" of the Central Florida Regional Growth Vision. **Conservation:** County has secured over 6,000 acres of land that has been designated as preservation/management lands from two county referendums totaling \$25 million. The County implements ongoing land management of these natural lands. **Countryside:** The County established a web page to assist the success of agriculture businesses and promotes agriculture through the Seminole County Government Television. The County strengthened the Urban/Rural Boundary by adopting stricter standards of compliance and justification for amending the Boundary than previously existed, reducing sprawl and protecting natural resources Rural Character Plan. **Centers:** Providing redevelopment grants along the US 17-92 Community Redevelopment Area to 10-15 projects for a total of \$3.5 million. **Corridors:** Initiated a major new fixed route bus service along SR 434 extending from the University of Central Florida running through the cities of Oviedo, Winter Springs, Longwood and Altamonte Springs. LYNX is preparing a Strategic Master Plan that will emphasize the development of major transit corridors.

City of Altamonte Springs

The City of Altamonte Springs has been actively engaged in developing multiple projects that fit the themes of the regional vision. **Conservation:** The City established The Greenies to compile data on the City's current climate protection and cost-cutting initiatives, to develop future initiatives which will result in reduced costs, greater efficiency and to lessen the negative impact on the environment. **Centers:** The City has actively developed Uptown Altamonte at Cranes Roost to be a mixed use area with residences, shopping, restaurants and office space. **Corridors:** For the last 25 years, the City has based its land use planning on multi-modal transportation. The City requires all development to pre-commit to participate in an overall transit assessment district, if enacted by the City. The City has developed land use policies that integrated transit and land uses together and developed the first ITS flex-bus rapid transit system model in the county. The City's initial commuter rail plan developed in the late 1980s is the fundamental basis for the current *SunRail* plan.

City of Casselberry

The City of Casselberry has been engaged in projects consistent with the themes of conservation, centers and corridors. **Conservation:** The City is currently developing Anniversary/Lake Concord Stormwater Park which features several environmentally friendly "green elements." Gee Creek is a major conveyance system responsible for draining two-thirds of the City's land area. The City completed the Gee Creek Erosion Control Project to prevent further erosion of the banks. The City partnered with Florida Yards and Neighborhoods to provide public education to residents regarding Florida-friendly landscaping. **Centers:** The City has introduced and received approval from the Florida Department of Community Affairs (DCA) on increased height and density land use codes that are being used in the City's downtown area. The City is currently marketing its downtown sites for future development. **Corridors:** As part of the City's Trail Master Plan, the City has begun a trail project that has been broken into three sections. The City continues to enhance its medians and streetscape along Highway 17-92. The City began to require commercial developers to provide for multi-modal options as part of their sit plans.

City of Lake Mary

The City of Lake Mary has been active in projects related to developing city centers and transportation corridors. **Centers and Corridors:** The City is developing a Downtown Master Plan utilizing the mixed-use/internal capture concept. It is also incorporating the transit oriented development option for a potential commuter rail system.

City of Longwood

The City of Longwood has been engaged in a number of efforts designed to foster conservation, countryside, centers and corridors. **Conservation:** Longwood has partnered with the Florida Yards and Neighborhoods Program to provide educational lectures and material related to protecting our natural resources. **Countryside:** Though the City of Longwood does not have a significant amount of rural land, the city aims to protect these areas by promoting infill development and improving the City center. **Centers:** By creating new land-use classifications that promote mixed-use development and encourage transit-oriented development, related to the City's planned *SunRail* station, Longwood has implemented policies aimed at improving the City center. **Corridors:** The City has established a design guidebook that establishes the plans for a "future transit village" that promotes a multimodal transportation system to augment the train station with increased pedestrian activity.

City of Oviedo

The City of Oviedo has been actively working to enhance the quality of life for its residents through involvement in programs consistent with the four regional themes. **Conservation:** In January 2008, the City revised its landscaping and irrigation regulations to require new development and redevelopment to utilize Florida Friendly plant species and low impact irrigation systems. When combined with the continued construction of the City's reclaimed water distribution system, will help conserve potable water for future generations. The City was awarded an Award of Merit from the Florida Chapter of the American Planning Association. **Countryside:** The City continues to enforce the Joint Planning Agreement with Seminole County that was adopted in 2006 and amended in 2007. The agreement has the intent to protect the character of the rural areas of Seminole County. **Centers:** Plans and funding has been approved for a public/private partnership to develop a new town center – known as Oviedo on the Park – including an amphitheater and community park. In addition, the City supports preservation of its existing historic buildings. In 2008, the City, in conjunction with The Oviedo Preservation Project, finalized the second phase of a survey of the City's architecturally historic buildings. **Corridors:** In April 2009, the City adopted its Transportation Master Plan, which includes a comprehensive evaluation of the City's projected growth and its impact on the quality of transportation services within the City.

City of Winter Springs

Winter Springs have been actively engaged in creating and implementing a wide variety of projects that are consistent with the 4 C's. **Conservation:** The City established an ad-hoc Open Space Advisory Committee that identified and ranked lands that would be worthy of purchase consideration to add to the City's inventory of parks and open space. The map that was created has been added to the Recreation and Open Space Element of the City's Comprehensive Plan. The City also has included new policies in its Comprehensive Plan that require the preservation of any regionally significant environmentally sensitive lands located within the City's largest undeveloped area. **Countryside:** In 2006-2007, Winter Springs adopted a self-imposed annexation boundary at its eastern corporate limits (along Deleon Ave.) both in its Code and Comprehensive Plan to help protect the rural area known as the "Black Hammock" from urbanization. The City has also supported the efforts of several large property owners to reinstate an agricultural exemption on their property. **Centers:** The City completed a linear park, "Blumberg Boulevard" in its Town Center. The City is also finalizing plans for Magnolia Park, which is located immediately adjacent to the Cross Seminole Trail. These parks, along with Cross Seminole Trail, create a network of public gathering areas for the community within the City's Town Center. The City has held three visioning exercises in 2009 focused around the community, town center and business visioning. **Corridors:** The City is working to link the community to the new LYNX Crosstown 434 Route that began in April 2009. As part of its long-term effort, the City is working to create sidewalk linkages to the new LYNX route, and create a City trail network to connect with the LYNX route, the Cross Seminole Trail, and the City's parks and schools.

VOLUSIA COUNTY

<u>City</u>	<u>Conservation</u>	<u>Countryside</u>	<u>Centers</u>	<u>Corridors</u>	<u>Challenges/Barriers</u>	<u>Opportunities</u>
*Volusia County	√	√		√	Coordination with multiple stakeholder groups	Regional environmental conservation
*DeLand	√		√	√	Budget constraints; Public concern over increasing population densities	VCOG; Sustainable alternative water sources
*Deltona	√	√	√	√		Transportation; Utility planning and Ecosystem conservation
Oak Hill	√		√	√	Funding	Improved services at lower costs
Ormond Beach			√	√	Inadequate financial resources	Preservation of the central portion of Volusia County
Port Orange	√	√	√	√	Rising costs and the economy	Land acquisition and preservation of wetlands
South Daytona	√	√	√	√	Budgetary restrictions and permitting hurdles	Cooperation among CRAs of cities along US. 1

* indicates participation at the regional event on August 21, 2009

Volusia County

Volusia County was the first in Central Florida to create an environmental land acquisitions program and has been active in developing and implementing projects related to all areas of the regional vision. **Conservation:** Through the Volusia Forever Program, the County has acquired approximately 32,900 acres of land primarily in the Volusia Conservation Corridor and along the St. Johns River, both designated as regional environmental jewels by *Naturally Central Florida*. The County also has regular outreach initiatives that offer educational classes/tours and programs. To date, these activities have included approximately 20,000 participants. The County was recipient of the 2008 "Better Community Award" by the *1000 Friends of Florida*. **Countryside:** In 2008, the county established conservation development as a preferred development style within the Environmental Core Overlay that would require a minimum of 60% of the development to be preserved in open space and encourage the continued existence of agriculture by promoting agri-business in our rural areas. **Corridors:** The County's Smart Growth Initiative will allow for clustering provisions and the possibility for transfer of development rights programs (where appropriate and feasible), which can lead to smarter transportation solutions in the future. Clustering, especially within a mixed-use scenario, provides greater opportunity for mobility choices to residents while providing more convenient and less expensive accessibility to opportunities for working, playing, and shopping without being dependent on the private automobile. The Initiative also protects our natural environment by reducing right-of-way needs for new road construction. Financially, the Smart Growth Initiative is a win for the County because of its ability to reduce the number of new lane miles needed to support growth, which, at \$6 million per two-mile section of newly-constructed roadway, is nothing to be ignored. Volusia County supported financially the development of the Central Florida Commuter Rail System.

City of DeLand

The county seat for Volusia County has begun a visioning process for "DeLand in 2050" using smart growth principles that will conserve natural resources, protect the countryside, enhance the city center with mixed use developments and new urbanism based residential projects linked by corridors. **Conservation:** The City has adopted a resolution supporting the county-wide Environmental Overlay Map. **Centers:** Construction is soon to begin on the Alabama Avenue Greenway bike trail. The City has partnered with the County to create a new pedestrian oriented park in downtown. It also partnered with the County to establish a new addition to the existing Industrial Center at DeLand Business Park and Municipal Airport. **Corridors:** City is looking to select corridor for north extension of the Alabama Avenue Greenway. Planning and design continue for Intermodal (bus) Facility within the City of DeLand.

City of Deltona

The City of Deltona has been actively engaged in practices consistent with all four themes of the regional vision. **Conservation:** Has continued to acquire environmentally sensitive lands, such as the Thornby Property. City was the first in Volusia County to adopt a green building ordinance. **Countryside:** Work closely with Volusia County to adopt the Osteen Joint Planning Area Local Plan to preserve agricultural lands to the east of the City. **Centers:** A City center is planned at the SR 472 and I-4 Interchange (Deltona Village). **Corridors:** The City wants to locate the multi-modal transportation hub in Deltona Village. The City is also working to improve the transportation network through road projects.

City of Oak Hill

The City of Oak Hill has been particularly engaged in restoring an important and historic part of its city history. **Conservation:** Oak Hill has signed a contract with the Volusia County School Board to purchase 12-acres of land formally used as a school. The City hopes to preserve the area for a Charter School along with a community center and possibly a future city center. **Centers:** The three hurricanes that hit Central Florida in 2004 severely damaged the only public civic building in Oak Hill, the Oak Hill VIA Hall. Damages were estimated at \$200,000. Through the work of a concerned citizen, Dana Thompson, the City applied for a Volusia County ECHO (**E**nvironmental, **C**ultural, **H**istorical and **O**utdoor) grant to help restore the property. Because it was a matching grant, Mrs. Thompson led an effort to raise the needed funds. The project began construction in the winter of 2009, and has recently been completed. The Oak Hill VIA Hall has been used for most public activities in Oak Hill since 1906, so the City has been without a public meeting facility since 2004. The restoration will allow the return of old building uses as well as new uses such as a community museum and conference facility. Because of the Volusia County ECHO grant program, the \$225,000 project was completed without spending any city money, which demonstrates the ability of community leaders to maximize citizen's taxes and offer a tremendous lift to the community's spirit and well being. The City has also obtained CDBG grant funding to perform necessary ADA upgrades to City Hall. **Corridors:** The City recently adopted a resolution requesting the assistance of Governor Crist and Florida Department of Transportation Secretary Kopelousos to prioritize the intercity rail component of the FEC Corridor Project (from Jacksonville to Miami) as part of the Federal Economic Stimulus package for the State of Florida.

City of Ormond Beach

The City of Ormond Beach is actively engaged in centers and corridor projects. **Centers:** The City adopted a revised Downtown Redevelopment Master Plan that concentrates on creating a clearer identity for the downtown. It identifies opportunities and constraints to redevelopment, a guide to targeting future expenditure of tax increment funds, and identifying amendments to include the creation of a Form Based Code for the downtown. The plan is currently being implemented through property improvement grants, infrastructure improvements to include drainage and street improvements, and streetscape improvements for SR 40. **Corridors:** The City has completed design on the Loop Bicycle Trail from Inglesis to Tomoka State Park. Concept design for trail improvements on the North Side of SR 40 have been completed.

City of Port Orange

The City of Port Orange has been active in identifying and implementing initiatives that conserve resources, promote centers and increase transportation opportunities. **Conservation:** The City recently purchased a 225-acre tract for inclusion in the Spruce Creek Preserve. The City is part of the St Johns River Water Management District's Northern Coastal basin program that has the goal of developing and demonstrating best management practices for shoreline development and restoration. Six areas in Port Orange have been identified for pilot restoration projects. The City has also launched a Green Initiative that will make "going green" easier, leading by example and building technical expertise. **Countryside:** The City has supported efforts by adjacent jurisdictions to preserve working farms and rural open space outside of the municipal boundaries. **Centers:** The City is in the process of re-creating its traditional downtown along the Halifax River. Known as the Port Orange Riverwalk, this redevelopment project will create a vibrant, mixed-use destination to live, work, dine, shop and play along the City's riverfront. **Corridors:** The City currently has a well-established network of bikepaths and sidewalks. The City is creating a cross-town multi-use trail along an existing FPL corridor, which will connect neighborhoods with schools, municipal facilities, shopping areas, and parks. The City will be partnering with VoTran to install shelters and other amenities at key stops. The City is also exploring changes to its land use pattern that would concentrate future development and redevelopment along transit routes.

City of South Daytona

The City of South Daytona has been engaged in practices consistent with the themes of the regional vision. **Conservation and Countryside:** The City purchased property for park land and has required developers to commit to providing public access to waterfront developments. The City is also looking into purchasing a riverfront lot that will have public access/park components in the project. **Centers:** The City has been working with a local mall to create a City Center. **Corridors:** The US 1/South Ridgewood Avenue Corridor Improvement project is currently on hold due to funding issues, but will promote multi-modal transportation opportunities by adding bike lanes, creating wider and more decorative pedestrian pathways along US 1. The City is also moving forward with a golf cart pilot project within the City limits that would allow golf cart access to City Hall, Publix, the Post Office, health care and retail locations.

ORGANIZATIONS AND BUSINESSES

<u>City</u>	<u>Conservation</u>	<u>Countryside</u>	<u>Centers</u>	<u>Corridors</u>	<u>Challenges/Barriers</u>	<u>Opportunities</u>
Canin Associates	√	√	√	√	Coordination between different levels of government	Sub-regional planning
Central Florida Regional Planning Council	√	√	√	√		
East Central Florida Regional Planning Council	√	√	√	√	Political support; Cross jurisdictional issues; Urban rural interface issues; Public perception	Transit; Water supply planning and quality
Florida Department of Transportation	√		√	√	Projects need multi-agency collaboration	Regional project prioritization process
METROPLAN ORLANDO			√	√	Approval of Commuter rail	Regional Transportation collaboration
*Miami Corp.	√	√	√	√	Working across jurisdictional boundaries	Protection of critical linkages and develop regional water supply
Miller Legg	√	√			Economics; Projects must make fiscal sense to developers	Regional cooperation on environmental lands
MSCW	√	√	√	√	Opposition to new development; timing of which comes first jobs or housing; piecemeal habitat preservation	
*The Nature Conservancy – Florida Chapter	√	√	√	√	Potential loss of Florida Forever funding	Regional effort to promote value of Florida Forever

Canin & Associates

Since 1980, Canin Associates has been involved in planning and designing great places for people. The company is actively implementing the themes developed in the regional vision in its projects. **Conservation:** Plans for Restoration in Volusia County include a ground breaking conservation effort with 68% of the site in a permanent conservation easement. The project will also be restoring the land, which has been in agricultural use, to its previous state as a valuable animal habitat. Restoration's land conservation effort both preserves a substantial land area internally, 3,500 acres, and provides a strong example of stewardship for others to follow. This conservation is achieved by treating the remainder of the site as truly urban, including higher densities and a mix of uses not typically seen in similarly situated developments, resulting in less land used per unit. **Countryside:** The Alternative Land Use Forecast for the METROPLAN ORLANDO Long Range Transportation Plan projects growth for Orange, Osceola and Seminole Counties to the year 2030 incorporating parameters intended to improve transportation. As a result of increasing development densities and emphasizing infill and redevelopment, the project demonstrates substantially less countryside land converted to other uses than is projected in the Trend forecast. **Centers:** The Restoration project creates a new center, rather than merely new houses and offices. By incorporating a streetcar and connected street network to facilitate higher densities and transportation options within its borders, Restoration is able to create a higher quality place for people while decreasing its footprint both on the land and environmentally, based on the development footprint and factors such as water and energy consumption. Restoration incorporates a number of elements from Canin Associates' own research as well as the METROPLAN Alternative Land Use project including the multi-way boulevard, streetcar, jobs to housing balance and transit ready design. **Corridors:** One of the major strategies in the METROPLAN Alternative Land Use Forecast is a focus on Corridors as areas for redevelopment, higher quality transit services and multi-modal transportation options. Canin Associates uses the multi-way boulevard as a tool to balance local and regional traffic as well as users of different types of transportation including drivers, pedestrian, and cyclists creating a comfortable and efficient environment for all. Canin Associates developed a "new town in town" prototype for infill development creating a new community core adjacent to major transportation corridors to provide a self-sufficient new high density, high activity neighborhood that would also serve existing residential subdivisions within the vicinity.

Central Florida Regional Planning Council

The Central Florida Regional Planning Council has been actively engaged in facilitating the desire of cities within Polk County to create strategies and policies consistent with the "How Shall We Grow?" Regional Vision. The CFRPC has created evaluation and appraisal reports that help the cities create specific policies related to the areas of conservation, countryside, centers and corridors. The CFRPC has also ensured that the cities in Polk County are connected to the visioning efforts that have occurred through *myregion.org's* "How Shall We Grow?" initiative, the Tampa Bay Partnership's "OneBay" process and the "Heartland 2060 Vision" project.

East Central Florida Regional Planning Council (ECFRPC)

The ECFRPC has the authority to implement the Regional Policy Plan, which is updated every 10 years. It has chosen the Regional Vision to be the “face” of the updated Policy Plan. The ECFRPC has influence over member counties and local governments, thus is recommending the Regional Vision and promoting smart quality growth and design. **Conservation:** Natural Resources of Regional Significance chapter of the SRPP – Sounding board convened that was comprised of more than 100 experts. The ECFRPC hosts quarterly Greenways and Trails meetings and assists governments in the Wekiva Study Area with the implementation of Wekiva legislation. Staff supported the St. Johns River Alliance Trail subcommittee. ECFRPC approved the Restoration Development of Regional Impact – the first conservation oriented, compact, urban transit-oriented, sustainable new town. This development, if built, could become the prototype for new towns and it will also be a relocation site for long term sea level rise floods “old” Edgewater. Worked with Volusia County on their Ecological Conservation Overlay Corridor and had comprehensive plan amendments approved for ecological preservation and conservation. ECFRPC drafted a model Conservation Code which was accepted by VCOG (Volusia Council of Governments). Made changes to the Palm Bay comprehensive plan to eliminate sprawl. **Countryside:** Agriculture and Rural Heritage chapter of the SRPP – not required by state, but chosen by the ECFRPC as an important chapter and policies to be included. DRIs promote more density, which reduces the amount of land consumed and preserves rural open spaces. **Centers:** ECFRPC worked with the City of Tavares to create a local vision that involved extensive citizen participation and input – led to their downtown CRA. The ECFRPC is currently working with the City of Cape Canaveral on a visioning process to identify redevelopment opportunities and a possible downtown core. **Corridors:** Support SunRail – Executive Director Phil Laurien spoke to several editorial boards in support of the project. Staff completed the US 17-92 Fern Park Corridor analysis study in partnership with Seminole County Planning Department and CRA Board.

Florida Department of Transportation (FDOT)

From the very beginning, the Florida Department of Transportation has been a key supporter and funding partner for the Regional Growth Vision. The department has also been actively engaged in finding opportunities to implement the vision in transportation plans and projects. **Conservation:** The FDOT has taken a leadership role in the development and analysis of land use scenarios consistent with the Central Florida Regional Growth Vision. These land use scenarios are providing planners and key decision makers with the information needed to understand the benefits of following the 4 C themes and the consequences of staying with the trend. This drastic change in the traditional planning process provides the foundation for the overall changes in land use patterns and places a priority on future projects that support the Vision. This will allow for the protection and conservation of significantly more areas of land and natural resources as compared to the sprawl pattern shown in the trend scenarios. **Centers:** The FDOT, in partnership with the ECFRPC, is preparing the *Guide to Center and Corridor Development in Central Florida*. The reference will provide guidance on desirable growth characteristics that are consistent with the Vision. The guidebook will focus on innovative practices in the development of centers and corridors, use local examples and success stories, focus on economic development tools, and provide ideas and examples, not requirements and standards. **Corridors:** The FDOT formed the Regional Commuter Assistance Program in 2009 to provide more mobility options in all nine of the counties in District 5, improve air quality, conserve resources, and relieve traffic congestions. The program consists of a variety of mobility options including guaranteed ride home programs, ridesharing (carpooling and vanpooling), and transit alternatives.

METROPLAN ORLANDO

CHANGING THE WAY WE TRAVEL

The three-ring binder labeled “Orlando Urban Area Transportation Study: 1970 Update” is filed alongside a series of transportation plans in METROPLAN ORLANDO’s library. The pages, now slightly tattered, lay out a plan for Central Florida’s future transportation system in the year 1990.

At first glance, the yellowed pages suggest information included is just local history, a study rendered irrelevant in the decades that followed. But looks can be deceiving. The study identifies several issues deemed critical in the coming decades, including: (1) urban sprawl, (2) the importance of a mass transit system, and (3) opportunities to incorporate land use controls that aid the transportation system.

“When you look back, it is striking to see issues identified and how relevant they are today,” says Dave Grovdahl, director of transportation planning for METROPLAN ORLANDO. Grovdahl’s perspective has special meaning – the 1979 study was his first big project as a rookie transportation planner. Now Grovdahl is finalizing a technical analysis for the region’s 2030 Long Range Transportation Plan for Orange, Osceola, and Seminole Counties.

2030 PLAN

The plan is more than just a guiding document for the region. It is also a federal requirement. The planning process involves a three-year period of technical analysis and public input. Recently, the board identified a growing disconnect between critical transportation needs, available space for new highway capacity, and funding to cover project costs.

“We know that future population growth, coupled with limited space and financial resources, requires us to think and plan differently,” says METROPLAN ORLANDO Board Chair John Quiñones, who also serves as chairman of the Osceola County Commission. “The days of focusing primarily on building and expanding roads are gone.”

Instead, the board is developing a transportation plan beyond the standard federal requirement that uses individual local government comprehensive plans to form the foundation of the plan. The 2030 plan relies on a different, regional land use approach.

Using results of the recently-completed How Shall We Grow? community visioning exercise, the plan will identify a transportation system that best supports increased density in some parts of region, preserves environmentally sensitive areas, and includes a greater emphasis on transit.

Recognizing that transportation does not start or stop at the county line, METROPLAN ORLANDO is also working with planners throughout the region. The process involves a larger coordinated effort with neighboring transportation planning organizations, including Brevard County, Volusia County, Lake-Sumter County, and Polk County as part of the Central Florida MPO Alliance.

TRANSPORTATION CHOICES

Central to this new approach is a balanced transportation system – from roadways to passenger rail, buses, bicycle and pedestrian connections – coupled with a strong management and operations program to keep the system functioning efficiently.

But, the yellowed and slightly tattered pages that make up the 1979 plan are also a vivid reminder of the challenges in making a plan a reality. Though discussed for decades and planned for years, passenger rail projects like SunRail have yet to transition from planning to construction.

“I can remember reading about passenger rail projects in the local paper in the 1950s – and that’s before I started planning, believe it or not,” adds Grovdahl. “Central Florida is ready for a new approach and this plan is just the start.”

Miami Corporation – Farmton Property

The Miami Corporation has engaged elements of the regional vision themes in its current Farmton Property Plan in Volusia and Brevard Counties. **Conservation:** Miami Corporation has undertaken a two-year planning process called Green Printing to designate 40,000 acres to be permanently conserved as wildlife corridors on its lands in Volusia and Brevard Counties.

Countryside: The Farmton Plan not only preserves the best of the conservation lands, but also provides opportunities for sustainable forestry and rural open space. **Centers:** The Farmton Plan sets forth a new town center and workplace to promote new sustainable development areas in a compact form surrounded by greenspace. **Corridors:** The Farmton Plan is linked by a planned multi-modal transportation system including a major link in the East Central Florida Trail.

Miller Legg

Miller Legg has been actively engaged in developing projects that encourage the use of the themes of conservation and countryside. **Conservation:** Miller Legg designed and permitted the ±400 acre Blackwater Creek Mitigation Bank in Lake County. This wetland restoration project involves the restoration of an abandoned sand mine to create freshwater marsh, hydric hammocks, and hardwood swamps. The mitigation bank will serve to offset wetland impacts for development projects within the region. Miller Legg's senior biologists are actively involved in land preservation/conservation by serving on the Osceola County Land Conservation Advisory Board and Seminole County's Leisure Services Advisory Committee. **Countryside:** Miller Legg is assisting Seminole County with the design and permitting of improvements to Wilson's Landing Park, a beautiful passive recreation park along the Wekiva River. Miller Legg is providing landscape architecture design and environmental services for improvements to Wilson's Landing, including a new pavilion, ADA accessible walkways, and a floating dock for kayaks/canoes. The park was formerly the site of a single family home with limited passive-use potential. The single family home is proposed to be demolished and a multi-use pavilion constructed in its place. The floating dock will allow area residents and visitors up close and personal access to the scenic Wekiva River.

MSCW

MSCW has been involved in a wide variety of projects that have provided opportunities to implement practices consistent with the themes of the regional vision. **Conservation:** MSCW is actively implementing conservation elements in the Williams DRI project, which is a site that was used for open pit phosphate mining and is located in the northern reaches of the Peace River Basin in Lakeland. As part of the project, 770 acres of the CSA is being donated to help improve the Peace River Basin.

Centers: The Williams DRI is a Master Planned Mixed Use community that also includes the new USF Polytechnic campus. It will include a Village center across from the campus that will include retail, office, and residential uses with the potential for student housing and a hotel. The Innovation Place project at the intersection of SR 419 and Innovation Way in southeast Orange County promoted the regional vision with opportunities for corridors, centers and conservation. **Corridors:** In regard to corridors, Innovation Place is the first project to initiate a designated Multimodal Transportation District in Orange County. MSCW is also supporting the proposed CSX Rail Terminal Facility in Winter Haven.

The Nature Conservancy – Florida Chapter

The Nature Conservancy is a national organization that has been actively engaged in supporting environmental efforts in Central Florida for many years. Representatives were actively involved in the “How Shall We Grow?” project and are continuing to support themes consistent with the regional vision in their projects. **Conservation:** Over the past two years, the Florida Chapter of The Nature Conservancy has successfully contributed to the conservation of significant ecological landscapes within Central Florida. These include priority *Florida Forever* projects such as the Wekiva-Ocala Greenway, critical to survival of the Florida Black Bear, and the Lake Wales Ridge, which contains rare plant species found virtually nowhere else on earth. Other places within the region that the Conservancy has worked to protect are the Indian River Lagoon Blueway, Bombing Range Ridge, and project lands within the upper Kissimmee River Basin. Most notably, through recent purchase of the 5,134 acre Hatchineha Ranch, the Conservancy has helped to protect and manage a large, diverse complex of conservation lands in the upper Kissimmee River, consisting of working cattle ranches, public conservation lands, and Conservancy property.

Countryside: In addition to land preservation efforts identified above, The Nature Conservancy works closely with the Natural Resources Conservation Service on implementation of its Wetland Reserve Program in the Lower Kissimmee Basin, with several Conservancy-facilitated projects being funded through that program to assist private landowners in protecting the long-term conservation value of their land. The Conservancy has also worked with the Department of Defense on buffering of the Avon Park Air Force Range, activity that both contributes to security and enhances the ecological integrity of natural lands in the region. **Centers:** Through participation in regional planning and policy initiatives of the ECFRPC, the Conservancy has supported the concentration of development within urban centers in order to protect contiguous expanses of land for conservation and sustainable agricultural. **Corridors:** The Nature Conservancy supports regional transportation solutions that address mobility needs while protecting the integrity of Central Florida’s unique natural resources. The Wekiva Parkway, which emerged from a collaborative regional effort to address a regional transportation need and protect the Wekiva basin, exemplifies such a solution. If built as envisioned by its enabling legislation, the Wekiva Parkway will provide necessary mobility between urban centers in Seminole, Lake, and Orange County, while limiting urban sprawl and bridging critical wildlife corridors that ensure ecosystem connectivity.

Additional Organization and Business that are promoting elements of the Regional Growth Vision (these organizations have not yet provided specific details of their involvement)

American Society of Landscape Architects – Florida Chapter
Audubon of Florida
Carmen Dominguez Construction, LC
Castle & Cook Florida
Central Florida Partnership
Envision Seminole
Florida Department of Community Affairs
Lake Nona Properties
Lake-Sumter Metropolitan Planning Organization
Lead Brevard
Leadership Orlando
Osceola Vision
Space Coast Transportation Planning Organization
UCF Metropolitan Center for Regional Studies
ULI-Central Florida
VHB/Vanasse Hangen Brustlin, Inc.
Volusia County Metropolitan Planning Organization