

SECTION III

PUBLIC FACILITIES & COMMUNITY RESOURCES

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CHAPTER 1. MOBILITY

INTRODUCTION

Statutory Basis

The Mobility Element (formerly known as the Transportation Element) addresses “mobility issues in relationship to the size and character of the local government. The purpose of the transportation element shall be to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible. The element shall provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the Comprehensive Plan.” (Section 163.3177(6)(b), Florida Statutes. In addition, the element needs to cover traffic circulation and alternative modes of travel; identification of densities and land use patterns that can support public transportation corridors; and emergency evacuations. Since there is transit service within the City of Sanford (Amtrak and SunRail stations), mass transit is included in this element as one of several modes. The Orlando Sanford International Airport is located within the City of Sanford so a master plan is required. A master plan has been completed which is referenced in the Goals, Objectives, and Policies (GOPs).

Sustainable Vision

“Connectivity” is one of the City’s four core values as identified in its recently adopted City Vision. The ability to move safely and conveniently between destinations will be the key to Sanford’s economic future. This element has been updated to reflect these priorities.

Several major transportation facilities are located within the City with local Regional and Statewide significance: limited access roadways (I-4 and Toll Road 417) and other State roads (SR 46, SR 415, US 17-92), Amtrak (including the auto train), SunRail, Seminole County roads (Lake Mary Boulevard, Celery Avenue, W. 25th Street, Brisson Avenue, Beardall Avenue, Upsala Road, and Seminole Avenue), and local streets. With these major infrastructure investments in place, development patterns have followed these corridors. These facilities will play a key role in the City’s future development activity; however, it is anticipated that infill and redevelopment will occur more frequently than large, Greenfield projects. This changing approach to the built environment will focus on context, connections, and sustainable practices.

It is anticipated that vehicles will continue to be the primary means of travel. However, the City’s future focus is on providing a more balanced transportation system so that within the existing roadway network, pedestrians, cyclists, and transit be accommodated. The concept of “Complete Streets” recognizes the opportunity to serve all users within a corridor, given right-of-way and fiscal constraints. As multiple modes are balanced, the corridor’s setting is also considered since a complete street in a rural area will have very different characteristics than one in a downtown setting. As of January 1, 2018, the Florida Department of Transportation (FDOT) is using the complete streets approach and a draft policy is being reviewed by MetroPlan Orlando (the area’s Metropolitan Planning Organization).

Having options for getting around is also important to the people who are coming to (and leaving from) Sanford by air (Orlando Sanford International Airport), by rail (Amtrak Autotrain and SunRail), or by water (Lake Monroe and St. Johns River). For these travelers, they also need to make connections to other modes or destinations to complete their trip. Mobility also needs to be examined for emergency evacuations as well as every day needs.

Supporting Documents

The Mobility Supporting Data and Analysis (SD&A), located under Section III of Volume II, is a companion document to the Mobility Element's (GOPs). The SD&A provides details about the City's mobility needs and options in support of the GOPs. As the Mobility GOPs are reviewed, the reader may need to consult additional City documents (such as the Land Development Regulations (LDRs) and site plan review procedures and checklists) to understand fully the City's requirements related to mobility.

Other supporting documents not included in these Volumes, but playing a significant role in this Chapter are:

- The currently adopted *Airport Master Plan*, last updated 2012
- Seminole County's *2040 Transportation Master Plan*
- The FDOT 5-Year Work Plan
- LYNX's *Transit Development Plan, FY 2015-2024*

GOALS, OBJECTIVES & POLICIES

GOAL M 1.

TO PROVIDE THE CITY OF SANFORD WITH A FUNCTIONAL TRANSPORTATION NETWORK THAT ENSURES SAFE, CONVENIENT, AND SUSTAINABLE ACCESSIBILITY AND MOBILITY TO ALL USERS THROUGH A VARIETY OF TRANSPORTATION MODES.

OBJECTIVE M 1.1: *Identify Local Opportunities.* The City shall identify local opportunities within the City of Sanford to meet its mobility needs.

Multimodal Approach

Policy M 1.1.1: Transitioning to a Walkable Environment. In future transportation planning, the City shall look for opportunities to accommodate bicyclists, pedestrians, transit, and other travel modes as well as vehicles in the public road rights-of-way within Sanford, which may require partnership with other jurisdictions and government agencies. Opportunities should be identified that will transition streets from an automobile focus to a multimodal focus that creates an inviting, walkable environment.

Policy M 1.1.2: Implement Complete Streets. The City shall utilize the complete streets policies and guidelines developed by the Florida Department of Transportation (FDOT) and MetroPlan Orlando to accommodate a range of travel modes as the City reviews its roadway network and future modifications. The City, through the Complete Streets policy, shall design, build, and maintain a safe, reliable, efficient, integrated and connected multimodal transportation network that will provide access, mobility, safety and connectivity for all users.

Policy M 1.1.3: Accommodate Multi-modal Road Design. The City acknowledges that all road projects should be designed to comfortably accommodate all users to the fullest extent possible; that bicycling, walking, the disabled, and public transit accommodations are a routine part of the City's planning, design, construction, maintenance, and operating activities; and that bicycle and pedestrian ways should be considered in new construction, reconstruction, resurfacing, or other retrofit projects. In developing these accommodations, the latest, best, and context-sensitive design standards will be used, while recognizing the need for flexibility in balancing user needs.

Policy M 1.1.4: Consider Mobility in Land Design. During the site plan review process, new development and redevelopment projects shall be encouraged to consider a range of modes as a means to address mobility issues. The City shall use land use density and site plan layout/phasing that will support travel demand, shortened trip lengths, higher internal capture, and balanced trip demand. In addition, the City shall explore incentives (such as credits) to encourage design that accommodates a variety of modes.

Roads

Policy M 1.1.5: ~~Policy 2-1.1.4: Establish Level of Service (LOS) Standards for Major Thoroughfares.~~ The City shall maintain the following adopted peak hour LOS standards as denoted in Table III-1.

**Table M-1
Roadway Levels of Service**

ROADWAYS		LOS STANDARD
All City collectors		LOS D
All County collectors and minor arterials that are not within a County designated urban center		LOS D
All County collectors and minor arterials that are within an area designated as I-4 High Intensity, Westside Industry and Commerce, and Airport Industry and Commerce		LOS E
All State principal arterials other than freeways that are not classified as backlogged or constrained		LOS D
Exceptions	US 17-92*	LOS E-LOS D
	US 17-92* from Lake Mary Boulevard to Airport Boulevard	LOS F with acceptable traffic volumes consistent with LOS E for a 6-lane roadway (i.e., 51,800 daily; 4,920 peak hour two-way; and 2,710 peak hour peak direction)
Limited Access Roadways	I-4	LOS D
	Eastern Beltway SR 417	LOS D
State minor arterials within the urbanized area		LOS E-LOS D
State minor arterials outside the urbanized area		LOS D

*The City may grant exceptions to the transportation concurrency requirements for development projects within the City's two TCEAs, US 17-92 and Downtown Sanford. The section of US 17-92 from Lake Mary Boulevard to Airport Boulevard has a defined capacity as provided in the table above.

Policy M 1.1.6: ~~Policy 2-1.1.4: Enforce the Concurrency Management System (CMS).~~ The City's ~~Land Development Code LDRs~~ mandates that physical improvements required to provide adequate roadway capacity be in place prior to the issuance of a certificate of occupancy (CO). ~~In addition, prior to approval of a site plan the developer/applicant shall demonstrate to the City's satisfaction that required on and off site roadway and traffic improvements shall be in place concurrent with the impacts of development. Also, the developer shall demonstrate to the City's satisfaction that the proposed development shall not cause the LOS on adjacent public roads to decline below the adopted LOS standards. No development shall be approved that is projected to generate a traffic volume which would exceed the adopted LOS below the adopted standard, except within the City's two TCEAs.~~

Pedestrians

Policy M 1.1.7: Policy 2-1.10.1: Utilize Traffic Calming to Encourage Pedestrian Circulation. ~~The City's has adopted the Seminole County's Traffic Calming Program will be used to assist residents and City staff in navigating the project submittal, review, and approval process for the installation of traffic calming devices. The traffic calming handbook provides strategies that facilitate safe pedestrian circulation at roadway crossings and in other areas where pedestrian and vehicular or transit conflict may occur.~~

Policy M 1.1.8: Accommodate Pedestrian Traffic. The City shall look for opportunities to incorporate pedestrian facilities in order to provide an additional modal choice for walking safely between destinations.

Bicycles

Policy M 1.1.9: Accommodate Bicycle Traffic. The City shall look for opportunities to incorporate bicycle facilities (including designated bicycle parking) in order to provide an additional modal choice for moving safely between destinations.

Policy M 1.1.10: 2-1.11.1: Develop Plan for Bicycle and Pedestrian Ways. ~~By January 1, 2012, The City shall coordinate with MetroPlan and Seminole County to prepare a plan for developing bicycle and pedestrian ways which connect residential areas to recreational areas and major activity centers. The plan~~ This coordination effort shall include programs for implementation and anticipated funding sources and shall be consistent with roadway improvement plans identified in the engineered transportation master plan. The City Bicycle and Pedestrian Plan ~~All strategies identified shall be consistent with and further enhance the MetroPlan Bicycle and Pedestrian Plan.~~

Policy M 1.1.11: Policy 2-1.11.3: Provide Bicycle and Pedestrian Facilities Connections between Residential Areas and Community Facilities. ~~The Land Development Regulations LDRs shall ensure that priority for both new and repair of bicycle and pedestrian facilities are given to those facilities which link residential areas with schools, shopping, recreation areas, and other community facilities.~~

Policy M 1.1.12: Policy 2-1.12.8: Integrate the Airport with Bicyclists' Needs. ~~In the interest of safety and to promote alternative forms of transportation, the Orlando Sanford International Airport shall accommodate bicycles to the extent practical and within the limitations of maintaining bicyclist safety and airport safety and security.~~

Transit Service

Policy 2-1.2.4: Establish Land Use, Site and Building Design Standards for Public Transit Corridors. ~~The City shall establish land use, site, and building design standards for development along transit corridors. This will assure public transit accessibility for existing infill and new development~~

Policy M 1.1.13: Objective 2-1.4.4: Provide Efficient Public Transit Service. ~~The City shall coordinate with Seminole County and LYNX to address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and~~

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~~convenient public transit, land uses, and accommodation of the special needs of the transportation disadvantaged. Also, Sanford~~ The City of Sanford shall coordinate with the County's transit provider to encourage the seamless connections between transit service ease of transfer between mass transit and all other modes, where it improves the functioning of the Transportation network. to make it easier to travel between different modes.

Policy M 1.1.14: ~~Policy 2-1.8.4:~~ **Coordinate Expand Downtown Transit Service.** By 2012, The City and the CRA shall continue ~~coordinate with LYNX to conduct a feasibility study for a transit_ provide shuttle service or rapid bus transit that connects~~ can serve the central business district (CBD) with SunRail. The City shall also continue efforts to expand this service to major employers and other major trip generators and attractors, such as ~~and the northern Seminole County area including Heathrow and the Seminole Community College campus, as identified in Map X Major Trip Generators.~~

Policy M 1.1.15: ~~Policy 2-1.8.23:~~ **Support a Transit Emphasis Corridor.** The City will partner with LYNX to incorporate Transit Emphasis Corridor passenger amenities for the City's priority transit corridors: ~~along US 17-92 and in Downtown Sanford, within the City's two TCEAs, including but not limited to sidewalks leading to/from bus stops, lighted passenger shelters, pull out lanes at select stops, real time passenger information at select stops/transit centers, and signal prioritization and bus queue bypass lanes at select intersections. The City shall cooperate with LYNX on implementation of the long range vision for higher capacity transit service such bus rapid transit or streetcar service.~~

Policy M 1.1.16: ~~Policy 2-1.12.2:~~ **Integrate Bus Transit Facilities with Future Airport Expansion Plans.** Pursuant to the Airport Master Plan, site design plans for future airport terminal areas shall accommodate locations for future public transit service at convenient locations for travelers and employees. Site design shall also consider the design needs for charter buses, including access and bus parking and passenger loading areas.

Policy M1.1.17: **Expansion of City-wide Service.** The City shall coordinate with LYNX to expand its service to currently underserved areas of Sanford.

Airport

Policy M 1.1.18: **Coordinate the Airport Master Plan with the Comprehensive Plan.** The City of Sanford shall continue to work closely with the Orlando Sanford International Airport to ensure that aviation surface transportation plans are consistent with the City's Comprehensive Plan and to ensure efficient integration with Regional surface transportation facilities while also minimizing traffic impacts on local roads.

Policy M 1.1.19: ~~Policy 2-1.12.1:~~ **Integrate the Airport with Regional Transit. Coordinate Transit with the Airport.** The City shall annually coordinate with LYNX and Seminole County regarding the feasibility of a transit feeder route that links the airport with the Regional bus transit system. The City will continue to work with MetroPlan Orlando and LYNX to establish feeder bus routes linking the Airport with other Regional modes (such as Amtrak and SunRail). ~~At the time light or commuter rail is evaluated between Sanford and Orlando, the City shall encourage LYNX, Metroplan Orlando (MPO) or the entity conducting such study to also evaluate the potential for feeder bus routes linking the airport with Regional transit centers and/or intermodal facilities, existing or planned within the Sanford area. Once Regional transit is provided, the Airport shall~~

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~~work with public transit providers to incorporate signage to direct the public to available transit and to inform the public about transit and ridesharing.~~

Policy M 1.1.20: ~~Policy 2-1.12.3:~~ **Coordinate Transportation Improvements and the Airport Master Plan.** The City shall ensure that coordination occurs between the development anticipated by the Airport Master Plan and any proposed or future State, local or Regional transportation plans and improvements. Any development on Airport property that is anticipated to generate ~~1,000~~ 500 daily trips ~~or 100 peak-hour trips~~ shall be required to submit a traffic impact study, as part of the City's site plan review process.

Policy M 1.1.21: ~~Policy 2-1.12.4:~~ **Ensure Access to the Orlando-Sanford Airport.** The City's Transportation Plan and Airport Master Plans shall continue to provide efficient linkages between airport main entranceways and the State intrastate highway system via arterial and collector roadways including the eastern and northern extension of Lake Mary Boulevard to SR 46 and SR 417 in order to provide improved access and to minimize future airport traffic impacts to Sanford Avenue.

Policy M 1.1.22: ~~Policy 2-1.12.5:~~ **Minimize Impacts to Adjacent Airport Roadways.** Service roads on airport property shall be used to the greatest extent possible to capture internal airport trips thus minimizing the need to use off-site public roads to travel between airport facilities.

Policy M 1.1.23: ~~Policy 2-1.12.6:~~ **Coordinate with METROPLAN Orlando Long Range Transportation Plan.** The Airport shall maintain consistency with the goals of the MetroPlan Orlando adopted Long Range Transportation Plan (LRTP). The Airport shall coordinate the timing of future development with the timing of roadway improvements in the MetroPlan ~~2030~~ adopted Long Range Transportation Plan (LRTP).

Policy M 1.1.24: ~~Policy 2-1.12.7:~~ **Coordinate with MetroPlan Orlando and FDOT on Right-of-Way Acquisition.** The Airport shall coordinate with FDOT and MetroPlan Orlando on acquisition of rights-of-way for roadway projects on roads surrounding the Airport, including State Road 46.

Water

Policy M 1.1.25: ~~Policy 2-1.8.15:~~ **Promote Watercraft Access to the Central Business District.** ~~Alternative modes of transportation promoted in the Transportation Concurrency Exception Area include watercraft. Retail commercial development locating adjacent to the waterfront and proposing boat dock facilities, may be encouraged or required by the City to~~ The City shall encourage a future water taxi (connecting the Central Florida Zoo and key destinations along the Downtown's waterfront) as well as continue to accommodate temporary public docking facilities to allow boaters access to that adjacent businesses.

Public Safety

Policy M 1.1.26: Promote Pedestrian Safety. The City shall use best practices and design standards to create an environment of safe travel for all modes. Future improvements shall be ADA compliant.

Policy M 1.1.27: Facilitate Mobility for Emergency Vehicles. The City shall continue to look for opportunities to ensure the safe and expedient travel of emergency vehicles.

Parking

Policy M 1.1.28: ~~Policy 2-1.2.3: Establish Parking Strategies in Downtown Sanford, the Waterfront, and for Major Traffic Generators.~~ The City shall establish parking strategies for the Waterfront area, Downtown Sanford, and other major traffic generators in order to promote the transportation goals and objectives set forth in this Plan. ~~The strategies shall be enforced through coordination of ongoing and future transportation projects impacting land use and requiring off-street parking.~~

Policy M 1.1.29: ~~Policy 2-1.8.6: Install Bicycle Parking Facilities at Public Buildings.~~ The City shall install bicycle parking facilities at all city-owned public buildings, ~~within the TCEA.~~ The City shall coordinate with Seminole County regarding the installation of bicycle parking facilities at all County-owned public buildings, ~~within the TCEA.~~

Technologies

Policy M 1.1.30: ~~Policy 2-1.1.3: Establish Transportation System Management Strategies.~~ The City shall implement Transportation System Management (TSM) Strategies, ~~along with other technologies,~~ as appropriate to improve system efficiency, ~~and enhance safety, while also maximizing transportation infrastructure investments.~~ ~~TSM strategies may be required as a condition of development approval throughout the City.~~

Policy M 1.1.31: Accommodate emerging modes of transportation. The City shall continue to accommodate alternate modes of motorized transportation, including golf carts and electric vehicles within certain areas of the City. Furthermore, the City shall continue coordination with the County, MetroPlan and FDOT to explore opportunities to accommodate emerging modes of transportation, as they become available to the region, including autonomous vehicles.

OBJECTIVE M 1.2: 2-1.8: Establish Maintain Transportation Concurrency Exception Areas (TCEA). The US 17-92 CRA Corridor and the Downtown Sanford TCEA/CRA, as illustrated by Map 4, shall be maintained ~~is hereby established as a TCEA, in addition to the existing Downtown Sanford TCEA/CRA as delineated on Map 1-4 of the future land use map series,~~ to reduce adverse impacts of concurrency and to promote compact urban redevelopment and infill development to fulfill the City's redevelopment goals. Transportation programs and improvements within the TCEA shall emphasize pedestrian and transit modes of transportation. The TCEA will promote the redevelopment objective through providing mobility for all modes, implementing good urban design principles, achieving a balanced mix of land uses and promoting network connectivity. Transportation and mobility needs within the TCEA shall be met through the implementation of the following policies:

Policy 2-1.8.1: ~~Consider Transportation Concurrency Exception.~~ ~~The City may grant exceptions to transportation concurrency requirements for development or redevelopment within the City's two TCEAs, US 17-92 and Downtown Sanford.~~

Policy M 1.2.1: 2-1.8.2: Maintain TCEA Boundaries. Only the currently designated areas located within the central business district CBD and CRAs and US 17-92 corridor, as delineated on the Future Land Use Map 4, may be incorporated into the TCEA, unless sufficient justification is provided that supports the addition of the respective parcels within the TCEA.

Policy M 1.2.2: 2-1.8.3: Require Pedestrian and Transit Friendly Site Design. All developments are required to adhere to the Land Development Regulation Code requirements for site and building design promoting pedestrian, bicycle and transit modes. ~~The design standards include:~~

- ~~Direct pedestrian pathways from building entranceways to public sidewalks and transit stops;~~
- ~~Building orientation toward public streets;~~
- ~~Transit easements on private property;~~
- ~~Bicycle parking facilities;~~
- ~~Pedestrian lighting; and~~
- ~~Streetscape design compatible with pedestrian, bicycle and transit facilities.~~

Policy M 1.2.3: 2-1.8.5: Evaluate Feasibility of Conduct a Transportation Management Plan Associations. Within the Planning Horizon By 2012, the City shall engage in the completion of a Transportation Management Plan that will establish strategies to effectively implement the City's CMS and attain a safe, effective and efficient motorized and non-motorized transportation network in the City. ~~evaluate the feasibility and potential effectiveness for establishing a Transportation Management Association (TMA) for major employers within the central business district. If a TMA is not feasible, the City shall periodically reassess its feasibility at least once every three years.~~

Policy 2-1.8.7: Require Parking Garage Design Standards and Uses. ~~The architectural design standards contained in the Land Development Code for parking garages will be adhered to while designing parking garages. The intent of the design standards is to assure attractive construction that complements the character of the historic downtown or the principal building. Covered waiting areas for transit or shuttle service shall be provided at parking garages when determined appropriate by the City. The Land Development Code shall allow compatible retail commercial uses and services to locate on the ground floor of parking garage facilities.~~

Policy 2-1.8.8: Develop Seminole Boulevard Pedestrian Pathway System. ~~Redevelopment plans for the Waterfront/Downtown CRA shall continue to include a pedestrian pathway system along Seminole Boulevard and the St. Johns River.~~

Policy M 1.2.4: 2-1.8.9: Provide Public Parking and Enhance Signage. To maximize use of public parking lots, the Land Development Regulations LDRs Code shall allow directional signage that increases public awareness of parking lot locations within the TCEAs. Such signage shall be located only within or adjacent to public rights-of-way.

Policy M 1.2.5: 2-1.8.10: Monitor Traffic Impacts. ~~Though exempt from concurrency,~~ New development and redevelopment with the City, including its two established TCEAs, shall submit to the City a traffic impact analysis report. This report shall evaluate all roadways identified by the City. The evaluation shall follow professional standards described within the Land Development Regulations Code. Exemption from concurrency does not exempt any applicant or property owner from conducting traffic impact analysis necessary to evaluate traffic safety and operational standards or from installing road and access improvements necessary to promote public safety. The annual update of the City's concurrency management system CMS shall monitor traffic

impacts generated from new development occurring within the TCEA. The update report shall identify those traffic impacts affecting the level of service LOS status for roadways within and near the TCEA.

Policy M 1.2.6: ~~2-1.8.11: Assess Intermodal Transportation Facilities.~~ At such time as an intermodal transportation facility receives funding commitments from State, Regional and/or Federal sources, the City shall undertake the following activities:

- a. A study shall evaluate appropriate land use designations and zoning categories within the vicinity of the intermodal facility. Based on this study, the City shall assess any need to assign zoning and ~~Land Development Regulations~~ LDRs that further pedestrian and transit transportation alternatives.
- b. Evaluate the area surrounding the intermodal facility for annexation/incorporation into the TCEA.

Policy M 1.2.7: ~~2-1.8.12: Require Adequate Sidewalk Facilities.~~ The City shall continue to require development or redevelopment to install sidewalks if sidewalks are not present within or adjacent to public right-of-way. The City shall require a developer/property owner to replace and improve deteriorated sidewalks located along roadways adjacent to the new development or redevelopment.

Policy ~~2-1.8.13: Evaluate Transit Facilities.~~ Within the TCEA, applicants of development or redevelopment exceeding 20,000 square feet gross floor area shall coordinate with LYNX regarding transit facilities necessary to serve that development. The developer/property owner shall install any improvements requested by LYNX unless otherwise waived by the City.

Policy M 1.2.8: ~~2-1.8.14: Discourage Automobile Related Land Use Activities.~~ Automobile-related land uses activities will be discouraged within the TCEA. Such activities to be discouraged by the ~~Land Development Regulations~~ LDRs for this District include but are not limited to drive-through facilities, automobile repair and services and sales, warehousing, and gas stations.

Policy ~~2-1.8.16: Require Hotel Shuttle Service.~~ The City shall establish criteria within the ~~Land Development Regulations~~ that requires new lodging facilities to provide guest shuttle services to locations within downtown and other areas of Sanford, including connections to the Sanford/Orlando Airport and the Amtrak Station. The extent of such service will be based upon the number of guest rooms or other similar methods measuring transportation demands. Such criteria shall not preclude lodging business from developing alternative transit plans that could include services provided by LYNX, contributions to a City downtown shuttle service, or other similar programs when accepted by the City.

Policy ~~2-1.8.17: Improve Transit Level of Service.~~ LYNX shall be encouraged to improve the transit LOS within the TCEAs from 60 minute headways to 30 minutes headways and to provide Sunday transit service at an LOS of 60 minutes or less.

Policy ~~2-1.8.18: Implement Design Recommendations of the US 17-92 CRA 2006 Corridor Strategy Plan.~~ The US 17-92 TCEA will incorporate all the physical design recommendations from the US 17-92 CRA 2006 Corridor Strategy Plan into a US 17-92 TCEA Overlay District Design Regulation Ordinance. The standards of the ordinance will apply to all developments within the US 17-92 TCEA and will include at a minimum the following objectives:

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- ~~Manage access through development of an access management plan promoting shared access between business uses and minimization of pedestrian conflict points.~~
- ~~Encourage parking management through maximum parking utilization and shared parking facilities for all developments within TCEA.~~
- ~~Create a sense of place within TCEA by enhancing the built environment through requirements such as building orientation to the street, parking behind the building and service access from alleys.~~
- ~~Encourage transit friendly site layouts and roadway features to increase comfort for transit users making it a viable travel mode for local and Regional trips.~~
- ~~Provide of excellent pedestrian connectivity between origins and destinations within TCEA and direct pedestrian access from the roadway and bus stops to building entrances.~~
- ~~Develop a comfortable bicycling environment within the TCEA through provision of bicycle lanes, bicycle parking areas, and bicycle lockers and shower facilities in buildings.~~

~~**Policy 2-1.8.19: Implement the US 17-92 CRA 2006 Corridor Strategy Plan Policy Recommendations.** The US 17-92 TCEA will incorporate all the marketing, financial and investment strategies from the US 17-92 CRA 2006 Corridor Strategy Plan into an Implementation Plan. The Implementation Plan will be used by the City to negotiate with property owners, developers and business owners within the TCEA.~~

Policy M 1.2.9: 2-1.8.20: Develop TCEA Mobility Plan. By 2012, The City will develop a TCEA Mobility Plan, which will identify and list strategies to improve mobility within the two TCEA boundaries along with the associated time frame and funding plan. The mobility plan will include:

- Identification of deficiencies in the sidewalk connections and timeline for phased completion of the sidewalk network.
- Development of a designated bicycle routes within the TCEA and implementation plan connecting to integral Regional bicycle routes.
- Analysis of transit routes, headways, ridership and strategies to improve route alignment, headways, location and placement of bus shelters to provide access to businesses and residential neighborhoods within TCEA.
- Low cost, low impact transportation systems management measures and a transportation demand management system designed to alter travel behavior and provide alternate modes to single-occupant vehicles.
- Identify priorities for redevelopment in the US 17-92 TCEA.

~~**Policy 2-1.8.21: Identify Priorities for Redevelopment.** Based on the existing roadway network and development pattern, the US 17-92 TCEA can be identified three distinct network connectivity areas:~~

- ~~Traditional Grid — The area within the TCEA from 1st Street to 25th Street/SR 46/CR 46A represents a grid patterns of roadways that are closely spaced and interconnected at regular intervals;~~
- ~~Transitional Grid — The area between 25th Street and 27th Street represents a transition from closely spaced grid connection to a larger vertical grid with receding horizontal connectivity; and~~
- ~~Suburban Non-Grid — The area from 27th Street to the southern boundary of TCEA (Lake Mary Boulevard) represents a large block roadway pattern only one major north-south and east-west roadway with limited connectivity.~~

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In order to focus on appropriate strategies and improvements within the TCEA, the TCEA will be analyzed as two zones: Zone A—North US 17-92 TCEA Sub-district (including traditional and transitional grid described above) extending from 1st Street to 27th Street and Zone B—South US 17-92 TCEA Sub-district (including suburban non-grid described above) extending from 27th Street to Lake Mary Boulevard). Zone A is characterized by closely spaced and well-connected local street network with US 17-92 serving as the main spine. Zone B is characterized by bigger block sizes and limited connectivity. The following list provides the priorities for these zones in the TCEA Mobility Plan.

~~Zone A—North US 17-92 TCEA Sub-district~~

- ~~• Complete sidewalk network and provide pedestrian crossings and other pedestrian amenities at all intersections~~
- ~~• Restore abandoned alleys for use as service access~~
- ~~• Develop access management plan for shared driveway access~~
- ~~• Reorient buildings to the street, especially along US 17-92~~
- ~~• Locate buildings closer to the street with parking accommodations in the rear~~
- ~~• Promote service-oriented commercial uses to support residential and office populations~~
- ~~• Streetscape US 17-92 with lighting, landscaping, and other urban design features~~

~~Zone B—South US 17-92 TCEA Sub-district~~

- ~~• Create parallel streets to US 17-92 to provide alternatives for local trips~~
- ~~• Promote urban compact mixed use developments on larger parcels~~
- ~~• Provide connections from commercial/mixed-use destinations to residential neighborhoods~~
- ~~• Develop a continuous and well-connected sidewalk network with access to transit~~
- ~~• Streetscape US 17-92 with lighting, landscaping, and other urban design features~~

~~Policy 2-1.8.22: Coordinate a Transit Shuttle Service.~~ By 2012, the City and the CRA shall coordinate with LYNX to determine the feasibility of providing a transit shuttle service along the US 17-92 corridor, within Downtown Sanford, and the surrounding residential neighborhoods.

~~Policy 2-1.8.24: Require Transportation Demand Management Programs.~~ In accordance with the Land Development Code, all employers with 35 or more employees in the TCEAs will be required to establish employer-based transportation demand management programs (TDM). Any four of the 10 TDM strategies shall be incorporated into the TDM program:

- ~~1. Alternative work schedules/flex time;~~
- ~~2. Preferential parking for carpool and vanpool vehicles;~~
- ~~3. Bicycle locker and shower facilities;~~
- ~~4. Information center for transportation alternatives including, but not limited to, current bicycle, sidewalk and transit maps, transit routes and schedules, and rideshare match lists;~~
- ~~5. Bus stop improvements;~~
- ~~6. On-site child care facilities;~~
- ~~7. Facilities and equipment to encourage telecommuting;~~
- ~~8. Transit incentives for employees such as subsidy of bus passes and financial incentives for carpoolers, etc.;~~
- ~~9. Plans for delivery of goods at off-peak hours; and~~
- ~~10. Plans and facilities for centralized deliveries of goods for multi-tenant facilities.~~

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~~For all new developments and redevelopments, these programs shall be set forth within a recordable development order/agreement.~~

Policy M 1.2.10: 2-1.8.25: Develop TCEA Monitoring and Evaluation Report. The City will prepare a TCEA Monitoring and Evaluation Report every seven years to evaluate the overall traffic conditions within the TCEAs and compare with changes in traffic conditions from the previous report. The report will comprise of the following analyses:

- Establish base conditions on which future monitoring and evaluation can be based.
- Evaluate Bicycle and Pedestrian Facilities – existing facilities and their comprehensiveness, connectivity to facilities outside TCEA, existing conditions, deficiencies, and improvements to the network from previous report, planned/programmed improvements and funding sources.
- Evaluate Transit Conditions – existing transit routes, headways, ridership, improvements to facilities from previous report, existing deficiencies, developer initiated improvements, future planned/programmed improvements and funding sources.
- Evaluate Traffic Conditions – existing levels of service, improvements to roadway network from previous report, planned/programmed improvements and funding sources.
- Evaluate Redevelopment Activity – level of development activity within the TCEA in terms of non-residential building square footage and dwelling units, successes of TCEA mobility and redevelopment strategies.
- Evaluate effectiveness of Other TCEA Strategies – implementation of other mobility and redevelopment strategies, policies and programs against adopted targets and performance measures.

Policy M 1.2.11: 2-1.8.26: Implement TCEA Monitoring and Evaluation Performance Measures and Strategies. The City shall monitor the success of multi-modal infrastructure, redevelopment activity and mobility/redevelopment strategies through the evaluation of performance measures and adopted targets. The baseline condition for the performance measures and respective targets will be identified/defined ~~in 2009~~ as part of the TCEA Mobility Plan and shall be the data available for comparison against the data collected for the adoption year of the TCEA or the date of subsequent Evaluation and Appraisal Report (EAR), and mid-EAR reporting timeframes as appropriate. ~~The following~~ In the Mobility Supporting Data and Analysis found in Volume II, performance measures, and targets and strategies are provided, ~~which~~ will be used in the TCEA Evaluation and Monitoring Report to assess whether or not the adopted TCEA is achieving its intended purpose:

TCEA Performance Measures

TCEA STRATEGIES	TARGET IMPLEMENTATION⁴	IMPLEMENTATION RESPONSIBILITY²
PEDESTRIAN STRATEGIES		
1. Construction of new public sidewalks	500 linear feet per year	CRA TIF/Developer Contributions
2. Improvements or repairs along existing network through resurfacing, removal of obstacles, etc.	1,500 linear feet per year	CRA TIF/Developer Contributions

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TCEA STRATEGIES	TARGET IMPLEMENTATION⁴	IMPLEMENTATION RESPONSIBILITY²
3. Number of pedestrian level lighting added along US 17-92 and side streets and within TCEA	20 lights per year	GRA TIF/Developer Contributions
4. Number of intersections upgraded with crosswalks, pedestrian push buttons, and pedestrian countdown heads	4 intersections per year	GRA TIF/Developer Contributions
5. Number of TCEA non-residential/mixed use developments upgraded with direct pedestrian connection from site entrance to building entrance	4 developments per year	Developer
BICYCLE STRATEGIES		
1. Lane miles of roadways with designated bicycle lanes	Inclusion of bicycle lanes or similar facilities with roadway widening or streetscaping projects	GRA TIF/Developer Contributions
2. Inclusion of bicycle parking, lockers, and shower facilities in new developments	All redevelopment projects shall include bicycle parking. Minimum of 4 spaces per development. 1 additional space for every additional 50 car parking spaces.	Developer
3. Addition of bicycle parking and related facilities in existing developments	Conversion of car parking to bicycle parking or addition of bicycle parking in at least 2 development projects per year	Developer
TRANSIT STRATEGIES		
1. Number of improved bus shelters along on LYNX routes within the TCEA	1 improved shelter each year.	Developer
2. Number of new bus shelters added along existing/new LYNX routes	1 new shelter every 2 years or as identified by LYNX	Developer
3. Number of bus turn-out facilities	1 every 3 years or as identified by LYNX	Developer
4. Number of free transit passes issued by employers	1 month's worth of free transit passes per every 5 employees.	Developer
TRANSPORTATION DEMAND MANAGEMENT STRATEGIES		
1. Implementation of Transportation Demand Management (TDM) Program	All employers with 35 or more employees shall implement a TDM program	GRA TIF/Employer
2. Number of shared parking opportunities implemented	At least 1 redevelopment project per year	Developer
3. Number of joint driveways or cross access easements established	At least 1 redevelopment project per year	Developer

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TCEA STRATEGIES	TARGET IMPLEMENTATION ¹	IMPLEMENTATION RESPONSIBILITY ²
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES		
1. Intersection modifications including addition of turn lanes, pavement marking improvements, lane reassignments	At least 1 intersection every 1 to 2 years determined based on traffic analysis for redevelopment projects	CRA TIF/Developer Contributions
2. Signal Timing optimization and synchronization along US 17-92 corridor	Evaluation and optimization by 2012. Reevaluation of signal timings every 2 years after 2012.	FDOT
3. Streetscaping improvements along US 17-92 corridor	Inclusion of streetscape improvements with roadway widening and resurfacing projects	FDOT/CRA TIF

(1) Specific sites and locations for implementation of TCEA strategies will be identified in the TCEA Mobility Plan. Strategies and targets may be subject to further consideration during the development of the TCEA Mobility Plan based on whether they can be supported by reasonably available data or if additional measures need to be identified.

(2) CRA/TIF funding sources are proposed for program/policy development. The future funding to meet the requirements of the programs or policies created will be the responsibility of developers to the extent that the funding is generally commensurate with development impacts. The balance of any funding needs not addressed by developer contributions shall be evaluated by the City in the TCEA Funding Program.

Policy 2-1.8.27: Implement TCEA Strategies. The above mentioned TCEA strategies will be implemented by the development/redevelopment projects based on the following strategy selection criteria. The number and type of strategies are chosen based on a project's trip generation potential and their impact on adjacent roadways:

Criteria Level	Net New Average Daily Trip Generation	Required Number of Strategies
Level 1	Less than 50	Pedestrian Strategy: 1 Bicycle Strategy: 2, 3
Level 2	50 to 400	Pedestrian Strategy: 1, 2, 5 Bicycle Strategy: 2, 3 Transit Strategy: 4
Level 3	400 to 1,999	Pedestrian Strategy: 1, 2, 5 Bicycle Strategy: 2, 3 Transit Strategy: 4 TDM Strategy: 2, 3
Level 4	Greater than 2,000 but less than 5,000	Pedestrian Strategy: 1, 2, 5 Bicycle Strategy: 1, 2, 3 Transit Strategy: 1, 4 TDM Strategy: 2, 3

Criteria Level	Net New Average Daily Trip Generation	Required Number of Strategies
Level 5	Greater than 5,000 – 9,999	Pedestrian Strategy: 1, 2, 5 Bicycle Strategy: 1, 2, 3 Transit Strategy: 1, 4 TDM Strategy: 1. 2 and 3 will apply as appropriate. TSM Strategy: 1
Level 6	Greater than 10,000	Pedestrian Strategy: 1, 2, 3, 4, 5 (all applicable) Bicycle Strategy: 1, 2, 3 Transit Strategy: 1, 4. 2 and 3 as appropriate TDM Strategy: 1. 2 and 3 as appropriate TSM Strategy: 1

The developer may sign a development agreement or contract with the City of Sanford for the provision of the required strategies. The choice of strategies shall be subject to final approval by the City during the site plan approval process. The strategies chosen shall relate to the particular site and transportation conditions where the development is located. The developer may choose to provide one or more strategies off site with the City's approval. In recognition of the varying costs associated with the strategies, the City shall have the discretion to count the sufficiency of strategies, based on cost estimates provided by the developer and verified by the City.

Policy M 1.2.12-1.8.28: Fund TCEA Strategy Implementation. The funding for implementation of the above mentioned TCEA strategies will be obtained through CRA Tax Increment Financing (TIF) funds, Seminole County grants, FDOT grants, City funds and developer contributions. A financially feasible TCEA Mobility Plan will be adopted as part of the City's annual Capital Improvements Element (CIE) update.

Policy M 1.2.13: Policy 2-1.1.10: Establish a Long Term Concurrency Management System for 25th Street / SR 46 / CR46A. The City shall, in coordination with the Florida Department of Transportation FDOT and Seminole County, establish a long-term concurrency management strategy system to address potential roadway deficiencies along SR 46 (east of Interstate 4) and SR 415, and prioritize roadway improvements for these corridors within a timeframe of up to 10 years. The long term concurrency management strategy system will be coordinated with the Capital Improvements Element and will include periodic monitoring of LOS conditions and funding status.

OBJECTIVE M 1.3: Promote Regional Connectivity. Continue to work closely with area partners to ensure Regional connectivity while respecting the City's local setting.

SunRail/Amtrak Autotrain

Policy M 1.3.1: Connect Rail Services to Key Destinations. The City shall continue to enhance connections between the existing train station and other destinations within the City of Sanford (such as the shuttle between the station, SunRail, and Downtown).

Florida Department of Transportation (FDOT)

Policy M 1.3.2: Coordinate with FDOT on State Roads. The City shall continue to work closely with FDOT - District Five regarding future changes and maintenance) to I-4, US 17-92, SR 46, and SR 415 to ensure consistency with the City's Comprehensive Plan (including levels of service) and the LDRs. This partnership will ensure that these corridors serve as gateways into Sanford while also meeting the State's priority for moving people and goods safely and efficiently.

Policy M 1.3.3: Coordinate with FDOT on SunRail. The City shall continue to work closely with FDOT – District Five regarding future changes to SunRail passenger rail service along with the service center to ensure consistency with the City's Comprehensive Plan and the LDRs. This partnership ensures this rail mobility option is integrated into the City's mobility network while also meeting the State's priority for moving people safely and efficiently.

Policy M 1.3.4: Coordinate with FDOT on SR 417. The City shall continue to work closely with FDOT – Florida's Turnpike Enterprise regarding future changes and maintenance of Toll Road 417, particularly with regard to the construction of Wekiva Parkway, to ensure consistency with the City's Comprehensive Plan (including levels of service) and the LDRs. This partnership will ensure that these corridors serve as gateways into Sanford while also meeting the State's priority for moving people and goods safely and efficiently.

MetroPlan Orlando

Policy M 1.3.5: Participate in MetroPlan. The City will continue to participate on the MetroPlan Orlando Board and advisory committees to ensure that transportation projects within the City are eligible for non-City funding by being included in MetroPlan's (LRTP) and Transportation Improvement Program (TIP).

Policy M 1.3.6: Implement Complete Streets. The City shall consider MetroPlan Orlando's complete streets policy, as a means to accommodate multiple modes within a given corridor and providing enhanced connections throughout the City.

Central Florida Regional Transportation Authority/LYNX

Policy M 1.3.7: Coordinate Transit Service. The City shall work with LYNX to ensure that bus service meets future mobility needs of its citizens and visitors, including connections to the SunRail station, the Amtrak station, and Downtown Sanford. In addition, bus shelters and signage must be consistent with the City's LDRs.

East Central Florida Regional Planning Council (ECFRPC)

Policy M 1.3.8: Coordinate with the ECFRPC for Emergency Management. The City shall continue to coordinate with the ECFRPC to ensure compliance with the Region's emergency evacuation plan and procedures.

Seminole County

Policy M 1.3.9: Maintain Consistency with the Comprehensive Plan on County RoadsThe City shall continue to work closely with Seminole County regarding future changes to county roads that are all or partially within City limits or adjacent to City limits to ensure consistency with the City's Comprehensive Plan (including levels of service) and the LDRs. This partnership will ensure that these corridors are compatible with the surrounding areas while also meeting the County's priority for moving people safely and efficiently.

Policy M 1.3.10: Coordinate with Seminole County on Mobility Strategy. The City shall continue to work with Seminole County to identify funding opportunities for trails, mass transit (service and connections), bicycle and pedestrian facilities and water taxis/shuttles; supporting the City's core value for expanding connections and options for getting around.

Expressway Authority

Policy M 1.3.11: Partner with Expressway Authority. The City shall continue to work with the Expressway Authority serving Seminole County as future toll road facilities are planning and built.

Seminole County Public Schools

Policy M 1.3.12: Provide Safe Access to Schools. The City shall coordinate with Seminole County Public Schools, on an ongoing basis, to ensure the provision of safe access to existing and future school facilities through effective design of roadways, bicycle facility access, and sidewalks.

Sanford Airport Authority (Orlando Sanford International Airport)

Policy M 1.3.13: Monitor the Airport Master Plan. The City shall monitor the implementation of the Airport Master Plan, including transportation connections, to ensure a complete transportation network consistent with the City's Comprehensive Plan.

Local Cities

Policy M 1.3.14: Provide a Complete Regional Transportation Network. The City shall continue to work closely with adjacent cities to ensure consistency as Regional transportation networks are completed, such as participation in the Municipal Mobility Working Group.

Policy M 1.3.15: Participate in the Municipal Mobility Working Group. The City shall continue to participate in the Municipal Mobility Working Group as a means to promote connections between area destinations.

OBJECTIVE M 1.4: Coordinate Land Use with Multi-Modal Strategies. Use a multimodal approach as future land use decisions are made within the City of Sanford as a means for promoting a compact and sustainable development pattern.

Policy M 1.4.1: ~~Policy 2-1.1.2~~ **Develop and Maintain the Future Transportation Map Series.** The City of Sanford shall use the transportation map series (provided in Section VI of this Document) as a guide for integrated transportation and land use planning decisions. ~~Comprehensive Plan Transportation Element hereby includes the Future Transportation Map Series as described below:~~

Policy M 1.4.2: ~~Policy 2-1.6.1~~ **Maintain Element Consistency between City and County Comprehensive Plans.** The City shall maintain and enforce a Transportation Element that is consistent with other elements of the City Comprehensive Plan (including the Future Land Use) as well as applicable provisions of the Seminole County Comprehensive Plan.

OBJECTIVE M 1.5: Protect Existing Resources. As transportation improvements are implemented, protection of neighborhoods, environmentally sensitive areas, and future rights-of-way will be top priorities for the City of Sanford.

Neighborhoods

Policy M 1.5.1: ~~Objective 2-1.5~~ **Establish a Transportation System that Protects Neighborhood Integrity and Promotes Community Values.** The City's transportation system will protect neighborhood integrity, while providing a system of arterial and collector streets that will direct through traffic away from local residential streets. ~~The City shall coordinate with the State and the County to ensure that the functional classification system is responsive to both existing development and the City's future land use plans. Sanford shall work to ensure that the multi-modal transportation system preserves environmentally sensitive areas, conserves natural resources, and promotes community aesthetic values.~~

Policy M 1.5.2: ~~Policy 2-1.5.1~~ **Increase Traffic Circulation and Reduce Impacts to Surrounding Land Use.** The City shall continue to initiate future traffic circulation and access projects that not only provide connectivity between heavy trip generators and attractors, but also initiate strategies that mitigate traffic impacts on residential neighborhoods and/or direct through traffic away from residential neighborhoods that may be impacted.

Policy M 1.5.3: ~~Policy 2-1.5.2~~ **Minimize Intrusion of Arterial Roadways into Neighborhoods.** The City will, as much as possible, protect the character of existing neighborhoods from the intrusion of arterial roadways. ~~The criteria used to determine whether arterials will be allowed to intrude in existing neighborhoods are whether there are problems maintaining LOS standards on the applicable roadways, whether there are safety problems, right-of-way availability and whether there are viable alternatives.~~ In areas where arterial roadways intrude into neighborhoods, the City will ensure work closely with that the State and/or Seminole County so that provide buffers (such as concrete walls, landscaped buffers, and berms) and other similar buffers are provided alongside the roadway. Similar coordination will occur ~~The City will coordinate with the State and/or County to review the feasibility of relocating roadways when intrusion is proposed.~~

Environmentally Sensitive Lands

Policy M 1.5.4: Policy 2-1.5.4: Protect Natural Resources. The City shall locate and design roadways to minimize adverse environmental impacts, including those associated with the Airport Master Plan. Where sensitive environmental areas will be impacted by roadway construction, the City will mitigate those impacts by taking action as adopted in the Conservation Element.

Right-of-Way Protection

Policy M 1.5.5 Policy 2-1.7.1: Preserve Existing Rights of Way. The City of Sanford shall continue to maintain measures for identifying and preserving existing rights-of-way as part of the City’s continuing planning operations. In addition, the City shall continue to maintain the integrity of the Future Land Use Map and the Future Transportation System Map, by monitoring the impacts of development and ensuring consistency of new development with the Future Land Use and Transportation Elements. The City’s long range planning activities shall continue to identify possible needs for additional future rights-of-way based on analysis of land use and.

Policy M 1.5.6 Policy 2-1.7.2: Provide Adequate Right of Way. The City shall continue to use the adopted hereby adopts minimum standards for road rights-of-way as listed below. The City shall preserve existing rights-of-way and shall enforce standards requiring dedication of roadways, the need for which was generated by new development. The City shall work with the County and FDOT to acquire right-of-way to address existing or projected future LOS deficiencies.

Table M-2: Right of Way Minimum Width by Functional Classification

ROADWAY	RIGHT-OF-WAY WIDTH (in feet)
Arterials	100
Major Collector	80
Minor Collector	60
Local Streets	50 (exclusive curb and gutter)

Policy M 1.5.7 Policy 2-1.7.3: Require Dedication of Right of Way to Accommodate New Development. The City shall continue to require mandatory dedication or fees in lieu thereof as a condition of development approval associated with plats, replats, PUDs, or site plans where such developments generate a need for new or improved roadways. The purpose and intent of the program shall be to assure that: 1) adequate road right-of-way and necessary roadway improvements are dedicated and developed concurrent with the impacts of new development; and 2) the cost of such improvements shall be borne by the developer generating the need for the facilities.

OBJECTIVE M 1.6: Provide Funding for Mobility Network. The City shall continue to fund transportation projects (as identified in the Capital Improvements Program) through available funding sources while also identifying additional funding sources for future projects.

Policy M 1.6.1: Prioritize Mobility Improvements. Annually, the City Engineer, along with other City Departments, shall identify the City’s top transportation priorities. These mobility priorities include, but are not limited to:

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- On-going shuttle service between Downtown Sanford, the Sanford SunRail Station, and the Amtrak Station; and
- Completion of the River of Lakes Heritage Corridor along Lake Monroe from US 17-92 to Downtown Sanford.
- Coordination with Seminole County to complete the City's network of sidewalks.
- Completion of Phase III of the Riverwalk project.

The Capital Improvements Program will be evaluated to incorporate these priorities, as needed.

Policy M 1.6.2: ~~**Policy 2-1.10.3:**~~ **Coordinate Proposed Roadway Capital Improvement Program.** The City of Sanford shall coordinate with FDOT, Seminole County, and MetroPlan Orlando to ensure that the roadway improvements identified in the capital improvement element (CIE) are completed in a timely and cost-efficient manner.

Policy M 1.6.3: ~~**Policy 2-1.10.5:**~~ **Participate in County Impact Fee Program.** The City shall continue to participate in the County's Transportation Impact Fee Program. The City shall be represented on the impact fee's Municipal Technical and Citizen Advisory Committees.

Existing Transportation Goals, Objectives, and Policies (not included in the updated GOPs)

It is being recommended that several of the existing objectives and policies be deleted from the GOPs. The following pages provide notes regarding reasons for: deleting, moving to the Mobility Element's supporting data and analysis (too detailed for the GOPs), or incorporating into standard review practices (administrative rather than aspirational).

~~**GOAL 2-1: PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM.** THE CITY SHALL DEVELOP AND MAINTAIN AN INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM IN THE CITY OF SANFORD WHICH PROMOTES MOBILITY AND ACCESSIBILITY TO MOVE PEOPLE AND GOODS IN A MANNER CONSISTENT WITH THE LOCAL LAND USE, AND ENVIRONMENTAL PROTECTION GOALS, AS WELL AS COORDINATED WITH PROPOSED DEVELOPMENTS. THE TRANSPORTATION SYSTEM SHALL FOCUS ON MULTI-MODAL MOBILITY THAT OFFERS TRANSPORTATION AND TRANSIT SERVICES IN THE MOST EFFICIENT, CONVENIENT, ACCESSIBLE, AND AFFORDABLE MANNER POSSIBLE.~~

~~**OBJECTIVE 2-1.1: Provide a Safe, Convenient, and Efficient Multi-Modal Transportation System.** The City of Sanford shall provide an integrated multi-modal transportation system that emphasizes safe, convenient, and efficient movement of motorized and non-motorized vehicles as well as pedestrians within Sanford through the use of management systems as described in the below policies.~~

~~**Policy 2-1.1.2: Develop and Maintain the Future Transportation Map Series.** The City of Sanford Comprehensive Plan Transportation Element hereby includes the Future Transportation Map Series as described below:~~

- ~~1. *Map 2-1: Major Thoroughfares by Number of Lanes (2009)* identifies each major thoroughfare within the City of Sanford by the number of through lanes for the facility.~~
- ~~2. *Map 2-2a: Major Thoroughfares by Functional Classification (2009)* identifies arterial and collector streets and their functional classification for each facility. The functional classification system indicates the role of each thoroughfare and assists in defining land use relationships.~~
- ~~3. *Map 2-2b: Jurisdictional Roadway Classification Map (2009)* identifies the jurisdictional classification of roadways within the City's boundaries and reveals the jurisdiction responsible for maintenance.~~
- ~~4. *Map 2-3: Major Trip Generators and Attractors (2009)* identifies the location of the major trip generators and attractors in the City of Sanford including City Hall, Civic Center, Aquatic Center, Orlando-Sanford Airport, Fort Mellon Park, Seminole County Court House, Sanford Museum, and Monroe Harbor Marina.~~
- ~~5. *Map 2-4: Existing Public Transit Facilities (2009)* illustrates public transit service currently serving the City of Sanford. Three LYNX fixed routes (34, 46, and 103) operate within the City of Sanford. Route 34 services the central core of Sanford and the downtown area, while route 46 services SR 46 and the western part of the City. Route 103 services the southern portion of US 17-92.~~
- ~~6. *Map 2-5: Existing Bicycle and Pedestrian Facilities (2009)* identifies existing bicycle and~~

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~~pedestrian facilities located within the City of Sanford.~~

- ~~7. *Map 2-6: Significant Park Facilities (2009)* identifies the significant parking facilities within the City. These parking facilities typically provide 100 parking spaces or more and are associated with the major trip generators/attractors.~~
- ~~8. *Map 2-7: Railways, Intermodal, and Airport Facilities (2009)* identifies the CSX railways, Amtrak station, the bulk transport terminal. The Amtrak station is also the general location of the future commuter rail station being proposed.~~
- ~~9. *Map 2-8: Existing Peak Hour Peak Direction LOS on Major Thoroughfares (2009)* illustrates the current peak hour peak direction LOS for major roadways within the City of Sanford.~~
- ~~10. *Map 2-9: Major Thoroughfares by Number of Lanes (2025)* illustrates the major thoroughfares in the City of Sanford by the number of through lanes for each facility type anticipated in 2025.~~
- ~~11. *Map 2-10a: Major Thoroughfares by Functional Classification (2025)* identifies the collector, principal arterial and minor arterial roadways within the City in 2025.~~
- ~~12. *Map 2-10b: Jurisdictional Roadway Classification Map (2025)* identifies the jurisdictional classification of roadways within the City's boundaries and reveals the jurisdiction responsible for maintenance.~~
- ~~13. *Map 2-11: Major Trip Generators and Attractors (2025)* illustrate the existing major trip generators and attractors within the City of Sanford as well as any new attractors. There are no new major trip generators forecasted at this time.~~
- ~~14. *Map 2-12: Future Transit Facilities (2025)* illustrates LYNX public transit service proposed new routes and route extensions. Route 103 currently services the southern portion of US 17-92; however this map illustrates its planned extension to continue through the City on US 17-92 turning west on SR 46 and south on Towne Center Boulevard to the proposed Seminole Towne Center Transit center. Link 419 — Sanford East would provide service to eastern Sanford, between the Seminole Center transit center, downtown Sanford and Central Florida Regional Hospital. Link 420 — Sanford West would provide circulator service to western Sanford area. The Link would operate between Seminole Center transit center and the Central Florida Regional Hospital.~~
- ~~15. *Map 2-13: Future Bicycle and Pedestrian Facilities (2025)* identifies proposed on-street bicycle facilities improvements within the City of Sanford along with the proposed pedestrian-related improvements.~~
- ~~16. *Map 2-14: Projected Peak Hour Peak Direction Levels of Service (2013)* illustrates the projected peak hour peak direction LOS calculated for major roadways within the City based on build-out of land uses proposed in the City Future Land Use Map.~~
- ~~17. *Map 2-15: Projected Peak Hour Peak Direction Levels of Service (2025)* illustrates the projected peak hour peak direction LOS calculated for major roadways within the City based on build-out of land uses proposed in the City Future Land Use Map.~~

Policy 2-1.1.5: Control Vehicular Access to Major Thoroughfares. The City shall continue to provide an adequate, properly designed and safe system for controlling vehicular access to major

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~~thoroughfares through the control of the intersections of access points, including driveways and roads, to connecting roadways. This action shall be facilitated through design standards and procedures which address:~~

- ~~1. Adequate storage and turning bays; _____~~
- ~~2. Provision of service roads; _____~~
- ~~3. Spacing and design of median openings and curb cuts;~~
- ~~4. Driveway access and spacing;~~
- ~~5. Cross and/or joint access; and _____~~
- ~~6. Traffic operations.~~

~~These controls shall be coordinated through the site plan review and building permit process as provided for in the City Code.~~

~~**Policy 2-1.1.6: Require On-Site Transportation Improvements and Safe Traffic Flow.** The City shall enforce development regulations which require that all developments provide safe and convenient on-site traffic flow considering motorized and non-motorized vehicle parking and internal circulation needs as well as pedestrian circulation.~~

~~**Policy 2-1.1.7: Enforce Controlled Access Regulations.** The City shall continue to enforce the Land Development Regulations that establish standards for:~~

- ~~• Controlling connections and access points of driveways and roadways to existing roadways;~~
- ~~• Preventing conflicts between vehicular, pedestrian and rail traffic; and~~
- ~~• Providing a traffic circulation system which is designed to accommodate the demands of emergency service delivery systems.~~

~~**Policy 2-1.1.8: Designate County Facilities within an Urban Center.** The following County facilities within the City of Sanford shall be designated within an urban center:~~

- ~~• CR 46A – West City Limits to Old Lake Mary Road; _____~~
- ~~• Airport Boulevard – SR 46 to CR 46A;~~
- ~~• Upsala Road (CR 15) – SR 417 to 25th Street; and~~
- ~~• Old Lake Mary Road – Country Club Road to Southwest Road.~~

~~**Policy 2-1.1.9: Implement the SR 46 Transportation Agreement.** The City of Sanford will adhere to the provisions of the transportation agreement between the City, Seminole County, and FDOT regarding the widening of SR 46 from Mellonville Avenue to East of SR 415 from two to four lanes by 2013.~~

~~**OBJECTIVE 2-1.11: Analyze Bicycle and Pedestrian Way Facilities.** The City shall analyze the feasibility for bicycle and pedestrian ways when planning for transportation facilities.~~

~~**OBJECTIVE 2-1.2: Coordinate Land Uses and Transportation.** The City shall coordinate the transportation system with the Future Land Use Map Series and ensure that existing and proposed population densities, housing and employment patterns, land uses, and all other short and long term development plans are consistent with the city transportation system and services.~~

~~**Policy 2-1.2.1: Integrate Transportation and Land Use Planning.** The City shall continually monitor and evaluate the impacts of existing and proposed future land development on the transportation system in order to achieve integrated management of the land use decisions and transportation impacts and opportunities.~~

~~**OBJECTIVE 2-1.6: Coordinate Land Use and Transportation Elements.** The Transportation Element will continue to be coordinated with the goals objectives and policies of the Future Land Use Element and other elements of the Comprehensive Plan, to maintain internal consistency. Similarly, the City shall review new development and redevelopment proposals to ensure that major traffic generators generally remain in the compact commercial core areas.~~

~~**Policy 2-1.2.2: Enforce Traffic Circulation Site Plan Review Criteria.** The City shall enforce traffic circulation site plan review criteria in the Land Development Code. The criteria address such factors as:~~

- ~~• trip generation;~~
- ~~• internal traffic circulation and parking facilities design, including minimizing pedestrian and vehicular conflict, off-street parking, as well as safe and convenient circulation and maneuverability;~~
- ~~• access points;~~
- ~~• potential need for acceleration/deceleration lanes;~~
- ~~• adequate surface water management and drainage; and~~
- ~~• landscaping.~~

~~**Policy 2-1.2.5: Coordinate Transit Planning with Land Use Planning Process.** The Land Development Code shall include a mandatory site plan review process during which all development shall be reviewed for impacts on transit. Applicable improvements shall be required to facilitate the movement of transit users between major activity centers and nearby transit stops. Similarly, the City short and long range planning efforts shall continue to manage new commercial development and redevelopment in the Downtown/Waterfront area and along the SR 46 and US 17-92 corridors, so that the City maintains a compact commercial core easily accessible to the Seminole County roadway network and transit system.~~

~~**OBJECTIVE 2-1.3: Coordinate with MetroPlan, FDOT, and Other Agencies.** The City shall coordinate the transportation system services and facilities with the plans and programs of MetroPlan, FDOT, and other agencies as appropriate.~~

~~**Policy 2-1.3.1: Coordinate Roadway and Transit Improvements.** The City shall continue to coordinate roadway improvements with future public transit facility improvements as identified by Seminole County Metroplan, LYNX, and FDOT.~~

~~**Policy 2-1.3.2: Utilize County and State Numerical Indicators.** The City shall continue to use County and State numerical indicators for measuring the achievement of City mobility goals. Numerical Indicators shall include:~~

- ~~• Modal splits; _____~~
- ~~• Annual transit trips per capita; and _____~~
- ~~• Automobile occupancy rates.~~

~~**Policy 2-1.3.3: Coordinate with County, MetroPlan and FDOT.** The City shall continue to work with Seminole County, MetroPlan, FDOT, and other pertinent agencies to establish strategies, agreements and other mechanisms area wide coordination necessary to implement the transportation, land use, parking and other provisions of the Transportation Element.~~

~~**Policy 2-1.3.4: Establish a Multi-Agency Review Process.** In addition, the City will establish a multi-agency planning and development review process for proposed public improvement plans for streets, pedestrian and bike ways, as well as any other public improvements which may potentially impact and/or further maintenance of an integrated multi-modal transportation system. In this manner the City will establish and maintain a continuing technical review and coordination mechanism involving the Orlando Area MPO (MetroPlan) and the FDOT. This coordinated effort will further the City's objectives, policies, and programs related to maintenance of an integrated multi-modal transportation system consistent with adopted level of service standards.~~

~~**Policy 2-1.3.5: Assess Traffic Impacts of New Developments.** The City shall require the submittal of a traffic impact study for new development that is anticipated to generate at least 500 daily trips, 100 peak-hour trips, or at the discretion of City staff.~~

~~**Policy 2-1.4.1: Encourage Land Uses that Promote Transit.** The City shall coordinate policies and projects with the future land use element to encourage land uses that promote public transportation in the Downtown/Waterfront area and along the SR 46 and US 17-92 corridors.~~

~~**Policy 2-1.4.2: Provide Linkages between Transit and Significant Attractors.** Sanford shall coordinate with Seminole County to ensure that linkages are provided from the major transportation corridors along routes to land uses generating or attracting heavy automobile traffic such as commercial development along SR 46 and US 17-92 corridors and in the Downtown/Waterfront area, institutional uses, and existing and future residential developments.~~

~~**Policy 2-1.4.3: Enhance Future Transit Facilities to Provide Ease of Transfer.** Future transit facilities in the City of Sanford shall incorporate provisions to enhance the ease of transfer with other modes (e.g., park and ride lots, bicycle lockers and racks, pedestrian walkways, taxi stands). This shall be done in conjunction with LYNX and MetroPlan.~~

~~**Policy 2-1.5.3: Minimize Impact of Arterial Roadways on Adjacent Neighborhoods.** Arterial roadways and intersections shall, to the extent possible, be located and designed to neither minimize impacts to existing neighborhoods nor produce excessive traffic on local roads through residential areas. The following are characteristics by which the City will determine whether neighborhoods are adversely impacted:~~

- ~~• severed existing neighborhoods;~~
- ~~• more traffic other than local traffic using roadways;~~
- ~~• widening of roadways which result in roadways constructed closer to residential homes;~~
~~and~~
- ~~• other similar characteristics.~~

~~In areas where arterial roadways and their intersections adversely affect existing neighborhoods, the City will coordinate with the County and/or State to provide buffers. The City will also review the feasibility of relocating roadways and intersections as well as limiting the number of roadway connections and accesses. Where appropriate, the City will implement traffic calming improvements.~~

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~~**Policy 2-1.6.2: Utilize FLUM to Guide Transportation Planning.** The adopted Future Land Use Map (FLUM) shall be used to guide the planning of future transportation corridors and facilities to ensure the proper coordination between transportation planning and future development patterns. In addition, the Land Development Code shall ensure that site plans for future development and redevelopment are reviewed for impacts of projected vehicle trip generation on existing and planned roadway capacity. The City concurrency management system and adequate facilities ordinance shall assist in mitigating future adverse impacts on roadways.~~

~~**Policy 2-1.6.3: Monitor and Evaluate the Transportation Element.** The City of Sanford shall continue to provide a safe, convenient and efficient multi-modal transportation system through the on-going monitoring and evaluation of the Comprehensive Plan, especially the Future Land Use and Transportation Elements.~~

~~**OBJECTIVE 2-1.7: Ensure Right-of-Way Protection.** The City of Sanford shall protect existing and future right-of-way from building encroachment as well as coordinate with Seminole County to ensure that the additional rights-of-way necessary for roadway improvements planned for 2020 are acquired.~~

~~**Policy 2-1.7.4: Require On-site and Off-site Roadway Improvements.** All plans for new development shall be evaluated by the City. Prior to receiving a development permit, the applicant's plans must incorporate necessary on- and off-site roadway improvements or equitable contributions in lieu thereof which are required as part of a development application pursuant to the Comprehensive Plan or any other requirement of the Code of Ordinances. In cases involving unpaved roads adjacent to a proposed development, the applicant shall be required to pave the portion of the road which the development will be utilizing. The applicant shall not be required to pave adjacent unpaved roads if the development will not be accessing those roads. In cases of insufficient rights-of-way adjacent to a proposed development, the applicant shall be required to donate the land necessary to make the rights-of-way compliant with the requirements of the Land Development Code.~~

~~**OBJECTIVE 2-1.9: Coordinate with Regional Agencies.** The City will partner with Seminole County, FDOT and METROPLAN ORLANDO to implement widening of the segment of US 17-92, especially between Lake Mary Boulevard and Airport Boulevard. The City will also coordinate with the Regional agencies regarding SIS and FIHS facilities.~~

~~**Policy 2-1.9.1: Acquire Right-of-Way for Future US 17-92 Widening.** In recognition of the need for future widening of portions of US 17-92 (especially between Lake Mary Boulevard and Airport Boulevard), the City shall proactively engage in acquisition of right-of-way along US 17-92 within TCEA limits. The City will work with developments along the TCEA to acquire right-of-way through strategies including but not limited to outright purchase, developer dedications, fee-in-lieu and easements. The amount of right-of-way needed will be identified after a preliminary typical section for the proposed US 17-92 widening is available.~~

~~**Policy 2-1.9.2: Monitor Impacts to SIS and FIHS Facilities.** The TCEA will not adversely affect the Florida IntraState Highway System (FIHS) or Strategic Intermodal System (SIS). SIS facilities in the vicinity of the TCEA include SR 417, East Lake Mary Blvd. (east of SR 417) and SR 46 (west of Persimmon Ave.). In an effort to monitor future operation of the SIS, the baseline condition will include an assessment of queuing of vehicles of the off-ramps from SR 417 to Airport Blvd., CR 427 and US 17-92. The results of the queuing assessment will be communicated to FDOT.~~

~~**Policy 2-1.9.3: Protect FIHS Functions.** The City shall protect the interRegional and interState functions of the FIHS by scheduling improvements to the local roadway system.~~

~~**Policy 2-1.9.4: Promote Multi-Modal Transportation to Improve Access to and from Sanford.** The City of Sanford shall promote multi-modal transportation to improve access to and from Sanford and other parts of Seminole County from the IntraState Highway.~~

~~**OBJECTIVE 2-1.10; Enhance Traffic Circulation.** The City shall carry out the identified capital improvements program and budget that address existing and future traffic improvement needs, including coordinating with other entities.~~

~~**Policy 2-1.10.2: Utilize Criteria for Evaluating Proposed Roadway Improvement.** Roadway improvement proposals shall be evaluated and assigned a relative priority based on specific criteria below cited:~~

- ~~1. Whether the project is needed to:
 - Protect public health and safety;
 - Fulfill the City's legal commitment to provide facilities and services; or
 - Preserve or achieve full use of existing facilities.~~

- ~~2. Whether the project:
 - Increases efficiency of use of existing facilities;
 - Prevents or reduces future improvement cost;
 - Provides service to developed areas lacking full service; or
 - Promotes in-fill development.~~

~~**Policy 2-1.10.4: Incorporate Other Potential City Roadway Improvements to be Evaluated.** The City of Sanford shall amend the Capital Improvement Schedule on an annual basis to incorporate improvements to local roadways determined to be necessary in order to maintain level of service and/or improve traffic circulation.~~

~~**Policy 2-1.11.2: Enforce Bicycle and Pedestrian Facilities for New Development.** The City shall continue to enforce Land Development Regulations that require:~~

- ~~• New subdivisions, replats, planned unit developments, and site plans accommodate bicycle and pedestrian traffic needs; and~~
- ~~• New multi-family residences, shopping facilities, recreational areas, schools, and other public uses provide storage areas for bicycles.~~

~~**OBJECTIVE 2-1.12: Coordinate Aviation Facilities with Surface Transportation Plans.** The development of the Orlando Sanford Airport shall continue to be coordinated and consistent with State, local and Regional transportation plans and the Transportation Element of the City's Comprehensive Plan to ensure efficient integration with Regional surface transportation systems and to minimize traffic impacts on local roads.~~

~~**Policy 2-1.12.3: Coordinate Transportation Improvements with the Airport Master Plan**
...The traffic impact study shall include:~~

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- ~~1. Total projected peak-hour trips for the proposed development.
 - ~~• pass-by capture rate (commercial land uses only);~~
 - ~~• internal capture rate (planned development only);~~
 - ~~• peak-hour external trips based on Institute of Transportation Engineers (ITE) Trip Generation Manual, most recent Edition; and~~
 - ~~• peak-hour directional projected vehicle trips on all segments of the arterial and collector street system which are adjacent to the development project or as determined necessary by the Planning Director.~~~~
- ~~2. Design capacity of the accessed road(s).~~
- ~~3. Analysis of traffic distribution on the road network including all links impacted by more than five percent (5%) of project traffic or 500 trips per day, whichever is greater.~~
- ~~4. Necessary operational improvements to the City, County, or State maintained transportation system in order to maintain the appropriate LOS for the roadway.~~
- ~~5. Justification, including appropriate references, for the use of any trip generation rates, adjustments factors or traffic assignment methods not previously approved by the City.~~
- ~~6. The latest edition of the Trip Generation Manual shall be used to calculate these estimates. Adjustments to these estimates may be made, based on special trip generation information supplied by the applicant.~~

~~In determining impacts on available capacity for roadways, the following criteria shall be used:~~

- ~~• The impacts of development shall be based on the peak-hour, peak-direction trips associated with the land-use designation in which the proposed development shall occur, using the most recent published edition of the ITE Trip Generation manual, or as may be subsequently updated. Internal capture rates may be considered in determining traffic volumes for mixed-use developments; however, the applicant shall bear the burden of demonstrating any internal capture rates upon five (5) percent of the total nonresidential trips.~~
- ~~• Roads analyzed shall include all links impacted by more than 10 percent (10%) of the project traffic or receiving 500 trips per day, whichever is greater.~~
- ~~• Methodologies used to determine transportation concurrency shall be consistent with methodologies established in the FDOT LOS Guidelines.~~
- ~~• Roads analyzed shall include all links impacted by more than 10 percent (10%) of the project traffic or receiving 500 trips per day, whichever is greater.~~
- ~~• Methodologies used to determine transportation concurrency shall be consistent with methodologies established in the FDOT LOS Guidelines.~~

~~If the preliminary LOS information indicates a deficiency in capacity based on adopted LOS standards, the developer has two alternatives:~~

- ~~a. Accept the LOS information as set forth in the Comprehensive Plan; and~~
- ~~b. Prepare a more detailed alternative Highway Capacity Analysis as outlined in the Highway Capacity Manual 2000, Transportation Research Board. The trip distribution shall be consistent with the presets of the approved trip generation model, i.e. the Seminole County Trip Generation model, the Orlando Urban Area Transportation Study (OUATS) model, or another distribution model approved by the City, the East Central Florida Regional Planning Council (ECFRPC), Seminole County, the FDOT the Department of Community Affairs and the Airport Authority.~~

~~The impact area shall include adjacent roadway segments. Analyses and models shall be~~

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~~consistent with professional standards established in one or more of the following documents:~~

- ~~a. Highway Capacity Manual 2000, Transportation Research Board, National Research Council, 2000.~~
- ~~b. Florida Highway System Plan, "Traffic Analysis Procedures," Florida Department of Transportation, Bureau of Multi-Modal Systems Planning, most recent edition.~~
- ~~c. Florida Highway System Plan, "Level of Service Standards and Guidelines Manual," Florida Department of Transportation, most recent edition.~~
- ~~d. Trip Generation, 7th Edition, Institute of Transportation Engineers.~~
- ~~e. Transportation and Land Development, Stover, Virgil G., Institute of Transportation Engineers, 1988.~~

~~Traffic Study Results/Mitigation:~~

- ~~a. The Airport shall not develop when LOS is below the adopted LOS in the applicable local government's Comprehensive Plan during the peak hour and the project contributes, or is projected to contribute with the next phase of traffic, 10 percent of the adopted LOS service volume of the roadway or intersection as determined by the monitoring program required in the preceding recommendations, unless mitigation measure and/or improvements are 'secured and committed' for completion of construction during the phase in which the impacts occur. The schedule of improvements shall be tied to the development level at which the improvement is needed within each development phase.~~

~~The results of the traffic impact study will be used to determine the then current conditions regarding improvement needs and priorities, and the pace of both development under the Airport Master Plan and the area development. The study will evaluate the appropriateness of proposed mitigation measures, as well as validate the transportation assumptions developed for the original Application for Development Approval for the Development of Regional Impact dated February 28, 2000. These assumptions relate to, but are not limited to, impact area, planned and programmed improvements, existing conditions, project traffic, pass-by traffic, modal split, internal capture, distribution of traffic, and daily and peak-hour trip generation rates, identification of areas where project traffic is significant an adverse, projected roadway levels of service (AADT and peak-hour) for 2010, 2015 and 2020 and annual growth rates for the affected area. The developer of Airport property shall identify the needed roadway improvements necessary as a result of significant and adverse roadway impacts form the proposed development.~~

- ~~b. The 'securing and commitment' of adequate mitigation/measures shall include one of the following:
 - ~~1. A roadway improvement scheduled for construction within the first three (3) years of the appropriate local government's Comprehensive Plan capital improvement element (or as otherwise provided in the applicable jurisdiction's capital improvement element);~~
 - ~~2. A roadway improvement scheduled for construction within the first three (3) years of the FDOT's Five Year Work Program;~~
 - ~~3. A binding financially secured and irrevocable commitment by the Airport or other appropriate person or entity for the design, engineering, land acquisition and actual construction of the necessary improvements (with posting of a cash bond, surety bond, irrevocable letter of credit, escrow account or other security in a form acceptable to the agency of jurisdiction) within the next three years and incorporated by reference into the development order; or~~~~

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~~4. Any other mitigation option permitted by law, including a local government development agreement consistent with Chapter 163, F.S., or a proportionate share payment agreement pursuant to and consistent with Chapter 163 or Chapter 380, F.S., and related rules, which ameliorates the projected impact and is incorporated into the development order by amendment. These improvements shall occur by the required threshold in order for the project to proceed. If the Airport can demonstrate that a project listed in the Airport Master Plan does not adversely affect the Regional Roadway network as determined by the monitoring and modeling tests discussed above, then the Airport may proceed with the development.~~

~~c. In the event that a roadway widening is identified which is not compatible with adopted policy of the FDOT (8 or 10 laning of a State roadway) or local government (constrained), the Airport, the City of Sanford, Seminole County, the ECFRPC and the party having either maintenance or jurisdictional responsibility for the facility shall jointly determine alternate mitigation solutions to provide for the movement of people.~~

~~Toward the achievement of the objectives in the two preceding conditions, an agreement(s) among the City of Sanford, Seminole County, the FDOT, and the Airport may be entered into within 12 months of the City's approval of any development project discussed in the Airport Master Plan which affects the Regional Transportation system. Said agreement(s) shall address and clarify such issues related to equity in the application of fees for transportation improvements. Said fees shall be based on a fair share basis with respect to the improvements to be provided and not solely on the basis of impact fees. However, such an agreement would not alter or waive the provisions and requirements of the other recommendations listed above as a mitigation measure for the transportation impacts of the Airport Master Plan. In the event that one of the designated parties to the agreement (other than the Airport) fails to execute said interlocal agreement(s) within the specified time, then the Airport or developer of Airport property may proceed with the project based on the traffic impact study by providing funding for any roadway improvements and/or mitigation measures. The Airport shall be responsible for 100% of all on-site transportation improvements necessitated by on-site implementation of the Airport Master Plan.~~

~~The Planning Department shall be responsible for monitoring the development and enforcing the provisions of this policy. The City shall not issue any permits or approvals or provide any extensions of services if the Airport fails to act in substantial compliance with this policy.~~

~~Objective 2-1.13: Ensure Protection of Natural Resources within Airport Boundaries. The City shall ensure that all development within the Airport protects and conserves natural resources, consistent with FAA regulations.~~

~~Policy 2-1.13.1: Maintain List of Threatened and Endangered Species. The Airport shall continue to maintain a detailed list of occurring and potentially occurring threatened and endangered species.~~

~~Policy 2-1.13.2: Monitor FFWCC Database. The Airport shall continue to monitor, on a yearly basis, the FFWCC database for the presence of protected bird species, including the bald eagle.~~

~~Policy 2-1.13.3: Perform Environmental Assessments. The Airport shall continue to complete environmental assessments, including a threatened and endangered species evaluation, for each phase or portion of development.~~

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~~Policy 2-1.13.4: Coordinate with Federal and State Agencies. The Airport shall continue to coordinate with the United States Fish and Wildlife Service (USFWS), the SJRWMD and/or the FFWCC on best management practices for the protection of threatened and endangered species and species of special concern.~~

~~Policy 2-1.13.5: Relocate Protected Species. The Airport shall continue to relocate protected species in accordance with Federal, State and local environmental standards in order to conserve and protect their value.~~

~~Policy 2-1.13.6: Mitigate Structural and Non-structural Impacts. The Airport shall continue to obtain environmental resource permits for storm water drainage and wetlands impacts from the SJRWMD. Permit applications shall address the protection of wetland systems and/or the need for mitigation measures for adverse structural and non structural impacts from airport development upon adjacent natural resources and land uses as deemed appropriate by the SJRWMD. The Airport shall also continue to coordinate mitigation measures for adverse structural and non-structural impacts on protected species with the FFWCC and USFWS.~~

CHAPTER 2. INFRASTRUCTURE

INTRODUCTION

Statutory Basis

Florida Statutes, Section 163.3177(6)(c) provides that a local governments provide an element related to addressing infrastructure needs in their Comprehensive Plan, specifically related to Potable Water, Sanitary Sewer, Solid Waste, Stormwater and Aquifer Recharge. The policies contained within this element shall ensure the adequate provision of such infrastructure, including methods to address current and anticipated deficiencies in the system and meet present and future demand. The element is also expected to address the protection of natural resources, specifically related to the protection of water supply through its policies and coordination with the Water Supply Plan.

Section 2. Infrastructure shall serve to implement the above regulatory requirements, with Goals 2 through 6 serving as each Sub-Element noted above.

Sustainable Vision

Significant components of the Infrastructure Element are intrinsically linked with the concept of resource protection, particularly with regard to Potable Water and Aquifer Recharge. Both sub-elements are intended to work together to ensure the protection of water supply and water quality. These policies are intended to work in concert with the Water Supply Plan, and the SJRWMD and FDEP to ensure the protection of this valuable resource.

Supporting Documents

Section 2. Infrastructure is supported by the Public Facilities and Community Resources Section of Volume II, which provides for the inventory of existing infrastructure for each sub-element and analysis of future needs, based on projected population and growth for the ten year planning period, which accommodates projections through 2030. The Infrastructure Map series is also included in Section VI of this document for reference.

Other supporting documents not included in these Volumes, but playing a significant role in this Chapter are:

The *Sanford Water Facilities Supply Plan*, in the process of being updated.

GOALS, OBJECTIVES & POLICIES

GOAL 4-INF 1:

PROVIDE ADEQUATE PUBLIC FACILITIES. ENSURE AVAILABILITY AND PROVISION OF ADEQUATE PUBLIC FACILITIES INCLUDING POTABLE WATER, SANITARY SEWER, SOLID WASTE, STORMWATER DRAINAGE, AND AQUIFER RECHARGE IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, CONTINUES TO SERVE EXISTING RESIDENTS AND SUPPORTS ORDERLY, COMPACT GROWTH.

Infrastructure Supply & Demand

OBJECTIVE 4-INF 1.1: Ensure Available Public Facilities, Maximize Use of Existing Public Facilities, and Prevent Urban Sprawl. The City shall require that proposed land uses be adequately served by public facilities, including water, wastewater, storm water management, solid waste disposal and hazardous waste management. The subdivision and site plan review processes shall provide a unified system for maximizing use of existing public facilities and for coordinating the efficient location, timing, phasing, and scale of public and private development.

Policy 4-INF 1.1.1: Enforce General Performance Standards. The City of Sanford shall maintain Land Development Regulations (LDRs) that include performance standards requiring that public facilities be provided concurrent with the impacts of new development. The City shall enforce performance standards ensuring that the location, scale, timing and design of development shall be coordinated with public facilities and services in order to prevent the proliferation of urban sprawl and achieve cost effective land development patterns. Urban sprawl shall be further addressed through performance standards that:

- Direct future development only to those areas where provision of public facilities necessary to meet levels of service (LOS) standards are available concurrent with the impacts of the development;
- Maximize use of existing central potable water, reclaimed water and wastewater facilities by requiring that all new development hook up to the City's existing central systems;
- Require all new development connect to irrigation quality reclaimed water lines for irrigation purposes. If not within the required reclaimed water connection distances as listed in the "Utilities Standards and Specifications and Design Standards for Water Conservation" (referred to as the Utilities Manual), new development shall utilize the lowest quality available water for irrigation purposes;
- Avoid expensive development at very low densities surrounding the City's urban core area;
- Promote planned mixed use development within the strategically located Westside Industry & Commerce area, the I-4 interchange, the Waterfront/Downtown Business District, and Airport Industry and Commerce area;
- Conserve wetlands, natural drainage corridors, and other environmentally sensitive areas;
- Prevent extended strip commercial development within the areas designated planned mixed use development by mandating access and curb cut controls together with required dedication of

cross easements to restrict and/or to facilitate well planned access, internal circulation, shared parking, and egress; and

- Provide density and intensity thresholds that promote infill.

Policy 4-~~INF~~ 1.1.2: Maintain Public Facility Concurrency Requirements. A concurrency management system (CMS) shall be maintained and enforced as part of the ~~Land Development Regulations~~ LDRs for potable water, sanitary sewer, stormwater management, and solid waste.

Policy 4-~~INF~~ 1.1.3: Eliminate Existing Public Facility Deficiencies Prior to Development Approval. The City shall issue no development order for new development which would result in an increase in demand on deficient facilities prior to completion of improvements designed to eliminate the deficiencies. The City shall include an adequate facilities requirement.

The adequate facilities requirement shall mandate that future applications for development shall include a written evaluation of the impact of the anticipated development on the levels of services for the water and wastewater systems, solid waste system, drainage, recreation, and the traffic circulation system. Prior to issuing a site plan or building permit (whichever is first applicable), the City shall render a finding that the applicant has provided written assurance that the proposed development shall be served with each of the above cited facilities with a LOS at least equal to that LOS stipulated in this Plan. The developers application shall include written assurances that any required improvements shall be in place concurrent with the impacts of the development (i.e., by the time a certificate of occupancy is granted by the City).

OBJECTIVE 4-~~INF~~ 1.2: Meet Projected Public Facility Demands. The City shall plan for projected public facility demands for the short and long-term planning horizons.

Policy 4-~~INF~~ 1.2.1: Coordinate with Capital Improvements Element. All public facility projects shall be undertaken in accordance with the schedule provided in the Capital Improvements Element.

~~**Policy 4.1.2.2: Comply with Capital Improvements Element.** All major public facility projects shall be undertaken in accordance with the schedule provided in the Capital Improvements Element of this plan.~~

Policy 4-~~INF~~1.2.2 1.2.3: Update Demand and Supply Information System. The City of Sanford shall develop procedures for updating facility demand and capacity information and shall prepare annual summaries of capacity and demand information for respective facilities and/or service areas as part of the concurrency management program.

Policy 4-~~INF~~ 1.2.3 1.2.4: Evaluate Capital Improvement Schedule. Projects proposed for inclusion in the five-year schedule of capital improvement needs will be annually evaluated and ranked by the City Commission. The evaluation and rank will be based on the following priority level guidelines:

- a. "Level 1" - whether the project:
 - Protects public health, safety, and environmentally sensitive natural resources.
 - Fulfills the City's legal commitment to provide facilities and services.

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- Preserves or achieves full use of existing facilities and assigning highest priority to those projects required for purposes of correcting existing system deficiencies.
- b. "Level 2" - whether the project accomplishes the following:
- Increases efficiency of existing facilities.
 - Prevents or reduces future improvement costs.
 - Provides service to developed areas lacking full service or promotes in-fill development.
- c. "Level 3" - whether the project:
- Represents a logical extension of facilities and services in a manner consistent with Future Land Use Element goals, objectives and policies (GOPs), including the Future Land Use Map.

Policy 4-~~INF 1.2.4~~ ~~1.2.5~~: Assign Priority for Correcting Existing Deficiencies. The City shall assign highest priority to projects required to correct existing deficiencies and shall promote urban infill.

Policy 4-~~INF 1.2.5~~ ~~1.2.6~~: Utilize Criteria for Public Facility Planning and Management Efficiency. In scheduling the location, timing and staging of public facility improvements, the City Commission shall use the following criteria:

- a. Minimize disruption of services;
- b. Prevent duplication of labor; and
- c. Maintain LOS for all respective facilities.

Policy 4-~~INF 1.2.6~~ ~~1.2.7~~: Schedule Planned Capital Improvements. The City Commission shall ~~assure~~ ensure that projects required to meet projected demands for public shall be in the Capital Improvements Element of this plan in accordance with the requirements of Section 163.3177(3), F.S.

Policy INF 1.2.7: Coordination with Neighborhood Master Planning. Improvements to infrastructure determined necessary by adopted neighborhood master plans shall be adopted into the schedule of improvements provided in the Capital Improvements Plan.

Policy 4-~~INF 1.2.8~~: Obtain Permits for Public Facility Projects. All required Federal, State, and County permits shall be obtained before the City undertakes or authorizes contractors to undertake construction and/or operation of facilities.

GOAL 4-INF 2:

PROVIDE SAFE POTABLE WATER. THE CITY OF SANFORD SHALL ENSURE THAT A SAFE POTABLE WATER SUPPLY WITH SUFFICIENT QUANTITY AND QUALITY TO SERVE THE CITY IS AVAILABLE.

OBJECTIVE 4-INF 2.1: Maintain Potable Water System. The City shall provide an adequate LOS for potable water to meet both existing and future needs by enforcing the standards set forth in the Comprehensive Plan and regulations established by the St. Johns River Water Management District (SJRWMD). In addition, the safety, protection, and delivery of potable water shall be supported through the implementation of water conservation practices and regulations.

Potable Water Supply & Demand

Policy 4-INF 2.1.1: Coordinate Future Land Use and Potable Water System Needs. The City shall require decisions concerning the potable water system needs, plans and the location and timing of improvements to be consistent with land use and conservation resource management policies and with the City's Water Supply Facilities Work Plan (WSFWP) as stipulated in the Comprehensive Plan and with the SJRWMD's Regional water supply plan.

The City shall require the following policies governing potable water services:

- a. Require all major development to utilize central services provided by the City.
- b. Discourage individual systems based on generally unfavorable geologic conditions and soils limitations for individual wells.
- c. Ensure that facility expansions are designed in a manner that is consistent with land use densities and intensities reflected on the Future Land Use Concept map of the Future Land Use Plan.
- d. Prohibit the establishment of new private central potable water.
- e. Ensure adequate funding through the City's Utility Fund by a system of customer service fees, development or impact fees, bonds, bond anticipation notes, Federal and State grants, utility taxes, developer contributions, special assessment districts and other appropriate revenue sources.
- f. Continue primary administrative responsibilities for the provision of potable water facilities by the Utilities Department and the Department of Engineering and Planning.
- g. Determine whether there will be adequate potable water capacity to serve the new development no later than the anticipated date of certificate of occupancy issuance or its functional equivalent, prior to approval of a building permit.

Maintain the WSFWP Water Supply Facilities Work Plan for a minimum planning period of ten (10) years. The WSFWP addresses issues that pertain to water supply facilities and required needs to serve current and future development within the City's water service area. The City shall review and update the WSFWP at least every five years. Changes to the first five years of the WSFWP shall be included in the annual Capital Improvements Plan update to ensure consistency between the Potable Water Element and the Capital Improvement Element (CIE). Furthermore, the WSFWP

shall be updated within 18 months of any applicable updates to the SJRWMD's Regional water supply plan.

Policy 4-~~INF~~ 2.1.2: Maintain Potable Water LOS Standard. On a system wide basis, the City shall provide a LOS of at least 144 gallons a day per person.

Policy 4-~~INF~~ 2.1.3: Comply with LOS Standards for Potable Water. All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted LOS standards for the facilities. Issuance of development orders or permits shall be conditioned upon demonstrated compliance with applicable Federal, State, and local permit requirements for potable water, irrigation quality water, wastewater, drainage, and solid waste facilities.

All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted LOS standards for the facilities as follows:

- At least 144 gallons per capita per day (gpcd) of potable water Flow demand shall be established from existing records using the best available data.
- Fire flows in single family residential areas shall provide 600 gallons per minute (gpm) at a 20 psi pressure; fire flow for non-residential areas shall provide 1,200 gpm at a 20 psi residual pressure.
- Issuance of development orders or permits shall be conditioned upon demonstrated compliance with applicable Federal, State, and local permit requirements for potable water, wastewater, drainage, irrigation quality water and solid waste facilities.

OBJECTIVE 4-~~INF~~ 2.2: Reconcile Existing Potable Water System Deficiencies. The City shall provide capacity to meet water demand for the next twenty years. The City shall address projected water needs improvement program.

Policy 4-~~INF~~ 2.2.1: Initiate Area Wide Planning for Potable Water Systems. The City shall work with appropriate County and State public agencies monitor private wells for contamination from septic tank leakage, the potential for future problems surrounding the withdrawal of potable water resources, and to develop and implement alternative water projects.

Also, the City shall work with the ~~St. Johns River Water Management District (SJRWMD)~~ to initiate a SJRWMD program or other appropriate areawide approach designed to analyze existing or potential future problems surrounding existing practices of withdrawing potable water resources. Any needed areawide improvements shall be investigated on an areawide basis.

The City will work with the SJRWMD and Seminole County to develop alternative water supply sources such as surface water augmentation, brackish groundwater treatment and aquifer storage and recovery (ASR) system.

Water Supply Plan

OBJECTIVE 4-~~INF~~ 2.3: Adhere to Water Supply Plan. The City Commission has adopted the 10-year WSFWP ~~2007-2017~~ and has incorporated the work plan into the Comprehensive Plan.

Policy 4-~~INF~~ 2.3.1: Coordinate with Appropriate Agencies. The WSFWP will be consistent with the standards and regulations established by the SJRWMD, FDEP, State and other jurisdiction agencies.

Policy 4-~~INF~~ 2.3.2: Coordinate Potable Water Facilities Upgrades. The Water Supply Facilities will be used to prioritize and coordinate the development of future upgrades to existing water facilities and identify alternative water sources in order to meet projected demand. The City shall seek a variety of funding sources to address water supply demand.

Water Conservation

OBJECTIVE 4-~~INF~~ 2.4: Conserve Potable Water. The City shall conserve potable water supply by continuing to implement reclaimed water projects and distribute the reclaimed water as a source for non-potable water irrigation. Other conservation measure include requiring the use of water saving fixtures in new construction and mandating use of xeriscape for purposes of reducing demands for irrigation. The City shall also assist in implementing the SJRWMD's emergency water conservation programs.

Policy 4-~~INF~~ 2.4.1: Conserve Potable Water Supply. The following strategies shall be implemented to conserve the City's potable water supply:

- Potable water supplies may not be used to meet irrigation needs for new developments in the City's utility service area and new potable irrigation meters shall be prohibited.
- The Cities of Sanford and Lake Mary and Seminole County reached an agreement to reduce groundwater withdrawals from the Floridan Aquifer by expanding reclaimed water use in lieu of potable water for irrigation.
- All new development within the City's service area shall utilize a dual distribution system so that irrigation needs are met by using the lowest quality available water. All new developments within the distance listed in the Utilities Manual ~~should~~ shall connect to the City's reclaimed water system, where in proximity to an existing connection point, as outlined in the City's "Utilities Standards and Specifications and Design Standards for Water Conservation." Development that are not required to connect to the existing reclaimed water system shall be required to install irrigation lines connected to an alternative water supply system utilizing the lowest quality available water such as capable of connecting to the City's reclaimed water lines when reclaimed water becomes available in the future. All developments shall be required to install an irrigation system.
- The City's water utility shall continue to use conservation measures that include the use of reclaimed water, improving and accelerating leak detection surveys and repair programs, installing and calibrating meters and stabilizing and equalizing system

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pressures, water conservation blocks, water restrictions, fixture exchanges and public education.

- New or renovated buildings are required to install water conserving plumbing fixtures that are at a minimum consistent with the requirements of the State Water Conservation Act.
- New development shall employ and/or preserve native vegetation, or use drought-resistant plants for landscaping to the greatest practicable extent. Native or drought resistant plants include, but are not limited to, those in the Florida Native Plant Society's Native Plants for Landscaping in Florida, or comparable guidelines prepared by the Florida Department of Agriculture and Consumer Services, the Florida Game and Freshwater Fish Commission, the Florida Department of Natural Resources, the East Central Florida Regional Planning Council, or the ~~St. Johns Water Management District~~ SJRWMD.
- At least twenty percent (20%) of all landscape material obtained from off-site sources for use on any site shall have a soil moisture range of 'dry'. No more than forty percent (40%) of all plant material shall have a high water demand. Plants shall be grouped according to their water needs and soil conditions.
- The City has amended its ~~Land Development Regulations~~ LDRs to require all developers to submit water budget plans prepared by a certified landscape architect or certified irrigation contractor that account for all water usage on a site. The plan must include the water requirement for each landscaping or turfed area.
- For residential developments, the water budget plan must demonstrate that water requirement for landscaping does not exceed the equivalent residential connection (ERC) of 300 gallons per day. The plan must also include an assurance that the water budget plans are available to every prospective home buyer.
- For commercial, industrial and multifamily developments, the developer must demonstrate compliance with the City's take-back reuse program for future growth and development. This program requires new developments that connected to the City's wastewater system to "take-back" the same amount of highly treated effluent as generated by the developments. Effluent from developments will receive tertiary treatment, which can be used for non-potable water purposes such as irrigation and fire protection.
- The City's water utility will continue to use conservation measures such as reclaimed water for irrigation, improving and accelerating leak detection surveys and repair programs, installing and calibrating meters and stabilizing and equalizing system pressures, water conservation blocks, and fixture exchanges. The programs for technological procedural, and/or programmatic improvements to the production facility, transmission lines, and distribution system to decrease water consumption include multi-year well metering program, water line replacement Capital Projects Program, regular calibration of water facility master meters, meter testing, repair and replacement programs.
- The City's employee awareness and customer education program concerning water conservation includes brochure mailouts, City Hall brochure rack, Bill Backer messages 8 times a year, Speakers bureau, Florida Friendly/drought tolerant demonstration projects, toilet rebate, automatic meter reading/data logging, and water wise education events.

Policy 4-INF 2.4.2: Require Reclaimed Water Connection. All new development shall be required to hook up to the existing central water and wastewater system and reclaimed water system. If not within the required reclaimed water connection distances as listed in the “Utilities Standards and Specifications and Design Standards for Water Conservation”, new development shall use the lowest quality available water for irrigation purposes. The distance from a reclaimed water line shall be measured along the path of the City’s future reclaimed water lines.

Reclaimed Water Connection Distances

Type and Quantity of Development	Distance from Existing Reclaimed Water Line (Linear feet)	Minimum-Line Size
Single family residences (individually owned)	100	2-inch
Single family residential developments		
2-10 houses	400	2-inch
11-35 houses	1,400	4-inch
36-120 houses	2,000	6-inch
121 or more houses	50 ft. each additional house	8-inch
Multi-family or Town home developments		
1-100 units	1,500	4-inch
Greater than 100 units	50 ft. each additional unit	6-inch
Commercial or Industrial developments		
4,999 or less Sq. ft.	900	2-inch
5,000-25,000 Sq. ft.	1,250	4-inch
25,001-60,000 Sq. ft.	1,500	6-inch
Greater than 60,000 Sq. ft.	200 ft. each additional 100,000 sq. ft.	8-inch

Policy 4-INF 2.4.3: Use Reclaimed Water and Lowest Quality Available Water for Irrigation. The City shall continue implementation of reclaimed water. Where available, development must connect to the City’s reclaimed water system. Where not available, development shall install an irrigation system utilizing the lowest quality water available.

Policy 4-INF 2.4.4: Implement Emergency Conservation of Water Sources. The City shall comply with the SJRWMD emergency potable water conservation policies by implementing emergency water conservation measures based on the SJRWMD Chapter 40C-24 *The Water Shortage Plan, Florida Administrative Code* (F.A.C.), for management of the region's water resources through the following actions:

- The City shall increase communication with the District regarding hydrologic conditions during a water shortage warning declared by the District pursuant to the Florida Administrative Code, Rule 40C-21.231, F.A.C.;
- The City shall provide data as requested by the District in anticipation of and during a declared water shortage or water shortage emergency pursuant to the Florida Administrative Code, Rule 40C-21.401(1)&(2)(d), F.A.C.;
- Local law enforcement officials must communicate with the District concerning any water emergency declaration or change of restrictions in effect within the City's areas of responsibility pursuant to the Florida Administrative Code, Rule 40C-21.391(4), F.A.C.;

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- The City shall adopt ordinances which substantially incorporate the provisions of the ~~Chapter 40C-21, Water Shortage Plan~~ and which provide for local enforcement as authorized and encouraged by the Florida Administrative Code, Rule 40C-21.421(1), F.A.C.; and
- The City's water utility shall institute voluntary conservation measures such as improving and accelerating leak detection surveys and repair programs, installing and calibrating meters, and stabilizing and equalizing system pressures pursuant to the Florida Administrative Code, Rule 40C-21.631(1)(c), F.A.C.

When a critical water shortage is declared by the District, the initial pressure of City's water utility will be reduced by at least 15% where it is operationally feasible to do so. Prior to the reduction of pressure, the utility will notify the appropriate firefighting agencies and make arrangements for direct communication when additional pressure is required pursuant to the Florida Administrative Code, Rule 40C-21.651(1)(c)1, F.A.C.

GOAL 4-INF 3:

PROVIDE ADEQUATE SANITARY SEWER FACILITIES. PROVIDE A LEVEL OF SANITARY SEWER TREATMENT THAT MEETS THE ESTABLISHED WATER QUALITY BASED EFFLUENT LIMITATIONS ESTABLISHED BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION AND THE CALCULATED LEVEL OF SERVICE FOR THE SYSTEM.

Wastewater Supply & Demand

OBJECTIVE 4-INF 3.1: Reconcile Existing Sanitary Sewer System Deficiencies. The City shall ensure that deficiencies in public wastewater facilities are corrected and will amend the Plan to provide for the correction.

Policy 4-INF 3.1.1: Enforce Conditions Governing Development Orders or Permits. Issuance of development orders or permits shall be conditioned upon demonstration of compliance with applicable Federal, State, and local permit requirements for on-site wastewater treatment systems.

The City shall regulate the location, timing, and scale of development in order to assure that new development shall be effectively served by wastewater services. The City shall discourage the proliferation of package treatment plants and discourage use of septic tanks and wastewater drain fields in areas unsuited for their adaptation. System reviews shall be coordinated with the State Department of Environmental Protection (DEP) in order to promote best management practices and compliance with relevant State permitting procedures.

Policy 4-INF 3.1.2: Maintain Sanitary Sewer LOS Standard. The City's wastewater system shall provide a LOS standard of ~~132~~ 115 gallons per person per day.

Water Quality

OBJECTIVE 4-INF 3.2: Enforce Standards For On-Site Sanitary Sewer Treatment Systems.

The City shall assist in assuring implementation of State regulations imposing mandated standards for inspections, operation, and maintenance of on-site wastewater treatment systems. The City shall require residents connect to the public wastewater system where available. When wastewater facilities are not available, the City shall enforce the following design, collection performance, and disposal criteria for wastewater facilities:

- Design flows
- Pump selection
- Wet well design
- Emergency pump connections
- Pump motors and pump controls
- Submersible pump facilities
- Landscaping and buffer requirements
- Testing procedures

The City shall enforce State regulations imposing mandated standards for inspections, operation, and maintenance of on-site wastewater treatment systems.

Policy 4-~~INF~~ 3.2.1: Condition On-Site Sanitary Sewer Treatment Systems Use. On-site wastewater treatment system use shall be limited to the following conditions:

- a. Existing septic tank and package treatment plants may remain in service until such time as the City of Sanford public wastewater system is made available.
- b. Use of private water septic tank systems for new development shall be restricted to sites which are inaccessible to the City's wastewater service system. However no such septic system shall be allowed without prior approval of Utilities Director. No construction or alteration of a septic tank shall be permitted without approval by the Seminole County Environmental Health Services Unit of all related plans and specifications governing the type, location, capacity, design, and layout. All such specifications shall comply with applicable State, County or City regulations.
- c. When City wastewater systems are temporarily unavailable, the City shall consider approving use of an interim treatment plant. Use of package treatment plants shall comply with applicable laws governing the location, use, and design of the facility. Package treatment plants shall be designed in a manner which facilitates future connection and integration with the City public wastewater system.

Policy 4-~~INF~~ 3.2.2: Comply with On-Site Sanitary Sewer Treatment and Water Quality Regulations. The City shall coordinate with appropriate Federal, State, and County agencies and amend local ordinances as required to assure that issuance of permits for replacement or expansion of existing on-site wastewater treatment systems is conditioned upon compliance with current regulatory requirements and water quality standards.

Policy 4-~~INF~~ 3.2.3: Coordinate with the Seminole County Public Health Unit. The City shall require that all proposed development that impacts an existing septic tank or generates need for a new septic tank be required to provide evidence of approval by the Seminole County Public Health Unit prior to receiving a development order or permit from the City. Any such approval by the City shall be conditioned upon the applicant's compliance with Seminole County requirements for ongoing facility maintenance and operation.

GOAL 4-INF 4:
PROVIDE SOLID WASTE COLLECTION AND DISPOSAL. PROVIDE SOLID WASTE COLLECTION ON A REGULAR BASIS IN ORDER TO MAINTAIN THE APPEARANCE OF THE CITY AND PROTECT THE PUBLIC HEALTH.

Solid Waste Supply & Demand

OBJECTIVE 4-INF 4.1: Provide Adequate Solid Waste Service. The City will continue to collect household refuse in residential areas. The City shall coordinate with Seminole County to ensure that the County provided facilities will continue to maintain sufficient capacity to accommodate solid waste generated by the City.

Policy 4-INF 4.1.1: Maximize Existing System. The City shall coordinate with Seminole County to achieve improvements in hazardous and solid waste collection and disposal and continue to reduce solid waste volumes. In addition, the City shall cooperate with the County and other appropriate agencies to increase recycling programs and address:

- Enhance solid waste collection and transfer operations;
- Curb illegal dumping of solid waste as well as disposal activities which adversely impact natural systems;
- Draft policy for appropriate regulatory measures governing solid waste and hazardous waste including identification of long term operating costs and capital improvement needs associated with various policy options.

Policy 4-INF 4.1.2: Maintain Solid Waste LOS Standard. The City hereby adopts the Seminole County solid waste LOS standards and will continue to coordinate with the County to recalculate the LOS standards when needed.

Table INF-1: Solid Waste Level of Service (LOS)

Facility Type	Service Area	Adopted LOS
Osceola Road Landfill	Countywide	4.2lbs /capita/day
County Central Transfer Station	Countywide	4.3 lbs/capita/day

Source: Seminole County Evaluation and Appraisal Report Amendments Solid Waste.
 Adopted by Seminole County Ordinance 2008-14

**GOAL 4-INF 5:
PROVIDE ADEQUATE STORMWATER MANAGEMENT FACILITIES. PROVIDE ADEQUATE STORMWATER MANAGEMENT IN ORDER TO PROTECT AGAINST FLOOD CONDITIONS AND PREVENT DEGRADATION OF QUALITY OF RECEIVING WATERS AND ENVIRONMENTALLY SENSITIVE NATURAL RESOURCES.**

Stormwater Management

OBJECTIVE 4-INF 5.1: *Protect Natural Drainage Features.* The City shall regulate land development to ensure that the natural functions of wetlands, river basins, lakes and ponds, natural drainage corridors, and floodplains are maintained and perpetuated.

The City shall require that all new development shall be required to submit site plans which incorporate management techniques for preserving the functions of natural drainage features. The site plan review process shall incorporate performance standards which ensure that techniques applied by private developers are designed to achieve this objective. The City shall incorporate LOS standards cited herein. The City shall include a concurrency management program which ensures that all new development will construct requisite drainage improvements which meet or exceed the adopted LOS standards prior to the impacts of development.

Policy 4-INF 5.1.1: *Coordinate and Implement Storm Water Management Policy.* The City shall enforce the stormwater management and flood prevention requirements. The City shall require:

- Wetland protection. Protect existing wetlands from the impacts of development. Wetlands shall continue to be identified based on hydric soils and wetland vegetative species.
- Wetland buffers. Wetland buffers of twenty-five (25) feet in width shall be provided adjacent to wetlands that are five (5) acres or less; a wetland buffer of fifty (50) feet in width shall be provided adjacent to wetlands that are greater than five (5) acres. The area of wetlands in question shall include all contiguous wetlands on the site and adjacent to the site. The width of the wetland buffer shall be measured and provided parallel to the wetland buffer in question.
- Floodplain protection. New development shall not reduce the storage capacity of the floodplain or limit the flow capacity of the floodway. Retention and detention facilities shall comply with ~~level of service~~ LOS criteria and no alterations shall be allowed within the ten (10) year floodline. Soils which have been identified by the Soil Conservation Service as having a very low potential for septic tank absorption fields shall be considered unsuitable for retention-detention ponds.

Traversing works in a floodplain shall not create a net reduction in either flood flow or flood storage capabilities immediately upstream or downstream of the structure.

- Compensatory storage. Reshaping and filling within floodprone areas shall be balanced by providing an equal volume of compensatory storage. Such compensation shall be located between the ordinary high water elevation and the one hundred (100) year elevation. Fill shall be placed below the ten (10) year flood elevation and in no case shall fill in the floodplain extend beyond one hundred (100) feet beyond the original floodline. Reshaping the floodplain shall not create a rise in flood elevation, reduce flood storage capabilities, increase flood flow velocities, or reduce flood flow capacity.
- Predevelopment conditions maintenance. In general, neither the rate nor the quantity of

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stormwater runoff shall be increased. All site alteration activities shall provide for such water retention, settling structures, and flow-attenuation devices as may be necessary to ensure that ~~level of service~~ LOS standards are met. Whenever possible, the nonstructural approach shall be used to meet both surface quantity and quality requirements. Drainage systems for each development shall be sized to accommodate existing upstream runoff. Site alternations shall not adversely affect the existing surface water flow pattern. Drainage sub-basin boundaries shall be maintained.

- Natural drainage ways and watercourses protection. Developments that contain an existing natural drainage way or watercourse, related floodplain and adjacent vegetation shall maintain and incorporate such features into the project design. Drainage system design shall ensure that sediment from runoff will not enter the natural drainage way.
- Existing surface drainage maintenance and adverse impacts prevention. Site alteration shall not cause siltation of wetlands, pollution of downstream wetlands, or reduce the natural retention or filtering capabilities of wetlands.
- Maximize recharge. Sites shall be developed to maximize the amount of natural rainfall which is infiltrated into the soil and to minimize direct overland runoff into adjoining streets and watercourses. Stormwater runoff from roofs and other impervious surfaces shall be diverted into swales or terraces on the site when possible. To the extent feasible, runoff from impervious areas shall be diverted so as to flow over vegetative areas prior to flowing into gutters, storm drains, and retention areas. Easements for drainage facilities must be shown on required plans. In addition, the City shall prohibit land use activities which generate or use such hazardous substances as oil, gasoline, and other toxic substances on sites which are designated as the City's "most effective" recharge areas. These areas are delineated on the water resources map in the land use data inventory and analysis.

Policy 4-INF 5.1.2: Coordinate Watershed Management Plans and Policies with Appropriate Public Agencies. Coordinate management plans and policies, with appropriate local, Regional, State and Federal agencies, including Seminole County, ~~St. Johns Water Management District~~ SJRWMD, East Central Florida Regional Planning Council, the State Department of Environmental Regulation, the Agricultural Extension Service, the United States Army Corps of Engineers, and other appropriate agencies.

Policy 4-INF 5.1.3: Maintain Stormwater LOS Standard. The City hereby establishes the following LOS standards for stormwater quantity and quality:

Table INF-2: Drainage System by Facility Type

Facility Type Event ¹	LOS Standard/Storm
Retention/Detention for parcels with positive outfall	25-Year, 24-Hour
Retention for parcels without positive outfall	25-Year, 96-Hour
Closed drainage for urban streets with piped drainage	10-Year, 24-Hour
Open drainage for rural streets with swales	10-Year, 24-Hour
Canals, ditches, culverts, and other off-the-premise facilities	25-Year, 24-Hour
Bridges and major highway crossings	100-Year, 24-Hour

(1) The design frequency may be increased if deemed necessary by the Administrative Official.

~~(2) Mill Creek/Cloud Branch basins shall have a 25-year, 6-hour retention/detention for parcels with positive outfall since these basins are currently incorporate significantly older drainage systems. For purposes of designing practical improvements to such older systems, the City shall adopt a 25-year, 6-hour storm event for the period 1991-1995. The City's long term objective for redesigning these older drainage systems shall be the 25-year, 24-hour storm event for the period 1996-2005.~~

LOS Standard for Water Quality and Pollution Abatement:

Pollution Abatement. The City shall maintain the LOS standards included in the City's current Land Development Regulations LDRs, Schedule O, Section 2.1 Retention-Detention Facilities, page O-3, which are as follows:

Retention of the first half-inch runoff - Provide on-site retention or detention with filtration for the first one-half inch of runoff or the runoff from the first one inch of rainfall, whichever is greater. Parcels greater than 100 acres shall retain runoff from the first one inch of rainfall.

Water Quality LOS:

- All storm water treatment and disposal facilities shall meet design and performance standards required by the City.
- Treatment of the first inch of run-off on-site to meet water quality standards required by the City.
- Stormwater discharge facilities must be designed so as not to degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification. Where a conflict exists between two or more LOS standards, the more restrictive shall be enforced.

Policy 4-~~INF~~ 5.1.4: Ensure the Quality and Quantity of Stormwater. The City's surface water management program shall protect and preserve the hydrological and ecological functions of water resources while permitting the most favorable beneficial uses to occur. The City shall promote both land and water management programs and practices that limit runoff and enhance percolation in order to increase the quantity and protect the quality of groundwater. Land use controls shall be used to accomplish this program. The programs shall be updated based on improved knowledge of problems, issues, and best management practices.

Policy 4-~~INF~~ 5.1.5: Pursue the Development of Adequate Off-Site Surface Water Management Facilities. The City shall manage stormwater based on watershed management plans. Implementing strategies shall provide a basis for evaluating the performance of existing off-site drainage facilities, identifying existing and potential future problems or issues, and funding necessary structural and non-structural system improvements for effective surface water management. Existing structures which cause adverse impacts to water resources or sensitive natural resources shall be identified and corrective measures shall be coordinated with appropriate entities. No new development shall be allowed which overloads existing off-site facilities or unduly increases the potential for flooding.

Policy 4.5.1.6: Implementing Storm water Management Plan. ~~The City has commissioned a fifty thousand (50,000) dollar engineered drainage study designed to provide a basis for establishing a stormwater utility. The study shall examine assessment alternatives for achieving revenues required for operation and maintenance of stormwater infrastructure. The City shall establish a program and funding mechanisms necessary to identify needed drainage improvements within the Cloud~~

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~~Branch/Mill Creek basins. As Stated in the drainage system data inventory and analysis, the Cloud Branch/Mill Creek basins. The study shall address, but shall not necessarily be limited to:~~

- ~~a. Plans for protecting natural drainage corridors and other natural drainage features, including acquiring necessary drainage easements;~~
- ~~b. Funding mechanisms necessary for achieving any needed future drainage improvements within the Lake Monroe Sub Basin and other sub-basins;~~
- ~~c. Organizational structure and funding mechanisms for carrying out necessary operation and maintenance programs;~~
- ~~d. Cleaning and reshaping approximately 33,000 linear feet of open drainageway in the Mill Creek basin and 11,000 linear feet in the Cloud Branch basin;~~
- ~~e. Upgrading and adding several new road crossings in both basins;~~
- ~~f. Adding three retention/detention ponds in the Mill Creek basin and two ponds in the Cloud Branch basin to attenuate peak flow rates and lesson flooding in upstream areas; and~~
- ~~g. Adding piping to carry water from Mill Creek and Cloud Branch more efficiently.~~

Policy 4-INF 5.1.6 5.1.7: Continue to Manage Stormwater Impacts of New Developments. The City shall protect natural resources by requiring that all new development comply with the following criteria:

- preserve the natural function of floodplains and floodprone areas and maintain natural topography and hydrological functions of floodplains;
- maximize aquifer recharge areas;
- minimize dredge and fill operations requiring removal of natural vegetation; and
- protect wetlands from untreated runoff.

In addition, the City shall require that all new development be effectively integrated into the City's existing stormwater management system in accordance with the performance criteria outlined in the LDRs. ~~For instance, new development shall neither overload existing natural or man-made conveyance systems nor adversely impact water quality. New development shall comply with the following criteria:~~

- ~~• Maintain Predevelopment Conditions—In general, neither the rate nor the quantity of stormwater runoff shall be increased.~~
- ~~• Provide Necessary Facilities—All site alteration activities shall provide for such water retention and settling structures and flow attenuation devices as may be necessary to insure that the foregoing standards and requirements are met.~~
- ~~• Favor Nonstructural Approach—When possible, the nonstructural approach shall be used to meet both surface water quantity and quality requirements.~~

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- ~~Provide Stand-Alone System~~—The drainage system for each phase of a development shall meet the requirements of these regulations. Such systems shall be functionally independent of planned but unbuilt phases of the development project in question.
- ~~Accommodate Upstream Runoff~~—The drainage system for each development shall be sized to accommodate existing upstream runoff.
- ~~Maintain Existing Surface Drainage~~—Site alteration shall not adversely affect existing surface water flow pattern. Drainage subbasin boundaries shall be maintained.
- ~~Prohibit Deep Ditches~~—Open drainageways with slopes of greater than three to one (3:1) shall be prohibited.
- ~~Permit Natural Drainage ways and Watercourses~~—Developments that contain an existing natural drainage way or watercourse, related floodplain and adjacent vegetation shall maintain and incorporate such features into the project design. Drainage system design shall insure that sediment from runoff will not enter such natural drainageways.
- ~~Regulate Runoff Rates and Volumes~~—Permitted rates and volumes of stormwater runoff, whether discharged into natural or artificial watercourses, shall meet existing water quality standards at the first downstream receiving water body for which such standards have been established.
- ~~Prevent Adverse Impact~~—Site alteration shall not cause siltation of wetlands, pollution of downstream wetlands or reduce the natural retention or filtering capabilities of wetlands.
- ~~Maximize Recharge~~—The parcel shall be developed to maximize the amount of natural rainfall which is infiltrated into the soil and to minimize direct overland runoff into adjoining streets and watercourses. Stormwater runoff from roofs and other impervious surfaces shall be diverted into swales or terraces on the lot when possible.
- ~~Divert Overland Flow~~—To the extent feasible runoff from impervious areas shall be diverted so as to flow over vegetated areas prior to flowing into gutters, storm drains and retention areas.
- ~~Provide Drainage Easements, General~~—Where necessary and as otherwise prescribed or required in this ordinance, easements for drainage facilities, as approved by the Administrative Official, shall be provided.
- ~~Provide Off-site Easements~~—Off-site easements necessary to the function of the drainage system shall be provided.
- ~~Show Easements on Plans~~—Easements for drainage facilities must be shown on required plans and approved by the City.
- ~~LOS Standards for Facilities and Pollution Abatement.~~
- ~~Retention of the First Half Inch of Runoff.~~
- ~~Level of Service Standards for Water Quality.~~

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- ~~• Provide Storm Water Management Facilities Compatible with Soils—The design of stormwater management facilities shall be designed in a manner compatible with soil conditions as set forth in the Soil Survey of Seminole County, Florida and supplements thereof as prepared by the U.S. Department of Agriculture, Soil Conservation Service. In areas where the soils are poorly drained or experience a high groundwater table, such facilities shall be designed for detention with filtration.~~

Policy INF 5.1.7 Adopt Design Specifications for Stormwater Facilities. The City shall adopt specifications for the following stormwater management facilities and easements consistent with best management principles and practices:

- Outfall Criteria
- Retention Ponds
- Construction Requirements
- Underdrains
- Roadway Drainage Design
- Storm Sewer Design Criteria
- Culvert Design Criteria
- Drainage Pipes and Structures
- Open Storm Drainage Systems
- Drainage Structure Material Specifications
- Easements

OBJECTIVE 4-~~INF 5.2:~~ Reconcile Existing Stormwater Management Deficiencies. The City shall continue to reconcile deficiencies in the drainage system through the implementation of identified capital improvements projects, and by maintaining the stormwater utility district as a dedicated funding source for drainage improvements. The City shall continue to comply with the standards for discharge authorized by EPA permit No. FLS 000038 or its successor under the National Pollutant Discharge Elimination System.

Policy 4-~~INF 5.2.1:~~ Continue Stormwater Management System Inspection and Maintenance. The City shall ensure that major drainage systems are inspected and receive required maintenance on an annual basis.

GOAL 4-~~INF~~ 6:
PROTECT GROUNDWATER AQUIFER RECHARGE AREAS FUNCTION. THE FUNCTIONS OF NATURAL GROUNDWATER AQUIFER RECHARGE AREAS WITHIN THE CITY SHALL BE PROTECTED AND MAINTAINED.

Water Quality

OBJECTIVE 4-~~INF~~ 6.1: *Coordinate Surrounding Aquifer Recharge Issues.* The City shall maintain the functions of natural groundwater aquifers and regulate development that may present a threat to the natural aquifer recharge process. New development proposed within aquifer recharge areas shall be coordinated with the SJRWMD in order to ensure maintenance of aquifer recharge area functions. During the development review process the City shall ensure that the functions of the City's most effective natural groundwater recharge areas are protected by:

- Conserving open space;
- Prohibiting uses within recharge areas which generate or otherwise require on site use of hazardous materials;
- Preserving predevelopment soil types, grade elevations, drainage rates, and water levels; and
- Minimizing reduction of recharge to the surficial aquifer.

Policy 4-~~INF~~ 6.1.1: Protect Surficial Aquifer Recharge Areas. The City shall assist with protecting groundwater from point and non-point pollution sources by including the ~~St. Johns Water Management District~~ SJRWMD in the review of development plans located within areas designated as "most effective" recharge areas. This review process shall ensure conservation and efficient use of water as it travels through groundwater systems.

The City shall regulate new development to ensure the maintenance of adequate supplies of high quality groundwater. The City shall assist the State and in managing water quality by involving appropriate State agencies and the SJRWMD review of water quality management issues, including the discharge of inadequately treated wastewater and poor quality stormwater into public water bodies.

The City shall require and enforce standards which minimize impervious surface coverage in the City's "most effective recharge areas". The City shall further enhance the natural groundwater aquifer recharge function in the City's most effective recharge areas through the City's water reuse system.

The City has identified 16 potential recharge sites which can be used for groundwater recharge in order to offset groundwater withdrawal.

The City shall coordinate with SJRWMD the and other applicable regulatory agencies to identify free flowing deep aquifer wells and require protective measures, as referenced in Policy INF 6.1.2 ~~that include, but are not limited to, capping, plugging, or installing regulatory devices which control the discharge of water from the deep aquifer.~~

Policy 4-~~INF~~ 6.1.2: Protect Deep Aquifer Water Resources. The City shall coordinate with the SJRWMD and other applicable regulatory agencies to identify free flowing deep aquifer wells and require protective measures that include, but are not limited to, capping, plugging, or installing regulatory devices which control the discharge of water from the deep aquifer.

Policy 4-~~INF~~ 6.1.3: Retain Run-off to Maximize Recharge. The City shall require stormwater management techniques for retention of storm water run-off to maximize groundwater recharge. In order to achieve such stormwater retention, the City shall require that the criteria for the following water retention, settling structures, and flow attenuation devices, as provided within the City's LDRs, are met.

~~1. Drainage Easements, and Site Preparation or Excavation.~~

- ~~● Maintain Existing Surface Drainage. Site alteration shall not adversely affect existing surface water flow pattern. Drainage subbasin boundaries shall be maintained unless it is determined to be in the public interest to allow such change in established drainage patterns.~~
- ~~● Maximize Recharge. Parcels shall be developed to maximize the amount of natural rainfall which is infiltrated into the soil and to minimize direct overland runoff into adjoining streets and watercourses. Storm water runoff from roofs and other impervious surfaces shall be diverted into swales or terraces on the lot when possible.~~
- ~~● Divert Overland Flow. Runoff from impervious areas shall be diverted using one of the following techniques before entering a receiving water body:

 - ~~● The runoff shall be diverted so as to flow over vegetated areas.~~
 - ~~● The runoff shall be diverted to a detention pond with the ability to attenuate peak outflows to pre-development rates and to provide filtration for the pollution volume.~~~~
- ~~● Design Dry Retention Ponds. Unless retention ponds are approved as a water feature or other similar special facility, such retention detention facilities shall be designed to insure dry bottom within seventy two (72) hours after the design storm event. Dry bottom shall mean the absence of standing water.~~
- ~~● Design Without Positive Outfall. Developments without a positive outfall for discharge shall retain all runoff resulting from the design storm as computed for the developed condition.~~
- ~~● Design Based on Soils. The design of stormwater management facilities shall be based upon soil conditions as set forth in the Soil Survey of Seminole County, Florida and any supplements thereof as prepared by the U.S. Department of Agriculture, Soil Conservation Service. In areas where the soils are poorly drained or experience a high groundwater table, such facilities shall be designed for detention with filtration.

 - ~~● Retention—Retention ponds shall be designed to retain the difference in runoff volume between pre and post-development or the pollution abatement volume, whichever is greater.~~
 - ~~● Exfiltration—Exfiltration systems shall be designed to store and exfiltrate over the duration of the storm the difference in runoff volume between pre and post-development or the pollution abatement volume, whichever is greater.~~~~

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~~2. Wetlands, Flood-prone Areas, and Effective Aquifer Recharge Areas. These regulations shall apply to any use or alteration of a parcel which contains environmentally sensitive lands within the corporate limits of the City of Sanford. Environmentally sensitive lands include wetlands, soils with limited potential for certain manmade activities, flood-prone areas and areas with effective groundwater aquifer recharge characteristics.~~

~~• Wetland Design and Performance Criteria. Uses and activities in wetlands shall comply with the following design and performance criteria:~~

~~• Retain Natural Drainage Characteristics. Natural surface water patterns shall be maintained. Proposed drainage conditions shall approximate existing drainage conditions. The velocity of water flowing through wetlands shall remain approximately the same before and after development.~~

~~• Minimize Alteration or Modification. No land use or development shall be permitted that would result in the elimination of any beneficial function of a wetland. If permitted, any alteration or modification of wetlands shall be the minimum necessary to conduct the use or activity.~~

~~3. Flood-Prone Area Design and Performance. Uses and activities in flood-prone areas shall comply with the following design and performance criteria:~~

~~• Retention-Detention Facilities. Retention-detention ponds proposed to be located in flood-prone areas shall:~~

~~• Ten-year Flood Plain. Be located above the 10-year flood elevation. No alteration shall be allowed within the 10-year flood line.~~

~~• Soil Suitability. Be located in soils that are suitable for retention-detention ponds. Soils which have been identified by the Soil Conservation Service as giving a very low potential for septic tank absorption fields shall be considered as unsuitable for retention-detention ponds.~~

Policy 4-~~INF~~ 6.1.4: Coordinate with Other Recharge Protection Programs. The City, in concert with local, State, and Federal agencies, will achieve Regional aquifer recharge protection through the following:

- Implement Drainage Policy Concerning Maximizing Ecosystems;
- Protect Surficial Aquifer Recharge Areas;
- Deep Aquifer Water; and
- Retain Run-off to Maximize Recharge.

Policy 4-~~INF~~ 6.1.5: Water Quality Standards for New Development. New development shall be coordinated with appropriated State agencies to ensure that State water quality standards are met. Storm water discharge facilities shall be designed so as not to degrade the receiving water body below the minimum conditions necessary to ensure the suitability of water for the designated use of its classification.

Wellfield Protection

Policy 4-INF 6.1.6: Coordinate Land Use and Development Activity to Protect Wellfields. The City shall regulate land development activities in order to protect potable water from contamination by establishing protective zones around municipal potable water wells and prohibiting certain land uses and activities within the zones which have the potential to contaminate groundwater. No new development shall be allowed within a 200 foot radius of any proposed wellhead. In addition, no land uses which store, handle, or generate hazardous materials or wastes shall be located within the 10 year horizontal capture zones of the Upper Floridan aquifer for each wellhead. The location of the wellfield protection zones shall be based on analysis of the most current hydrological data and may be amended from time to time as updated information becomes available.

CHAPTER 3. RECREATION & OPEN SPACE

INTRODUCTION

Statutory Basis

Section 163.3177 (6) (a), Florida Statutes dictates that local governments provide a recreation and open space element that provides for a comprehensive network of recreation facilities that serves the City's population.

Sustainable Vision

Recreation serves, not only as a source of enjoyment and preservation of natural open space for the people of Sanford, but also as a vital community service that contributes to the City's sense of character and community. Evaluating recreation policies in this light assists in the formation of additional policies that coordinate recreation facilities with community services, neighborhood focal points and the City's mobility network. Furthermore, as residential development trends continue to change, a renewed emphasis on high quality and diverse common space is critical to maintaining the quality of life expected by the City.

Supporting Documents

The Recreation & Open Space Element is supported by the Public Facilities and Community Resources section of Volume II, inventories and analyzes the existing recreation network and projects future recreation needs based on a population projection to the year 2030. A Parks, Recreation & Open Space map that inventories existing and potential future facilities is also included in Section VI for reference.

GOALS, OBJECTIVES & POLICIES

GOAL REC 1:

MAINTAIN AND INCREASE ADEQUATE RECREATIONAL OPPORTUNITIES AND OPEN SPACE FOR THE VISITORS AND RESIDENTS OF SANFORD.

Recreation System Demand

OBJECTIVE REC 1.1: Provide a System of Parks and Recreation. Continue to provide recreational and community facilities adequate to meet the recreational needs of residents and visitors consistent with the level of service (LOS) standards established in Policy REC1.1.1.

Policy REC 1.1.1: Establish LOS Standards for Parks and Recreation Facilities. The City of Sanford shall apply the LOS standard of 4 acres of recreation land per 1,000 population and 0.05 miles of multi-use trails per 1,000 population. This standard shall be used in reviewing proposals for development orders or permits. Additionally, the City shall review the location of facilities and the types of facilities located throughout the City to ensure that all parts of the City are served by adequate and appropriate recreation facilities.

Policy REC 1.1.2: Monitor and Update Recreation Needs. ~~By June 1 of 2011, and every four (4) years thereafter, t~~ In preparation for its annual budgeting process, the City shall ~~prepare an analysis of the use of~~ conduct an evaluation of existing recreational facilities including, but not limited to open space, active recreation facilities, park land and community centers ~~basketball courts, ball fields, playgrounds and tennis courts~~ and recommend to the City Commission any additional or new recreational facilities that may be needed by the City in order to ensure there are no geographic gaps or LOS insufficiencies. The analysis shall be directed toward maintaining a system of recreational sites and facilities which is responsive to user needs.

Policy REC 1.1.3: Maintain Recreation Impact Fees for Recreation Improvements. The City shall ~~maintains~~ a recreation impact fee program to ensure that private residential development contributes to recreation, park and open space demand generated by the respective developments.

Policy REC 1.1.4: Program Future Recreation Capital Improvements. Recreation improvements needed for the City to maintain adopted LOS standards shall be scheduled and incorporated as capital projects in the Capital Improvements Plan.

Policy REC 1.1.5: Maintain Existing Recreation Land and Facilities. The City shall maintain existing recreation land and facilities through the use of proper management and funding techniques. The City shall ensure that recreation facilities are properly managed, well maintained, and that quality recreation programs are available to all residents.

Policy REC 1.1.6: Regulate Park Conversions. The City may consider the allocation of existing park land for another use provided that all three (3) of the following conditions are met and the conversion is expressly for the public's well-being:

- The proposed use is consistent with the GOPs of this Comprehensive Plan;
- The facilities located within that park can be provided at another park within the City (i.e., no net loss of recreation facilities); and

- The resulting LOS for park land is not less than the adopted LOS of 4.0 acres/1,000 people.

Policy REC 1.1.7: Require New Residential Development to Accommodate Recreation. The City shall implement requirements in the Land Development Regulations (LDRs) requiring certain residential development to accommodate recreational or other amenities onsite in order to offset impacts of the project on the City's recreation LOS and provide an improvement that contributes to the design of the project.

Environmental Awareness

Policy REC 1.1.8 4.4.6: Utilize Creative Concepts of Urban Design and Conservation of Environmentally Sensitive Open Space. All plans for development or redevelopment of parkland resources shall incorporate creative concepts of urban design and landscape. The plans shall be designed to preserve existing areas of unrestricted access along the shoreline of Lake Monroe and prevent "walling-off" views of the water. Active and passive recreation areas shall be planned in a manner compatible with unique natural features of the site. Park development plans shall be designed to preserve resource protection areas. The design shall provide a circulation system to minimize conflict between pedestrians and vehicles. Adequate landscape and screening shall be integrated into park development plans to minimize land use conflicts, protect stability of established residential areas, and enhance community appearance.

Policy REC 1.1.9 4.4.7: Promote Environmental Concern as Part of Recreational Programs. The City shall provide environmental education and management as part of park and recreation policies and programs, in concert with environmental interest groups such as the local Audubon Society. Support for cooperative programming between resource agencies and local educational advisors will provide park and recreation resources as an instrument for environmental teaching. The City shall develop educational nature trails along environmentally unique segments of Lake Monroe to provide opportunities for environmental education.

Policy REC 1.1.10 4.4.8: Designate or Acquire Open Space and Natural Reservations. The City shall enforce performance criteria designed to protect and preserve wetlands, wetland transition areas and water management areas. The City shall enforce its stormwater management and wetland preservation regulations to provide for the dedication of conservation easements or reservations where the City finds that the dedication is reasonable in order to protect the value and function of a wetland or to further the objective of stormwater management plan.

Policy REC 1.1.11 4.4.9: Enhance the Waterfront. The City shall continue efforts to enhance recreational opportunities along the Lake Monroe Waterfront and monitor opportunities for the development of public spaces in this area. Improved accessibility to the waterfront via sidewalks and trails will continue to be explored.

Recreation as a Community Service

Policy REC 1.1.12: Promote Recreation areas as a Community Service. The City shall reinforce the concept of recreation as a community service through opportunities and partnerships with other organizations that engage the community, including neighborhood events, educational opportunities, promotion of the arts and services that engage Sanford's youth, where appropriate.

Policy REC 1.1.13: Coordination with Neighborhood Master Planning. Improvements to recreation systems determined necessary by adopted neighborhood master plans shall be adopted into the schedule of improvements provided in the Capital Improvements Plan.

Policy REC 1.1.14: Provide a Connected System of Trails. The City shall partner with Seminole County and MetroPlan to provide a complete, safe and connected system of multi-use trails that offer biking and hiking opportunities throughout the City, through the completion of its Bicycle and Pedestrian Master Plan. Where possible, the City shall seek opportunities to connect these trails to existing recreation facilities to offer a connected recreation network.

Public Safety

OBJECTIVE REC 1.2: Provide Safe and Accessible Recreation Space. The City shall ensure the provision of safe recreational facilities to serve the community.

Policy REC 1.2.1: Community Prevention through Environmental Design. The City shall employ CPTED principles in the design and maintenance of its facilities, including maintenance of plantings and adequate lighting, where appropriate.

Policy REC 1.2.2: Safe Access. The City shall ensure the provision of safe access to each recreation facility through the provision of an adequate system of bicycle and pedestrian facilities that connect recreational facilities to the neighborhoods they serve and surrounding services.

~~**OBJECTIVE 6-1.2: Protect Wetland and Drainage Conditions.** The City shall continue to protect wetlands and natural drainage patterns and minimize development impacts to the environment.~~

~~**Policy 6-1.2.1: Require Wetland Buffers.** The City shall protect wetlands by requiring that new development institute wetland buffers to comply with specified design and performance criteria. The following wetland buffers shall be required: Wetland buffer of twenty five (25) feet in width shall be provided adjacent to wetlands that are five (5) acres or less; a wetland buffer of fifty (50) feet in width shall be provided adjacent to wetlands that are greater than five (5) acres. The applicable area shall include all contiguous wetlands located on the site and adjacent to the site. The width of the wetland buffer shall be measured and provided parallel to the edge of the wetland in question. The required wetland buffer shall, unless otherwise provided for in this ordinance, be planted and maintained in landscaping materials including ground cover, shrubs, hedges or trees.~~

~~**Policy 6-1.2.2: Regulate Permissible and Prohibited Uses within Wetlands.** The following uses shall be permissible within a wetland buffer:~~

- ~~● Required project improvements;~~
- ~~● Permitted public service structures;~~

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- ~~Walkways with pervious surfaces; and~~
- ~~Required landscaped areas.~~

The following uses shall be prohibited within a wetland buffer:

- ~~Vehicular use areas, off-street parking and/or loading and service areas; and~~
- ~~Buildings.~~

In addition, all off-street parking spaces located adjacent to wetland buffer shall be provided with appropriate tire stops, curbs or other vehicular bumper guards designed to prevent any encroachment of vehicles upon the required buffer.

~~Policy 6-1.2.3: Retain Natural Drainage Characteristics.~~ Natural surface water patterns shall be maintained. Post-development drainage conditions shall approximate pre-development drainage conditions. The velocity of water flowing through wetlands shall remain approximately the same before and after development.

~~Policy 6-1.2.4: Minimize Alteration or Modification.~~ No land use or development shall be permitted that would result in the elimination of any beneficial function of a wetland. If permitted, any alteration or modification of wetlands shall be the minimum necessary to conduct the use or activity.

~~Policy 6-1.2.5: Regulate Stormwater Conditions.~~ The use of cypress, hardwood swamp, bayhead, and hydric hammock wetlands for water retention shall be permitted when utilized to decompose dissolved organics and when such wetlands are not connected to surface waters. Stormwater detention basins shall screen, filter, trap and/or otherwise prevent sediment and debris and minimize the amount of chemicals entering wetlands. Channelization of water to or through a wetland shall not be permitted.

~~Policy 6-1.2.6: Require Minimum Ground Floor Elevation.~~ When structures intended for human habitation are proposed to be located in wetlands that are not regulated by the provisions of Ordinance No. 1859, the Administrative Official shall be authorized to establish and require a minimum ground floor elevation sufficient to prevent future flood damage of buildings on the parcel and any surrounding buildings impacted by the development.

Open Space

OBJECTIVE REC 1.3: Protect Open Spaces Systems. The City shall preserve open space for recreation activities, for utilitarian uses, and for purposes of conserving resource protection areas.

Policy REC 1.3.1: Establish Open Space Preservation Criteria. The City of Sanford identifies three types of open space: utility open space, conservation open space, and recreation open space. The following policies establish the definition and criteria for preservation of each of these types.

Policy REC 1.3.2: Define Utility Open Space. Utility open space includes the following:

- Transportation Corridors;
- Potentially Incompatible Land Use Buffer Areas;
- Stormwater Retention Areas.

Policy REC 1.3.3: Define Conservation Open Space. Conservation open space includes the following areas identified as resource protection areas:

- Wetlands and Aquatic Habitats - Preserved through the Resource Protection designation of the Future Land Use Map;
- Floodways and Drainage Ways - Preserved through the Resource Protection designation on the Future Land Use Map;
- Aquifer Recharge Areas and Wellfield Protection Areas - Preserved through the Resource Protection designation on the Future Land Use Map;
- Upland Wildlife Habitats - Protection measures of these habitat areas shall be involved as a condition of site plan review; and
- Floodplains - The areas identified on the Future Land Use Map series shall be protected.

Policy REC 1.3.4: Define Recreation Open Space. This classification consists of city parks and recreation areas. These lands are preserved pursuant to the Parks, Recreation and Open Space designation on the Future Land Use Map.

Policy REC 1.3.5: Ensure Compatibility with Natural and Open Space Systems. The City shall ensure that all new development is designed in a manner compatible with natural system and shall not encroach upon open space systems. The City shall require dedication of open space systems and/or conservation easements in order to implement this policy where such action is consistent with the public health, safety, and welfare and does not impose a "taking" without just compensation.

~~**Policy 6-1.3.6: Regulate Park Conversions.** The City may consider the allocation of existing park land for another use provided that all three (3) of the following conditions are met and the conversion is expressly for the public's well being:~~

- ~~• The proposed use is consistent with the goals, objectives, and policies of this Comprehensive Plan;~~
- ~~• The facilities located within that park can be provided at another park within the City (i.e., no net loss of recreation facilities); and~~
- ~~• The resulting level of service for park land is not less than the adopted LOS of 4.0 acres/1,000 people.~~

CHAPTER 4. PUBLIC SCHOOL FACILITIES

INTRODUCTION

Statutory Basis

While the Community Planning Act of 2011 removed mandatory implementation of district-wide school concurrency, the City of Sanford recognizes the importance of providing adequate school facilities to serve its current and future residents and enjoys a close relationship with Seminole County Public Schools. School concurrency ensures coordination between local governments and school boards in planning and permitting developments that affect school capacity and utilization rates.

Furthermore, 163.31777 F.S. mandates that Seminole County and its municipalities enter into a public schools interlocal agreement (ILA) with the School District to ensure the continued coordination of existing and future schools to serve the County and municipalities.

Sustainable Vision

The City of Sanford enjoys a strong relationship with the Seminole County School Board that not only ensures the continued coordination between school facilities and population growth, but also actively seeks opportunities to collaborate on joint use facilities and other issues. The City's approach to education has a strong impact on the City's character, as well as its future economy

Supporting Documents

The Public School Facilities Element is supported by the Public Facilities and Community Resources section of Volume II, which provides for the inventory of existing educational facilities and analysis of existing deficiencies and future needs, based on projected population and growth for the ten year planning period, which accommodates projections through 2030. The Public School Facilities Map series is also included in Section VI for reference.

Other supporting documents not included in these Volumes, but playing a significant role in this Chapter are:

2007 Interlocal Agreement for Public School Facility Planning and School Concurrency, Amended January 2008.

GOALS, OBJECTIVES & POLICIES

GOAL PSF 1:

PROVIDE QUALITY EDUCATION. AS A BASIC TENET OF COMMUNITY LIFE, IT IS THE GOAL OF THE CITY OF SANFORD TO CONTRIBUTE TO AND MAINTAIN A HIGH QUALITY PUBLIC SCHOOL ENVIRONMENT.

Adequate Provision of Schools

OBJECTIVE PSF 1.1: *Coordinate Level of Service (LOS) Standards and Service Boundaries.* The City of Sanford shall coordinate with the Seminole County School Board in the School Board’s efforts to correct existing deficiencies and address future needs through implementation of adopted LOS standards and appropriate public school facility service area boundaries. The standard is a countywide standard specified in the 2007 currently adopted Interlocal Agreement for Public School Facility Planning and School Concurrency, wherein the following terms are used:

- Permanent Florida Inventory of School Houses (FISH): meaning the permanent facilities within the inventory of land, buildings and rooms in public educational facilities used by the Florida Department of Education, Office of Educational Facilities; and
- Concurrency Service Area (CSA): A geographic unit promulgated by the School Board and adopted by local governments within which the LOS is measured when an application for residential development is reviewed for school concurrency purposes. The CSA coincides with groupings of school attendance zones within each school type based on adjacency; and
- LOS standard: A standard established to measure utilization of capacity within a CSA. Current LOS within a CSA is determined by dividing the full-time equivalent student count (FTE) for the Fall Semester at the same type of schools by the permanent FISH capacity of the same type of schools. Projected or future LOS is determined by the dividing the projected enrolled students at the same type of schools within a CSA by the planned permanent FISH capacity of the same type of schools.

Policy PSF 1.1.1: Adoption of LOS Standards. To ensure that the capacity of schools is sufficient to support student growth, the City, Seminole County ~~along with other cities within the Seminole County, the County,~~ and the School Board agree that the ~~desired~~ LOS standard shall be 100% of the aggregate permanent FISH capacity for each school type within each CSA. ~~To financially achieve the desired LOS standard, the following tiered LOS standards are established as follows:~~

School Type	2008 – 2012	Beginning 2013
Elementary & Middle CSA	100% of Permanent FISH Capacity	100% of Permanent FISH Capacity
High School CSA	110% of Permanent FISH Capacity	100% of Permanent FISH Capacity

Policy PSF 1.1.2: Coordinate LOS Standards. The City shall use its ~~concurrency management system~~ CMS to coordinate with the School Board and other local jurisdictions to ensure that the LOS standards established for each school type is maintained.

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Policy PSF 1.1.3: Utilize CSA Boundaries. The City shall apply school concurrency using CSA boundaries adopted by the School Board.

Policy PSF 1.1.4: Establish CSAs for Each Type of School. The CSA boundaries established by the School Board will be based on clustered attendance zones for each school type (elementary, middle and high school) based on adjacency and will be re-evaluated by the School Board, as needed.

Policy PSF 1.1.5: Consider CSA Boundary Changes. At the determination of the School Board, CSA maps may be modified from time to time, to maximize utilization of school capacity. The School Board shall transmit the proposed change request with supporting data and analysis to the City and the other local jurisdictions. ~~The City, upon receipt of supporting data and analysis for the proposed modification shall review and submit comments to the School Board within days.~~

Policy PSF 1.1.6: Coordinate School Board Capital Improvements Schedule and Potential CSA Boundary Changes. As identified in the ~~2007~~ currently adopted *Interlocal Agreement for Public School Facility Planning and School Concurrency*, the School Board's annual update of its Capital Improvements Schedule will include review of attendance zone changes and if necessary, modifications to the CSA maps to the greatest extent possible to provide maximum utilization.

OBJECTIVE PSF 1.2: Coordinate Development Review to Achieve Concurrency. The City of Sanford will coordinate with the Seminole County School Board in the City's development review efforts to achieve concurrency in all public school facilities.

Policy PSF 1.2.1: Maintain Development Review Process. The City shall withhold or condition the approval of any site plan, final subdivision, or functional equivalent for new residential units not exempted until a School Capacity Availability Letter Determination (SCALD) has been issued by the School Board to the City indicating that adequate public school facilities exist or until a mitigation agreement has been reached, pursuant to the provisions of the Interlocal Agreement. ~~availability standard specified in Section 163.3180(13)(e), Florida Statutes (F.S.).~~

Policy PSF 1.2.2: Adopt School Concurrency Provisions into the City's Land Development Regulations. The City shall adopt school concurrency provisions into its Land Development Regulations (LDRs) for the review of development approvals, consistent with the requirements of the ~~2007~~ currently adopted *Interlocal Agreement for Public School Facility Planning and School Concurrency*.

Policy PSF 1.2.3: Determine Impacts. The School Board shall be responsible for determination of adequate school capacity.

School Siting

OBJECTIVE PSF 1.3: Coordinate Existing and Future School Facility Planning with the Future Land Use Element and Development Approval Process. The School Board shall coordinate future siting of schools and capacity needs with development approvals and changes to the City's Future Land Use Map (FLUM).

Policy PSF 1.3.1: Coordinate Comprehensive Plan Amendments and Facility Planning. The city will consider the availability and future provision of school facility capacity, the provision

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of school sites and facilities within neighborhoods, the compatibility of land uses adjacent to existing schools and reserved school sites, the co-location of parks, recreation and neighborhood facilities with school sites and the linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks for safe access during the review of proposed Comprehensive Plan land use map amendments.

Policy PSF 1.3.2: Coordinate School Site Sizes and Co-location in the City. The City will work with the School District to identify sites for future educational facilities that meet the minimum standards of the School Board where possible and which are consistent with the provisions of the Sanford Comprehensive Plan. When the size of available sites does not meet the minimum School Board standards, the City will support the School Board in efforts to use standards more appropriate to a built urban environment. To the extent feasible, as a solution to the problem of lack of sufficiently sized sites, the City shall work with the School Board to achieve co-location of schools with City facilities.

~~**Policy PSF 1.3.3: Participate in Planning Technical Advisory Committee (PTAC).** The City shall participate in the Planning Technical Advisory Committee (PTAC) meetings, as provided in the *2007 Interlocal Agreement for Public School Facility Planning and School Concurrency*, for the purpose of discussing issues and formulating recommendations to the Public Schools Facilities Planning Committee (PSFPC) regarding coordination of land use and school facilities planning, including such issues as population and student projections, development trends, school needs, co-location and joint use opportunities, ancillary infrastructure improvements needed to support the schools, School Board Five Year Capital Improvement Plan and the Public School Concurrency Program.~~

~~**Policy PSF 1.3.4: Determine Impacts.** The School Board shall be responsible for determination of adequate school capacity.~~

~~**Policy PSF 1.3.5: Provide Notification of Submittal of Residential Applications.** The City shall notify the School Board within 10 working days of receipt of any land use or development application having a residential component and will transmit submitted subdivision plans and site plans to the School Board for their review.~~

~~**Policy PSF 1.3.6: Provide Notification of Meetings.** The City shall provide the School Board with agendas of staff review, the Planning & Zoning Board/Local Planning Agency and the City Commission meetings.~~

Concurrency

OBJECTIVE PSF 1.4: Administer Public School Concurrency. The City of Sanford Shall Require that Public School Facility Capacity is Available Concurrent with the Impacts of New Residential Development, as required by ~~Section 163.3180(13)(E), F.S~~ the currently adopted *Interlocal Agreement for Public School Facility Planning and School Concurrency*.

Policy PSF 1.4.1: Time Concurrency Review. The City shall require that all new residential development be reviewed for school concurrency prior to development approval as defined in the 2007 *currently adopted Interlocal Agreement for Public School Facility Planning and School Concurrency*.

Policy PSF 1.4.2: Enforce Concurrency Review. In compliance with the availability standards of Section 163.3180(13)(e) (1)(h)1, F.S., the City shall not deny development approval due to failure to achieve the adopted LOS for public school facilities when the following occurs:

- Adequate school facilities are planned and will be in place or under construction within three years of the development approval.
- The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities consistent with the methodology in the 2007 currently adopted Interlocal Agreement for Public School Facility Planning and School Concurrency.

Policy PSF 1.4.3: Establish Residential Uses Exempt from the Requirements of School Concurrency. The following residential uses shall be exempt from school concurrency requirements:

- All single family lots of record at the time the school concurrency implementing ordinance became effective.
- Any new residential development that has a preliminary plat or site plan approval or the functional equivalent for a site specific development order prior to the commencement date of the School Concurrency Program on July 1, 2008.
- Any amendment to a previously approved residential development which does not increase the number of dwelling units or change the type of dwelling units.
- Any age restricted community with no permanent residents under the age of 18 (a restrictive covenant limiting the age of residents to 18 and older shall be required).

Proportionate Share

Policy PSF 1.4.4: Administer Revenues Received Through Proportionate Share Mitigation. Any revenues received for proportionate share mitigation are to be directed by the School Board toward a school capacity improvement identified in the School Board's Five-Year Capital Improvement Plan (CIP).

Policy PSF 1.4.5 Consider Proportionate Share Mitigation. In the event school capacity is not available to support a development, the School Board may entertain proportionate share mitigation options and, if accepted, shall enter into an enforceable and binding agreement with the developer to mitigate the impact from the development through the creation of additional school capacity, the process of which is outlined in the currently adopted Interlocal Agreement for Public School Facility Planning and School Concurrency. . using the following methodology:

- A. ~~When the anticipated student impacts from a proposed development cause the adopted LOS to be exceeded, the developer's proportionate share will be based on the number of additional student stations necessary to achieve the established LOS. The amount to be paid will be calculated by the cost per student station for elementary, middle and high school as determined and published by the State of Florida.~~
- B. ~~The methodology used to calculate a developer's proportionate share mitigation shall be as follows:~~
- ~~Proportionate Share = $\frac{(\text{Development students} - \text{Available Capacity})}{\text{student station}} \times \text{Total Cost per}$~~
- ~~Where:~~

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¹Development students – those students from the development that are assigned to a CSA and have triggered a deficiency of the available capacity.

²Total Cost = the cost per student station as determined and published by the State of Florida.

- ~~C. The applicant shall be allowed to enter a 90-day negotiation period with the School Board in an effort to mitigate the impact from the development through the creation of additional capacity. Upon identification and acceptance of a mitigation option deemed financially feasible by the School Board, the developer shall enter into a binding and enforceable development agreement with the School Board.~~
- ~~1. A mitigation contribution provided by a developer to offset the impact of a residential development must be directed by the School Board toward a school capacity project identified in the School Board's Five-Year Capital Improvement Plan. Capacity enhancing projects identified within the first three years of the Five-Year Capital Improvement Plan shall be considered as committed in accordance with Section 9.5 of the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency.~~
 - ~~2. If capacity projects are planned in years four or five of the School Board's Five-Year Capital Improvement Plan within the same CSA as the proposed residential development, the developer may pay his proportionate share to mitigate the proposed development in accordance with the formula provided in Section 12.7 (B) of the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency.~~
 - ~~3. If a capacity project does not exist in the five-year Capital Improvement Plan, the School Board will add a capacity project to satisfy the impacts from a proposed residential development, if it is funded through the developer's proportionate share mitigation contributions. Mitigation options may include, but are not limited to:
 - ~~a. Contribution of land or payment for land acquisition suitable for and in conjunction with, the provision of additional school capacity; or~~
 - ~~b. Mitigation banking based on the construction of an educational facility in exchange for the right to sell capacity credits; or~~
 - ~~c. Provide modular or permanent student stations acceptable for use as an educational facilities; or~~
 - ~~d. Provide additional student stations through the remodeling of existing buildings acceptable for use as an educational facility; or~~
 - ~~e. Construction or expansion of permanent student stations at the impacted school within the CSA; or~~
 - ~~f. Construction of an educational facility in advance of the time set forth in the School Board's Five-Year Capital Improvement Plan.~~~~
- ~~D. For mitigation measures (a) thru (f) above, the estimated cost to construct the mitigating capacity will reflect the estimated future construction costs at the time of the anticipated construction. Improvements contributed by the developer shall receive school impact fee credit.~~
- ~~E. The developer shall receive an impact fee credit for the proportionate share mitigation. Credits will be given for that portion of the impact fees that would have been used to fund the improvements on which the proportionate fair share contribution was calculated. The portion of impact fees available for the credit will be based on the historic distribution of impact fee funds to the school type (elementary, middle, high) in the appropriate CSA. Impact fee credits shall be calculated at the same time as the applicant's proportionate share obligation is calculated. Any school impact fee credit based on~~

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~~proportionate fair share contributions for a proposed development cannot be transferred to any other parcel or parcels of real property within the CSA.~~

- ~~F. A proportionate share mitigation contribution shall not be subsequently amended or refunded after final site plan or plat approval to reflect a reduction in planned or constructed residential density.~~
- ~~G. Impact fees shall be credited against the proportionate share mitigation total.~~
- ~~H. Any proportionate share mitigation must be directed by the School Board toward a school capacity improvement identified in the School Board's Five-Year Capital Improvement Plan.~~
- ~~I. Upon conclusion of the negotiation period, a second Determination Letter shall be issued. If mitigation is agreed to, the School Board shall issue a new Determination Letter approving the development subject to those mitigation measures agreed to by the local government, developer and the School Board. Prior to site plan approval, final subdivision approval or the functional equivalent, the mitigation measures shall be memorialized in an enforceable and binding agreement with the local government, the School Board and the Developer that specifically details mitigation provisions to be paid for by the developer and the relevant terms and conditions. If mitigation is not agreed to, the Determination Letter shall detail why any mitigation proposals were rejected and why the development is not in compliance with school concurrency requirements. A SCALD indicating either that adequate capacity is available, or that there is not a negotiated proportionate share mitigation settlement following the 90 day negotiation period as described in Section 12.7(B) of the 2007 Interlocal Agreement for Public School Facility Planning and School Concurrency constitutes final agency action by the School Board for purposes of Chapter 120, F.S.~~

Policy PSF 1.4.6: Administer Appeal Process. A person substantially affected by a School Board's adequate capacity determination made as a part of the School Concurrency Process may appeal such determination through the process provided in Chapter 120, F.S.

Capital Improvements

OBJECTIVE PSF 1.5: Update Capital Improvement Element Annually. The City of Sanford shall amend its Capital Improvement Element (CIE) to include that portion of the adopted School Board's Five-Year Capital Improvement Plan (CIP) which deals with capacity improvements.

Policy PSF 1.5.1: Update Capital Improvement Element. On an annual basis, no later than December 1st of each year, the City shall update the City's Capital Improvement Element (CIE) to include that portion of the School Board's annual update of their financially feasible Five-Year Capital Improvement Plan (CIP) related to capacity improvements. However, the City shall not have the obligation, or the responsibility for funding or accomplishing the School Board Five-Year Capital Improvement Plan (CIP).

Policy PSF 1.5.2: New Financially Feasible Fifth Year Projects During Each Update. Each annual update to the Capital Improvement Element (CIE) shall include a new fifth year with its financially feasible school capacity projects that have been adopted by the School District in its update of the Five-Year Capital Improvement Schedule.

Policy PSF 1.5.3: Comply with Florida Statutes for Timing of Capital Improvement Element Update. The City shall amend its ~~Capital Improvement Element CIE~~ to reflect changes to the School District's Five-Year Capital Facilities Plan in compliance with timing requirements of Florida Statutes.

Community Compatibility

OBJECTIVE PSF 1.6: Ensure Compatibility with Surrounding Land Uses, Encourage Co-location with Appropriate City Facilities, and the Location in Proximity to Residential Areas to be Served and Function as a Community Focal Point. The City of Sanford shall ensure compatibility of school facilities with surrounding land use through the development review process and shall encourage, to the extent feasible, co-location of new schools with compatible City facilities, and the location of school facilities to serve as Community Focal Points.

Policy PSF 1.6.1: Establish School location Sites and Compatibility Standards. School sites are allowed within any land use designation in the City except Resource Protection (RP). Compatibility with adjacent land uses will be ensured through the following measures:

- New school sites within the City must not be adjacent to any noxious industrial uses or other property from which noise, vibration, odors, dust, toxic materials, traffic conditions or other disturbances would have a negative impact on the health and safety of students.
- Public school sites shall be compatible with environmental protection, based on soils, topography, protected species and other natural resources on the site.
- An assessment of critical transportation issues, including provision of adequate roadway capacity, transit capacity and bikeways shall be performed for proposed school sites prior to any development to ensure safe and efficient transport of students.
- New school sites must comply with the City's ~~Land Development Regulations LDRs~~ and must minimize potential detrimental impacts on adjacent uses by providing sufficient on-site parking, sufficient internal vehicular circulation to ensure that unsafe stacking of vehicles on access roads does not occur, containment of off-site light spillage and glare, and reduction of off-site noise through compliance with the City's buffer requirements.
- New school sites for elementary and middle schools shall be located in close proximity to existing or anticipated concentrations of residential development. New school sites for high schools and specialized schools are suitable for other locations due to their special characteristics.
- The development review process shall ensure that facilities such as sanitary sewer and potable water are available at the time demanded by the new school site, and services such as public safety can also be provided.
- New school sites shall have safe ingress and egress for pedestrians, bicycles, cars, buses, service vehicles and emergency vehicles. High schools should be located with access to collector or arterial roads, rather than relying solely on local roads.

Policy PSF 1.6.2: Encourage Co-Location and Community Focal Point. Recognizing that new schools are an essential component in creating a sense of community, the City shall encourage the co-location of new school sites with appropriate City facilities to the extent feasible, and shall encourage, through the development review process, the location of new school sites so they may serve as community focal points. Where co-location takes place, the City may enter into an ~~interlocal agreement~~ ILA with the School Board to address shared uses of facilities, maintenance costs, vehicular and bicycle parking, supervision and liability issues, among other concerns.

Safe Access

OBJECTIVE PSF 1.7: Ensure Provision of Necessary Infrastructure. The School Board will coordinate with the City of Sanford to ensure the timely provision of public facilities to support the necessary functions of public school facilities.

Policy PSF 1.7.1: Maximize Efficiency of Infrastructure. During participation in the future school site identification process detailed in the ~~2007~~ Currently adopted *Interlocal Agreement for Public School Facility Planning and School Concurrency*, the City shall seek to maximize efficient use of existing infrastructure and avoid sprawl development by identifying future school sites that take advantage of existing and planned roads, potable water, sanitary sewer, parks and drainage systems.

Policy PSF 1.7.2: Ensure Safe Student Access. The City will ensure safe student access to school sites by coordinating the construction of new neighborhoods and residential developments, expansion of existing neighborhoods and developments and redevelopment or revitalization of existing neighborhoods and developments with Seminole County's safe road and sidewalk connection programs to school sites.

Policy PSF 1.7.3: Coordinate Bicycle Access and Pedestrian Connection. The City will coordinate bicycle access to public schools consistent with the Seminole County countywide bicycle plan adopted by the Metropolitan Planning Organization, METROPLAN. In addition, the City shall revise its ~~Land Development Regulations~~ LDRs as needed to specify that performance standards for new residential developments adjacent to existing and proposed school sites, other than age restricted developments, shall include pedestrian connections between the sidewalk network within the development and the adjacent school site.

Policy PSF 1.7.4: Coordinate to Ensure Necessary Off-Site Improvements. During the development review process for a proposed new school facility, the City will work with the School Board to determine the party or parties responsibility for the financing, constructing, operating, and maintaining any needed off-site improvements, including but not limited to: signals, deceleration lanes, roadway striping for crosswalks, safe directional/warning signage, and sidewalks. A new development adjacent to or sharing an access road with an existing school or future school site shall mitigate the traffic impacts of the development for safe access to the school. Such mitigation efforts may include, but are not limited to: developer striping of crosswalks, developer installation of sidewalks, payment for safe directional/warning signage, and payment for signals.

Policy PSF 1.7.5: Include Provisions for School Buses. The City shall revise its ~~Land Development Regulations~~ LDRs to require the inclusion of school bus stops and turnarounds in new residential developments that are not age restricted.

Intergovernmental Coordination

OBJECTIVE PSF 1.8: Coordinate with School Board and Cities. The City of Sanford shall coordinate with the School Board and other local jurisdictions as specified by the procedures in the ~~2007 currently adopted~~ Interlocal Agreement for Public School Facility Planning and School Concurrency and provide information for emergency preparedness.

Policy PSF 1.8.1: Provide Data to the School Board. The City shall maintain data on the approved number of residential dwelling units by unit type and location and the corresponding number of units within each development that have received a certificate of occupancy (CO). The data shall be provided to the School Board annually by October 15th.

Policy PSF 1.8.2: Provide Representation for School Planning. The City shall assign representatives to take part in committees and meetings as specified by the ~~2007 currently adopted~~ Interlocal Agreement for Public School Facilities Planning and School Concurrency. A staff representative shall be assigned to the Planning Technical Advisory Committee (PTAC) which shall meet as specified in the ~~Interlocal Agreement~~ ILA. An elected official or designee shall be appointed to the Public Schools Facilities Planning Committee (PSFPC) which shall meet as specified in the ~~Interlocal Agreement~~ ILA.

Policy PSF 1.8.3: Provide Notification of Proposed Changes. The City shall provide notification in accordance with the ~~2007 currently adopted~~ Interlocal Agreement for Public School Facilities Planning and School Concurrency to the School Board of proposed amendments to the Future Land Use Map (FLUM), rezonings, developments of Regional impact, and/or major residential or mixed use development projects that may increase residential densities, effect student enrollment, enrollment projections, or school facilities. Such notice will be provided within 10 working days of receipt of the application.

Policy PSF 1.8.4: Provide Emergency Preparedness Information. The City shall continue to provide information needed by the School Board and local jurisdictions for emergency preparedness purposes.

Policy PSF 1.8.5: Review of Interlocal Agreement. The City shall continue coordination with Seminole County Public Schools to periodically review the current ILA in order to determine if updates are necessary based on changes in current policy and State Statutes.