IMAGINE TRANSIT THAT
GETS YOU THERE ON TIME
CONNECTS OUR COMMUNITIES
PUTS OUR REGION ON TOP

East Central Florida Regional Planning Council
May 15, 2019
Category

Timeline By 2025

Champion 🐶

Build a BRT system

- Advance LYNX Forward
- Value proposition and strong branding that conveys:
  - Simple
  - Fast
  - Reliable
- Backed up by a premium level of service
Casselberry Station Area

Example for illustrative purposes only
Casselberry Station Area

Example for illustrative purposes only

Existing

Near-Term

1/4 mile radius

Old Time Pottery

Sam’s Club

SR 436

Hwy 17:92

Oxford Rd
Casselberry Station Area

Existing

Near-Term

Long-Term

Example for illustrative purposes only
What If?

- Existing Wetlands
- 3-story mixed use residential
- 1-3 story mixed use retail/office
- New neighborhood park and stormwater retention
- Oxford Road
- Old Time Pottery
- Example for illustrative purposes only
HIA Goal

“To understand the impacts of the SR 436 transit and Complete Streets improvements on the overall health of SR 436 communities.”
Altamonte North / Casselberry

Above Central Florida average in ALL health indicator categories

1. Diabetes, obesity, hypertension, and depression rates
2. 30 to 57% live below 150% of poverty line
3. Over 58% of income spent on Transportation + Housing (severely burdened)*
4. Transit commute time > 60 minutes
5. Less than 3 health care facilities within 30-minute transit ride
6. Within ½ mile of high bike-ped injury/fatality intersection (10 over 5 years at Oxford Rd)

*Based on CNT T+H Index
SR 436 BRT can improve health in the Casselberry/Altamonte area by:

- Decrease chronic disease rates for new riders
  - (300 daily trips)
- Increase transportation affordability for new riders
  - (300 daily trips)
- Decrease SR 436 transit travel time by up to 15 minutes
- Decrease bike and pedestrian fatalities and injuries
Check out our website
lynxsr436.com
NORTH OXFORD ROAD

- Shared Vision
  - Conceived c. 2010
  - Oxford Road Long Range Redevelopment Plan
  - Casselberry’s Multimodal Transportation Master Plan
  - Funded by sales tax
  - Coordinated with private development
  - Complemented by P3 improvements & other local projects
NORTH OXFORD ROAD

Key Features

- “Right-sized” road to match traffic demand
- Dedicated bike lanes
- 3 enhanced crossings
- 8 ft wide sidewalks on both sides of road
- 14 ft wide landscape strips w/ bioswales
- Pedestrian scale lighting
- Overall prepares Oxford to serve as a “main street”
Oxford Place
Seminole County
ECFRPC
May 15, 2019
Oxford Road Area
Long Range Redevelopment Plan
Oxford Place Overlay District
Oxford Road Improvements
Typical Section
Fern Park Blvd. Extension
Fern Park Blvd. Extension
Typical Section
Wayfinding Signs
Conceptual Development Plan
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Planning and Development
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Oxford Park Overlay District
Timeline of Events

• In 2014 MetroPlan Orlando conducted a study of the Oxford Road corridor. This study was in partnership with Seminole County, the 17-92 CRA and the City of Casselberry. The study examined the possibility of Oxford Road becoming a main street, with wide pedestrian sidewalks, on-street parking, and design standards that would create a walkable destination.

• In 2014 ULI completed a companion study illustrating market trends that would lead to walkable destinations, and further recommendations on having holistic standards between the County and City.

• On October 22, 2018, the City Commission enacted Resolution 18-3065 placing legislation in progress to allow City staff to further study the Oxford Road corridor and to develop design standards.

• On December 11, 2018, the Seminole County Board of County Commissioners voted to adopt Ordinance 2018-0039 amending their Comprehensive Plan to create the Oxford Place Overlay District and to amend their Land Development Code to incorporate design standards for this overlay district.
The City’s Oxford Park Overlay District Map
Both Overlay Districts side by side
What are we proposing?

• Oxford Park Overlay District (OPOD) is established to create a sustainable, economically viable mixed-use community with high standards of building and site design that promotes the creation of a unique activity center.

• **Goals of the OPOD:**
  1. Establishing Oxford Road as a “Main Street” to encourage pedestrian activity and first-floor retail.
  2. Developing area roadways as “Complete Streets”.
  3. Establishing uniform design standards within Seminole County and the City of Casselberry to create a cohesive feel and sense of place.
  4. Allowing for flexibility in parking standards and allowing for joint parking facilities.
  5. Establishing flexibility in site design to reflect changes in markets and changes in the way people use spaces.
  6. Facilitating an atmosphere of family-oriented developments with eateries, shopping, and public spaces to create a destination with a unique identity.
  7. Establishing the relationship between the buildings and the street, supporting mixed-use development, and allowing for a smaller block structure.
What can locate there?

### Permitted Uses:
- a. General retail sales and services
- b. Limited commercial uses
- c. Restaurants
- d. Business and professional offices
- e. Hotels – interior access only.
- f. Medical services
- g. Veterinary clinics without outdoor kennels
- h. Parking garages as a part of a development
- i. Multi-family residential, including townhomes, condominiums and apartments, above commercial uses.
- j. Personal services
- k. Breweries and Wineries
- l. Sale of alcoholic beverages for onsite consumption as an ancillary use to a restaurant
- m. Drycleaners – drop-off and pickup service only (no facility on site)
- n. Cinemas and theaters

### Conditional Uses:
- a. Child and Adult Care Facilities
- b. Package liquor stores
- c. Drive through Establishments – can only be located on parcels adjacent to SR 436. Drive through Establishments are prohibited on parcels adjacent to Oxford Road or any other street designated as a Complete or Main Street.
- d. Pharmacies
- e. Bars and lounges

### Prohibited Uses:
- a. Single Family Homes and duplexes
- b. Nursing Home
- c. Exterior Access - motels/transient lodging
- d. Non-traditional uses
- e. Self-storage – limited access or multi-access
- f. Service Stations/Fuel Dispensing/Gas Stations
- g. Vehicular sales
- h. Vehicular service
- i. Boat or Recreational vehicle sales
- j. Any use not permitted in this Section or in the underlying zoning district
Incentives:

- Oxford Park Overlay District (OPOD) is the first overlay district in the City to offer a residential density bonus when a developer provides one or more qualifying features. A developer may receive up to 20 units an acre as a density bonus if they provide one of the following items and enters into a development agreement with the City that will run with the land.
- The maximum density bonus per qualifying feature is 5 units per acre (or a fraction thereof)

Qualifying Features for Density Bonuses include:

1. Donation of one acre of land for a public park.
2. Construction of a shared parking structure which provides 50 public parking spaces.
3. In accordance with Fla. Stat. Chapter 420, three (3) units per acre provided for affordable housing for low income persons, or for low income senior residents (as defined by Fla. Stat. 420.602). The development agreement will include restrictions required by Chapter 420.
4. Construction of a shared use path ten (10) feet or wider including an approved sculpture, artwork, mural or community feature (as defined in Section 2-7.35) that improves connections to the City’s existing trail network or to the County’s Kewannee trail from the development.
Site Design:

Some elements within the site design criteria are flexible while others are mandatory.

- **Block size** is a flexible requirement
Building Design Standards:

Some elements within the building design criteria are flexible while others are mandatory.

- **Architectural features** are required, however when site constraints arise, certain accommodations can be made at the site plan review process.

Blank walls shall not exceed 20 linear feet.

Elevated or sunken public entrances are prohibited.

Corner lots shall require a special feature, such as a rise in height of the roofline.

Awnings or canopies are required for all commercial or office buildings.

Cornice shall be provided to delineate the 1st and 2nd story.

All building facades shall appear as frontages.

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Outdoor Dining Standards are required, however when site constraints arise, certain accommodations can be made at the site plan review process.
Parking Standards: are flexible regarding the number of parking spaces provided, however they shall be substantiated by a licensed traffic engineer justifying the proposed parking solution.

Factors to consider when calculating the overall parking demand include, but are not limited to:

- Detailed analysis of normal and peak parking demands for the development
- Field parking counts of similar developments in the area
- Size and usage of the development / number of units
- Availability and proximity of mass transit
- Demographics of the expected user group
- Availability and expected use of ride share programs (Uber, Lyft, others)
- Availability and expected use of bicycle and pedestrian facilities
- Surrounding land uses
- Number of parking spaces to be reserved or restricted
- Availability and proximity of overflow parking areas
- Mix of the type of parking spaces available, including private garages, private driveways, public surface parking, public on-street parking, metered parking, etc.
- Management strategies for the usage of visitor / overflow parking spaces
- Opportunity to share parking with surrounding properties
Retention/Detention Areas: shall be aesthetically designed with consideration for low impact development and principles. This includes use of rain gardens, pervious and semi-pervious materials and distribution of water rather than the centralized retention.
**Streetscape**: shall be required for all new public streets created. Benches, trash receptacles, and light fixtures must meet the City’s standards.

50 W Mitchell LED Top Hat with Ribs, Bands & Medallions on a Victorian pole in black

Victor Stanley SD 42 in black

Victor Stanley CR 138 or CR 158 in black
Thank you!

Questions?