

**FUTURE LAND USE ELEMENT
DATA, INVENTORY, AND ANALYSIS REPORT**

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FUTURE LAND USE ELEMENT DATA, INVENTORY, AND ANALYSIS

The Future Land Use Element of the Comprehensive Plan provides a framework for future land use and development patterns. The Element provides the framework for the types of uses, density/intensity and location of where future growth will occur as well as areas intended for preservation. The Element is developed with consideration of all other Elements, taking into account environmental features, recreation needs, housing needs, transportation issues, and the availability of public facilities and services. The Future Land Use Element guides zoning regulations, as zoning is used to implement the future land use categories identified in the Element. This Data, Inventory and Analysis (DIA) Report supplies an inventory of existing and future land use conditions and takes into consideration population projections, vacant and developable lands, environmental considerations, and areas identified for more intense development.

EXISTING LAND USE CONDITIONS

[Rule 9J-5.006(1)]

An evaluation of the City's current land use and development patterns is the initial step in formulating goals and a vision for future growth patterns. This analysis includes reviewing the existing land uses, the amount and location of each use and how much vacant land is available in the City for future development. Table 1-1 identifies the existing land uses in the City and the acreage of each use. Approximately 15 percent of the City's land is currently vacant. A detailed analysis of vacant lands is provided later in this Report.

The City of Sanford consists of approximately 14,402 acres. Excluding roads and rights-of-way, there are 12,452 acres of parcels in the City. Roughly one-quarter of the City's land area is currently identified as a residential use. Nearly 17 percent of the City is identified as public facility, a higher percentage than is typically found in jurisdictions of similar size and population to Sanford. The significant portion of land within this classification is largely due to the Orlando Sanford International Airport's location within the City.

Commercial uses in the City are clustered along US 17-92, in the downtown/waterfront area, and in the City's western areas in the I-4 vicinity. The majority of vacant lands are in the recently annexed areas, in the City's southern and western areas. Nearly all of the public facility land use is in the eastern portion of the City where the airport is located. Industrial uses are concentrated in the southeastern and western areas of the City. Residential uses are spread throughout the City.

**Table 1-1
Existing Land Use Categories**

Code	Existing Land Use Category	Acres	Percent of Total
RES-SF	Single Family Residential	2,894.03	23.24%
RES-MF	Multi-Family Residential	625.77	5.03%
RES-MH	Medium High Residential	98.46	0.79%
COM	Commercial	944.01	7.58%
OFF	Office	130.39	1.05%
IND	Industrial	636.49	5.11%
INS	Institutional	199.08	1.60%
SCHOOL	Public Schools	437.50	3.51%
PUBFACIL	Public Facility	2,078.77	16.69%
PUBSRVC	Public Service	413.77	3.32%
REC	Recreational	229.02	1.84%
CONS	Conservation	1,265.51	10.16%
AG	Agricultural	554.54	4.45%
VACANT	Vacant	1,944.85	15.62%
Total		12,452.19	100.00%

Source: City of Sanford GIS information

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Table 1-2 identifies the future land use categories within the City and the acreage associated with each. Airport Industry & Commerce is the largest category, mainly because the Orlando Sanford International Airport is located within the City. The second most predominant future land use category in the City is low density residential-single family.

**Table 1-2
Future Land Use Categories**

Code	Future Land Use Category	Acres	Percent of Total
LDRSF	Low Density Residential Single Family	2,410.16	19.36%
MDR 10	Medium Density Residential (up to 10 du/ac)	338.09	2.72%
MDR 15	Medium Density Residential (up to 15 du/ac)	676.95	5.44%
HDR	High Density Residential	354.58	2.85%
SE	Suburban Estates	114.26	0.92%
LDRMH	Mobile Home	76.97	0.62%
NC	Neighborhood Commercial	126.13	1.01%
GC	General Commercial	758.35	6.09%
I	Industrial	684.26	5.50%
PSP	Public & Semi Public	680.03	5.46%
PRO	Park, Recreation & Open Space	285.42	2.29%
RP	Resource Protection	1256.54	10.09%
WDBD	Waterfront/Downtown Business District	523.38	4.20%
HI	I-4 High Intensity	441.09	3.54%
WIC	Westside Industry & Commerce	1,200.25	9.64%
AIC	Airport Industry & Commerce	2,415.21	19.40%
ROI	Residential/Office/Institutional	110.52	0.89%
Total		12,452.19	100.00%

Source: City Sanford GIS information

POPULATION HISTORY, TRENDS AND PROJECTIONS

[Rule 9J-5.006(1)(g)]

Table 1-3 identifies historical population trends in the County and the City. Both jurisdictions have experienced rapid population growth since 1980. Seminole County has experienced a population increase of nearly 128 percent while the City has increased nearly 118 percent. Between 1980 and 2007 the City has contained between 10 and 13 percent of the total County population. The 2007 population estimate for Sanford was 50,468, a significant increase over the 2000 Census figure of 38,291. The County's population growth rate was slower during this time period, increasing 12 percent compared to the City's 32 percent growth rate.

**Table 1-3
Historical Population Growth
City of Sanford vs. Seminole County**

Year	Seminole County Population	City of Sanford Population	Sanford (Percent of County Total)
1980	179,752	23,176	12.89%
1990	287,529	32,387	11.26%
2000	365,196	38,291	10.49%
2007	409,509	50,468	12.32%

Source: US Bureau of the Census, 1980, 1990, 2000; Population Estimate for 2007

Population Projections. Seminole County and the City of Sanford have experienced significant population growth over the last few decades. Table 1-4 presents the projected population of Seminole County through 2025. The County is projected to experience sustained population growth through 2025, increasing from 411,739 in 2005 to 580,406 in 2025.

**Table 1-4
Population Estimates for Seminole County**

Year	Population	Gross Change	Percent Change
2000 ^A	365,196	-	-
2005 ^B	411,739	46,543	12.74%
2010 ^B	460,005	48,266	11.72%
2015 ^B	504,099	44,094	9.59%
2020 ^B	544,700	40,601	8.05%
2025 ^B	580,406	35,706	6.56%

Notes:

A = US Bureau of the Census, 2000

B = Florida Housing Data Clearinghouse Projection

The City of Sanford is projected to see a slightly higher rate of population growth through 2025 than the County. The City's population in 2025 is projected to be 78,611, compared to 48,801 in 2005. Based on the limited availability of vacant land, future growth will likely be focused in the identified activity centers and in the form of redevelopment and infill development. The population figures and estimates in Table 1-5 were obtained from the U.S. Bureau of the Census and the City's Water Supply Facilities Plan. Population growth rates are anticipated to decrease through 2030, as the amount of vacant developable land continues to decrease.

**Table 1-5
Population Estimates for Sanford**

Year	Population	Gross Change	Percent Change
2000 ^A	38,291	-	-
2005 ^B	49,251	10,960	2.86%
2010 ^B	57,203	7,952	16.1%
2015 ^B	64,837	7,634	13.3%
2020 ^B	72,068	7,231	11.1%
2025 ^B	78,611	6,543	9.1%

Notes:

A = US Bureau of the Census, 2000

B = Florida Housing Data Clearinghouse, 2008

AVAILABILITY OF PUBLIC FACILITIES AND SERVICES

[Rule 9J-5.006(2)(a)]

A review of public facilities and services is needed in order to determine if future growth can adequately be accommodated. This section analyzes the public facilities and services to determine if they are adequate to accommodate anticipated growth or if improvements to these systems are needed.

Roadways. Major thoroughfares serving the City of Sanford include I-4, Toll 417 (the Seminole Expressway), US 17-92, SR 46, CR 15, CR 46A, CR 425, and CR 427A. Roadways in the City are currently meeting the LOS standards except for the segment of US 17-92 between Lake Mary Boulevard and Airport Boulevard. The following project has been identified with funding in the MetroPlan Long Range Transportation Plan to address this deficiency:

- US 17-92- widening to six lanes from Shepard Road to CR 427

The City has recently implemented a Transportation Concurrency Exception Area (TCEA) along US 17-92. This corridor is one of three Community Redevelopment Area's (CRA) located within the City. The US 17-92 CRA is a linear CRA beginning at 1st Street and continuing to the southern city limit. Designating this CRA as a TCEA will allow for redevelopment in the area and promote additional means of transportation to serve the increased growth. Without the implementation of the TCEA, infill and redevelopment would be hindered by concurrency issues.

Transit. The City of Sanford is served by LYNX, the regional system. LYNX operates the following bus routes through the City:

- Route 34: Connects the downtown area of Sanford and the Central Florida Regional Hospital with the Georgetown and Goldsboro neighborhoods in Sanford and the Midway neighborhood in Seminole County. The route operates Monday through Saturday and runs every other hour.

- Route 45: Serves southern Sanford, from the Seminole Center and runs along Lake Mary Boulevard. The route operates Monday through Saturday and runs every hour.
- Route 46: Serves much of the City, starting at the Seminole Center, passing by the Central Florida Regional Hospital and running along the western portion of SR 46 corridor the Seminole Towne Center Mall. The route operates seven days a week and runs every hour.
- Route 103: This route begins at the Seminole Center and serves the southern portion of the City along US 17-92 and the Seminole Community College. The route connects with Route 102 to provide service to downtown Orlando and operates seven days a week and runs every half hour.

Another form of transit being considered is the Central Florida Commuter Rail. This project is a proposed commuter rail service operating along 61 miles of track between Volusia and Osceola County, with a stop proposed in the City of Sanford west of the US 17-92 TCEA. The rail would provide access to downtown Orlando and potentially minimize congestion along I-4.

Potable Water. The City's potable water supply is retrieved from the Floridan Aquifer. This groundwater is the primary source of potable water for the City of Sanford. The City's Consumptive Use Permit (CUP) Number 162 allocates a withdrawal of up to 3,496.7 million gallons per year (MGY), which equates to approximately 9.58 million gallons per day (MGD). The permit is processed and managed through the St. Johns River Water Management District (SJRWMD) and will expire on February 8, 2026.

The potable water system is structured to accommodate an entire service area instead of smaller individual areas that comprise the entirety of a service area. This approach avoids one individual facility providing service to a specific area, rather all facilities function to serve the entire system. This approach allows the City to deliver high quality water service to customers and allows problems to be isolated and corrected quickly. The current underground storage capacity for the system is 4.0 million gallons (MG), with an additional 0.5 MG of elevated storage. The City's primary source for potable water storage is at the Water Treatment Plants. The Main Water Treatment Plant has 1.5 MG of ground storage, the Auxiliary Plant provides another 1.5 MG of ground storage, and the City operates another 1.0 MG of ground storage. The total designed capacity of the City's potable water system is 20.74 MGD.

The 2008 projected potable water demand is 7.783 MGD, within the permitted withdrawal amount. To further reduce potable water demands, the City is a part of the Tri-Party Agreement between the City, Lake Mary and Seminole County, to establish coordination mechanisms for the expansion of reclaimed/reuse water facilities.

Sanitary Sewer. Two wastewater treatment plants serve the City's service area, the Sanford North Water Reclamation Facility (SNWRF) and the Sanford South Water Resource Center. The SNWRF has a permitted and designed capacity of 7.3 MGD and the Sanford South Water Resource Center has a capacity of 2.0 MGD, however, the total designed capacity is 6.0 MGD. The additional 4.0 MGD is anticipated to come online by the year 2011.

The 12 month trailing average of wastewater collected, according to the Department of Water and Sewer Utilities, was 7.1 MGD as of May 2008. The system is currently operating at an LOS of 130.8 gallons per capita daily (GPCD), below the adopted LOS standard of 132 GPCD. The City anticipates additional wastewater treatment plant capacity of 4.0 MGD to come online by the year 2011.

Stormwater Drainage Facilities. A combination of natural and man-made drainage facilities provide stormwater drainage to the City. Because of topographic features and the City's location in the Middle St. John's River Basin, the stormwater system receives flows from areas located outside its boundaries. The stormwater system has been designed to accommodate a 25 year – 24 hour retention/detention of stormwater.

The Public Works Department is responsible for the stormwater system. The Department is in the process of completing several significant improvements to the system. The Cloud Branch 13th Street Outfall Project is adding additional reservoir capacity through the construction of two large ponds. In addition, the completion of two large box culverts will significantly enhance control and flow throughout the entire system. Also connecting with the Cloud Branch 13th Street project is the addition of another drainage line just east of US 17-92 to provide better drainage along the roadway. Several other recently completed projects have enclosed open drainage ditches along roadways which provide additional stormwater drainage capacity.

Solid Waste. Solid Waste service is operated by Seminole County. The County maintains and operates two solid waste facilities, the Osceola Road Landfill (ORL) which is the County's main solid waste facility, and the Central Transfer Station (CTS). The Osceola Road Landfill is located in the northeastern portion of the County and provides disposal and recycling services to the entire County. The Central Transfer Station is located in the center of the County, where it is easily accessible to a majority of the County's urban areas. The CTS is an essential part to the County's waste management system because it provides a central point at which solid waste generated from the municipalities within the County can deposit solid waste before it is transferred to the ORL.

The Florida Department of Environmental Protection collects data on solid waste facilities within each county in the State. The latest data numbers for Seminole County are for the year 2006. For the year ending in December 2006, the ORL contained 423,553 tons of solid waste. The total amount of solid waste recycled was 150,339 tons, for a County solid waste generation of 573,892 tons.

Parks and Recreation. The City is currently meeting the LOS standard for recreation and open space. The adopted LOS standard is 4 acres per 1,000 persons. Based on the 2007 population estimate and the amount of existing recreation and open space, the City is operating at a LOS of approximately 5.6 acres per 1,000 persons.

ANALYSIS OF UNDEVELOPED LANDS

[Rule 9J-5.006(2)(b)]

The City of Sanford is approaching buildout, with more than 80 percent of the City's land currently developed. There are 2,264.2 acres of vacant developable land, which

constitutes 15.7 percent of the City's total land area. The following provides a breakdown of the existing vacant developable lands by land use:

- Vacant Residential = 503.3 acres
- Vacant Mixed-Use = 554.7 acres
- Vacant Non-Residential = 2,264.2 acres
- **Total = 2,264.2 acres**

Table 1-6 identifies the potential increase in housing units based on vacant and the respective maximum allowable density. These future land use categories could supply a maximum of 12,203 additional dwelling units based on allowable density and vacant acreage. Based on projected population growth, this will be sufficient to accommodate growth.

**Table 1-6
Potential Housing Units**

Land Use	Vacant, Developable Land (acres)	Maximum Density (du/acre)	Potential Housing Units ²
Low Density Residential - Single Family	11.96	6	72
Medium Density Residential - 10	112.90	10	1,129
Medium Density Residential - 15	178.23	15	2,673
High Density Residential - 20	83.12	20	1,662
Waterfront/Downtown Business District ¹	103.91	50	1,039
I-4 High Intensity ¹	39.99	50	1,000
Westside Industry & Commerce ¹	304.72	20	3,047
Airport Industry & Commerce ¹	79.0	50	1,580
Residential/Office/Institutional ¹	27.08	20	190
General Commercial ¹	214.66	20	601
Total	1,155.57	--	12,993

Source: GIS Data provided by the City of Sanford

¹Assumes maximum residential as 40 percent of total FAR permitted within each mixed use district.

²Rounded to nearest whole number.

HISTORIC AND ARCHAEOLOGICAL RESOURCES

[Rule 9J-5.006(1)]

The City has a Historic Preservation Board that regulates the City's historic districts. The City is also one of 57 Certified Local Governments in the State. The Certified Local Government (CLG) Program provides for coordination between the federal government, state government, and local government for the identification, evaluation and protection of historic properties. CLG's are eligible for matching grants funded by the Bureau of Historic Preservation to assist with these activities.

The City has two historic districts, the Sanford Commercial District and the Sanford Residential Historic District. The National Register of Historic Places identified five historic structures in the City. Tables 1-7 and 1-8 provide information on these structures and districts.

**Table 1-7
Identified Historic Structures**

Structure	Address	Year Listed
Old Fernald- Laughton Memorial Hospital	500 S. Oak Avenue	1987
Ritz Theater	201 S. Magnolia Avenue	2001
Sanford Grammar School	7th and Myrtle Streets	1984
Seminole County Home	300 Bush Boulevard	1999
St. James A.M.E. Church	819 Cypress Avenue	1992

Source: National Register of Historic Places

**Table 1-8
Identified Historic Districts**

Structure	Address	Year Listed
Sanford Commercial District	Portions of 1st, 2nd, and Commercial Streets between Palmetto and Oak Avenue	1976
Sanford Residential Historic District	Roughly bounded by Sanford Avenue, 14th St., Elm Avenue, and 3rd Street	1989

Source: National Register of Historic Places

REDEVELOPMENT OPPORTUNITIES

[Rule 9J-5.006(2)(d)]

Redevelopment and urban infill are two methods of future development that have been identified by the City as integral to maintaining future growth. The City does not contain significant areas of vacant land, so much of the future growth will occur in the form of redevelopment projects. In order to encourage redevelopment, the City has implemented tools in specified corridors to focus growth. These include the Lake Monroe Waterfront and Downtown Sanford CRA/TCEA, the Seminole Towne Center CRA, the US 17-92 CRA/TCEA, and the area surrounding the Orlando Sanford International Airport. The City's policies relating to redevelopment and infill development have been designed to provide incentives and to encourage the pursuit of multi-modal transportation opportunities. The following section provides details on the City's three CRA's:

- Lake Monroe Waterfront and Downtown Sanford CRA
This CRA includes the historic residential and commercial areas and the corridor located to the south of Lake Monroe. Redevelopment is envisioned to consist primarily of local residential or commercial projects that are in character with existing development.
- Seminole Towne Center CRA
This CRA surrounds the Seminole Town Center Mall and Towne Center Boulevard. This CRA promotes large-scale commercial development and high-density residential development.
- US 17-92 Corridor CRA

This CRA is located along US 17-92 between 1st Street and the southern City Limits. A TCEA is in place along this corridor to promote multi-modal transportation and redevelopment. The TCEA assists the City with redevelopment efforts by allowing development that could otherwise be restricted due to existing transportation concurrency issues.

The City has also created activity centers to focus high density residential development. Some activity centers allow for residential densities up to 50 dwelling units per acre. The activity centers allow for a mixture of uses, potentially reducing the number and length of automobile trips. The following activity centers and mixed-use districts are located within the City:

- I-4 High Intensity: A density of up to 50 du/acre
- Waterfront/Downtown Business District: A density of up to 50 du/acre
- Westside Industry & Commerce: A density of up to 20 du/acre
- Airport Industry & Commerce: A density of up to 50 du/acre
- Residential/Office/Institutional: A density of up to 20 du/acre

AFFORDABLE HOUSING

According to the Florida Housing Database Clearinghouse (FHDC), although summary indicators can provide a measure of the overall housing need, targeting housing assistance appropriately often requires a more detailed analysis on the income variation within the total number of low-income, severely cost-burdened households. The FHDC provides the following two reasons why this detailed analysis is important:

- 1) If needs are to be addressed through construction of new units, income variation within low-income households means that not all new rent- or price-restricted units will be affordable to all households. For example, a household at 30 percent area median income (AMI) would still pay more than half of its income for rent in an apartment with rent set for households with incomes of 60 percent AMI.
- 2) A number of housing programs, such as the Low Income Housing Tax Credit and, in most cases, Section 8 Housing Vouchers, set income limits below 80 percent of area median.

Through 2025 the number of households considered to be cost-burdened is expected to increase. The Housing Data, Inventory and Analysis Report provides specific breakdowns of affordable housing needs in the City and provides an analysis based on the two previous points.

ENVIRONMENTAL LAND USE ISSUES

[Rule 9J-5.006(2)(e)]

Despite the level of development within the City, there are areas of environmental significance that need to be taken into consideration as the City continues to grow. Monitoring and protection of these areas need to be ongoing. This section describes the conclusions and recommendations for preservation of natural resources within the City

consistent with the City's vision for land use. The Conservation Element of this Comprehensive Plan provides more detailed information of the environmental resources and concerns summarized below.

Overall, environmental conditions and conservation efforts in the City are being successfully implemented and the City is meeting adopted environmental standards. Lake Monroe is currently at acceptable water quality levels and the City continues to coordinate with the County and environmental agencies to monitor and improve conditions on both Lake Monroe and Lake Jesup. Protection of lands near Lake Monroe and other open spaces throughout the City will provide shelter for wildlife and native habitats. Potable water supplies are adequately meeting demand and the City has entered into an interlocal agreement to enhance the supply of reuse water. Ozone level and particulate matter standards set forth by the EPA are being met. As growth continues, the City will need to continue current efforts and adjust to changing conditions to continue to meet environmental regulations. The City's future land use map identifies Resource Protection Areas and Park/Recreation & Open Space. The City will maintain efforts to preserve these areas.

FUTURE LAND USE

The City's adopted Future Land Use Map currently contains the following 16 future land use categories/designations:

- Mobile Home
- Suburban Estates
- Low Density Residential Single Family
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- General Commercial
- Industrial
- Airport Industry & Commerce
- Residential/Office/Institutional
- I-4 High Intensity
- Waterfront/Downtown Business District
- Westside Industry & Commerce
- Public & Semi-Public
- Park/Recreation & Open Space
- Resource Protection

The following provides a brief description of the City's future land use categories/designations.

Mobile Home. This classification allows for mobile home parks with a density up to six dwelling units per acre.

Suburban Estates. This district is intended to protect land with soils productive for agricultural use. Residential density in this category is limited to one dwelling unit per acre.

Low Density Residential Single Family. These areas have been identified for single-family development with a maximum density of six dwelling units per acre.

Medium Density Residential. The two medium density residential categories allow for up to ten dwelling units per acre and 15 dwelling units per acre. This category allows for single-family and multi-family development.

High Density Residential. This classification allows for residential development up to 20 dwelling units per acre. These areas are to be accessible to existing or future major thoroughfares with adequate public facilities to accommodate this intensity of development.

Neighborhood Commercial. This classification allows for commercial development with an FAR up to 0.35. Commercial uses within this classification are intended to serve neighborhood needs and be located near major thoroughfares and residential neighborhoods.

General Commercial. This classification allows for commercial development with an FAR up to 0.35. This district accommodates commercial uses that are community-oriented and highway-oriented and allows a mix of uses including residential at 20 dwelling units per acre.

Industrial. This classification allows for industrial uses accessible to air, rail and highway transport facilities. Allowable uses include manufacturing, assembling and distribution activities, warehousing and storage activities, and other similar land uses. The maximum FAR is 0.50.

Airport Industry & Commerce. This classification is a mixed-use district surrounding the Orlando Sanford International Airport. The maximum FAR for commercial and industrial development is 1.0. Residential uses are also permitted at a density up to 50 dwelling units per acre.

Residential/Office/Institutional. This mixed-use classification allows for residential office and institutional uses. The maximum floor-to-area (FAR) ratio for non-residential development is 0.35 and residential development up to 20 dwelling units per acre.

I-4 High Intensity. This classification is a mixed-use designation in the vicinity of the I-4/SR 46 Interchange. Non-residential development is permissible up to an FAR of 1.0 and residential development is permissible up to 50 dwelling units per acre.

Waterfront/Downtown Business District. This classification allows for residential, governmental, cultural, institutional, and commercial activities within the waterfront and downtown areas of Sanford. Revitalization, redevelopment and infill development are encouraged in this district. Maximum FAR's and densities vary throughout the district, with the maximum being an FAR of 2.0 and a residential density of 50 dwelling units per acre.

Westside Industry & Commerce. This classification allows for a mixture of commercial and industrial uses in the vicinity of the West SR 46 corridor. The maximum FAR for commercial and industrial development is 0.50. Residential uses are also permitted at a density up to 20 dwelling units per acre.

The previous classifications are the City's five mixed-use designations. These areas are primarily employment centers; however, a mix of uses including residential supports a strong community and the City's smart growth objectives. The following is the recommended distribution of uses within each classification:

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	1.0 FAR 30% / 70%	1.0 FAR 0% / 10%	50 du/acre 10% / 40%
	Westside Industry & Commerce	WIC	0.500.35 FAR15% /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% / 50%	1.0 FAR 50% / 75%	50 du/acre (MF) 1 du/acre (SF) 0% / 10%

Public & Semi-Public. This classification includes public and semi-public uses such as governmental administration buildings, public schools, medical and health facilities, cemeteries, fire and emergency services, etc. The maximum allowable FAR is 0.35.

Park/Recreation & Open Space. This classification identifies areas in the City for recreational areas and open space.

Resource Protection. This classification was established to allow for the preservation of natural systems including environmentally sensitive wetlands and other areas important for conservation purposes. Development is heavily restricted in this district.

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ANNEXATION

The City has annexed a significant amount of unincorporated land into the City since 2000, totaling more than 2,000 acres. More than half of the annexations, in terms of acreage, occurred between 2000 and 2002, and annexation during the past few years has declined. It is likely annexations will continue, but at a slower rate. New development is likely to occur because of infill, redevelopment and higher density development within the existing City limits. Table 1-9 identifies annexations since the year 2000.

**Table 1-9
Annexation since 2000**

Year	Number of Annexations	Acres
2000	24	234
2001	34	587
2002	32	322
2003	27	266
2004	43	292
2005	22	150
2006	31	133
2007	23	107
Total	236	2,091

Source: City of Sanford Planning Department, 2007

SUMMARY

The City has a variety of future land uses to direct growth into more compact and mixed-use forms. Activity centers, mixed-use districts, Community Redevelopment Areas and Transportation Concurrency Exception Areas are all planning tools the City has developed to successfully accommodate future growth. Vacant land is very limited in the City, accounting for less than 20 percent of the total land area. Much of the vacant land has development planned or already underway. Based on an analysis of vacant residential land uses and the five categories for higher intensity, mixed-use development, the City has adequate planning tools available to maintain projected growth rates.