

### Summary Information

<b>Enclave at Alafaya Small Scale Land Use Amendment</b>		
APPLICANT	Paul M. Missigman	
PROPERTY OWNER(S)	Ebaugh, Suzanne H. - Trustee	
REQUEST	Small Scale Land Use Amendment from PD (Planned Development) to PD (Planned Development)	
PROPERTY SIZE	4.61 acres	
PROPERTY LOCATION	Northeast Corner of Alafaya Trail and Beasley Road	
PROPERTY TAX ID	27-21-31-300-0190-0000	
AMENDMENT NUMBER	12.18SS.08	
COMMISSION DISTRICT	1-Dallari	
HEARING DATE(S)	LPA: 3/6/19	BCC: 4/9/19
EXISTING USE OF SUBJECT PROPERTY	Vacant	
EXISTING ZONING OF SUBJECT PROPERTY	PD	
	EXISTING USE	FUTURE LAND USE DESIGNATION
EXISTING USE AND FUTURE LAND USE DESIGNATION OF PROPERTY TO THE NORTH	Townhomes and stormwater retention	PD (Planned Development)
EXISTING USE AND FUTURE LAND USE DESIGNATION OF PROPERTY TO THE EAST	Townhomes and stormwater retention	PD (Planned Development)
EXISTING USE AND FUTURE LAND USE DESIGNATION OF PROPERTY TO THE SOUTH	SF Residential	OFF (Office) and LDR (Low Density Residential)
EXISTING USE AND FUTURE LAND USE DESIGNATION OF PROPERTY TO THE WEST	SF Residential	LDR (Low Density Residential)

## **FUTURE LAND USE ELEMENT AMENDMENT REVIEW CRITERIA**

The Future Land Use Element of the Comprehensive Plan establishes criteria to be used in the evaluation of proposed future land use amendments, consistent with requirements of State Law, and including individual site compatibility analysis. These criteria include:

- A. Whether the character of the surrounding area has changed enough to warrant a different land use designation being assigned to the property.**

### **Staff Findings**

The subject property fronts on a major arterial road carrying high volumes of traffic to and from the University of Central Florida, as well as supporting significant amounts of commercial development to the north and south. In the immediate area, the property is adjacent to Canterbury Cove, a medium density residential development to the north. To the south of Beasley Road, on the east side of Alafaya Trail, is a tier of lots in the Office future land use designation, with an existing office use and a day care facility. Additional changes can be expected in this block as existing residences give way to new office and similar uses.

The proposed multiple family use is compatible with surrounding residential and nonresidential uses. The proposed density of 19.96 units per acre is higher than that of nearby residential developments, but this level of intensity is appropriate in this location as public facility capacity is available to support it.

- B. Whether public facilities and services can be available concurrent with the impacts of development at adopted levels of service, or whether approval of the proposal would create internal inconsistency within the Seminole County Comprehensive Plan by impacting adopted levels of service or other related Goals, Objectives and Policies, particularly those addressing capital improvement programs and fiscal feasibility.**

Maximum development potential for the proposed future land use amendment to the PD is ninety-two (92) multi-family dwelling units. The following table provides adopted levels of service standards for public services and facilities, and potential impacts of the proposed amendment.

<b>Facility or Service Level of Service (LOS) And Provider</b>	<b>Potential Impact</b>
Potable Water Facilities LOS: Residential 350 gal/unit/day* Provider: Seminole County	32,200 gal/day
Sanitary Sewer Facilities LOS: Residential 300 gal/unit/day* Provider: Seminole County	27,600 gal/day (residential)
Recreation LOS: 3.6 total acres/1000 population 1.8 developed acres/1000 population Provider: Seminole County	0.860 total acres 0.430 developed acres
Solid Waste LOS:	

Facility or Service Level of Service (LOS) And Provider	Potential Impact
Seminole County Landfill LOS: 4.3 lbs./capita/day Seminole County Transfer Station LOS: 4.0 lbs./capita/day	187.6 tons/year 0.478 tons/day
Schools	Elementary     17 Middle           7 High             9
Transportation Impacts	A technical memorandum prepared by VHB, Inc. (dated January 17, 2019) analyzed the trip generation for a 99 multi-family mid-rise complex (ITE Code 221). This use is projected to generate 538 new daily trips, 36 AM peak hour trips, and 44 PM peak hour trips. The analysis of study roadways finds these roadway segments currently operate within the adopted Level of Service and are projected to continue to do so with the additional traffic generated by the project with the proposed use. This traffic impact analysis is sufficient for the future land use map amendment to the comprehensive plan.

**Staff Findings**

The site lies within the utility service area of Seminole County, which has provided documentation of available capacity to serve the project. Regarding traffic volumes, the proposed multi-family use would have a minimal impact on area roadways.

**C. Whether the site will be able to comply with flood prone regulations, wetland regulations (if subject property is located within the Environmentally Sensitive Lands Overlay), and all other adopted development policies and regulations.**

**Staff Findings**

At a general mapping scale, the site does not appear to lie within areas subject to flooding, as identified by the Federal Emergency Management Agency (FEMA), or wetlands as designated by the St. Johns River Water Management District. Any environmental issues that may arise from more detailed surveys will be addressed through existing regulations and review processes, and do not represent conflicts with the submitted master development plan for the PD.

**D. Whether the proposal adheres to other special provisions of law and the Seminole County Comprehensive Plan (e.g., the Wekiva River Protection Act, Seminole County Urban/Rural boundary, etc.).**

**Staff Findings**

The subject property is located within the Urban Centers and Corridors Overlay, encouraging infill development and redevelopment within major transportation corridors. The purpose of the Overlay (Policy FLU 5.17) is to encourage a compact, walkable development pattern that provides for a balance of jobs and housing in locations that can benefit from multiple modes of transportation such as bus and commuter rail service.

Development in the Overlay may include commercial, office, residential, and/or institutional uses, preferably in an interconnected pattern that places needs and opportunities (i.e. jobs and housing) in close proximity to one another, taking maximum advantage of mass transit, and providing pedestrian or bike trails for personal transportation.

Because the proposed project would be developed under the PD future land use designation, it is not strictly limited by performance criteria and density/intensity limits established for the Overlay. However, it would provide benefits consistent with the Overlay, including Workforce Housing and infill development on a site served by existing public facilities.

**E. Whether the proposed Future Land Use is compatible with existing surrounding development and future land uses in accordance with *FLU Exhibit: Compatible Transitional Land Uses*.**

**Staff Findings**

The requested land use amendment does not directly relate to the referenced FLU Exhibit, but instead proposes a PD Master Development Plan specifically permitting a maximum of ninety-two (92) multi-family dwelling units. Based on development criteria specified in the plan and Development Order, including buffers, building setbacks, and open space, the proposed development is compatible with surrounding properties.

**F. Whether the proposed Future Land Use designation furthers the public interest by providing or enabling the provision of:**

1. A range of obtainable housing opportunities and choices, including affordable or Workforce Housing;
2. Economic development (enabling higher paying jobs);
3. Reduction in transportation impacts on areawide roads;
4. Mass transit and a variety of transportation choices; and
5. Whether the proposed Future Land Use designation is consistent with other applicable Seminole County Comprehensive Plan Goals, Objectives and Policies, and supports and is consistent with the Central Florida Regional Growth Vision, the Strategic Regional Policy Plan and the State Comprehensive Plan.

## **Staff Findings**

The proposal would include making a percentage of the total number of dwelling units available for Workforce Housing. As it adjoins bus routes along Alafaya Trail, it would provide easy access to alternative transportation, facilitated by a stabilized trail connection to the existing LYNX bus shelter.

In addition, the proposal would support several relevant policies of the Comprehensive Plan, including the following:

- FLU 2.9: Determination of Compatibility in the Planned Development Zoning Classification
- FLU 4.5: Encourage Infill and Redevelopment of Existing Development Corridors and Centers
- FLU 5.17: Urban Centers and Corridors Overlay
- TRA 2.4.3: Promote Infill Development

**Strategic Regional Policy Plan:** The project supports the SRPP through the following points:

<b>Section</b>	<b>Policy</b>	<b>Comment</b>
Economic Development 4.1	Promote integrated land use and multi-modal transportation strategies that support diverse economic centers.	The proposed development is on Alafaya Trail, where there are existing bus routes connecting passengers to locations throughout the region. It will provide high density residential use convenient to nearby employment opportunities.
Economic Development 4.3	Support emerging economic centers that are located in the most appropriate areas, such as along transit corridors or in existing or planned employment centers.	
Economic Development 4.2	Discourage new development from locating in flood prone and hurricane surge areas to prevent adverse economic impacts.	All new construction will occur above the 100-year flood elevation.
Economic Development 4.18	Support efforts that integrate mixed-income housing into existing, expanding, and emerging job centers.	Project will include a percentage of total units as Workforce Housing.
Transportation 5.9	Promote compact, mixed-use development that reduces vehicle miles traveled.	Residents of the development will have easy access to transit, as well as opportunities to live and work within a limited area.