

wildwood-fl.gov
Area Code: 352
Zip Code: 34785

CITY HALL
100 N. Main Street
330-1330 Phone
330-1338 Fax

CITY MANAGER
Extension 109

CITY CLERK/FINANCE
Extension 100

CUSTOMER SERVICE
(Utility Accounts/TDD)
Extension 130

DEVELOPMENT SERVICES
Planning/Zoning/Concurrency
Extension 118
330-1334 Fax

HUMAN RESOURCES
Extension 105
330-1339 Fax

**PARKS & RECREATION
COMMUNITY CENTER**
Reservations:
Extension 114

POLICE
100 E. Huey Street
330-1355
330-1358 Fax

PUBLIC WORKS
410 Grey Street
330-1343
330-1353 Fax

WASTEWATER
1290 Industrial Drive
330-1349
330-1350 Fax

WATER
801 E. Huey Street
330-1346
330-1347 Fax

AGENDA

March 6th, 2012 at 3:00 pm

PLANNING & ZONING BOARD/SPECIAL MAGISTRATE

1. CALL TO ORDER: Planning & Zoning Board as Local Planning Agency

Approval of minutes from the February 7th, 2012 Planning and Zoning Board as Local Planning Agency.

2. OLD BUSINESS:

None

3. NEW BUSINESS:

CP 1201-03 301/466 LLC Large Scale Comprehensive Plan Amendment

Large-scale land use change from Oxford Neighborhood Mixed Use (ONMU) to Low Density Residential (LDR).

CP 1202-01 Capital Improvement Element Update

Approval and favorable recommendation to the City Commission of Ordinance O2012-13 modifying the five-year Capital Improvement Schedule of the Capital Improvement Element of the Comprehensive Plan as required by Section 163.3177(3)(b), Florida Statutes.

CP 1202-02 Text Amendment to the Comprehensive Plan

Approval and favorable recommendation to the City Commission of Ordinance O2012-15 proposing text amendments to the Future Land Use, Transportation, Intergovernmental Coordination, Capital Improvements, and Public Schools Facilities Elements of the Adopted

AGENDA
March 6th, 2012 at 3:00 pm

PLANNING & ZONING BOARD/SPECIAL MAGISTRATE

Local Comprehensive Plan in accordance with the
Community Planning Act of 2011.

4. FORUM

5. ADJOURMENT:

APPEAL: NECESSITY OF RECORD. In order to appeal the Board/Special Magistrate's decision of this matter, a verbatim record of the proceedings is required. The Board/Special Magistrate assumes no responsibility for furnishing said record.

**City of Wildwood
Planning and Zoning Board/Special Magistrate
Acting as the Local Planning Agency
February 7, 2012**

The meeting of the Planning and Zoning Board as Local Planning Agency/Special Magistrate for the City of Wildwood convened on Tuesday, February 7, 2012 in the Commission Chamber of City Hall, 100 North Main Street, Wildwood, Florida.

City Representatives Present: Special Magistrate Archie O. Lowry, Jr.; Melanie Peavy, Development Services Director; Jason McHugh, Development Services Coordinator; and Paul Ketz, Senior Development Specialist.

The hearing was called to order at 3:00 p.m. by Special Magistrate Archie O. Lowry.

Melanie Peavy and Jason McHugh were sworn in at this time.

It was noted that minutes for the previous Planning and Zoning Board acting as the Local Planning Agency (LPA) meeting of July 5, 2011 were approved at the regular Planning and Zoning Board/Special Magistrate meeting of August 9, 2011.

Old Business:

NONE

New Business:

CP 1201-01 MICO Customs @ Shamrock Industrial Park

City-initiated small-scale land use change from Commercial (COM) to Industrial (I).

Melanie Peavy: Introduced herself and read excerpts from the staff report into the record to present the case before the Planning and Zoning Board. Staff recommends approval of the small-scale comprehensive plan amendment and Ordinance O2012-08.

Special Magistrate: Was this a previous oversight?

Melanie Peavy: Was not aware of the cause of the error; gave a short chronology on how the property was annexed into the City. Presented the balance of the case at this time.

Special Magistrate: The Amendment will not have an adverse impact on environmentally sensitive systems?

Melanie Peavy: No.

Special Magistrate: Is there anyone here to speak in favor or opposition to the project?

No one stepped forward from the public at this time.

Special Magistrate: Any other comments or questions on this case? Hearing none, based upon the testimony and information received in this case, I recommend approval of the

comprehensive plan amendment, based on the criteria in section 1.7 (D) of the Land Development Regulations.

CP 1201-02 Shamrock Industrial Park

City-initiated small-scale land use change from Commercial (COM) to Industrial (I).

Melanie Peavy: Read excerpts from the staff report into the record to present the case before the Planning and Zoning Board. Staff recommends approval of the small-scale comprehensive plan amendment and Ordinance O2012-10. These parcels are being brought forward to clear up the balance of the zoning in the Industrial Park.

Special Magistrate: How many requests have we had for small-scale amendments?

Melanie Peavy: None in January. However, the limitation on number and acreage no longer exist as of 2011.

Special Magistrate: And this is not in an area of critical State concern?

Melanie Peavy: No.

Special Magistrate: Is there anyone here to speak in favor or opposition to the project?

No one stepped forward from the public at this time.

Special Magistrate: Any other comments or questions on this case? Hearing none, based upon the testimony and information received in this case, I recommend approval of the comprehensive plan amendment, based on the criteria in section 1.7 (D) of the Land Development Regulations.

Special Magistrate: Is there any other business to come before me today?

Melanie Peavy: Request that the staff reports for both of these cases be included as part of the record.

Special Magistrate: So ordered. Any other business?

With no further business to discuss, the Planning and Zoning Board/Special Magistrate meeting for the City of Wildwood was adjourned at approximately 3:10 p.m.

Date

Archie O. Lowry, Jr., Special Magistrate
City of Wildwood, Florida

City of Wildwood

2012 Comprehensive Plan Amendments

Summary of Proposed Amendments

The 2012 Comprehensive Plan Amendments have been divided into three separate ordinances. Ordinance O2012-13 updates the 5-Year Schedule of Capital Improvements; Ordinance O2012-14 concerns a Future Land Use Map Amendment for 301/466 LLC; and Ordinance O2012-15 proposes text amendments to the Future Land Use, Transportation, Capital Improvements, Intergovernmental Coordination, and Public Schools Facilities Element.

Ordinance O2012-13

The 5-year Schedule of Capital Improvements covers the period from FY 2011-2012 through 2015-2016 and has been adopted by Ordinance O2012-13. The Schedule is broken down to show project expenditures and the revenue sources associated with each project. Additionally, and although not required by the Statute, Tables 9.1A & 9.1B have been provided to demonstrate the financial feasibility of the projects contained in the Schedule.

The Schedule identifies transportation, water, wastewater and drainage projects that have commenced or are scheduled within the next 5 years. There have been no recreation, solid waste or public schools facilities projects identified within this period. All projects have been identified as funded or unfunded within the Tables provided.

The associated text amendments with the update to the Schedule are included in Ordinance O2012-15.

Ordinance O2012-14

Ordinance O2012-14 relates to the Future Land Use Map amendment from "Oxford Neighborhood Mixed Use" to "Low Density Residential" filed by 301/466 LLC. The potential development that could occur under the proposed future land use category is less than that which may have occurred under the current future land use category.

The applicant demonstrated in their application that the impacts to the City's public facilities (transportation, potable water, sanitary sewer, public schools) will decrease under the proposed future land use map designation.

Ordinance O2012-15

Over a year has passed since the City adopted the new Land Development Regulations to implement the 2035 Comprehensive Plan (adopted in July of 2011). Since adoption of the Comprehensive Plan, staff has had the opportunity to gauge the effectiveness of the policies in the Plan in guiding quality development within the City. Through meetings with numerous citizens, stakeholders, and potential developers within the City, staff has concluded that certain policy language in the Future Land Use Element inhibits growth and creativity and should be modified to allow for greater

market flexibility. The City believes the proposed modifications will not compromise the underlining intent of the Comprehensive Plan in promoting a balanced, equitable, efficient, and economically viable plan.

During the 2011 Florida Legislative Session, the Florida Legislature approved the Community Planning Act which provided a complete overhaul of Florida's growth management system. The focus of the Community Planning Act was to allow more local control of planning decisions. One of the significant components of the legislation was the elimination of mandatory concurrency requirements for transportation, parks and recreation, and public schools facilities.

Sumter County has eliminated the requirements for concurrency on transportation, parks and recreation, and public schools facilities. As recommended by City staff, the City Commission directed staff to eliminate concurrency requirements for transportation and public schools facilities and to maintain concurrency on parks and recreation facilities.

The City will still require traffic studies be included in certain development applications. The traffic study will be intended to analyze necessary operational and safety improvements (i.e. turn lanes, signalization, etc.) needed to accommodate the development. The City will also continue to monitor traffic conditions within the area by establishing a Congestion Management System. The City is fortunate to have interlocal agreements and outstanding relationships with Sumter County and the Lake-Sumter Metropolitan Transportation Organization. These relationships facilitate the creation of a consistent process, both within unincorporated Sumter County and with the City, of managing transportation systems.

The City will still abide by the policies and procedures contained in the Interlocal Agreement for Public Schools Facility Planning to coordinate with the Sumter County School Board public school facility needs. This agreement provides a mechanism under which the City and School Board will be able to monitor and meet the existing and future needs of our public school system.

A number of changes within the Future Land Use Element are proposed to allow greater market flexibility and to enhance the economic competitiveness of the City as a place to develop. In summary the list of changes are as follows:

The proposed amendments to the Future Land Use, Transportation, Intergovernmental Coordination, Capital Improvements, and Public Schools Facilities Elements are attached to Ordinance O2012-15. Deletions shown as ~~strike throughs~~ and additions shown as underlined. As previously stated, the purpose of these amendments are to allow greater flexibility, eliminate concurrency, and provide further guidance on selected areas. The amendments are as follows:

Future Land Use Element:

- 1) Replaced "projects" with "developments" for consistency with the Land Development Regulations;
- 2) Renumbered Polices where appropriate;
- 3) Eliminate **Rule 9J-5** references;

- 4) Modify **Policy 1.1.2** to clarify density calculation;
- 5) Modify **Policy 1.2.2** (Development Standards within the Oxford Sub-District) to provide additional criteria and standards for single use developments, interconnectivity, and mix of housing types;
- 6) Modify **Policy 1.2.3 and 1.2.4** (Oxford Neighborhood Mixed Use FLUM category) to provide greater flexibility;
- 7) Modify **Policy 1.2.6** (Development Standards within the Oxford Residential Mixed Use FLUM category) to delete the prohibition of stand-alone commercial buildings;
- 8) Modify **Policy 1.2.8** (Development Standards within the Oxford Neighborhood Commercial FLUM category) to eliminate the requirement of commercial on uses on first two floors of a building;
- 9) Modify **Policy 1.3.2** (Development Standards within the Central Sub-District) to provide additional criteria and standards for single use developments, interconnectivity, and mix of housing types;
- 10) Modify **Policy 1.3.3 and Policy 1.3.4** (Central Mixed Use FLUM category) to provide greater flexibility;
- 11) Modify **Policy 1.3.8** (Downtown Commercial FLUM category) to reduce maximum FAR to 2.0 and to provide greater flexibility;
- 12) Modify **Policy 1.4.2** (Development Standards within the Employment Center Sub-District) to provide additional criteria and standards for single use developments, interconnectivity, and mix of housing types;
- 13) Modify **Policy 1.4.3 and Policy 1.4.4** (Commercial Center Mixed Use FLUM category) to provide greater flexibility and eliminate prohibition of stand-alone residential buildings;
- 14) Modify **Policy 1.4.7 and Policy 1.4.8** (Employment Center Neighborhood Mixed Use FLUM category) to provide greater flexibility;
- 15) Modify **Policy 1.5.2** (Development Standards within the Wildwood South Sub-District) to provide additional criteria and standards for single use developments, interconnectivity, and mix of housing types;
- 16) Modify **Policy 1.5.3 and Policy 1.5.4** (South Wildwood Neighborhood Mixed Use FLUM category) to provide greater flexibility;
- 17) Modify **Objective 1.6** to clarify the objective as a public facilities and infrastructure planning purpose;
- 18) Modify **Policy 1.6.1** to be consistent with the objective and to require the City to prepare reports on potential infrastructure demand forecasts and for the analyses to be utilized in the preparation of the 5-Year Schedule of Capital Improvements;
- 19) Modify **Policy 1.10.10, Policy 1.10.11, Policy 1.10.12, and Policy 1.10.13** (Mixed Use Centers) to provide greater flexibility by encouraging rather than requiring higher density and intensity; deletion of the NMUC at CR 209 and CR 466; relocate and reclassify the MUC at CR 468 and the FTP; and
- 20) Modify **Policy 1.14.8** (Wetland mitigation) to eliminate requirement of wetland mitigation to occur on-site.

Transportation Element

- 1) Renumbered Polices where appropriate;
- 2) Eliminate **Rule 9J-5** references;
- 3) Modify **Policy 1.1.1** to change reference from “Concurrency Management System” to “Congestion Management Plan” and change replace CR 139 with Powell Road;
- 4) Modify **Policy 1.1.3** to reference traffic impact analyses criteria to be contained in the Land Development Regulations;
- 5) Delete **Policy 1.1.4** to delete concurrency requirement;
- 6) Update **Policy 1.2.1 and 1.2.2** to include the project contained in the 5 Year Schedule of Capital Improvements;
- 7) Modify **Policy 1.3.1** to change reference from “Concurrency Management System” to “Congestion Management Plan;”
- 8) Delete **Policy 1.3.3** to remove level of service mandate;
- 9) Modify **Policy 1.7.1** to change reference from “Concurrency Management System” to “Congestion Management Plan;”
- 10) Modify **Policy 1.9.2** to delay completion date of the pedestrian and bicycle master plan to 2015;
- 11) Delete **Policy 1.9.10 and 1.9.11** to remove concurrency and multi-modal mobility fee references;
- 12) Modify **Policy 1.9.12** to encourage rather than require transit supportive densities along transit corridors;
- 13) Modify **Objective 1.10** (Transportation Map series) to remove reference to Rule 9J-5
- 14) Modify **Policy 2.1.1** (Transportation funding sources) to include mobility fees as a potential option; and
- 15) Delete **Policy 2.1.4** to remove concurrency mandate;

Intergovernmental Coordination Element

- 1) Modify **Policy 1.5.1** (Calendar of Events) to remove “school concurrency report”

Capital Improvements Element

- 1) Modify **Policy 1.1.5** to update the fiscal years of 5-Year Transportation Improvement Plan;
- 2) Modify **Policy 1.3.1** to remove level of service standards (concurrency) for transportation and public schools;
- 3) Modify **Policy 1.4.4** to delete the term “Concurrency Management System;”
- 4) Clarify **Policy 1.4.6** to pertain only to infrastructure with adopted level of service standards;
- 5) Delete **Objective 1.6 and its Policies** (School Concurrency) to remove school concurrency requirement; and
- 6) Modify the **5-Year Schedule of Capital Improvements** consistent with Ordinance O2012-13.

Public Schools Facilities Element

- 1) Modify **Objective 1.1** to remove level of service standards reference;
- 2) Modify **Policy 1.1.1** to remove concurrency reference and to clarify ability of Commission to deny development application based on lack of school capacity;
- 3) Modify **Policy 1.4.1** to remove statutory reference;
- 4) Delete **Objective 1.5 and its Policies** to eliminate school concurrency

CITY OF WILDWOOD
Planning and Zoning Board/Special Magistrate

Case No: CP1201-03

Parcel Number(s): D18=041, D18=067, D18=068, D18=069, D18=040, and D18=064

Property Location: Northwest of the of CR 214 and US 301 intersection

Owner/Developer: 301/466, LLC - Albert Peek and Kirk Boone

Applicant: 301/466, LLC – Albert Peek and Kirk Boone

The applicant seeks approval and a favorable recommendation from the Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Large Scale Future Land Use Map Amendment to the adopted Comprehensive Plan.

The applicant seeks a land use amendment from "Oxford Neighborhood Mixed Use" to "Low Density Residential" on the 222 +/- acre subject property. The amendment would be adopted by Ordinance #02012-14.

The attached maps illustrate the property's location as well as the existing and proposed Future Land Use Map designations within the vicinity.

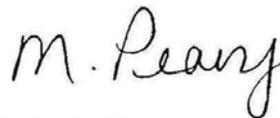
Staff recommends approval of Ordinance #02012-14 to be forwarded to the City Commission for transmittal to the state land planning agency for review for the following reasons:

- The applicant demonstrated that the impacts to the City's public facilities and services will decrease under the proposed Future Land Use Map designation;
- The applicant has demonstrated that the proposed land use does not meet the criteria for urban sprawl pursuant to F.S 163.3177(9)(a) and (b);
- The environmental characteristics of the subject parcel are suitable for development; and
- Approval of the amendment will not adversely affect surrounding property values.

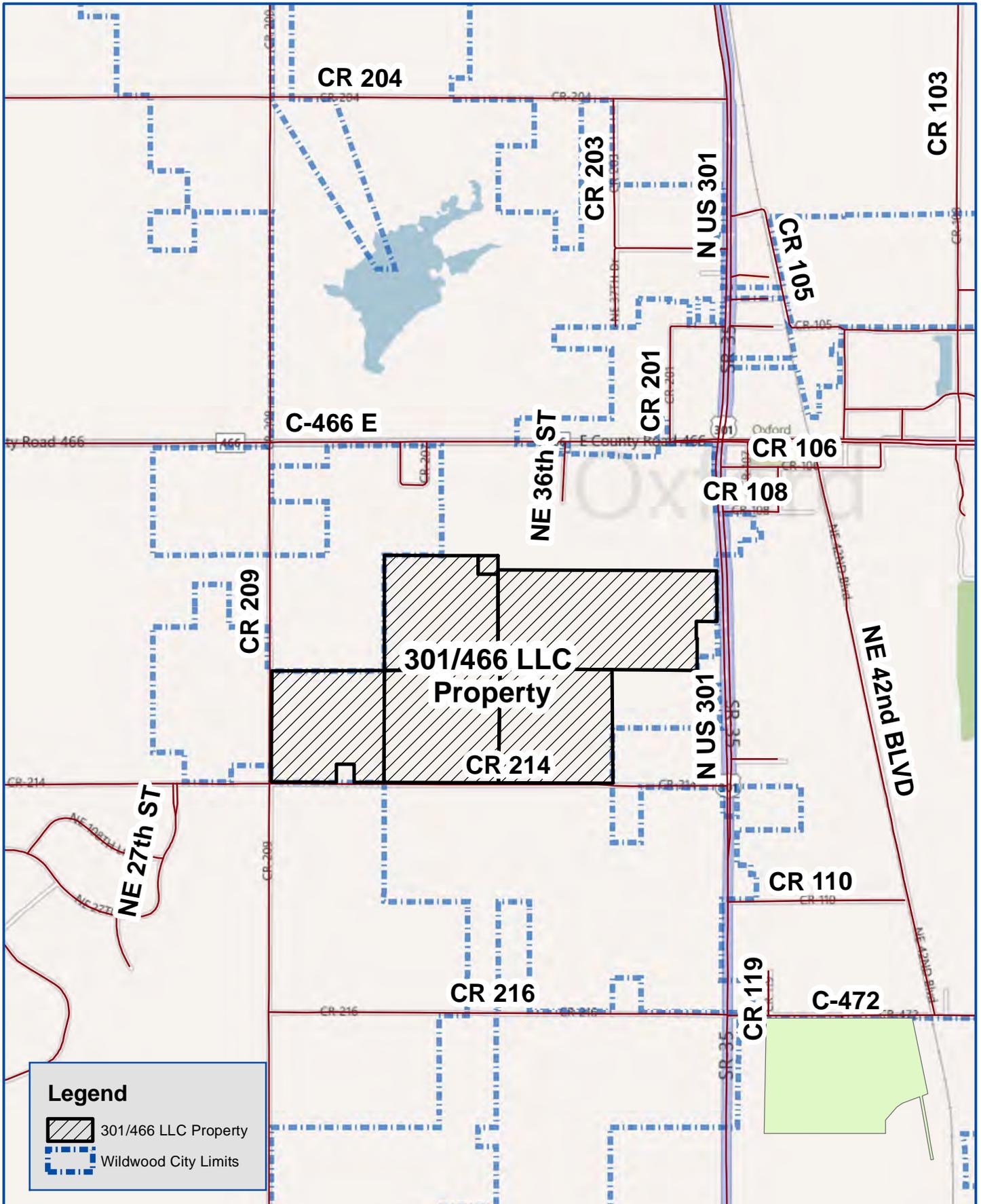
The Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency has a duty to review all comprehensive plan amendments and make recommendations to the City Commission.

This office has duly noticed this meeting as prescribed by City of Wildwood Code for PUBLIC NOTICES in the City of Wildwood. Notice of Hearing has been sent via Certified Mail to all property owners adjoining the property in question. Notice has been posted on the notice board at City Hall and on the bulletin board at the Wildwood Post Office. A notice of this meeting was published in a newspaper of general circulation (Daily Commercial) on February 24, 2012.

DATED: February 27, 2012



Melanie Peavy
Development Services Director



Legend

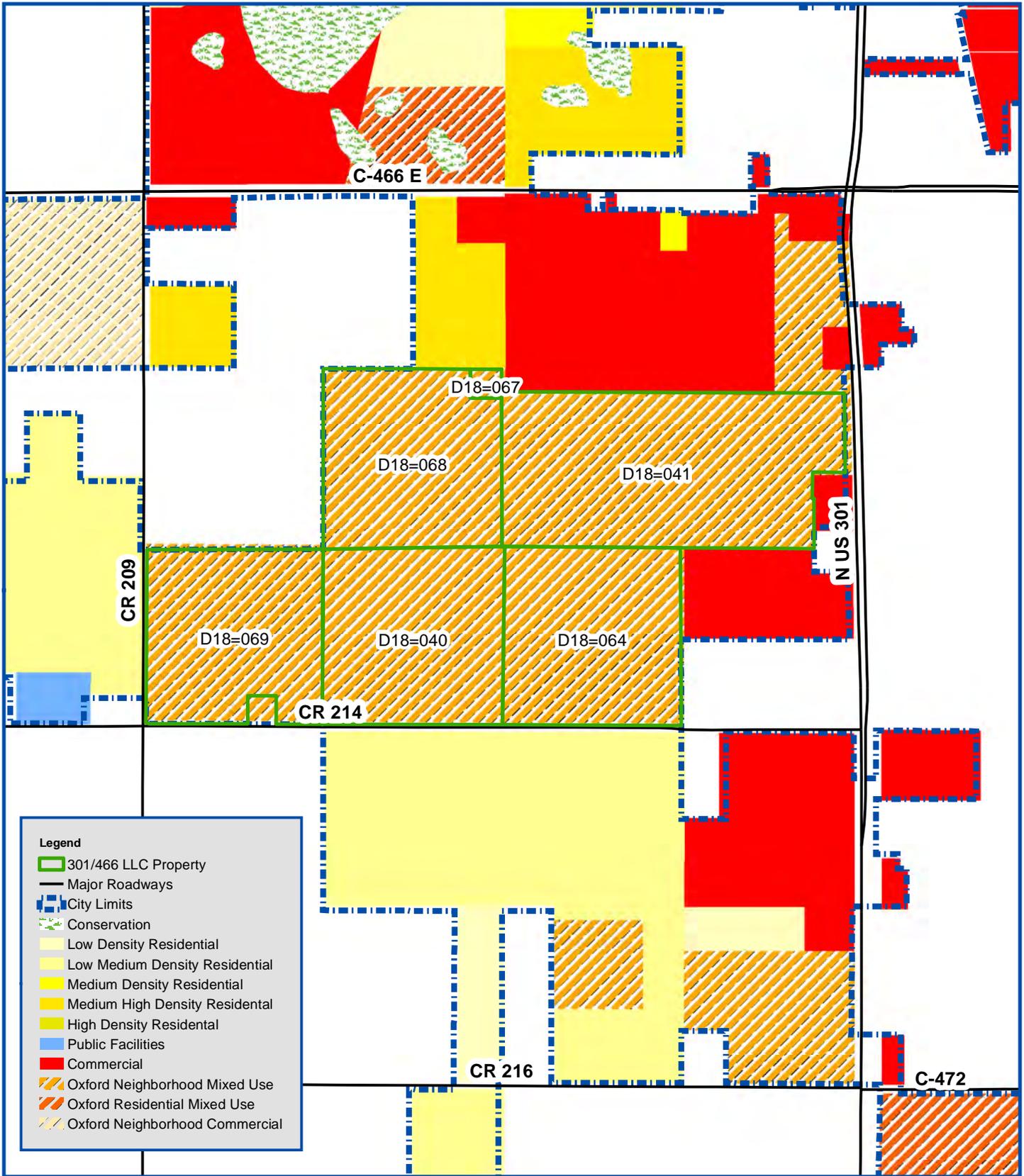
-  301/466 LLC Property
-  Wildwood City Limits



1 inch = 1,500 feet

City of Wildwood, Florida
301/466 LLC Property





1 inch = 1,000 feet

D18=067, D18=068, D18=041, D18=069, D18=040, D18=064
Large Scale Comp Plan Amendment 2012
Existing Future Land Use Map



ORDINANCE NO. O2012-14

AN ORDINANCE OF THE CITY OF WILDWOOD FLORIDA;
PROPOSING A LARGE SCALE FUTURE LAND USE MAP
AMENDMENT TO THE ADOPTED LOCAL
COMPREHENSIVE PLAN AND FUTURE LAND USE MAP
IN ACCORDANCE WITH THE COMMUNITY PLANNING
ACT OF 2011, AS AMENDED; PROVIDING FOR
CODIFICATION; PROVIDING FOR CONFLICT; AND
PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City of Wildwood, Florida, is proposing to amend the local Comprehensive Plan and Future Land Use Map of said City, to include land use amendment described as follows, to-wit:

301/466 LLC

Parcel Numbers: D18=069, D18=040, D18=064, D18=041, D18=067, & D18=068
Containing 222 acres +/-

PARCEL 1

THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT OF WAY.

PARCEL 2

NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, LESS ROAD RIGHT OF WAY OF U.S. HIGHWAY 301, AND LESS THE NORTH 165 FEET THEREOF, AND LESS: FOR A POINT OF REFERENCE COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 18, BEING A FLORIDA DEPARTMENT OF TRANSPORTATION NAIL IN THE PAVEMENT OF U.S. HIGHWAY NO. 301; THENCE S00°24'17"W ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 18, A DISTANCE OF 2,662.14 FEET TO THE EAST 1/4 SECTION CORNER OF SAID SECTION 18; THENCE S00°24'17"W ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 18, A DISTANCE OF 756.54 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°22'39"W A DISTANCE OF 111.98 FEET TO THE WEST RIGHT OF WAY LINE OF STATE ROAD NO. 35 (U.S. HIGHWAY NO. 301) PER ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 156, PAGE 570, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE S00°57'08"E ALONG SAID WEST RIGHT OF WAY LINE, A DISTANCE OF 3.66 FEET TO THE POINT OF BEGINNING; THENCE N89°22'32"W, A DISTANCE OF 240.25 FEET; THENCE S00°36'51"W, A DISTANCE OF 204.69 FEET TO THE NORTH LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 155, PAGE 73 OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE S89°20'28"E ALONG SAID NORTH LINE A DISTANCE

OF 245.84 FEET TO THE SAID WEST RIGHT OF WAY LINE OF STATE ROAD NO. 35 (U.S. HIGHWAY NO. 301); THENCE N00°57'08"W ALONG SAID WEST RIGHT OF WAY 204.92 FEET TO THE POINT OF BEGINNING. AND LESS ANY PORTION OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 155, PAGE 73 OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS: BEGINNING AT INTERSECTION OF THE WEST RIGHT OF WAY LINE OF WIRE ROAD (NOW KNOWN AS U.S. HIGHWAY 301) AND THE SOUTH LINE OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN THENCE NORTH 120 YARDS, THENCE WEST 100 YARDS, THENCE RUN SOUTH 180 YARDS, THENCE RUN EAST 100 YARDS, THENCE RUN NORTH 60 YARDS TO THE POINT OF BEGINNING.

PARCEL 3

THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT OF WAY.

PARCEL 4

BEGIN AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 IN SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, RUN 208.71 FEET WEST ALONG THE NORTH LINE OF SAID NORTHEAST 1/4 OF THE SOUTHWEST 1/4, THENCE RUN SOUTH 208.71 FEET, THENCE RUN EAST 208.71 FEET, THENCE RUN NORTH ALONG EAST LINE OF SAID NORTHEAST 1/4 OF THE SOUTHWEST 1/4 TO POINT OF BEGINNING.

PARCEL 5

NORTH 1/4 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, LESS 1 ACRE SQUARE IN NORTHEAST CORNER, SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND, THE SOUTH 3/4 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

PARCEL 6

THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 18, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT OF WAY.

This property is to be reclassified from City comprehensive plan category "Oxford Neighborhood Mixed Use" to City comprehensive plan category "Low Density Residential."

AND WHEREAS, the City is proposing to amend the Future Land Use Map to include the future land use of property that shall pertain and be applicable to said amendment.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED, by the City Commission of Wildwood, Florida, as follows:

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map is attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 2. With the recommendations of the City Commission, the proposed land use amendment is hereby transmitted by the City Commission to the state land planning agency.

SECTION 3. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 4. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 5. This Ordinance shall take effect upon its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2012, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

S E A L

ATTEST: _____
Joseph Jacobs, City Clerk

Ed Wolf, Mayor

First Reading: _____

Second Reading: _____

Approved as to form:

Jerri A. Blair, City Attorney

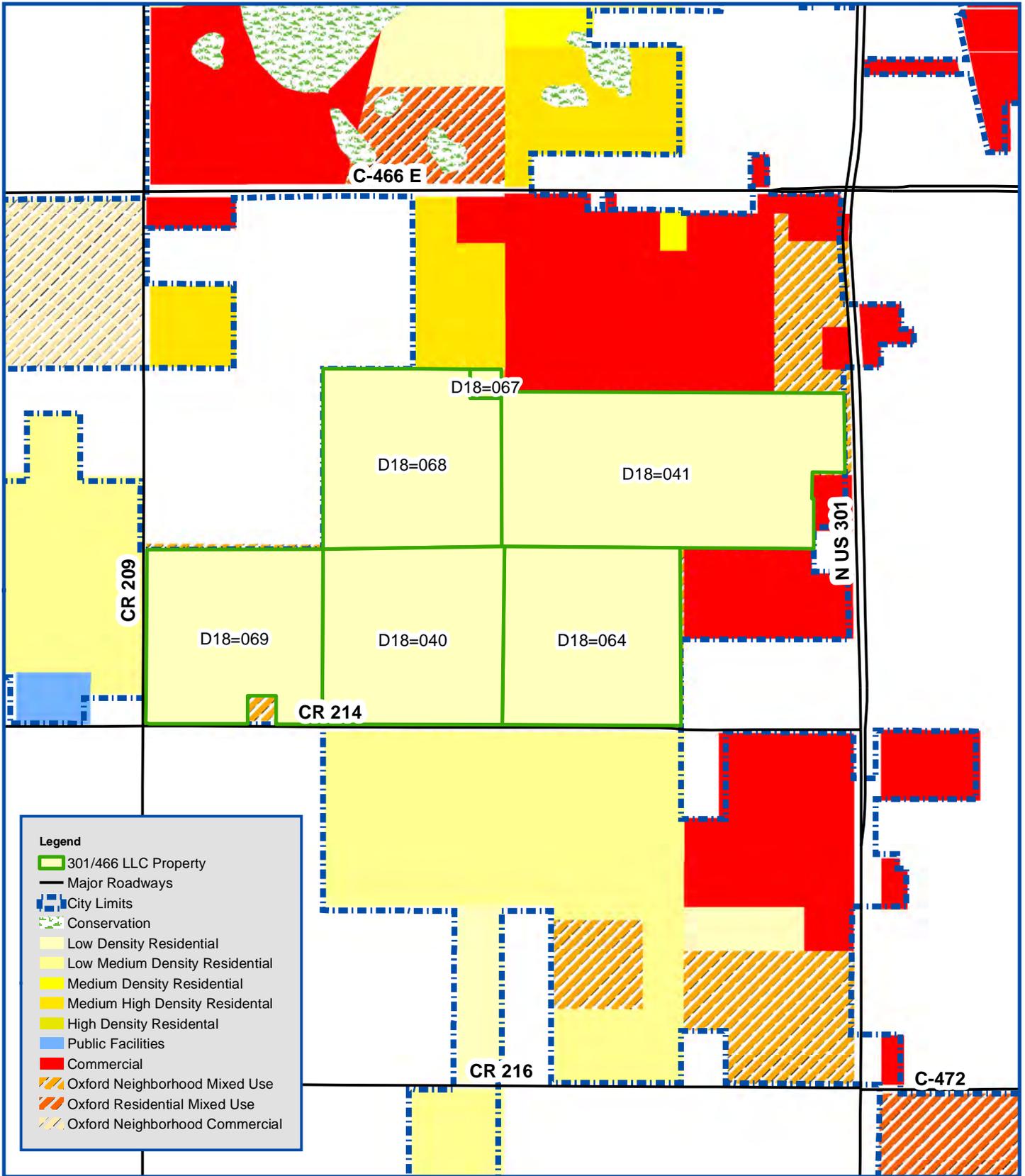
I:\Development Services New\Developments and Projects\SP 1112-04 Mico Customs @ Shamrock Commercial Properties\O2012-XX MICO Customs @ Shamrock SSCPA.doc

Ordinance O2012-14

“Exhibit A”

301/466, LLC Future Land Use Map

“Low Density Residential”



1 inch = 1,000 feet

D18=067, D18=068, D18=041, D18=069, D18=040, D18=064
Large Scale Comp Plan Amendment 2012
Proposed Future Land Use Map



CITY OF WILDWOOD

Planning and Zoning Board/Special Magistrate

Case No: CP 1202-01

Annual Update to the 5 Year Schedule of Capital Improvements

Section 163.3177(3)(b), Florida Statutes requires the City to annually review the 5-Year Schedule of Capital Improvements of the Capital Improvements Element of the City's Comprehensive Plan. This schedule is intended to demonstrate the City is able to maintain the adopted level of service for public facilities within the City's Comprehensive Plan throughout the next five years (FY 2011/2012 through 2015/2016).

The City has adopted level of service standards for transportation, potable water, sanitary sewer, drainage, recreation, solid waste and public schools. The 5-Year Schedule of capital improvements only covers these facilities.

Staff recommends approval of Ordinance #O2012-13 (attached), to be forwarded to the City Commission and ultimately to the Department of Community Affairs.

The Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency has a duty to review all comprehensive plan amendments and make recommendations to the City Commission.

This office has duly noticed this meeting as prescribed by City of Wildwood Code for PUBLIC NOTICES in the City of Wildwood. Notice has been posted on the windows in the front and back of City Hall and on the bulletin board at the Wildwood Post Office. A notice of this meeting was published in a newspaper of general circulation (Daily Commercial) on February 24, 2012.

DATED: February 13, 2012



Melanie Peavy
Development Services Director

ORDINANCE NO. O2012-13

AN ORDINANCE OF THE CITY OF WILDWOOD FLORIDA; MODIFYING THE 5-YEAR CAPITAL IMPROVEMENT SCHEDULE OF THE CAPITAL IMPROVEMENT ELEMENT OF THE COMPREHENSIVE PLAN AS REQUIRED BY SECTION 163.3177(3)(b), FLORIDA STATUTES; PROVIDING FOR CONFLICT; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood proposes to update the 5-Year Schedule of the Capital Improvements of the Capital Improvements Element of its Comprehensive Plan in accordance with Section 163.3177(3)(b), Florida Statutes; and,

WHEREAS, the modifications are not deemed to be an amendment to the local comprehensive plan.

NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of Wildwood, Florida:

SECTION 1. The attached Exhibit "A" is the 5-Year Schedule of Capital Improvements of the Capital Improvements Element of the Comprehensive Plan amending the 5-Year Schedule of Capital Improvements as required by Section 163.3177(3)(b), Florida Statutes.

SECTION 2. The 5-Year Schedule of Capital Improvements and supporting data and analysis are hereby transmitted by the City Commission to the Florida Department of Community Affairs for compliance determination in accordance with Section 163.3184, Florida Statutes.

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 4. Effective Date. This Ordinance shall take effect immediately upon its second reading and final adoption by the City Commission.

PASSED AND ORDAINED this _____ day of March, 2012, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

S E A L

ATTEST: _____
Joseph Jacobs, City Clerk

Ed Wolf, Mayor

First Reading: _____

Second Reading: _____

Approved as to form:

Jerri A. Blair, City Attorney

Ordinance O2012-13

“Exhibit A”

5-Year Schedule of Capital Improvements
FY 2011/2012 – 2015/2016

City of Wildwood
5 - Year Schedule of Capital Improvements

Transportation						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants			\$95,946			
All Other Revenues						
Revenues Total:		\$0	\$95,946	\$0	\$0	\$0
Expenditures/ Projects:						
CR 232 Resurfacing from CR 209 to West of US 301			\$95,946			
Expenditures Total		\$0	\$95,946	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Sumter County Projects						
County Funded Projects:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
CR 466 from 209 to C-475	CON	\$1,200,000				
Resurface/Rebuild	CON		\$425,000			
C-470 Wetland Mitigation for future widening		\$157,000				
C-468 Interchange with Florida Turnpike Constructed by Villages	DES	\$1,000,000				
	CON			\$2,500,000	\$13,000,000	
C-462 Widening from US 301 to C-466A	DES	\$1,400,000				
	CON		\$5,500,000			
C-466 Widening from CR 209 to US 301*	DES	\$728,000				
	CON	Not yet funded				
C-466A Phase III - Widening from US 301 to Powell Road	DES	\$2,300,000				
	CON		\$2,500,000	\$2,000,000		
C-468 Widening from SR 44 to Turnpike	DES	\$3,700,000				
	CON			\$7,300,000	\$8,600,000	
Total		\$10,485,000	\$8,425,000	\$11,800,000	\$21,600,000	\$0
FDOT Projects						
FDOT Funded Projects:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
C-466W from C-209 to C-475	CON	\$1,625,000				
SR 35 (US 301) from CR 470 to SR 44	PD&E			\$1,000,000		
N of CR 204 to Marion County Line - Add lanes and reconstruct	AD	\$1,371,870	\$1,371,870	\$1,371,870	\$1,371,870	\$1,371,870
	CON		\$65,650			
	PE	\$31,000				
CR 466 at US 301 - Add Turn Lane(s)	CON			\$504,691		
	CON-SUP			\$5,335		
SR 35 (US 301) N of CR 232 to N of NE 110 Road	PE	\$500				
	ROW	\$9,403,513				
	CON-SUP		\$272,712			
SR 44 from West of I-75 to East of Parkwood Oaks/Village Drive	CON	\$239,804				
	CON-SUP	\$272,946				
US 301 at SR 44 - Add turn lane(s)	PE	\$310,142				
	CON			\$123,606		
	CON-SUP			\$5,335		
Total		\$13,254,775	\$1,710,232	\$3,010,837	\$1,371,870	\$1,371,870
Potable Water						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
TIE and Connection Fees					\$456,340	\$2,287,000
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$0	\$0	\$456,340	\$2,287,000
Expenditures/ Projects:						
Water line extension Prison WTP to CR 470					\$243,340	
Champagne Farms Water Treatment Plant and Transmission System	DES				\$213,000	
	CON					\$2,287,000
Expenditures Total		\$0	\$0	\$0	\$456,340	\$2,287,000
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0

City of Wildwood
5 - Year Schedule of Capital Improvements

Sanitary Sewer and Reuse Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
TIE and Connection Fees					\$0	\$928,800
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$0	\$0	\$0	\$928,800
Expenditures/ Projects:						
<i>Sewer line extension from Coleman Federal Prison to CR 501/ CR 470</i>						\$294,000
<i>Sewer line extension from CR 468 LS to S. Main St.</i>						\$634,800
Expenditures Total		\$0	\$0	\$0	\$0	\$928,800
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Drainage (Stormwater) Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants		\$658,860				
All Other Revenues						
Revenues Total:		\$658,860	\$0	\$0	\$0	\$0
Expenditures/ Projects:						
Osceola Ave Drainage Improvement		\$204,430				
CR 232 Drainage Improvements		\$250,000				
Pitt/Stone Drainage Improvements		\$204,430				
Expenditures Total		\$658,860	\$0	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Recreation Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$0	\$0	\$0	\$0
Expenditures/ Projects:						
Expenditures Total		\$0	\$0	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0

Italics = Unfunded
*Partially Funded

Update to the 5-Year Schedule of Capital Improvements
Data and Analysis

**City of Wildwood
Projects Contained Within the
Annual Update to the 5-Year Schedule of Capital Improvements
FY 2011/2012 – 2015/2016**

Executive Summary

The 5-Year Schedule of Capital of Improvements covers the period from FY 2011-2012 through 2015-2016 and is scheduled to be adopted by Ordinance O2012-13. The Schedule is broken down to show project expenditures and the revenues sources associated with each project. Additionally, and although not required by the statute, Tables 9.1A & 9.1B have been provided to demonstrate the financial feasibility of the projects contained in the Schedule.

Transportation Projects

The Lake-Sumter Metropolitan Planning Organization maintains the City's Transportation Concurrency Management System (CMS). All roadways within the CMS are anticipated to operate within their adopted level of service within the next five years. However, there are planned improvements for roadway segments within the City's CMS. The City's schedule includes transportation projects identified within the Florida Department of Transportation's 5-Year Work Program, the Lake-Sumter MPO's Transportation Improvement Program and Sumter County's Capital Improvement Plan for road segments contained within the City's Concurrency Management System. There is only one City transportation project contained within the City's 5-Year Schedule, the resurfacing of CR 232 from CR 209 to US 301. The City has obtained a grant for this project.

Potable Water, Sanitary Sewer, and Reuse Projects

The City's potable water and sanitary sewer systems are anticipated to operate within their adopted level of service for the next five years. There are two projects identified in the Schedule that will be funded by TIE and Connection Fees. The water line extension from the Prison Water Treatment Plant to CR 470 is projected to commence in 2014/2015 and the Champagne Farms Water Treatment Plant has been pushed out to 2015/2016. Each of these projects will be funded by revenues collected through water and wastewater connection and TIE fees.

TIE and Connection Fees are secured when developers enter into Developer's Agreements with the City. At execution of the Agreement, the developer is required to pay their Connection and Transmission Infrastructure Extension (TIE) fees. This method is intended to enable the City to complete utility infrastructure projects without having to bond for payment.

The design and construction of the Champagne Farms Water Treatment Plant and transmission system are included in the Schedule. This system may add up to 3.5 MGD of additional capacity in the first phase of expansion. The anticipated completion date of this project is 2016.

Table 9.1B provides a balance sheet of the anticipated revenues and expenditures for potable water and sanitary sewer projects contained within the Schedule.

Drainage Projects

The Schedule includes three drainage/stormwater projects. The Osceola Avenue drainage improvement is intended to alleviate a flooding issue on Osceola Avenue. The CR 232 drainage improvements are in conjunction with the CR 232 resurfacing project. The Pitt/Stone drainage improvement is intended to alleviate a flooding issue in that area. The City has obtained a CDBG grant to fund these projects.

Recreation Projects

The Schedule does not include improvements to the City's recreation facilities. All recreation facilities are operating within their adopted level of service.

Solid Waste Projects

The Schedule does not include improvements to the solid waste facilities. The City has contracted with Waste Management to provide refuse services to its businesses and residents.

Public Schools Facilities Projects

Pursuant to the adopted Interlocal Agreement between the City and the Sumter County School Board, the Sumter County School Board maintains concurrency for public schools. The Sumter County School District 2011-2012 Work Plan does not include any capacity projects within the City's Concurrency Service Area (A).

Financial Feasibility

The 5-Year Schedule of Capital Improvements identifies six (6) projects that will be administered by the City. The City has the obligation, per Statute, to demonstrate whether the projects are funded or unfunded.

As previously stated, the City has financing mechanisms in place to fund the costs associated with potable water and sanitary sewer improvements. As demonstrated in Table 9.1B, the anticipated revenues generated from water and sewer connection and TIE fees will cover the costs to administer the projects identified in the Schedule.

The three drainage projects (Osceola drainage improvement, CR 232 drainage improvement and the Pitt/Stone drainage improvement) are funded by CDBG grants.

The resurfacing of CR 232 from CR 209 to West of US 301 has also been funded by the CDBG grant.

Table 9.1A
5-Year Capital Improvements FY2010/2011 – FY2014/2015
Revenue Sources

Transportation Facilities										
City Projects										
Policy Number(s)	Project Description	Jurisdiction/ Maintaining Agency	Capacity/LOS Improvement?	Phase	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Funding Source(s) & Notes
TE 1.2.3	CR 232 - Resurfacing from US 301 to CR 209	City	NO			\$43,304				CDBG Grant - Application submitted by November 14, 2010
Total					\$0	\$43,304	\$0	\$0	\$0	
Sumter County and FDOT Projects										
Policy Number(s)	Project Description	Jurisdiction/ Maintaining Agency	Capacity/LOS Improvement?	Phase	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Funding Source(s) & Notes
TE 1.2.1 and 1.2.2	CR 468 widen to 4 lanes from SR 44 to FTP	Sumter County	YES	PE		\$507,000				Sumter County - ST and Road Impact Fees
				ROW	\$2,006,000					
TE 1.2.1 and 1.2.2	CR 468 PD&E Study from US 301 to FTP	Sumter County	YES	PD&E	\$150,000					Sumter County - CTT
TE 1.2.1 and 1.2.2	CR 466A widen from Powell Road to US 301 (Phase III)	Sumter County	YES	PE	\$500,000					Sumter County - Road Impact Fees
				ROW				\$2,068,438		
TE 1.2.1 and 1.2.2	CR 466 PD&E Study add lanes from CR 245 to US 301	Sumter County	YES	PD&E	\$80,000					Sumter County - Road Impact Fees
TE 1.2.1 and 1.2.2	CR 462 PD&E Study from US 301 to CR 466A	Sumter County	YES	PD&E	\$80,000					Sumter County - Road Impact Fees
TE 1.2.1 and 1.2.2	CR 468/FTP Interchange	Sumter County/FTE	NO	CON	\$2,000,000		\$2,500,000	\$10,200,000		Sumter County - Road Impact Fees (Agreement with The Villages)
TE 1.2.2	SR 44 - CSX Overpass	FDOT	YES	CON	\$2,714,870					FDOT 5 Year Work Program - Under Construction
TE 1.2.2	US 301 - CSX Overpass	FDOT	YES	CON	\$525,917					FDOT 5 Year Work Program - Under Construction
TE 1.2.2	US 301 widen to 4 lanes from CR 232 to NE 110th	FDOT	YES	PE	\$5,000					FDOT 5 Year Work Program - Under Construction
				ROW	\$9,570,400					
				CON	\$16,249,558					
				CEI	\$200,001		\$123,424			
TE 1.2.2	US 301 widen to 4 lanes from CR 204 to Marion Co. line	FDOT	YES	ROW	\$3,463,025					FDOT 5 Year Work Program - Under Construction
				R/U	\$9,690,243					
				CON	\$39,277					
				AD	\$1,371,870	\$1,371,870	\$1,371,870	\$1,371,870	\$1,371,870	
				CEI	\$466,761			\$71,630		
TE 1.2.3	CR 466 - Resurfacing from US 301 to East of CR 475	Sumter County	NO					\$1,612,903	Project identified in FDOT 5 Year Work Program	
Total					\$49,112,922	\$1,878,870	\$3,995,294	\$11,643,500	\$5,053,211	

Table 9.1A
5-Year Capital Improvements FY2010/2011 – FY2014/2015
Revenue Sources

Potable Water Facilities - City Projects										
Policy Number(s)	Project Description	Jurisdiction/ Maintaining Agency	Capacity/LOS Improvement?	Phase	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Funding Source(s) & Notes
PFE 1.2	Water line extension Prison WTP to CR 470	City	NO			\$243,340				City Water Connection Fees, TIE Fees and Developer Contributions (See Table 9.1B)
PFE 1.2	Champagne Farms Water Treatment Plant and Transmission System	City	YES	DES		\$213,000				City Water Connection Fees, TIE Fees and Developer Contributions (See Table 9.1B)
				CON			\$2,287,000			
Total					\$0	\$456,340	\$0	\$2,287,000	\$0	
Sanitary Sewer & Reuse Facilities - City Projects										
Policy Number(s)	Project Description	Jurisdiction/ Maintaining Agency	Capacity/LOS Improvement?	Phase	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Funding Source(s) & Notes
PFE 1.2	Sewer line extension from Coleman Federal Prison to CR 501/ CR 470	City	NO			\$294,000				City Wastewater Connection Fees, TIE Fees and Developer Contributions (See Table 9.1B)
PFE 1.2	Sewer line extension from CR 468 LS to S. Main St.	City	NO			\$634,800				City Wastewater Connection Fees, TIE Fees and Developer Contributions (See Table 9.1B)
PFE 1.2	South Wildwood Wastewater Treatment Plant	City	YES	DES				\$500,000		City Wastewater Connection Fees, TIE Fees and Developer Contributions (See Table 9.1B)
Total					\$0	\$928,800	\$0	\$500,000	\$0	
(Drainage) Stormwater Facilities - City Projects										
Policy Number(s)	Project Description	Jurisdiction/ Maintaining Agency	Capacity/LOS Improvement?	Phase	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Funding Source(s) & Notes
PFE 1.2	Osceola Ave Drainage Improvement	City	YES			\$408,859				CDBG Grant - Application submitted by November 14, 2010
PFE 1.2	CR 232 Drainage Improvements	City	YES			\$250,000				CDBG Grant - Application submitted by November 14, 2010
Total					\$0	\$658,859	\$0	\$0	\$0	
Recreation Facilities - City Projects										
Policy Number(s)	Project Description	Jurisdiction/ Maintaining Agency	Capacity/LOS Improvement?	Phase	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Funding Source(s) & Notes
No Projects at This Time										
Total					\$0	\$0	\$0	\$0	\$0	

Table 9.1B
TIE and Connection Fee Revenue Projections
Potable Water and Sanitary Sewer Projects - Balance Sheet

Projected Revenues							
Known Projects:	Anticipated ERUs Reserved	TIE Fee Factor W/WW	Water		Wastewater		Anticipated Agreement Execution Date
			TIE Fee	Connection Fees	TIE Fee	Connection Fees	
Word Property	832	.49/.77	\$245,227	\$868,100	\$422,309	\$1,842,464	2012
Wildwood Springs	1000	.70/1.21	\$421,064	\$1,043,390	\$797,632	\$2,214,500	2012
Southern Oaks	400	.77/1.91	\$185,268	\$417,356	\$503,629	\$885,800	2012
Future Growth:							
FY 2012/2013	50	1	\$30,076	\$52,170	\$32,960	\$110,725	N/A
FY 2013/2014	75	1	\$45,114	\$78,254	\$49,440	\$166,088	N/A
FY 2014/2015	150	1	\$90,228	\$156,509	\$98,880	\$332,175	N/A
FY 2015/2016	200	1	\$120,304	\$208,678	\$131,840	\$442,900	N/A
Projected 5 - Year Total	2,707		\$1,137,281	\$2,824,456	\$2,036,690	\$5,994,652	

Revenue Summary					
Fiscal Year	Anticipated ERUs Reserved	Water		Wastewater	
		TIE Fee	Connection Fees	TIE Fee	Connection Fees
FY 2011/2012	2232	\$851,559	\$2,328,846	\$1,723,570	\$4,942,764
FY 2012/2013	50	\$30,076	\$52,170	\$32,960	\$110,725
FY 2013/2014	75	\$45,114	\$78,254	\$49,440	\$166,088
FY 2014/2015	150	\$90,228	\$156,509	\$98,880	\$332,175
FY 2015/2016	200	\$120,304	\$208,678	\$131,840	\$442,900
Projected 5-Year Total	2,707	\$1,137,281	\$2,824,457	\$2,036,690	\$5,994,652

Table 9.1B
TIE and Connection Fee Revenue Projections
Potable Water and Sanitary Sewer Projects - Balance Sheet

Balance Sheet						
Water	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015	FY 2015-2016	Total
Balance Forward	\$562	\$3,180,967	\$2,806,873	\$2,930,241	\$889,978	\$1,218,960
Revenues						
TIE Fees	\$851,559	\$30,076	\$45,114	\$90,228	\$120,304	\$1,137,281
Connection Fees	\$2,328,846	\$52,170	\$78,254	\$156,509	\$208,678	\$2,824,457
Expenditures*	\$0	-\$456,340	\$0	-\$2,287,000	\$0	
Balance	\$3,180,967	\$2,806,873	\$2,930,241	\$889,978	\$1,218,960	
Wastewater	FY 2010-2011	FY 2011-2012	FY 2012-2013	FY 2013-2014	FY 2014-2015	Total
Balance Forward	\$32,504	\$6,698,838	\$6,842,523	\$6,129,251	\$6,060,306	\$6,635,046
Revenues						
TIE Fees	\$1,723,570	\$32,960	\$49,440	\$98,880	\$131,840	\$2,036,690
Connection Fees	\$4,942,764	\$110,725	\$166,088	\$332,175	\$442,900	\$5,994,652
Expenditures*	\$0	\$0	-\$928,800	-\$500,000	\$0	
Balance	\$6,698,838	\$6,842,523	\$6,129,251	\$6,060,306	\$6,635,046	

Notes

* See Table 9.1A for list of projects

**City of Wildwood
Transportation
Concurrency Management System
Annual Update to the 5-Year Schedule of Capital Improvements
FY 2011/2012 – 2015/2016**

Pursuant to Section 163.3180 F.S., transportation is no longer subject to concurrency on a statewide basis. Additionally, Section 163.3177(3)(b) F.S., requires local governments to review the 5-year Schedule of Capital Improvements within the Capital Improvements Element of the Comprehensive Plan, annually. Under separate amendment, the City will be eliminating the transportation concurrency requirement in accordance with F.S. and upon Commission approval. However, the City will still require roadways to operate within their adopted levels of service currently outlined in the Comprehensive Plan. The table below illustrates the adopted levels of service standards for roadways within the City’s Concurrency Management System (CMS).

Roadway	Level of Service Standard
FIHS Facilities	As determined by FDOT
SIS Facilities	As determined by FDOT
TRIP Projects	As determined by FDOT
All Other Roadways	LOS D

Currently, all roadway segments are operating within the adopted level of service standard. The Lake-Sumter Metropolitan Planning Organization maintains the City’s transportation CMS. The City’s CMS consists of roadways operated and maintained by the City, Sumter County, and the Florida Department of Transportation. The CMS includes committed capacity improvements for which construction currently occurring or funding has been secured.

With the exception of the Florida Turnpike, all of the road segments within the CMS have a level of service standard of “D”. The Florida Department of Transportation has adopted a level of service standard of “C” for the segment of the Turnpike from U.S. 301 to the Lake/Sumter County line.

As demonstrated in the CMS Tables, all roadways are anticipated to operate within the adopted level of service standard through 2016.



Transportation Improvement Program

**FISCAL YEARS
2011/12-2015/16**

**Approved – June 22, 2011
Amended – August 24, 2011
Amended – September 29, 2011**

Prepared by the
Lake-Sumter Metropolitan Planning Organization
1616 South 14th Street
Leesburg, FL 34748

The preparation of this report was financed in part by the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation and local participating governments. The views and opinions of the report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FISCAL YEARS 2011/12 - 2015/16**

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LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2011 – 28

A RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO), AMENDING THE FY 2011/12-2015/16 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BY ADJUSTING TRAIL FUNDING FOR LEESBURG/WILDWOOD TRAIL FROM SUMTER COUNTY LINE TO SR500/US441 IN FY 2011/2012; ADJUSTING AND PROGRAMMING FUNDS FOR SECTIONS 5310, 5311, 5316, AND 5317 IN LOCAL, STATE AND FEDERAL FUNDS FOR TRANSPORTATION GRANTS TOWARD CAPITAL AND OPERATING ASSISTANCE FOR LAKE COUNTY AND SUMTER COUNTY TRANSIT IN FY 2011/2012; ADDING AND INCORPORATING LAKE COUNTY'S ADOPTED FY 2011/12-2015/16 TRANSPORTATION CONSTRUCTION PROGRAM (TCP) AND SUMTER COUNTY'S ADOPTED FY 2011/12-2015/16 CAPITAL IMPROVEMENT PLAN (CIP); AND AUTHORIZING THE SUBMITTAL OF THE AMENDED FY 2011/12-2015/16 TIP TO THE APPROPRIATE AGENCIES.

WHEREAS, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Lake-Sumter Planning Area; and

WHEREAS, Florida Statutes 339.175, 23 U.S.C. 134, and Title 49 U.S.C. require that the MPO, as a condition to receiving federal capital or operating assistance, has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the approved comprehensive plans of the units of local government within the MPO's jurisdiction, and with state and local planned growth and economic development patterns; and

WHEREAS, 23 C.F.R 450.324 provides that the Lake~Sumter MPO shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area, and 23 C.F.R. 450.326 allows an MPO to revise the TIP at any time under procedures agreed to by the cooperating parties and consistent with 23 C.F.R. 450.326; and

WHEREAS, the FY 2011/12 - 2015/16 TIP was adopted by the MPO on June 22, 2011 based on then-funded projects in the Florida Department of Transportation (FDOT) Five Year Work Program; and

WHEREAS, the FY 2011/12 – 2015/16 TIP was amended by the MPO on August 24, 2011 to transfer funding in FY 2011/12 in Preliminary Engineering for Gardenia Trail II and Gardenia Trail III to a Project Development & Environmental study of the Wekiva Trail project, and allocated funds for two segments of the Wekiva Parkway Line and Grade projects; and

WHEREAS, Leesburg/Wildwood Trail project funds are now increased to a total of \$2,165,000 in FY 2011/12; and

WHEREAS, Sumter County Section 5311 project funds are now decreased to a total of \$546,000 in FY 2011/12; and

WHEREAS, Lake County Section 5311 project funds are now decreased to a total of \$962,000 in FY 2011/12; and

WHEREAS, a total of \$216,750 in FY 2011/12 has been allocated for Lake County Section 5310 Grant for Elderly and Disabled Transportation; and

WHEREAS, a total of \$195,081 in FY 2011/12 has been allocated for Sumter County Section 5310 Grant for Elderly and Disabled Transportation; and

WHEREAS, a total of \$25,662 in FY 2011/12 has been allocated for Sumter County Section 5317 New Freedom Grant; and

WHEREAS, a total of \$20,000 in FY 2011/12 has been allocated for Sumter County Section 5316 Job Access and Reverse Commute Small Urban Grant; and

WHEREAS, a total of \$34,418 in FY 2011/12 has been allocated for Sumter County Section 5316 Job Access and Reverse Commute Small Rural Grant; and

WHEREAS, on September 13, 2011, the Lake County Board of County Commissioners adopted the FY 2011/12-2015/16 Transportation Construction Program as a five-year strategic planning document of funding-committed transportation projects and phases; and

WHEREAS, on September 27, 2011, the Sumter County Board of County Commissioners adopted the FY 2011/12-2015/16 Capital Improvement Plan as a five-year strategic planning document of funding-committed transportation projects and phases.

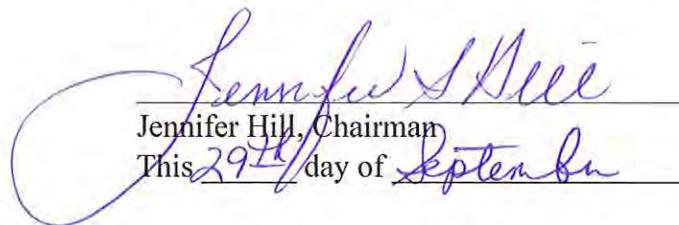
NOW, THEREFORE, BE IT RESOLVED by the Lake~Sumter MPO that:

1. The FY 2011/12-2015/16 TIP is hereby amended to adjust funding in FY 2011/12 to total \$2,165,000 for Leesburg/Wildwood Trail project (F.M. No.4244441) from Sumter County Line to SR500/US441; and
2. The FY 2011/12-2015/16 TIP is hereby amended to adjust funding in FY 2011/12 to total \$546,000 for Sumter County Section 5311 (F.M. No.4045351) for Transportation Grants and Operating assistance; and
3. The FY 2011/12-2015/16 TIP is hereby amended to adjust funding in FY 2011/12 to total \$962,000 for Lake County Section 5311 (F.M. No.4045381) for Transportation Grants and Operating assistance; and
4. The FY 2011/12-2015/16 TIP is hereby amended to allocate funding in FY 2011/12 to total \$216,750 for Lake County Section 5310 (F.M. No.4133601) for Grant for Elderly and Disabled Transportation; and
5. The FY 2011/12-2015/16 TIP is hereby amended to allocate funding in FY 2011/12 to total \$195,081 for Sumter County Section 5310 (F.M. No.4133601) for Grant for Elderly and Disabled Transportation; and
6. The FY 2011/12-2015/16 TIP is hereby amended to allocate funding in FY 2011/12 to total \$25,662 for Sumter County Section 5317 (F.M. No.4303511) for New Freedom Grant; and

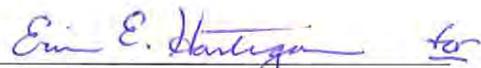
7. The FY 2011/12-2015/16 TIP is hereby amended to allocate funding in FY 2011/12 to total \$20,000 for Sumter County Section 5316 (F.M. No.4245801) for Job Access and Reverse Commute Small Urban Grant; and
8. The FY 2011/12-2015/16 TIP is hereby amended to allocate funding in FY 2011/12 to total \$34,418 for Sumter County Section 5316 (F.M. No.4245802) for Job Access and Reverse Commute Small Rural Grant; and
9. The FY 2011/12-2015/16 TIP is hereby amended to incorporate regionally significant projects from Lake County's 2011/12-2015/16 Transportation Construction Program (TCP) and to add the TCP as an appendix to the TIP; and
10. The FY 2011/12-2015/16 TIP is hereby amended to incorporate regionally significant projects from Sumter County's 2011/12-2015/16 Capital Improvement Plan (CIP) and to add the CIP as an appendix to the TIP; and
11. The Chairman of the Lake~Sumter MPO is authorized to submit, and hereby submits, the amended FY 2011/12 – 2015/16 TIP to the:
 - a. Federal Transit Administration (FTA)
 - b. State, Regional, and Areawide A-95 Clearinghouses
 - c. Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT)
 - d. Federal Aviation Administration (FAA)
 - e. Environmental Protection Agency (EPA)
 - f. Department of Community Affairs (DCA)
 - g. Florida Energy Office
 - h. Members of Legislature representing the Lake-Sumter MPO

DULY PASSED AND ADOPTED this 29th day of September, 2011.

Lake~Sumter Metropolitan Planning Organization


 Jennifer Hill, Chairman
 This 29th day of September, 2011

Approved as to Form and Legality:


 Sanford A. Minkoff, MPO Attorney

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2011 - 21

A RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO), AMENDING THE FY 2010/11-2014/15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) BY REMOVING FUNDS IN FY 2011/12 FOR DESIGN OF THE GARDENIA TRAIL II AND III PROJECTS; AMENDING THE FY 2010/11-2014/15 TIP BY ADDING FUNDS IN FY 2011/12 FOR A PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY FOR THE WEKIVA TRAIL PROJECT; AMENDING THE FY 2011/12-2015/16 TIP BY ADDING FUNDS IN FY 2011/12 FOR A PD&E STUDY FOR THE WEKIVA TRAIL PROJECT; AMENDING THE FY 2011/12-2015/16 TIP BY ADDING FUNDS IN FY 2011/12 FOR A PRELIMINARY ENGINEERING/LINE AND GRADE FOR TWO SEGMENTS OF THE WEKIVA PARKWAY; AND AUTHORIZING THE SUBMITTAL OF THE AMENDED FY 2010/11-2014/15 TIP AND THE FY 2011/12-2015/16 TIP TO THE APPROPRIATE AGENCIES.

WHEREAS, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the Lake-Sumter Planning Area; and

WHEREAS, Florida Statutes 339.175, 23 U.S.C. 134, and Title 49 U.S.C. require that the MPO, as a condition to receiving federal capital or operating assistance, has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the approved comprehensive plans of the units of local government within the MPO's jurisdiction, and with state and local planned growth and economic development patterns; and

WHEREAS, 23 C.F.R. 450.324 provides that the Lake~Sumter MPO shall develop a Transportation Improvement Program (TIP) for the metropolitan planning area, and 23 C.F.R. 450.326 allows an MPO to revise the TIP at any time under procedures agreed to by the cooperating parties and consistent with 23 C.F.R. 450.326; and

WHEREAS, the FY 2011/12 - 2015/16 TIP was adopted by the MPO on June 22, 2011 based on then-funded projects in the Florida Department of Transportation (FDOT) Five Year Work Program; and

WHEREAS, \$165,500 in FY 2011/12 in Preliminary Engineering for Gardenia Trail II and \$136,000 in FY 2011/12 in Preliminary Engineering for Gardenia Trail III has been removed from the FDOT Work Program and the total \$301,500 has been applied to a Project Development & Environmental study of the Wekiva Trail project, a phase programmed by FDOT for \$533,400; and

WHEREAS, a total of \$3,745,800 in FY 2011/12 has been allocated for two segments of the Wekiva Parkway Line and Grade projects.

NOW, THEREFORE, BE IT RESOLVED by the Lake~Sumter MPO that:

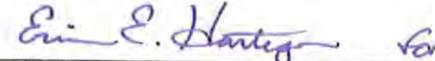
1. The FY 2010/11-2014/15 Transportation Improvement Program (TIP) is hereby amended to remove funding in FY 2011/12 from Gardenia Trail II (F.M. No. 4161112) and Gardenia Trail III (F.M. No.454322); and
2. The FY 2010/11-2014/15 TIP is hereby amended to add \$533,400 to the Wekiva Trail Project (F.M. No. 4309751) for a Project Development & Environment Study in FY 2011/12; and
3. The FY 2011/12-2015/16 TIP is hereby amended to program \$533,400 in FY 2011/12 for the Wekiva Trail PD&E Study (F.M. 4309751); and
4. The FY 2011/12-2015/16 TIP is hereby amended to program \$2,032,920 in preliminary engineering funds in FY 2011/12 for the Wekiva Parkway Line and Grade project (F.M. No. 4310812) from the Orange County line to 0.319 West of Old McDonald Road and to program an additional \$1,712,880 in preliminary engineering funds in FY 2011/12 for the Wekiva Parkway Line and Grade project (F.M. No. 4310813) from 0.319 West of Old McDonald Road to the Seminole County line; and
5. The Chairman of the Lake~Sumter MPO is authorized to submit, and hereby submits, the amended FY 2010/11 - 2014/15 TIP and the FY 2011/12 - 2015/16 TIP to the:
 - a. Federal Transit Administration (FTA)
 - b. State, Regional, and Areawide A-95 Clearinghouses
 - c. Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT)
 - d. Federal Aviation Administration (FAA)
 - e. Environmental Protection Agency (EPA)
 - f. Department of Community Affairs (DCA)
 - g. Florida Energy Office
 - h. Members of Legislature representing the Lake-Sumter MPO

DULY PASSED AND ADOPTED this 24th day of August, 2011.

Lake~Sumter Metropolitan Planning Organization


Jennifer Hill, Chairman
This 24th day of August, 2011

Approved as to Form and Legality:


Sanford A. Minkoff, MPO Attorney

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2011 - 17

RESOLUTION OF THE LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE FY 2011/12-2015/16 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECTS IN THE FLORIDA DEPARTMENT OF TRANSPORTATION WORK PROGRAM FOR FY 2011/12 THROUGH 2015/16

WHEREAS, the Lake-Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Lake-Sumter Planning Area; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and Title 49 U.S.C. require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, 23 U.S.C. 134(j) and Section 339.175(8), Florida Statutes, require the Lake-Sumter MPO to formulate a Transportation Improvement Program (TIP), defined by 23 C.F.R. 450.104 as a prioritized listing/program of transportation projects that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process; and

WHEREAS, Section 339.175(8), Florida Statutes, requires that the TIP include projects and project phases to be funded with state or federal funds that are recommended for advancement during the next fiscal year and four subsequent fiscal years; and

WHEREAS, the Lake-Sumter MPO is adopting the FY 2011/12 - 2015/16 TIP including projects that were not completed or committed in the previous state fiscal year, and that must be included in the Lake-Sumter MPO FY 2011/12 adopted TIP for Federal purposes and in the State Transportation Improvement Plan (STIP).

NOW, THEREFORE, BE IT RESOLVED by the Lake-Sumter MPO that the:

1. FY 2011/12-2015/16 TIP is hereby endorsed and adopted to include projects in the FDOT Work Program FY 2011/12-2015/16; and

2. Federally-aided projects listed in the FY 2011/12-2015/16 TIP will be initiated within the urbanized area; and
3. Chairman of the Lake-Sumter MPO is hereby authorized and directed to submit the FY 2011/12-2015/16 TIP to the:

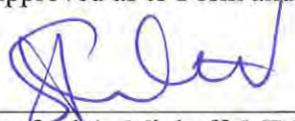
- a. Federal Transit Administration (FTA);
- b. State, Regional, and Areawide A-95 Clearinghouses;
- c. Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT);
- d. Federal Aviation Administration (FAA);
- e. Environmental Protection Agency (EPA);
- f. Department of Community Affairs (DCA);
- g. Florida Energy Office; and
- h. Members of Legislature representing the Lake-Sumter MPO.

PASSED AND ADOPTED this 22nd day of June, 2011.

Lake-Sumter Metropolitan Planning Organization


Jennifer Hill, Chairman

Approved as to Form and Legality:


Sanford A. Minkoff, MPO Attorney

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
2011 MEMBER LIST**

Jennifer Hill/ Chairman	Lake County, D1	Jake Farley	Town of Astatula
Sean Parks/ 2nd Vice-Chairman	Lake County, D2	Sharon Kelly Chris Bell (alternate)	City of Fruitland Park
Jimmy Conner	Lake County, D3	James Gearhart John Griffin (alternate)	City of Groveland
Leslie Campione	Lake County, D4	Bonnie Nebel	Town of Howey-in-the-Hills
Welton Cadwell	Lake County, D5	Tony Rosado Jeff Krull (alternate)	City of Mascotte
Don Burgess/ Chairman-Elect Doug Gilpin Garry Breeden (alternate) Randy Mask (alternate)	Sumter County (1) Sumter County (2)	Joe Wynkoop Glenn Burns (alternate)	Town of Montverde
Ray Goodgame Jack Hogan	City of Clermont	Eric Olson/ At-Large Representative(Lake) Peter Tarby (alternate)	City of Umatilla
William Ferree Sue Hooper (alternate)	City of Eustis	Warren Maddox/ At-Large Representative(Sumter)	City of Bushnell
Jim Richards/ 1st Vice Chairman Ty Miller (alternate)	Town of Lady Lake	Ed Wolf Ronald Allen (alternate)	City of Wildwood
Sanna Henderson/ Immediate Past Chairman Bill Polk (alternate)	City of Leesburg	Pete Petree	Florida Central Railroad / Ex-officio
Joseph Saunders Debbie Flinn (alternate)	City of Minneola	Debbie Stivender Rosanne Brandeburg (alternate)	Lake County School Board / Ex-officio
Robert Thielhelm Dennis Wood (alternate)	City of Mount Dora	Kathie Joiner	Sumter County School Board / Ex-officio
Kirby Smith Lori Pfister (alternate)	City of Tavares		

THE TRANSPORTATION IMPROVEMENT PROGRAM

PURPOSE

The purpose of the Transportation Improvement Program (TIP) is to provide a staged, multi-year, intermodal program of transportation projects, consistent with the *Transportation 2035*, Lake~Sumter MPO 2035 Long Range Transportation plan (LRTP). The TIP is required of all metropolitan areas, under Section 134 of Title 23, United States Code (USC), as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. The TIP includes improvement projects for the highway, transit, bicycle/pedestrian and rail systems.

The Lake~Sumter MPO 2011/12-2015/16 TIP contains all transportation projects within the Lake and Sumter County metropolitan areas designated for funding from Title 23 and Title 49 funding sources and all regionally significant transportation projects requiring federal action, regardless of funding source.

FINANCIAL PLAN

The Lake~Sumter MPO 2011/12-2015/16 TIP, financially constrained for each of the five years, was developed in cooperation with FDOT, Lake County and Sumter County. The projects within the TIP are financially feasible and the federally funded projects identified in the TIP can be implemented using current and proposed revenue sources, based on FDOT's Five-Year Work Program and locally dedicated transportation revenues.

PROJECT SELECTION

Consistent with federal requirements in 23 CFR 450.330(b), and Title 23, Section 134 USC, as amended by SAFETEA-LU, the projects selected for the Lake~Sumter MPO 2011/12-2015/16 TIP were taken from the MPO's List of Priority Projects (LOPP), adopted in June 2011, which were drawn from the *Transportation 2035*, adopted in December 2010.

For information purposes, the currently adopted Lake County 5-year Transportation Construction Program (TCP) and Sumter County 5-Year Capital Improvement Program are included in the appendix. When a transportation project within the MPO planning area has been identified, the MPO requests that FDOT and the Federal Highway Administration (FHWA) actively pursue appropriate funding.

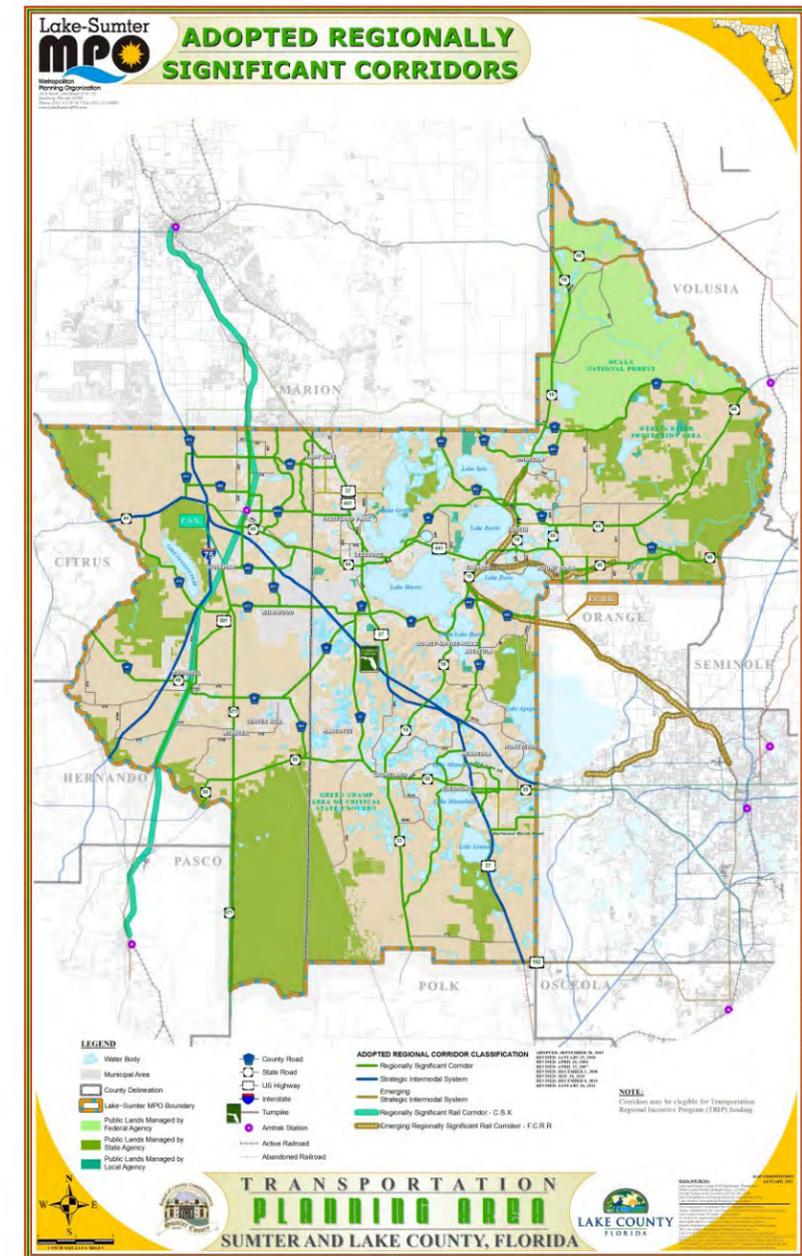
The FDOT shall give priority to those projects that are:

1. Designed to maximize safe and efficient travel;
2. Identified in approved local government comprehensive plans to receive local matching funds in accordance with the provisions of Section 335.20, F.S. or to be funded pursuant to the provisions of Section 339.12, F.S.;
3. Within transportation corridors protected by local government action;
4. Used in the operation of, or in conjunction with, public transportation facilities; and
5. Located within the boundaries of a local government which has made a responsible effort to fund improvements needed to accommodate local traffic.

CONSISTENCY WITH OTHER PLANS

All projects included in the Lake~Sumter MPO 2011/12-2015/16 TIP have been drawn from the *Transportation 2035*. The projects are consistent with the FDOT Five-Year Adopted Work Program and the Lake County Transit Development Plan (TDP).

Figure 1: Lake~Sumter Region



PROJECT PRIORITY STATEMENT

The Lake~Sumter MPO adopted its List of Priority Projects (LOPP) in June 2011. The LOPP was submitted to FDOT for use in developing the new outer year of the Five-Year Work Program, Fiscal Year 2016/17.

IMPLEMENTED PROJECTS

FDOT produces an annual listing of projects for which federal funds have been obligated in the previous year. This list has been published and made available for public review through FDOT.

PUBLIC INVOLVEMENT

Annually, the Lake~Sumter MPO develops its TIP in accordance with all applicable State and Federal laws governing public involvement. This includes 23 CFR 450.316 and 23 CFR 450.324(b). Specific procedures for use of public involvement in the annual development of the TIP have been clearly defined in the MPO's recently adopted *Public Involvement Process (PIP)*. Prior to adoption of the final TIP, the Lake~Sumter MPO sought public comment on the draft TIP by making the document available on our website (LakeSumterMPO.com). In addition, all Lake~Sumter MPO meetings are held in accordance with Florida's open meetings law (the Sunshine Law), and an opportunity is provided for public comment. The draft TIP was on the agenda of the May 2011 Lake~Sumter MPO Governing Board meeting.

CERTIFICATION

The Lake~Sumter MPO participates in an annual self-certification of its planning process with representatives from the Florida Department of Transportation, District 5. The last annual self-certification with FDOT was completed May 2011.

TRANSPORTATION DISADVANTAGED (TD)

The projects included in the TIP are consistent with adopted short and long range transportation plans and master plans of the agencies and jurisdictions in the Lake~Sumter area. The projects listed in this TIP are part of the MPO's 2035 Long Range Transportation Plan, Lake County 2020 Transit Development Plan, and Lake and Sumter County Transportation Disadvantaged Service Plans. The plans and the projects identified in the TIP are also consistent, to the maximum extent feasible, with the adopted Comprehensive Plans of the local governments in the Lake~Sumter area.

ABBREVIATIONS AND ACRONYMS

Funding Codes:

FED	Federal Funding
STA	State Funding
LOC	Local Funding
PRV	Private Funding

Project Phase Abbreviations:

ADM	Administration
CAP	Capital
CST	Construction – highway project phase
ENV	Environmental Mitigation – FDOT highway project phase pertaining to filing permits with the St. Johns Water management District and the Florida Department of Environmental Protection regarding the acquisition of environmentally sensitive land for highway improvements
INC	Incentive funds paid to contractors by FDOT for early project completion
MNT	Maintenance
MISC	Miscellaneous
OPS	Operations
PD&E	Project Development and Environment Study – project phase scheduled prior to preliminary engineering for Highway projects
PE	Preliminary Engineering (design) – highway project phase
PLN	Planning
ROW	Right-of-Way Acquisition
RRU	Relocation of Railroad Utilities

Agency and Committee Abbreviations

BPAC	Bicycle/Pedestrian Advisory Committee
CAC	Citizens' Advisory Committee
FAA	Federal Aviation Administration – provides up to 75% of total project cost for new airport facilities under existing Airport Development Aid Program
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
TAC	Technical Advisory committee
TDCB	Transportation Disadvantaged Coordinating Board

Miscellaneous Abbreviations

CFR	Code of Federal Regulations
CMS	Congestion Management System – projects that improve the traffic flow on existing roadways without adding lanes to the roadways. May include such projects as intersection improvements, adding turn lanes, etc.
CR	County Road
DEIS	Draft Environmental Impact Statement
FEIS	Final Environmental Impact Statement
HOV	High-Occupancy Vehicle – special lanes on a limited access freeway set aside for vehicles with two or more occupants during morning and afternoon peak travel times
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MIS	Major Investment Study – a study that identifies potential highway and transit improvements for a major transportation corridor
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (Reauthorization of TEA-21)
SR	State Road
TD	Transportation Disadvantaged – those person requiring special transportation services due to physical, mental, or economic disadvantages
TEA-21	Transportation Equity Act for the 21st Century (Reauthorization of ISTEA)
TIP	Transportation Improvement Program
US	US Route

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2011/12 - 2015/16
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 4B
Safety - Lighting

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																								
								2011/12				2012/13				2013/14				2014/15				2015/16								
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private					
Lake	LIGHTING AGREEMENTS	4136151				LIGHTING	MNT	222	0	0	0	0	229	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	LIGHTING AGREEMENTS	4136152	DDR FUNDS			LIGHTING	MNT	23	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2011/12 - 2015/16
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 4C
Safety - Guardrail

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																								
								2011/12				2012/13				2013/14				2014/15				2015/16								
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private					
Sumter	SR 91 (FLORIDA TURNPIKE)	4193251	WITHIN SUMTER COUNTY	10.67 mi		GUARDRAIL	PE	0	0	0	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 91 (FLORIDA TURNPIKE)	4193301	WITHIN LAKE COUNTY	23.87 mi		GUARDRAIL	CST	0	0	0	0	0	0	0	0	0	0	784	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 91 (FLORIDA TURNPIKE)	4231983	FROM S IN LAKE COUNTY MP 281 TO 287.8	15.91 mi		GUARDRAIL	CST	1,500	0	0	0	0	2,862	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	ROADSIDE IMPROVEMENT	4271443	FROM IN LAKE COUNTY MP 274 TO MP 275	1.000 mi		GUARDRAIL	CST	2,569	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake						GUARDRAIL	CST	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2011/12 - 2015/16
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 4D
Safety - Signing and Pavement Markings

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																								
								2011/12				2012/13				2013/14				2014/15				2015/16								
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private					
Sumter	SR 91 (FLORIDA TURNPIKE)	4195722	FROM MP 299 TO MP 309	10.67 mi		SIGNING/PAVEMENT MARKINGS	PE	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	THERMOPLASTIC	4231982	LAKE COUNTY RESURFACING SB ONLY, FROM MP 281 TO 287.8	15.91 mi		SIGNING/PAVEMENT MARKINGS	CST	0	0	0	0	0	489	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	THERMOPLASTIC	4271442	SURFACING MAINLINE FROM MP274- 275 NB TO MP274-275.5 SB			SIGNING/PAVEMENT MARKINGS	PE	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 450	4274801	FROM MARION COUNTY TO LAKE YALE ROAD	1.000 mi		AUDIBLE PAVEMENT MARKERS, SHOULDERS	CST	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	US 27	4286041	FROM NORTH OF MARGAUX DRIVE TO CR 33	21.61 mi		SIGNING/PAVEMENT MARKINGS	CST	0	0	0	0	0	2,138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR561	4296081	FROM US 27 TO CR 48			SIGNING/PAVEMENT MARKINGS	CST	142	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake						SIGNING/PAVEMENT MARKINGS	CST	0	0	0	0	0	0	0	0	0	0	194	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2011/12 - 2015/16
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5A
Maintenance Bridges

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																								
								2011/12				2012/13				2013/14				2014/15				2015/16								
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private					
Sumter	CR 311 FRONTAGE RD	2421181	I-75 OVER JUMPER CK BR#184059	0.218 mi		BRIDGE REPLACEMENT	CST	0	1,253	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 50 BR# 180021	4245241	OVER ABANDONED RAILROAD BRIDGE REPLACEMENT	0.664 mi		BRIDGE REPLACEMENT	CST	2,890	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 44	4275621	BRIDGE # 110063 PAINT & SEAL DECK	0.099 mi		BRIDGE-REPAIR/REHABILITATION	PE	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 19	4275751	BRIDGE # 110026 PAINT/REPLACE JOINTS	0.593 mi		BRIDGE-REPAIR/REHABILITATION	CST	0	0	0	0	0	656	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 40	4275771	BRIDGE # 110077 PAINT, REDECK	0.098 mi		BRIDGE-REPAIR/REHABILITATION	CST	2,161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 470	4302381	BRIDGE OVER TURNPIKE	0.060 mi		BRIDGE-REPLACE AND ADD LANES	CST	692	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake						BRIDGE-REPLACE AND ADD LANES	CST	0	0	0	0	0	0	0	0	0	0	4,000	0	0	0	0	4,000	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2011/12 - 2015/16
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5B
Maintenance Drainage

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																								
								2011/12				2012/13				2013/14				2014/15				2015/16								
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private					
Lake	SR 19 (BAY&GROVE ST)	4295581	FROM SR 500 (US441) TO NORTH END OF EUSTIS	2.830 mi		DRAINAGE IMPROVEMENTS	CST	358	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2011/12 - 2015/16
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5D
Maintenance - Routine Maintenance

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																								
								2011/12				2012/13				2013/14				2014/15				2015/16								
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private					
Lake	VEGETATION AND	2447543	AESTHETICS AREA WIDE			ROUTINE MAINTENANCE	MNT	1,249	0	0	0	0	937	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LADY LAKE	4171991	MEMORANDUM OF AGREEMENT			ROUTINE MAINTENANCE	MNT	25	0	0	0	0	25	0	0	0	0	25	0	0	0	0	25	0	0	0	0	25	0	0	0	0
Lake	LAKE PRIMARY	4181061	IN-HOUSE			ROUTINE MAINTENANCE	MNT	3,230	0	0	0	0	3,326	0	0	0	0	3,400	0	0	0	0	3,500	0	0	0	0	3,600	0	0	0	0
Sumter	SUMTER PRIMARY	4181111	IN-HOUSE			ROUTINE MAINTENANCE	MNT	454	0	0	0	0	678	0	0	0	0	700	0	0	0	0	725	0	0	0	0	750	0	0	0	0
Lake	CITY OF LEESBURG MOA	4231131				ROUTINE MAINTENANCE	MNT	10	0	0	0	0	10	0	0	0	0	10	0	0	0	0	10	0	0	0	0	10	0	0	0	0
Lake	MOA W/ MASCOTTE	4237901				ROUTINE MAINTENANCE	MNT	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	0	0	0
Lake	PAVEMENT MARKINGS	4238341	RPM'S - PERFORMANCE BASED			ROUTINE MAINTENANCE	MNT	221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	MOA WITH SUMTER COUNTY	4259971	I-75 AT CR 673 INTERCHANGE			ROUTINE MAINTENANCE	MNT	4	0	0	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0	0	4	0	0	0	0
Lake	MOA W/ WILLOWOOD	4271941				ROUTINE MAINTENANCE	MNT	6	0	0	0	0	6	0	0	0	0	6	0	0	0	0	6	0	0	0	0	6	0	0	0	0
Lake	ASPHALT REPAIR	4291571				ROUTINE MAINTENANCE	MNT	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	PIPE DESILT & VIDEO	4291761				ROUTINE MAINTENANCE	MNT	410	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	PAVEMENT MARKINGS	4291771	THERMOPLASTIC AND RPM'S PERFORMANCE			ROUTINE MAINTENANCE	MNT	203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	UNPAVED SHOULDER	4291801	REPAIR			ROUTINE MAINTENANCE	MNT	609	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	UNPAVED SHOULDER	4292781	REPAIR			ROUTINE MAINTENANCE	MNT	2,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2011/12 - 2015/16
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5E
Maintenance - Miscellaneous

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																			
								2011/12				2012/13				2013/14				2014/15				2015/16			
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private
Lake	EMERGENCY SINKHOLE REPAIR	4194041	SINKHOLE REPAIR AT FL TURNPIKE MP290			EMERGENCY OPERATIONS	PE																				

APPENDICES AVAILABLE ONLINE: <http://www.lakesumtermo.com/documents/tip-reports.aspx>

APPENDIX A-

LAKE COUNTY TRANSPORTATION CONSTRUCTION PROGRAM

APPENDIX B-

SUMTER COUNTY CAPITAL IMPROVEMENT PROGRAM

Sumter County Capital Improvement Program

FY 2011-12
Revenue Projections

Revenue Sources	Projected 2010-11	Projected 2011-12	Projected 2012-13	Projected 2013-14	Projected 2014-15	Projected 2015-16
General Fund	5,701,391	1,360,000	1,800,000	2,140,000	2,000,000	2,200,000
Court Improvement Fund	280,000	289,738	295,628	301,636	307,763	314,013
Net Proceeds of Sale of Government Office	170,500	170,505	170,505	170,505	170,505	3,100,005
Local Boater Registration Fund	17,520	16,894	16,290	15,707	15,146	14,604
ARRA Funds - Fire Stations	2,131,638	-	-	-	-	-
Fire Impact Fees-Sumter Fire	70,000	125,408	54,560	54,560	54,560	29,560
Fire Impact Fees-Villages Fire	948,558	991,243	1,035,849	1,082,462	1,131,173	1,182,076
*R&B Funds Available for Capital (See CTT & ST CIP Page for Detail)	2,753,775	4,149,568	1,339,522	295,835	991,307	1,972,010
Road Impact Fees	6,124,422	6,957,142	13,907,155	18,519,109	3,076,396	1,267,680
Dedicated Capital Revenue	12,073,382	7,103,356	4,712,354	4,060,706	4,670,454	8,812,268

**Sumter County Capital Improvement Plan
Fund 123 - Boating Improvement Fund**

	Project Description	Location	Priority	Revenue Source	Prior Years	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future Years	Total Project Cost
1	Restroom Improvements	Lake Okahumpka, Rutland, Shady Brook Greenway	1	FBIP	165,000						-	165,000
2	Restroom Improvements	Gant Lake	2			55,000						
3	Projects below CIP Threshold	Outlet Park Restrooms			45,625							
4	Project Totals				-	165,000	55,000	-	-	-	-	
5	Cash Balance Forward				222,243	74,763	36,657	52,946	68,654	83,800		
6	Local Boater Registration Fund				17,520	16,894	16,290	15,707	15,146	14,604		
7	Less Project Projections				(165,000)	(55,000)	-	-	-	-		
8	Balance				74,763	36,657	52,946	68,654	83,800	98,404	-	

Sumter County Capital Improvement Plan

Fund 305 - Capital Outlay Reserve

	Project Description	Location	Priority	Revenue Source	Prior Years	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future Years	Total Project Cost
1	ADA Voting Equipment			COR					594,000			594,000
2	Upgrade of Public Safety Radio System			COR			4,000,000	3,500,000				7,500,000
3	Emergency Response Apparatus Replacement			COR		245,000	470,000	475,000	425,000		-	1,615,000
4	Fire Engine 34 Replacement			Insurance Proceeds/ COR		245,000	-	-	-	-	-	245,000
5	Fire Station 21 Expansion	Lake Panasoffkee		COR		450,000	-	-	-	-	-	450,000
6	New Fire Station	North Wildwood #32		Fire Impact Fees/ COR			-	-	-	1,200,000	-	1,200,000
7	Health Department Generator	Bushnell		COR		150,000		-	-	-	-	150,000
8	Historic Courthouse Renovation w/Signage	Bushnell		COR	194,707	4,000,000	-	-	-	-	-	4,194,707
9	Jail Correction Action			COR	-	425,000	-	-	-	-	-	425,000
10	Judicial Building Renovation (1st Fl)	Bushnell		COR/Court Funds	29,970	-	-	-	1,000,000	2,880,288	-	3,910,258
11	Citizens Drop-Off Area/Animal Control Joint Use Facility	Panasoffkee		COR	147,503	921,876	-	-	-	-	-	1,069,379
12	Public Works Motor Pool Material Storage Barn	Bushnell		COR		50,000	-	-	-	-	-	50,000
13	Transit Building Renovation for P&D	Bushnell		COR	10,000	40,000	-	-	-	-	-	50,000
14	Paved Walking Trail	Lake Pansoffkee Rec		COR			100,000					100,000
15	Skatepark	Lake Pansoffkee Rec		COR						103,000		103,000
16	Handball/Racquetball Court	Lake Pansoffkee Rec		COR				75,000				75,000
17	Public Safety Training Range	Lake Pansoffkee Spoil Site									1,000,000	1,000,000

	Project Description	Location	Priority	Revenue Source	Prior Years	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future Years	Total Project Cost
18	Sewer to Fairgrounds	Webster					-				800,000	800,000
19	Fire Station Renovation	Royal #33									200,000	200,000
20	New Fire Station	Bushnell #11									1,200,000	1,200,000
21	New Fire Station	Bushnell #29									1,200,000	1,200,000
22	New Fire Station	Webster #12									1,200,000	1,200,000
23	New Fire Station	South Bushnell #28									1,200,000	1,200,000
24	Fire Station Expansion	Center Hill #14									250,000	250,000
25	New Fire Station	Wildwood Springs		Fire Impact Fees							1,200,000	1,200,000
26	New Fire Station	Landstone		Fire Impact Fees							1,200,000	1,200,000
27	Sewer to Lake Panasoffkee Area	Bushnell		Grant/Utility Revenue Bond							10,000,000	10,000,000
28	Jail Pod Expansion	Bushnell									2,500,000	2,500,000
29	New Library	Webster		COR/Grant							2,000,000	2,000,000
30	Library Expansion	Lake Pansoffkee		COR/Grant							1,000,000	1,000,000
31	Overall Courthouse Expansion	Bushnell									8,000,000	8,000,000
32	Parking Garage for Courthouse Complex	Bushnell									4,000,000	4,000,000
33	Courthouse Complex Administrative and Records Management Center Expansion due to lease expiration (5/31/21)	Bushnell									8,000,000	8,000,000
34	Sheriff's Office/EOC/Comm. Center; lease expiration (5/31/21); consider renewing lease	Bushnell									-	-
35	Project Totals				382,180	6,526,876	4,570,000	4,050,000	2,019,000	4,183,288	44,950,000	66,681,344
36	Cash Balance Forward - COR					8,116,000	3,742,195	1,498,288	123,789	644,717	2,112,107	
37	Transfer from General Fund					1,360,000	1,800,000	2,140,000	2,000,000	2,200,000	29,237,893	
38	Transfer from Fund 109 - SCGOB Payments					170,505	170,505	170,505	170,505	3,100,005	-	
39	Transfer from Fund 155 - SFD Impact Fees					125,408	54,560	54,560	54,560	29,560	3,600,000	
40	Transfer from Fund 127 - Court Improvement Fund					289,738	295,928	301,636	307,763	314,013	-	
41	Transfer from Fund 182 - Sumter Fire District (Insurance Proceeds)					200,000	-	-	-	-	-	
42	Other Revenue (Grants & Interest)					7,420	5,100	8,800	7,100	7,100	10,000,000	
43	Less Project Projections					(6,526,876)	(4,570,000)	(4,050,000)	(2,019,000)	(4,183,288)	(44,950,000)	
44	Balance					3,742,195	1,498,288	123,789	644,717	2,112,107	-	

Sumter County Capital Improvement Plan

Fund 307 - Bond Construction Fund

					Prior Years	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	
1	General Fund Transfer				200,000	-	-	-	-	-	
2	DRI Obligation				1,000,000	-	-	-	-	-	
3	Interest				2,887,349	1,000	-	-	-	-	
4	Bond Proceeds				30,463,204	-	-	-	-	-	
5	Total				34,550,553	1,000	-	-	-	-	
6											
7	Project Description		Priority	Revenue Source	Prior Years	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Project Totals
8	Service Center	Powell Road		See above	7,380,948		-	-	-	-	7,380,948
9	Jail Construction		1	See above	25,200,412	-	-	-	-	-	25,200,412
10											
11	1988 Jail Renovation		1	See above	150,047	1,372,119					1,522,166
12	COR Fund Total				32,731,406	1,372,119	-	-	-	-	34,103,525
13											
14	Summary										
15	CBF					1,371,119	(0)	(0)	(0)	(0)	
16	GF Transfer					-	-	-	-	-	
17	Interest Earnings					1,000	-	-	-	-	
18	Less Project Projections					(1,372,119)	-	-	-	-	
19	Balance				1,371,119	(0)	(0)	(0)	(0)	(0)	

Sumter County Capital Improvement Plan

Sumter Fire District Impact Fees

Revenue
Fire Impact Fees-Sumter Fire

FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16
50,000	50,000	50,000	50,000	50,000

	Project Description	Priority	Revenue Source	PRIOR YEARS	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Future	Total Project
2	**Equipment < \$50,000		Impact Fees		-		-	-	-	-	-
	Impact Fee Fund Total			-	-	-	-	-	-	-	-
	Summary										
3	CBF				70,848	-	-	-	-		
4	Revenue				50,000	50,000	50,000	50,000	50,000		
5	Impact Fee Waivers				5,000	5,000	5,000	5,000	5,000		
6	Interest Earnings				60	60	60	60	60		
7	Other Expenditures (Admin. Fee) (Study Update in				(500)	(500)	(500)	(500)	(25,500)		
8	Transfer to COR for Fire Apparatus				(125,408)	(54,560)	(54,560)	(54,560)	(29,560)		
9	Project Projections				-	-	-	-	-		
#	Balance				-	-	-	-	-		

Sumter County Capital Improvement Plan
The Villages Fire District Impact Fees

Revenue

1 Fire Impact Fees-The Villages Fire district

FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16
991,243	1,035,849	1,082,462	1,131,173	1,182,076

	Project Description		Priority	Revenue Source	PRIOR YEARS	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total Project
2	75 ft Aerial/Adders/"Quint" Truck	Station 7		Impact Fees	-	851,069	-	-	-	-	851,069
3	Public Safety Fire Station #6	Station 6		Impact Fees	-	1,018,750	1,018,750	1,018,750	1,018,750	-	4,075,000
4	Traffic Pre-emption System			Impact Fees	-	-	-	-	-	425,000	425,000
5	Quick Response Vehicle	Station 6 & 7		Impact Fees	-	124,170	124,170				
	Impact Fee Fund Total				-	1,993,989	1,142,920	1,018,750	1,018,750	425,000	5,351,069
	Summary										
6	CBF					2,060,308	1,063,950	966,520	1,041,908	1,175,519	
7	Revenue					991,243	1,035,849	1,082,462	1,131,173	1,182,076	
8	Interest Earnings					3,800	7,500	10,000	20,000	22,000	
9	Transfer from GF-Impact Waivers					12,500	12,500	12,500	12,500	12,500	
10	Transfer to for Admin. Fee					(9,912)	(10,358)	(10,825)	(11,312)	(11,821)	
11	Project Projections					(1,993,989)	(1,142,920)	(1,018,750)	(1,018,750)	(425,000)	
12	Balance					1,063,950	966,520	1,041,908	1,175,519	1,955,274	

**Sumter County Capital Improvement Plan
Secondary Trust (ST) and County Transportation Trust (CTT)**

Summary	Projected 2011-12	Projected 2012-13	Projected 2013-14	Projected 2014-15	Projected 2015-16
1 CBF	7,402,677	5,935,700	4,908,600	3,723,224	2,882,096
2 Revenue Projections	11,223,059	8,600,597	7,625,686	8,291,414	9,460,829
3 Less Project & Equipment Projections	(7,791,545)	(4,541,622)	(3,556,211)	(3,707,435)	(4,135,604)
4 Less Operating Budget	(4,898,491)	(5,086,075)	(5,254,851)	(5,425,107)	(5,613,819)
5 Balance	5,935,700	4,908,600	3,723,224	2,882,096	2,593,502

Revenue Sources	Projected 2011-12	Projected 2012-13	Projected 2013-14	Projected 2014-15	Projected 2015-16
6 C-475 from C-470 to CR 542	-	-	-	500,000.00	1,500,000.00
7 C-466 from CR 209 to C-475	1,200,000.00	425,000.00	-	-	-
8 C-469 from C-49 to SR 50	2,138,000.00	712,000.00	-	-	-
9 C-470 SCRAP from W of I-75	211,000.00	-	-	-	-
10 CR 673 SCRAP from US 301	369,000.00	-	-	-	-
11 Ad Valorem	656,403	669,531	682,922	696,580	710,512
12 Delinquent Ad Valorem Taxes	1,174	1,209	1,245	1,283	1,283
13 Ninth Cent	666,824	680,160	693,763	707,639	721,792
14 Local Option Fuel Tax	3,730,753	3,805,368	3,881,475	3,959,104	4,038,287
15 Constitutional Gas Tax/20% Portion	291,265	297,091	303,033	309,094	315,276
16 County Fuel Tax/7th Cent	644,080	656,963	670,102	683,504	697,175
17 Constitutional Gas Tax/80% Portion (ST)	1,176,481	1,211,775	1,248,129	1,285,573	1,324,140
18 Other Revenue	138,079	141,500	145,017	148,637	152,364
19 REVENUE PROJECTIONS	11,223,059	8,600,597	7,625,686	8,291,414	9,460,829

PROJECTS-SECONDARY TRUST (ST)		Priority	Revenue Source	PRIOR YEARS	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 14/15	PROJECT SUMMARY		
20	C-475		C-475 from C-470 to CR 542	1	ST/\$200K; SCOP/\$500K	-		700,000	1,500,000	2,200,000		
21	C-469		C-469 from C-48 to SR 50	1	CIGP	-	2,138,000	712,000		2,850,000		
22	C-466		C-466 from CR 209 to C-475	1	CIGP	28,000	1,200,000	425,000		1,653,000		
23	C Resurfacing		Priority List	1	ST		3,054,525	1,225,012	1,261,764	1,099,617	1,338,606	7,979,524
24	Total ST Projects					28,000	6,392,525	2,362,012	1,261,764	1,799,617	2,838,606	14,682,524

25	PROJECTS-COUNTY TRANSPORTATION TRUST (CTT)		Priority	Revenue Source	PRIOR YEARS	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 14/15	TOTAL PROJECT	
26	C-470 SCRAP	I-75 to CSX ROW		CTT	20,000	211,000	-	-	-	-	231,000	
27	C-673 SCRAP	CR 673 SCRAP US 301 W 4,500 LF		CTT/SCRAP	25,000	380,000	-	-	-	-	405,000	
28	Langley Turn Lanes	US 301 in Sumterville		CTT	62,000	417,775	-	-	-	-	479,775	
29	CR Resurfacing	Priority List	1	CTT	1,399,201	145,475	1,974,988	1,938,236	1,730,000	1,180,808	8,368,708	
30	Road Equipment											
31	Small Equipment less than \$50K			CTT	5,688	134,770	94,622	147,211	62,818	51,190	496,299	
32	Vermeer Brush Chipper			4 CTT					50,000		50,000	
33	Reconditioned Bucket Truck			2 CTT		-	50,000	-	-	-	50,000	
34	Tractor loader and box blade			1 CTT	-	50,000	-	-	-	-	50,000	
35	Dump Trucks			1-5 CTT	-	60,000	60,000	129,000	65,000	65,000	379,000	
36	Backhoe w/rubber tires			3 CTT	-	-	-	80,000	-	-	80,000	
37	Total CTT Projects and Equipment					1,511,889	1,399,020	2,179,610	2,294,447	1,907,818	1,296,998	10,589,782
38	TOTAL ALL PROJECTS, BUILDINGS & EQUIPMENT					1,539,889	7,791,545	4,541,622	3,556,211	3,707,435	4,135,604	25,272,306

**Sumter County Capital Improvement Plan
Road Impact Fees**

Revenue
Impact Fees

FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16
6,957,142	13,907,155	18,519,109	3,076,396	1,267,680

	Project Description	Location	Priority	Revenue Source	Prior Years	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FUTURE YEARS	TOTAL PROJECT
1	C-470	TG Lee Wetland Mitigation	1	Impact Fees	50,000	157,000	-	-	-	-	-	207,000
2	C-468	C-468 Turnpike Interchange	1	Impact Fees	1,103,000	1,000,000	-	2,500,000	13,000,000	-	-	17,603,000
3	C-462	C-462 from US 301 to C-466A	1	Impact Fees	195,000	1,400,000	5,500,000	-	-	-	-	7,095,000
4	C-466	C-466 from CR 209 to US 301	1	Impact Fees	170,880	728,120	-	-	-	-	5,500,000	6,399,000
5	C-466A Phase III	US 301 to Powell Road	1	Impact Fees	654,000	2,300,000	2,468,438	2,000,000	-	-	-	7,422,438
6	C-468	C-468 Four Lane from SR 44 to Turnpike	1	Impact Fees	1,385,500	3,700,000	-	7,300,000	8,600,000	-	-	20,985,500
7	C-468	C-468 from US 301 to Turnpike		TRIP/Impact Fees			-	-	-	-	20,200,000	20,200,000
8	C-470 Widening	Interchange to Lake County		Developer/ TRIP Funds			-	-	-	-	85,000,000	85,000,000
9	Total Projects				3,558,380	9,285,120	7,968,438	11,800,000	21,600,000	-	110,700,000	164,911,938
10	Summary											
11	CBF					8,400,983	6,132,705	12,131,431	18,908,967	420,368	1,723,053	
12	Revenue					6,957,142	13,907,155	18,519,109	3,076,396	1,267,680	108,976,947	
13	Interest Earnings & Other Revenue					59,700	60,009	58,427	35,005	35,005		
14	Project Projections					(9,285,120)	(7,968,438)	(11,800,000)	(21,600,000)	-	(110,700,000)	
15	Balance					6,132,705	12,131,431	18,908,967	420,368	1,723,053	-	

Sumter County Capital Improvement Plan

Stormwater Fund

	Project Description		Priority	Revenue Source	PRIOR YEAR	FY 11/12	FY 12/13	FY 13/14	FY 15/14	FY 15/16	TOTAL PROJECT
1	Panacoochee Project			Grant/GF	20,000	438,000	437,000				895,000
2	Stormwater Projects			GF			107,804	100,000	100,000	100,000	407,804
	Total				20,000	438,000	544,804	100,000	100,000	100,000	1,302,804
Revenue Projections Stormwater Fund											
3	CBF					221,394	145,608	160,000	160,000	160,000	
4	CBIR Stormwater Manangement					146,913	88,310				
5	Panacoochee CDBG Grant					375,000	375,000				
6	Interest					1,198					
7	Transfer from General Fund				-	30,000	210,688	130,000	130,000	130,000	
8	Big Prairie-Gant Lake Water Management Plan					(190,897)	(114,802)				
9	Less Project Projections				(20,000)	(438,000)	(544,804)	(130,000)	(130,000)	(130,000)	
10	Balance				(20,000)	145,608	160,000	160,000	160,000	160,000	

**City of Wildwood
Potable Water and Sanitary Sewer Systems
Capacity and Level of Service Analysis
Annual Update to the 5-Year Schedule of Capital Improvements
FY 2011/2012 – 2015/2016**

The City of Wildwood’s potable water and sanitary sewer systems are required to meet concurrency pursuant to Section 163.3180, Florida Statutes. The Comprehensive Plan sets level of service standards needed to maintain concurrency. Additionally, Section 163.3177(3)(b), Florida Statutes requires local governments to review the 5-Year Schedule of Capital Improvements within the Capital Improvements Element of the Comprehensive Plan, annually. The table below illustrates the current capacity (represented in million gallons per day) and level of service (gallons per day per equivalent residential connection) for the potable water and sanitary sewer systems.

System	Capacity (MGD)	Level of Service Standard
Potable Water	4.752	300 gallons per day per ERC
Sanitary Sewer (Effluent)	3.55	250 gallons per day per ERC

Currently, the potable water and sanitary sewer systems have sufficient capacity needed to support projected growth within the next five years. In order to demonstrate the systems will continue to operate within the adopted level of service for the next five years, data from the City’s Water and Wastewater departments were analyzed (see Potable Water and Sanitary Sewer Summary Charts). The data represents the monthly flows from December 2009 through September 2011. For purposes of this analysis, the previous 12 months were analyzed. The data demonstrate the following flows (represented in million gallons per day):

System	12 Month Average Flow (MGD)	Peak Average Monthly Flow (MGD)
Potable Water	2.026	2.348
Sanitary Sewer (Effluent)	1.552	1.674

For purposes of demonstrating these systems will continue have sufficient capacity to meet growth demands, an annual growth rate of 10% was applied to the Peak Average Monthly Flow. Due to the current economic conditions, the rapid growth forecasted by the Comprehensive Plan in the short term is over-projecting demand. Even with an aggressive 10% annual growth rate and the unlikely assumption that all of the capacity reserved through executed developer’s agreements is utilized, the systems can serve the projected demands without the needed water supply capacity of the Champagne Farms well. However, the City has programmed in its Capital Improvements Element the design and construction of the Champagne Farms water treatment plant and transmission system which will add capacity and increase the level of service for the potable water system. The table below illustrates the anticipated remaining capacity for FY 2015-2016 without Champagne Farms:

System	Remaining Capacity	
Potable Water	.629 (MGD)	13%
Sanitary Sewer (Effluent)	.398 (MGD)	11%

Please see the table labeled “Potable Water and Sanitary Sewer Systems Capacity Analysis” for detailed information.

In conclusion, the City can continue to provide optimal service to its existing and future utility customers throughout the short term. The city continues to benefit from long term infrastructure planning regarding the supply and facilities capacity of its potable water and sanitary sewer systems.

Potable Water Flows

Summary Chart

DATE	TOTAL VOLUME (PLANTS 1-5)	AVERAGE MONTHLY FLOWS	MAX MONTHLY FLOWS
Jan-10	59.323	1.914	2.274
Feb-10	53.182	1.899	2.181
Mar-10	60.295	1.945	2.289
Apr-10	62.622	2.087	2.451
May-10	66.723	2.152	2.538
Jun-10	63.879	2.129	2.746
Jul-10	66.631	2.149	2.430
Aug-10	64.606	2.084	2.449
Sep-10	58.679	1.956	2.662
Oct-10	69.099	2.229	2.704
Nov-10	62.376	2.079	2.546
Dec-10	59.872	1.931	2.426
Jan-11	56.917	1.836	2.437
Feb-11	55.467	1.715	2.553
Mar-11	38.840	1.255	2.179
Apr-11	66.948	2.232	2.795
May-11	70.436	2.348	2.626
Jun-11	70.062	2.335	2.626
Jul-11	67.051	2.159	2.513
Aug-11	67.559	2.179	2.559
Sep-11	62.581	2.018	2.538
12 Month Average	62.267	2.026	2.542

Notes:

Source: City of Wildwood Water Dept

Numbers represented in MGD (million gallons per day)

Peak Average Monthly Flow - 2.348 MGD

Sanitary Sewer (Wastewater) Flows

Summary Chart

DATE	INFLUENT	3 MONTH	YEARLY	EFFLUENT	3 MONTH	YEARLY
	FLOW	AVERAGE	AVERAGE	FLOW	AVERAGE	AVERAGE
Dec-09	1.407	1.410	1.443	1.404	1.426	1.472
Jan-10	1.423	1.411	1.444	1.439	1.419	1.474
Feb-10	1.486	1.439	1.447	1.490	1.444	1.479
Mar-10	1.609	1.506	1.463	1.631	1.520	1.495
Apr-10	1.529	1.541	1.473	1.636	1.586	1.515
May-10	1.426	1.521	1.471	1.463	1.577	1.512
Jun-10	1.468	1.474	1.471	1.499	1.533	1.514
Jul-10	1.378	1.424	1.465	1.404	1.455	1.504
Aug-10	1.451	1.432	1.461	1.549	1.484	1.500
Sep-10	1.451	1.427	1.454	1.543	1.499	1.494
Oct-10	1.397	1.433	1.452	1.422	1.505	1.491
Nov-10	1.434	1.427	1.455	1.585	1.517	1.505
Dec-10	1.417	1.416	1.456	1.574	1.527	1.520
Jan-11	1.431	1.427	1.456	1.674	1.611	1.539
Feb-11	1.542	1.465	1.462	1.513	1.588	1.541
Mar-11	1.568	1.513	1.458	1.618	1.603	1.540
Apr-11	1.593	1.570	1.464	1.634	1.589	1.540
May-11	1.509	1.557	1.470	1.474	1.575	1.541
Jun-11	1.503	1.535	1.473	1.490	1.533	1.540
Jul-11	1.540	1.517	1.487	1.581	1.515	1.555
Aug-11	1.577	1.540	1.497	1.629	1.567	1.562
Sep-11	1.504	1.540	1.502	1.428	1.546	1.552
12 Month Average	1.501	1.495	1.469	1.552	1.556	1.536

Notes:

Source: City of Wildwood Wastewater Dept - Plant Records MORs/Flows

Numbers respresented in MGD (million gallons per day)

Peak Average Monthly Flow - 1.674 MGD

Potable Water and Sanitary Sewer Systems Capacity Analysis
Annual Update to the Capital Improvements Element

<i>Potable Water</i>	Current (MGD)	Projected Growth (MGD)				
	2011	2012	2013	2014	2015	2016
Permitted Water Supply Well Capacity	4.752	4.752	4.752	4.752	4.752	4.752
Current Demand (Peak Monthly Average)	2.348					
Growth Rate (10%)		2.448	2.692	2.961	3.257	3.582
Comprehensive Plan Projections	2.870	3.160	3.460	3.750	4.040	4.444
Outstanding Developer Agreement Obligations	0.541	0.541	0.541	0.541	0.541	0.541
Remaining Capacity (MGD)	1.863	1.763	1.519	1.250	0.954	0.629
Remaining Capacity (%)	39%	37%	32%	26%	20%	13%

<i>Sanitary Sewer</i>	Current (MGD)	Projected Growth (MGD)				
	2011	2012	2013	2014	2015	2016
FDEP Permitted Capacity	3.550	3.550	3.550	3.550	3.550	3.550
Current Demand (Peak Monthly Average)	1.629					
Growth Rate (10%)		1.800	1.980	2.178	2.396	2.636
Comprehensive Plan Projections	1.750	1.910	2.060	2.220	2.370	2.520
Outstanding Developer Agreement Obligations	0.516	0.516	0.516	0.516	0.516	0.516
Remaining Capacity (MGD)	1.405	1.234	1.054	0.856	0.638	0.398
Remaining Capacity (%)	40%	35%	30%	24%	18%	11%

Notes:

- | | |
|---|---|
| 1) Numbers represented in MGD (million gallons per day) | 6) 10-Year Water Supply Facilities Plan due in 2012 |
| 2) Growth rate of 10% annual increase applied to this analysis. | 7) FDEP Permitted capacity - 4.752 MGD |
| 3) Remaining capacity represents current peak month demand with applied growth rate | 8) Analysis does not include Champagne Farms WTP and transmission system (online 2015/2016) |
| 4) Comprehensive plan projections listed for reference | |
| 5) WUP - 4.98 MGD expires in 2013. | |

CITY OF WILDWOOD
Planning and Zoning Board/Special Magistrate

Case No: CP 1202-02

Applicant: City of Wildwood

City of Wildwood staff seeks approval and a favorable recommendation from the Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for text amendments to the adopted Comprehensive Plan.

The City is proposing to amend the Future Land Use, Transportation, Intergovernmental Coordination, Capital Improvements, and Public Schools Facilities Elements. The amendments would be adopted by Ordinance #02012-15.

The amendments are being proposed as directed by the City Commission to eliminate concurrency and to lessen the requirements of the Future Land Use Element to allow for greater market flexibility for developers.

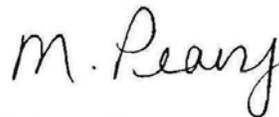
Staff believes the proposed modifications will not compromise the underlining intent of the Comprehensive Plan in promoting a balanced, equitable, efficient, and economically viable plan.

Staff recommends approval of Ordinance #02012-15 to be forwarded to the City Commission for transmittal to the state land planning agency for review.

The Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency has a duty to review all comprehensive plan amendments and make recommendations to the City Commission.

This office has duly noticed this meeting as prescribed by City of Wildwood Code for PUBLIC NOTICES in the City of Wildwood. Notice has been posted on the notice board at City Hall and on the bulletin board at the Wildwood Post Office. A notice of this meeting was published in a newspaper of general circulation (Daily Commercial) on February 24, 2012.

DATED: February 27, 2012



Melanie Peavy
Development Services Director

ORDINANCE NO. O2012-15

AN ORDINANCE OF THE CITY OF WILDWOOD FLORIDA; PROPOSING TEXT AMENDMENTS TO THE FUTURE LAND USE ELEMENT, TRANSPORTATION ELEMENT, INTERGOVERNMENTAL COORDINATION ELEMENT, CAPITAL IMPROVEMENTS ELEMENT, AND PUBLIC SCHOOLS FACILITIES ELEMENTS OF THE ADOPTED LOCAL COMPREHENSIVE PLAN IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED, by the City Commission of Wildwood, Florida, as follows:

SECTION 1. The text amendments to the Future Land Use, Transportation, Intergovernmental Coordination, Capital Improvements, and Public Schools Facilities Elements of the City of Wildwood Comprehensive Plan are shown in attached "Exhibit A." The amendments are attached hereto and are shown with ~~striketrough~~ for deletions and underline for additions.

SECTION 2. With the recommendations of the City Commission, the proposed amendments are hereby transmitted by the City Commission to the state land planning agency.

SECTION 3. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 4. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 5. This Ordinance shall take effect upon its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2012, by
the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

S E A L

ATTEST: _____
Joseph Jacobs, City Clerk

Ed Wolf, Mayor

First Reading: _____

Second Reading: _____

Approved as to form:

Jerri A. Blair, City Attorney

Ordinance O2012-15

“Exhibit A”

Goals, Objectives and Policies:

Future Land Use Element
Transportation Element
Intergovernmental Coordination Element
Capital Improvements Element
Public Schools Facilities Element

Chapter 1

FUTURE LAND USE ELEMENT

Goals, Objectives, Policies

Any and All Florida Statutes, Florida Administrative Code Regulation or Other Regulations Referenced in this Element shall be Enforced as it Existed on the Date of Adoption or Amendment of this Element and are to Include any Amendments to tie Referenced Regulation, Statute or Code Adopted After the Date of Adoption or Amendment of this Element.

GOAL 1 The City of Wildwood shall implement Smart Growth through comprehensive, policies, regulations, capital projects and incentives for effective management of the land use pattern in the City to enhance the quality of life for its citizens, promote economic vitality, and accommodate population and development in an environmentally acceptable manner.

OBJECTIVE 1.1 The City shall maintain regulations for land use categories and the Future Land Use Map Series in order to manage the allocation of Future Land use through the year 2035.

Policy 1.1.1 The City shall designate land use on the Future Land Use Map to accommodate needs identified within the Comprehensive Plan supporting document (i.e., Data, Inventory & Analysis). The City shall allocate sufficient land above identified needs to avoid economic impacts with a controlled supply of land places on land values and market potential.

Policy 1.1.2 The Future Land Use Map Series shall designate areas for the uses listed in Table 1-1 and shall not exceed the maximum density and intensity contained in the Table. Density and intensity shall be calculated ~~as outlined in Policy 1.6.1 on a gross acreage basis unless otherwise noted.~~

Table 1-1

Land Use Designation	Permitted Residential Density	Special Requirements	Non-Residential Allowable Uses and Intensities
Residential/ Institutional/ Office	Single family: 4/ acre Other: 15/ acre	Mix 50% residential, 25% institutional, 25% office.	Medical offices and laboratories, offices, group living facilities, schools, public facilities and community centers. Max ISR 80%. Max FAR 0.60.
Residential Mixed Use	5/ acre		Max 25,000 sq. ft. neighborhood commercial per project development.

Land Use Designation	Permitted Residential Density	Special Requirements	Non-Residential Allowable Uses and Intensities
Mobile Home Parks	10/ acre		
Low Density Residential	4/ acre		
Low Medium Density Residential	6/ acre		
Medium Density Residential	9/ acre		
Medium High Density Residential	12/ acre		
High Density Residential	15/ acre		
Oxford Neighborhood Mixed Use	5 -7/ acre	Minimum 25% Parks and Open Space. PD zoning. Minimum & maximum percentages apply to each use category.	Commercial, government, civic, institutional & recreational. Max ISR 60%. Max FAR 0.30/ acre.
Oxford Residential Mixed Use	Min 5/ acre Max 10/ acre	Permitted density dependent on proximity to employment or neighborhood mixed use center.	Support commercial may be permitted on first floor -up to a maximum of 10% of acreage. No stand-alone commercial/office buildings permitted.
Oxford Neighborhood Commercial	4/ acre	PD Zoning	Retail sales/service, office, civic & institutional uses. Max ISR 60%. Max FAR 0.30.
Central Mixed Use	10 -14/ acre	Minimum 15% Parks and Open Space. PD zoning. Minimum & maximum percentages apply to each use category.	Commercial, recreation & tourism, government, civic and institutional. Max ISR 80%. Max FAR 0.50/ acre.
High Density Residential Mixed Use	Min 8/ acre Max 15/ acre	PD Zoning	Max ISR 80%.
Downtown Commercial	10 -15/ acre	Building square footage and acreage devoted to residential uses shall not exceed 30% of the building square footage and acreage of the project.	Max ISR 90%. Max FAR 3.0 <u>2.0</u>

Land Use Designation	Permitted Residential Density	Special Requirements	Non-Residential Allowable Uses and Intensities
Commercial Center Mixed Use	7 -10/ acre	Minimum 25% Parks and Open Space. PD zoning. Minimum & maximum percentages apply to each use category.	Commercial sales/office, business park, government, civic, institutional & recreational. Max ISR 70%. Max FAR 0.75/ acre.
Business Park Mixed Use	3-6/ acre	Minimum 25% Parks and Open Space. PD zoning. Minimum & maximum percentages apply to each use category.	Commercial sales/office, business park, government, civic, institutional & recreational. Max ISR 70%. Max FAR 0.75/ acre.
Employment Center Neighborhood Mixed Use	5 -7/ acre	Minimum 25% Parks and Open Space. PD zoning. Minimum & maximum percentages apply to each use category.	Commercial sales/office, business park, government, civic, institutional & recreational. Max ISR 60%. Max FAR 0.50/ acre.
South Wildwood Neighborhood Mixed Use	3 -4/ acre	Minimum 40% Parks and Open Space. PD zoning. Minimum & maximum percentages apply to each use category.	Commercial sales/office, government, civic, institutional & recreational. Max ISR 50%. Max FAR 0.3/ acre.
General Commercial			Retail, offices and services. Max ISR 75%, Max FAR 0.25.
Industrial			Manufacturing, mining, processing, concrete or asphalt plants, warehousing, and other industrial activities. Max ISR 70%. Max FAR 0.25.

Land Use Designation	Permitted Residential Density	Special Requirements	Non-Residential Allowable Uses and Intensities
Agriculture -5	1/ per 5 acres		Aquaculture, horticulture, floriculture, viticulture, dairies, land used for animal grazing, and any and all forms of farm products and farm production. Max FAR 0.20.
Agriculture -10	1/ per 10 acres	<u>Projects-Developments</u> may achieve 1 per 5 acres provided qualifying criteria are met.	Aquaculture, horticulture, floriculture, viticulture, dairies, land used for animal grazing, and any and all forms of farm products and farm production. Max FAR 0.20.
Conservation			Conservation and passive recreation. Max ISR 5%.
Recreational			Publicly-owned recreation areas and facilities, including tourist attractions, race tracks, golf courses. Max ISR 20%.
Public Facilities			Public or private schools, universities, colleges, churches and other places of worship, hospitals and public health facilities, Adult Congregate Living Facilities (ACLF's), cemeteries, community and civic centers, libraries, City offices, police and fire stations, water pump stations, wastewater treatment plants, systems of facilities for public transportation, and other facilities used to deliver public services. Max FAR 0.60.

Policy 1.1.3 The City shall regulate land use activities within land use categories shown on the Future Land Use Map through the maintenance of zoning districts. The density and intensity of land use activities established for each zoning district shall be consistent with the density and intensity qualitative standards as set forth on the Future Land Use Map for the associated land use district.

Historic Mixed Use Designations

Policy 1.1.4 Residential/Institutional/Office Land Use This category includes land used for a mix of residential dwellings, medical offices and laboratories, business and professional offices, group living facilities, schools, public facilities and community centers. The maximum density for single family residential is 4 units per acre. Duplexes, triplexes, townhomes and multi-family residential developments are permitted up to 15 units per acre. The maximum Floor Area Ratio for office and institutional uses is 0.60, with a Maximum Impervious Surface Ratio of 80%. The residential/institutional/office designation is intended to provide for a mix of uses within a development site or within a multiple parcel area. The required mix shall be 50% Residential, 25% Institutional and 25% Office for the entire district. Parks and recreational uses are also permitted. Property with this FLU designation is most likely found within the downtown area.

Policy 1.1.5 Residential Mixed Use This category includes land used for a mix of residential dwellings and low intensity neighborhood commercial uses up to 5 units per gross acre and up to 25,000 square feet of neighborhood commercial for the entire ~~project~~ development. Parks and recreational uses are allowable as set forth by the Land Development Regulations. Also included in this category are Planned Developments (PDs) which support residential, commercial, recreation and open space.

Residential Designations

Policy 1.1.6 Low Density Residential This category includes land used for residential purposes up to 4 units per acre. Other permitted uses include parks, agricultural and recreational uses.

Policy 1.1.7 Low Medium Density Residential This category includes a mix of residential land uses up to 6 units per acre.

Policy 1.1.8 Medium Density Residential This category includes a mix of residential land uses up to 9 units per acre.

Policy 1.1.9 Medium High Density Residential This category includes a mix of residential land uses up to 12 units per acre.

Policy 1.1.10 High Density Residential This category includes a mix of residential land uses up to 15 units per acre.

Policy 1.1.11 Mobile Home Parks This category allows mobile home parks up to 10 units per gross acre.

Commercial Designations

Policy 1.1.12 General Commercial This category includes land used for a variety of highway retail uses, offices, and the provision of services. Sites will primarily be located on SR 44, CR 466A, and U.S. 301. The maximum intensity standard for this land use category is limited to 75% impervious surface ratio and 0.25 FAR.

Other Land Use Designations

Policy 1.1.13 Industrial This category includes land used for a manufacturing, mining, processing, concrete or asphalt plants, warehousing, and other industrial activities. The maximum intensity standard for this land use category is limited of 70% impervious surface ratio and 0.25 FAR.

Policy 1.1.14 Agriculture- 5 This category includes land primarily used for production of foods and animals. These uses include aquaculture, horticulture, floriculture, viticulture, dairies, land used for animal grazing, and any and all forms of farm products and farm production. Single family residential uses are allowable in this category up to 1 unit per 5 acres. Non-residential uses allowable include parks and recreational uses, barns, sheds, poultry houses, stables, livestock houses, and other similar uses. Commercial uses that directly support agricultural activities may be allowed as conditional uses set forth in the Land Development Regulations. Maximum FAR for non-residential uses is 0.20.

Policy 1.1.15 Agriculture- 10 This category includes land primarily used for production of foods and animals. These uses include aquaculture, horticulture, floriculture, viticulture, dairies, land used for animal grazing, and any and all forms of farm products and farm production. Single family residential uses are allowable in this category up to 1 unit per 10 acres. Non-residential uses allowable include parks and recreational uses, barns, sheds, poultry houses, stables, livestock houses, and other similar uses. Commercial uses that directly support agricultural activities may be allowed as conditional uses set forth in the Land Development Regulations. Maximum FAR for non-residential uses is 0.20. All future properties that seek an agricultural land use designation shall be given this Future Land Use Map designation.

Policy 1.1.16 Lands designated as Agriculture-10 on the Future Land Use Map may achieve a density of 1 unit per 5 acres provided the proposed development achieves seventy (70) points out of a possible one hundred ten (110) points. Regardless of the extent of the property ownership boundaries, only that land area located within 2 miles of the Mixed Use Center may be eligible for the density increase.

A. Points shall be awarded for a development's:

1. Proximity to the edge of a Mixed Use Center as designated on Map 1-9:
 - o 0--0.5 mile = 50 points
 - o 0.5--1.0 mile = 40 points
 - o 1.0--1.5 miles = 30 points
 - o 1.5--2.0 miles = 20 points
 - o Greater than 2.0 miles = 0 points
2. Proximity to a fire station:
 - o 0--3 miles = 10 points
 - o 3--6 miles = 5 points
3. Proximity to the nearest emergency medical services (ambulance) station:
 - o 0--3 miles = 10 points
 - o 3 -- 6 miles = 5 points
4. Vehicular access to federal, state or County arterial or collector roads (as designated on Map 2-2 of the Transportation Element Map Series) which meet or exceed the adopted levels of service, provided the development fronts on and provides access directly onto an arterial or collector:
 - o Where development has access to arterial road--10 points
 - o Where development has access to collector road--5 points
5. Provision of City central water and sewer services:
 - o Development served by central water--10 points.
 - o Development served by central sewer--10 points.
6. Proximity to public schools, as follows: Developments within two (2) miles of a public school shall be awarded ten
 - o Within two (2) miles --10 points

B. The awarding of points for subsections a.1. through a.6. shall be subject to the following restrictions:

1. Points shall be awarded for only one item in each category, except water and sewer which may receive points for both services.
2. The awarding of points for proximity to schools and roads shall only occur if the facility meets the level of service standard, or there are capital improvements planned within the five-year schedule of capital improvements.
3. Distance shall be measured along the shortest driving distance on publicly maintained roads from the nearest point on the subject development tract to the applicable criteria.

Policy 1.1.17 Conservation Land contained in this category includes land that is deemed undevelopable or to be protected from future development. Areas in this category may include wetlands, lakes, areas within the 100-year flood, or land acquired for the purposes of conserving, preserving, or managing environmentally sensitive lands. Permitted land uses include conservation and passive recreation. Maximum ISR 0.05.

Policy 1.1.18 Recreational This category includes privately and publicly-owned recreation areas and recreational facilities including tourist attractions, race tracks, golf courses, and other land used for recreational purposes. Maximum ISR 0.20.

Policy 1.1.19 Public Facilities This category is intended for uses which serve a public purpose such as public or private schools, universities, colleges, churches and other places of worship, hospitals and public health facilities, Adult Congregate Living Facilities (ACLF's), cemeteries, community and civic centers, libraries, City offices, police and fire stations, water pump stations, wastewater treatment plants, systems of facilities for public transportation, and other facilities used to deliver public services. The maximum Floor Area Ratio is 0.60.

Oxford Sub-District

OBJECTIVE 1.2 To allow a mixture of uses which complement existing development and create integrated pedestrian friendly communities and neighborhoods within the corridors of U.S. 301 and CR 466 and within the **Oxford Sub-District**.

Policy 1.2.1 The City hereby creates the **Oxford Sub-District** as delineated on Map 1-8. The following mixed use FLUM designations shall be permitted within the Oxford Sub-District:

- a. Oxford Neighborhood Mixed Use
- b. Oxford Residential Mixed Use
- c. Oxford Neighborhood Commercial

Policy 1.2.2 Oxford Sub-District General Development Standards

- a. ~~Land-Parcels greater than 10 acres~~ subject to a mixed use designation shall be required to obtain a Planned Development zoning. ~~Parcels less than 10 acres may be developed as a single use.~~ A conceptual development plan and development standards shall be incorporated into the PD.
- b. The PD shall incorporate the following principles to guide development to create walkable, pedestrian friendly neighborhoods and communities:
 - 1. Higher densities and intensities shall be situated along transportation corridors designed to accommodate mass transit. ~~Developments sites~~—containing any portion of a Mixed Use Center, as defined in Policy 1.10.10, shall provide transitioning densities and intensities outside of the boundaries of the Mixed Use Centers. This requirement will ensure higher densities and intensities are situated close to Mixed Use Centers while transitioning to lower densities throughout the remainder of the development site. Residential and mixed use ~~projects developments shall~~should contain average residential densities of 6 units per acre within a ¼ mile of transit routes designated on Map 2-7 of the Transportation Element Map Series.
 - 2. An open space system that compliments the development to include features such as public gathering spaces and plazas,

landscaping, statuary, seating, light and water features, recreation amenities and areas, and natural open space.

3. The development shall adhere to all City design standards contained within the Land Development Regulations in which building placement, orientation and setbacks allow spatial definition along pedestrian oriented streets. Parking, landscaping, buffering, lighting and circulation shall be designed in a pedestrian friendly manner and encourage the use of multi-modal transportation.

c. All PDs shall require water and energy conservation measures which shall include material choices for lighting, low flow or dual flush toilets, plumbing fixtures, Florida Friendly Landscaping, and Water and Energy Star appliances. Measures taken to reduce water and energy demands shall be stated in the PD. Development will be encouraged to utilize Green Building standards for residential, commercial, office, and civic structures.

d. All developments shall contain a pedestrian/bicycle friendly street network to promote easy pedestrian and bicycle access to facilities and services. Developments are required to add to or accommodate the City's multi-modal transportation plan as indicated on Maps 2-6 and 2-7 of the Transportation Element Map Series.

e. All developments shall provide for infrastructure and open space interconnectivity with adjacent properties when feasible. It shall be the developer's burden to demonstrate that interconnectivity is not feasible. In determining feasibility, the following shall be considered:

- 1) unless physical constraints are present in the area such as wetlands, environmental preservation areas or right-of-way which make interconnection detrimental to the public well being;
- 2) The degree to which traffic or other conditions in the area would be positively affected by interconnectivity;
- 3) The degree to which existing traffic will be increased by the intended use of the property;
- 4) The size of the parcel being developed;
- 5) The shape of the parcel being developed; and
- 6) Any other factors which would affect the public well-being

For development located along an arterial or collector road, the number and type of access points shall be limited, as appropriate, so as to minimize disruption of traffic flow on the abutting arterial or collector roadway.

f. All ~~residential~~ developments containing 500 or more single family detached residential units shall consist of at least one additional mix of housing types, and will include two or more of the following types such as: single family attached, apartments, townhouses, duplexes, quadruplexes, ALFs, ILF, or and housing vertically mixed with nonresidential uses such as commercial and office. ~~Projects~~Developments consisting of

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~~substantial amounts of low density, 500 or more~~ single family detached development will not be approved without a mix of housing types. The City will require a mixture of housing types and uses as a means to discourage urban sprawl, reduce greenhouse gases, and achieve energy efficient land use patterns. Residential uses may also include units within facilities such as nursing homes, congregate living facilities, care facilities and other similar establishments where the units within such establishment have their own kitchen.

Policy 1.2.3 Oxford Neighborhood Mixed Use shall be provided on areas designated on the Future Land Use Map, ~~and shall be permitted for developments located no further than one mile from an Employment or Neighborhood Mixed Use Center.~~ This mixed use designation is intended to provide for a mix of uses within a development site or within a multiple parcel area where medium densities/intensities of development have been identified as being appropriate to meet the growing needs of the local area. Development in this category shall be limited to the following four use categories:

A. Residential

Single Family Detached, Townhomes/Villas, Apartments/Condominiums (all residential uses may be for sale or rental)

B. Commercial Sales

Retail sales and service, Restaurants

C. Commercial Office

Office facilities, Medical facilities

D. Government, Civic, Institutional or Recreational

Performance Standards

Maximum Impervious Surface Ratio (ISR): 60%

Maximum Floor Area Ratio (FAR) for non-residential uses: 0.30

Residential Density: ~~Minimum 5 units per acre.~~ Maximum 7 units per acre.

Minimum 25% Parks and Open Space

The balance of uses within a site will be determined based on the following criteria:

Category A Uses	Minimum 35%	Maximum 60 80%
Category B Uses	Minimum 20 5%	Maximum 40%
Category C Uses	Minimum 4 0%	Maximum 40% Commercial uses may also be permitted above the first floor.
Category D Uses	Minimum 5%	Maximum 40 30%

Policy 1.2.4 Development Standards within Oxford Neighborhood Mixed Use ~~Projects/Developments~~ subject to an Oxford Neighborhood Mixed Use designation shall adhere to the following standards in addition to those outlined in Policy 1.2.2:

a. Residential development shall be integrated with other permitted uses, with adequate on-site facilities provided for residents including landscaped and open space areas, recreational amenities, and parking facilities.

~~b. No more than 50% of the total built square footage shall be devoted to single story buildings.~~

~~e-b. The integration of commercial, office and residential uses in the same building is encouraged. A minimum of 25% of the commercial square footage shall be within mixed use buildings.~~

~~d. Residential development shall contain a diversity of housing types and lot sizes.~~

e-c. The commercial element is intended to provide for the day-to-day needs of the immediate neighborhood and shall be within walking distance from the neighborhoods. ~~Commercial development in this land use district is intended to accommodate businesses up to 50,000 sq. ft. in size.~~

Policy 1.2.5 Oxford Residential Mixed Use shall be provided on areas designated on the Future Land Use Map. The intent of this district is to provide a mix of residential development in the 5 to 10 units per acre range, depending on location within this sub-district and to allow for the provision of support commercial and office services. Development located furthest from Employment and Neighborhood Mixed Use Centers identified on Maps 1-9 of the Future Land Use Map Series will provide transitional densities between the Mixed Use Centers. Residential development in these areas will be in the range of 5 units per acre. Up to 7 units per acre may be achieved provided the development is within one-half mile of an Employment or Neighborhood Mixed Use Center. Up to 10 units per acre may be achieved provided the development is within walking distance, defined as a ¼ mile radius, of a Mixed Use Center.

Policy 1.2.6 Development Standards within Oxford Residential Mixed Use Projects Developments subject to an Oxford Residential Mixed Use designation shall adhere to the following standards in addition to those outlined in Policy 1.2.2:

a. Residential development shall contain a diversity of housing types and lot sizes. The mix of housing types shall support a broad range of family sizes and incomes and encourage the provision of affordable housing.

b. Minimum residential density shall be 5 units per acre.

c. Maximum residential density shall be 10 units per acre.

d. Support commercial and office uses are allowed ~~on the ground floor of a structure. However, no stand alone commercial or office building shall be permitted, but shall not exceed 10% of the total acreage.~~

~~e. Commercial and office uses shall not exceed 10% of the total acreage.~~

Policy 1.2.7 Oxford Neighborhood Commercial shall be provided on areas designated on the Future Land Use Map. This category is intended to provide for retail, office and personal service uses to serve the day-to-day needs of the immediate neighborhood and

surrounding neighborhoods and shall be within walking distance of the supporting neighborhoods.

Permitted uses include:

- Retail sales and services
- Offices
- Civic and institutional uses
- Residential support uses

Maximum Impervious Surface Ratio: 60%

Maximum FAR: 0.30

Maximum Density: 4 units per acre

Policy 1.2.8 Development Standards within Oxford Neighborhood Commercial Projects-Developments subject to an Oxford Neighborhood Commercial designation shall adhere to the following standards in addition to those outlined in Policy 1.2.2:

- a. Where commercial development is located along primary roadways, road frontage and access shall be restricted so as not to promote strip commercial development.
- b. ~~For mixed use buildings, commercial uses are permitted on the first two stories only.~~ Integration of residential and office or retail uses in the same building is encouraged.
- c. This district is intended to provide for the day-to-day needs of surrounding neighborhoods and shall be within walking distance from those neighborhoods. Commercial development in this land use district is intended to accommodate businesses up to 50,000 sq. ft. in size.

Central Sub-District

OBJECTIVE 1.3 The City shall target land areas and craft land uses which promote infill and urban renewal to create a vibrant City center of the City of Wildwood within the **Central Sub-District**.

Policy 1.3.1 The City hereby creates the **Central Sub-District** as delineated on Map 1-8. The following mixed use FLUM designations shall be permitted within the **Central Sub-District**:

- a. Central Mixed Use
- b. High Density Residential Mixed Use
- c. Downtown Commercial

Policy 1.3.2 General Development Standards

- a. ~~Land-Parcels greater than 10 acres~~ subject to a mixed use designation shall be required to obtain a Planned Development zoning. ~~Parcels less than 10 acres may be~~

developed as a single use. A conceptual development plan and development standards shall be incorporated into the PD.

b. The PD shall incorporate the following principles to guide development in creating walkable, pedestrian friendly neighborhoods and communities:

1. Higher densities and intensities shall be situated along transportation corridors designed to accommodate mass transit. Developments ~~sites~~ containing any portion of a Mixed Use Center, as defined in Policy 1.10.10, shall provide transitioning densities and intensities outside of the boundaries of the Mixed Use Centers. This requirement will ensure higher densities and intensities are situated close to Mixed Use Centers while transitioning to lower densities throughout the remainder of the development site. Residential and mixed use ~~projects~~ developments shall contain average residential densities of 6 units per acre within a ¼ mile of transit routes designated on Map 2-7 of the Transportation Element Map Series.
2. An open space system that compliments the development to include features such as public gathering spaces and plazas, landscaping, statuary, seating, light and water features, recreation amenities and areas, and natural open space.
3. The development shall adhere to all City design standards contained within the Land Development Regulations in which building placement, orientation and setbacks allow spatial definition along pedestrian oriented streets. Parking, landscaping, buffering, lighting and circulation shall be designed in a pedestrian friendly manner and encourage the use of multi-modal transportation.

c. All PDs shall require water and energy conservation measures which shall include material choices for lighting, low flow or dual flush toilets, plumbing fixtures, Florida Friendly Landscaping, and Water and Energy Star appliances. Measures taken to reduce water and energy needs shall be stated in the PD. New development and redevelopment will be encouraged to utilize Green Building standards for residential, commercial, office, and civic structures.

d. The Central Sub-District shall allow a combination of residential, commercial, office, research and development, hotels, civic, healthcare, public/institutional, education and parks and open space uses in order to encourage long-term economic development.

e. All developments shall contain a pedestrian/bicycle friendly street network to promote easy pedestrian and bicycle access to facilities and services. Developments are required to add to or accommodate the City's multi-modal transportation plan indicated on Maps 2-6 and 2-7 of the Transportation Element Map Series.

f. All developments shall provide for infrastructure and open space interconnectivity with adjacent properties when feasible. It shall be the developer's burden to demonstrate that interconnectivity is not feasible. In determining feasibility, the following shall be considered:

- 1) unless Physical constraints are present in the area such as wetlands, environmental preservation areas, or right-of-way which make interconnection detrimental to the public well being;
- 2) The degree to which traffic or other conditions in the area would be positively affected by interconnectivity;
- 3) The degree to which existing traffic will be increased by the intended use of the property;
- 4) The size of the parcel being developed;
- 5) The shape of the parcel being developed; and
- 6) Any other factors which would affect the public well-being.

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For development located along an arterial or collector road, the number and type of access points shall be limited, as appropriate, so as to minimize disruption of traffic flow on the abutting arterial or collector roadway.

g. All ~~residential~~ developments containing 500 or more single family detached residential units shall consist of at least one additional mix of housing types, and will include two or more of the following types such as: single family attached, apartments, townhouses, duplexes, quadruplexes, ALFs, ILFs, and or housing vertically mixed with nonresidential uses such as commercial and office. ~~Projects-Developments~~ consisting of substantial amounts of low density, 500 or more single family detached development units will not be approved without a mix of housing types. The City will require a mixture of housing types and uses as a means to discourage urban sprawl, reduce greenhouse gases, and achieve energy efficient land use patterns. Residential uses may also include units within facilities such as nursing homes, congregate living facilities, care facilities and other similar establishments where the units within such establishment have their own kitchen.

h. Mobile Home Parks and Recreational Vehicle Parks developments shall be limited to existing developments. The creation of new, detached single family subdivisions will be discouraged. However, the City shall ensure new development does not place a hardship on existing neighborhoods.

Policy 1.3.3 Central Mixed Use shall be permitted in areas identified on the Future Land Use Map. This mixed use designation is intended to provide for a mix of uses within a development site or within a multiple parcel area where high densities/intensities of development have been identified as being appropriate to meet the growing needs of the community. Development in this category shall be limited to the following five use categories:

A. Residential

Single Family Attached and Detached, Townhomes/Villas, Apartments/Condominiums

B. Commercial Sales

Retail Sales and Service, Restaurants

C. Commercial Office

Office Facilities, Medical Facilities

D. Recreation & Tourism

Hotels/Motels, Cultural and Entertainment Facilities, Tourist Facilities, Commercial Recreation Facilities

E. Government, Civic, Institutional and Recreational

Performance Standards

Maximum Impervious Surface Ratio (ISR): 80%

Maximum Floor Area Ratio (FAR) for non-residential uses: 0.5

Residential Density: ~~Minimum 10 units per acre.~~ Maximum 14 units per acre.

Minimum 15% Parks and Open Space

The balance of uses within a site will be determined based on the following criteria:

Category A Uses	Minimum 20%	Maximum 50 75%
Category B Uses	Minimum 15%	Maximum 50% Commercial uses may also be permitted above the first floor.
Category C Uses	Minimum 25 0%	Maximum 50% Commercial uses may also be permitted above the first floor.
Category D and E Uses	Minimum 5%	Maximum 10%

Policy 1.3.4 Development Standards within Central Mixed Use ~~Projects~~ Developments subject to a Central Mixed Use designation shall adhere to the following standards in addition to those outlined in Policy 1.3.2:

- ~~a. No more than 25% of the total built square footage will be devoted to single story buildings.~~
- b-a. The integration of commercial, office and residential uses in the same building is encouraged. ~~A minimum of 50% of the commercial square footage shall be within mixed use buildings.~~
- e-b. Residential development shall contain a diversity of housing types and lot sizes. The mix of housing types shall support a broad range of family sizes and incomes and encourage the provision of affordable housing.

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Policy 1.3.5 High Density Residential Mixed Use shall be provided on areas designated on the Future Land Use Map. This category shall be characterized by a mix of residential housing types that are distributed on a connected street system where the majority of housing is within walking distance, defined as a ¼ mile radius, of an Employment or Neighborhood Mixed Use Center or is located within the Community Redevelopment Area.

Policy 1.3.6 Development Standards High Density Residential Mixed Use ~~Projects~~ Developments subject to a High Density Residential Mixed Use designation shall adhere to the following standards in addition to those outlined in Policy 1.3.2:

- a. Residential development shall contain a diversity of housing types and lot sizes. A mix of housing types shall support a broad range of family sizes and incomes and encourage the provision of affordable housing.
- b. Minimum residential density shall be 8 units per acre.
- c. Maximum residential density shall be 15 units per acre.
- d. Maximum ISR 80%.

Policy 1.3.7 Downtown Commercial shall be provided on areas designated on the Future Land Use Map. This category is intended to provide for future development and redevelopment in the Downtown as defined in the Community Redevelopment Area.

Policy 1.3.8 Development Standards within Downtown Commercial ~~Projects~~ Developments subject to a Downtown Commercial designation shall adhere to the following standards in addition to those outlined in Policy 1.3.2:

- a. ~~Permitted u~~Uses ~~will~~ include retail sales and offices, services, civic uses and residential at 2nd floor or above, or located in an attached building. No stand alone residential buildings shall be permitted.
- b. Maximum ~~32.0~~ FAR.
- ~~e. Minimum residential density shall be 10 units per acre.~~
- ~~c.~~ Maximum residential density shall be 15 units per acre.
- ~~e.~~d. Maximum Impervious Surface Ratio is 90%.
- ~~f.~~c. The integration of commercial, office and residential uses in the same building is encouraged, ~~but the building square footage and acreage devoted to residential uses shall not exceed 30% of the building square footage and acreage of the project.~~

Employment Center Sub-District

OBJECTIVE 1.4 The City shall target land areas and craft land uses geared toward the cultivation of economic development through job creation and economic stability while providing energy efficient and pedestrian friendly land use patterns within the **Employment Center Sub-District**.

Policy 1.4.1 The City hereby creates the **Employment Center Sub-District** as delineated on Map 1-8. The following mixed use FLUM designations will be permitted within the Employment Center Sub-District:

- a. Commercial Center Mixed Use
- b. Business Park Mixed Use
- c. Employment Center Neighborhood Mixed Use
- d. The Villages of Wildwood DRI – See Policy 1.7.3

Policy 1.4.2 General Development Standards

- a. ~~Land Parcels greater than 10 acres~~ subject to a mixed use designation shall be required to obtain a Planned Development zoning. ~~Parcels less than 10 acres may be developed as a single use.~~ A conceptual development plan and development standards shall be incorporated into the PD.
- b. The PD shall incorporate the following principles to guide development in creating walkable, pedestrian friendly neighborhoods and communities:

1. Higher densities and intensities shall be situated along transportation corridors designed to accommodate mass transit. ~~Developments sites~~ containing any portion of a Mixed Use Center, as defined in Policy 1.10.10, shall provide transitioning densities and intensities outside of the boundaries of the Mixed Use Centers. This requirement will ensure higher densities and intensities are situated close to Mixed Use Centers while transitioning to lower densities throughout the remainder of the development site. Residential and mixed use ~~projects developments shall~~ should contain average residential densities of 6 units per acre within a ¼ mile of transit routes designated on Map 2-7 of the Transportation Element Map Series.
2. An open space system that compliments the development to include features such as public gathering spaces and plazas, landscaping, statuary, seating, light and water features, recreation amenities and areas, and natural open space.
3. The development shall adhere to all City design standards contained within the Land Development Regulations in which building placement, orientation and setbacks allow spatial definition along pedestrian oriented streets. Parking, landscaping, buffering, lighting and circulation shall be designed in a pedestrian friendly manner and encourage the use of multi-modal transportation.

c. All PDs shall require water and energy conservation measures which shall include material choices for lighting, low flow or dual flush toilets, plumbing fixtures, Florida Friendly Landscaping, and Water and Energy Star appliances. Measures taken to reduce water and energy needs shall be stated in the PD. Development will be encouraged to utilize Green Building standards for residential, commercial, office, and civic structures.

d. All developments shall contain a pedestrian/bicycle friendly street network to promote easy pedestrian and bicycle access to facilities and services. Developments are required to add to or accommodate the City's multi-modal transportation plan indicated on Maps 2-6 and 2-7 of the Transportation Element Map Series.

e. All developments shall provide for infrastructure and open space interconnectivity both internally and externally with adjacent properties when feasible. It shall be the developer's burden to demonstrate that interconnectivity is not feasible. In determining feasibility, the following shall be considered:

- 1) ~~unless~~ Physical constraints are present in the area such as wetlands, environmental preservation areas or right-of-way which make interconnection detrimental to the public well being:-

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- 2) The degree to which traffic or other conditions in the area would be positively affected by interconnectivity;
- 3) The degree to which existing traffic will be increased by the intended use of the property;
- 4) The size of the parcel being developed;
- 5) The shape of the parcel being developed; and
- 6) Any other factors which would affect the public well-being.

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For development located along an arterial or collector road, the number and type of access points shall be limited, as appropriate, so as to minimize disruption of traffic flow on the abutting arterial or collector roadway.

f. All ~~residential~~ developments containing 500 or more single family detached residential units shall consist of at least one additional mix of housing types, and will include two or more of the following types such as: single family attached, apartments, townhouses, duplexes, quadruplexes, ALFs, ILFs, and housing vertically mixed with nonresidential uses such as commercial and office. ~~Projects~~Developments consisting of substantial amounts of low density, 500 or more single family detached units development will not be approved without a mix of housing types. The City will require a mixture of housing types and uses as a means to discourage urban sprawl, reduce greenhouse gases, and achieve energy efficient land use patterns. Residential uses may also include units within facilities such as nursing homes, congregate living facilities, care facilities and other similar establishments where the units within such establishment have their own kitchen.

g. Nonresidential development in this land use district is intended to accommodate businesses up to 200,000 sq. ft. in size.

Policy 1.4.3 Commercial Center Mixed Use shall be provided on areas designated on the Future Land Use Map. The intent of this category is offer an attractive mix of commercial, office, business park, civic and residential support uses to generate employment generation. Development in this category shall be limited to the following four use categories:

A. Commercial Sales

Retail sales and service, Restaurants

B. Commercial Office and Business Park

Office facilities, Medical facilities, Business Park, Light Industrial

C. Residential

Townhomes/Villas, Apartments/Condominiums, Multi family residential

D. Government, Civic, Institutional or Recreational

Performance Standards

Maximum Impervious Surface Ratio (ISR): 70%
 Maximum Floor Area Ratio (FAR) for non-residential uses: 0.75
 Residential Density: ~~Minimum 7 units per acre.~~ Maximum 10 units per acre.
 Minimum 25% Parks and Open Space

The balance of uses within a site will be determined based on the following criteria:

Category A Uses	Minimum 10%	Maximum 30 70%
Category B Uses	Minimum 25 15%	Maximum 60%
Category C Uses	Minimum 20 10%	Maximum 30% Commercial uses may also be permitted above the first floor.
Category D Uses	Minimum 5%	Maximum 30%

Policy 1.4.4 Development Standards within Commercial Center Mixed Use ~~Projects~~ Developments subject to a Commercial Center Mixed Use designation shall adhere to the following standards in addition to those outlined in Policy 1.4.2:

- a. Residential dwellings ~~shall be permitted~~ are encouraged above commercial, office or civic uses or attached to a commercial, office or civic building. ~~Stand-alone residential buildings are prohibited.~~
- b. Adequate on-site facilities shall provide for residents including landscaped and open space areas, recreational amenities, and access to parking facilities.

Policy 1.4.5 Business Park Mixed Use shall be provided on areas designated on the Future Land Use Map. The intent of this category is offer an attractive mix of commercial, office, business park, civic and residential support uses to generate employment generation. Development in this category shall be limited to the following four use categories:

A. Residential

Single Family Detached, Townhomes/Villas, Apartments/Condominiums (all residential uses may be for sale or rental)

B. Commercial Sales

Retail sales and service, Restaurants

C. Commercial Office and Business Park

Office facilities, Medical facilities, Light Industrial

D. Government, Civic, Institutional or Recreational

Performance Standards

Maximum Impervious Surface Ratio (ISR): 70%
 Maximum Floor Area Ratio (FAR) for non-residential uses: 0.75

Residential Density: Minimum 3 units per acre. Maximum 6 units per acre.
 Minimum 25% Parks and Open Space

The balance of uses within a site will be determined based on the following criteria:

Category A Uses	Minimum 10%	Maximum 60%
Category B Uses	Minimum 5%	Maximum 55%
Category C Uses	Minimum 20%	Maximum 60% Commercial uses may also be permitted above the first floor.
Category D Uses	Minimum 5%	Maximum 30%

Policy 1.4.6 Development Standards within Business Park Mixed Use Projects Developments subject to a Business Park Mixed Use designation shall adhere to the following standards in addition to those outlined in Policy 1.4.2:

- a. Residential development shall be integrated with other permitted uses, with adequate on-site facilities provided for residents including landscaped and open space areas, recreational amenities, and parking facilities.
- b. Residential development shall contain a diversity of housing types and lot sizes. A mix of housing types should support a broad range of family sizes and incomes and encourage the provision of affordable housing.

Policy 1.4.7 Employment Center Neighborhood Mixed Use shall be provided on areas designated on the Future Land Use Map and shall be permitted for developments located no further than one mile from an Employment or Neighborhood Mixed Use Center. The mixed use designation is intended to provide for a mix of uses within a development site or within a multiple parcel area where medium densities/intensities of development have been identified as being appropriate to meet the growing needs of the local area. Development in this category shall be limited to the following four use categories:

A. Residential

Single Family Detached, Townhomes/Villas, and Apartments/Condominiums (all residential uses may be for sale or rental)

B. Commercial Sales

Retail sales and service, Restaurants

C. Commercial Office

Office facilities, Medical facilities

D. Government, Civic, Institutional or Recreational

Performance Standards

Maximum Impervious Surface Ratio (ISR): 60%

Maximum Floor Area Ratio (FAR) for non-residential uses: 0.50
 Residential Density: ~~Minimum 5 units per acre.~~ Maximum 7 units per acre.
 Minimum 25% Parks and Open Space

The balance of uses within a site will be determined based on the following criteria:

Category A Uses	Minimum 35%	Maximum 60 80%
Category B Uses	Minimum 20 5%	Maximum 30 40%
Category C Uses	Minimum 15 0%	Maximum 25 40%. Commercial uses may also be permitted above the first floor.
Category D Uses	Minimum 5%	Maximum 10 30%

Policy 1.4.8 Development Standards within Employment Center Neighborhood Mixed Use ~~Projects-Developments~~ subject to an Employment Center Neighborhood Mixed Use designation shall adhere to the following standards in addition to those outlined in Policy 1.4.2:

- a. Residential development shall be integrated with other permitted uses, with adequate on-site facilities provided for residents including landscaped and open space areas, recreational amenities, and parking facilities.
- ~~b. No more than 50% of the total built square footage will be devoted to single story buildings.~~
- ~~e.b.~~ The integration of commercial, office and residential uses in the same building is encouraged. ~~A minimum of 25% of the commercial square footage shall be within mixed use buildings~~
- ~~e.c.~~ Residential development shall contain a diversity of housing types and lot sizes. A mix of housing types should support a broad range of family sizes and incomes and encourage the provision of affordable housing.

Wildwood South Sub-District

OBJECTIVE 1.5 The City shall guide development in creating integrated, energy efficient and pedestrian friendly communities within the **Wildwood South Sub-District**.

Policy 1.5.1 The City hereby creates the **Wildwood South Sub-District** as delineated on Map 1-8. The following mixed use FLUM categories will be permitted within the Wildwood South Sub-District:

- a. South Wildwood Neighborhood Mixed Use
- b. Wildwood Springs DRI – See Policy 1.7.1
- c. Landstone DRI – See Policy 1.7.2

Policy 1.5.2 General Development Standards

a. Land-Parcels greater than 10 acres subject to a mixed use designation shall be required to obtain a Planned Development zoning. Parcels less than 10 acres may be developed as a single use. A conceptual development plan and development standards shall be incorporated into the PD.

b. The PD shall incorporate the following principles to guide development to create walkable, pedestrian friendly neighborhoods and communities:

1. Higher densities and intensities shall be situated along transportation corridors designed to accommodate mass transit. Development sites containing any portion of a Mixed Use Center, as defined in Policy 1.10.10, shall provide transitioning densities and intensities outside of the boundaries of the Mixed Use Centers. This requirement will ensure higher densities and intensities are situated close to Mixed Use Centers while transitioning to lower densities throughout the remainder of the development site. Residential and mixed use projects developments shallshould contain average residential densities of 6 units per acre within a ¼ mile of transit routes designated on Map 2-7 of the Transportation Element Map Series.
2. An open space system that compliments the development to include features such as public gathering spaces and plazas, landscaping, statuary, seating, light and water features, recreation amenities and areas, and natural open space.
3. The development shall adhere to all City design standards contained within the Land Development Regulations in which building placement, orientation and setbacks allow spatial definition along pedestrian oriented streets. Parking, landscaping, buffering, lighting and circulation shall be designed in a pedestrian friendly manner and encourage the use of multi-modal transportation.

c. The PD shall require a mix of land uses creating areas of compact urban form which are based on the urban to rural transect planning philosophy. The integrated mixed of uses shall create a pedestrian and bicycle friendly environment that reduces the need for automobile travel and protects or enhances the natural environment. These uses shall include a mix of residential, commercial, office or light industrial, civic, and recreational uses. Sustainable development principles as set forth by the United States Green Building Council (USGBC) the Florida Green Building Coalition (FGBC), or the Green Building Initiatives Green Globes program, or any other recognized Green Building system shall be incorporated into the PD.

d. All PDs shall require water and energy conservation measures which shall include material choices for lighting, low flow or dual flush toilets, plumbing fixtures, Florida Friendly Landscaping, and Water and Energy Star appliances. Measures taken to reduce water and energy needs shall be stated in the PD.

e. All developments shall contain a pedestrian/bicycle friendly street network to promote easy pedestrian and bicycle access to facilities and services. Developments are required to add to or accommodate the City's multi-modal transportation plan indicated on Maps 2-6 and 2-7 of the Transportation Element Map Series.

f. All developments shall provide for infrastructure and open space interconnectivity with adjacent properties when feasible. It shall be the developer's burden to demonstrate that interconnectivity is not feasible. In determining feasibility, the following shall be considered:

- 1) unless ~~P~~physical constraints ~~are~~ present in the area such as wetlands, environmental preservation areas, or right-of-way which make interconnection detrimental to the public well being. For developments located along an arterial or collector road, the number and type of access points shall be limited, as appropriate, so as to minimize disruption of traffic flow on the abutting arterial or collector roadway.
- 2) The degree to which traffic or other conditions in the area would be positively affected by interconnectivity;
- 3) The degree to which existing traffic will be increased by the use of the property;
- 4) The size of the parcel being developed;
- 5) The shape of the parcel being developed; and
- 6) Any other factors which would affect the public well-being.

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g. All ~~residential~~ developments containing 500 or more single family detached residential units shall consist of at least one additional mix of housing types, and will include two or more of the following types such as: single family attached, apartments, townhouses, duplexes, quadruplexes, ALFs, ILFs, and housing vertically mixed with nonresidential uses such as commercial and office. ~~Projects/Developments~~ consisting of 500 or more substantial amounts of low density, single family detached units development will not be approved without a mix of housing types. The City will require a mixture of housing types and uses as a means to discourage urban sprawl, reduce greenhouse gases, and achieve energy efficient land use patterns. Residential uses may also include units within facilities such as nursing homes, congregate living facilities, care facilities and other similar establishments where the units within such establishment have their own kitchen.

Policy 1.5.3 South Wildwood Neighborhood Mixed Use shall be provided on areas designated on the Future Land Use Map. The mixed use designation is intended to provide for a mix of uses within a development site or within a multiple parcel area where medium densities/intensities are appropriate to provide a transition between the higher densities to the north and the lower densities to south. The intent of this district is to allow the appropriate mix of uses that lead to the development of sustainable neighborhoods at the suburban scale. Development in this category shall be limited to the following four use categories:

A. Residential

Single Family Detached, Townhomes/Villas, Apartments/Condominiums (all residential uses may be for sale or rental)

B. Commercial Sales

Retail sales and service, Restaurants

C. Commercial Office

Office facilities, Medical facilities

D. Government, Civic, Institutional or Recreational

Performance Standards

Maximum Impervious Surface Ratio (ISR): 50%

Maximum Floor Area Ratio (FAR) for non-residential uses: 0.3

Residential Density: ~~Minimum 3 units per acre.~~ Maximum 4 units per acre.

Minimum 40% Parks, Recreation and Open Space

The balance of uses within a site will be based on the following criteria:

Category A Uses	Minimum 35%	Maximum 60 80%
Category B Uses	Minimum 20 5%	Maximum 30 40%
Category C Uses	Minimum 15 0%	Maximum 25 40%. Commercial uses may also be permitted above the first floor.
Category D Uses	Minimum 5%	Maximum 10 30%

Policy 1.5.4 Development Standards within South Wildwood Neighborhood Mixed Use ~~Projects-Developments~~ subject to a South Wildwood Neighborhood Mixed Use designation shall adhere to the following standards in addition to those outlined in Policy 1.5.2:

- a. The South Wildwood Neighborhood Mixed Use designation shall contain neighborhood centers within each neighborhood. The centers shall provide for commercial, office, civic and recreational uses.
- b. Individual and unique neighborhoods shall be developed. The neighborhoods shall be interconnected both pedestrian and vehicular to promote overall community connectivity.
- c. Neighborhoods shall be organized and designed based on the urban to rural transect in which the higher housing densities and nonresidential intensities are located within the neighborhood centers or along CR 468 transitioning from less density and intensity in the perimeter of each neighborhood.
- d. A mix of housing types shall support a broad range of family sizes and incomes and encourage the provision of affordable housing.

OBJECTIVE 1.6 ~~The City shall plan for future demand of public services and infrastructure by The City shall~~ assessing the ~~maximum~~ development potential of ~~all the Future Land Use Map projects~~ by taking into account factors identified within the Comprehensive Plan that limit the true development potential.

Policy 1.6.1 The City shall ~~conduct studies and analyses that forecast the future demand for potable water, sanitary sewer, public schools, parks and recreation, stormwater, transportation, and other public facilities over the short and long term. The analyses should be utilized in the preparation of the annual update to the 5-Year Schedule of Capital Improvements.~~ calculate the maximum development potential for all projects, excluding DRI sub-area policies, by applying a 30% reduction in the amount of developable lands available for development. Developable lands are defined as all lands not designated as Conservation on the Future Land Use Map. ~~The City shall assume 70% of the maximum allowable density and intensity shall be reached and in no case shall a project exceed the 70% assessment.~~

Policy 1.6.2 Net density shall be calculated by excluding right-of-way, wetlands, stormwater management areas, environmental preservation areas, and common areas.

Environmental preservation areas such as wildlife habitat, karst features, conservation areas, springs and other environmentally sensitive lands shall only be excluded if the lands are designated on the Future Land Use Map as Conservation or are dedicated to the City or other public agency through a conservation easement. Common areas such as parks, buffers, and landscaped areas shall only be excluded if publicly owned or committed to a Homeowner's Association formed pursuant to Chapter 720, Florida Statutes.

OBJECTIVE 1.7 The City shall recognize the advantages and benefits in planning over large areas and over longer time periods through planned development projects presumed to be a Development of Regional Impact per Chapter 380, Florida Statutes. To provide measurable and predictable standards as well as flexibility in application of land use densities and intensities, the densities and intensities for each DRI shall be established by individual sub area policies contained within this objective. All residential developments shall consist of a mix of housing types, and will include two or more of the following types: single family, apartments, townhouses, duplexes, quadruplexes, and housing vertically mixed with nonresidential uses such as commercial and office.

Policy 1.7.1. Wildwood Springs DRI. The City of Wildwood, recognizing the uniqueness of the property annexed through the adoption of Ordinance No. 538, adopts the following development standards for the Wildwood Springs DRI Property to ensure the discouragement of urban sprawl, coordination with public facilities, and the protection of the environmental function of this area. The 1,048 acre area identified on the FLUM as “Wildwood Springs DRI” is subject to the following:

a. Wildwood Springs DRI shall consist of a maximum of 3,700 residential dwelling units and 225,000 square feet of nonresidential uses. The Wildwood Springs DRI shall provide for a mix of residential and nonresidential uses; a mix of residential housing types including higher densities of housing; and shall preserve the natural features of the DRI Property. To accomplish this, Wildwood Springs DRI will consist of three distinct areas of development: Mixed Use Commercial Area, Community Residential Area and Neighborhood Residential Areas; and one area of Conservation Areas. To allow for the future potential that more intense development patterns are viable in the market, residential units in excess of the 3,000 units originally authorized in the Wildwood Springs DRI will be permitted provided appropriate modification of the DRI or use of the conversion matrix is completed. All residential units in excess of the 3,000 originally authorized units are required to be located in the MUC or CR Areas and conform to the standards of each respective district.

1. Mixed Use Commercial Area (MUC): The MUC shall be located at the intersection of S.R. 301 and C.R. 468. The MUC shall provide pedestrian connection and vehicular access to U.S. 301 and C.R. 468. The MUC shall provide an area to accommodate a future transit stop along U.S. 301 or C.R. 468.

The MUC shall have a minimum of 40 acres and a maximum of 100 acres, and shall consist of a mix of residential dwelling units and a minimum of 75,000 square feet of nonresidential.

The minimum average residential density within the MUC shall be 10 units per net residential acre. Residential units within the MUC shall be located within a 10-minute walk of a nonresidential use.

Commercial, retail, office, institutional and civic uses that provide local neighborhood level services to the Wildwood Springs DRI and to the nearby Wildwood Area will be located in the nonresidential area.

2. Community Residential Area (CR): The CR will provide a location for higher residential density located on the northern side of the property adjacent to the C.R. 468 corridor with the exception of areas where key natural features targeted for preservation exist. The CR area will consist of residential neighborhoods and a Neighborhood Center and will include a minimum of 165 acres.

The minimum average residential density within the CR shall be 6 units per net residential acre.

The residential neighborhoods shall comply with the Neighborhood Standards. CR will provide for higher residential densities within walking distance of the C.R. 468 corridor that will help support transit. The CR Area shall provide a minimum of 3 pedestrian and vehicular connections to C.R. 468 and shall provide areas to accommodate future transit stops at each connection to C.R. 468, as requested by the transit provider.

The Neighborhood Center shall have a minimum area of two (2) acres and will be located at the eastern frontage entrance on C.R. 468. The Neighborhood Center area will provide for nonresidential uses consisting of small scale commercial, civic, institutional, or recreation uses for a minimum of 15,000 square feet. The Neighborhood Center shall have direct pedestrian access to the adjacent neighborhoods and shall include an area for a transit stop along C.R. 468.

3. Neighborhood Residential Area (NR): The NR shall promote walkable, unique and interesting neighborhoods. To promote overall community connectivity a coordinated pedestrian network will be provided between each adjoining neighborhood within the community. The NR area shall consist of integrated and connected neighborhoods that comply with the Neighborhood Standards set forth below. Adjacent neighborhoods may be combined where larger centralized parks, open space, or civic areas are provided.

The NR area will include a minimum of 300 acres and a maximum of 500 acres. The NR will have a maximum of 1,675 units. The minimum average residential density within the NR shall be 4 units per net residential acre.

4. Conservation Area: The Conservation Area shall consist of approximately 169 acres of wetlands, 100-year floodplain, and environmentally sensitive land. No development other than permitted impacts for access, passive recreation areas, permitted mitigation areas or other such permitted passive use areas shall occur in the Conservation Area.

b. **Neighborhood Standards.** Within the CR Area and the NR Area, neighborhoods shall have a neighborhood park, open space such as a central area made up of preservation land, stormwater ponds, or other such areas that can be used for passive recreation and enjoyment or civic area such as a central recreation facility, school, library or other such civic-focused built use that will provide each residential area with a unique identity. Neighborhood areas with CR and NR shall have a diversity of housing types, densities and sizes. Parks, open areas or civic areas will be designed based on neighborhood needs, and may include formal or informal landscaped and preserved areas, and structured hardscape and programmed amenity elements. Neighborhood parks will be placed near the functional center of each neighborhood to ensure that they are “walkable” for the residents in each neighborhood. Each neighborhood within the NR shall be sized and designed based on the principles of a 10 minute walk from the edge to the functional center of the neighborhood, and will be interconnected with pedestrian access between adjacent neighborhoods. Neighborhoods will be organized with a transect of greater density of housing in the functional center of neighborhoods transitioning to less density on the perimeter of each neighborhood. Adjustments will be made where necessary to preserve unique natural features and respond to special site constraints. Neighborhoods will be planned in a form appropriate to create a pedestrian scaled community with a defined sense of place. This will include performance standards to ensure coordinated pedestrian connectivity between land uses such that neighborhoods are interconnected, walkable and bikable.

c. Buildings will have a primary orientation towards streets, parks and open space. Buildings shall be oriented to foster interconnections for both pedestrian and vehicular traffic, and building organization and placement will be designed to create focal points and views of both natural and built features from internal and external roadways. Buildings will be aligned and designed to front public and private streets and open space.

d. There shall be a 150 foot buffer from the Fenny Springhead and a 50 foot buffer from the spring run to protect the spring. All other wetland buffers shall be

consistent with requirements set forth by the Southwest Florida Water Management District.

e. The total site will maintain a minimum of 25% open space. Open space shall be defined consistent with the definition in the City of Wildwood comprehensive plan.

f. There shall be a minimum of six (6) vehicular and pedestrian connections: four (4) to C.R. 468; one (1) connection to the Eastern boundary; and one (1) connection to the south along C.R. 505. Additional connections will be provided as appropriate based on site constraints and compatibility of adjacent land uses.

g. Local and residential streets, pedestrian paths, and bike paths shall be included within a system of interconnected routes within the community. Design standards shall encourage pedestrian and bicycle linkages by being spatially defined by uses, existing vegetation, and by discouraging high speed vehicular traffic.

h. The Wildwood Springs DRI shall be reviewed as a Planned Unit Development. The PUD zoning category shall incorporate design standards to guide development and ensure consistency with the DRI Development Order and with the Comprehensive Plan. Changes to a DRI Development Order adopted by the City of Wildwood shall be reflected in the PUD Master Plan.

i. The Application for Development Approval, sufficiency responses and DRI Development Order for Wildwood Springs DRI provide the supporting data and analysis for the "Wildwood Springs DRI" land use designation on the FLUM.

j. The Wildwood Springs DRI Development Order shall be consistent with the Comprehensive Plan.

Policy 1.7.2 Landstone Communities DRI. The City of Wildwood recognizes the uniqueness of the property known as The Landstone Communities DRI, which is designated as such on the City of Wildwood's Future Land Use Map. To ensure the discouragement of urban sprawl, coordination with public facilities and the protection of the environmental function of this area, the following development standards have been adopted and will be enforced on the property encompassed in The Landstone Communities DRI.

The Landstone Communities DRI is located adjacent to CR 470 along its northern boundary which has been designated by Sumter County as the "Jobs Corridor." The Landstone Communities DRI will be a master planned, mixed use community incorporating a variety of residential products and densities, and a variety of non-residential uses, public facilities, and public uses, all as more particularly described below in this Policy. The Landstone Communities DRI will consist of compact development tracts interlaced with an extensive network of open space and

interconnected with a comprehensively planned system of pedestrian greenways and multi-modal trails with the specific intent of reducing automobile dependence and greenhouse gas emissions while promoting energy efficiency and sustainable lifestyle habits.

Residential uses will be located in the Neighborhood Mixed Use Center, the Neighborhood Commercial Center, and the Community and Residential Villages. Residential areas will contain a variety of housing types and lot sizes which shall include single family, detached and attached units, town homes, and apartments. Non-residential uses, excluding industrial, will be located in the Neighborhood Mixed Use Center and in the separate Neighborhood Commercial Center located to serve the southern portion of the Project.

Development Program

The Landstone Communities DRI shall consist of a maximum of 8,025 residential units, a maximum of 802,500 square feet of non-residential uses (commercial/retail and/or office), 500,000 square feet of industrial/warehouse, a mining site, up to 250 hotel rooms, and a community serving facility, which may include (i) an 18 hole golf with clubhouse and associated uses and/or (ii) a spa/wellness facility. These uses shall be arranged in a Neighborhood Mixed Use Center, a Neighborhood Commercial Center, a Community/Institutional Center, Community and Residential Villages, and/or an Industrial/Warehousing Center, as set forth below.

Neighborhood Mixed Use Center

The Neighborhood Mixed Use Center shall be located adjacent to CR 470. The Neighborhood Mixed Use Center shall consist of:

Size	250 acres minimum
Commercial/Retail	300,000 sq ft minimum
Office	150,000 sq ft minimum
Hotel	up to 250 rooms
Residential	2,000 units minimum

1. The minimum average residential net density in the Neighborhood Mixed Use Center shall be 10 units per residential acre. Net Density is defined in Policy 1.6.2. At least 50% of the residential uses in the Neighborhood Mixed Use Center shall be located within a 1/2 mile walking distance of non-residential uses to promote an attractive and functional mix of land uses and to achieve an energy efficient land use pattern.
2. Minimum intensity for non-residential development shall be .25 FAR.

3. Streetscape design guidelines shall be established to promote pedestrian activity and safety, and to facilitate multi-modal transportation within the Neighborhood Mixed Use Center.
4. At least one covered transit stop and bus pull-out shall be located in the Neighborhood Mixed Use Center and adjacent to CR 470.

Neighborhood Commercial Center

The Neighborhood Commercial Center to serve the adjacent Residential Villages will be located in the southern portion of The Landstone Communities DRI adjacent to CR 501. The Neighborhood Commercial Center shall consist of:

Size	10 acres minimum
Commercial/Retail	30,000 sq ft minimum

1. Residential units at a minimum average net density of 6 units per residential acre may also be located in the Neighborhood Commercial Center to promote an attractive and functional mix of land uses and to achieve an energy efficient land use pattern.
2. The Neighborhood Commercial Center shall be designed to provide pedestrian and bicycle access to surrounding Villages to reduce automobile dependency. Streetscape design guidelines shall be established to promote pedestrian activity and safety, and to facilitate multi-modal transportation within the Neighborhood Mixed Use Center.
3. At least one covered transit stop and bus pull-out shall be located in the Neighborhood Commercial Center.

Jobs to Housing Balance

To promote an appropriate jobs to housing mix and the timing of residential and non-residential uses during the development of The Landstone Communities DRI, the following schedule will be followed:

1. A minimum of 110,000 square feet of non-residential uses (either commercial/retail and/or office) within the Neighborhood Mixed Use Center shall be constructed before the 2,001st dwelling unit is completed.
2. A minimum of 225,000 square feet of non-residential uses (either commercial/retail and/or office) within the Neighborhood Mixed Use Center shall be constructed before the 3,476th residential unit is completed.

3. A minimum of 500,000 square feet of non-residential uses (either commercial/retail and/or office) shall be constructed before the 5,001st residential unit is completed. 30,000 square feet of the 500,000 square feet of non-residential uses (either commercial/retail and/or office) shall be constructed in the Neighborhood Commercial Center.

Community/Institutional Center

Community and Institutional uses will be located in a central location within The Landstone Communities DRI adjacent to CR 501 through the dedication to the City of a 75 acre site for a Regional Park and a 14 acre site for an elementary school. The Community/Institutional Center shall be designed to provide pedestrian and bicycle access to surrounding Villages to reduce automobile dependency. At least one covered transit stop and bus pull-out shall be located in the Community/Institutional Center.

Community and Residential Villages

In order to create defined, walkable neighborhoods, residential tracts or pods shall be organized into individual Villages. To ensure a balance of housing options, densities within the Villages shall only be achievable by containing a variety of housing types and lot sizes.

Development outside the Neighborhood Mixed Use Center shall be at a minimum average net density of 6 dwelling units per residential acre, of which 25% shall be attached units.

1. Community Villages
 - a. Community Villages shall be developed at minimum average net densities of 6 to 25 units per residential acre.
 - b. The first Community Village will commence development in the northern section of the Project along CR 470 and in close proximity to the Neighborhood Mixed Use Center.
 - c. Each Community Village will consist of between 500 and 1,500 residential units with a variety of housing types.
 - d. Seventy-five percent (75%) of all residential units in a Community Village shall be located within a one mile walking distance of the edge of the Neighborhood Mixed Use Center.

2. Residential Villages

Residential Villages shall be developed at minimum average net densities of 3 to 20 units per residential acre. A Village is defined as that portion of the Project which will consist of between 250 and 1,000 residential units with a variety of housing types and lot sizes.

3. Standards for All Villages

- a. Each Village will contain a Village Center consisting of open space and/or active recreational facilities which shall serve as a focal point for that Village.
- b. Commercial/retail and office needs of the residents of the Residential Villages shall be addressed by the Neighborhood Commercial Center or the Neighborhood Mixed Use Center. No commercial, retail or office shall be located in a Village.
- c. Villages will be connected to the Neighborhood Mixed Use Center, the Neighborhood Commercial Center, the Community/Institutional Center, and with other Villages, not only by roadway access, but also through a series of greenways. These greenways will also connect the Villages with recreational and civic uses located throughout The Landstone Communities DRI, thereby ensuring critical connectivity between and among the residential and non-residential uses.
- d. Streetscape design guidelines shall be established to promote pedestrian activity and safety and to facilitate multi-modal transportation within Villages. Public and private streets shall be aligned and designed to frame views and vistas within each Village to promote increased density and urban form and to allow for vehicular and pedestrian connections to uses both internal and external to the Project.

Mining

A maximum of 280 acres located in the northwest portion of The Landstone Communities DRI, with access to CR 470, will be utilized for mining.

Industrial/Warehousing Center

A maximum of 500,000 square feet Industrial/Warehousing development on 90 to 120 acres will be located east of the mining parcel with access to CR 470. The

Industrial/Warehousing development shall not be located in the Neighborhood Mixed Use Center.

Open Space

The total site will maintain a minimum of 35% open space. Open space is defined as any portion of the Project which is open to the sky and contains no impervious surfaces, except that pervious surfaces within the residential or commercial lots do not qualify as open space.

Development Phasing and Transition Zone

Development phasing will progress from north to south through The Landstone Communities DRI to take advantage of existing infrastructure and planned improvements. By commencing development along CR 470, The Landstone Communities DRI will take advantage of the CR 470 regional "Jobs Corridor" and will place the highest density and intensity of uses where infrastructure is already in place and near internal locations for the expansion of water and wastewater services. No Residential Village, located greater than one mile from a previously developed Community Village, Residential Village or Neighborhood Mixed Use Center parcel, shall commence construction until 50% of the units in the previously developed village or parcel have received building permits.

A transition zone/buffer area will be established along the southern boundary of The Landstone Communities DRI in order to create a clear transition from urban to rural land uses, and to establish an aesthetically pleasing visual and physical separation between The Landstone Communities DRI and the rural lands to the south. Residential and non-residential uses, including roadways, shall not be allowed in this area. The transition zone will extend along the southern boundary and be defined as a 1000' offset from a single, straight line drawn between the SE corner of SECTION 27-20-23 and the SW corner of SECTION 28-20-23, except for the approximately 40 acre carve out (SE 1/4 of SE 1/4 of SECTION 28-20-23) located in the south central portion of the property which shall have a 150' offset along its northern boundary. Allowable uses within the transition zone are: preservation and conservation uses (including the necessary access and improvements to support management of these uses), golf course and passive recreation.

Connectivity

The Neighborhood Mixed Use Center, the Neighborhood Commercial Center, the Community/Institutional Center, the Residential Villages, and the Community Villages will be connected to each other with a comprehensively planned system of pedestrian greenways and multi-modal trails in order to reduce automobile dependence and greenhouse gas emissions while promoting energy efficiency and sustainable lifestyles.

Transit Corridors

1. CR 470 is a proposed major transit corridor as shown in the City's Comprehensive Plan Map 2-7. In addition to the transit stops required in the Neighborhood Commercial Center and in the Community/Institutional Center, up to three covered transit stops will be located along CR 470, including a Park-n-Ride facility.
2. Although not a City/County designated transit corridor, the CR 501 extension into The Landstone Communities DRI ("The Extended CR 501") will be planned so as to promote transit ridership. Outside the Neighborhood Mixed Use Center and the Neighborhood Commercial Center, along The Extended CR 501, an average minimum net density of 6 dwelling units per residential acre will be maintained 1/4 mile from the centerline on either side of The Extended CR 501.

Project Zoning

The Landstone Communities DRI shall be reviewed as a Planned Unit Development. The PUD zoning category for the DRI shall incorporate appropriate design standards to guide development and ensure consistency with the Development Order and with this comprehensive plan. Specific policies shall be contained within the PUD zoning category, Project design guidelines, the DRI Development Order, or Project Covenants and Deed Restrictions to promote development of the Project in a sustainable fashion using the applicable principles set forth by the United States Green Building Council (USGBC), the Florida Green Building Coalition (FGBC) or the Green Building Initiatives Green Globes program, or any other recognized green building system.

Environment and Natural Resources

1. A Wastewater Treatment Plant and the necessary acreage to handle the associated wet weather effluent storage will be located on approximately 25 acres located in the northeastern portion of the site.
2. The gopher tortoise habitat in the southwest portion of The Landstone Communities DRI, and the gopher tortoise habitat/eagle nest in the northeast portion of The Landstone Communities DRI shall be placed in a perpetual Conservation Easement as required by the Gopher Tortoise Permit upon issuance by the Florida Fish and Wildlife Conservation Commission (FFWCC). The Conservation Easement shall be granted to and accepted by the FFWCC or such other environmental agency which has statutory authority for the protection of the species listed herein.

Environmental Monitoring Plan (EMP)

The Landstone Communities DRI shall prepare and maintain an Environmental Monitoring Plan (EMP). As a general description, the EMP is the umbrella document/plan which addresses the various environmental, wildlife and preservation issues as such matters are detailed in the following sub-parts. The EMP shall be updated, as needed, in response to changes in governmental rules or regulations. Updates to the EMP shall not require an amendment to the City's Comprehensive Plan.

1. Surface Water Quality Monitoring Plan (“SWQMP”) –

In addition to meeting all requirements of the regulatory agencies, The Landstone Communities DRI shall utilize Best Management Practices ("BMPs") generated by SWFWMD and FDEP to control siltation and prevent turbidity during construction activities. These standards can be achieved by utilizing the best available construction techniques for erosion and sedimentation control, as well as meeting the minimum standards for National Pollution Discharge Elimination System ("NPDES") permitting.

2. Stormwater Pollution Prevention Plan (“SWPPP”) –

a. As part of the overall EMP, The Landstone Communities DRI, at its expense, shall prepare a SWPPP prior to commencement of construction for The Landstone Communities DRI incorporating requirements including: (1) clearing and grading areas only as they are being prepared for construction; (2) stabilizing areas immediately after construction completion; (3) potential limiting of watering for dust control at the time of construction due to hydrologic conditions and SWFWMD warnings.

b. Stormwater/drainage retention areas ("DRAs"), including either 'wet' or 'dry' DRAs shall be designed and constructed according to normal and accepted engineering practices and all applicable regulatory standards.

c. Stormwater management facilities shall adhere to SWFWMD criteria for design, construction, operation, treatment standards and maintenance of such facilities in hydrologic and karst sensitive areas as determined by SWFWMD. All the development shall utilize Low Impact Development (LID) methods to reduce the impact of nutrients on natural wetland systems where approved by the SWFWMD and supported by the Florida Department of Environmental Protection and local agency jurisdiction. These LID methods may include, but not be limited to, low impact stormwater design consisting of vegetated swales and buffers where prior to discharge of treated stormwater,

Field Code Changed

tree cluster rain gardens, pervious pavement, conserving natural areas and wetlands, minimizing development impacts, attempting to maintain site runoff rates, the use of integrated management practices, the implementation of pollution prevention and proper maintenance, minimization of land clearing, protecting existing vegetation and minimizing clearing of vegetation (on both the overall site as well as individual lots), disconnecting directly connected impervious areas, minimizing impervious areas, minimizing soil compaction and fill, protection of sensitive areas by use of clustering of development and common open space, requiring Florida Friendly landscaping and compliance with the Green Industry BMP for all landscape workers at the site, greenroof/cistern systems, pervious pavements, stormwater harvesting (reuse), use of floating wetland mats and all wet detention ponds, and public education. The use of these and other LID methods shall be subject to review and approval by the SWFWMD.

3. Wildlife Habitat Management Plan (“HMP”)
 - a. A minimum of 10% of the site’s upland area shall be maintained as voluntary upland conservation areas. These conservation areas shall be preserved with the specific intent of maintaining site biodiversity and wildlife corridors, preserving habitat for native and listed wildlife species, and providing educational and recreational opportunities for the Project’s residents, guests, and visitors to the Project’s regional amenities.
 - b. Gopher tortoises shall be relocated on the Property to the maximum extent feasible. If gopher tortoises must be relocated off-site, the mitigation shall provide for suitable habitat pursuant to current rules and regulations. The Landstone Communities DRI shall set aside an approximately three hundred forty two (342) acre Gopher Tortoise Habitat Preserve for relocation of gopher tortoises on site.
 - c. The Project shall promote the viability of listed species on the Property through the preservation / enhancement / restoration of wetlands and wetland buffers, upland habitat preservation and compliance with applicable State and federal laws.
 - d. The Project shall require the use of native plant species in the landscaping palette for the parks, common areas, and

habitat restoration areas of the Project, consistent with the principles of the Florida Friendly Landscaping program with the specific intent of attracting and providing/restoring habitat for native wildlife species.

- e. The Project shall develop design guidelines that encourage the use of native plant species in the landscaping palette for third party development within the Project, consistent with the principles of the Florida Friendly Landscaping program with the specific intent of attracting and providing/restoring habitat for native wildlife species.
- f. The Project shall incorporate or relocate listed plant species into habitat preservation / restoration areas where reasonably feasible under the supervision of a qualified professional.
- g. The Project shall only allow pervious trails, e.g. equestrian, walking, nature, boardwalks, habitat protection tracts (impervious trails, e.g., concrete, asphalt, or similar material will not be located within habitat protection tracts) except for golf cart and service crossings and crossings over the canal.

4. Integrated Pest Management Plan (“IPMP”)

The Landstone Communities DRI may elect not to build a golf course; however, in this event it shall set aside an appropriate portion of said land for open space and shall provide additional recreational or lifestyle amenities suitable to, and approved by, the City.

No development permits shall be issued for the construction of any golf course, or portion thereof, unless and until The Landstone Communities DRI demonstrates that such golf course, or portion thereof, proposed for development approval will comply with the following design, construction, maintenance and monitoring requirements:

- a. The golf course, including non-play areas of the golf course, will be designed, constructed and maintained to meet the minimum standards of the Audubon International's Signature Gold Program's Natural Resource Management Plan's Environmental and Design Standards, or other similar program's environmental and design standards (the "AISP Gold Standards"), which utilize low

impact development principles where reasonably feasible to minimize development impacts, but shall not be required to actually obtain such certification.

- b. Florida Friendly Design landscape principles, including xeriscape, shall be incorporated, as applicable, into the golf course design and construction.
- c. Non-play areas of the golf course shall be landscaped in accordance with the AISP requirements or its equivalent. Play areas are to be considered the tee, fairway(s) and greens/putting area.
- d. The Landstone Communities DRI shall maintain an up-to-date IPMP covering the golf course. Prior to the golf course construction, the IPMP shall be submitted to the FFWCC for review and approval and to the FDEP and SWFWMD if required by their respective agency rules. Any revision(s) to the IPMP shall not be considered an action requiring the filing of a Notice of Proposed Change for an Amendment to the Development Order or an Amendment of the City's Comprehensive Plan.
- e. The IPMP shall include a Chemicals Management Plan (CMP).
- f. Prior to golf course construction, soil testing shall be used to verify that suitable soil cover is maintained between greens surface and any subsurface limestone rock strata, limestone pinnacles or potential karst connections and to determine subsurface features.
- g. The golf course shall be maintained under the direction of a superintendent(s) who is licensed by the State to use restricted pesticides and who is familiar with and experienced in the principals of integrated pest management. The Landstone Communities DRI, with the assistance of the superintendent(s) shall be responsible for ensuring the implementation of the IPMP; and
- h. The Landstone Communities DRI shall report on the status of the golf course for compliance with the AISP or other similar program's environmental and design standards in each Biennial Report as required in the Development Order.

Energy Efficiency

Energy efficiency practices will be implemented with the specific intent of promoting energy efficiency, reducing green house gas emissions, and reducing the Project's overall carbon footprint.

1. Project Design

The Project shall be designed with compact development tracts interlaced with an extensive network of open space and interconnected with a comprehensively planned system of pedestrian greenways and multi-modal trails with the specific intent of reducing automobile dependence and greenhouse gas emissions while promoting energy efficiency and sustainable lifestyle habits.

2. Transit Access

Transit ridership shall be facilitated by the location of up to three covered transit stops along CR 470, which is a City/County designated Transit Corridor, including a Park-n-Ride facility. Further transit stops shall be located in the Neighborhood Mixed Use Center, the Community/ Institutional Center and the Neighborhood Commercial Center. Residential units along CR 501, which extends through a portion of the site on a north to south alignment, shall be developed at an average minimum net density of 6 dwelling units per residential acre 1/4 mile from the centerline on either side of the road which will support transit ridership.

3. Energy Efficiency Methods

The following energy efficiency methods shall be required with the specific intent of promoting energy efficiency, reducing green house gas emissions, and reducing the Project's overall carbon footprint.

- a. Eligible equipment and appliances delivered with residential properties within the Project shall, at a minimum, meet Energy Star standards. Eligible equipment includes, but is not limited to refrigerators, dishwashers, clothes washers, and ceiling fans.
- b. Residential heating and cooling equipment shall be Energy Star qualified as further defined in the City of Wildwood Residential Design Guidelines. The use of computerized programmable thermostats shall be promoted.
- c. All residential electric lighting fixtures, both interior and exterior, must be fitted with energy efficient light bulbs,

including but not limited to Compact Fluorescent Lights (CFL) or Light Emitting Diode (LED) bulbs. Incandescent bulbs shall not be allowed.

- d. Residential windows, including those in garage areas, must be Energy Star qualified as further defined in the City of Wildwood Residential Design Guidelines.
- e. The Project shall establish design guidelines that identify acceptable street light fixtures for use throughout the Project that meet a minimum efficiency rating of 95 lumens per watt.
- f. The Landstone Communities DRI shall include in the Biennial Report to the City of Wildwood the actions being taken to promote sustainable practices, including submission of current materials being provided and an accounting of development meeting green building standards.

Education

The Project shall implement educational initiatives with the specific intent of promoting behavior change of Project residents, guests, and visitors to the Project's regional amenities through education about sustainable development practices, lifestyle habits and technologies.

Water Conservation

The following water conservation methods shall be required with the specific intent of promoting water conservation and reducing demand on municipal potable water supply systems, thereby lowering demand on natural aquifers. The resultant reduction in the Project's potable water demand subsequently decreases the energy used by the City to treat and move municipal water for the Project, thereby reducing green house gas emissions and the Project's overall carbon footprint.

- 1. Residential and Non-residential Construction
 - a. New homes shall, at a minimum, be designed to meet the water conservation measures contained in City of Wildwood Ordinance No. 612, as may be amended from time to time.
 - b. Low flow or dual flush toilet fixtures that are more water efficient than standards set forth in the Energy Policy Act of 1992, will be standard in residential and non-residential construction.

- c. Water-saver shower heads will be offered for residential construction, and used where applicable in non-residential construction.
 - d. Automatic shutoff faucets will be used where applicable in non-residential construction.
2. Landscaping/Irrigation Systems
- a. Low volume irrigation spray heads as well as drip systems will be used where appropriate for both residential and non-residential landscaping. Residents will be encouraged to use water-conserving devices for additions they might make to their irrigation systems.
 - b. The Landstone Communities DRI shall ensure that irrigation systems operated for the Project's common or controlled areas utilize and maintain computerized irrigation based on weather station information, moisture sensing systems to determine existing soil moisture, evapotranspiration rates, or zone control, to ensure water conservation.
 - c. The Project shall require the use of native plant species in the landscaping palette for the parks, common areas, and habitat restoration areas of the Project, consistent with the principles of the Florida Friendly Landscaping program as implemented by the University of Florida Cooperative Extension Service.
 - d. The Landstone Communities DRI shall include water conservation monitoring in its biennial report to the City of Wildwood. If such data is available from the utility provider, The Landstone Communities DRI shall include in its water conservation monitoring a monthly water balance (dry year and wet year) calculated for the site, to adequately quantify the temporal and volumetric nature of potential water shortages and surpluses. This monitoring should also consider water availability via precipitation, surface water inflow, and groundwater inflow; and water losses via evapotranspiration, surface water outflow, infiltration and consequent groundwater outflow, and pumpage.

Amenities

Recreational facilities and amenities shall be provided in order to promote social interaction and opportunities for healthy, sustainable lifestyle habits.

Pursuit of FGBC Certification

The Landstone Communities DRI has applied for and will actively pursue certification under the Florida Green Building Coalition's ("FGBC") Green Development program. However, the determination of the Project's certification as a FGBC Green development is subject solely to the interpretation and approval by the FGBC of the applicant's submittal documentation.

Policy 1.7.3 The Villages of Wildwood DRI The City of Wildwood recognizes the uniqueness of the property known as The Villages of Wildwood DRI which is designated as such on the City of Wildwood's Future Land Use Map. The Villages of Sumter Development of Regional Impact (DRI) 3rd Substantial Deviation, Application for Development Approval (ADA) serves as supporting data and analysis for the project. The DRI is composed of a town center, office, commercial, institutional and other uses which are only a portion of the entire The Villages of Sumter DRI. Thus, the land uses lying within Wildwood are only a small part of the entire development plan and a portion of the allocation of mixed uses within the DRI. The ADA provides a comprehensive analysis of the suitability of the area and impacts from the DRI. This DRI analysis can be used by the City of Wildwood to guide the timing, location, type and amount of future development. Thus, the ADA, sufficiency responses and the DRI Development Order provide supporting data and analysis for the Future Land Use Map (FLUM) and text amendments. The boundaries of The Villages of Wildwood DRI are identified on the City's Future Land Use Map and subject to the following:

- a. The Villages of Wildwood DRI is a mixed use development that may include a functional integration of residential, retail, office, medical, attraction, hotel, institutional, recreation uses and supporting infrastructure (e.g. roads, water, sewer, etc.). All uses within the Villages of Wildwood may be located within the Town Center except for the Medical Campus. The planning timeframe for the project is 2008 through build-out in 2014. The maximum non-residential land use intensity shall not exceed 0.5 Floor Area Ratio (FAR), except for Town Centers and Medical Campus which shall not exceed 3.0 FAR. The maximum residential density shall not exceed 7 dwelling units per net residential acre and is limited to a maximum of 66 units. All residential units are age-restricted and must be established through the use of the land use-trade off mechanism within the adopted DRI development order. Consistent with these intensity/density

standards, the Village of Wildwood is limited to the following development entitlements:

Retail	1,288,258 SF
Office	14,400 SF
Hotel	200 rooms
Medical	300 hospital beds or equivalent medical uses
Theatre	8 screens
Institutional	49,714 SF

These entitlements may be converted through mechanisms described in the DRI development order. Conversions must not create an increase in public facility impacts and are limited to a maximum of 25% of the approved entitlements to maintain the character of development. Phasing for the project is based on development units (e.g. non-residential square footage and hospital beds) and is approximately divided into three year increments, but may proceed more quickly than projected. Interim land use activities for undeveloped land may include farming, and cattle and buffalo husbandry, provided such activities are not in conflict with the Wildlife Habitat Management Plan approved by the FFWCC for the DRI. The mix of uses and distribution of uses (not including support infrastructure) as a percent of the project's acreage are as follows:

Commercial: Including Retail, Office, Hotel Convention/Performing Arts Center and Theater	55% to 68%
Residential	0% to 15%
Institutional/Educational	1% to 3%
Medical Campus: Including Hospital, Clinic, Professional Offices, Pharmacy, Assisted Living Facility/Skilled Nursing Facility	5% to 15%

This policy does not guarantee the approval of development orders which are in accordance with the percent distribution of acreage mix. The approval of development orders shall be consistent with this policy and other policies under Policy 1.7.3 and future conditions maps.

No vertical construction may occur within the Villages of Wildwood until the effective date of a Villages of Sumter DRI development order amendment to remove the entitlements identified above.

- b. The Villages of Wildwood DRI must be consistent with the supporting criteria in this policy. Policy 1.7.3 restates the relevant provisions within the City's plan as it relates to the DRI, but exempts the project from all other comprehensive plan standards which do not relate to the project or have been superseded by Policy 1.7.3. This exemption is necessary in order to ensure that the DRI is developed consistently with the remainder of the Villages of Sumter DRI and considers those land uses that are outside of, but support, the portion within the City. The DRI

must also be consistent with the City of Wildwood FLUM and future conditions maps.

- c. The Villages of Wildwood DRI will meet all required local, state and federal regulations as specified in the DRI development order and zoning requirements.
- d. The Villages of Wildwood DRI as analyzed in the ADA is determined to be suitable for the land uses proposed for the site and will remain compatible with the surrounding area through design requirements including standards for buffering and landscaping. The project will also be developed as an intense urban center providing the benefits of a mixed use project that will encourage pedestrian activity and other modes of transportation including sidewalks bike lanes and golf cart paths.
- e. The Villages of Wildwood DRI as analyzed in the ADA has determined there are approximately 25 acres of wetlands on-site. The wetlands will be protected or mitigated in accordance with the Southwest Florida Water Management District's Environmental Resource Permit (ERP) requirements. Wetlands impacted will be limited to isolated wetlands and may be mitigated off-site as provided by the conditions of the ERP. No development will be permitted within protected wetlands in accordance with the development order. Impacted wetlands can be developed in accordance with the DRI development order as long as the wetlands are mitigated as required under the ERP.
- f. The Villages of Wildwood DRI as analyzed in the ADA has identified the nesting of the Sherman Fox Squirrel on-site. No other listed plant or animal species or other environmental features have been identified. A habitat management plan must be developed and incorporated into the DRI development order which will direct the protection and/or mitigation of impacts to any listed species. The Habitat Management Plan also requires coordination with the Florida Game and Freshwater Fish Commission.
- g. Development of the Villages of Wildwood DRI will require coordination between the developer, the City of Wildwood and Sumter County. This may include the development of any necessary agreements between the developer of the DRI, one or more Community Development Districts, Sumter County and the City of Wildwood, either through joint or separate agreements, in the provision of services. The developer will also coordinate with the City in regards to capital improvement planning as required in this policy.
- h. New development within the Villages of Wildwood DRI must not degrade the adopted level of service for the public facilities required to serve this development. Water and sewer facilities will be provided by the Central Sumter Utility Company and not by the City of Wildwood. For transportation facilities, the DRI development order includes requirements for mitigating transportation impacts. If improvements are necessary, then the developer will coordinate with

the City regarding any necessary capital planning which may include agreements to ensure the roads are mitigated.

- i. The Villages of Wildwood DRI will be developed in accordance with the following level of service standards and shall be used as the basis for determining the availability of facility capacity and the demand generated for the DRI. Decisions regarding the issuance of development orders and permits for the DRI will be based upon coordination of the development requirements adopted as part Policy 1.7.3.

Level of Service Standards for the Villages of Wildwood DRI

(These level of service standards only apply within the boundaries of The Villages of Wildwood DRI as identified on the FLUM)

TRANSPORTATION FACILITIES			LEVEL OF SERVICE
Principal Arterial			D
Minor Arterial and others			D
POTABLE WATER AND SANITARY SEWER			LEVEL OF SERVICE
Land Use	Unit	Sanitary Sewer (GPD)	Potable Water (GPD)
Residential	Dwelling unit/day	115.9	118.6
Office	Gross SF	0.010	0.10
Hotel	Rooms	100	100
Retail/Service	Gross SF	0.15	0.15
Hospital	Beds	250	250
Theater	Seat	5	5
Educational/Institutional	Gross SF	0.15	0.15
DRAINAGE FACILITIES			
Stormwater facilities shall be designed to accommodate the 15-year, 24-hour design storm to meet the water quality and quantity standards below.			
WATER QUALITY and QUANTITY			
Treatment and attenuation of stormwater runoff shall be required for all development, redevelopment and, when expansion occurs, existing developed areas. Infill residential development within improved residential areas or subdivisions, which existed prior to the adoption of the comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area to degrade receiving waters. Water quality and attenuation shall be deemed acceptable when the applicant has demonstrated compliance with Southwest Florida Water Management District Chapter 40D-4 and Chapter 40D-40, F.A.C.			
RECREATION FACILITIES			
The recreation facilities necessary for this site are provided in the Sumter County portion of the Villages of Sumter DRI. The developer may include parks and other recreation uses within the City but these facilities are in excess of required recreation level of service to serve the project. Thus, the developer will not rely on nor degrade the City's level of service standard for recreation.			

- j. The Villages of Wildwood DRI will include as part of this project sidewalks, bike lanes and golf cart paths to ensure the project is interconnected with the remainder of The Villages.
- k. The Villages of Wildwood DRI will mitigate for any required affordable housing impacts in accordance with the adopted development order.
- l. The developer will coordinate with the City of Wildwood in the provision of transportation facilities that may be necessary to mitigate for the DRI's impacts. No other public facilities (such as potable water and sewer) will be provided by the City of Wildwood. As part of any required mitigation, the developer will coordinate with the City to ensure the mitigation can be considered as part of the City's required capital improvement planning. The developer will also coordinate with any water suppliers in accordance with the Consumptive Use Permit to ensure that adequate water supplies are available to serve the DRI.
- m. Amendments to the DRI through the Notice of Proposed Change process pursuant to s. 3 80.06(19), FS, shall not require a plan amendment provided the change does not include the addition of land or a new use and is otherwise consistent with the comprehensive plan. Changes to a DRI Development Order adopted by the City of Wildwood shall be reflected in the Conceptual Master Plan and other zoning support documents as a ministerial function.
- n. The Application for Development Approval, sufficiency responses and DRI Development Order for The Villages of Wildwood DRI provide the supporting data and analysis for the DRI land use designation on the FLUM.
- o. The Villages of Wildwood DRI Development Order ensures consistency of the DRI land use designation on the FLUM with Policy 1.7.3 and future conditions maps of the Wildwood Comprehensive Plan.

OBJECTIVE 1.8 As property is annexed into the City, and is subsequently included on the Future Land Use Map, the City shall designate appropriate land use categories (as needed), in order to manage the anticipated growth in a manner which creates a more energy efficient land use pattern, reduces greenhouse gas emissions, and promotes sustainable development based on residential neighborhoods and mixed communities which ensure compatibility between the environment, new development and existing developed areas.

Policy 1.8.1 As parcels which annex into the City are developed, a diversity of land uses shall be provided by a mixture of residential, retail, offices and manufacturing. At a minimum, the City will seek to maintain the existing ratio of 0.13 acres commercial/industrial development per dwelling unit. The development ratio will be monitored by the City through development approvals.

Policy 1.8.2 New development areas shall be developed with neighborhoods that create a sense of place and incorporate the following features:

1. Supported by mixed use developments which incorporate schools, parks and open spaces and civic spaces.
2. Developed with an orderly transportation network that includes new collector roads and a recreational trail system.
3. Provision for facilities to support the development of a public transit system.
4. The enhanced conservation of lakes and wetlands through conservation designations, recreation areas and trails.
5. The identification and reservation of land, or provision of appropriate mitigation for the following public facilities and services, if it is determined that the proposed new development has an impact on the public facilities and services:
 - a) Right-of-way for limited access, collector and local roads, bikeways and recreational trails.
 - b) Water and wastewater treatment facility sites.
 - c) Community and neighborhood parks.
 - d) School sites.
 - e) Police, EMS and fire station sites.
 - f) Other facilities used to deliver public service.

OBJECTIVE 1.9 Discourage urban sprawl through a future land use pattern which promotes orderly, compact development.

Policy 1.9.1 Land use patterns delineated on the Future Land Use Map shall promote orderly, compact growth. The City shall encourage growth and development in existing developed areas where public facilities and services are presently in place and in those areas where public facilities can provide the most efficient service.

Policy 1.9.2 The City of Wildwood shall coordinate with Sumter County through a Joint Planning Agreement in an effort to develop an area wide planning approach by 2010, taking into account environmental suitability, functional relationships and areas where public facilities and services are available or proposed to be available by year 2035.

OBJECTIVE 1.10 Promote innovative land development applications principles through the use of Planned Developments, Mixed use Developments and Cluster Design.

Policy 1.10.1 Planned development techniques shall be used as a management strategy for promoting smart growth principles, negotiating innovative development concepts, design amenities, and measures intended to encourage unique planning concepts not attainable with certainty under conventional zoning or to protect environmentally, historically, or archaeologically significant sites.

Policy 1.10.2 The City shall incorporate provisions within the Land Development Regulations that allow mixed use PD's in all mixed use land use categories of the Future Land Use Map. Residential PD's will be located within residentially designated areas; Commercial PD's will be located in commercially designated areas and Industrial PD's will be located within industrially designated areas of the Future Land Use Map. A PD

with a mix of housing types (i.e., single family and multi-family) shall be allowed in residentially designated areas of the Future Land Use Map and the percentage of distribution of each housing type shall be flexible, subject to the requirements set out in the Land Development Regulations.

Policy 1.10.3 Within mixed use developments, the City shall promote a high quality of development that will create a sense of place and community through the area. Mixed use developments shall incorporate the following principles:

1. The inclusion of a mixture of complimentary land uses that include housing, retail, offices, commercial services, manufacturing, education, civic, community and recreation uses.
2. The creation an attractive and high quality environment which is compatible with the scale and character of the surrounding community.
3. The development of commercial, residential and mixed use areas that is safe, comfortable and attractive to pedestrians.
4. The location of the commercial center so that it is easily accessible by pedestrians from as many of the residential areas as possible.
5. The maximization of shared parking.
6. The provision of roadway and pedestrian connections to residential areas.
7. The provision of social and community facilities to serve the new development and to enhance existing service levels in the area.
8. The provision of a network of open space provision in the form of squares, plazas, parks, greens and similar open space design.
9. The provision of a mixture of housing types and price ranges to provide housing opportunities for all residents of the City and benefit the area's economy.
10. The development of a diversity of housing styles, colors, materials and roof heights to create variety in the streetscape.
11. The incorporation of landscaping into the overall design as a means of linking the development areas with the open spaces, and mitigating incompatibilities between existing and new development.

Policy 1.10.4 As a means to promote conservation design, ecological integrity and maintain the City's character, cluster developments are encouraged by the City. Cluster developments shall be designed along the following principles:

1. The provision of open space within developed areas.
2. The creation of a variety of active and passive recreational uses.
3. The creation of a friendlier pedestrian environment, including walking and cycling opportunities.
4. Enhancement of the environmental setting and significant features.
5. The conservation of on-site wetlands and water bodies.
6. The maintenance of large areas of natural vegetation.
7. The maintenance of vegetation corridors along major water courses.
8. Connectivity for species, either as continuous corridors or clusters of stepping stones.

9. The use of Florida-Friendly Landscaping.

Policy 1.10.5 Crime prevention shall be considered in site design through application of all of the following guidelines:

1. All proposed building entrances, parking areas, pathways and other elements should be defined with appropriate features that express ownership. Such features should not conflict with the need for natural surveillance.
2. The proposed site layout, building and landscape design should promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see throughout the site. For example, window placement, the use of front porches or stoops, use of low or see-through walls, and appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except as necessary for buffering.
3. The proposed site layout and building design should encourage legitimate activity in public spaces. For example, locating outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining.

Policy 1.10.6 Priority should be given to the creation of a hierarchy of public spaces that relate to buildings and create a sense of community. Public spaces are “public” when they are within view of a street or other public space, accessible by pedestrians, and can be occupied by people. The public space may include sidewalks, a plaza or park.

Policy 1.10.7 Through the development approval process, the City shall strive to:

1. Address the unique needs and challenges of residents and households at all stages of life.
2. Ensure access to individuals of varying abilities and stages of life in housing, public spaces, community facilities, places of employment and commercial establishments.
3. Provide for granny-flats, in-law suites, and accessory apartments in residential areas, and ensure the availability of housing types appropriate to various age and needs groups, including families with children, multi-generational households, young and/or single adults, empty nesters, and senior citizens. Granny flats or other accessory dwelling units in residential or mixed use districts shall not count against the allowable designated density established by future land use or zoning.
4. Provide opportunities for education, recreation, arts and culture, and leisure activities for residents and households of various age and interest groups.

Policy 1.10.8 The City shall implement development techniques that reduce the negative environmental impacts of development and redevelopment by:

1. Reducing building footprints to the maximum extent feasible and locating building sites away from environmentally sensitive areas.
2. Requiring the preservation of natural resources.
3. Providing for on-site mitigation of impacts (i.e. retention and treatment of

stormwater runoff, water reuse, Master Stormwater Management Systems).

4. Requiring energy and water conservation measures such as material choices for lighting, water closets, low flow or dual flush toilets, Florida Friendly Landscaping, and Water and Energy Star appliances during the development review process within properties identified on Map 1-10 as Energy and Water Conservation Focus Areas. Such measures shall be identified within the development order.

5. Promoting City-wide water and energy conservation through education, site design, landscaping, and building techniques (i.e. mixed uses, mass transit, solar power, increased tree canopy).

6. Ensuring environmentally friendly building practices (i.e. use of environmentally friendly building materials, recycled materials).

7. Considering the development of a Green Building Ordinance and a related LEED Certification Program for development and redevelopment, including the development of a Neighborhood Development Rating System that integrates the principles of smart growth, urbanism and green building into a national system for neighborhood design, by 2012.

Policy 1.10.9 The City shall implement a land use and transportation plan that reduces the emission of greenhouse gases. The City shall identify Mixed Use Centers, as defined in Policies 1.10.10 through 1.10.14 and identified on Map 1-10, as Greenhouse Gas Emission Target Areas. Mixed Use Centers shall require a pedestrian and bicycle friendly environment in which a compact mix of uses with densities and intensities that support transit can demonstrate energy efficiency by discouraging the use of the automobile and reducing vehicle miles traveled.

Policy 1.10.10 Mixed Use Centers are identified on Map 1-9 as either “Employment Mixed Use Center” or “Neighborhood Mixed Use Center” and on Map 1-10 as “Reduced Green House Gas Emission Target Areas”. The purpose of these Mixed Use Centers is to:

- ~~Facilitate~~Promote future mixed use developments.
- ~~Facilitate~~Promote multi-modal transportation.
- Reduce the need for automobile travel and reduce greenhouse gas emissions by ~~providing~~ encouraging a compact mix of uses which are pedestrian friendly and are accessible without the use of the automobile.
- Give definition to the urban form through clustering of uses rather than strip-type development.

Policy 1.10.11 The characteristics of Mixed Use Centers

- Compact in design and ~~require~~encourage clustering of higher densities and intensities within the geographic area to provide efficient land use planning which will reduce green-house gas emissions.
- Projects within a Mixed Use Center may exceed the density and intensity set by the underlying Future Land Use Map designation as described below.
- Employment Mixed Use Centers ~~shall~~should target ~~eontain~~ minimum densities of 12 units per acre and minimum intensities of .5 FAR.
- Neighborhood Mixed Use Centers ~~shall~~should target ~~eontain~~ minimum densities of 10 units per acre and minimum intensities of .25 FAR.

- Contain the mix of uses required within the underlying land use designation.
- Accessible to existing or planned major transportation thoroughfares.
- Adequate public facilities and services.
- Hubs to the multi-modal transportation network. All trails and transit stops located on Maps 2-6 and 2-7 of the Transportation Element Map Series shall access these centers.
- Soil and environmental characteristics must be suitable for development.
- Transit and multi-modal service must be ~~available~~planned on transportation thoroughfares accessing the site

Policy 1.10.12 The boundary, size, and location of Mixed Use Centers

- Each Mixed Use Center may be located at the intersection of existing and future major transportation thoroughfares and shall be identified on Map 1-9 of the Future Land Use Map Series.
- Each Employment Mixed Use Center shall be located within known existing or future major employment generation areas. Employment Mixed Use Centers shall encompass an area covering approximately 200 acres and shall radiate approximately 1700 feet from the center of an intersection of the transportation thoroughfare. The City shall encourage the expansion of these mixed use centers.
- Each Neighborhood Mixed Use Center shall be located within known existing or future mixed use focal areas. Neighborhood Mixed Use Centers are generally smaller in scale than Employment Mixed Use Centers, and shall encompass an area covering approximately 100 acres and shall radiate approximately 1200 feet from the center of an intersection of the transportation thoroughfare. The City shall encourage the expansion of these mixed use centers.
- Employment Mixed Use Centers, both future and existing, shall be located in the following geographic areas:
 - 1) CR 466 and US 301 Intersection
 - 2) ~~CR 139~~Powell Road and SR 44 Intersection (The Villages of Brownwood DRI)
 - 3) CR 468 and SR 44 Intersection
 - ~~4) Future Florida Turnpike Interchange at CR 468~~
 - ~~5) SR 44 and US 301 Intersection~~
- Neighborhood Mixed Use Centers are located in the following geographic areas:
 - ~~1) CR 209 and CR 466 Intersection~~
 - ~~2) CR 209 and CR 462 Intersection~~
 - ~~3) CR 466A and CR 139/CR 462 Intersection~~
 - ~~4) CR 209 and CR 44A Intersection~~
 - ~~5) CR 468 and US 301 Intersection~~
 - ~~6) CR 472 and US 301 Intersection~~
 - ~~7) Landstone Communities DRI along CR 470 (west of CR 501 and CR 470 intersection)~~
 - ~~7) CR 501 and CR 468 intersection~~

Policy 1.10.13 ~~Amending the boundary~~Creation of New Mixed Use Centers

- As development occurs, the City shall encourage the expansion of and creation of new mixed use centers to promote a compact urban form.

- ~~Amending the boundary of a mixed use center or creating~~ Creating additional mixed use centers shall require a text amendment to the Future Land Use Element and/ or Map 1-9.

Policy 1.10.14 The creation of new Mixed Use Centers within the Wildwood South Sub-District

- As the natural succession of development progresses south of the Florida Turnpike and east of CR 501, the City shall establish new Mixed Use Centers.
- Mixed Use Centers shall be established at intersections of major transportation thoroughfares to expand the Bus Rapid Transit System.
- Mixed Use Centers shall be adequately served by public facilities.
- New Employment Mixed Use Centers shall be designated for every 2000 acres of land that has been changed from Agriculture to an urban land use.
- New Neighborhood Mixed Use Centers shall be designated for every 1000 acres of land that has been changed from Agriculture to an urban land use.

Policy 1.10.15 General Development Standards within Mixed Use Centers

- In addition to the requirements of the underlying land use category, Mixed Use Centers must present a unified architectural theme. It is not the intent for all Mixed Use Centers to contain the same architectural theme, but for each center to have a unique theme.
- Out parcels must provide for shared access both pedestrian and vehicular.
- Utilization of shared parking and loading facilities.
- Provide a network of unified open spaces and common areas which promote linkage to adjacent developments.
- Share facilities such as stormwater, frontage roads, utility easements and other similar features.
- Direct pathways from buildings to transit stops, pedestrian pathways, plazas and public spaces.
- Bicycle parking facilities shall be conveniently located for both customers and employees.
- Streetscape design compatible with pedestrian, bicycle, and transit facilities.

Policy 1.10.16 Affordable Housing Density Bonus ~~Projects-Developments~~ may achieve a 25% increase in the maximum allowable density in the respective future land use classification in exchange for the construction of affordable housing units. Affordable housing is defined ~~in 9J 5.003(1), F.A.C.~~ as housing meeting the needs of households with very low, low or moderate income where the monthly mortgage or rent expenses do not exceed thirty percent (30%) of the household's monthly income. The 25% density bonus may be awarded provided the following criteria are met:

1. That the development seeking the density bonus will be providing affordable housing units. The development must reserve 20% of the total housing units, not including the bonus units, for affordable housing.

2. That the development seeking the density bonus is located along a future Bus Rapid Transit corridor and located where the future land use map allows a density of greater than 4 dwelling units per acre.
3. That the design and orientation of the development seeking the density bonus is compatible with the surrounding land use character. Building size and massing, site layout and design, architectural characteristics, and landscaping will be components of this criterion.

Policy 1.10.17 Green Building Density Bonus ~~Projects-Developments~~ may achieve a 25% increase in the maximum allowable density in the respective future land use classification in exchange for the development of Green Buildings. Green Buildings shall achieve LEED Silver rating or higher as defined by the United States Green Building Council (USGBC). The 25% density bonus may be awarded provided the following criteria are met:

1. The developer must submit a letter of intent that communicates their commitment to achieve a LEED Silver rating or higher prior to issuance of a Development Order.
2. The development must provide documentation demonstrating the achievement of the rating prior to issuance of a Certificate of Occupancy.

OBJECTIVE 1.11 Designate and promote sufficient areas for quality residential development and neighborhood cohesiveness, and require the availability of adequate facilities to support demands necessitated by existing and future housing development and associated populations.

Policy 1.11.1 The Future Land Use Map shall designate sufficient land area for residential land uses according to a pattern which promotes neighborhood cohesiveness and identity, sustainable development principles and which enables efficient provision of public facilities and services.

Policy 1.11.2 Residential subdivisions, plats, and PD's shall be required to dedicate recreation space and public open space in accordance with Recreation & Open Space Element Policy 1.1.1.

Policy 1.11.3 Residential areas delineated on the Future Land Use Map shall be protected from the encroachment of incompatible non-residential development. The City shall maintain a landscape ordinance that requires buffering between incompatible land uses. The vegetated buffer may be applied as credit towards meeting the site's open space requirements.

Policy 1.11.4 The City shall maintain site design requirements and subdivision regulations in the Land Development Regulations which adequately address the impacts of new development on adjacent properties in all land use categories and zoning districts.

Policy 1.11.5 Supportive community facilities may be located within residential areas but shall be required to comply with performance standards and development requirements

set forth within the Land Development Regulations. A "community facility or service" shall mean a building or structure owned and operated or authorized by the City of Wildwood to provide a public service and is limited to fire stations, police substations, emergency medical response stations, and postal drop box stations and other similar community-oriented facilities.

Policy 1.11.6 Transportation systems within designated residential areas delineated on the Future Land Use Map shall be designed to accommodate traffic conditions that further public safety and limit nuisances. Access to residential areas shall comply with policies established within the Transportation Element that address access management. The design of new residential subdivisions must include the dedication of right-of-way to enable pedestrian access to adjacent residential subdivisions.

OBJECTIVE 1.12 Allocate sufficient land area to accommodate commercial activities which provide goods and services demanded by local and area-wide markets, with consideration to fiscal and environmental impacts to the City of Wildwood.

Policy 1.12.1 The location and distribution of commercial land use categories delineated on the Future Land Use Map shall be determined according to the following criteria:

1. Access and vicinity to arterial and collector roads, ease of access and egress from major thoroughfares to commercial sites, ability to achieve a functional internal circulation and off-street parking system.
2. The promotion of sustainable development within mixed use sites by establishing a pattern of development which reduces the need to travel by car, encourages opportunities for cycling and walking.
3. Ability to comply with adopted performance standards for preventing or minimizing nuisance impacts, such as emission of air pollutants, noise, odor and generation of hazardous waste or products.
4. Impact on the conservation and preservation of natural resources.
5. Demand on existing and planned public services, utilities, water resources and energy resources.

Policy 1.12.2 Access to commercial sites shall utilize adjacent streets adjoining U.S. 301, and S.R. 44 where such streets serve to provide safe ingress\egress to the site. Such use of existing streets shall not be designed to direct traffic into residential areas. Commercial development pursuing access to State and County facilities shall be required to obtain all access management (curb cut) permits from those entities in accordance with their established rules and regulations prior to a site plan being approved by the City.

Policy 1.12.3 The density and intensity of commercial uses shall be compatible with the ability of public facilities to provide adequate services according to adopted level of service standards. The Future Land Use Map shall not designate more commercial areas than that which existing and planned public facilities and roadways can support at adopted minimum level of service standards.

Policy 1.12.4 New commercial development shall comply with the following principles:

1. Compliance with adopted standards for preventing or minimizing nuisance impacts, such as the emission of air pollutants, noise, odor and generation of hazardous waste or products.
2. Minimizing the demand on existing and planned public services, utilities, water resources and energy resources.
3. Connecting to central sanitary sewer and water systems.
4. The use of design to soften the massing of larger commercial buildings, ensure compatibility with the design character of the area and support a safe and attractive pedestrian environment.
5. The creation of public spaces that relate to the buildings and create a sense of community. The public space may include sidewalks, a plaza or a park.
6. The use of public art and landmark buildings to add interest and variety to the development.
7. Landscaping design to emphasize native species tree shrubs and flowers and to provide visual interest at different times of the year.

Policy 1.12.5 New development shall be required to maintain a portion of commercial sites as open space. The Land Development Regulations shall specify the proportion of land which shall be retained for open space.

OBJECTIVE 1.13 The City of Wildwood shall promote transportation choice through construction of well-designed pedestrian, bicycle and transit facilities.

Policy 1.13.1 In road construction and reconstruction projects, roadway designs shall protect and promote pedestrian comfort, safety and attractiveness. Such measures should include, where feasible, on-street parking, wide sidewalks, and abundant landscaping at the street edge.

Policy 1.13.2 The City of Wildwood shall prioritize street segments with sidewalk gaps. The following criteria shall be used in prioritizing sidewalk gap improvements:

1. Proximity to public schools.
2. Proximity to major public parks or cultural facilities.
3. Proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of walking.
4. Arterial and collector streets.
5. Proximity to transit routes.
6. Proximity to identified redevelopment areas.

Policy 1.13.3 Future arterial and collector road constructions, widening, or reconstruction projects shall require accommodation of bicycle travel and pedestrian needs.

OBJECTIVE 1.14 The City shall manage and control existing and future land uses located within or adjacent to environmentally sensitive lands and other significant natural resources.

Policy 1.14.1 Wetlands shall be protected through the implementation of the following standards and guidelines:

- a. Precise delineation (pursuant to Chapter 62-340, FAC) and functional assessment (pursuant to Chapter 62-345, FAC) of wetland areas shall be determined based on ACOE and SWFWMD criteria through site-specific studies and field determination during development review;
- b. Impacts to wetlands shall be avoided where possible. Mitigation of lost wetland resources shall be required. The amount of mitigation required shall be dependent upon the function value of the wetlands proposed for impact and the type of mitigation proposed based on ACOE and SWFWMD criteria;
- c. Commercial and industrial uses and uses which store or generate hazardous materials/wastes shall not be permitted in or adjacent to wetlands without proper measures to ensure protection of the wetlands;
- d. Septic tanks shall not be permitted in wetlands;
- e. Wetland protective measures shall include the use of SWFWMD vegetative buffers. Buffer widths shall depend on the nature and functional value of the wetlands to be protected per SWFWMD regulations;
- f. No new parcels of land shall be created which consist entirely of wetlands, unless such parcels are dedicated to the public or remain in private ownership with long term conservation easements; and
- g. All required permits from jurisdictional agencies shall be approved prior to, or concurrent with, the City issuing a final development order authorizing site development activity.

Policy 1.14.2 The City shall maintain stormwater management requirements in the Land Development Regulations which provide specific standards for the design of on-site stormwater systems, as well as strategies and measures to minimize runoff into natural water bodies.

Policy 1.14.3 Vegetative communities and wildlife habitats (particularly those identified as primary habitat for endangered or threatened species) shall be protected and conserved directly or indirectly by rules and principles established in Conservation policies.

Policy 1.14.4 Land use activities, including their densities and intensities, shall be compatible with soil types whose properties are capable of supporting the structures, parking areas, ancillary uses, and facilities proposed to be placed on them. The City shall maintain provisions in the Land Development Regulations which stipulate and define performance standards for land use activities proposed to occur on soil types whose development potential is limited in some form or manner.

Policy 1.14.5 Septic tanks will not be allowed on new residential, commercial and industrial sites within the City. When financially feasible, the City shall extend central sewer service to all developed properties within the current City limits. The City will also coordinate with the County to limit septic tank permits in unincorporated areas adjacent to the City's urban boundary.

Policy 1.14.6 The City shall coordinate with the State, the Southwest Florida Water Management District, the Withlacoochee Regional Planning Council, Sumter County and other agencies concerned with managing natural resources for the purpose of protecting the function and existence of natural systems.

Policy 1.14.7 Wetlands designated as Conservation on the Future Land Use Map shall be subject to a formal determination from the Southwest Florida Water Management District.

Policy 1.14.8 Wetland determinations may find that lands designated as Conservation are free of wetlands or that lands designated as other future land uses contain wetlands. In such cases, development shall be allowed in areas not deemed as preservation by the Southwest Florida Water Management District. However, in no case shall any ~~project~~ development decrease the amount of Conservation lands on the Future Land Use Map for any project site, and mitigation for any wetland impacts shall occur within said project site.

OBJECTIVE 1.15 The City shall ensure that land development and conservation activities further the protection of archaeological and/or historic sites that may be discovered in the future, in accordance with both Florida Department of State and local standards for the protection and preservation of such features.

Policy 1.15.1 The City shall prevent detrimental impacts of development to historic sites including provisions within the Land Development Regulations which preclude:

1. Destruction or alteration of all or part of such site.
2. Transfer or sale of a site of historical significance without adequate conditions or restrictions regarding continued preservation, maintenance, or use of such property;
3. Encroachment or introduction of visible, audible, or atmospheric elements which are inconsistent with the character of the property.
4. Alteration or destruction of the site's surrounding environment.

Policy 1.15.2 Development shall cease construction activities on a development site when unidentifiable artifacts are uncovered during either land preparation or construction. The developer shall notify the City of such potential discovery, and the City and/or the developer shall contact the Florida Department of State of such discovery. Construction shall not begin until the state has determined the archaeological significance of the discovery and the restrictions which shall be imposed on development. Development may continue in areas which will not impact the site of the discovery.

Policy 1.15.3 The City shall identify all locally significant historical properties.

Policy 1.15.4 The City shall encourage the rehabilitation of identified historical properties through incentives such as the waiving of stringent development requirements.

Policy 1.15.5 The City shall promote the restoration, rehabilitation, and reuse of designated historic properties by assisting property owners in obtaining grants and technical assistance.

OBJECTIVE 1.16 The City shall assure that needed public services and facilities are developed concurrent with the impact of new development.

Policy 1.16.1 The City shall extend public facilities only to existing and proposed land use activities, as shown on the Future Land Use Map, which shall require and demand such services. Undeveloped land shall not be designated for development without assurance through the Comprehensive Plan that public facilities shall be available concurrently with the impacts of development. The impacts of land uses, including their densities and intensities, shall be coordinated with the City's ability to finance or require provision of necessary public facilities at conditions meeting or exceeding the adopted minimum level of service standards.

Policy 1.16.2 The timing and location of public facilities shall be coordinated through the Concurrency Management System and Capital Improvement Program to ensure that development occurs in an orderly and timely manner consistent with the availability of public facilities and services.

Policy 1.16.3 The City shall coordinate the Comprehensive Plan with the development and service plans of utility companies to assure that sufficient right-of-way and other land is available for utility placements and distribution lines. A Public Facilities land use category shall be used to allocate areas on the Future Land Use Map to accommodate utilities. Distribution lines, such as telephone lines and water mains, shall be permitted in public right-of-way or as otherwise stated in the Land Development Regulations.

Policy 1.16.4 Development orders and permits shall not be issued unless the necessary facilities and services are available concurrent with the impacts of development. Future land use allocations, including their related densities and intensities, shall not exceed the financial and legal ability of the City to provide public facilities to serve those land uses delineated on the Future Land Use Map. The City's concurrency management system shall determine whether adequate public facility capacities are available to meet the demands generated by new development and redevelopment.

OBJECTIVE 1.17 The City shall protect existing and future potable public water wells by restricting and/or prohibiting land uses and development activities that may adversely impact these water resources.

Policy 1.17.1 In the area defined by a circle around the wellhead with a radius of 200 feet, all proposed development around existing wells shall be connected to a central water and sanitary sewer system, no development shall be allowed around future wells.

Policy 1.17.2 Sewer mains will not be located within 100 feet of any public water well.

Policy 1.17.3 In the additional area defined by a secondary circle around the wellhead with a radius of 500', or a radius based upon the 10 year travel period if known, the following development activities are prohibited:

1. Landfills.
2. Facilities for bulk storage, handling or processing of materials on the Florida Substance List.
3. Activities that require the storage, use or transportation of restricted substances, agricultural chemicals, petroleum products, hazardous toxic waste, medical waste, etc.
4. Feedlots or other commercial animal facilities.
5. Wastewater treatment plants, percolation ponds and similar facilities.
6. Mines.
7. Excavation of waterways or drainage facilities which intersect the water table.

OBJECTIVE 1.18 The City of Wildwood shall cooperatively plan for the location, and to the greatest extent practicable, the collocation of School Facilities. Consistent with adopted legislation, schools shall be located proximate to existing and planned urban residential areas, and collocation shall occur proximate with other public facilities, park, libraries and community centers to the greatest extent possible. In order to effectively locate and co-locate school facilities the City and school board shall share and coordinate pertinent information relative to existing and planned public school facilities and overall community development.

Policy 1.18.1 Public schools shall be allowed in all commercial, residential and public land use categories.

Policy 1.18.2 Public school location shall be based upon siting criteria that includes, but is not limited to school size, land area, land use compatibility, environmental impacts, availability of public utilities, transportation considerations and public safety. Public uses, including schools, are subject to public hearing as part of the approval process that is administered and performed by the City Commission. This process provides an opportunity for public input to discuss project plans for siting, expansion, co-location and other related development issues the public may feel appropriate to the situation.

Chapter 2

TRANSPORTATION ELEMENT

Goals, Objectives and Policies

Any and All Florida Statutes, Florida Administrative Code Regulation or Other Regulations Referenced in this Element Shall be Enforced as it Existed on the Date of Adoption or Amendment of this Element and are to Include any Amendments to the Referenced Regulation, Statute or Code Adopted After the Date of Adoption or Amendment of this Element.

GOAL 1 To provide for a safe, convenient, and efficient transportation system for motorized and non-motorized travel needs for the residents of the City of Wildwood.

OBJECTIVE 1.1 The City shall establish service standards for roadways within the City of Wildwood.

Policy 1.1.1 The City ~~will shall maintain~~ develop and maintain a Coneurrency Congestion Management System Plan (CMPS) in cooperation with Sumter County and the Lake-Sumter MPO. The CMP to shall monitor traffic conditions and the impacts of development ~~and growth~~ on the following roadways:

- a. US 301
- b. SR 44
- c. CR 44A
- d. ~~CR 139~~ Powell Road
- e. CR 209
- f. ~~CR 213~~
- f.g. CR 214
- g-h. CR 462
- h-i. CR 466
- i-j. CR 466A
- j-k. CR 468
- k-l. CR 470
- l-m. CR 472
- m-n. CR 501
- n-o. Florida's Turnpike

Policy 1.1.2 The City will annually monitor and update the ~~CMS-CMP~~ during the peak season (January through March).

Policy 1.1.3 The City shall coordinate with Sumter County and the Lake-Sumter MPO to adopt and use a traffic study methodology to be included as a part of the Transportation Element development review process in the Land Development

~~Regulations. The most current concurrency management system shall be the standard for all traffic circulation studies.~~

~~Policy 1.1.4 — The land development regulations shall be amended to require that:~~

~~a. — Adequate roadway facilities as determined by the CMS are available to serve the proposed development in accordance with the adopted level of service standard.~~

~~b. — Issuance of development permits are conditioned on the availability of traffic facilities necessary to serve the proposed development.~~

Policy 1.1.54 The City shall maintain all municipally-owned roadways and all roadways under adopted agreements with the State or County or Developer of Record.

Policy 1.1.65 The City hereby adopts the following Level of Service Standards within the CMP. LOS standards are not regulatory, but provide a basis by which the City may monitor congestion and coordinate needed improvements with Sumter County, FDOT and the Lake-Sumter MPO.

Formatted: Justified

FIHS Facilities	As determined by FDOT
SIS Facilities	As determined by FDOT
Completed TRIP Projects	As determined by FDOT
All Other Roadways	LOS D

All roadway level of service standards are based on peak hour, peak direction (PHPD) traffic volumes. ~~The City's Land Development Code should provide procedures and methodology for evaluating LOS standards as part of the City's concurrency management system.~~

OBJECTIVE 1.2 Provide transportation improvements and strategies to meet projected needs of growth and anticipated development.

Policy 1.2.1 Adoption of TIP -The City hereby adopts by reference, the Lake-Sumter MPO TIP, FDOT Five-Year Work Program and Sumter County 5-Year TIP for FY ~~2010-2011-2011-2012~~ through ~~2014-2015~~2015-2016, as adopted by the appropriate governing body.

Policy 1.2.2 In coordination with FDOT, Lake-Sumter MPO, Sumter County and developers, the City shall mitigate for the anticipated growth of new development on the transportation system through implementation of the following projects as need arises:

**Projects Contained within the
5-Year Schedule of Capital Improvements (~~2010-2014~~2011-2015)**

- CR 462 add lanes from US 301 to CR 466A (~~PD&E~~construction funded)
- CR 468 Turnpike Interchange Phase 1 (construction funding identified)

- CR 468 widen to 4 lanes from Turnpike Interchange to SR 44 (~~ROW and PE funded~~ construction funding identified)
- ~~CR 468 widen to 4 lanes from Turnpike Interchange to US 301 (PD&E funded)~~
- US 301 widen to 4 lanes from N of CR 204 to Marion County line (under construction)
- US 301 widen to 4 lanes from N of CR 232 to N of Ne 110th Street (under construction)
- US 301 from CR 470 to SR 44 (PD&E funding identified)
- CR 466 widen to 4 lanes from CR ~~245-209~~ to US 301 (PD&E Design funded; construction not funded)
- CR 466 from CR 209 to CR 473 resurface and rebuild (construction funded)
- CR 466 at US 301 add turn lanes (construction funding identified)
- CR 466 from US 301 to CR 209 widen to 4 lanes (construction not funded)
- CR 466A widen to 4 lanes from ~~CR 462~~ Powell Road to US 301 (PD&E funded, ROW funding identified construction funded)
- US 301 at SR 44 add turn lanes (construction funding identified)
- ~~SR 44 CSX Improvement (Overpass) (under construction)~~
- ~~US 301 CSX Improvement (Overpass) (under construction)~~

Policy 1.2.3 Improvements to the transportation system shall be prioritized based on safety considerations, existing deficiencies, multi-modal and environmental considerations, physical, economic and policy constraints, contribution to quality urban design, required right-of-way needs and level of service.

Policy 1.2.4 The City of Wildwood shall provide a land use plan which provides a balance of productions and attractions locally within the City to reduce potential trips on the Florida Turnpike.

OBJECTIVE 1.3 Roadway deficiencies will be corrected on a scheduled basis as reflected in the Capital Improvements Element.

Policy 1.3.1 Traffic improvement projects shall be evaluated and prioritized according to the following guidelines:

- a. Existing projects to correct identified traffic system deficiencies.

- b. Projects to correct traffic system deficiencies as identified by the ~~concurrency~~ congestion management system plan.
- c. Projects which are necessary to protect the public health, safety and welfare.
- d. Projects which are necessary to fulfill a legal commitment made by the City.
- e. Projects which will preserve or achieve the full utilization of existing facilities.
- f. Projects to provide facilities and services in accordance with the future land use plan and capital improvements program.
- g. Projects which are cost effective and lead to serving existing developed areas lacking a complete range of needs.
- h. Projects which are designed to meet the needs of defined growth or development areas within the City.

Policy 1.3.2 The scheduling of new roadway projects shall be deferred until projects designed to correct existing deficiencies and/or deficiencies identified in the CMS are scheduled.

~~**Policy 1.3.3** Development permits issued for new development and roadway projects shall be in conformance with the adopted LOS standard in this Transportation Element, the scheduled improvements in the Capital Improvements Element, the CMS, and the Future Land Use Element.~~

OBJECTIVE 1.4 Right-of-way needs shall be formally identified and prioritized for acquisition or reservation shall be established.

Policy 1.4.1 The City of Wildwood shall analyze right-of-way needs identified through the Capital Improvements Plan in order to coordinate planned infrastructure development.

Policy 1.4.2 The City shall enforce minimum right-of-way requirements for new roadways.

Policy 1.4.3 The City of Wildwood shall implement a program for mandatory dedication of right-of ways, as a condition of site plan or plat approval.

Policy 1.4.4 The City of Wildwood shall plan for the Bus Rapid Transit System by acquiring additional right-of-way to accommodate this system.

OBJECTIVE 1.5 The City shall enforce regulations that restrict parking on City roadways.

Policy 1.5.1 The City shall review all proposed developments to insure that all City parking requirements are complied with.

Policy 1.5.2 The City shall enforce regulations concerning on site traffic flow.

OBJECTIVE 1.6 The City shall enforce regulations to ensure that the City's transportation system will emphasize safety and efficiency.

Policy 1.6.1 Subdivisions shall be designed so that all individual lots have access to the internal street system, and lots along the periphery are buffered from major roads and incompatible land uses.

Policy 1.6.2 Residential neighborhoods shall be designed to include an efficient system of internal circulation, including the provision of collector streets to feed the traffic onto arterial roads and highways.

Policy 1.6.3 The City shall utilize landscaping to improve the aesthetic quality of the City's transportation facilities, to act as a traffic-calming mechanism and buffer adjoining land uses from major roadways.

Policy 1.6.4 The City hereby establishes an access management policy to eliminate roadway designs which lead to hazardous conditions. The City shall:

- a. Limit construction permits for roadway access points to the minimum necessary by the project;
- b. Encourage the use of shared access points by adjacent projects;
- c. Require that parcels located along two or more roadways establish the access point along the roadway of the lower functional class;
- d. Require access on all State roads have the approval of the Florida Department of Transportation; and
- e. Require access on all County roads have the approval of Sumter County.

OBJECTIVE 1.7 Transportation plans for the City will be coordinated with the future land uses shown on the Future Land Use Map of the Comprehensive Plan, the plans and programs of Sumter County and with the five-year Transportation Plan of Florida Department of Transportation (FDOT).

Policy 1.7.1 By June 30 of each year the City shall review annually the progress of meeting traffic improvement needs in relationship to the adopted Future Land Use Map and Element, the Capital Improvement Element, and the ~~Concurrency-Congestion~~ Management ~~System~~Plan.

Policy 1.7.2 The City shall review the FDOT Five-Year Transportation Plan for purposes of coordinating improvement needs of joint interest and benefit.

Policy 1.7.3 The City shall work with FDOT in the scheduling of needed roadway improvements in the FDOT five-year work program for state roads in the City of Wildwood.

Policy 1.7.4 The City shall review the transportation and future land use plans of Sumter County and its jurisdictions for purposes of coordinating future development and the provision of traffic needs.

Policy 1.7.5 The City shall coordinate with the Lake-Sumter MPO regarding transportation improvements.

Policy 1.7.6 The City shall continue discussions with FDOT and other agencies as needed for potential bypass routes around Wildwood.

Policy 1.7.7 The City shall conduct a feasibility study to identify alternatives for possible bypass routes around Wildwood.

OBJECTIVE 1.8 Develop a sustainable City through actions which reduce the emission of greenhouse gases.

Policy 1.8.1 The City shall encourage a mix and location of land uses designed to increase accessibility of Wildwood's residents to jobs, services and housing and reduce vehicle trips.

Policy 1.8.2 The City shall support development proposals that incorporate new urbanism principles and create a more walkable urban environment.

Policy 1.8.3 The City shall require that bicycle lanes be constructed where technically feasible, as part of new road construction or resurfacing projects.

Policy 1.8.4 The City shall require that new sidewalks be constructed where technically feasible, as part of new commercial, residential, industrial and mixed use projects.

Policy 1.8.5 The City shall encourage the use of shaded, separate walkways that extend from existing sidewalks to buildings to promote pedestrian travel to commercial and employment centers.

OBJECTIVE 1.9 The City shall plan for and promote alternative modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of individual motor vehicle travel.

Policy 1.9.1 All major roadways shall be designed as complete transportation thoroughfares, incorporating bicycle, pedestrian and transit features to achieve a true multi-modal system.

Policy 1.9.2 The City of Wildwood shall prepare and adopt a comprehensive bicycle and pedestrian master plan by the year ~~2012~~2015. The master plan shall prioritize those corridors currently developed which link residential developments to nearby schools, recreational and activity centers prior to developing new corridors.

Policy 1.9.3 The City shall enforce land development regulations that require new subdivisions, replats, planned 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 1.9.4 By 2015, the City shall install bicycle parking facilities at all City-owned public buildings.

Policy 1.9.5 The City shall integrate the future trail and bicycle system as identified on Map 2-6 into Neighborhood and Employment Mixed Use Centers, residential areas, public schools, activity centers, recreational areas, and the park system along existing and future transportation thoroughfares through activities such as the development review process and through City acquisition.

Policy 1.9.6 The City shall coordinate with the Lake-Sumter MPO and Sumter County in developing a Bus Rapid Transit Network as identified on Map 2-7.

Policy 1.9.7 The City shall coordinate with Sumter County and the Lake-Sumter MPO to ensure that transit linkages are provided from the major transportation corridors along routes to land uses generating or attracting heavy traffic such as the Downtown area and within future Mixed Use Centers.

Policy 1.9.8 The special needs of transportation disadvantaged person shall be considered in the design of all public transit systems.

Policy 1.9.9 The City shall support the continuation of existing freight rail infrastructure where consistent with land use policies.

~~**Policy 1.9.10** By 2014 the City shall update the Concurrency Management Program to address a Multi-modal Transportation System.~~

~~**Policy 1.9.11** By 2014 the City shall establish a Multi-modal Transportation District (MMTD) and shall explore revenue sources such as Mobility Fees to implement the MMTD.~~

Policy 1.9.12-10 The City shall ~~require~~encourage ~~minimum~~ densities along designation transit corridors and within Mixed Use Centers that promote and support public transportation.

OBJECTIVE 1.10 Maintain a transportation map series as the guiding document for development of an adequate network of major travelways ~~consistent with 9J-5.019 (2)(a) F.A.C. requirements.~~

Policy 1.10.1 Maintain a transportation map series of existing features which:

a. Establishes the *Existing Roadway Functional Classification Map* as the official listing of existing arterial, collector and limited and controlled access roadway facilities with number of through lanes for each roadway indicated for the City of Wildwood.

- b. Establishes the *Existing Bicycle/Pedestrian Circulation Map* as the official listing of existing bicycle and pedestrian facilities for the City of Wildwood.
- c. Establishes the *Existing Freight and Passenger Rail Lines Map* with terminal locations for the City of Wildwood.

Policy 1.10.2 Maintain a transportation map series of future features which:

- a. Establishes the *Future Transportation Map 2035* as the official listing of needed transportation facilities to meet future concurrency within the City of Wildwood.
- b. Establishes the *Future Trail and Bicycle Circulation Map* as the official listing of future bicycle and pedestrian facilities needed to create a complete bicycle and pedestrian network for the City of Wildwood.
- c. Establishes the future *Bus Rapid Transit Map* with terminal locations for the City of Wildwood and Sumter County.

GOAL 2 To develop a financially feasible transportation system that meets the needs of the City residents with utilization of all public and private funding sources available.

OBJECTIVE 2.1 The City will continue to identify specific revenue sources to be used in funding traffic system improvements.

Policy 2.1.1 To ensure optimum strategies for financial feasibility, the City shall review and evaluate available and potential funding sources to ensure a financial strategy exists to adequately fund long term improvements. Alternative funding sources and mechanisms may include:

- a. Establishment of Municipal Services Benefit Units (MSBUs) for transportation funding;
- b. Implementation of impact or mobility fees to assist in the funding of new facilities;
- c. Encourage large projects to form Community Development Districts (CDDs) to share the cost of infrastructure funding;
- d. Establishment of special assessments on property owners; and
- e. Combination of funding sources.

Policy 2.1.2 The City shall determine the feasibility of various alternative mechanisms for funding roadway improvements through the Capital Improvement Plan.

Policy 2.1.3 The City shall minimize the impacts of development on constrained and backlogged corridors by placing an emphasis on increasing mobility through strategies that do not involve road expansion. Examples of these strategies include small-scale physical operational improvements, demand management strategies (e.g., ridesharing and vanpooling), the encouragement of alternative modes of travel (e.g., bicycle, transit) and

others that are identified in the land development regulations.

~~**Policy 2.1.4** For roadways exceeding the adopted level of service, an applicant for development may choose to satisfy all transportation concurrency requirements by contributing or paying proportionate fair share under certain conditions, described in the land development regulations. The applicant must contribute their fair share towards the construction of facilities, including pedestrian, bicycle, and transit facilities.~~

Policy 2.1.5 The City shall work with Sumter County to use Transportation Impact Fee funds to construct new transportation facilities, and on adjustments to the Transportation Impact Fee Ordinance to allow funds to be spent on multi-modal projects to include sidewalks, bicycle facilities, and transit infrastructure.

GOAL 3 Provide for the coordination of City transportation plans with the plans and programs of other local, state, regional and federal agencies as well as affected groups and organizations.

OBJECTIVE 3.1 Transportation improvement requirements shall be coordinated with other affected government entities to ensure that the most efficient and cost-effective course of action is followed and that strategies demonstrating the area-wide coordination necessary to implement all provisions of this element are developed.

Policy 3.1.1 Interlocal solutions to the transportation needs and problems of the City shall be coordinated with transportation improvements in the County, local MPO, regional and state plans, and the FDOT Adopted Work Program.

OBJECTIVE 3.2 Citizen participation in decisions which impact the transportation system should be fostered by appropriate agencies and local officials.

Policy 3.2.1 Encourage active participation of citizens, neighborhood groups, and economic interest groups in determining the transportation needs of the City.

CHAPTER 7

INTERGOVERNMENTAL COORDINATION ELEMENT

Goals, Objectives and Policies

Any and All Florida Statutes, Florida Administrative Code Regulation or Other Regulations Referenced in this Element Shall be Enforced as it Existed on the Date of Adoption or Amendment of this Element and are to Include any Amendments to the Referenced Regulation, Statute or Code Adopted After the Date of Adoption or Amendment of this Element.

GOAL 1 The City shall coordinate the activities of the City of Wildwood with affected federal, state, regional and local jurisdictions and agencies.

OBJECTIVE 1.1 The City shall annually identify all existing and potential relationships with other governmental jurisdictions and agencies, and enforce policies to further efforts concerning coordination between all potential jurisdictions and agencies.

Policy 1.1.1 The City shall use the Intergovernmental Coordination Element of the Comprehensive Plan as the basis for the development of an on-going intergovernmental coordination program.

Policy 1.1.2 The City shall establish and maintain lines of communication with public agencies and local governments regarding local planning and development activities.

Policy 1.1.3 The City shall ensure the widest possible dissemination of information and encourage public discussion of all proposed City plans and programs.

Policy 1.1.4 The City shall require developers to assess their needs regarding essential services (electric, gas, etc.) and the developer shall seek confirmation of future availability from appropriate utility suppliers. Confirmation shall be provided by the utility to the City Development Services Department during the planning stages of development but no later than the issuance of a development permit.

Policy 1.1.5 The City of Wildwood Development Services Department shall maintain close contact with public utilities that provide essential services to assure continuity and availability of service.

Policy 1.1.6 The City of Wildwood and Sumter County will coordinate on Planning, Water and Sewer, Roads, Parks and Recreation, Fire Services, Library Services, Workforce Housing, Solid Waste, Stormwater, Geographic Information Systems, Law Enforcement, Mosquito Control, and Animal Control pursuant to an Interlocal Service Boundary and Joint Planning Agreement adopted by the City on April 13, 2009, Ordinance No. 2009-10, and by the County on April 14, 2009, Ordinance 2009-07.

OBJECTIVE 1.2 The City of Wildwood shall coordinate the Comprehensive Plan with Sumter County School Board, Southwest Florida Water Management District, the Florida Department of Transportation, adjacent local government comprehensive plans and other units of local government providing services but not having regulatory authority over land.

Policy 1.2.1 The City shall, as part of the Comprehensive Plan Review and Amendment Process, coordinate proposed plan amendments with adjacent local governments, the Sumter County School Board, the Southwest Florida Water Management District, the Withlacoochee Regional Planning Council and other local governments not having regulatory authority over the use of land.

Policy 1.2.2 The City Manager, or designee, shall be responsible for the implementation of the intergovernmental programs.

Policy 1.2.3 The City shall establish procedures to ensure intergovernmental coordination with the Sumter County School Board for the location of educational facilities within the City limits, including:

a. Upon written notice from the Sumter County School Board informing the City of the acquisition or leasing of property to be used for new public education facilities, the City shall notify the School Board within 45 days as to the consistency with the Wildwood Comprehensive Plan.

b. The City Manager, or designee, shall meet semi-annually with the Sumter County School Board superintendent or designee in order to discuss upcoming planning issues which may impact the Sumter County School District, a particular school or planning efforts.

Policy 1.2.4 The City shall identify and participate in joint processes for collaborative planning on population projections, school siting, facilities with City-wide significance and problematic land uses.

Policy 1.2.5 The City shall review for potential impact all projects proposed in the City of Wildwood by other agencies.

Policy 1.2.6 The City shall annually review the relationship of the proposed development of the City of Wildwood to the Sumter County Comprehensive Plan.

Policy 1.2.7 The City shall enforce regulations to ensure that other jurisdictions and agencies are not adversely impacted by activities within the City.

Policy 1.2.8 The City shall request copies and review all plans and programs being proposed by other area government entities with known or potential impacts on the City.

Policy 1.2.9 The City shall resolve any and all conflicts with other local governments through the Regional Planning Council’s dispute resolution process only if such conflicts cannot be resolved by negotiation with the other government entity.

Policy 1.2.10 The City shall notify the County of all proposed annexations upon receipt of requests for such annexations.

OBJECTIVE 1.3 Ensure through adopted Interlocal Agreements, the City of Wildwood addresses through coordination mechanisms, the impacts of developments proposed in the Wildwood Comprehensive Plan on development in adjacent municipalities, the County, Region and State.

Policy 1.3.1 The City shall ensure all proposed development is not contrary to the development plans of the County, region and state prior to issuance of development orders.

Policy 1.3.2 The City shall establish policies to address a joint process with the Sumter County School Board for collaborative planning and decision making concerning population projections and school siting.

OBJECTIVE 1.4 The City shall acquire the approval of any State, Local or Regional entity having operational and maintenance responsibilities of public facilities within the City jurisdiction prior to establishing level of services for such public facilities.

Policy 1.4.1 The City shall coordinate proposed level of service standards for public facilities with state, regional and local entities having operational and maintenance responsibilities for such facilities.

OBJECTIVE 1.5 The City shall strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making.

On an ongoing basis, the City shall establish new and review existing coordination mechanisms that will evaluate and address its comprehensive plan and programs and their effects on the comprehensive plans developed for the adjacent local governments, school board, and other units of local government providing services but not having regulatory authority over use of land and the State, by an annual county-wide forum, joint meetings or other types of forums with other agencies. Assistance for this effort shall be requested from regional and state agencies, as needed.

Policy 1.5.1 On an annual basis, the City shall ask the School Board to provide information from their five-year Capital Facilities Plan to determine the need for additional school facilities. The School Board shall provide to the County, each year, a general education facilities report. The educational facilities report shall contain

information detailing existing facilities and their locations and projected needs. The report shall also contain the School Board’s capital improvement plan, including planned facilities with funding representing the district’s unmet needs.

CALENDAR OF KEY ANNUAL DEADLINES

February 1	Cities’ and County’s Growth Reports Provided to School Board
April 15	Staff working group meeting re enrollment projections and any proposed amendments to the school-related elements of the comprehensive plan provisions and to review monitoring and evaluation of school concurrency report
June 30	School Board provides Tentative Educational Facilities Plan to County and Cities for review
July 30	Cities and County provide School Board with comments, if any, on Tentative Educational Facilities Plan
September 1	School Board’s adoption of Educational Facilities Plan
September 1	Update of Five-Year Capital Facilities Plan adopted into City’s and County’s comprehensive plans

Policy 1.5.2 In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within the City of Wildwood, the Sumter County Board of County Commissioners, the Sumter County School Board, and the City of Bushnell Council, Center Hill Council, City of Coleman Council, and City of Webster Commission shall meet jointly to develop mechanisms for coordination. Such efforts may include:

1. Coordinated submittal and review of the annual capital improvement program of the City, the annual educational facilities report and Five-year School Plant Survey of the Sumter County School Board.
2. Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.
3. Coordinated review of residential planned developments or mixed use planned developments involving residential development.
4. Use of a unified data base including population (forecasts of student population), land use and facilities.

5. Use of the Parks/Schools Planning Group (with representatives from each of the entities) to review coordinated siting of schools with parks for multi-functional use. Directives resulting from the joint meeting shall be incorporated into the Comprehensive Plan, Land Development Regulations, and other appropriate mechanisms as deemed necessary.

Chapter 8

CAPITAL IMPROVEMENTS ELEMENT

Goals, Objectives and Policies

Any and All Florida Statutes, Florida Administrative Code Regulation or Other Regulations Referenced in this Element Shall be Enforced as it Existed on the Date of Adoption or Amendment of this Element and are to Include any Amendments to tie Referenced Regulation, Statute or Code Adopted After the Date of Adoption or Amendment of this Element.

GOAL 1 The City of Wildwood shall implement a capital planning program that provides and maintains public facilities and services through the use of sound fiscal policies.

OBJECTIVE 1.1 Capital Improvements Program The City shall adopt each year, as part of the budget process, a Capital Improvements Program (CIP) that meets the needs of the City of Wildwood for the construction of capital facilities necessary to meet existing deficiencies, to accommodate desired future growth and to replace obsolete or worn-out facilities.

Policy 1.1.1 The City shall adopt a Capital Improvements Budget in congruence of the annual budgeting process which evaluates current, short range and long range needs for infrastructure. An annual capital improvement budget as well as a five-year forecast of projects will be an ongoing practice. The five-year plan will require consideration of construction costs, inflation and impacts on other operating revenues.

Policy 1.1.2 The Capital Improvements Element shall include projects identified in other elements of the comprehensive plan such as utilities, transportation, recreation and open space, and public school facilities.

Policy 1.1.3 The Capital Improvements Program shall be updated annually by all affected Departments within the City to incorporate any necessary adjustments in prioritization or evaluation of proposed projects.

Policy 1.1.4 The following priorities shall be used to determine which projects are included in the CIP:

1. To remove a direct and immediate threat to the public health or safety.
2. Necessary to meet or maintain established levels of service.
3. Essential for the maintenance of existing facilities or infrastructure.
4. Increase the efficiency of existing facilities or infrastructure.
5. Will accommodate new development or redevelopment anticipated in this plan.
6. Whether the project competes with other facilities that have been or could reasonably be provided by other government entities or the private sector.

7. The revenue-generating potential of the project.
8. Whether the project leverages additional benefits to the City, such as offers to donate land or services by the private sector and/or other governmental entities.

Policy 1.1.5 Adoption of TIP. The City hereby adopts by reference, the Lake-Sumter MPO TIP, FDOT Five-Year Work Program and Sumter County 5-Year TIP for FY ~~2010/11~~2011/2012 through ~~2014/15~~2015/2016, as adopted by the appropriate governing body.

OBJECTIVE 1.2 Coordination of Land Use Decisions The City of Wildwood shall coordinate land use decisions and available or projected fiscal resources with a schedule of capital improvements which maintains adopted level of service standards and meets the existing and future facility needs.

Policy 1.2.1 The City shall use the development approval process to ensure coordination of the level of service standards in the area of proposed development. Such development will not be approved until public facilities in the proposed area meet or exceed the level of service standards.

Policy 1.2.2 Provisions for facilities to serve development for which development orders were issued prior to plan adoption will be as directed by the City's existing codes and ordinances.

Policy 1.2.3 The City shall have provisions for the availability of public facilities and services needed to support development concurrent with the impacts of such development. Public facility and service availability shall be sufficient if the public facilities and services for a development are phased, or the development is phased, so that the public facilities and those related services which are deemed necessary by the local government to operate the facilities necessitated by that development, are available concurrent with the impacts of the development in accordance with the requirements of Florida Statutes. Adequate water supplies and facilities shall be available to serve new development no later than the date on which the local government anticipates issuing a certificate of occupancy or its equivalent.

OBJECTIVE 1.3 Level of Service (LOS) The City shall utilize level of service criteria defined in the various Elements of this Plan when determining the timing and funding of capital facilities.

Policy 1.3.1 The City of Wildwood hereby adopts the following guidelines and procedures: All plan amendments and requests for new development shall meet at a minimum:

- a. The intent and polices of the Comprehensive Plan, Future Land Use Element and Capital Improvements Element.
- b. The adopted LOS Standards as follows for all facilities and services required by the City of Wildwood.

- c. The economic feasibility requirements of the Capital Improvements Element of the Comprehensive Plan.
- d. The requirements of appropriate state and regional agency plans.
- e. The minimum requirements for concurrency as set forth in the administrative rules of the state.

<u>Category</u>	<u>Level of Service Standard</u>
Water	300 gallons per day per ERC
Sewer	250 gallons per day per ERC
Solid Waste	2.04 lbs/capita/day (in accordance with the level of service established by the County – Source: Sumter Utilities Element Policy 4.3.1.2)
Drainage Facilities	Stormwater facilities shall be designed to accommodate the 25-year, 24-hour design storm to meet the water quality and quantity standards that follow:

a. **Water Quantity** Peak post-development runoff shall not exceed peak pre-development runoff rates.

b. **Water Quality** Treatment of stormwater runoff shall be required for all development, redevelopment and, when expansion occurs, existing developed areas. The stormwater treatment system or systems can be project specific, serve sub-areas within the City or be a system to serve the entire City. Regardless of the area sewed and in accordance with Chapter 17-25, F.A.C., the stormwater treatment systems must provide a level of treatment for the runoff from the first one (1) inch of rainfall for projects in drainage basins of 100 acres or more, or *as* an option for projects with drainage basins less than 100 acres, for the first one-half (1/2) inch of runoff in order to meet receiving water quality standards of Chapter 17-302, Section 17-302.500, F.A.C. Stormwater discharge facilities shall be designed so as to not lower receiving water quality or degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use of its classification as established in Chapter 17-302, F.A.C. It is intended that rill standards in these citations are to apply to all development and redevelopment and that any exemptions or exceptions in these citations including project size thresholds, are not applicable.

Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or subdivision to degrade receiving water bodies and their water quality as stated above.

Recreation

Neighborhood Parks 2 acres per 1,000 population
Community Parks 3 acres per 1,000 population
Regional Parks 5 acres per 1,000 population

Transportation

~~FHS Facilities As determined by FDOT~~
~~SIS Facilities As determined by FDOT~~
~~Completed TRIP Projects As determined by FDOT~~
~~All Other Roadways LOS D~~

Public School Facilities

DISTRICT-WIDE	
TYPE OF SCHOOL	LEVEL OF SERVICE
Special purpose	100% of DOE student enrollment
School in the Workplace Charter	100% of DOE charter
BY PLANNING AREA	
TYPE OF SCHOOL	LEVEL OF SERVICE
Elementary	90% of DOE permanent capacity
Middle	90% of DOE permanent capacity
K-8	90% of DOE permanent capacity
K-12	90% of DOE permanent capacity
6-12	90% of DOE permanent capacity
High	90% of DOE permanent capacity
Special purpose	100% of DOE student enrollment
School in the Workplace Charter	100% of DOE charter

OBJECTIVE 1.4 New Development Future development will bear a proportionate cost of needed facility improvements through equitable and legally available means.

Policy 1.4.1 Development will bear an equitable and proportionate share of the cost of providing new or expanded public facilities required to maintain adopted levels of service through mechanisms such as impact fees, capacity fees, developer dedications, developer contributions pursuant to land development regulations and special benefit assessment/taxing districts.

Policy 1.4.2 The City shall continue to use the various impact fees to support the implementation of the Capital Improvements Program.

Policy 1.4.3 The City shall regularly evaluate the following:

- a. Whether the present fee levies are adequate to address impacts of inflations.

- b. Whether the City needs to appropriate new impact fees.
- c. Whether capacity fees, user charges, special benefit assessment/taxing district and other mechanisms are adequately and fully meeting the fiscal demands placed on the City by new development.

Policy 1.4.4 ~~The City shall continue to utilize the Concurrency Management System located within the Land Development Regulations, which states that development~~ Development orders may only be issued where the required levels of service are being met concurrent with current or projected development. A valid Certificate of Concurrency is proof that the applicant has met such criteria. This approval is required prior to the issuance of any development order.

Policy 1.4.5 The City Land Development Regulations shall be amended to require developers to supply data outlining the demand of their project on all infrastructure.

Policy 1.4.6 All developers creating a deficiency upon any infrastructure facility with an adopted level of service standard shall up-grade the deficient facility so the adopted level of service is maintained.

OBJECTIVE 1.5 Management of Process The City will seek to manage its fiscal resources efficiently in order to insure funds are available to implement capital facilities needs and priorities.

Policy 1.5.1 Adoption of annual budgets shall include a specific capital budget, which shall implement adequate funding sources and be consistent with the Capital Improvements Element.

Policy 1.5.2 To ensure optimum strategies for financial feasibility, the City shall review and evaluate available and potential funding sources to ensure a financial strategy exists to adequately fund the 5-Year Capital Improvements Plan. If alternative funding sources are not successfully adopted and implemented on the schedule identified, the City shall either:

- a. Increase the rates of current revenue sources or implement other available sources such that the schedule of capital improvements is adequately funded in each budget year; or
- b. Amend the Plan Elements including level of service (LOS) standards and the schedule of capital improvements, as appropriate and necessary, such that internal consistency of the Plan and financial feasibility are maintained.

Policy 1.5.3 To ensure optimum strategies for financial feasibility, the City shall review and evaluate available and potential funding sources to ensure a financial strategy exists to adequately fund long term improvements. Alternative funding sources and mechanisms may include:

- a. Establishment of Municipal Services Benefit Units (MSBUs) for transportation funding.
- b. Implementation of impact fees to assist in the funding of new facilities.
- c. Encourage large projects to form Community Development Districts (CDDs) to share the cost of infrastructure funding.
- d. Establishment of special assessments on property owners.
- e. Combination of funding sources.

Policy 1.5.4 The City will actively seek grants from federal, state and other sources (including private funding), where available and when appropriate, to supplement or fully finance capital facility construction.

Policy 1.5.5 The City shall only consider long-term borrowing in the absence of current revenue to commit to capital improvements.

Policy 1.5.6 The Capital Improvements Program shall embody and be consistent with the following:

- a. Maintenance of existing infrastructure, including renewal/replacement of worn-out facilities and rehabilitation/reuse of existing facilities, shall be specifically projected and the funding identified.
- b. Debt obligations shall be specifically identified and projected to ensure compliance with debt covenants, including coverage requirements.
- c. A debt management strategy and set of criteria, which shall be based upon the debt management principles set out in Policy 1.5.6.
- d. Maintenance of levels of undesignated reserves adequate to serve sound public fiscal management purposes.
- e. Equity of the uses of a revenue source relative to the populace generating the revenue.

Policy 1.5.7 Management of Debt The City shall manage debt issuance and obligations according to sound public fiscal management principles, including the following:

- a. Debt issuance will be included in the City's long-term capital plan.
- b. The City will only issue debt to fund capital expenditures that have an expected life greater than five (5) years.
- c. Debt may not be issued for a period of more than forty (40) years or the expected useful life of the asset being funded, whichever is less.
- d. The maximum ratio of total debt service to total revenue shall be 15%.
- e. Total City debt will not exceed one hundred percent (100%) of the taxable value of property located within the City.
- f. Credit enhancement will be utilized when necessary to lower total borrowing costs.

Policy 1.5.8 The City will expend revenue generated by the citizens of Wildwood for capital facilities in a manner consistent with this Comprehensive Plan only.

~~**OBJECTIVE 1.6—Implement School Concurrency** The City hereby incorporates by reference the Sumter County School Board’s Five Year financially feasible Work Program (adopted by the Sumter County School Board on October 1, 2010) that includes school capacity sufficient to meet anticipated student demands projected by the County and municipalities, in consultation with the School Board’s projections of student enrollment, based on the adopted level of service standards for public schools and to correct any school deficiencies. This reference will aid in the timing management of residential site plan, development order, development permit (or the final approval/permit that allows the infrastructure improvements to commence) to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.~~

~~**Policy 1.6.1**—Consistent with the Interlocal Agreement, the City agrees to apply the following standards for school concurrency district wide to all of the same type of schools in Sumter County. Special Purpose and School in the Workplace Charter Schools are not counted as schools with capacity for school concurrency purposes.~~

DISTRICT-WIDE	
TYPE OF SCHOOL	LEVEL OF SERVICE
Special purpose	100% of DOE student enrollment
School in the Workplace Charter	100% of DOE charter
BY PLANNING AREA	
TYPE OF SCHOOL	LEVEL OF SERVICE
Elementary	90% of DOE permanent capacity
Middle	90% of DOE permanent capacity
K-8	90% of DOE permanent capacity
K-12	90% of DOE permanent capacity
6-12	90% of DOE permanent capacity
High	90% of DOE permanent capacity
Special purpose	100% of DOE student enrollment
School in the Workplace Charter	100% of DOE charter

~~**Policy 1.6.2**—The City shall ensure that future development pays a proportionate share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining adopted level of service standards, via impact fees and other legally available and appropriate methods in development conditions.~~

~~**Policy 1.6.3**—The School Board, in coordination with the City of Wildwood, shall annually update the School Board’s financially feasible Work Program, to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained each year during the~~

~~five year planning period. The City of Wildwood, School Board, County and Municipalities shall coordinate the adoption of annual plan amendments adding a new fifth year, updating that financially feasible public schools capital facilities program, coordinating the program with the 5 Year district facilities work plan, the plans for the municipalities and County, as necessary, updates to the concurrency service area map. The annual plan amendments shall continue to be financially feasible and the level of service standards will continue to be achieved and maintained.~~

~~**Policy 1.6.4**—The City shall coordinate an annual review of the element to review enrollment projections and evaluate and update procedures for annual update process.~~

CALENDAR OF KEY ANNUAL DEADLINES

February 1	Cities' and County's Growth Reports Provided to School Board
April 15	Staff working group meeting re enrollment projections and any proposed amendments to the school related elements of the comprehensive plan provisions and to review monitoring and evaluation of school concurrency report
June 30	School Board provides Tentative Educational Facilities Plan to County and Cities for review
July 30	Cities and County provide School Board with comments, if any, on Tentative Educational Facilities Plan
September 1	School Board's adoption of Educational Facilities Plan
September 1	Update of Five Year Capital Facilities Plan adopted into City's and County's comprehensive plans

CAPITAL IMPROVEMENTS IMPLEMENTATION

A 5-year schedule of capital improvements is included in this section of the Capital Improvements Element. This schedule is the mechanism by which the City of Wildwood utilizes to stage the timing, location, cost, and revenue sources required for capital projects that effect concurrency as derived from other elements of the Comprehensive Plan. The 5-year schedule demonstrates the financial feasibility of the concurrency-related capital needs of the City of Wildwood.

(INSERT 5- YEAR SCHEDULE OF CAPITAL IMPROVEMENTS TABLE)

City of Wildwood
5 - Year Schedule of Capital Improvements

Transportation						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants			\$95,946			
All Other Revenues						
Revenues Total:		\$0	\$95,946	\$0	\$0	\$0
Expenditures/ Projects:						
CR 232 Resurfacing from CR 209 to West of US 301			\$95,946			
Expenditures Total		\$0	\$95,946	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Sumter County Projects						
County Funded Projects:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
CR 466 from 209 to C-475	CON	\$1,200,000				
Resurface/Rebuild	CON		\$425,000			
C-470 Wetland Mitigation for future widening		\$157,000				
C-468 Interchange with Florida Turnpike Constructed by Villages	DES	\$1,000,000				
	CON			\$2,500,000	\$13,000,000	
C-462 Widening from US 301 to C-466A	DES	\$1,400,000				
	CON		\$5,500,000			
C-466 Widening from CR 209 to US 301*	DES	\$728,000				
	CON	Not yet funded				
C-466A Phase III - Widening from US 301 to Powell Road	DES	\$2,300,000				
	CON		\$2,500,000	\$2,000,000		
C-468 Widening from SR 44 to Turnpike	DES	\$3,700,000				
	CON			\$7,300,000	\$8,600,000	
Total		\$10,485,000	\$8,425,000	\$11,800,000	\$21,600,000	\$0
FDOT Projects						
FDOT Funded Projects:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
C-466W from C-209 to C-475	CON	\$1,625,000				
SR 35 (US 301) from CR 470 to SR 44	PD&E			\$1,000,000		
N of CR 204 to Marion County Line - Add lanes and reconstruct	AD	\$1,371,870	\$1,371,870	\$1,371,870	\$1,371,870	\$1,371,870
	CON		\$65,650			
	PE	\$31,000				
CR 466 at US 301 - Add Turn Lane(s)	CON			\$504,691		
	CON-SUP			\$5,335		
SR 35 (US 301) N of CR 232 to N of NE 110 Road	PE	\$500				
	ROW	\$9,403,513				
	CON-SUP		\$272,712			
SR 44 from West of I-75 to East of Parkwood Oaks/Village Drive	CON	\$239,804				
	CON-SUP	\$272,946				
US 301 at SR 44 - Add turn lane(s)	PE	\$310,142				
	CON			\$123,606		
	CON-SUP			\$5,335		
Total		\$13,254,775	\$1,710,232	\$3,010,837	\$1,371,870	\$1,371,870
Potable Water						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
TIE and Connection Fees					\$456,340	\$2,287,000
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$0	\$0	\$456,340	\$2,287,000
Expenditures/ Projects:						
Water line extension Prison WTP to CR 470					\$243,340	
Champagne Farms Water Treatment Plant and Transmission System	DES				\$213,000	
	CON					\$2,287,000
Expenditures Total		\$0	\$0	\$0	\$456,340	\$2,287,000
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0

City of Wildwood
5 - Year Schedule of Capital Improvements

Sanitary Sewer and Reuse Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
TIE and Connection Fees					\$0	\$928,800
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$0	\$0	\$0	\$928,800
Expenditures/ Projects:						
<i>Sewer line extension from Coleman Federal Prison to CR 501/ CR 470</i>						\$294,000
<i>Sewer line extension from CR 468 LS to S. Main St.</i>						\$634,800
Expenditures Total		\$0	\$0	\$0	\$0	\$928,800
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Drainage (Stormwater) Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants		\$658,860				
All Other Revenues						
Revenues Total:		\$658,860	\$0	\$0	\$0	\$0
Expenditures/ Projects:						
Osceola Ave Drainage Improvement		\$204,430				
CR 232 Drainage Improvements		\$250,000				
Pitt/Stone Drainage Improvements		\$204,430				
Expenditures Total		\$658,860	\$0	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0
Recreation Projects						
City Projects						
City Revenue Source:	Phase	Fiscal Year				
		2011/2012	2012/2013	2013/2014	2014/2015	2015/2016
General/Special/Debt						
New Debt Borrowing/Bonds						
Developer Contributions						
Grants						
All Other Revenues						
Revenues Total:		\$0	\$0	\$0	\$0	\$0
Expenditures/ Projects:						
Expenditures Total		\$0	\$0	\$0	\$0	\$0
ANNUAL BALANCE		\$0	\$0	\$0	\$0	\$0

Italics = Unfunded
*Partially Funded

Chapter 10

PUBLIC SCHOOL FACILITIES ELEMENT

Goals, Objectives and Policies

Any and All Florida Statutes, Florida Administrative Code Regulation or Other Regulations Referenced in this Element Shall be Enforced as it Existed on the Date of Adoption or Amendment of this Element and are to Include any Amendments to the Referenced Regulation, Statute or Code Adopted After the Date of Adoption or Amendment of this Element.

GOAL 1 Coordinate and maintain high quality education system Collaborate and coordinate with the School Board of Sumter County (School Board) to ensure high quality public school facilities which meet the needs of the City's existing and future population.

OBJECTIVE 1.1 Coordination and Consistency The City shall implement and maintain mechanisms designed to closely coordinate with the School Board in order to provide consistency between the County and City's comprehensive plan and public school facilities programs, such as:

1. Greater efficiency for the School Board, the County and City by the placement of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;
2. Improved student access and safety by coordinating the construction of new and expanded schools with road, sidewalk, bicycle paths, turn lanes and signalization construction programs;
3. The location and design of schools with parks, ball fields, and other community facilities such as libraries and community centers to take advantage of shared use opportunities; and
4. The expansion and rehabilitation of existing schools so as to support neighborhoods. ~~If the level of service is exceeded causing a capacity deficiency the School Board shall explore expansion and rehabilitation of the existing facility prior to constructing a new facility.~~

Policy 1.1.1 Manage the timing of new development to coordinate with adequate school capacity Where capacity will not be available to serve students generated by the property seeking a change, the City may use the lack of school capacity as a basis for denial of petitions for ~~comprehensive plan amendments and rezonings, final subdivisions or site plans for residential development, if no school capacity exists and no proportionate share mitigation options have been agreed to by the School Board.~~

Policy 1.1.2 In cooperation with the School Board, the County and Cities (Bushnell, Center Hill, Coleman, and Webster), the City of Wildwood will implement the Interlocal Agreement for Public School Facility Planning for the City of Wildwood, Florida

between Sumter County, all legislative bodies of the municipalities, as required by Section 1013.33, Florida Statutes, includes procedures for:

1. Joint meetings;
2. Student enrollment and population projections;
3. Coordinating and sharing of information;
4. School site analysis;
5. Supporting infrastructure;
6. Comprehensive plan amendments, rezonings, and development approvals;
7. Education Plan Survey and Five-Year District Facilities Work program;
8. Co-location and shared use;
9. Oversight process; and,
10. Resolution of Disputes.

Policy 1.1.3 The City shall include a representative of the school district, appointed by the School Board, as a nonvoting member of the local planning agency, as required by Section 163.3174, Florida Statutes.

OBJECTIVE 1.2 Enhance Community Design Utilize the Future Land Use Map, map series, and necessary capital improvement projects as the relevant justification to enhance community/neighborhood design through effective school facility design and siting standards. Encourage the siting of school facilities so they serve as community focal points and so that they are compatible with surrounding land uses.

Policy 1.2.1 The City will continue to coordinate with the School Board to assure that proposed public school facility sites are consistent with the land use categories and policies of the County Comprehensive Plan, pursuant to the Interlocal Agreement for Public School Facility Planning.

Policy 1.2.2 Consistent with Objective 1.18 and its Policies of the Future Land Use Element, future schools shall be permitted in:

1. All residential land uses;
2. Commercial and public land uses;
3. Any land use category except Conservation where the proposed site is contiguous to existing public schools or public facilities. The City shall encourage, to the extent possible, the location of new public schools based on the following criteria:
 - a) Within one mile of residential areas, particularly for elementary schools.
 - b) Within one half mile of existing or planned public facilities, such as parks, libraries and community centers.
 - c) Location of middle (junior) and primary (elementary) schools along local or collector streets. (Safety)
 - d) Location of senior high schools near arterial streets. (Accessibility)
 - e) Avoidance of school siting in environmentally sensitive areas.

- f) Avoidance of school siting in any area where the nature of existing or proposed adjacent land uses would endanger the safety of the students or decrease the effective provision of education.
- g) Avoidance of school siting in any area where the proposed school facility would be incompatible with surrounding land uses.
- h) Location on lands contiguous to existing school sites.

Consistent with Section 163.3177, Florida Statutes, the County will include sufficiently allowable land use designations for schools approximate to residential development to meet the projected needs for schools.

Policy 1.2.3 All public schools shall provide bicycle and pedestrian access consistent Florida Statutes. Bicycle access to public schools should be incorporated in the Countywide bicycle plan.

Policy 1.2.4 The City will have the lead responsibility for providing sidewalks along the frontage of preexisting development within the two mile distance, in order to ensure continuous pedestrian access to public schools. Priority will be given to cases of hazardous walking conditions pursuant to Chapter 1006.23, Florida Statutes. Specific provisions for constructing such facilities will be included in the Capital Budget adopted each fiscal year.

Policy 1.2.5 The City of Wildwood, the County, cities and School Board will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school, and will enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements.

Policy 1.2.6 The City will work to find opportunities to collaborate on transit and bus routes to better serve citizens and students.

Policy 1.2.7 The City shall implement and maintain mechanisms designed to closely coordinate with the School Board in order to provide consistency between the City's comprehensive plan and public school facilities programs, such as a greater efficiency for the School Board and the City by the placement of schools to take advantage of existing and planned roads, water, sewer and drainage.

OBJECTIVE 1.3 Sustainable Design Encourage sustainable design and development for educational facilities focusing on the coordination between the City and School Board concerning co-location, shared use, energy efficient methods, rehabilitations, expansions and potential emergency shelters.

Policy 1.3.1 Coordinate with the School Board to continue to permit the shared-use and co-location of school sites and County and City's facilities with similar facility needs, according to the Interlocal Agreement for Public School Facility Planning for the County

of Sumter, Florida, as it may be amended. Coordinate in the location, phasing, and design of future school sites to enhance the potential of schools as recreation areas.

Policy 1.3.2 Encourage the School Board to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs.

Policy 1.3.3 The City will continue to coordinate with the School Board on efforts to build new school facilities, and facility rehabilitation and expansions, to be designed to serve as and provide emergency shelters as required by Section 163.3177, Florida Statutes. The City will continue to fulfill the requirements of Section 1013.372, Florida Statutes, such that, as appropriate, new educational facilities will serve as public shelters for emergency management and preparedness purposes.

OBJECTIVE 1.4 Land Use Considerations The City will coordinate petitions for changes to future land use, zoning, subdivision and site plans for residential development. This will be accomplished recognizing the School Board’s statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City’s authority for land use, including the authority to approve or deny petitions or comprehensive plan amendments, re-zonings or final subdivision and site plans that generate students and impact the Sumter County school system. The City will manage the timing of comprehensive plan amendments and other land use decisions to coordinate with adequate school capacity.

Policy 1.4.1 Consider School Board comments and findings on the availability of ~~adequate~~ school capacity when considering comprehensive plan amendment and other land use decisions, ~~as provided for in Section 163.3177(6)(a), Florida Statutes.~~

Policy 1.4.2 In reviewing petitions for future land use, rezoning, or final subdivision and site plans for residential development, which may affect student enrollment or school facilities, the City will consider the following issues:

1. Providing school sites and facilities within planned neighborhoods;
2. Ensuring the compatibility of land uses adjacent to existing schools and reserved school sites;
3. The co-location of parks, recreation and community facilities with school sites;
4. The linkage of schools, parks, libraries and other public facilities with bikeways, trails, and sidewalks;
5. Ensuring the development of traffic circulation plans to serve schools and the surrounding neighborhood;
6. Providing off-site signalization, signage, access improvements and sidewalks to serve all schools;
7. The inclusion of school bus stops and turnarounds in new developments;
8. Encouraging the private sector to identify and implement creative solutions to developing adequate school facilities in residential developments;
9. School Board staff comments and findings of available school capacity for comprehensive plan amendments and other land-use decisions;

10. Available school capacity or planned improvements to increase school capacity; and
11. Whether the proposed location is consistent with school design and planning policies.

~~**OBJECTIVE 1.5 — Implement School Concurrency** Manage the timing of residential site plan, development order, development permit (or the final approval/permit that allows the infrastructure improvements to commence) to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency. Level of service (LOS) standards shall be adopted in order to ensure that there is sufficient school capacity to support student growth for each year of the five year planning period and for the long term planning horizon.~~

~~**Policy 1.5.1** — The City shall adhere to the “Sumter County Interlocal Agreement for School Facilities Planning and Siting”, as required by Section 1013.33, Florida Statutes, which establishes procedures for, among other things, coordination and sharing of information; planning processes; school siting procedures; site design and development plan review; and school concurrency implementation. Consistent with the Interlocal Agreement, the City agrees to the following standards for school concurrency in Sumter County:~~

~~The uniform methodology for determining if a particular school is over capacity shall be determined by the School Board and adopted into the City’s Comprehensive Plan. The School Board hereby selects Department of Education permanent capacity as the uniform methodology to determine the capacity of each school. The level of service standard shall be 90% of Permanent FISH Capacity for schools other than Special Schools and School in the Workplace Charter Schools. Special Purpose and School in the Workplace Charter Schools are not counted as schools with capacity for school concurrency purposes.~~

~~1. — Level of Service Standard: Consistent with the Interlocal Agreement, the uniform, district wide level of service standards are initially set as follows, and are hereby adopted in the City’s Public School Facilities Elements and Capital Improvements Element:~~

DISTRICT-WIDE	
TYPE OF SCHOOL	LEVEL OF SERVICE
Special purpose	100% of DOE student enrollment
School in the Workplace Charter	100% of DOE charter
BY PLANNING AREA	
TYPE OF SCHOOL	LEVEL OF SERVICE
Elementary	90% of DOE permanent capacity
Middle	90% of DOE permanent capacity
K-8	90% of DOE permanent capacity
K-12	90% of DOE permanent capacity
6-12	90% of DOE permanent capacity
High	90% of DOE permanent capacity
Special purpose	100% of DOE student enrollment
School in the Workplace Charter	100% of DOE charter

~~Potential amendments to the level of service standards shall be considered at least annually at the staff working group meeting to take place no later than April 15 of each year. If an amendment is proposed by the School Board, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and the adoption of amendments to the comprehensive plans. The amended level of service shall not be effective until all plan amendments are effective and the amended Interlocal Agreement is fully executed. No level of service shall be amended without a showing that the amended level of service is financially feasible, supported by adequate data and analysis, and can be achieved and maintained each year over the five years of the Capital Facilities Plan. If the impact of the project will not be felt until years 2 or 3 of the Five year Plan, then any relevant programmed improvements in those years shall be considered available capacity for the project and factored into the level of service analysis. If the impact of the project will not be felt until years 4 or 5 of the Five year Plan, then any relevant programmed improvements shall not be considered available capacity for the project unless funding of the improvement is assured, through School Board funding, the proportionate share mitigation process, or some other means.~~

~~2. Concurrency Service Areas: The concurrency service areas shall be the current attendance zones, as shown in the Interlocal Agreement. Potential amendments to the concurrency service areas shall be considered annually at the staff working group meeting to take place each year no later than April 15. If an amendment is proposed by the School Board, it shall be accomplished by the execution of an amendment to this Interlocal Agreement by all parties. The amended concurrency service area shall not be effective until the amended Interlocal Agreement is fully executed. No concurrency service area shall be amended without a showing that the amended concurrency service area boundaries are financially feasible and can be achieved and maintained each year~~

~~over the five years of the Capital Facilities Plan. Concurrency service areas shall maximize capacity utilization, taking into account transportation costs, limiting maximum student travel times, the effect of court approved desegregation plans, achieving social economic, racial and cultural diversity objectives, and other relevant factors such as change in the use of facilities. Concurrency service areas shall be designed and have the boundaries modified so that the adopted level of service will be able to be achieved and maintained each year over the five years of the capital facilities plan, and so that the five-year capital facilities plan is financially feasible.~~

~~3.— Student Generation Rates: Consistent with the Interlocal Agreement, the School Board staff, working with the County staff and Municipal staffs, will develop and apply student generation multipliers for residential units by type and projected price for schools of each type, considering past trends in student enrollment in order to project school enrollment. The student generation rates shall be determined by the School Board in accordance with professionally accepted methodologies, shall be updated at least every two years and shall be adopted into the County and Cities comprehensive plan. The school enrollment projections will be included in the tentative district educational facilities plan provided to the County and Cities each year as specified in subsection 3.1 of the Interlocal Agreement.~~

~~4.— School Capacity and Enrollment: The City shall amend the concurrency management systems in its land development regulations to require that all new residential units be reviewed for school concurrency at the time of final subdivision or site plan. The City shall not deny a final subdivision or site plan for residential development due to a failure to achieve and maintain the adopted level of service for public school capacity where:~~

~~a) Adequate school facilities will be in place or under actual construction within three years after the issuance of the final subdivision or site plan the CSA of the project site or in one or more contiguous CSA's or,~~

~~b) The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final subdivision or site plan (or functional equivalent) as provided in the Interlocal Agreement. The amount of mitigation required shall be determined by the Department of Education's most current cost per student station applicable to Sumter County. Options shall include the following: (i) School Construction, (ii) Contribution of land, (iii) Expansion of existing permanent school facilities to the expansion being less than or equal to the level of service set for a new school of the same category, (iv) Payment for construction and/or land acquisition, (v) Establish a Charter School with facilities constructed in accordance with State Requirements for Educational Facilities (SREF), (vi) Mitigation banking based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or an adjacent concurrency service area. Mitigation shall be directed to projects on~~

~~the School Board's Five-Year Capital Facilities Plan satisfying the demand created by that development approval.~~

~~**Policy 1.5.2**—Options for providing proportionate share mitigation for any approval of additional residential dwelling units that triggers a failure of level of service for public school capacity shall include the following:~~

- ~~1. Contribution of, or payment for, acquisition of new or expanded school sites;~~
- ~~2. Construction or expansion of permanent school facilities;~~
- ~~3. Mitigation banking; and~~
- ~~4. Educational Facility Benefit Districts.~~

~~Mitigation shall be directed to projects on the School Board's Five-Year Capital Facilities Plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City and the applicant executed prior to the issuance of the final subdivision, site plan or functional equivalent. If the school agrees to the mitigation, the school board must commit in the agreement to placing the improvement required for mitigation in its Five-Year Capital Facilities Plan. This development agreement shall include the landowner's commitment to continuing renewal of the development agreement upon its expiration.~~

~~**Policy 1.5.3**—The amount of mitigation required shall be determined by estimating the students generated by the development using the student generation rates applicable to a particular type of development and the local costs per student station applicable to Sumter County, in addition to any land costs for new or expanded school sites, if applicable.~~