

Exhibit A

Policy 5.406

In addition to the conventional future land use classifications, the following **MIXED USE CLASSIFICATIONS** are hereby established and are subject to the use and development policies described:

- a. Southeast Mixed Use Area (SEMUA) - This area is located along US Hwy 17/92 south of Dirksen Drive, and includes ~~the extensive undeveloped land and open space area to the east of the US Hwy 17/92 strip, as well as many previously developed smaller parcels west of US Hwy 17/92.~~ The SunRail Commuter Rail is also centrally located within this land use classification. This area is now ~~The area is currently~~ characterized by a mix of heavy commercial; heavy and service industrial; ~~commercial, with~~ and limited residential uses sparsely arranged throughout. The appropriate uses and development standards for this area include the following:

- ~~1. Permitted uses include office commercial, light industrial and medium density residential along US Hwy 17/92, with medium density residential to the east. Hotel and conference center uses, with associated residential and commercial development may also be permitted. Light industrial and office development may be permitted to the east of the US Hwy 17/92 strip if part of a larger development including hotel and conference center uses.~~
Permitted uses include Commercial/Office, Commercial/Retail, Industrial/General, Public/Institutional and Residential. A combination of these uses may be permitted in mixed-use development projects within the SEMUA Future Land Use Designation. Hotel and conference center uses may be permitted as part of a mixed-use development that includes residential and commercial development.
- ~~2. Retail development may be permitted as an accessory part of a larger development, but not as a freestanding use, catering to customers outside of the development. Notwithstanding this, a neighborhood commercial center may be located in the vicinity of the Benson Junction Road/US Hwy 17/92 intersection provided that it follows (in time) the development of a single major development or several smaller developments along US Hwy 17/92 or to the east of US Hwy 17/92.~~
- ~~3. Any development will be approved through the planned development process, and shall either require necessary infrastructure (particularly water and sewer) to be in place or will include a condition requiring adequate infrastructure before construction of any phase.~~
- ~~4. 2. Intensity of non-residential use shall be limited to a floor-area ratio (FAR) of 2.0 to 1. Residential density shall be limited to 8 DU/acre. Overall residential development within the area shall consist of a minimum of 40 percent and maximum of 80 percent residential, and overall employment use development shall consist of a minimum of 20~~

~~percent and maximum of 50 percent of employment uses (defined for this purpose as office and industrial uses) along with hotel and conference center. Retail commercial uses shall be limited to 10 percent. Land use percentages shall be calculated based on acreage for the entire SEMUA, excluding land area developed under the SEMUA/TOD Overlay alternative development option (item 5 below) and shall be implemented through the Land Development Code.~~

3. Design guidelines for development within the SEMUA that are not within the TOD Overlay District shall be established within the City's Land Development Code, South S.R. 17/92 Overlay District.

5. ~~4. Southeast Mixed Use Area/Transit-Oriented Development Overlay District (SEMUA/TOD) – A transit-oriented overlay district within the SEMUA is hereby established as depicted on the Future Land Use Map. It is the intent of this overlay district to guide the area into an economically sustainable development pattern. Allowing for a diversity of land uses, along with clear design guidelines, can contribute to a successful development area with the added potential of attracting greater investment. In addition to the permitted mixture of land uses, the City shall adopt design guidelines in the Land Development Code consistent with Transit Oriented Development that promote a compact, urban form which is conducive to a more pedestrian friendly, transit oriented, mixed use environment. New development guidelines shall include, but not be limited to, standards for height, building placement, setbacks, architectural style, building materials, landscaping, impervious area, parking, block size and transportation infrastructure. All new development within the SEMUA/TOD Future Land Use Overlay designation shall comply with the adopted TOD Overlay design guidelines within the City's Land Development Code. The TOD overlay district will serve as an opt-in incentive based district which overlays but does not supersede existing land use and zoning districts. As an overlay district a property owner/developer may choose between the TOD overlay or their existing, underlying future land use and zoning.~~
- ~~a. Within the overlay district, properties may develop under the requirements of the SEMUA as provided in items 1 through 4 above.~~
 - ~~b. The SEMUA/TOD encourages compact mixed use, aesthetic design and a quality pedestrian environment around the DeBary Commuter Rail Station and along US Hwy 17/92.~~
 - ~~e. a. Development within the SEMUA/TOD Future Land Use Designation Overlay undertaken pursuant to the TOD development option is not subject to items 1 through 4 above, but shall comply with the following standards and requirements. Land use percentages shall be calculated based on acreage for the entire SEMUA/TOD area (or portion thereof as indicated) and shall be implemented through the Land Development Code.~~

- ~~i. Commercial Retail and Services – Maximum 40 percent within ¼ mile of the DeBary Commuter Rail Station; and maximum 12 percent within the remainder of the SEMUA/TOD.~~
- ~~ii. Office – Minimum 10 percent within SEMUA/TOD; maximum 40 percent within ¼ mile of the DeBary Commuter Rail Station and maximum 20 percent within the remainder of the SEMUA/TOD.~~
- ~~iii. Hotel/Conference Center – Maximum 10 percent within SEMUA/TOD.~~
- ~~iv. i. TOD Residential (14 8 to 32 DU/acre) – Minimum 30 percent and maximum 65 percent within SEMUA/TOD. The highest residential density shall be concentrated within ¼ mile of the DeBary Commuter Rail Station with a minimum 16 10 DU/acre to a maximum 32 DU/acre. In the remainder of the SEMUA/TOD, residential density shall be a minimum of 14 8 DU/acre to a maximum 20 DU/acre. Residential densities below these minimum density requirements may be allowed for sites with constraints (such as size and parcel configuration) that affect the ability to achieve the minimum densities. A process and specific criteria shall be established within the Land Development Code to consider such requests for lower densities.~~
- ~~v. ii. The minimum floor-area ratio (FAR) for non-residential uses throughout the SEMA/TOD shall be 0.3. The maximum floor-area ratio (FAR) for non-residential uses throughout the SEMUA/TOD shall be 2.0 to 1.~~
- ~~vi. iii. Minimum FAR exceptions may be made for small or irregular shaped parcels.~~
- ~~vii. iv. Mixed-use density/intensity calculations: Gross residential and non-residential development density and intensity shall be calculated based on the percentage of development dedicated to residential versus non-residential use.~~
- ~~viii. v. Development shall comply with the provisions specified in the TOD Overlay Design District (see Policy 5.407).~~
- ~~ix. vi. The City shall research and consider incentives for development under the SEMUA/TOD Overlay District alternative development option, including but not limited to economic incentives, expedited permitting, and development and infrastructure standards to enhance the~~

physical and economic feasibility of transit-oriented and pedestrian-friendly development. These incentives shall be further addressed in the Land Development Code.

- ✕. vii. Transit-supportive land uses include, but are not limited to the following: apartments; live-work units; townhouses; single-family houses; affordable housing; lodging, retail stores; restaurants; banks; private offices/professional businesses; government offices; medical centers; high schools and post-secondary institutions; child-care centers; libraries; recreational and cultural facilities; theatres; public spaces; and other facilities.

5. Pre-existing agricultural uses within the SEMUA shall be permitted to continue subject to compliance with the provisions (including density and intensities) governing the Agricultural/Rural (A/R) future land use classification until development occurs in accordance with the uses, intensities and densities set forth above.

Policy 5.407

The City shall adopt a TOD Overlay Design District within the Land Development Code (LDC) to regulate land developed under the TOD Future Land Use Overlay District ~~alternative development option~~ in order to ~~encourage~~ guide mixed-use, compact development. The TOD Overlay Design District shall regulate the allowable percentages of land use development types and require street design that creates safe public spaces that is safe and is welcoming for pedestrians by using the following guiding principles:

- a. Street-oriented buildings and location of parking lots, if provided, in rear of the building.
- b. A high proportion of streets where building facades have abundant windows and entrances facing the street and create a human-scaled wall near the lot line.
- c. Ground-level land uses that support pedestrian activity, such as retail, restaurants and services.
- d. Safe pedestrian streetscape connections.
- e. Reduction in the portion of street frontages and right-of-way lined by parking lot, blank walls or empty lots.
- f. Liner buildings at the street level of parking structures that promote pedestrian-oriented environment.

