

CHAPTER 1: FUTURE LAND USE ELEMENT

GOAL 1-1: MANAGE LAND USE DISTRIBUTION AND PROVISION OF SERVICES AND FACILITIES. THE CITY SHALL PROMOTE AN ORDERLY DISTRIBUTION OF LAND USES IN AN ECONOMICALLY, SOCIALLY, AND ENVIRONMENTALLY ACCEPTABLE MANNER WHILE ENSURING THE ADEQUATE AND TIMELY PROVISION OF SERVICES AND FACILITIES TO MEET THE NEEDS OF THE CURRENT AND PROJECTED POPULATIONS.

Objective 1-1.1: Implement the Future Land Use Map Series. The City shall adopt and implement the Future Land Use Map (FLUM) series in the Future Land Use Element goals of the Comprehensive Plan. The Future Land Use Map series reflects the City policy for managing the allocation of future land use. The Future Land Use Map Series (Base Year 2009) is supported by the Comprehensive Plan-Data, Inventory, and Analysis (2009). The Future Land Use Map includes the land use categories with corresponding densities and intensities and which are further implemented through the City’s Land Development Regulations (LDR). The City shall not approve land use amendments, zoning changes, or development in conflict with these densities and intensities. The LDRs shall encourage the use of innovative development techniques to achieve a mix of uses, where appropriate. The following future land use categories are contained on the City’s FLUM:

LAND USE DESIGNATIONS		MAP SYMBOL	DENSITY/INTENSITY (MAXIMUM)
Residential	Low Density Residential - Single Family	LDR-SF	6 du/acre
	Low Density Residential - Mobile Home	LDR-MH	6 du/acre
	Medium Density Residential ⁽⁵⁾	MDR	10 du/acre
	Medium Density Residential	MDR	15 du/acre
	High Density Residential	HDR	20 du/acre
	Suburban Estates	SE	1 du/acre
Commercial	Neighborhood Commercial, Office	NC	0.35 FAR
	General Commercial ⁽⁴⁾ , Office	GC	0.35 FAR
Industrial		I	0.50 FAR

LAND USE DESIGNATIONS		MAP SYMBOL	DENSITY/INTENSITY (MAXIMUM)
Public/semi-public	Includes: Education, Public Facilities Transportation, Private Recreation, and other Institutional	PSP	0.35 FAR
Parks, Recreation and Open Space	Includes Municipal Recreation and Open Space	PRO	0.25 FAR
Resource protection	Wetlands and Aquatic Habitats ⁽¹⁾ ; Floodways and Drainageways ⁽¹⁾ ; Aquifer Recharge Area ⁽²⁾ ; Wellfield Protection Areas ⁽²⁾ ; Upland Wildlife Habitats ⁽²⁾ ; Floodplains ⁽²⁾	RP	See Notes Below

Notes:

- (1) Within wetlands, aquatic habitats, floodways and drainageways no development is permitted pursuant to this plan. However, in certain cases, in order to avoid a taking of property without just compensation, the City shall negotiate a minimal development right necessary to provide "reasonable" use of the land. In such cases, development shall be shifted to the upland portion of the site. However, where no upland exists, development rights within the wetland, floodways or drainageways shall be negotiated in order to protect private property rights and preserve "reasonable" use of the land while preserving the physical and biological functions of the wetlands, floodways and/or drainageways through mitigation techniques identified in the policies cited herein.
- (2) The FAR for these areas shall be restricted pursuant to this plan performance, (See Conservation Element Policy 5-1.2.6). In no case shall the FAR exceed the FAR for the underlying Comprehensive Plan Future Land Use designation. However, the building footprint and total impermeable surface shall be restricted to maximize permeable surface while preserving a "reasonable" development right pursuant to the policies identified herein.
- (3) Where a federal, state, or regional agency has jurisdiction over a resource protection area, the City shall not grant a development right which exceeds the development right provided by such agencies having jurisdiction.
- (4) Multifamily residential no greater than 20 units per acre is permitted as a secondary use to the general commercial uses provided the residential use is not more than 40 percent of the square footage of the general commercial use on the site. The provision of residential must result in a no net increase in demand for public facilities (not including schools) greater than that which would be required for general commercial uses.
- (5) Existing MDR – 10 designations may remain but no new MDR – 10 future land use designations shall be established after the effective date of this Ordinance.

The distribution range of uses in the mixed-use designations below represents an area wide composite land use mix.

LAND USE DESIGNATIONS		MAP SYMBOL	DENSITY/INTENSITY (MAXIMUM)		
			PERCENTAGE DISTRIBUTION (MIN/MAX)		
			COMMERCIAL	INDUSTRIAL	RESIDENTIAL
Mixed Use Districts	I-4 High Intensity	HI	1.0 FAR 50% / 85%	0.50 FAR 0% / 10%	50 du/acre 0% / 40%
	Waterfront/ Downtown Business District	WDBD	0.35 / 2.0 FAR * 30% / 70%	0.5 FAR 0% / 10%	50 du/acre 30% / 40%
	Westside Industry & Commerce	WIC	0.50 FAR 15% / 50%	0.50 FAR 30% / 75%	20 du/acre 10% / 40%
	Residential/ Office/ Institutional	ROI	0.35 FAR 75% / 100%	n/a	20 du/acre 0% / 40%
	Airport Industry & Commerce	AIC	1.0 FAR 25% / 75%	1.0 FAR 50% / 75%	50 du/acre (MF) 1 du/acre (SF) 0% / 10%

Notes: du/acre = dwelling units per acre as defined in Policy 1-1.2.1; FAR = Floor Area Ratio; MF = Multifamily; SF = Single Family The percent distribution represents minimum and maximum percentage mix for each use. The percentage distribution of uses is measured for the total area of the land use designation. Uses must be consistent with adjacent land uses.

* The maximum intensity of nonresidential development, other than industrial, measured as a floor area ratio is 2.0 for the areas east of French Avenue, and 0.35 for the areas west of French Avenue. See policy 1-1.8.1 for more information.

Policy 1-1.1.1: Maintain Consistency of Future Land Use Map and Related Policies. The Future Land Use Map and related policies, definitions of land use designations and qualitative standards shall be applied in allocating future land uses. All developments are subject to the City's Concurrency Management system. In addition to the evaluation criteria, which pertain to capital improvements, the City shall evaluate amendments to the Future Land Use Map for consistency with the following criteria:

- The amendment shall be consistent with the State Comprehensive Plan (Chapter 187, F.S.) and the Growth Policy Act (Chapter 163 F.S.);

- The amendment shall be consistent with all elements of the City Comprehensive Plan;
- The amendment shall be consistent with Rule 9J-5, Florida Administrative Code;
- Public facilities and services shall be available concurrent with development of the site;
- There have been changes in population, land use or economic development trends and/or projections that warrant a change in the future land use designation;
- There have been sufficient changes in the character of the area or adjacent lands to warrant a different land use designation;
- The proposed future land use designation and its allowable uses are compatible with surrounding land use designations and with the preferred growth and development pattern of the City as evidenced by land use policies in the Comprehensive Plan. The amendment will not significantly alter acceptable existing land use patterns or adversely affect the livability of the area or the health and safety of the residents;
- The land shall be capable of supporting development allowed under the proposed future land use designation as evidenced by the presence or absence on the site of soil types suitable for development, vegetative habitats, wetlands, wetland protection zones or flood-prone areas, well field protection zones, wildlife habitats, archaeological, historical or cultural resources;
- The proposed amendment will create a demonstrated benefit to the City and enhance the character of the community; and
- If the amendment increases the density or intensity of use, the applicant shall demonstrate that there is a need for the increase in the near planning future (10 years).

Policy 1-1.1.2: Manage Future Land Use. The Future Land Use Map and performance criteria in this plan shall be applied as a planning and management tool in order to prevent development of land uses which do not conform to the City's character as reflected in the City's adopted Future Land Use Map.

Policy 1-1.1.3: Manage and Coordinate Future Land Use Decisions. The City shall maintain land development regulations, including performance standards which ensure that land development activities, resource conservation, and infrastructure issues are managed in a manner that includes timely coordination with County, regional, and State agencies having jurisdictional authority. Management of land and physical improvements identified on the Future Land Use Map will be coordinated in order to protect and/or conserve natural systems, including topography, soil conditions, vegetation, natural habitat, potable water wellfields, and other environmentally sensitive land and water resources. Land use shall also be predicated on availability of man-made infrastructure and service systems required to support respective land use activities.

Policy 1-1.1.4: Promote Orderly Land Use Transition. Where it is infeasible or undesirable to physically separate residential from non-residential land uses, buffering shall be required to promote a smooth land use transition. Buffering may take the form of:

- physical separation such as distance (building setbacks), vegetative berms, hedges or other landscape cover; walls or fences aesthetically designed for screening purposes; and open space systems with dense native vegetation and tree canopy; and/or
- the development of a transitional use between the incompatible uses (such as low intensity office development between general retail commercial centers and residential areas).

Policy 1-1.1.5: Encourage Separation of Urban and Rural Land Uses through Support of the Seminole County's Rural Boundary. The City will support the County's designated rural boundary and its intent to protect the integrity of its rural lands and to preserve and reinforce the rural character and lifestyle of east Seminole County. The City will comply with the County's provisions regarding land use changes and annexations within the rural boundary (Future Land Use Map Series) and legally described in Seminole County Ordinance 2004-36, and as amended.

Policy 1-1.1.6: Implement Land Development Regulations. The City's land development regulations governing zoning; subdivision; signage; landscaping and tree protection; and surface water management shall be revised as needed in order to: 1) effectively regulate future land use activities and natural resources identified on the Future Land Use Map; 2) adequately protect property rights; and 3) implement the goals, objectives, and policies stipulated in the Comprehensive Plan. The land development regulations shall continue to be applied to:

- a. Regulate the subdivision of land;
- b. Regulate the use of land and water consistent with this Element, ensure the compatibility of adjacent land uses, and provide for open space;
- c. Protect the environmentally sensitive lands designated in the Comprehensive Plan;
- d. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
- e. Protect potable water wellfields and aquifer recharge areas and ensure consistency with the City's water conservation regulations;
- f. Regulate signage;
- g. Ensure safe and convenient on-site and off-site traffic flow and vehicle parking needs and prohibit development within existing and future rights-of-way; and
- h. Enforce the Concurrency Management System (CMS) to maintain levels of services (LOS) for public facilities.

Policy 1-1.1.7: Establish Performance Criteria for New Development. New development must comply with performance criteria established in the Comprehensive Plan. The performance criteria shall be enforced through a site plan review process. The performance criteria within the plan

include, but are not limited to, the following:

- a. Land use compatibility;
- b. Wetlands and aquatic habitat protection;
- c. Open space requirements;
- d. Potable water wellfields protection;
- e. Water quality, drainage and stormwater management;
- f. Off-street parking and internal traffic circulation as well as access to and egress from the street system;
- g. Availability of requisite services and infrastructure, level of service criteria, adequate water supply, and concurrency;
- h. Perimeter screening and buffering of land uses and facilities which may otherwise adversely impact development of adjacent land use activities or natural resources such as wetlands and recharge areas;
- i. Erosion and sedimentation control;
- j. Protection of historically significant properties;
- k. Wastewater discharge;
- l. Floodplain and floodway protection;
- m. Aquifer recharge protection;
- n. Potable water conservation;
- o. Vegetative communities protection;
- p. Wildlife and wildlife and aquatic habitats;
- q. Nuisance abatement standards regulating adverse impacts such as noise, vibration, glare, odor, fire and explosion; and
- r. Community appearance.

Policy 1-1.1.8: Apply Residential and Non-Residential Development Criteria. Land development regulations addressing the location and extent of residential and non-residential land uses shall be applied in a manner consistent with the Future Land Use Map and the policies and descriptions of types, sizes, and densities/intensities of land uses contained in this Element.

Policy 1-1.1.9: Implement Concurrency Management System. The CMS shall be an integral part of the Future Land Use Element and shall be binding performance criteria to which all new development shall comply.

Policy 1-1.1.10: Provide On-Site and Off-Site Improvements. Prior to receiving a building permit, plans for all new development shall be evaluated by the City. Similarly, prior to receiving a building permit, the applicant's plans must incorporate necessary on and off-site improvements or equitable contributions required as part of a development application pursuant to the concurrency management system or pursuant to other policies of the Comprehensive Plan or any other requirement of the Code of Ordinances, as exists or as may hereinafter be amended. Institutional facilities and services shall be required to comply with all criteria cited in objectives and policies of the Comprehensive Plan.

Supportive facilities, services, or other improvements as required by ordinance shall be agreed to by the applicant prior to City approval of a development order and facilities shall be constructed as agreed upon concurrent with the impact of development. The intent of this policy is that all development applications include a satisfactory plan providing for the development of required on-site and off-site improvements, or equitable contribution in order to assure that the City does not

assume unanticipated fiscal liabilities for supportive facilities and services which may be expressly attributed to new development.

Policy 1-1.1.11 Coordinate Public and Private Investments in Land Improvements. The location, scale, timing, and design of necessary public services and semi-public uses shall be closely coordinated with development activities in order to promote improvements in delivery of requisite services. The site plan review process shall be used by the City as a technique for achieving a comprehensive review of all issues underlying a proposed development. The site plan review process shall occur prior to the release of a building permit and shall involve not only review by City staff, but also review by County, regional, state, and federal agencies having jurisdiction over a resource potentially impacted by a proposed development.

Policy 1-1.1.12: Promote Community Appearance, Natural Amenities And Urban Design Principles. The City shall maintain land development regulations which contain performance criteria promoting community appearance, natural amenities and urban design principles.

Policy 1-1.1.13: Reinforce and Enhance the City's Community Appearance. The City shall reinforce and enhance the City's community appearance requiring new development and redevelopment to incorporate the following principles into site plans and be required as a condition of development approval:

- **Landscape:** Landscaping shall be required in all vehicle use and storage areas for non-residential development and multiple family residential and cluster development. In addition, street tree planting shall be required pursuant to the following standard: one tree shall be provided and evenly spaced for every 25 lineal feet along all parcel lines abutting a street classified as arterial or collector roadways in the Transportation Element of the Comprehensive Plan and one tree shall be provided for every 50 lineal feet of parcel line along all parcel lines abutting a street right-of-way other than arterials and collectors as clarified in the Transportation Element of the Comprehensive Plan.
- **Visual Screening and Buffers.**
- **Open Space Preservation.**
- **Signage:** The City shall regulate the number, placement, height, structural integrity, as well as the character and square footage of copy on signs within the City. The intent shall be to promote and protect the public health, safety, welfare, and aesthetics of the City, to protect property values, create a more attractive economic climate, preserve physical appearance of the community, including the natural scenic beauty of the City, and provide for vehicular and pedestrian safety.
- **Screening:** Require screening of utilities, mechanical appurtenances; refuse storage areas and other similar objects to protect the general appearance of residential and non-residential areas.
- **Scenic Views:** Preserve scenic view of the waterfront by regulating placement and height of structures.
- **Structure Appearance:** Ensure land use compatibility and harmonious design of structures by regulating the general appearance of structures to ensure compatibility and harmonious design

and to prevent introduction of gaudy and garish structures which disrupt the visual integrity of an area.

- **Historic Compatibility:** Ensure that new development in the central business district and the residential historic district is designed in a manner compatible with historically significant.

Policy 1-1.1.14: Utilize Buffers and Perimeter Landscaping. The following criteria shall be required through site plan review. Landscape buffers serving as a visual screen shall be required along the perimeter of all properties – except within the Riverfront and Downtown Overlay Districts which permit mixed-use development - where potential land use incompatibilities or other adverse impacts may exist. Such buffers shall be maintained in perpetuity. One of the following types of visual screens shall be required depending on the intensity of the potential adverse impacts:

- *Type I Visual Screening - Masonry Wall.* A Type I visual screen shall mean a continuous, non-perforated and solid masonry wall at least six feet in height, except where a lesser or greater height is required by this ordinance. Such required wall shall be constructed of cement block, brick or other similar masonry material. If the wall is constructed of cement block, the side facing the abutting use shall be faced with stucco or another similar decorative finish. In addition, one tree shall be provided every 25 feet along the wall.
- *Type II Visual Screening - Hedge.* A Type II visual screen shall mean a continuous hedge of dense shrub plantings which shall attain a height of at least six feet within 18 months of the time of planting. Such required hedge shall not be less than four feet in height at the time of planting. The maximum distance between shrub foliage at time of planting shall be two feet. A Type I visual screen may be utilized in conjunction with Type II visual screen when either type of visual screen is required. In addition, one tree shall be provided every 25 feet along the hedge.
- *Type III Visual Screening - Shrubs.* A Type III visual screen shall mean the required planting of 25 shrubs per 100 lineal feet within the required buffer. Type I and Type II visual screens may be utilized in conjunction with Type III visual screen. In addition, a Type III visual screen shall include the provision of one tree every 50 lineal feet.
- *Berms.* Earthen berms may be utilized to provide all or a portion of the required height of visual screening. Such berms shall generally be centered within a minimum area of 10 feet in width and shall utilize a slope of 3:1 or less.

A flexible matrix shall be used as a guide in determining appropriate visual screens for potentially incompatible uses. The matrix shall identify proposed uses, abutting uses, and shall site alternative setbacks. The setback selected by the applicant/development shall determine the specific visual screen requirement. A waiver may be provided based on the following conditions:

- When such requirements would result in an arbitrary and undesirable view obstruction from a major thoroughfare;
- When the reduction of such requirements would not be detrimental to the adjacent

parcel or parcels; and

- When such visual screen would be unreasonable and excessive due to the size of the parcel in question and/or the fact that the required visual screen is not necessary due to the unique location and/or natural topographical or other physical character of the specific parcel in question and provided such reduction would not be detrimental to the adjacent parcel or parcels.

All proposed development site plan review criteria shall require retention of open space and regulate building design, including setbacks, building placement, and orientation. These provisions shall be directed toward protecting privacy, as well light, air and open space. The minimum standard for open space retention shall be as follows:

<u>Proposed Land Use</u>	<u>Minimum Open Space Required¹</u>
Residential ²	50%
Institutional	35%
Commercial ²	25%
Industrial	20%

¹Open space means any portion of a parcel which is open and unobstructed from the ground to the sky, including areas maintained in a natural and undisturbed character and areas which are permeable in nature. Open space shall not include water areas below the control water elevation, or areas covered with buildings, sidewalks, pools, decks and patios, paved parking areas, drives or other paved areas. If open space is not maintained in a natural and undisturbed state, it shall be maintained as a landscaped or sodded area. The percent is expressed as required open space to total site area.

²Minimum open space requirements for proposed Residential and Commercial Land Uses shall not apply under the Riverfront and Downtown Overlay Districts where mixed-use development is permitted.

Policy 1-1.1.15: Limit Improvements to Existing Non-Complying Structures and Non-Conforming Uses. Lawful existing land uses which do not comply with the Future Land Use Map and/or other provisions of the Comprehensive Plan may continue as lawful nonconforming uses. However, such uses shall not be expanded. Minor alterations to such lawful nonconforming uses for purposes of maintaining public safety and structural integrity shall be permitted so long as the square footage and intensity of uses not be extended.

The City shall develop rules of procedure to gradually eliminate unlawful nonconforming uses after serving due public notice and providing opportunity to bring such use or structure into conformity with the Plan. Any such unlawful nonconforming uses which are a hazard to public health, safety and welfare may be issued a City citation ordering a cease to unlawful activities and requiring abandonment of such facilities if the operators fail to comply with City orders to cease operations judged to be a hazard to public health, safety, or welfare. The land development regulations include standards regulating improvements to existing noncomplying structures as well as changes to nonconforming uses. These standards require that plans for alterations to noncomplying uses incorporate improvements to bring the subject structure into compliance to the greatest reasonable and practical extent.

Policy 1-1.1.16: Provide Access to Goods and Services and Protect Residential Areas from the Adverse Impacts of Transition in Land Use. Residential land uses shall be protected from encroachment by incompatible nonresidential development. This policy does not preclude necessary community facilities from locating within residential areas when such

activities satisfy established criteria of this plan and the City's land development regulations. Any potential adverse impacts caused by non-residential land uses shall be minimized by landscaping, including vegetated berms with tree canopy, and other appropriate screening and buffering techniques. These landscaping techniques shall be incorporated into the design of new or redeveloping non-residential projects located adjacent to existing or planned residential development. Similarly, perimeter landscaping techniques shall be applied in multiple family residential developments in order to appropriately screen and buffer existing and planned single family home sites from residential development having differing structure types and density.

Objective 1-1.2: Allocate Residential Land Use. The Future Land Use Map shall allocate residential density based on the following considerations:

- past and projected population, housing trends, and characteristics;
- provision and maintenance of quality residential environments;
- protection of environmentally fragile natural systems;
- the need to plan for smooth transition in residential densities; and
- provision and maintenance of traffic circulation and multiple-family improvements.

The City shall maintain land development regulations that include performance standards regulating the allowable density on any specific site for which new development is proposed. These performance standards shall address:

- Stormwater management and floodplain protection;
- Traffic impact analysis;
- Minimum open space criteria;
- Perimeter landscaping, screening and buffering;
- Wetlands preservation;
- Concurrency management system;
- Recreation land and facilities provision; and
- Erosion and sedimentation control.

Policy 1-1.2.1: Define Residential Density. For planning purposes, density is defined as the number of residential units permitted per land area. Land area means the total area of land contained within the lot, tract or project boundary lines not including dedicated rights-of-way, wetlands and undevelopable areas such as flood plains. Density is determined by dividing the number of units by the total area of land within the boundaries of a lot or parcel not including dedicated rights-of-way, flood-prone, preservation, wetlands and undevelopable areas.

For any given lot or parcel, one residential unit may be transferred from within the 100 year flood zone to an area of the lot or parcel not within the 100 year flood zone provided that the area within the 100 year flood zone is at least one acre in size. In determining the number of residential dwelling units to be permitted on a specific parcel of land, a fractional unit shall not entitle the applicant to an additional unit.

Density is expressed in terms of a range up to a specified maximum. Where so stated as a range, the maximum density is not guaranteed by right. Specific density assigned to new development shall be compatible and consistent with established residential development patterns and shall provide reasonable use of the land. Criteria to be considered in allocating density shall include, but not be limited to, the following:

- Protect the integrity and stability of established residential areas;
- Ensure smooth transition in residential densities;
- Require application of sound landscaping and urban design principles and practices;
- Protect environmentally sensitive areas;
- Minimize the impact of flood hazards;

- Ensure compatibility with Seminole County land use policies together with federal, state and regional agencies having jurisdiction or managing authority over land and water resources; and
- Provide reasonable use of the land.

Policy 1-1.2.2: Designate Low Density Residential – Single Family (LDR-SF) Districts. The areas delineated for LDR-SF development shall include existing stable single family areas as well as those areas for future low density residential single family development in order to provide sufficient land area to meet projected single family housing needs. Areas delineated as LDR-SF shall allow residential development with a maximum density of up to six dwelling units per acre comprised of single family detached homes on individual lots. Specific densities will be determined by such factors as natural features of the land, density and/or intensity of developed and/or undeveloped land surrounding development, level of accessibility, housing supply and demand, and adequacy of public facilities, consumer preference and other factors which may be identified in the land development regulations. Supportive community facilities and accessory land uses may be located within areas designated LDR-SF.

Development within the LDR-SF designation shall be required to meet the following general criteria together with performance criteria in this Element:

- Compatible with the quality and character of existing low density single family neighborhoods;
- Preserve open space;
- Compatible with existing and anticipated future developments;
- Compatible with natural features of the land and comply with performance criteria as well as other policies within the Comprehensive Plan impacting natural resources; and
- Comply with concurrency management regulations.

Policy 1-1.2.3: Designate Mobile Home Low Density – Residential (LDR-MH) Districts. The Future Land Use Map designates existing and committed mobile home development as LDR-MH. The density of the mobile home parks or subdivisions shall be permitted up to a maximum of six units per acre; however, specific site densities must be consistent with the policy, map and standards of the Comprehensive Plan and the City's land development regulations. Replacement of existing mobile homes in existing mobile home parks and sites of record, as of the effective date of this Plan, shall be permitted and shall not be deemed inconsistent with the Comprehensive Plan. The City shall ensure that new mobile home development shall be consistent with performance criteria cited in this plan. This policy shall be implemented through a mandatory site plan review process.

Policy 1-1.2.4: Identify Medium Density Residential (MDR) Districts. Areas identified MDR shall include existing and committed medium density residential neighborhoods as well as those areas which have been selected in order to meet projected housing needs. The latter areas were selected based on their proximity to existing or planned multiple family housing development and

based on the availability of public facilities to service the projected residential development demands. MDR districts shall be developed, redeveloped and/or maintained as stable medium density residential neighborhoods. MDR shall permit up to a maximum of 15 units per acre. Supportive community facilities and accessory land uses may be located within areas designated MDR. Review of specific densities of developments shall be directed toward preserving stability of established residential areas. Sites for medium density residential developments should be located so that they provide a smooth transition between lower density residential areas and areas developed and/or designated for other more intense uses. All new development within the "MDR" designated areas shall comply with performance criteria. This policy shall be implemented through a mandatory site plan review process.

Policy 1-1.2.5: Designate High Density Residential (HDR) Districts. High density residential development ranges up to a maximum 20 units per acre. The specific areas designated HDR shall be accessible to existing or anticipated future major thoroughfares and requisite utilities. Specific density of future development proposals within these areas shall provide for smooth transition in residential density, preserve stability of established residential areas, and shall include sufficient open space, parking and landscaping to reinforce goals and objectives for quality living areas. All new development designated HDR shall comply with performance criteria.

Policy 1-1.2.6: Designate Suburban Estates as Transitional Agricultural Lands. The Future Land Use Map shall identify any lands anticipated to remain rural or agricultural use for the foreseeable future as "Suburban Estates" (SE). The Suburban Estates designation shall be considered identical to the "Agricultural" designation as defined in Rule 9J-5.003(1), F.A.C.

Objective 1-1.3: Allocate Commercial Land Uses. The Future Land Use Map shall identify commercial land for: 1) residential/office/and institutional mixed uses; 2) neighborhood commercial development; 3) general commercial development; and 4) central business district development and redevelopment. The allocation of land for commercial development shall be compatible with goals and objectives identified in the Comprehensive Plan and consistent with supportive research and analysis. The policies stated below provide an explanation of the purpose, intent and character of the commercial land use designations. This objective shall be measured through the implementation of the following policies:

Policy 1-1.3.1: Consider Factors for Locating Commercial Development. The location and distribution of specific types of commercial activities shall be determined based on the following considerations:

- a. Trip generation characteristics, impact on existing and planned transportation facilities and ability to achieve a functional internal circulation and off-street parking system, with landscaping amenities;
- b. Location and site requirements based on specific needs of respective commercial activities, their market area, and anticipated employment generation and floor area requirements;
- c. Compatibility with and impact on other surrounding commercial activities;
- d. Relationship to surrounding land uses and natural systems; and
- e. Impact on existing and planned community services and utilities.

Policy 1-1.3.2: Concentrate Pattern of Commercial Land Use. In order to promote efficient flow of traffic along major thoroughfares cited in the Transportation Element, achieve orderly

development, and minimize adverse impact on residential quality, commercial development shall be concentrated in strategically located areas having location characteristics which best accommodate specific land, site, public facilities and market location requirements of the respective commercial uses.

Policy 1-1.3.3: Provide Appropriate Locations for Commercial Office Development. The Future Land Use Map shall provide for office development located on accessible sites near major thoroughfares. Office development may serve as a transitional use separating more intensive commercial uses from residential development. Office development shall also locate along the outer fringe of the core commercial area where such development may encourage reinvestment in declining residential areas surrounding the business district. In addition, office complexes may be compatible with multiple family units and/or institutional uses situated on strategically located sites along major thoroughfares where the sites are of sufficient size to accommodate land requirements for controlled access, effective internal circulation and off-street parking, and appropriate landscape, screening and buffering to assure stability and protection of established or anticipated future residential areas. The mixed use "Residential/Office/Institutional" (ROI) land use designation, as described herein, is designed to carry out the intent of this objective. The visual screening requirements shall be used as criteria to ensure land use compatibility. In addition, multiple family and non-residential developments in "ROI" designated areas shall include required open space, pedestrian linkages, compatible signage, and shall satisfy all other applicable criteria cited in the objectives and policies of the Comprehensive Plan.

Policy 1-1.3.4: Designate Various Types of Commercial Nodes to Accommodate Diverse Commercial Uses. A variety of commercial development designations shall be provided in order to adequately assure availability of sites that accommodate the varied site and spatial requirements for such activities as: professional and business offices, neighborhood commercial activities, and general retail sales and services. The allocation of commercial uses shall recognize that respective commercial activities frequently have different site, spatial, and market area characteristics and generate significantly different impacts. Similarly, the commercial development designations on the Future Land Use Map shall be complemented by zoning, performance standards, and site plan review requirements which shall regulate development on such land. These regulations shall assure that the proposed development of commercially designated sites is appropriate and can be adapted to the proposed site. The land development regulation shall address issues surrounding:

- Intensity of use;
- Floor area;
- Natural constraints to development;
- Perimeter and internal landscape requirements;
- Availability of public facilities at adequate levels of service;
- Concurrency management;
- Controlled ingress and egress;
- Off-street parking with safe and convenient internal vehicular and pedestrian circulation;
- Open space preservation;
- Adequate building setbacks; and
- Urban design and required amenities, including, but not limited to, signage controls, pedestrian amenities, building height and orientation, and other similar design features.

Policy 1-1.3.5: Allocate Neighborhood Commercial Development (NC). Neighborhood

commercial (NC) development is allocated to commercial sites accessible to major thoroughfares near residential neighborhoods. The maximum intensity of neighborhood commercial development measured as a floor area ratio is 0.35. Sites within this designation are intended to accommodate shops with limited inventory or goods meeting performance criteria of the Comprehensive Plan. The "NC" designation is not intended to accommodate residential development except on a limited, conditional basis. However, duly approved residential uses existing at the effective date of the Comprehensive Plan shall be deemed permitted uses. Neighborhood Commercial activities shall include shops catering to the following markets:

- Neighborhood residential markets within the immediate vicinity as opposed to community-wide or regional markets; or
- Specialized markets with customized market demands.

Commercial development within the neighborhood commercial district shall generally be restricted to the following uses:

- Business and professional offices;
- Neighborhood convenience stores;
- Small limited item shops and stores restricted to retail sales of convenience items and services including barber, beauty care, and other personal services;
- Drug stores, laundry and dry cleaning pick-up stations; and
- Specialty shops.

Areas designated for neighborhood commercial development shall generally include areas where individual properties and uses are located on sites of less than three acres. Such areas are not intended to accommodate large scale retail sales, service, and trade activities, generally serving a community-wide or regional market. Residential development within areas designated for neighborhood commercial development shall be permitted on a conditional basis. Uses which are not intended to be accommodated within the neighborhood commercial area include the following: large scale discount stores, full service department stores or hardware stores; large wholesale and warehousing activities; sales, service or repair of motor vehicles, machine equipment or accessory parts, including tire and battery shops; automotive service centers; commercial amusements; fast food establishments primarily serving in disposable containers and/or providing drive-in facilities, and other similar services to be expressly defined in the land development regulations.

Policy 1-1.3.6: Accommodate General Commercial Development (GC). The General Commercial (GC) areas are designated on the Future Land Use Map for purposes of accommodating community-oriented retail sales and services; highway-oriented sales and services; and other general commercial activities. Multifamily residential is encouraged as a secondary use to foster sustainable, mixed-use developments that reduces vehicle miles traveled and foster a walkable community.

The General Commercial designation generally shall be located in highly accessible areas adjacent to major thoroughfares which possess necessary location, site, and market requirements. The maximum intensity of general commercial development measured as a floor area ratio is .35. All new development within "general commercial" designated areas shall be required to comply with performance criteria. The general commercial area is not generally intended to accommodate manufacturing, processing, or assembly of goods, sales and service of heavy commercial vehicle and equipment, or related services or maintenance activities; warehousing; uses requiring

extensive outside storage; or other activities which may generate nuisance impacts, including glare, smoke or other air pollutants, noise, vibration or major fire hazards, or other impacts generally associated with more intensive industrial uses Multifamily residential is permitted within this designation at a density of 20 dwelling units per acre. The residential mix may not exceed more than 40 percent of the total square footage of the general commercial uses. The provision of residential must result in a no net increase in demand for public facilities (not including schools) greater than that which would be required for general commercial uses. The City will coordinate with the School Board regarding residential development within this district as required in the Public School Facilities Element to ensure the availability of adequate school facilities.

Objective 1-1.4: Allocate Industrial Development. The Future Land Use Map shall allocate land resources for existing and anticipated future industrial needs and requisite support services. This objective shall be measured through the implementation of the following policy:

Policy 1-1.4.1: Industrial Land Use Designation. The allocation of land use designations should provide a high priority to industry's frequent need for strategically located lands which are accessible to air, rail and highway transport facilities, as well as labor markets and necessary urban services. The Industrial (I) designation is intended to provide strategically located sites. The City shall work with industrial interest groups to pursue a selective industrial expansion. The maximum intensity of industrial development measured as a floor area ratio is .50. Industrially designated areas are not adaptive to residential use and as such residential activities shall not be located in areas designated for industrial development. This provision shall not prohibit residences for exclusive use by night watchmen or custodians whose presence on industrial sites is necessary for security purposes.

The Industrial land use designation shall be allocated to industrial sites accessible to rail facilities, and/or major thoroughfares. The sites shall be buffered from residential neighborhoods. Industrial uses include: manufacturing, assembling and distribution activities; warehousing and storage activities; and other similar land uses which shall be regulated through appropriate zoning procedures. Heavy metal fabrication, batch plants, salvage yards, chemical or petroleum manufacturing or refining, rubber or plastics manufacturing, or other use generating potentially harmful environmental or nuisance impacts shall be prohibited. These uses typically generate heavy truck traffic, require significant acreage, are difficult to screen and buffer from residential areas, and therefore, should be carefully located in industrial areas in conformity with performance criteria cited.

Based on the extensive impacts which industrial development frequently generates, if a proposed industrial development of either five acres of land area or 5,000 square feet of gross floor area requires either a Comprehensive Plan Future Land Use Map amendment or rezoning, the proposed industrial development shall be developed under provisions of a planned unit development petition in order to allow maximum flexibility in design to the applicant and to avoid any major adverse impacts which may not be anticipated during a less in-depth plan review.

Objective 1-1.5: Encourage Planned Development. The City shall maintain and enforce land development regulations which include provisions for encouraging establishment of strategically located mixed use planned development.

Policy 1-1.5.1: Implement Cluster Design Techniques through Planned Development. The City shall implement a planned development concept in order to provide a voluntary management strategy for coordinating and implementing objectives of developers with those of the City Commission, especially preserving natural resources through clustered development within uplands. Nothing in this Plan shall limit or modify the rights of any person to complete any development that has been authorized as a development of regional impact pursuant to Chapter 380, F.S., or who has been issued a final development order and development has commenced and is continuing in good faith. Where a developer requests an extension of a time constraint imposed in a development order, the City Commission shall reserve the authority to invoke new conditions in extending development rights based on:

- Changes in conditions surrounding the impacted land use conditions in the vicinity;
- Evolving issues surrounding infrastructure levels of service;
- Impacts on natural resources; and/or
- Other related issues impacting the nature of the proposed planned development.

Objective 1-1.6: Develop Mixed Use Districts. The City shall enforce land development regulations which include provisions for mixed use districts.

Policy 1-1.6.1: Utilize Westside Industry and Commerce (WIC) Mixed Use Designation. The "Westside Industry and Commerce" (WIC) area is a mixed use designation intended to promote the development of employment centers in the vicinity of the West SR 46 corridor and the commuter rail station. The corridor's proximity to I-4 as well as SR 417 and the SunRail commuter line provides access to regional markets and a substantial labor force. The CSX Main Rail Line also provides a transportation amenity of regional significance.

The WIC designation permits both a vertical and horizontal land use mix of commercial, office, residential, and the maximum intensity for commercial, office, and industrial development as a floor area ratio is .50. The maximum residential density shall be 20 dwelling units per acre.

Policy 1-1.6.2: Designate Residential/Office/Institutional (ROI) Areas. The Residential/Office/Institutional (ROI) is a mixed use designation designed to accommodate business and professional offices as well as high density multiple family residential opportunities and institutional uses. The allowable maximum residential density shall be 20–units per acre. The maximum intensity of office and institutional development measured as a floor area ratio is .35. The mix must contain at least two uses with a minimum of 20 percent.

This land use policy designation expressly excludes general retail sales and services, warehousing, and outside storage. Furthermore, this policy designation is intended for sites which:

- Have accessibility to major thoroughfares or are located along the outer fringe of core commercial areas;
- Build on the purpose and function of the central business district and Lake Monroe waterfront;
- Encourage reinvestment in declining residential areas adjacent to commercial core areas;
- Have potential to be served by a full complement of urban services;
- Contain sufficient land area to accommodate good principles of urban design, including sufficient land area to provide adequate landscaping and buffers to separate existing as well as potential future adjacent land uses of differing intensity; and

- Frequently serve as a transition area which buffers residential uses located in one area from a nearby area which accommodates uses of a higher intensity.

The City shall ensure that new development within "ROI" designated areas complies with performance criteria. This policy shall be implemented through a mandatory site plan review process.

Policy 1-1.6.3: Utilize Airport Industry and Commerce Land Use Designation (AIC). The "Airport Industry and Commerce" (AIC) land use designation is a high-intensity mixed use policy for managing lands comprised of the Orlando Sanford Airport and adjacent lands capable of supporting a variety of residential rental properties and commercial and industrial uses.

- a. The Airport Industry and Commerce designation is intended to encourage the expansion of industrial land uses in areas where airport noise impacts will prohibit residential development and provide additional areas for mixed-use development that would be compatible with airport operations.
- b. The majority of such lands is located in airport property and is subject to the Airport Master Plan. Certain properties, primarily east of Beardall Avenue, are located in the 2005 noise zone.
- c. The Orlando-Sanford Airport shall develop according to the Airport Layout Plan, adopted as part of the Sanford Comprehensive Plan. Any substantial change to the designated uses in the Airport Master Plan requires an amendment to the Sanford Comprehensive Plan.
- d. Upon annexation of lands that are currently within the jurisdiction of Seminole County and are included in the Airport Layout Plan, the lands will be automatically given the land use designation of Airport Industry Commerce.
- e. Upon annexation of lands currently within the jurisdiction of Seminole County and included in the Airport Layout Plan, the lands will be given a zoning consistent with the existing zoning of the Airport.
- f. The land use mix in the AIC is intended to provide a full range of urban services and facilities including:
 - Industrial and Business Parks;
 - Office Complexes;
 - Commercial and retail developments;
 - Service and hotel uses; and
 - Medium to high density rental multifamily residential developments.
- g. The maximum intensity of industrial and commercial development measured as floor area is 1.0. The maximum intensity for rental residential uses is 50 units per acre.
- h. The Development Review Team, the Airport Zoning Board and the Airport Design Review Team shall review development included in the ALP for compliance with the Sanford Land Development Regulations. Development contemplated by the ALP shall comply with all land development regulations included, but not limited to, setbacks, landscaping, parking, drainage and floor area ratios except where such regulations conflict with FAA rules and regulations.
- i. Development within the "AIC" designated area may be developed as a "Planned Development". As a "PD", all new development shall be required to address infrastructure needs, provision of services, development phasing, development intensity and land use compatibility as part of an integrated design scheme which includes very detailed strategies and techniques for resolving development impacts.

- j. The location of future high density residential developments shall comply with guidelines issued by the Federal Aviation Administration and the Department of Transportation relating to airport compatible uses, noise zones, approach zones and other safety measures.
- k. Future high and medium density residential developments shall occur outside the 60 DNL (day/night sound level) noise contours.
- l. "PD" proposals in the "AIC" area will be the subject of negotiated development agreements. The review process shall involve county, state, regional and federal agencies having jurisdiction over impacted resources. No development order shall be granted prior to City approval of the development agreement.
- m. Developments within the "AIC" that exist prior to the adoption of this Plan will be "grandfathered". However, all new development in the Airport Industry and Commerce Area outside the Airport boundaries shall incorporate performance criteria. Such criteria shall include but not be limited to:
 - Narrative and graphic information required for review of rezoning petitions, for site plan review, and other related procedural requirements;
 - Impact analysis, including plans for managing any potential impacts on air operations;
 - Noise impact analysis, including required sound insulation in areas within the airport impact noise zones;
 - Requirements for controlled access and internal circulation, including provisions for cross access easements, and joint use of driveways;
 - Requirements for perimeter buffer yards;
 - Management framework for encouraging development of strategically planned sub-centers of commerce and industry;
 - Dedication of necessary rights-of-way; and
 - Use of pedestrian and mass transit facilities to reduce vehicle trips.

Objective 1-1.7: Utilize I-4 High Intensity Center (HI). "I-4 High Intensity" is a mixed use designation intended to promote and regulate anticipated development within the vicinity of the I-4/State Road 46 Interchange. I-4 High Intensity land uses shall include commerce, industry, and high density residential development. The maximum intensity of development within the I-4 High Intensity designation shall be an FAR of 1.0. Maximum residential density shall be 50 dwelling units per acre. This area corresponds to maximum intensities and densities of the "Core" designation applicable to adjacent unincorporated areas pursuant to the Seminole County Comprehensive Planning Program's High Intensity Planned area.

Policy 1-1.7.1: Employ I-4 High Intensity Criteria. All new development shall be required to address infrastructure needs, provision of services, development phasing, development intensity and land use compatibility as part of an integrated design scheme which includes very detailed strategies and techniques for resolving development impacts. In addition to compliance with all performance criteria proposals in the I-4 High Intensity Center may be the subject of negotiated development agreements. The review process shall involve county, state, regional, and federal agencies having jurisdiction over impacted resources.

No development order shall be granted prior to approval by the City of the development agreement. Development within "HI" designated areas existing prior to adoption of this Plan will be "grandfathered." However, all new development within the I-4 High Intensity Area must:

- Accommodate and encourage use of multi-modal transportation systems;
- Incorporate access controls as may be deemed necessary including dedication of cross easements and joint uses of driveway and off-street parking areas;
- Employ buffer yards, internal and perimeter landscape amenities, as well as landscape and design techniques for ensuring land use compatibility within a dynamic mixed use setting;
- Achieve a high standard of urban design amenities, including pedestrian walkways which link activity centers with parking areas, transit stops, urban plazas, and other open spaces and amenities intended to reinforce appropriate design themes;
- Incorporate a planning and management framework and regulating concepts necessary to regulate development within the "I-4 High Intensity Mixed Use Development," a strategically located center for regional commerce and industry.

Objective 1-1.8: Maintain Waterfront/Downtown Business District (WDBD). The Waterfront/Downtown Business District is designed to provide centralized residential, governmental, cultural, institutional, and general commercial activities within the downtown and waterfront urban area. The designation provides a planning and management framework for promoting the revitalization, development and redevelopment of the Lake Monroe waterfront and the historic downtown commercial area as designated on the Future Land Use Map. This expanded land use category includes the City's historic Central Business District (CBD) area, and is in response to the goals contained in the Lake Monroe Waterfront and Downtown Sanford Community Redevelopment Area Plan. The purpose of the WDBD is to:

- Generate a revitalization effort that attracts private sector investment and strengthens the City's economy;
- Establish the district as a regional center;
- Strengthen public/private partnerships;
- Enhance the livability of North Seminole County by encouraging improved residential, retail, educational, cultural and entertainment opportunities; and
- Provide the framework for redevelopment and infill.

The WDBD is located in an Urban Service Area, and is comprised of those areas that are in close proximity to, and have historically, been most influenced by the St. Johns River and Lake Monroe. The Waterfront/Downtown Business District is designated as the City's "central business district." The western portion of the WDBD contains commercial uses based upon the railway line, as well as significant institutional, residential, and recreational facilities located therein.

Policy 1-1.8.1: Maintain Density/Intensity Standards. Intensity and density standards within the WDBD have been designed to attract quality private investment and stimulate the vibrant atmosphere of mixed-use activity that is typical of a thriving downtown. Developers in the WDBD may utilize the comprehensive infill program to further maximize floor area ratios and multifamily residential densities. The maximum intensity of nonresidential development, other than industrial, measured as a floor area ratio is 2.0 for the areas east of French Avenue, and .35 for the areas west of French Avenue. These floor area ratios are intended to illustrate the amount of development on both specific parcels and in the district overall. However, through the implementation of the comprehensive infill program, individual developments may exceed these maximum floor area ratios and residential densities. The maximum density for residential development shall be 50 units per acre. The maximum floor area ratio for industrial uses shall

be .50.

Policy 1-1.8.2: Apply Performance Criteria. All new development shall comply with the following criteria, all of which shall be implemented through a mandatory site plan review of new development:

- a. **Historic District Compatibility:** The design of future development and redevelopment within the vicinity of the historic district shall be compatible with the design of buildings of historic significance which are located within the historic area and its environs. Site plan review shall incorporate criteria to ensure that the design of new structures, including building materials, roof lines, fenestration and setbacks, are compatible with buildings of historic significance.
- b. **Parking Provisions:** New development within the WDBD shall be served by adequate parking resources. New development shall provide off-street parking sufficient to serve each proposed new development either on site or through the provision of a shared parking agreement.

In the historic district, where off-street parking cannot be accommodated on-site, applicants for development may contribute to a special parking fund, which shall be established for purposes of purchasing land and contributing strategically located parking facilities and pedestrian walkways linking major retail activity centers, residential areas, and social, civic, recreational, or cultural attractions within the downtown area.

- c. **Urban Design Amenities:** Proposed new development shall provide a higher level of urban design amenities including landscaping, compatible signage, and pedestrian linkages together with a broader mix of land uses attractive to potential users of the downtown area.
- d. **Site Plan Review Process:** The site plan review process shall include management procedures necessary to implement the WDBD development criteria, objectives and policies cited in the comprehensive plan. Where appropriate, the site plan review process shall ensure the preservation and enhancement of the "original" traditional neighborhood by implementing the recommendations of the historic surveys of the downtown area and the historic residential area along the Park Avenue Corridor.
- e. **Reinforce/Regenerate Historic Buildings:** Encourage development and redevelopment of projects that reinforce and regenerate the historic significance of buildings and corridors within the historic area and its environs.
- f. **Strategic Parking Resources:** Promote development of adequate parking resources in strategic areas of the WDBD and pedestrian walkways linking major retail activity centers, as well as social, civic, recreational, or cultural attractions within the downtown and waterfront area.
- g. **Mix of Land Uses:** Achieve a higher level of urban design amenities together with a broader mix of land uses attractive to potential users of the downtown and waterfront area.
- h. **Regulatory Concepts:** Provide a planning and management framework that incorporates regulatory concepts necessary to implement redevelopment planning objectives together with the recommendations of the historic surveys of the downtown area and the historic

residential area along the Park Avenue Corridor.

Policy 1-1.8.3: Establish Aesthetic Cohesiveness in the City's Historic Downtown Waterfront District Through an Architectural Design Program. The City shall continue to enforce land development regulations that enhance the identity design, and vitality of the Lake Monroe waterfront commercial area and the historic commercial district. The Lake Monroe waterfront corridor and historic commercial district shall continue to be part of an architectural design program which shall be coordinated closely with the public and private special interest groups concerned with promoting the central traditional neighborhood.

Objective 1-1.9: Promote Westside Industry and Commerce. New development shall be required to address infrastructure needs, provision of services, development phasing, development intensity and land use compatibility as part of an integrated design scheme which includes very detailed strategies and techniques for resolving development impacts. "PD" proposals in the "WIC" area may be the subject of negotiated development agreements. The review process shall involve county, state, regional, and federal agencies having jurisdiction over impacted resources. No development order shall be granted prior to approval by the City of the development agreement. Development within the "WIC" area existing prior to the adoption of this Plan will be "grandfathered."

All new development in the Westside Industry and Commerce Area shall comply with the following:

- Requirements and procedures for obtaining a WIC mixed use Future Land Use Map designation and appropriate zoning;
- Standards for controlled access and internal circulation, including cross access easements and joint use of driveways;
- Development standards for Gateway Corridor Development Districts, including requirements for buffer yards, landscaping, and screening, off-street parking, and signage; and
- Planning and management criteria regulating the land use mix, intensity, and qualitative standards for assuring land use compatibility and consistency with the Comprehensive Plan.

Objective 1-1.10: Designate Regional Activity Centers as Appropriate Areas for Intensive Growth and Development. Regional Activity Centers (RACs) are intended to encourage development or redevelopment of areas that are of regional significance. RACs may include residential, retail; office; cultural, recreational and entertainment facilities; hotels and motels; or appropriate industrial facilities.

Policy 1-1.10.1: Purpose of Regional Activity Centers. The purpose of Regional Activity Centers is to:

- Plan appropriate and balanced land uses on a scale, and at an intensity, consistent with the availability of public facilities and services, particularly with regard to providing adequate levels of service on major thoroughfares serving the center;
- Facilitate mixed use development;

- Encourage mass transit;
- Reduce the need for automobile travel;
- Provide incentives for quality development; and
- Give definition to the urban form through clustering of uses rather than strip-type development.

Policy 1-1.10.2: Characteristics of Regional Activity Centers. Regional Activity Centers (RACs) are multi-use areas appropriate for intensive growth and shall have the following characteristics:

- Compact in design;
- High densities and intensities;
- Routinely used by a significant number of citizens of more than one county;
- Proximate and accessible to interstate highways and major arterial roadways; and
- Adequate public facilities including water, roads, wastewater, solid waste disposal, stormwater drainage and recreation.

Policy 1-1.10.3: Maintain RAC Consistency with Comprehensive Plan. All RACs shall be consistent with the Sanford Comprehensive Plan. Densities and intensities of activity centers shall be increased based on the underlying future land use map densities and intensities.

Policy 1-1.10.4: Determine Suitable RAC Locations. RACs shall be suitable for increased development of regional impact (DRI) guidelines and standards. Examples of areas which may be appropriate for the RAC include downtown and community redevelopment areas; areas surrounding regional community facilities such as the airport or a government complex; and areas surrounding or proximate to an existing development-of-regional-impact.

Policy 1-1.10.5: Delineate RAC Boundaries. Each RAC shall be a defined geographical area, delineated on the Future Land Use Map of the Sanford Comprehensive Plan.

Policy 1-1.10.6: Manage Regional Activity Center Expansions. A regional activity center shall only be expanded by an amendment to the text of the Comprehensive Plan and an amendment to the Future Land Use Map of the Comprehensive Plan. The following evaluation criteria, in addition to other planning policies set forth in the Sanford Comprehensive Plan shall be used to assess modifications to an activity center's boundaries:

- The request shall have property that is contiguous to an existing Activity Center boundary;
- The Future Land Use designation sought for the property must be consistent with those allowed for the adjacent activity center;
- Soil and environmental characteristics of the site must be capable of supporting minimum density and intensity standards for the proposed Future Land Use designation;
- Transit service must be available on roads adjacent to the site; or, if not currently available, the site must occur within one-half mile walking distance to an existing transit route and a continuous pedestrian pathway must connect the property to the nearest transit route;
- Zoning applications must accompany the Future Land Use Amendment if required; and
- If the applicant is other than the City, a preliminary site plan must be submitted with the Land Use Map and zoning amendment applications. The site plan must demonstrate transit- and pedestrian-friendly site design.

Policy 1-1.10.7 Adopt Regional Activity Centers in the City. The City adopts the following regional activity center as shown on the Future Land Use Map series:

A. The Marketplace at Seminole Towne Center. The Marketplace is intended to provide large scale commercial activities to serve retail needs of a regional population. Boundaries of the Marketplace at Seminole Towne Center are shown on the Future Land Use map series.

Design Criteria for the Marketplace at Seminole Towne Center. The following shall be used as the design criteria for the Marketplace:

1. Intensity. Pursuant to the guidelines and standards for DRI (28-24.014(10)(a)(1) F.A.C.), the maximum intensity of the Marketplace at Seminole Towne Center shall be 600,000 square feet of commercial retail and office use review. The Marketplace may exceed this intensity only if a DRI is approved.
2. Future Land Use Designation. The future land use designation of all development within the Marketplace shall be I-4 High Intensity Planned Development.
3. Public Areas within the Marketplace. The Marketplace shall be designed with commonly used development techniques that create focal points in the development such as plazas, parks, gardens, courtyards, recreation facilities or other open space areas.
4. Pedestrian and Transit-Friendly Site Design. The site and building designs within the Marketplace RAC shall promote pedestrian and bicycle modes. At a minimum, the design of the Marketplace shall include:
 - a. Direct pedestrian pathways from building entranceways, through parking areas or adjacent access drives, to public sidewalks and transit stops;
 - b. Pedestrian walkways shall provide intermittent shaded areas when the walkway exceeds 100 linear feet in length at a ratio of 100 square feet for every 100 linear feet of walkway;
 - c. A transit easement on private property;
 - d. Bicycle parking facilities conveniently located for both customers and employees;
 - e. Pedestrian lighting;
 - f. Streetscape design compatible with pedestrian, bicycle, and transit facilities; and
 - g. The developer of the Marketplace at Seminole Towne Center shall maintain LYNX bus stops at the Marketplace on the LYNX route that presently serves the development.
5. General Design of Individual Developments within the Marketplace Activity Center. It is not intended that each development within the RAC be aesthetically identical. However, individual developments within the RAC shall be designed to provide visual compatibility and functional continuity with other developments within the Activity Center. New development shall be required to:

- a. Present a unified appearance with existing development by coordinating signage (location, number, height and copy area) landscape screening/buffering requirements (i.e., width and composition), underground utilities, and building setback and height requirements;
 - b. Continuity of facades and consolidated parking for several businesses in one parking lot. When the use of common wall, side by side development occurs;
 - c. Prohibit the following façade treatments or features on any primary façade:
 - Reflective or mirrored glass;
 - Garage doors used either as decoration or for vehicular service, storage or any other use;
 - Glass curtain walls.
 - d. Prohibited materials. No exterior wall shall be covered with the following materials:
 - Plastic or vinyl siding;
 - Corrugated or reflective metal panels;
 - Applied stone in an ashlar or rubble look;
 - Smooth, scored or rib faced concrete block;
 - Any translucent material, other than glass;
 - Any combination of the above.
 - e. Provide vehicular connections between out-parcel structures that are adjacent to each other for the respective parking lots and provide interconnection of pedestrian walkways;
 - f. Utilize shared parking, access and loading facilities, as practical, in an effort to reduce impervious surfaces;
 - g. Promote vehicular, pedestrian and non-vehicular movement throughout the RAC;
 - h. Provide a network of unifying open spaces which promote linkage with other adjoining developments;
 - i. Use common frontage/service roads, and shared or joint facilities such as stormwater, bus stops, and utility easements; and
 - j. Access and egress to activity centers as well as internal vehicle travel shall be planned in a comprehensive manner in order to facilitate traffic movement.
6. Drive-through Standards. Drive-through lanes and windows shall be designed to the following standards:
- a. Windows and Lanes. Drive-through windows and lanes shall not be located on a side of the building fronting a street.
 - b. Hedges. A dense hedge of evergreen shrubs shall be provided in the following manner:
 - At initial planting and installation, shrubs shall be at least 30 inches in height and shall be planted 30 inches or less on center;
 - Within one year of initial planting and installation, shrubs shall have attained, and be

maintained at, a minimum height of four feet and shall provide an opaque vegetative screen between the street and the drive-through. The hedge must continue for the entire length of the drive-through cueing or stacking area;

- In lieu of a vegetative hedge, the use of vegetated berms with appropriate landscape materials may be used in a manner that results in the visual separation of street right-of-way and the drive-through.

c. Stacking Distance. The following stacking distances, measured from the point of entry to the center of the farthest service window area, are required:

USE	REQUIRED STACKING
Restaurants, full service car washes and day care facilities	220 feet
Banks (per lane)	176 feet
Self Service Car Wash (per bay) and Dry Cleaners	66 feet

1. Facilities not listed above with more than one drive-through lane shall provide 100 feet of stacking distance per lane measured from the point of entry to the center of the farthest service window area.
 2. The drive-through lane shall be a separate lane from the circulation routes and aisles necessary for ingress and egress from the property or access to any off-street parking spaces.
 3. For lanes greater than 175 feet a pass-through lane shall be constructed adjacent to at least one stacking lane in order to provide a way out of the stacking lane.
 4. The Planning Director shall have the authority to determine the stacking distance for other uses on a case-by-case distance.
7. Service Areas. Service areas shall not be located in front yards and shall not be visible from a public right-of-way. Service areas shall be screened by a masonry wall and landscape buffer. The wall shall be a minimum of six feet in height using architectural design, materials and colors that are consistent with those of the primary structure. The landscape buffer shall be a minimum of five feet in width and shall contain a hedge three feet in height at planting and capable of attaining five feet in height and total opacity within 18 months.
8. Pay phones; Vending Machines. All telephones, vending machines and any facility dispensing merchandise or a service, shall be confined to a space built into the building or buildings or enclosed in a separate structure compatible with the main building.
9. Advertising and Signage. No advertising or signage is allowed on any exposed amenity including, but not limited to, benches, trash containers and fences.
10. Mechanical Equipment. All equipment located atop a roof of a building must be concealed so that it is not visible by a person standing anywhere on the site or on an adjacent public street.
11. Storage of Shopping Carts. All outdoor storage of customer shopping carts adjacent to the building shall be screened by a wall a minimum of four feet in height that is consistent in

style, materials and color to the facade. Arcade or colonnade areas cannot be used for the storage of shopping carts.

Objective 1-1.11: Allocate Public and Semi-Public Services (PSP) and Parks, Recreation and Open Space (PRO). The Future Land Use Map shall allocate land resources for public and semi-public facilities and services as specified in the policies stipulated below. These sites shall be compatible with adjacent land uses to the greatest practical extent. The sites shall also fulfill the unique site location requirements included in functional plans and shall be responsive to the needs identified in related demographic and supportive needs analysis. This objective shall be measured through the implementation of the following policies:

Policy 1-1.11.1: Accommodate Public and Semi-Public Land Use Designation (PSP). The public and semi-public (PSP) land use designation is intended to accommodate existing public and semi-public services including: governmental administration buildings; public schools and not-for-profit educational institutions; hospital facilities and supportive health care units; arts and cultural or civic facilities; essential public services and facilities; cemeteries; fire and emergency operation facilities; public and private parks and recreation areas; utilities; extensive open areas comprising major committed public and semi-public open spaces; and other similar activities as shall be identified in the land development regulations. Additionally, the Public/Semi-Public designation includes major transportation facilities including the CSX railroad terminal, plus expressway right-of-way that is proposed for use and/or owned by the Seminole County Expressway Authority.

- a. Lands designated for public and semi-public facilities and services shall contain sufficient acreage and open space and be properly screened and buffered in order to minimize potential adverse impacts on adjacent land uses. The maximum intensity of institutional activity measured as a floor area ratio is .35.
- b. The City shall monitor the need for increased land area for public and semi-public uses in order to ensure that the public and semi-public land use designation on the Future Land Use Map is expanded to accommodate the development of public and semi-public facilities such as governmental administration buildings; fire, police and rescue services; health care delivery services; and educational institutions.
- c. Land uses such as places of worship, cultural or civic centers, and other similar public or private not-for-profit uses may be included within this land use designation or within other land use designations as provided for in the land development regulations.
- d. With regards to lands located in areas proposed for use by the expressway but not owned by the Expressway Authority, the City shall discourage land use planning or regulatory changes that would result in higher intensities or densities. This policy shall not prevent the reasonable use of such lands pursuant to goals, objectives and policies of the Comprehensive Plan.
- e. All new development or redevelopment shall comply with performance criteria. This policy shall be implemented through a mandatory site plan review process.

Policy 1-1.11.2: Accommodate Institutional Facilities and Public Services. The City shall continue to enforce the adopted concurrency management program and performance criteria which ensure that needed public services and facilities are developed concurrent with new development. In addition, the City shall continue to use the capital improvement program and budget process to pursue advance acquisition of land required to provide recreation, conservation, and related public benefits and promote multiple use of public lands.

Policy 1-1.11.3: Parks, Recreation and Open Space Land Use Designation (PRO). The Parks, Recreation and Open Space land use designation is intended to distinguish Sanford's parks, recreational facilities and opens space facilities from other public uses. This designation is intended for developed City parks and areas of significant open space, including cemeteries.

Parks and recreation areas shall be readily accessible at the neighborhood and community level. Parks shall be developed and redeveloped according to the level of service standards for parks and recreational facilities, community demand and community input. Parks shall generally provide outdoor recreational facilities. However, community centers and indoor facilities are also permitted up to a floor area ratio of .25.

Objective 1-1.12: Ensure Availability of Suitable Land for Utility Facilities to Support Development. The City shall continue to require that easements be dedicated to accommodate utilities necessary to service development, including water and wastewater services, drainageways, electricity transmission lines, lines for telephone service and cable television, and other utilities. Such dedication shall occur prior to the issuance of a development order or permit for the subject development.

Policy 1-1.12.1: Continue to Ensure Easements for Utilities. The City's land development regulations currently require and shall continue to require that applicants for subdivision approval, site plan approval, and building permit approval dedicate land necessary to accommodate utilities needed to service the respective developments. The land development regulations shall ensure a continuance of mandatory dedication requirement to ensure availability of land for utility.

Objective 1-1.13: Protect Archaeological and Historic Resources. The City shall notify any applicant for development within the historic district (both the commercial and residential segments) that the subject site is governed by preservation criteria enforced by the City's Historic Preservation Board. No development within this area shall be approved until a "Certificate of Appropriateness" has been issued by the Historic Preservation Board pursuant to the adopted historic preservation ordinance. The City shall continue to maintain and enforce land development regulations which ensure that future land development activities include appropriate measures to prevent damage to archaeological and historically significant resources.

Policy 1-1.13.1: Administer Program for Archaeological and Historic Sites. The City's Historical Preservation Board shall continue to analyze, identify, and preserve the City's historical resources. The Sanford Historic Survey prepared by Florida Preservation Services (1989) and revised by Land Design Innovation (2004) shall serve as a guide in identifying, analyzing, and preserving the City's historical residential resources. Such efforts shall include determining the worth and vulnerability of respective historic resources, as well as implementation of preservation management policies as such resources is identified.

- a. The City's Historic Preservation Board shall assist the renovation and adaptive re-use of historically significant structures by coordinating grantsmanship functions and carrying out information and referral services which link the private sector with potential sources of technical assistance and funding for renovation and adaptive re-use of historically significant structures.
- b. The City shall coordinate with the State in developing appropriate programs for implementing City and State policies for identifying, preserving, and enhancing sites of historical and archaeological significance. Programs for identification, evaluation of relative significance, protection, preservation, and enhancement shall be promoted, utilizing available public resources at the local, State, and Federal level as well as available private sector resources.

Policy 1-1.13.2: Prevent Adverse Impact of Development on Historic or Archaeological Sites. The City shall establish procedures to refer development proposals for sites within the historic district to the City Historic Preservation Board in order to ensure preventing adverse impacts to historic structures and to their environs. In reviewing development proposals the Historic Preservation Board shall ensure against the following conditions:

1. Destruction or alteration of all or part of such site;
2. Isolation from or significant alteration to its surrounding environment;
3. Introduction of visible, audible, or atmospheric elements that are out of character with the property or significantly alter its setting;
4. Transfer or sale of a site of significance without adequate conditions or restrictions regarding preservation, maintenance, or use; and
5. Other forms of neglect resulting in its deterioration.

Policy 1-1.13.3: Protect Historically Significant Properties. The City shall enforce land development regulations that ensure future land development activities will incorporate appropriate measures to maintain the integrity of archaeologically and historically significant resources of State and local significance.

Objective 1-14.1: Protect Natural Resources. The City shall continue to protect natural resources by enforcing existing land development regulations which govern preservation of wetlands and management of development to ensure compatibility with soil types impacted by development. In addition, surface water management criteria within the adopted land development regulations shall be enforced to protect water quality, preserve the physical and biological functions of the floodplain, and abate erosion. This objective shall be measured through the implementation of the following policies.

Policy 1-1.14.1: Manage Environmentally Sensitive Lands. Management of resource protection areas shall be carried out through performance standards stipulated in the Conservation Element.

Policy 1-1.14.2: Maintain Intergovernmental Coordination and Natural Resource Management. The City shall coordinate with the State, the St. Johns River Water Management District, the East Central Florida Regional Planning Council, Seminole County, state agencies, and other agencies concerned with managing natural resources. Such intergovernmental coordinating activities shall be directed toward protecting the values and functions of respective natural systems.

Policy 1-1.14.3: Protect Flora and Fauna Having Special Status. The habitat of rare and endangered species of flora and fauna and others having special status as identified in the Conservation Element shall be protected.

Policy 1-1.14.4: Manage Stormwater Run-off. The developer/owner of any site shall be responsible for managing on-site run-off.

Policy 1-1.14.5: Conserve of Potable Water Supply. The potable water supply shall be conserved by enforcing potable water conservation strategies.

Objective 1-1.15: Designate Resource Protection (RP) Areas. The "resource protection" (RP) designation has been established to direct the preservation of natural systems including environmentally fragile wetlands which the City has committed to retain, preserve, and/or conserve as essential open space systems. This designation shall be considered identical to the "Conservation" designation as defined in Rule 9J-5.003(19), F.A.C. Uses within the resource protection areas shall be regulated pursuant to State law as though they were designated "conservation".

Policy 1-1.15.1: Implement Resource Protection. The following resource protection performance criteria which shall be used to ensure that these areas are conserved and/or protected from the adverse impacts of development:

- a. Within the RP area, development must comply with performance criteria cited in this Element. Within wetlands, floodways and drainageways no development is permitted pursuant to this plan. However, in certain cases, in order to avoid a taking of property without just compensation the City shall negotiate development agreements which provide a minimal development right necessary to provide "reasonable" use of the land. In such cases development shall be shifted to upland portions of the site. However, where no upland exists, development rights within the wetland, aquatic habitat, floodway or drainageway shall be negotiated in order to protect private property rights and preserve "reasonable" use of the land, while preserving the physical and biological functions of the wetlands, floodways, and drainageways through mitigation techniques identified in the policies cited in the matrix. This restriction shall not prohibit one dwelling unit from being constructed on a legal lot or parcel of record existing prior to the adoption of this Plan.
- b. The floor area ratio for development within floodplains, aquifer recharge areas, wellfield protection areas, and upland wildlife habitats shall be restricted, except as as provided for in the Conservation Element, Policy 5-1.2.6. In no case shall the FAR exceed FAR for the underlying Comprehensive Plan Future Land Use designation. However, the building footprint and total impermeable surface shall be restricted to maximize permeable surface while preserving a "reasonable" development right pursuant to the policies herein identified.
- c. Within any resource protection area, where a federal, state, or regional agency has jurisdiction over a resource protection area, the City shall not grant a development right which exceeds the development right provided for such agencies having jurisdiction. The City shall request the jurisdictional agencies to enter into negotiations prerequisite to drafting and executing any applicable development agreement or development order.

Objective 1-1.16: Prevent Proliferation of Urban Sprawl and Develop Efficient Systems for Coordinating the Timing and Staging of Public and Private Development. The City shall continue to enforce adopted land development regulations which require that proposed land uses be adequately served by requisite public facilities, including water and wastewater services, adequate stormwater management, solid waste disposal and hazardous waste management. The subdivision and site plan review processes shall provide a unified system for coordinating the efficient location, timing, phasing, and scale of public and private development. For example, in order to abate urban sprawl and maximize use of existing infrastructure all new development shall be required to hook up to the existing central water and wastewater system.

The City shall maintain land development regulations which include performance standards requiring that requisite public facilities be provided concurrent with the impacts of new development. The City's land development regulations shall continue to include 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 abated through land development regulations, including performance standards which shall:

- Direct future development only to those areas where provision of public facilities necessary to meet levels of service standards are available concurrent with the impacts of the development;
- Maximize use of existing central potable water and wastewater facilities by requiring that all new development hook up to the City's existing central systems;
- Avoid expensive development at very low densities surrounding the City's urban core area;
- Promote planned mixed use development within the strategically located Westside 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 threshold which promote infill.

Policy 1-1.16.1: Establish Design Standards for Public Facilities and Utilities. Public facilities and utilities shall be located and designed to: 1) maximize the efficiency of services provided; 2) minimize related costs; and 3) minimize adverse impacts on natural systems.

Policy 1-1.16.2: Require Public Water and/or Wastewater Systems for New Development. Prior to receiving a building permit, all proposed development must include hookups to the respective public utility systems, if available, on their site plans and building plans. Availability shall be determined by the established policies of the respective public utility systems.

Policy 1-1.16.3: Accommodate Requisite Infrastructure. During the subdivision review, site plan review, and permitting processes the City shall insure that respective future developments allocate sufficient land area for infrastructure required to support proposed development.

Objective 1-1.17: Coordinate Future Land Use with Soil and Topographic Conditions and Ensure Availability of Facilities and Services. Upon adoption of the Comprehensive Plan, the

City shall not issue a development order or permit unless the applicant for development has demonstrated that each proposed future land use is located on a site which has soil and topographic conditions which are suitable for accommodating the proposed land use. Furthermore, no proposed future land use shall be granted a development order or permit unless the applicant for the development has demonstrated that all requisite facilities and services shall be available concurrent with the impacts of development and shall meet or exceed level of service standards established in the Comprehensive Plan.

Policy 1-1.17.1: Implement Coordinated Land Use Planning. Upon adoption of the Comprehensive Plan the City shall ensure that all proposed land development is compatible with soil and topographic conditions. The City shall ensure that all new development is consistent with resource conservation policies.

Objective 1-1.18: Coordinate Unincorporated Urban Area Land Use. The City shall implement joint planning procedures, including a commitment to develop consistent Future Land Use Map concepts for the unincorporated urban area plus transportation, water, sewer and drainage facilities and services. The City and Seminole County shall maintain land development regulations which implement the mutually agreed upon program for coordinating development within the unincorporated area.

Policy 1-1.18.1: Execute Voluntary Annexation. The City shall implement the interlocal agreement with Seminole County which shall provide a management strategy for implementing future land use policy within the City Urban Planning Area, including unincorporated enclaves and the unincorporated urbanizing fringe. The interlocal agreement shall provide a strategy and procedure that furthers reasonable, compact, contiguous and efficient City boundaries through voluntary annexation. The procedures shall ensure development consistent with City and County Comprehensive Plans, including implementation of the concurrency management system established in the Comprehensive Plan.

GOAL 1-2: CREATE AND MAINTAIN A LIVABLE, SUSTAINABLE COMMUNITY. THE CITY SHALL UTILIZE INNOVATIVE PLANNING PRINCIPLES TO PLAN AND MANAGE FUTURE GROWTH WITHIN THE CITY TO CREATE AND MAINTAIN A LIVABLE COMMUNITY, ENHANCE THE QUALITY OF LIFE OF ITS RESIDENTS.

Objective 1-2.1: Plan and Design for Residential Quality. The City shall continue to enforce land development regulations with performance criteria and a zoning map designed to provide sufficient space for residential development and required community facilities to adequately meet the housing needs of the present and expected future population. Residential development shall be planned and designed to create and perpetuate stable residential neighborhoods and implement policies stipulated below.

Policy 1-2.1.1: Promote Orderly Transition in Residential Densities. Highest residential densities shall continue to be allocated to sites accessible to major thoroughfares or collector streets as identified on the City's Major Thoroughfare Plan as well as adjacent to existing

development with the same or higher density. Residential densities shall be allocated in a manner compatible with available public services, natural features of land as well as existing and anticipated future development.

Policy 1-2.1.2: Reinforce and Enhance Appearance of Residential Areas and Provide Amenities. The City together with the private sector shall consider enhancing preservation of open space for scenic vistas, especially along gateway transportation corridors, the Seminole Boulevard waterfront corridor along Lake Monroe and within areas of historic significance. Such enhancement shall include application of community appearance criteria which reinforces good principles of design as well as preserve unique characteristics.

Objective 1-2.2: Regulate Commercial Development. The City's land development regulations shall continue to ensure that commercial development shall be comprised of a wide range of business uses. The City shall continue to promote redevelopment of the central business district including the Lake Monroe waterfront and the historic commercial downtown area. This area has historically served as the City's center for commerce as well as the focal point of civic and cultural enrichment. In this pursuit the City shall continue to enhance the identity, design, and vitality of the corridor which provides a unique waterfront activity center within the City's central core area. The allocation of land resources shall consider the location and space requirements of commercial activities and potential economic and fiscal impacts on the City. The City shall also promote redevelopment within the US 17-92 Community Redevelopment Area/TCEA to establish the corridor as the commercial and economic spine of the City.

Policy 1-2.2.1: Limit Community Retail Commercial Development to General Commercial Areas. Community-oriented retail commercial goods and services shall be encouraged to locate within existing development corridors that are already committed to such uses and are specifically designated as General Commercial on the Future Land Use Map. Conversely, general retail commercial developments shall be discouraged in other areas of the City. This location policy is intended to prevent the proliferation of additional strip commercial highway development and to encourage infill and redevelopment in already established highway commercial areas. Community commercial areas generally contain everyday goods and services that serve the Sanford area. Shopping areas with major grocery store chains or similar large scale grocery stores, drug stores, drive-in-banks, automobile sales, service and repair establishments and mini-warehouses typify community-oriented commercial areas. Such areas are differentiated from regional commercial areas typified by a large scale shopping mall in close proximity to Interstate 4 and small neighborhood commercial centers supporting a given residential area.

Policy 1-2.2.2: Prevent Additional Corridor Strip Retail Commercial Development. To prevent the proliferation of typical strip commercial development along certain relatively undeveloped segments of major roadways, this policy shall identify specific road segments and undesirable uses. The following general land use activities, when allowed to proliferate in an uncontrolled manner along a roadway, result in urban sprawl and strip commercial development:

- Retail sales;
- Drive-in restaurants;
- Alcoholic beverage sales establishments for off-site consumption;
- Automotive, truck, equipment and vehicular service, sales and repair; and
- Other highway oriented commercial uses shall be as cited in the Land Development Regulations.

The above-described uses shall be discouraged for lands adjacent to the following road segments:

- State Road 46 East between the CSX Railroad Crossing and Beardall Avenue
- Upsala Road (CR 15)
- Airport Boulevard between State Road 46 West and Bungalow Boulevard

Policy 1-2.2.3: Improve the Image and Function of the Central Core Area and Adjacent Traditional Neighborhood. Upon plan adoption, commercial development decisions shall promote the function of the central commercial core area as a center for government and institutional services as well as a focal point for retail trade, business and professional offices, and civic and cultural enrichment. The adjacent traditional neighborhood south of the commercial area represents an integral component of the area that shall be recognized in decisions affecting the commercial area. This traditional neighborhood shall be developed in a manner which preserves the historic significance of the area consistent with performance criteria. The site plan review process shall be used on a continuing basis to ensure that new development is consistent with and responsive to the criteria in the Comprehensive Plan objectives and policies applicable to the central business district and areas of historic significance.

In addition, the City shall convene technical coordinating meetings quarterly with the Chamber of Commerce, County government and the private sector interest groups such as the Sanford Historic Trust concerned with enhancing the central business district and traditional neighborhood in order to direct efforts to achieve a public and private partnership in improving the image and function of the central core area, including the waterfront corridor and historic commercial district. Design strategies shall provide a physical theme for development and redevelopment opportunities which prevents "walling off" the waterfront view and which preserves public access. Within the central business district the Lake Monroe Waterfront is virtually unobstructed and the waterfront view is preserved. A substantial portion of the land is already in public ownership, including the City Marina and Memorial Park, together with Fort Mellon Park, located slightly east of the central business district.

Objective 1-2.3: Plan for Industrial Development. The Future Land Use Map shall allocate sufficient land to accommodate industrial uses. The City shall continue to enforce land development regulations which implement the intent of this objective in a manner consistent with all elements of the Comprehensive Plan.

Policy 1-2.3.1: Apply General Considerations for Locating Industrial Development. The allocation of land resources for industrial development shall be responsive to the location and space requirements of industrial activities and potential fiscal and environmental impacts. The location and distribution of specific types of industrial activities shall be determined based on the following considerations:

- a. Trip generation characteristics and impact on existing and planned transportation systems, including dependency on rail, air, or trucking for distribution of material and goods;
- b. Anticipated employment generation, floor area requirements, and market area;
- c. Ability to meet established performance standards for preventing or minimizing nuisance impacts, such as emission of air pollutants, glare, noise or odor, or generation of hazardous by-products;
- d. Impact on established as well as anticipated future development and natural systems; and

- e. Impact on existing and planned public services, utilities, water resources, and energy resources.

Policy 1-2.3.2: Maintain General Pattern of Industrial Land Use. Within the City the evolving centers of major industrial activity are the 1) airport and airport environs; 2) the Silver Lake Drive industrial area; 3) the warehousing and industrial trades along Airport Boulevard generally west of the Amtrak/CSX Terminal; and 4) the Westside industrial area along the SR 46 corridor west to Upsala Road. A high priority shall be directed toward full utilization and development of lands designed for industrial development within the airport property and in the Silver Lake Drive area. The existing and proposed future transportation facilities including SR 417 and improvements to Airport Boulevard shall enhance the accessibility of the industrial centers to regional markets. Furthermore, the airport industrial complex provides a spacious area for industrial activities which contribute to a diversified economic base within the City and the region.

Policy 1-2.3.3: Pursue Selective Industrial Expansion Policy. The City shall pursue a strategy of selective expansion of its Industrial base. The City shall encourage industries that contribute optimally to the City's economy and that of the Greater Sanford Urban Area. Highest priority shall be directed toward recruiting industries which:

- a. Generate high levels of employment together with higher than average wage and salaries;
- b. Promote an industrial mix to counterbalance the impact of cyclical economic changes;
- c. Produce services and/or products which complement the needs and resources of existing industry within the City and the region;
- d. Provide industry and service activities required to support and attract prime industrial land uses which are compatible with the City's growth management and resource conservation goals, objectives and policies;
- e. Contribute a net revenue to the City and enhance the fiscal capacity of the City; and
- f. Do not adversely impact the City's natural resources including groundwater quality; infrastructure; and public facility improvement needs. The City shall seek to work in partnership with industrial development interest groups to achieve competitive amenity packages including:
 - Requisite transportation system improvements and other on- or off-site improvements;
 - Access to public potable water and wastewater services;
 - Efficient stormwater management systems; and
 - Maintenance of adopted levels of services for infrastructure systems.

Policy 1-2.3.4: Pursue Nuisance Abatement Standards and Criteria. The City shall prevent nuisance impacts frequently associated with industrial activities by maintaining performance standards for managing emission of noise, air pollutants, odor, vibration, fire or explosive hazard, and glare.

Similarly land shall be allocated to industrial uses in a manner which allows for separation and co-location of industrial activities capable of complying with the most restrictive performance standards and exhibiting minimal adverse impacts on surrounding development.

Objective 1-2.4: Implement Redevelopment and Renewal Program. The City shall continue to implement redevelopment programs within the following target areas:

- Goldsboro area, located in the western sector of the City and east of US 17-92, and a portion extends into the unincorporated area;
- Georgetown area, situated between Sanford and Mellonville Avenues and North Celery Avenue;
- Downtown Historic Residential District;
- Waterfront/Downtown Business District;
- The US 17-92 TCEA; and
- The Seminole Towne Center.

The City shall continue to carry out neighborhood rehabilitation programs directed towards improving housing conditions and neighborhood environments characterized in the Housing Element as having a high degree of substandard housing. The City shall also pursue revitalization of the expanded historic district including adaptation of the "traditional neighborhood" program within the expanded district and development of incentives for redevelopment which furthers the plan for historic districts revitalization and preservation of historic resources. Redevelopment activities are identified in the policies listed below. This objective shall be measured through the implementation of the following policies.

Policy 1-2.4.1: Initiate and Implement Neighborhood Master Plans. The City shall initiate a master plan for the Goldsboro neighborhood. The City shall implement the directives of the Goldsboro plan and the Georgetown Master Plan, especially those related to the rehabilitation of these neighborhoods. Community Development Block Grant (CDBG) funds may be used to implement the master plan, as well as provide infrastructure and comprehensive community development activities in the Georgetown and Goldsboro neighborhoods.

Policy 1-2.4.2: Implement Programs for Residential Redevelopment, Rehabilitation, and Renewal. The City's Community Development Office shall continue to manage the City's share of Seminole County's CDBG programs and other similar funding sources in order to carry out the following programs:

1. Provide City-Wide Weatherization Program. Using this program as available, the City shall assist low and moderate income households unable to afford weatherization improvements for their homes. The City shall continue to use State Department of Community Affairs grant funds to support a weatherization program.
2. Administer City-Wide Low Income Housing Energy Assistance Program (LIHEAP). Using this program as available, the City shall assist low income households unable to pay their electric bills through the LIHEAP, which utilizes Florida Department of Community Affairs grant funding.
3. Provide Emergency Shelters. The City shall support the grantsmanship efforts of selected adult care living facilities and temporary shelters for the homeless such as the Good Samaritan Home. Matching grant funds from FDCA's Community Service Grant Program and the Emergency Shelter Grant Program as available shall continue to be allocated for this purpose. The City's land development regulations shall ensure that such facilities are not concentrated in any neighborhood.

Policy 1-2.4.3: Continue to Implement Front Porch Initiative. The City will continue to

support the Goldsboro Front Porch Initiative in the areas of housing, beautification, crime prevention, education, infrastructure, elderly affairs and economic development and will continue to implement the revitalization efforts of this initiative.

Policy 1-2.4.4: Utilize the Sanford Neighborhood Action Partnership (SNAP). The City will continue to utilize the SNAP to work with residents to help solve neighborhood problems. Several of the goals that can be realized through this effort include:

- Approach neighborhood problems from a multi-departmental approach, while customizing the approach to the particular neighborhood.
- Improve relationships and communication between neighborhoods and City Hall.
- Empower existing neighborhood groups, and develop them where they do not exist, in an effort to achieve sustainability of the improvement efforts.

Policy 1-2.4.5: Seminole Town Center Redevelopment Area. A Community Redevelopment Agency (CRA) is established for the Seminole Town Center area. The CRA developed a redevelopment plan that included provisions for infrastructure improvements for roads, utilities and drainage to alleviate blighted conditions. The majority of the work identified in the CRA Plan has been accomplished. The City shall continue to implement the CRA Plan for the Seminole Town Center Area.

Policy 1-2.4.6: Redevelopment of Waterfront and Historic Downtown. The City shall continue to manage the redevelopment of Lake Monroe waterfront and the downtown historic districts consistent with the Comprehensive Plan. Redevelopment planning activities shall direct highest priority to areas with local historical significance, especially areas along the waterfront or within and adjacent to the Downtown area. The City shall continue to coordinate public and private resources necessary to initiate needed improvements and/or redevelopment within these areas. Furthermore, the City shall continue to analyze potential alternative scenarios for redeveloping the downtown waterfront corridor along Lake Monroe. The focus shall be on achieving a more active, attractive, and fully-utilized waterfront that includes residential, retail, and commercial activities. The Lake Monroe corridor redevelopment shall continue to emphasize design measures which promote a unique waterfront development pattern reinforced by significant pedestrian oriented urban design amenities and a mix of uses. The City shall use the following programs and activities to implement this policy:

1. Community Redevelopment Agency. The City established a CRA to include both Seminole County and City tax increments to be used toward revitalizing the Waterfront/Downtown area. The City's CRA has jurisdiction over both the Waterfront/Downtown Redevelopment Area and the Seminole Town Center Redevelopment Area. The CRA's Redevelopment Plan addresses blight in the Waterfront/Downtown Area.
2. Waterfront Master Plan. The WMP illustrates a policy direction not necessarily specific development projects. The WMP denotes property intended for use as public parks, recreation areas, streets, and public improvements. The WMP also includes a potential hotel/convention center.
3. The Waterfront Conceptual Development Plan. The City has developed (2014) a waterfront conceptual development plan that identifies residential, retail, and office development patterns for City-owned and other targeted development sites within the Riverfront and

Downtown Overlay Districts.

4. Riverwalk. The Lake Monroe Riverwalk is a pedestrian and bicycle system providing circulation between Downtown Sanford and Wayside Park on the St. Johns River near I-4.
5. Downtown Sanford/Lake Monroe Waterfront Redevelopment Plan. The Plan identifies means and strategies to make redevelopment economically attractive to developers. Several of the strategies discussed in the Plan focus on urban design opportunities that are linked to the two redevelopment scenarios described in the Plan.
6. Transportation Concurrency Exception Areas. The City has established two Transportation Concurrency Exception Areas (TCEAs) to eliminate the constraints of transportation concurrency on redevelopment within the Downtown Sanford/Lake Monroe Waterfront and the US 17-92 Corridor.

Policy 1-2.4.7: Promote Urban Infill Redevelopment. The City shall encourage the development and redevelopment of parcels in otherwise built-up areas where public facilities, such as sewer systems, roadways, schools, and recreation areas, are already in place through the use of Urban Infill Redevelopment (UIR) projects. Such projects shall be encouraged especially within the TCEAs where redevelopments are exempt from transportation concurrency requirements. UIR projects involve a land use or mix of land uses that do not conform to typical land use categories or development forms. In addition, these land uses are designed and located in a special or innovative way with special functions or characteristics that are beneficial to the City and the citizens of Sanford as a whole. UIR projects shall be permitted within any land use designation as conditional uses.

- A. Criteria for Non-Residential and Multiple Family UIR Projects. Non-residential UIR projects shall be consistent with the following criteria:
 - The proposed land uses in the UIR project are permitted within the City.
 - The proposed land uses in the UIR project are compatible with adjacent land uses.
 - The design creates a form and function that enhances the character of the community.
 - The flexibility granted by the City, regarding densities, intensities, building height, lot width, building setbacks, and off-street parking standards, is justified by the benefits to the public good and the ability of the project to assist the City in achieving its redevelopment, renewal and revitalization goals as stated in the Comprehensive Plan, the Waterfront Conceptual Development Plan, the Strategic Plan, the Redevelopment Plan and Finding of Necessity for the CRA-and/or the Downtown Sanford/Lake Monroe Waterfront Redevelopment Plan.
 - Adequate off-street parking is available either on site or in the immediate vicinity through a shared parking agreement.
 - The design of the proposed development complies with the design guidelines for the Downtown Historic District, if applicable.
- B. Criteria for Residential UIR Projects. Residential UIR projects shall be consistent with the following criteria:
 - The proposed land uses in the UIR project are permitted within Residential Land Use

Categories shown on the City's Future Land Use Map.

- The proposed land uses in the UIR project are compatible with adjacent land uses.
- The design creates a form and function that enhances the character of the community.
- The flexibility granted by the City, regarding building height, lot width, building setbacks, and off-street parking standards, is justified by the benefits to the community character.
- The development of the residential UIR project will improve the surrounding area.
- The design of the proposed development complies with the design guidelines for the Downtown Historic District, if applicable.

Policy 1-2.4.8: Promote Public and Private Sector Partnerships. The City shall coordinate redevelopment issues with the private sector in promoting mobilization of public and private resources necessary to effectively carry out redevelopment efforts, especially along the Lake Monroe waterfront corridor and within the Waterfront Conceptual Development Plan area.

Policy 1-2.4.9: Support Seminole Way Vision. The purpose of the Seminole Way economic development vision is to provide economic stability and growth for the next 20 years through the attraction of high value investments and high wage jobs in the following target industry sectors:

- Financial and information services.
- Digital media including modeling and simulation, film and broadcasting, themed entertainment and animation/game development.
- Life sciences including biotech and medical instrumentation.
- Technical and research services including civil and environmental engineering and so-called "green" architectural and engineering services.

The City will continue to support and participate in the Seminole Way vision for lands designated for commercial, mixed-use and industrial uses.

Policy 1-2.4.10: Utilize Brownfield Programs for Redevelopment. The City will continue to implement Brownfield programs to provide incentives for redevelopment within the City.

Policy 1-2.4.11: Economic Development Incentives. The City shall evaluate policies designed to stimulate economic development including, but not limited to, ad valorem tax exemptions.

Objective 1-2.5: Designate US Highway 17-92 and Downtown Transportation Concurrency Exception Areas. The US 17-92 and Downtown Community Redevelopment Area is hereby established as a transportation concurrency exception area (TCEA) to facilitate urban infill and redevelopment, reduce the adverse impact of transportation concurrency on redevelopment, provide strategies for mobility, urban design, mixed uses, and network connectivity, and create a vibrant community for existing and future residents by achieving a balanced mix of sustainable and functional land uses.

Policy 1-2.5.1: Implement US 17-92 CRA 2006 Corridor Strategy Report and Downtown CRA Redevelopment Plan. The City shall implement the recommendations of the US 17-92 CRA 2006 Corridor Strategy Report and the Downtown Redevelopment Plan to further the image of the major spine roadway of the TCEA:

- a. Developing a unique identity for the corridor through streetscaping improvements that

enhance the pedestrian, bicycle, and transit experience along the corridor in addition to improving the aesthetic environment.

- b. Defining and defending the residential neighborhoods located within and immediately outside the boundaries of the proposed TCEA to incorporate them as a complementary use into the commercial and mixed uses along the corridor.
- c. Creating alternative local routes to US 17-92 through restoration of local roads that can relieve congestion along the corridor as well as serve as parallel facilities for local travel.
- d. Reorienting the intersection of US 17-92 and Park Drive around a central square to create a public amenity as well as open up more land for development.
- e. Undertaking a land use and urban design study for the corridor to analyze the feasibility of implementing community oriented retail services and mixed uses and replacing the large land auto related uses.
- f. Offering financial incentives to encourage the development of new retail centers to strengthen the convenience goods and services trade.
- g. Enhancing the image of the Community Redevelopment Area through improvements to lakes, parks, public views and public spaces that will improve real estate values and provide recreational opportunities.

Policy 1-2.5.2: Mixed-use Future Land Use for the US 17-92 Corridor TCEA. The City shall evaluate the feasibility of amending the Comprehensive Plan to adopt a mixed use future land use designation for properties within the US 17-92 TCEA to promote high quality mixed use developments at appropriate densities and intensities that can adequately to support public transportation and promote the use of and bicycling and walking bicycle and pedestrian modes. Development and redevelopment within the TCEA shall occur at densities and intensities that support multi-modal transportation services. The minimum residential densities within the TCEA shall be ten units per acre for developments within ½-mile walking distance from major transit stops and a comparable level of intensity/density for mixed use projects. The minimum floor area ratio for office and commercial uses shall be at least 0.35. The City shall administratively initiate land use amendments within the US 17-92 corridor. The City shall schedule the land use amendments to achieve the re-designation by December 2010.

Policy 1-2.5.3: Promote Integrated Land Use and Transportation Planning Principles. The City shall amend the Land Development Code to incorporate regulations aimed at improving the built environment through integrated land use and transportation planning. The Land Development Code will be amended to include additional site planning requirements within the TCEAs including:

- a. Build-to lines requiring buildings to front the major roads and limit parking in the front;
- b. Internal sidewalks connecting to parking areas and building entrances;
- c. Building orientation and placement in close proximity to the street in order to minimize the distance between the building entrances and the street;
- d. Access requirements (including shared driveway connections) that do not impede traffic flow and reduce pedestrian obstructions through limiting curb cuts;
- e. Shared parking to minimize excessive parking and use parking resources efficiently;
- f. Locating parking to the rear of the building to improve the relationship of the building to the street;
- g. Bicycle parking accommodations including shower and locker requirements;
- h. Mandatory sidewalk connections from developments to the sidewalks along the roads;
- i. Landscaping and signage requirements for developments fronting the US 17-92; and

- j. Transit accommodations within larger developments including allowing buses to drop off within site.

Policy 1-2.5.4: Support Multimodal Supportive Densities/Intensities. Development and redevelopment within the TCEA shall occur at densities and intensities that support multimodal transportation services. The minimum residential densities within the TCEA shall be 10 units per acre for developments within ½-mile walking distance from transit stops and a comparable level of intensity/density for mixed use projects. The minimum floor area ratio for office and commercial uses shall be at least .35.

Policy 1-2.5.5: Develop Multimodal Requirements for Development/Redevelopment. The City shall revise the Land Development Code (LDC) by December 2009 to include updated standards to improve the ease of transit and bicycle use within the US 17-92 corridor, including but not limited to transit shelters incorporated into mixed use buildings and multiple use parking structures and requiring bicycle parking within parking structures and as a part of all development/redevelopment.

Policy 1-2.5.6: Provide Development Bonus and Incentive Program for US 17-92. The City shall adopt by December 2010, as appropriate, land development regulations to provide development bonuses or incentives for development/redevelopment projects that include the following:

- a. Transit-oriented development principles;
- b. Transit facilities including shelters and bicycle racks;
- c. Financial commitment to transit services;
- d. Contributions, either in funding, land dedication, or in-kind services, for park and recreation improvements or public plazas dedicated to the City;
- e. Drive-way consolidations and cross-access easements;
- f. Or other innovative land use and transportation integration designs as determined to be appropriate by the Planning Director.

Policy 1-2.5.7: Promote Redevelopment within US 17-92 Corridor. The City shall continue to work with Seminole County to promote development and redevelopment within the US 17-92 corridor. By December 2009, the City shall implement an expedited process for projects within the corridor and identify additional time and cost saving strategies for these projects. The City will also promptly review and act on petitions for land use plan amendments and rezoning to mixed use for property within the TCEA to facilitate redevelopment. To further facilitate redevelopment, the City will continue to review and revise existing land use, zoning, and development policies to promote redevelopment consistent with the vision for the corridor.

Policy 1-2.5.8: Support Redevelopment Opportunities. The City will continue to focus planning efforts in the areas of the City that have special opportunities and/or potential for redevelopment, including the US 17-92 corridor, consistent with the CRA action plans adopted by the City.

Policy 1-2.5.9: Promote Economic Development Support for Redevelopment. The City shall continue to promote economic development through private sector investment through the following actions adopted as part of the CRA plan:

- a. Improve the investment image of the US 17-92 corridor and use strategic public investments to stimulate private investments;
- b. Strive to make the US 17-92 corridor competitive with major activity centers and corridors within the City and County;
- c. Expand the economic base of the US 17-92 corridor by retaining existing jobs while creating new and diverse employment opportunities;
- d. Promote the US 17-92 corridor's unique economic and market assets as a corridor of activities that include a full range of commercial, office, institutional, community, residential and neighborhood services;
- e. Maximize marketing opportunities to promote the corridor; and
- f. Encourage partnerships among property owners and private and public sector groups to implement redevelopment projects to achieve the redevelopment goals.

Policy 1-2.5.10: Economic Development Incentives. The City shall evaluate policies designed to stimulate economic development including, but not limited to, ad valorem tax exemptions.

Objective 1-2.6: Consider Application Of Innovative Land And Water Resource Management And Energy Conservation Concepts. The City shall maintain land development regulations which incorporate concepts for managing land, water and energy resources which are responsive to unique development and conservation issues identified in the City's Comprehensive Plan. The City will promote the use of US Green Building Council approved building techniques and low impact development techniques.

Policy 1-2.6.1: Incorporate Contemporary Regulatory Techniques in the Land Development Regulations. The City's amended land development regulations shall incorporate land and water resource management techniques which implement performance criteria in the Conservation element.

Policy 1-2.6.2: Conserve Energy Use. Site planning standards shall be adopted which require and/or provide incentives to developers to incorporate energy conservation measures in site layout and design. Recognize the attributes provided by natural features of the environment, including landscape, sun and wind, and promote site development and resource management that complements or substitutes for energy-intensive technologies.

Policy 1-2.6.3: Coordinate Energy Management. The City shall participate in regional, State, or local initiatives directed at coordinating energy management within the public and private sectors. These tasks may include joint formulation of energy related decisions with concerned federal, state, regional, and county agencies as well as with concerned private entities. Such activities shall be directed toward maximizing awareness of energy related problems, issues, alternative techniques for resolving energy related problems and issues, and to identify future areas where joint efforts may enhance mutual goals and objectives.

Policy 1-2.6.4: Promote Energy Efficiency in Plans. The City shall promote a systematic approach to the development of pedestrian and bicycle path networks by the public and private sectors in order to improve energy efficient transportation links between major activity areas such as residential neighborhoods, employment centers, shopping areas, parks, and schools (Cross-reference Recreation and Open Space Element).

Policy 1-2.6.5: Enforce Energy Conservation in Building and Construction. The City shall enforce energy efficient building codes and promote efficient energy conservation in building heating and cooling systems. The City shall promote attendance at regional training workshops in energy efficiency in construction and continue to foster cooperative relationships between building trades, architects, engineers and building officials.

Policy 1-2.6.6: Promote Low Impact Development Techniques. The City shall promote the use of US Green Building Council approved building techniques and low impact development principles through the provision of incentives. The building techniques shall include, but not be limited to, water efficiency and reuse, energy efficiency, materials reuse, reduced heat island effect, native and drought tolerant vegetation, and site layout/open space preservation.

Objective 1-2.7: Manage Airport Lands. The City shall manage lands owned by the Orlando-Sanford Airport and surrounding uses to minimize airport impacts to adjacent land uses and conservation resources in a manner that also protects the integrity of airport operations and safety through the following policies:

Policy 1-2.7.1: Implement Airport Master Plan. The City hereby adopts the Airport Layout Plan (ALP) of the Airport Master Plan as the document to guide development of the Airport. Any modification to the uses in the ALP shall require an amendment to the City's Comprehensive Plan.

The City hereby adopts the goals and objectives of the Airport Master Plan as the general guidelines for development of the Airport to ensure that Airport facilities will be adequate to meet both long- and short-term demand for aviation services. The goals and objectives reflect policy goals to be reached through the master planning process. These goals include the ultimate development of self-supporting facilities to serve the existing and future aviation needs of the region; the achievement of compatible land uses in the vicinity of the Airport; and provisions for the type of development that will yield the most public benefit of the investment represented by the airfield.

If a conflict occurs between what is allowed on the future land use map and what is shown on the ALP, the Comprehensive Plan shall be amended prior to the approval of any use that is inconsistent with the future land use map.

Goal No. 1. Continue to meet and enhance the level of service provided to all Airport users.

Objectives:

- a. Promote passenger processing which is convenient for all segments of the traveling public, through reduction of delays and the promotion of a safe and pleasant experience.
- b. Provide adequate runway capacity for estimated demand in terms of annual and hourly operations.
- c. Provide adequate runway length to meet existing and forecasted operational needs.
- d. Provide opportunities for development of services associated with air carrier, charter,

- corporate-type GA, cargo, flight training, and recreational flying operations.
- e. Effectively integrate commercial air carrier operations with commercial and non-commercial GA operations.
 - f. Provide other aviation related support facilities needed to support a full range of aviation services.

Policies:

- a. In order to promote convenient passenger processing and a safe and pleasant experience for passengers by 2020, as dictated by demand, the Airport shall:
 - Provide functional building modifications including expansion of the ticketing areas, Federal Inspection Services (FIS), concession areas, inbound and outbound baggage, passenger and baggage security screening areas, a parking garage, expanded rental car facilities and various support function facilities.
 - Realign the Red Cleveland Boulevard main entrance to accommodate international apron/gate expansion and to become a two-level, three-lane terminal frontage road.
 - Expand the Welcome Center to accommodate increased levels of international passenger traffic.
 - Provide a 32-gate terminal.
- b. In order to provide adequate runway capacity and runway length and to effectively integrate commercial air carrier operations with commercial and non-commercial GA operations by 2020, as dictated by demand, the Airport shall:
 - Extend Runway 9L-27R to 12,000 ft to ease current international operational restrictions and accommodate forecast operations and future fleet mix that include larger international transports, such as the B747 and A380. The load-bearing capabilities of Runway 9L-27R shall be improved to 400,000 lbs dual tandem wheel (DTW) load to accommodate the demand for greater stage lengths from the increased number and frequency of existing large and heavy air transport aircraft.
 - Extend Runway 9R-27L to a maximum of 7,140 ft long, widened to 150 ft, and strengthened to accommodate larger commercial aircraft.
 - Extend Runway 9C-27C to an ultimate length of 5000 feet.
 - Extend Runway 18-36 to a length of 8,500 feet.
 - Construct a new 4,000 foot long parallel runway south of existing Runway 9R-27L for general aviation aircraft.
 - Provide taxiways for each of the above runway improvements including adequate taxiway entrances and exits and full-length parallel taxiways.
- c. In order to provide opportunities for development of services associated with air carrier, charter, corporate-type GA, cargo, flight training, and recreational flying operations by 2020, as dictated by demand, the Airport shall:

- Utilize areas of land between Runways 9L-27R and 9R-27L for GA development, including corporate and conventional hangars and larger apron and other aircraft parking areas.
 - Utilize areas of land between Runway 9R-27L and new Runway 8-26 for lighter GA development, such as T-hangars, small conventional hangar, and Fixed Base Operator (FBO) facilities.
 - Construct new taxiway, ramp area, hangar, and warehouse facilities on the north side of the airfield, as part of the new Northside Aviation Complex, to serve air cargo and heavy maintenance demands.
 - Coordinate with Pan Am World Airways and Delta Connection Academy, or other airlines, on their proposals for new maintenance and training facilities on the north side of the airport.
 - Provide a dedicated cargo facility that would include several large cargo warehouses on the northeast side of Runway 9L-27R.
- d. In order to provide other aviation related support facilities needed to support a full range of aviation services by 2020, as dictated by demand, the Airport shall:
- Move Airport support and maintenance areas to an expanded area between the southwest side of the terminal apron and Carrier Avenue.
 - Encourage the non-aviation properties that develop on Airport property to develop in ways that enhance the air operations and support those functions that are directly dependent upon Airport services.
 - Continue to utilize available but underdeveloped land areas to the west of the airfield and in the Airport Commerce Park.
 - Construct a new air traffic control tower and coordinate with the Federal Aviation Administration (FAA) to determine the most appropriate location for the tower.

Goal No. 2. Provide guidelines for future development, while satisfying anticipated demand.

Objectives:

- a. Establish land parcels to meet anticipated demand.
- b. Provide adequate airside and landside facilities to meet anticipated demand, while meeting all FAA requirements.
- c. Continue to market facilities to domestic air carriers, international operators, and integrated air cargo operators.
- d. Effectively market commercial and non-commercial GA operators and facilities.
- e. Develop a self-sustaining commerce park, which will benefit the Airport and the community as a whole.

Policies:

- The Airport shall continue to secure funds from the FAA, the State of Florida and local public transit funding sources for the acquisition of lands for projects listed in the Airport Master Plan.

- The Airport shall continue to utilize the FAA-approved ALP as its primary planning document.
- The Airport shall continue to promote and market the Airport's assets including Commerce Park, the Foreign Trade Zone (#250) and the Small Business Incubator.
- The Airport shall continue to maximize the economic development potential of the airport commerce park and surrounding areas by the following measures:
 - Installation of necessary roadway, water, sewer and drainage facilities, when applicable.
 - Coordination with Seminole County to recognize the Airport as a 'Target Area' as specified in the County's Economic Development Strategy.
 - Establishment of connections with venture capital firms and financial institutions to support the airport.
 - Utilization of target business incentive program jobs growth incentive application.

Goal No. 3. Provide an Airport that is safe and reliable.

Objectives:

- a. Provide navigational, landing aids, and meteorological facilities, which enhance the safety and reliability of operations under all weather conditions.
- b. Protect FAA mandated safety areas, runway protection zones, and other clear zones.
- c. Minimize possible obstructions to air navigation.
- d. Provide adequate Aircraft Rescue and Firefighting (ARFF) access roads, facilities, equipment, and personnel, to maintain response time under all conditions.
- e. Ensure that airside and landside operations and facilities meet all applicable security standards.
- f. Ensure that parking facilities are adequately sized and easy to negotiate.
- g. Develop facilities to meet the demands of the current and future critical aircraft.

Policies (as funding is available):

- The Airport shall install the following navigation aids on extended runways:
 - Runway 9R-27L: PAPI-4/Category I ILS/PAPI-4/Category I ILS/GPS/MALSR
 - Runway 9L-27R: MALSR, PAPI-4, ILS, NDB, Outer Marker, Middle Marker, GPS, RVR
 - Runway 18: ILS, MALSR, PAPI-4, GPS
 - Runway 36: GPS, MALSR, PAPI-4
 - Future 4th Parallel RW 18-36: PAPI-4 (each end)
- The Airport shall maintain the runway safety area (RSA), based on the critical aircraft design group, free of objects except for those that need to be located in the RSA.
- The Airport shall continue to acquire land within the runway protection zone (RPZ) in order to ensure that the area is free of land uses that create glare, smoke or other hazards to air navigation.

- The Airport shall maintain the object-free area (OFA) in a manner free of any above ground objects protruding above the RSA edge elevation except for objects that need to be located in the OFA such as navigational equipment and holding aircraft signage.
- The Airport shall install improvements to airfield lighting, signage and pavement markings to enhance the safety and reliability of operations.
- The Airport shall continue to maintain a fire rescue department in order to protect the lives and property of the citizens and travelers to Central Florida through immediate response to emergency needs, rapid suppression of fire, competent application of life saving techniques, and public education.
- The Airport shall comply with the City's requirements for size of parking spaces and configuration of parking lots.
- The Airport shall design new facilities and change or reposition existing facilities to accommodate the length and wing span of its existing critical aircraft, the Airbus 330 or its future critical aircraft, the Airbus 380. Should the critical aircraft change, the Airport shall modify the design of all existing and proposed facilities utilized by the critical aircraft to accommodate the critical aircraft.

Goal No. 4. Develop the Airport and its vicinity to minimize negative environmental impacts.

Objectives:

- a. Identify the major environmental issues of concern.
- b. Minimize potential environmental impacts, and provide special attention to minimizing residential dislocation, air and water pollution, and wetland impacts.
- c. Provide a facility that minimizes adverse effects on other environmental concerns.
- d. Develop an energy-efficient Airport layout to provide ease of air and ground access.

Policies:

- A complete Environmental Assessment (EA) shall be required for each of the projects enumerated in the Airport Master Plan and on the ALP. Each EA must be completed before design and construction begins. A site survey shall be used to assess specific vegetative community types on-site and the possible presence of threatened and endangered species shall be completed during the EA and/or EIS process for each project. A species-specific survey methodology shall be utilized to ascertain the definitive presence, population density, and location of all threatened and endangered species and species of special concern. Review of possible wetland impacts on and in the vicinity of the Airport will be conducted during the EA and/or EIS process for each project.
- The Airport shall continue to comply with all current federal, state and local guidelines as it applies to the protection and preservation of protected species of plants and animals.
- To ensure water quality, the Airport shall coordinate with both the FDEP and the St. Johns River water Management District in order to obtain NPDES and Environmental Resource permits.
- If federal funds are used by the Airport, the FAA will meet 49 CFR, Part 24: Uniform Relocation Assistance and Real Property Acquisition for Federal and

Federally assisted Programs.

- The Airport shall develop an energy-efficient Airport layout, as funding is available, to provide ease of air and ground access by:
 - Minimizing passenger walking distances.
 - Providing convenient passenger loading and unloading.
 - Providing an equal level of service and access to all terminals from the parking areas.
 - Maintaining operational flexibility.
 - Realigning the terminal circulation roadway to continue following the face of the terminal building, ultimately providing dual-level departure and arrival terminal curb frontage from Red Cleveland Boulevard on the east side, westward until it intersects Airport Boulevard.
 - Expanding the operational capacity of the airfield to effectively accommodate the increase in traffic expected, as well as the aircraft mix anticipated to use the Airport including extension of the three primary runways, addition of associated taxiways, and consideration of a new runway in the long term.

Goal No. 5. Promote the development of compatible land use in undeveloped areas within the Airport vicinity.

Objectives:

- a. Promote land use planning and development objectives for on-Airport and off-Airport land uses which are compatible with the anticipated long-range needs of the Airport and the community as a whole.
- b. Designate areas for future development (i.e. air cargo, heavy aircraft maintenance, flight training, etc.).
- c. Locate Airport and access facilities so that growth may be controlled through land use planning and zoning.
- d. Develop and implement a Master Stormwater Plan in conjunction with St. John's River Water Management District and FAA criteria.

Policies (as dictated by demand and subject to available funding):

- The Airport shall continue to develop according to the Airport Master Plan which designates areas for air cargo, heavy aircraft maintenance, flight training, parking, terminal expansion, commerce and industry.
- Airport lands shall be designated Airport Industry and Commerce on the Future Land Use Map. All development on Airport property shall be consistent with the policies and objectives of the Airport Industry and Commerce land use designation.
- Lands affected by the airport but off airport property shall be developed consistent with the Airport Industry and Commerce land use designation including the submittal to the City of a noise impact analysis and required sound insulation in areas within the airport impact noise zones.
- The Airport shall continue to coordinate with Seminole County, Metroplan Orlando and the FDOT to provide the most appropriate and effective means of ensuring adequate ground access to the Airport.

- The Airport shall ensure that adequate stormwater management facilities are available to meet St. Johns River Water Management District requirements for water quality and attenuation volumes for each phase of development. This shall be accomplished by adherence to the Stormwater Master Plan prepared by Post Buckley Shuh and Jernigan (May, 2003) or as may be amended from time to time.

Goal No. 6. Develop an Airport that supports local and regional economic goals while accommodating new opportunities or shifts in development patterns.

Objectives:

- a. Achieve a level of service and user convenience such that the Airport is a positive factor in regional economic development decisions.
- b. Achieve capacities of the airfield, the terminal area systems, and Commerce Park so that the Airport may be an attractive location for major airline maintenance, cargo, and other aviation related hub.
- c. Provide appropriate and achievable commercial opportunities at, near, and on the Airport.
- d. To assure economic feasibility, identify an equitable distribution of user charges; distribute the burden of capital investment, maintenance, and operating costs, while keeping overall costs within an acceptable level.
- e. Identify financial alternatives and funding sources available for the implementation of aviation and non-aviation projects.
- f. Quantify financial resources available for funding projects identified and recommended, as well as identify project implementation.
- g. Develop an airport layout plan (ALP) that easily integrates with existing and proposed transportation infrastructure, to encourage economic growth.

Policies (as dictated by demand and subject to available funding):

- The Airport shall install airfield, terminal, access and parking improvements in accordance with the Airport Master Plan and ALP in order to achieve a level of service and user convenience that will make the Airport a positive factor in regional economic development decisions.
- The Airport shall expand and strengthen runways and taxiways, install state-of-the-art navigational instruments, upgrade and expand terminal facilities, construct new hangar, cargo and warehouse facilities on the north side of the airfield and construct a new air traffic control tower, in order to attract major airline maintenance, cargo, and other aviation related hub.
- In order to attract tenant business at Commerce Park, and spark development of the remaining land area, the Airport shall complete the following items:
 - Identify available parcels by number, acreage, and the available utilities that are in place for prospective tenants.
 - Set a lease/buy cost associated with each parcel, for proposals and financial analysis by prospective tenants.
 - Develop a comprehensive development plan that identifies business segments

- and their locations within the commerce park.
- Develop minimum standards for construction and maintenance of tenant businesses in the commerce park.
 - Construct roadway, drainage, and utility infrastructure where necessary, to create value and attract potential tenant businesses.
- The Airport shall adhere to the ALP in allocating peripheral airport lands for commercial and industrial development in order to provide appropriate and achievable commercial opportunities at, near, and on the Airport.
 - The Airport shall utilize the information in Chapter 10, Financial Feasibility, of the Airport Master Plan when determining revenue sources and expenditures for airport improvements, identifying an equitable distribution of user charges, distributing the burden of capital investment, maintenance and operating costs, keeping overall costs within an acceptable level and quantifying financial resources available for funding projects identified and recommended, as well as identifying project implementation.
 - The Airport shall continue to seek continuous funding for airport development from the FAA entitlement and discretionary funds and the FDOT airport development program and, when funding is available, from Congressional appropriations, economic development assistance grants, TEA-21, and the Surface Transportation Program (STP).
 - The Airport shall continue to coordinate with Seminole County, FDOT and Metroplan Orlando to ensure adequate vehicular capacity on primary surface access roads to the Airport and to reduce overall traffic congestion.

Goal No. 7. Minimize Costs to All Users (I.E. Passengers, Airlines, Flight Training Facilities, Employees, Etc.) of the Airport.

Objectives (as dictated by demand):

- a. Minimize airspace congestion and delays for air carrier and GA aircraft operations through procedural changes and/or provision of additional navigational aids (NAVAIDS).
- b. Minimize airside congestion through construction of runways, taxiways, and aprons, when the costs of providing the additional capacity are less than the additional operating costs associated with aircraft delays.

Policies:

- The Airport shall minimize airspace congestion and delays by modifying local approach and departure procedures, providing facilities to accommodate simultaneous airfield operations and increased airfield capacity and/or installing the improved navigation aids enumerated in the policies of Goal 3.
- The timing of airfield improvements shall coincide with existing or projected aviation demand as documented in Chapter 5, Demand/Capacity Analysis and Chapter 6, Facility Requirements of the Airport Master Plan.

Goal No. 8. Ensure Adequate And Convenient Ground Access To The Airport.

Objectives (as dictated by demand):

- a. Provide safe access and easy-to-follow signs to Airport roadways and facilities.
- b. Provide adequate lane capacity on roads leading to the Airport to serve existing and future activity.
- c. Provide adequate land capacity on internal circulation roadways serving functional areas (terminal, GA, cargo, flight academy, etc.).
- d. Provide parking facilities (for GA, cargo, terminal, etc.) that are conveniently located and easily accessible.
- e. Incorporate multi-modal opportunities into Airport development plans (e.g. commuter or high-speed rail).
- f. Maintain close coordination with Regional Planning Council, Metropolitan Planning Organizations (MPO), FDOT, and other transportation groups.

Policies (as dictated by demand):

- The Airport shall continue to coordinate with FDOT, the County and the City to ensure that routes to the Airport are well marked. The Airport shall increase signage west of the Airport Boulevard/Red Cleveland Boulevard intersection, to separate traffic sooner and reduce congestion by 2005.
- The Airport shall continue to coordinate with FDOT, the County and the City to ensure adequate lane capacity on roads leading to the Airport to serve existing and future activity.
- The Airport shall expand Red Cleveland Boulevard to three 12-foot lanes in each direction by 2010.
- The Airport shall add additional service roads as airport improvements are implemented.
- The Airport will provide parking convenient to employee work areas. The Airport shall provide space for limousine and bus loading curbside at both domestic and international terminal entrances.
- The Airport shall coordinate with LYNX, Metroplan and FDOT to ensure that, once demand is sufficient, multimodal transportation shall be included in the Airport's development plans.
- Airport staff shall continue to participate in Regional Planning Council, Metropolitan Planning Organizations (MPO), FDOT, and other transportation groups.

Goal No. 9. Minimize The Impact Of Noise On Neighboring Residents and Noise Sensitive Land Uses Through Noise Abatement And Mitigation.

Objectives:

- a. Design and select noise abatement measures that minimize the number of people exposed to noise above day-night noise level (DNL) greater than 65 decibels.
- b. In selecting noise abatement actions, avoid actions that would adversely affect capacity, impose restrictions on Airport use that would be discriminatory, or that could erode prudent margins of safety.
- c. Design and select (if necessary) land use mitigation measures for noise sensitive land uses exposed to aircraft noise between 65 and 75 decibels.
- d. Maximize, to the greatest extent possible, any mitigation projects that may be eligible for FAA funding assistance, aside from the Airport Improvement Program (AIP), that minimize the impacts of noise upon the surrounding environment.

Policies (as dictated by demand and subject to available funding):

- The Airport shall continue to acquire noise-sensitive land based on the FAR Part 150 Noise Study prepared by ESA in 2001.
- The Airport shall continue to support the Sanford Airport Noise Abatement Committee (SANAC) in its efforts to study and implement noise reduction measures both on and off Airport property.
- When possible, the Airport will work with the FAA to modify runway flow percentages to maximize east flow.
- When possible, the Airport will work with the FAA to reduce flyovers of residential communities by beginning a northwesterly turn approximately three (3) miles west of the beginning of take-off roll on runway 27R.
- When possible, the Airport shall work with the FAA to require jet aircraft conducting ILS flight training to continue along the runway heading to gain altitude beyond the Airport property boundaries prior to making the turn to the north.
- When possible, the Airport will extend east-west runways on the east end to reduce noise intrusion on the more heavily populated west side.
- The Airport shall coordinate with the FAA to implement noise abatement operational procedures to reduce the exposure of aircraft noise on neighboring communities.
- The Airport shall utilize FAA funds to acquire additional noise monitors.

Goal No. 10. Develop An Airport That Is Consistent With Federal, State, Regional, And Local Plans.

Objectives:

- a. Develop the Airport as a regionally significant asset and make it consistent with national, state, and metropolitan system plans.
- b. Develop the Airport in accordance with local land use and transportation plans.

Policies:

- The Airport shall develop according to the Airport Master Plan and the ALP which have been designed to meet all federal, state and local plans.

- The Airport development shall be consistent with the City's Comprehensive Plan and land development regulations.
- The Airport will work with Metroplan Orlando's 2020 Long Range Transportation Plan and Transportation Improvement Program and with FDOT's transportation plans to assure responsible development.

Policy 1-2.7.2: Coordinate Airport Expansion and Coordination with the Conservation Element. The implementation of the Airport Master Plan shall be coordinated with the Conservation Element of the Comprehensive Plan. Expansion and operation plans shall minimize impacts to environmental resources consistent with policies set forth within the Comprehensive Plan. Resource Protection and Conservation lands shall be protected through the use of open space requirements, clustering, conservation easements and wetlands buffer and transition areas, or mitigation as approved by the St. Johns River Water Management District.

Policy 1-2.7.3: Maintain Public Facilities LOS. The development of the Airport Master Plan shall be phased concurrent with major public roadway improvements and the installation of drainage, sewer and water utilities. As necessary to ensure that development of the Airport is consistent with public facility standards, the City or Sanford Airport Authority, as appropriate, shall enter into any necessary interlocal agreements for the purposes of the provision of public facilities and services in order to maintain the adopted level of service standards for facilities subject to concurrency.

Policy 1-2.7.4: Ensure Compatibility with Airport Operations for Adjacent Development. The City's Future Land Use Map and the Official Zoning Map shall continue to delineate all Runway Protection Zones (RPZ) established for the airport. These clear zones shall be, at a minimum, consistent with requirements set forth by the FAA. Development and land uses activities within a RPZ shall be consistent with regulations established by the FAA. Schedule R, Airports and Aircraft, of the Land Development Regulations shall continue to control land use activities, height, and construction to ensure that development and activities within the RPZ and other areas of the City are consistent with standards set forth by the FAA. Schedule R is consistent with Chapter 333, Florida Statutes.

Policy 1-2.7.5: Coordinate with the FAA. For structure heights that require approval from the FAA, the City shall issue no development or construction permit until authorization has been received from the FAA.

Policy 1-2.7.6: Coordinate through Development Review. The City Department of Engineering and Planning shall coordinate with Airport staff regarding development applications, zoning changes, and land use amendment petitions proposed for property adjacent to or near the airport.

Policy 1-2.7.7: Protect from Noise Exposure. Future expansion of the Orlando-Sanford International Airport (OSIA) property and runways shall be focused to the east and south to minimize airport noise and development impacts to urban residential areas to the north and west. The Airport Authority shall continue to monitor noise impacts generated by airport operations and enforce compliance.

Lands annexed near or adjacent to the airport shall be assigned land use designations

compatible with the Airport Master Plan and in a manner consistent with the joint planning agreement established with Seminole County.

The City shall ensure that land uses surrounding the airport are compatible with noise levels generated by the airport use through the following measures:

1. All land east or south of the OSIA's new runway system shall be developed based on the part 150 Noise Exposure Maps and Compatibility Plan prepared in 2001 for the Orlando Sanford International Airport by Environmental Science Associates (ESA), as approved by the FAA and any revisions to the noise exposure maps that may occur as the result of airport development. If new residential land uses or residential zoning districts are permitted, an aviation easement and development order approval shall be required.
2. New residential land use designations, zoning classifications and residential development for fee simple home ownership (single-family detached, duplexes, townhomes or condominiums) shall be prohibited where noise contours are greater than 60 DNL (day-night noise level). Transient, rental and multi-family residential developments shall comply with the guidelines issued by the FAA and Department of Transportation relating to airport compatible uses and will be allowed between the 60 and the 65 DNL noise contour only with an aviation easement and associated development order and shall be designed to meet the soundproofing regulations pursuant to the FAA FAR Part 150 Noise Compatible Land Use Guidelines.
3. The following uses are compatible with the Airport:
 - Industrial Parks;
 - Business Parks;
 - Commercial Developments;
 - Attendant retail;
 - Service and Hotel Uses;
 - Medium and high-density rental residential developments between the 60 and 65 DNL;
 - Agricultural uses; and
 - Public Uses.
4. Multifamily developments shall be designed with noise reducing features such as acoustical insulation or other soundproofing.
5. An aviation easement shall be required and included in the recorded deed of any new lot prior to the construction of a single family dwelling unit or a multifamily dwelling unit for properties located in the area depicted in the Future Land Use Map series.

Policy 1-2.7.8: Monitor and Evaluate ALP and Goals of Airport Master Plan. The ALP and the goals of the Airport Master Plan shall be reviewed on an annual basis in order to ensure that the development is proceeding according to the Plan and that goals are being achieved. Review shall also establish that public facilities are in place to accommodate expected development. The annual review shall be the responsibility of the Administrative Official. The Sanford Aviation Authority and the local planning agency shall consider findings and recommendations of the Administrative Official.

Monitoring and evaluation procedures shall incorporate the following:

- Determine whether development is proceeding according to the ALP and goals of the Airport Master Plan;
- Determine whether public facilities can accommodate proposed airport development for next period;
- Review of annual progress towards fulfillment of ALP and goals of Airport Master Plan;
- Describe the nature and extent of unanticipated and unforeseen problems and opportunities occurring during the past year; and
- Provide recommendations concerning new or modified goals and objectives and substantial modifications to the FAA approved Airport Master Plan and resultant Comprehensive Plan amendments that are necessary during the coming year.

Policy 1-2.7.9: Manage New Development Surrounding the Airport. By July 1, 2011, the City shall complete a small-area study and prepare overlay standards for properties accessing East Lake Mary Boulevard between State Road 46 and Sanford Avenue. The purpose of the study and standards is:

- to ensure the compatibility of future development with airport uses;
- to prevent strip development and urban sprawl;
- to ensure a mix of uses conducive tourist development, industrial development, airport development and the industries targeted in the Seminole Way Vision.

Objective 1-2.8: Maintain Intergovernmental Coordination. The City shall maintain administrative procedures in the land development regulations to ensure efficient coordination of land and water management issues surrounding proposed development are carried out in a timely manner with all public entities having jurisdictional authority.

Policy 1-2.8.1: Implement Intergovernmental Coordination. The City shall require that development applications be coordinated, as appropriate, with the City of Lake Mary, Seminole County, the Seminole County School Board, other special districts, the East Central Florida Regional Planning Council (ECFRPC), the St. Johns River Water Management District, as well as applicable State and Federal agencies prior to issuance of a development order or permit. The City shall coordinate with the ECFRPC in meeting regional policies contained in the Strategic Regional Policy Plan.

Objective 1-2.9: Plan for Public Schools within Sanford. In order to provide proper planning for new public school facilities in Sanford, the City shall implement the following policies addressing public schools as an allowable land use, criteria for locating schools, and collocation of schools and community facilities.

Policy 1-2.9.1: Allow Public Schools in Certain Future Land Use Map Designations. The City shall allow elementary, middle and other similar low-intensity schools to be located within the Public/Semi-Public, Suburban Estates, Low Density Residential - Single Family, Low Density Residential - Mobile Home, Medium Density Residential, High Density Residential, Neighborhood Office Commercial, and Residential/Office/Institutional Land Use categories shown on the Future Land Use Map (FLUM). High schools and similar high-intensity schools

shall be allowed in Medium Density Residential, High Density Residential, Public/Semi-Public, Neighborhood Office Commercial, and Residential/Office/Institutional Land Use categories shown on the FLUM.

Policy 1-2.9.2: Interim Public School Siting Criteria. The following criteria shall be used in locating public schools within Sanford until an interlocal agreement between the School Board and the City is adopted:

- I. General Guidelines.
 - A. Proposed school sites shall be located away from industrial uses, limited access roadways, railroads, and similar land uses to avoid noise, odors, dust, and traffic impacts and hazards.
 - B. Disrupting influences caused by school yard noise and traffic require that schools be located sufficient distances from adult communities, nursing homes and similar land uses or buffered from these areas.
 - C. New school sites shall be located within the County's urban growth boundary or be compatible with compact urban growth patterns.
 - D. Schools shall be designed to minimize the impacts to adjacent neighborhoods through control of site aspects including traffic access, landscaping, buffers, and site design and layout.
- II. Site Acceptability.
 - A. School size and land area requirements for elementary, middle and high schools shall meet the minimum standards established by the Seminole County School Board.
 - B. Schools should be centrally located within their intended attendance zones, to the maximum extent possible, and be consistent with walking and bus travel time standards. High schools shall be exempted from this provision due the large land area requirement.
 - C. The site should be of sufficient size to ensure that buildings and ancillary facilities, and future expansions can be located away from floodplains, flood prone areas, wetlands and other environmentally sensitive areas, coastal high hazard areas and will not interfere with historic or archaeological resources.
 - D. Public utilities (e.g., water, sewer, stormwater) must be available to the site.
 - E. Access to the site should be from a collector road (local roads for elementary schools) and avoid the need for slow down zones, if possible.
 - F. Ingress and egress should not create detrimental impacts on roads adjacent to the site.
 - G. Approaches to the site should be safe for pedestrians, bicycles, cars and buses.
 - H. A mass transit or bus stop should be located near the site.
- III. School Specific Site Location Recommendations.
 - A. Elementary Schools. Elementary schools serve a neighborhood or group of neighborhoods where students have a short distance to walk. Land uses should be predominately residential and include housing types and densities sufficient to meet the school's enrollment capacity with students that are predominately within walking distance of the school.
 - B. Middle Schools. Middle schools have a community orientation and the mix of land uses can include more commercial uses than would be allowed in a neighborhood. Enrollment comes from two or more elementary schools.

- C. High Schools. High schools should be buffered from residential areas. Enrollment for high schools comes from two or more middle schools. The campus should be large enough to encourage students to remain onsite and to ensure sufficient parking or parking controls to avoid disruptive offsite parking.

Policy 1-2.9.3: Collocate Public Facilities. The City shall collocate, to greatest extent possible, public facilities such as parks, libraries, and community centers with schools. In collocating facilities, the City shall use the following guidelines:

- A. Elementary Schools. Playgrounds can be collocated with elementary schools. In areas with densities high enough to support them, a neighborhood park with facilities for the elderly, a neighborhood recreation center, and a library sub-branch can be included.
- B. Middle Schools. A community park and athletic fields are appropriate to locate with middle schools. A community center, if the school will not be used for this purpose, and a library sub-branch or branch can be included depending on the school's location and the population served.
- C. High School. Community parks with a community center, if the school will not be used for this purpose, and athletic field can be collocated with high schools. A main or branch library is also appropriate. If justified by the population to be served, a district park could be collocated with the school.

Objective 1-2.10: Maintain Land Use Programs. The City shall implement land use goals and objectives by carrying out a continuing program of land use activities below cited. This objective shall be measured through the implementation of the following policies.

Policy 1-2.10.1: Maintain Land Use Information System. Maintain and periodically update the land use information system, integration of the Tax Appraiser property files, Planning Office field data, Building and Zoning Department permit files, engineering base maps, and all other relevant land use data files.

Policy 1-2.10.2: Monitor Land Use Trends. The City shall monitor and evaluate population and land use trends.

Policy 1-2.10.3: Ensure Fiscal Management. The City shall implement fiscal management policies of the capital improvement program and budget.

Policy 1-2.10.4: Administer Land Use Controls. The City shall administer adopted land use controls, including the zoning ordinance, subdivision regulations, building regulations, housing code, water and sewer codes, traffic regulations, and regulations governing streets and sidewalks.

Policy 1-2.10.5: Provide Public Assistance. The City shall provide continuing land use information and assistance to the public.

Policy 1-2.10.6: Maintain Intergovernmental Coordination. The City shall coordinate land development issues where applicable with other public agencies at all levels of government pursuant to the Intergovernmental Coordination Element of this plan.

Policy 1-2.10.7: Manage Current Developmental Impacts. The City shall evaluate and manage impacts of proposed development pursuant to existing ordinances, including, but not limited to, public facilities, natural environment, and impact on stable residential neighborhoods.

Policy 1-2.10.8: Apply Urban Design and Community Appearance. Best management principles and practices of urban design shall be applied through site plan review procedures in order to enhance general community appearance as well as to preserve and enhance open space and landscape. The City shall enforce on a continuing basis the community appearance performance criteria.

Policy 1-2.10.9: Undertake Special Land Use Studies. In order to maintain land use policies responsive to changing conditions, problems, and issues, the City shall undertake special studies as needed.

Policy 1-2.10.10: Support the 2050 How Shall We Grow Regional Vision. The City will support the 4-C's of the regional vision. The 4-C's of the regional vision consist of:

- **Conservation** - Identifying and protecting our most critical natural resources of regional significance, and doing this first.
- **Centers** - Promoting more future growth and development in compact urban centers with great amenities (great places to live, work, shop and recreate in a more pedestrian-friendly setting).
- **Corridors** - Connecting centers with mixed-use corridors served by multi-modal (motor vehicles, light rail, commuter rail, bus, bus rapid transit, bike lanes and pedestrian trails) transportation systems.
- **Countryside** - Taking the pressure off countryside by increasing the density and intensity of great urban centers, and thus deferring the need for more sprawl into the countryside.

Objective 1-2.11: Continue Evaluation of Future Land Use Element Effectiveness. The City shall use the following policies as criteria in evaluating the effectiveness of the Future Land Use Element.

Policy 1-2.11.1: Review the Impact of Change Indicators on Land Use Policy. Trends in the magnitude, distribution, and characteristics of population and land use shall serve as indicators of possible changes in land use needs. The policy implications of major trends in land use characteristics shall be evaluated on a continuing basis. Land use policy shall be refined as needed in order to remain responsive to evolving problems and issues.

Policy 1-2.11.2: Schedule, Budget and Implement Programmed Activities. The timely scheduling, programming, budgeting and implementation of programmed land use activities identified in this Element shall be evidence of the City's effectiveness in carrying out a systematic program for implementing adopted land use goals, objectives and policies.

Policy 1-2.11.3: Coordinate with Public and Private Sectors. While continually implementing and evaluating the Land Use Element, the City shall maintain a process of intergovernmental coordination as well as coordination with private sector groups interested in land use policy and

programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving land use problems and issues.

Policy 1-2.11.4: Achieve Effective Resolution of Land Use Goals, Objectives, and Policies. The effectiveness of the Land Use Element shall be measured by the City's success in achieving land use goals, objectives, and policies. The Land Use Element incorporates a systematic planning process for identifying land use problems and issues and implementing corrective actions.

Policy 1-2.11.5: Coordinate Hazard Mitigation Reports with Development and Redevelopment. Should the City be included in a Presidential Disaster Declaration, the City shall use the interagency hazard mitigation report as the basis for prohibiting redevelopment of uses which are inconsistent with the report recommendations. Additionally, the City shall use the interagency hazard mitigation report to prevent new uses that are inconsistent with the report recommendations from locating in the area included in the Presidential Disaster Declaration. Finally, should an interagency hazard mitigation report be issued for Sanford, the City shall consider adopting a program for eliminating existing uses which are inconsistent with the report recommendations.