

CHAPTER 2: TRANSPORTATION ELEMENT

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

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

Policy 2-1.1.1: Establish Level of Service (LOS) Standards for Major Thoroughfares. The City shall maintain the following adopted peak hour LOS standards:

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

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

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

1. *Map 2-1: Major Thoroughfares by Number of Lanes (2009)* identifies each major thoroughfare within the City of Sanford by the number of through lanes for the facility.
2. *Map 2-2a: Major Thoroughfares by Functional Classification (2009)* identifies arterial and collector streets and their functional classification for each facility. The functional classification system indicates the role of each thoroughfare and assists in defining land use relationships.
3. *Map 2-2b: Jurisdictional Roadway Classification Map (2009)* identifies the jurisdictional classification of roadways within the City's boundaries and reveals the jurisdiction responsible for maintenance.
4. *Map 2-3: Major Trip Generators and Attractors (2009)* identifies the location of the major trip generators and attractors in the City of Sanford including City Hall, Civic Center, Aquatic Center, Orlando-Sanford Airport, Fort Mellon Park, Seminole County Court House, Sanford Museum, and Monroe Harbor Marina.
5. *Map 2-4: Existing Public Transit Facilities (2009)* illustrates public transit service currently serving the City of Sanford. Three LYNX fixed routes (34, 46, and 103) operate within the City of Sanford. Route 34 services the central core of Sanford and the downtown area, while route 46 services SR 46 and the western part of the City. Route 103 services the southern portion of US 17-92.
6. *Map 2-5: Existing Bicycle and Pedestrian Facilities (2009)* identifies existing bicycle and pedestrian facilities located within the City of Sanford.
7. *Map 2-6: Significant Park Facilities (2009)* identifies the significant parking facilities within the City. These parking facilities typically provide 100 parking spaces or more and are associated with the major trip generators/attractors.
8. *Map 2-7: Railways, Intermodal, and Airport Facilities (2009)* identifies the CSX railways, Amtrak station, the bulk transport terminal. The Amtrak station is also the general location of the future commuter rail station being proposed.
9. *Map 2-8: Existing Peak Hour Peak Direction LOS on Major Thoroughfares (2009)* illustrates the current peak hour peak direction LOS for major roadways within the City of Sanford.
10. *Map 2-9: Major Thoroughfares by Number of Lanes (2025)* illustrates the major thoroughfares in the City of Sanford by the number of through lanes for each facility type anticipated in 2025.
11. *Map 2-10b: Jurisdictional Roadway Classification Map (2025)* identifies the jurisdictional classification of roadways within the City's boundaries and reveals the jurisdiction responsible for maintenance.
12. *Map 2-11: Major Trip Generators and Attractors (2025)* illustrate the existing major trip generators and attractors within the City of Sanford as well as any new attractors. There are no new major trip generators forecasted at this time.

13. *Map 2-12: Future Transit Facilities (2025)* illustrates LYNX public transit service proposed new routes and route extensions. Route 103 currently services the southern portion of US 17-92; however this map illustrates its planned extension to continue through the City on US 17-92 turning west on SR 46 and south on Towne Center Boulevard to the proposed Seminole Towne Center Transit center. Link 419 – Sanford East would provide service to eastern Sanford, between the Seminole Center transit center, downtown Sanford and Central Florida Regional Hospital. Link 420 – Sanford West would provide circulator service to western Sanford area. The Link would operate between Seminole Center transit center and the Central Florida Regional Hospital.
14. *Map 2-13: Future Bicycle and Pedestrian Facilities (2025)* identifies proposed on-street bicycle facilities improvements within the City of Sanford along with the proposed pedestrian-related improvements.
15. *Map 2-14: Projected Peak Hour Peak Direction Levels of Service (2013)* illustrates the projected peak hour peak direction LOS calculated for major roadways within the City based on build-out of land uses proposed in the City Future Land Use Map.
16. *Map 2-15: Projected Peak Hour Peak Direction Levels of Service (2025)* illustrates the projected peak hour peak direction LOS calculated for major roadways within the City based on build-out of land uses proposed in the City Future Land Use Map.

Policy 2-1.1.3: Establish Transportation System Management Strategies. The City shall implement Transportation System Management (TSM) Strategies as appropriate to improve system efficiency and enhance safety TSM strategies may be required as a condition of development approval throughout the City.

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

Policy 2-1.1.5: Control Vehicular Access to Major Thoroughfares. The City shall continue to provide an adequate, properly designed and safe system for controlling vehicular access to major thoroughfares through the control of the intersections of access points, including driveways and roads, to connecting roadways. This action shall be facilitated through design standards and procedures which address:

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

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

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

Policy 2-1.1.7: Enforce Controlled Access Regulations. The City shall continue to enforce the land development regulations that establish standards for:

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

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

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

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

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

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

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

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

- trip generation;
- internal traffic circulation and parking facilities design, including minimizing pedestrian and vehicular conflict, off-street parking, as well as safe and convenient circulation and maneuverability;

- access points;
- potential need for acceleration/deceleration lanes;
- adequate surface water management and drainage; and
- landscaping.

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

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

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

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

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

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

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

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

Policy 2-1.3.4: Establish a Multi-Agency Review Process. In addition, the City will establish a multi-agency planning and development review process for proposed public improvement plans for streets, pedestrian and bike ways, as well as any other public improvements which may potentially impact and/or further maintenance of an integrated multi-modal transportation system. In this manner the City will establish and maintain a continuing technical review and coordination

mechanism involving the Orlando Area MPO (MetroPlan) and the FDOT. This coordinated effort will further the City's objectives, policies, and programs related to maintenance of an integrated multi-modal transportation system consistent with adopted level of service standards.

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

Objective 2-1.4: Provide Efficient Public Transit Service. The City shall coordinate with Seminole County and LYNX to address the provision of efficient public transit services based upon existing and proposed major trip generators and attractors, safe and convenient public transit, land uses, and accommodation of the special needs of the transportation disadvantaged. Also, Sanford shall coordinate with the County's transit provider to encourage ease of transfer between mass transit and all other modes, where it improves the functioning of the Transportation network.

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

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

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

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

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

Policy 2-1.5.2: Minimize Intrusion of Arterial Roadways into Neighborhoods. The City will, as much as possible, protect the character of existing neighborhoods from the intrusion of arterial roadways. The criteria used to determine whether arterials will be allowed to intrude in existing neighborhoods are whether there are problems maintaining LOS standards on the applicable roadways, whether there are safety problems, right-of-way availability and whether there are viable alternatives. In areas where arterial roadways intrude into neighborhoods, the City will ensure that the State and/or County provide buffers such as concrete walls, landscaped buffers, berms, and

other similar buffers alongside the roadway. The City will coordinate with the State and/or County to review the feasibility of relocating roadways when intrusion is proposed.

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

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

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

Policy 2-1.5.4: Minimize Adverse Environmental Impacts. The City shall locate and design roadways to minimize adverse environmental impacts. Where sensitive environmental areas will be impacted by roadway construction, the City will mitigate those impacts by taking action as adopted in the Conservation Element.

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

Policy 2-1.6.1: Maintain Element Consistency between City and County Comprehensive Plans. The City shall maintain and enforce a Transportation Element that is consistent with other elements of the City Comprehensive Plan as well as applicable provisions of the Seminole County Comprehensive Plan.

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

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

Objective 2-1.7: Ensure Right-of-Way Protection. The City of Sanford shall protect existing and future right-of-way from building encroachment as well as coordinate with Seminole County to

ensure that the additional rights-of-way necessary for roadway improvements planned for 2020 are acquired.

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

Policy 2-1.7.2: Enforce Standards for Road Acquisition. The City hereby adopts minimum standards for road rights-of-way as listed below. The City shall preserve existing rights-of-way and shall enforce standards requiring dedication of roadways, the need for which was generated by new development. The City shall work with the County and FDOT to acquire right-of-way to address existing or projected future LOS deficiencies.

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

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

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

Objective 2-1.8: Establish Transportation Concurrency Exception Areas (TCEA). The US 17-92 CRA is hereby established as a TCEA, in addition to the existing Downtown Sanford TCEA/CRA as delineated on Map 1-4 of the future land use map series, to reduce adverse impacts of concurrency and to promote compact urban redevelopment and infill development to fulfill the City’s redevelopment goals. Transportation programs and improvements within the TCEA shall emphasize pedestrian and transit modes of transportation. The TCEA will promote the redevelopment objective through providing mobility for all modes, implementing good urban design principles,

achieving a balanced mix of land uses and promoting network connectivity. Transportation and mobility needs within the TCEA shall be met through the implementation of the following policies:

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

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

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

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

Policy 2-1.8.4: Coordinate Downtown Transit Service. By 2012, the City and the CRA shall coordinate with LYNX to conduct a feasibility study for a transit shuttle service or rapid bus transit that can serve the central business district and the northern Seminole County area including Heathrow and the Seminole Community College campus.

Policy 2-1.8.5: Evaluate Feasibility of Transportation Management Associations. By 2012, the City shall evaluate the feasibility and potential effectiveness for establishing a Transportation Management Association (TMA) for major employers within the central business district. If a TMA is not feasible, the City shall periodically reassess its feasibility at least once every three years.

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

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

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

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

Policy 2-1.8.10: Monitor Traffic Impacts. Though exempt from concurrency, new development and redevelopment with the TCEAs shall submit to the City a traffic impact analysis report. This report shall evaluate all roadways identified by the City. The evaluation shall follow professional standards described within the Land Development Code. Exemption from concurrency does not exempt any applicant or property owner from conducting traffic impact analysis necessary to evaluate traffic safety and operational standards or from installing road and access improvements necessary to promote public safety. The annual update of the City's concurrency management system (CMS) shall monitor traffic impacts generated from new development occurring within the TCEA. The update report shall identify those traffic impacts affecting the level of service status for roadways within and near the TCEA.

Policy 2-1.8.11: Assess Intermodal Transportation Facilities. At such time as an intermodal transportation facility receives funding commitments from state, regional and/or federal sources, the City shall undertake the following activities:

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

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

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

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

Policy 2-1.8.15: Promote Watercraft Access to the Central Business District. Alternative modes of transportation promoted in the Transportation Concurrency Exception Area include watercraft. Retail commercial development locating adjacent to the waterfront and proposing boat dock facilities, may be encouraged or required by the City to accommodate temporary public docking facilities to allow boaters access to that business.

Policy 2-1.8.16: Require Hotel Shuttle Service. The City shall establish criteria within the Land Development Regulations that requires new lodging facilities to provide guest shuttle services to locations within downtown and other areas of Sanford, including connections to the Sanford/Orlando Airport and the Amtrak Station. The extent of such service will be based upon the number of guest rooms or other similar methods measuring transportation demands. Such criteria

shall not preclude lodging business from developing alternative transit plans that could include services provided by LYNX, contributions to a City downtown shuttle service, or other similar programs when accepted by the City.

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

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

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

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

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

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

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

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

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

Zone A – North US 17-92 TCEA Sub-district

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

Zone B – South US 17-92 TCEA Sub-district

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

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

Policy 2-1.8.23: Support a Transit Emphasis Corridor. The City will partner with LYNX to incorporate Transit Emphasis Corridor passenger amenities along US 17-92 and in Downtown Sanford within the City's two TCEAs, including but not limited to sidewalks leading to/from bus

stops, lighted passenger shelters, pull out lanes at select stops, real time passenger information at select stops/transit centers, and signal prioritization and bus queue bypass lanes at select intersections. The City shall cooperate with LYNX on implementation of the long range vision for higher capacity transit service such as bus rapid transit or streetcar service.

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

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

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

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

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

Policy 2-1.8.26: Implement TCEA Monitoring and Evaluation Performance Measures. The City

shall monitor the success of multi-modal infrastructure, redevelopment activity and mobility/redevelopment strategies through the evaluation of performance measures and adopted targets. The baseline condition for the performance measures and respective targets will be identified/defined in 2009 and shall be the data available for comparison against the data collected for the adoption year of the TCEA or the date of subsequent Evaluation and Appraisal Report (EAR), and mid-EAR reporting timeframes as appropriate. The following performance measures and targets will be used in the TCEA Evaluation and Monitoring Report to assess whether or not the adopted TCEA is achieving its intended purpose:

TCEA STRATEGIES	TARGET IMPLEMENTATION ¹	IMPLEMENTATION RESPONSIBILITY ²
PEDESTRIAN STRATEGIES		
1. Construction of new public sidewalks	500 linear feet per year	CRA TIF/Developer Contributions
2. Improvements or repairs along existing network through resurfacing, removal of obstacles, etc.	1,500 linear feet per year	CRA TIF/Developer Contributions
3. Number of pedestrian level lighting added along US 17-92 and side streets and within TCEA	20 lights per year	CRA TIF/Developer Contributions
4. Number of intersections upgraded with crosswalks, pedestrian push buttons, and pedestrian countdown heads	4 intersections per year	CRA TIF/Developer Contributions
5. Number of TCEA non-residential/mixed use developments upgraded with direct pedestrian connection from site entrance to building entrance	4 developments per year	Developer
BICYCLE STRATEGIES		
1. Lane miles of roadways with designated bicycle lanes	Inclusion of bicycle lanes or similar facilities with roadway widening or streetscaping projects	CRA TIF/Developer Contributions

TCEA STRATEGIES	TARGET IMPLEMENTATION ¹	IMPLEMENTATION RESPONSIBILITY ²
2. Inclusion of bicycle parking, lockers, and shower facilities in new developments	All redevelopment projects shall include bicycle parking. Minimum of 4 spaces per development. 1 additional space for every additional 50 car parking spaces.	Developer
3. Addition of bicycle parking and related facilities in existing developments	Conversion of car parking to bicycle parking or addition of bicycle parking in at least 2 development projects per year	Developer
TRANSIT STRATEGIES		
1. Number of improved bus shelters along on LYNX routes within the TCEA	1 improved shelter each year.	Developer
2. Number of new bus shelters added along existing/new LYNX routes	1 new shelter every 2 years or as identified by LYNX	Developer
3. Number of bus turn out facilities	1 every 3 years or as identified by LYNX	Developer
4. Number of free transit passes issued by employers	1 month's worth of free transit passes per every 5 employees.	Developer
TRANSPORTATION DEMAND MANAGEMENT STRATEGIES		
1. Implementation of Transportation Demand Management (TDM) Program	All employers with 35 or more employees shall implement a TDM program	CRA TIF/Employer
2. Number of shared parking opportunities implemented	At least 1 redevelopment project per year	Developer
3. Number of joint driveways or cross access easements established	At least 1 redevelopment project per year	Developer
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES		
1. Intersection modifications including addition of turn lanes, pavement marking improvements, lane reassignments	At least 1 intersection every 1 to 2 years determined based on traffic analysis for redevelopment projects	CRA TIF/Developer Contributions

TCEA STRATEGIES	TARGET IMPLEMENTATION ¹	IMPLEMENTATION RESPONSIBILITY ²
2. Signal Timing optimization and synchronization along US 17-92 corridor	Evaluation and optimization by 2012. Reevaluation of signal timings every 2 years after 2012.	FDOT
3. Streetscaping improvements along US 17-92 corridor	Inclusion of streetscape improvements with roadway widening and resurfacing projects	FDOT/CRA TIF

- (1) Specific sites and locations for implementation of TCEA strategies will be identified in the TCEA Mobility Plan. Strategies and targets may be subject to further consideration during the development of the TCEA Mobility Plan based on whether they can be supported by reasonably available data or if additional measures need to be identified.
- (2) CRA/TIF funding sources are proposed for program/policy development. The future funding to meet the requirements of the programs or policies created will be the responsibility of developers to the extent that the funding is generally commensurate with development impacts. The balance of any funding needs not addressed by developer contributions shall be evaluated by the City in the TCEA Funding Program.

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

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

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

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

Policy 2-1.8.28: Fund TCEA Strategy-Implementation. The funding for implementation of the above mentioned TCEA strategies will be obtained through CRA Tax Increment Financing (TIF) funds, Seminole County grants, FDOT grants, City funds and developer contributions. A financially feasible TCEA Mobility Plan will be adopted as part of the City's annual Capital Improvements Element (CIE) update.

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

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

Policy 2-1.9.: Monitor Impacts to SIS and FIHS Facilities. The TCEA will not adversely affect the Florida Intrastate Highway System (FIHS) or Strategic Intermodal System (SIS). SIS facilities in the vicinity of the TCEA include SR 417, East Lake Mary Blvd. (east of SR 417) and SR 46 (west of Persimmon Ave.). In an effort to monitor future operation of the SIS, the baseline condition will include an assessment of queuing of vehicles of the off-ramps from SR 417 to Airport Blvd., CR 427

and US 17-92. The results of the queuing assessment will be communicated to FDOT.

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

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

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

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

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

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

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

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

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

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

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

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

Policy 2-1.11.2: Enforce Bicycle and Pedestrian Facilities for New Development. The City shall continue to enforce land development regulations that require:

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

Policy 2-1.11.3: Provide Bicycle and Pedestrian Facilities Connections between Residential Areas and Community Facilities. The land development regulations ensures that priority for both new and repair of bicycle and pedestrian facilities are given to those facilities which link residential areas with schools, shopping, recreation areas, and other community facilities.

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

Policy 2-1.12.1: Integrate the Airport with Regional Transit. The City shall annually coordinate with LYNX and Seminole County regarding the feasibility of a transit feeder route that links the airport with the regional bus transit system. At the time light or commuter rail is evaluated between Sanford and Orlando, the City shall encourage LYNX, Metroplan Orlando (MPO) or the entity conducting such study to also evaluate the potential for feeder bus routes linking the airport with regional transit centers and/or intermodal facilities, existing or planned within the Sanford area. Once regional transit is provided, the Airport shall work with public transit providers to incorporate signage to direct the public to available transit and to inform the public about transit and ridesharing.

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

Policy 2-1.12.3: Coordinate Transportation Improvements and the Airport Master Plan. The City shall ensure that coordination occurs between the development anticipated by the Airport Master Plan and any proposed or future state, local or regional transportation plans and

improvements.

Any development on Airport property that is anticipated to generate 1,000 daily trips or 100 peak-hour trips shall be required to submit a traffic impact study.

The traffic impact study shall include:

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

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

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

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

- a. Accept the LOS information as set forth in the comprehensive plan;
- b. Prepare a more detailed alternative Highway Capacity Analysis as outlined in the Highway

Capacity Manual 2000, Transportation Research Board. The trip distribution shall be consistent with the presets of the approved trip generation model, i.e. the Seminole County Trip Generation model, the Orlando Urban Area Transportation Study (OUATS) model, or another distribution model approved by the City, the East Central Florida Regional Planning Council (ECFRPC), Seminole County, the FDOT the Department of Community Affairs and the Airport Authority.

The impact area shall include adjacent roadway segments. Analyses and models shall be consistent with professional standards established in one (4) or more of the following documents:

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

Traffic Study Results/Mitigation:

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

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

- b. The 'securing and commitment' of adequate mitigation/measures shall include one of the following:
 1. A roadway improvement scheduled for construction within the first three (3) years of the

- appropriate local government's comprehensive plan capital improvement element (or as otherwise provided in the applicable jurisdiction's capital improvement element);
2. A roadway improvement scheduled for construction within the first three (3) years of the FDOT's Five Year Work Program;
 3. A binding financially secured and irrevocable commitment by the Airport or other appropriate person or entity for the design, engineering, land acquisition and actual construction of the necessary improvements (with posting of a cash bond, surety bond, irrevocable letter of credit, escrow account or other security in a form acceptable to the agency of jurisdiction) within the next three years and incorporated by reference into the development order;
 4. Any other mitigation option permitted by law, including a local government development agreement consistent with Chapter 163, F.S., or a proportionate share payment agreement pursuant to and consistent with Chapter 163 or Chapter 380, F.S., and related rules, which ameliorates the projected impact and is incorporated into the development order by amendment. These improvements shall occur by the required threshold in order for the project to proceed. If the Airport can demonstrate that a project listed in the Airport Master Plan does not adversely affect the Regional Roadway network as determined by the monitoring and modeling tests discussed above, then the Airport may proceed with the development.
- c. In the event that a roadway widening is identified which is not compatible with adopted policy of the FDOT (8 or 10 laning of a state roadway) or local government (constrained), the Airport, the City of Sanford, Seminole County, the ECFRPC and the party having either maintenance or jurisdictional responsibility for the facility shall jointly determine alternate mitigation solutions to provide for the movement of people.

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

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

Policy 2-1.12.4: Ensure Access to the Orlando-Sanford Airport. The City's Transportation Plan and Airport Master Plans shall continue to provide efficient linkages between airport main entranceways and the state intrastate highway system via arterial and collector roadways including

the eastern and northern extension of Lake Mary Boulevard to SR 46 and SR 417 in order to provide improved access and to minimize future airport traffic impacts to Sanford Avenue.

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

Policy 2-1.12.6: Coordinate with METROPLAN Orlando Long Range Transportation Plan. The Airport shall maintain consistency with the goals of the Metroplan Orlando Long Range Transportation Plan. The Airport shall coordinate the timing of future development with the timing of roadway improvements in the Metroplan 2030 Long Range Transportation Plan.

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

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

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

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

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

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

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

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

Policy 2-1.13.6: Mitigate Structural and Non-structural Impacts. The Airport shall continue to obtain environmental resource permits for storm water drainage and wetlands impacts from the SJRWMD. Permit applications shall address the protection of wetland systems and/or the need for mitigation measures for adverse structural and non-structural impacts from airport development

upon adjacent natural resources and land uses as deemed appropriate by the SJRWMD. The Airport shall also continue to coordinate mitigation measures for adverse structural and non-structural impacts on protected species with the FFWCC and USFWS.