



Draft Guiding Principles for Future Transportation Corridor Planning

Charles Lee Comments

Conservation

1. Identify critical land and water resources prior to determining locations for future corridor investments; implement strategies to protect these resources prior to or in parallel with implementation of the corridor investments.
- Plan and develop transportation corridors in a manner that protects and, where feasible, restores the function and character of the natural environment and avoids, minimizes, or mitigates adverse environmental impacts. **Maintain and, where possible, restore and enhance the natural systems connectivity that is an essential ingredient in keeping the region's fragile ecosystems healthy and functioning. (Potential addition based on Task Force discussion and stakeholder input).**

Countryside

2. Improve transportation connectivity for people and freight to, from, **and between** working farms and other economically valuable rural lands. *Revision based on discussion at June 27 Task Force meeting.*
3. Plan and develop transportation corridors in a manner that avoids or minimizes **fragmentation or other** adverse impacts on working farms and other rural lands with economic or environmental significance. *Revision based on Task Force discussion at June 27 meeting*
4. Plan and develop transportation corridors in a manner that preserves and enhances areas identified in local plans to maintain their rural character as a choice for residents.

Centers

5. Locate major transportation corridor improvements and, if needed, new facilities in areas targeted for growth consistent with the *How Shall We Grow?* vision as adopted into local government comprehensive plans.
6. Improve connectivity for transportation and other infrastructure to established and emerging regional population and employment centers.
7. **Plan and develop transportation corridors to support economic development opportunities, support job creation, and help attract capital investments to the region. *New principle as requested at June 27 Task Force meeting.***
8. **Plan and develop transportation corridors in a manner that improves connectivity to and enhances the quality of existing communities and previously approved developments, while avoiding or minimizing adverse impacts on these communities and developments. When a corridor and a center intersect, ensure that the purpose and scale of the corridor is consistent with that of the center. *New principle as requested at June 27 Task Force meeting.***



9. Require that new Centers and any adjacent lower intensity development meet the following standards:

- (a) New Centers shall have compact urban densities. In general, density in Centers will be greater than 5 units per acre ranging upward. Adjacent lower density “suburban” areas will have densities of at least 3 units per acre.
- (b) Land forms for Centers and adjacent “suburban” development will follow a traditional town design rather than a “subdivision” design. Residential and commercial uses will be integrated. Examples of the land use character which should be achieved in areas to be developed are exemplified by the “Celebration” community at Disney and the “Baldwin Park” community in Orlando.
- (c) Advanced water conservation methods will be employed across all development forms. Landscaping will be designed so that supplemental irrigation is not needed after initial establishment. Irrigation systems will be precluded by covenants and restrictions in all residential and commercial areas. Drought tolerant “Florida Friendly” native species plant landscaping will be utilized in all developed areas. Reclaimed water will be reserved for “non-irrigation” uses in commercial, industrial, and agricultural uses. Reclaimed water not needed for the above purposes will be diverted back to wellfield sites to mitigate the cone of depression.
- (d) All agricultural lands outside areas designated for urban development will continue in agricultural use in perpetuity through permanent recorded conservation easements removing other development rights.
- (e) All conservation lands shall be protected by perpetual conservation easements. All conservation and agricultural lands conservation easement will have a minimum of two grantees, one of which is a non-profit 501 (c) 3 conservation organization. There will be a definitive schedule for recording conservation easements and agricultural easements. At least 25% of the lands designated in a sector plan for conservation and agriculture will be protected by recorded easements within 180 days of the approval of the sector plan. The remaining 75% of easement areas will be recorded on a specific schedule relating to the approval of Detailed Specific Area Plans.

Corridors

- 10. Build upon the principles of *How Shall We Grow?* as adopted into local transportation plans to plan regional transportation corridors that provide better connectivity, reduce costs, expand choices, and are compatible with future land use and conservation plans.
- 11. Make optimal use of existing transportation facilities before adding new capacity to these facilities.
- 12. Promote greater use of transit and rail to move both people and freight. Combined with the principle two below
- 13. Develop new transportation facilities if existing facilities cannot meet mobility or connectivity needs.
- 14. Plan enhanced or new transportation corridors, where appropriate, to accommodate multiple modes of transportation for moving people and freight and to coordinate locations with existing and new utility infrastructure.



15. Maximize the use of statewide and regional transportation corridors for providing connectivity between centers or to other regions and states through operational strategies, demand management, access management, coordination with surrounding land uses, and development of effective regional and local transportation networks.
16. Plan highway elements of future transportation corridors to be limited access, with interchange locations identified to provide access to economic development activities dependent on long-distance transportation, and to support growth in areas targeted for economic development. Plan rail and transit elements of future transportation corridors to support compact development locations and to encourage public transportation ridership.
17. Plan, develop, and implement transportation corridors using context sensitive design practices to the fullest extent possible.
18. Use state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies to develop and operate transportation corridors.
19. Plan, develop, and operate transportation corridors to be safe and secure for all users. *New principle as requested at June 27 Task Force meeting; language drawn from 2060 Florida Transportation Plan.*
20. Plan, develop, and operate transportation corridors to support emergency evacuation, response, and post-disaster recovery activities. *New principle as requested at June 27 Task Force meeting; language drawn from 2060 Florida Transportation Plan.*