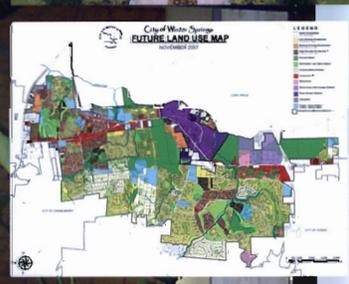


Capital Improvements Element



Comprehensive Plan
2009 Update

Amended Jan. 16, 2013; Ord. 2012-14

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CHAPTER IX

CAPITAL IMPROVEMENTS ELEMENT

A. GOALS, OBJECTIVES, AND POLICIES

GOAL 1: Provide public facilities and services which protect and promote the public health, safety and general welfare of Winter Springs' residents in a sustainable manner and which support mobility strategies, while accommodating desired future growth and redevelopment at acceptable Levels of Service. (Ord. 2010-18; 10-25-10)

Objective 1.1: Annual Review. The City shall annually review and modify its Capital Improvements Element to ensure the financial feasibility and timely provision of capital facilities needed to maintain Level of Service (LOS) standards and to guide the City's capital and operating expenditures on mobility toward achieving the stated goal of mobility and reduction of the City's level of greenhouse gases emissions. (Ord. 2010-18; 10-25-10)

Policy 1.1.1: Identify capital projects needed to meet existing deficiencies, to accommodate desired future growth and to replace obsolete or worn-out facilities in a five-year Schedule of Capital Improvements (SCI) (Table IX-1). The SCI shall identify funding sources and shall be reviewed and updated annually in order to maintain a continual five-year priority and outline of capital projects planned for implementation.

Policy 1.1.2: Include the first year of the SCI in the capital budget as part of the annual budgeting process, along with any other capital improvements that are identified in the City's Capital Improvements Program.

Policy 1.1.3: Define capital projects as those projects identified within the other elements of the Comprehensive Plan that are necessary to meet established LOS and to support mobility strategies, increase the capacity or efficiency of existing infrastructure, replace failing infrastructure or enhance facilities and infrastructure that generally have a cost exceeding \$50,000. (Ord. 2010-18; 10-25-10)

Policy 1.1.4: Include and fund capital projects for the following facilities and infrastructure in the SCI:

- Transportation (Mobility Strategies) (Ord. 2010-18; 10-25-10)
- Stormwater Management (Drainage)
- Sanitary Sewer
- Solid Waste
- Potable Water
- Parks and Recreation

Policy 1.1.5: Update the SCI to maintain consistency with the Water Supply Work Plan (Exhibit IV-B-1).

Policy 1.1.6: Update the SCI on an annual basis, or eliminate, defer, or delay the construction for any facility listed in the five-year SCI by ordinance,

without an amendment to the Comprehensive Plan. Transmit a copy of the ordinance to the Florida Department of Economic Opportunity following Commission approval. (Ord. 2012-14)

Policy 1.1.7: Allow corrections and modifications of costs and revenue sources in the SCI to be made by ordinance, in addition to annual updates, without an amendment to the City's Comprehensive Plan. Transmit a copy of the ordinance to the Florida Department of Economic Opportunity following Commission approval. (Ord. 2012-14)

Policy 1.1.8: Adopt either a long-term concurrency management system and/or other planning strategy to address long-term LOS deficiencies. (Ord. 2012-14)

Policy 1.1.9: Consider capital projects for school capacity improvements included in the most recently approved Seminole County School Board's Five-Year Capital Improvement Plan. (Ord. 2010-18; 10-25-10; Ord. 2012-14)

Objective 1.2: Level of Service (LOS) and Mobility Strategies. The City shall utilize Level of Service (LOS) criteria and mobility strategies defined in the various elements of this Plan when determining the timing and funding of capital projects and to assist in determining a fair share that a development should contribute to the achievement of mobility strategies. The City must demonstrate that the LOS standards will be achieved and maintained by the end of the five-year planning period. A deficiency is a facility of service that does not meet (is operating below) the adopted Level of Service (LOS) standard. Within the citywide TCEA, mobility strategies as detailed in the Multimodal Transportation Element shall apply, which include Quality/Levels of Service (Q/LOS) for monitoring purposes. The City shall annually monitor evaluate whether conditions that trigger the need to alter Q/LOS standards (as identified in the Multimodal Transportation Element) have been achieved. If so, necessary improvements shall be included in capital or operating budgets and within the Capital Improvements Element. (Ord. 2010-18; 10-25-10)

Policy 1.2.1: Adopt LOS standards and mobility strategies for facilities and infrastructure as follows:

- a) Transportation (Mobility Strategies)- Within the citywide TCEA, mobility strategies and standards (as detailed in the Multimodal Transportation Element) shall apply. (Cross Reference: See Multimodal Transportation Element, Policy 1.1.1) (Ord. 2010-18; 10-25-10)
- b) Sanitary Sewer- 100 gallons per person per day. (Cross Reference: See Infrastructure Element, Policy 1.1.1.)
- c) Solid Waste- 3.7 pounds per person per day. (Cross Reference: See Infrastructure Element, Policy 3.1.1.)
- d) Potable Water- 115 gallons (minimum) per person per day. (Cross Reference: See Infrastructure Element, Policy 2.1.1.)
- e) Stormwater Management- (Cross Reference: See Infrastructure Element, Policy 4.1.1.)

- 1) Water Quantity - Peak post-development runoff rate shall not exceed peak pre-development runoff rate for the 25-year, 24-hour storm event. Each development shall accommodate its proportion of basin runoff rate above the downstream systems actual capacity.

- 2) Water Quality - Stormwater treatment system which meets the requirements of the Florida Administrative Code (F.A.C.) and which is site-specific or serve sub-areas of the City.
- 3) Roadway construction - All public roadways within a development shall be designed and constructed to standards which do not allow any amount of water above the roadway centerline during the following storm events for the following roadway types:
 - i. Local Roadway – 25-year, 24-hour design storm event (8.6 inches of rainfall).
 - ii. Collector Roadway – 25-year, 24-hour design storm event (8.6 inches of rainfall).
 - iii. Arterial Roadway – 100-year, 24-hour design storm event (10.6 inches of rainfall).
- f) Parks- 8 acres (total public park and recreation land acreage, including open space) per 1,000 residents. The City may utilize State and county park lands and trails that are located within the City’s jurisdictional boundaries. This standard includes both passive and active recreation lands. (Cross Reference: See Recreation and Open Space Element, Policy 1.1.1)
City Owned Open Space- 4 acres per 1,000 residents. Open space is defined as “undeveloped lands suitable for passive recreation or conservation”. (Cross Reference: See Recreation and Open Space Element, Policy 1.1.1)
- g) School Capacity- as established by the Seminole County School Board- 100% of the aggregate permanent Florida Inventory of School Houses (FISH) capacity for each school type within each Concurrency Service Area, except for high schools which are established at 110% of the aggregate permanent FISH capacity for 2008-2012 in order to financially achieve the desired LOS. (Cross Reference: See Public School Facilities Element, Policy 1.1.1.)

Policy 1.2.2: Evaluate proposed land use amendments to determine the compatibility of those amendments with the adopted LOS standards, mobility strategies, and with available funding for implementing improvements that would be necessary pursuant to such land use amendments. (Ord. 2010-18; 10-25-10)

Policy 1.2.3: Consider the following thresholds to target initiation and budgeting of construction and/or purchase of capital facilities to meet projected future needs based on adopted LOS standards: (Ord. 2010-18; 10-25-10)

- Sewer – 75 % of available capacity is being utilized.
- Water – 75 % of available capacity is being utilized.
- Stormwater – Adoption of TMDL Master Plan.

- Recreation and Open Space – Park lands when 95 % of available land area is utilized or when 90 % of the population exists in areas in need of new park acreage.

Policy 1.2.4: Maintain records which allow for an annual evaluation of the City's mobility strategies. Information is to include the acreage of development/redevelopment by land use, density, and FAR; the percentage of mixed use; and an updated inventory of bicycle, pedestrian and transit facilities and reduction in sidewalk gaps between facilities. In addition, the City shall monitor its connectivity index by TCEA Zone to ascertain any increase realized. Other site planning performance criteria may also be included as part of the TCEA evaluation such as, building placement, parking location and number of spaces, connection to adjacent properties, and proximity to transit stops/shelters. Performance Measures and Targets may be subject to further consideration if they cannot be supported by reasonably available data or additional measures are identified that may also be appropriate. (Cross Reference: See Multimodal Transportation Element, Policy 1.11.9) (Ord. 2010-18; 10-25-10)

Objective 1.3: Capital Improvement Evaluation. Capital projects shall be evaluated to determine if they meet the prioritization criteria and consistency with adopted Level of Service (LOS) standards and/or public need.

Policy 1.3.1: Direct the Community Development Department–Planning Division to oversee the coordination of the Capital Improvements Element annual update. Consider the annual update as a 10-month process that is required to ensure that necessary facilities and infrastructure to meet LOS standards are incorporated into the budgeting process.

Policy 1.3.2: Require Capital Project Request Forms to be prepared by the Community Development Department–Planning Division and distributed to City departments prior to the budget workshop each year. (Ord. 2012-14)

Policy 1.3.3: Require project requests to be prepared with a description of how the project achieves or maintains LOS or how it will implement the Comprehensive Plan. Include a detailed cost analysis, with estimated costs for design, construction, land acquisition, and annual operating and maintenance costs.

Policy 1.3.4: Prioritize project requests for capital projects according to the following criteria:

- Whether the project eliminates a public hazard;
- Whether the project is necessary to meet established LOS;
- Whether the project increases the efficiency of existing facilities or infrastructure;
- Whether the project represents a logical extension of facilities within the urban service area to accommodate desired future growth;

- Whether the project implements the policies of the Comprehensive Plan as they pertain to concurrency requirements;
- Whether the project contributes to the completion of one or more of the goals identified in the City's most recently adopted Strategic Plan; (Ord. 2012-14)
- Whether the project is coordinated with major projects of other agencies; and
- Whether the project is mandated by the State or Federal government.

Policy 1.3.5: Require project requests to be evaluated by the Finance Department to determine each project's impact on the City budget and the financial feasibility of the project. Evaluate each project's funding options, the effect of the improvement on future revenues, and the effect of the improvement on operation and maintenance costs.

Policy 1.3.6: Require the Community Development Department to evaluate the timing, location, and service area for each project request and determine the project's consistency with the Winter Springs Comprehensive Plan.

Policy 1.3.7: Include key staff in an internal Capital Improvements Element coordination workshop, as part of the annual budget review process, to discuss project requests and staff's findings. (Ord. 2012-14)

Policy 1.3.8: Compile the resulting information into a draft Capital Improvements Program which shall be presented to the Local Planning Agency for review and recommendation prior to being presented to the City Commission. (Ord. 2012-14)

Objective 1.4: *New Development to Bear a Proportionate Cost.* New development shall bear a proportionate cost of public facility improvements in order to maintain adopted level of service (LOS) standards and mobility strategies. (Ord. 2010-18; 10-25-10)

Policy 1.4.1: Evaluate all development order applications as to the impact of the development on capital facilities and the operation and maintenance of those facilities. The evaluation shall include, but not be limited to, the following:

- Expected capital costs, including the installation of new facilities required that are related to the development.
- Expected operation and maintenance costs associated with the new facilities required by the development.
- Anticipated revenues the development will contribute, including impact fees, user fees, and future taxes.

Policy 1.4.2: Guarantee the timely installation of capital improvements required to meet LOS and mobility strategies which are to be funded by a developer, in an enforceable development agreement, interlocal agreement, or other enforceable agreement. Execute such

agreements under the City's constitutional home rule power as authorized in Chapter 166, Florida Statutes or as otherwise authorized by law. (Ord. 2010-18; 10-25-10)

Policy 1.4.3: Require a development agreement and/or development to proceed in more than one phase, when appropriate, to ensure that LOS standards are maintained and mobility strategies implemented. (Ord. 2010-18; 10-25-10)

Policy 1.4.4: Continue to use impact fees to assess new development a pro rata share of the costs required to expand or acquire capital facilities or equipment made necessary by the new construction from which the fees were collected or for principal payments on debt instruments for these facilities and services.

Policy 1.4.5: Require new developments to be responsible for installing all internal potable and reclaimed water and sewer systems, vehicular, bicycle, and pedestrian circulation systems, and internal recreation/open space facilities within their development. Connecting internal systems to designated major potable and reclaimed water and sewer trunk systems and vehicular, bicycle, and pedestrian circulation network is the financial responsibility of the developer. (Cross Reference: See Transportation Element, Policies 1.5.3; 1.5.4; and 1.5.13) (Ord. 2010-18; 10-25-10)

Objective 1.5: Funding Sources. The City shall pursue adequate funding of capital projects identified in the Schedule of Capital Improvements (SCI). The School District retains the responsibility for financing and constructing school facilities.

Policy 1.5.1: Demonstrate that funds for the Capital Improvements Element are either funded or unfunded. Consider committed revenue sources as: ad valorem taxes, approved bonds, secured grants, state and federal funds, tax revenue, impact fees, service charges and developer contributions (included within an enforceable development agreement). (Ord. 2012-14)

Policy 1.5.2: Allow planned revenue sources to include the City's intent to increase the level or amount of a revenue source, which is contingent on ratification by public referendum. Amend the Capital Improvements Element if the referendum fails, to include policies which identify alternative funding sources or take other actions as needed to make the SCI financially feasibility while meeting concurrency.

Policy 1.5.3: Include projects which are relied upon to satisfy LOS standards even when funded by sources outside the City. Include those funds as the revenue source within the SCI.

Policy 1.5.4: Any funding for capital improvement projects provided by a developer shall be guaranteed in an enforceable development agreement or interlocal agreement or other enforceable agreement. Reflect the agreement in the SCI as the revenue source, if the capital improvement is necessary to serve the development within the 5-year period. (Ord. 2012-14)

Policy 1.5.5: Consider the following criteria in selecting sources to finance public facilities:

Utilize to the extent possible, the following sources (listed in order of priority and preference) to finance public facilities:

- Grants or other intergovernmental sources
- Developer contributions (inclusive of dedicated land and impact fees)
- User revenues (inclusive of charges for services, local option gas tax, etc.)
- Sales tax (local option infrastructure surtax)
- Proceeds of Debt Instruments
- Ad valorem property taxes

Policy 1.5.6: Continue to participate in METROPLAN ORLANDO to ensure funding distribution for transportation projects and mobility strategies identified in the SCI. (Ord. 2010-18; 10-25-10)

Policy 1.5.7: Apply state revenue sharing motor fuels tax funds for traffic related maintenance and capital improvement projects.

Policy 1.5.8: Reserve the net proceeds of the Seminole County Local Option Gasoline Tax (LGTX) specifically for traffic related maintenance and capital improvement projects, after payment of existing bond obligations.

Policy 1.5.9: Reserve total proceeds from the Seminole County Local Option Sales Tax (LCTX) for transportation related capital projects.

Policy 1.5.10: Reserve funds collected from Impact Fees for growth related capital outlays.

Reserve proceeds from the Stormwater Utility Fund (SUF) for stormwater management operating needs and capital projects.

Maintain a reserve account restricted for sanitary sewer related capital projects.

Policy 1.5.11: Reserve a portion of funds collected from the Utility Enterprise Fund (UEF) to complete sanitary sewer and potable water capital projects.

Policy 1.5.12: Continue to contain provisions for all new developments to provide parks and recreation lands and/or facilities and/or fees-in-lieu-of as specified in the Recreation and Open Space Element.

Objective 1.6: Debt Management. The City shall manage debt issuance and obligations according to sound public fiscal management principles so that the City is able to provide needed capital improvements and maintain services at adopted levels of service (LOS).

Policy 1.6.1: Consider the following as criteria for managing debt financing:

The City does not have legal debt limits or utilize specific debt ratios such as the limitation on the use of revenue bonds as a percent of total debt; the maximum ratio of total debt service to total revenue; and the maximum ratio of outstanding capital indebtedness to property tax base. Instead each debt issuance is evaluated on an individual basis giving consideration to the following factors:

- Type of facility being financed;
- Significance of the annual debt service requirement;
- Favorable impact to the City;
- Economic capacity of the City;
- Overlapping debt which depends on the same economic base; and
- Projected City growth rate.

Policy 1.6.2: Manage debt with the goal of maintaining or enhancing the City's credit rating so as to lower total borrowing costs.

Policy 1.6.3: Do not utilize long-term debt to fund current and ongoing operations;
Allow the use of short-term debt to allow the City to meet its cash flow requirements or to provide increased flexibility in financing programs;
Allow debt to be issued for renovations, updates, modernizations and rehabilitations provided the expenditures extend the useful life of the capital asset;
Require capital financed through the use of long-term debt to be financed for a period not to exceed the expected useful life of the asset.

Policy 1.6.4: Utilize external bond counsel for all debt issues and competitively bid all bonds issued by the City unless the City approves a negotiated sale.

Policy 1.6.5: Evaluate the use of revenue bonds as a debt instrument, based on the following criteria:

- A five (5) year projection of committed and/or planned revenues related to the capital project being financed shall be prepared and updated annually as a part of the SCl update.
- On an annual basis, the City will restrict, for enterprise operations, the amount of cash as required by bond covenants for the purpose of ensuring adequate repair and/or replacement of capital facilities.

Policy 1.6.6: Evaluate the use of tax revenues as a pledge for the repayment of debt, based on the following criteria:

- A five (5) year projection of committed and/or planned revenues related to the capital project being financed shall be prepared and updated annually as a part of the SCl update.
- The City may use long term capital lease payments on lease purchases for capital projects identified within this element, provided adequate debt service requirements are provided.

Policy 1.6.7: The impact of principal and interest revenue bond payments on the operation and maintenance of the affected utility and/or department will not require deferring current maintenance of existing infrastructure.

Policy 1.6.8: Budget cash restricted due to bond and grant covenants in accordance with the terms of the covenants.

Policy 1.6.9: Competitively bid investment of escrow funds for advance refunding if it is expected that bids will result in a lower cost and the required securities are available in the market.

Objective 1.7: Concurrency Management. The City shall continue to operate a Concurrency Management System for the review of all proposed developments within the City. As part of the City's Concurrency Management System, the City will help facilitate school concurrency review by the School Board and shall rely upon the School Board to determine and report to the City if school capacity is available.

The concurrency evaluation system shall measure the potential impact of any proposal for a development permit or order upon the City's multimodal transportation network and the established minimum acceptable levels of service (LOS) for public schools, sanitary sewer, solid waste, drainage, potable water, and parks and recreation facilities, unless the development permit or order is exempt from the review requirements of this section. No development permit or order which contains a specific plan of development, including densities and intensities of development, shall be issued unless adequate public facilities are available to serve the proposed development as determined by the concurrency evaluation set forth in this section. (Ord. 2010-18; 10-25-10)

Policy 1.7.1: *Facilities Inventory and Reporting.* Maintain an inventory of the bicycle and pedestrian facility network, and the available capacity of roads, potable water, and sanitary sewer facilities for purposes of concurrency management and mobility evaluation. The City shall coordinate with LYNX to determine the operating LOS for transit within the City as a part of its LOS monitoring. (Ord. 2010-18; 10-25-10)

Policy 1.7.2: Maintain an inventory of public parks and acreage within the City's Geographic Information Systems mapping software, for purposes of evaluating concurrency.

Policy 1.7.3: Require the Community Development Department- Planning Division in conjunction with the Public Works/Utility Department and Parks and Recreation Department to evaluate and report on current capacity within each public facility category, including any encumbrances or deficiencies as part of the annual update to the Capital Improvements Element. Identify any public facilities that will require improvements to maintain adopted LOS.

Policy 1.7.4: Require the Utility Department to maintain data on current water supply demand and permitted capacity and supply this data to the Planning Division on an as-needed basis for evaluation of proposed future land use map amendments. (Cross Reference: See Future Land Use Element, Policy 1.3.4.)

Policy 1.7.5: Withhold a development order unless it can be determined that adequate water supplies and associated public facilities and services are available. Consider public facility and service availability as 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 City to

operate the facilities necessitated by the development are available concurrent with the impacts of that development. (Cross Reference: See Future Land Use Element Policy 1.3.4.)

Policy 1.7.6: Withhold the approval of any site plan, final subdivision or functional equivalent which includes new residential units not exempted by the *2007 Interlocal Agreement for Public School Facility Planning and School Concurrency As Amended January 2008* until the School Board has reported that there is school capacity available or a mitigation agreement has been reached. (Cross Reference: See Public School Facility Element, Policy 1.2.1 and Intergovernmental Coordination Element, Policy 1.2.9)

CITY OF WINTER SPRINGS
COMPREHENSIVE PLAN

CAPITAL IMPROVEMENTS ELEMENT

Project Name	LOS Purpose	Funding Source	Description/ Justification	Location	Ranking Score	Year 1 2013/14	Year 2 2014/15	Year 3 2015/16	Year 4 2016/17	Year 5 2017/18	TOTALS (Years 1-5)	Comprehensive Plan Reference
LOS: STORMWATER												
TMDL Water Quality Management Projects	FUTURE	SUF	Mandate to meet State water quality regulations; Improves surface water quality.	City Wide	6	\$ 55,000	\$ 50,000	\$ 75,000	\$ -	\$ -	\$ 180,000	CIE 1.3.2; IE IV.D.1.1; CE 1.3.2
Lombardy Canal Piping	REPLACE	SUF	Major maintenance enabling efficient operation.	Lombardy Road area	6	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	CIE 1.3.2; CIE 1.6.1; FLUE 1.3.1; HE 1.1.9
Total						\$ 55,000	\$ 100,000	\$ 75,000	\$ -	\$ -	\$ 230,000	
LOS: TRANSPORTATION												
SR 434 & SR 419 Traffic Signal Improvements	EXISTING	1CTX	Addresses existing deficiency on SR 434 with upgraded traffic signals.	SR 434 & SR 419	6	\$ 165,000	\$ -	\$ -	\$ -	\$ -	\$ 165,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Michael Blake Blvd. (Spine Road)	FUTURE	1CTX	Serves future demand and addresses future deficiency of SR 434 by expanding interconnecting collector road network in Town Center to reduce demand on SR 434.	Town Center	4	\$ 1,900,000	\$ -	\$ -	\$ -	\$ -	\$ 1,900,000	CIE 1.7; CIE 1.7.4; FLUE 1.3.1; TE 1.2; TE 1.2.4; TE 1.3
Wade Street/419 Improvements	FUTURE	1CTX & FDOT	Safety improvements; Furthers safe transportation network to ensure adequate movement of people and goods.	SR 419	10	\$ 575,000	\$ -	\$ -	\$ -	\$ -	\$ 575,000	TE 1; TE 1.2; CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Doran Drive	REPLCMT	1CTX	Doran Drive (Blumberg to high school)- Refurbishes collector road so that existing LOS is maintained.	Town Center	6	\$ 200,000					\$ 200,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Ranchlands Paving	REPLCMT	1CTX	Dirt road paving provides supporting infrastructure to enhance existing housng stock.	Ranchlands	6	\$ 700,000	\$ 700,000	\$ -	\$ -	\$ -	\$ 1,400,000	HE 1.1.9; CIE 1.3.1; FLUE 1.3.1
Residential Road Reconstruction	REPLCMT	1CTX	Rebuilds existing neighborhood streets so that transportation network is maintained.	Various	6	\$ 125,000	\$ 110,000				\$ 235,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
North Moss Road	REPLCMT	1CTX	Major maintenance- Refurbishes collector road so that existing LOS is maintained.	Moss Road	6			\$ 1,300,000	\$ -	\$ -	\$ 1,300,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Hayes Road Decel Lane	FUTURE	TIMF	Addresses future deficiency of SR 434 by adding a deceleration lane to ensure adequate movement of people and goods.	SR 434 & Hayes Road	6	\$ 125,000					\$ 125,000	TE 1; TE 1.2; CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Vistawilla Drive Decel Lane	FUTURE	TIMF	Addresses future deficiency of SR 434 by adding a deceleration lane to ensure adequate movement of people and goods.	SR 434 & Vistawilla	6	\$ 125,000					\$ 125,000	TE 1; TE 1.2; CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Orange Avenue Loop	FUTURE	TIMF	Serves future demand and addresses future deficiency of SR 434 by expanding interconnecting collector road network in Town Center to reduce demand on SR 434.	Orange Av to Central Winds Park (SR 434) - Town Center	6					\$ 1,500,000	\$ 1,500,000	CIE 1.7; CIE 1.7.4; FLUE 1.3.1; TE 1.2; TE 1.2.4; TE 1.3
Bahama Road	FUTURE	TIMF	Paves existing neighborhood dirt street for use as a collector road so that transportation network is maintained. Provides supporting infrastructure (street paving) to enhance existing housng stock.	Shore Rd to Hayes Rd in the Ranchlands	6				\$ 400,000		\$ 400,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Total						\$ 3,915,000	\$ 810,000	\$ 1,300,000	\$ 400,000	\$ 1,500,000	\$ 7,925,000	

L E G E N D:			
Funding Sources:		Funding Sources:	
1CTX	One Cent Sales Tax (Road Improvement Fund) - 115	PIMF	Park & Rec Impact Fee Fund
CF-305	1999 Construction Capital Project Fund - 305	R&R	Utility Renewal & Replacement Fund
FDOT	Florida Dept of Transportation	TLBD	Assessment District (Tusawilla Lighting & Beautifictn)
GNF	General Fund	UCF	Utility Construction Fund
GRT	Grants & CDBG	UEF	Utility Enterprise Fund
LGTX	Local Option Gas Tax (Transportation Improvement Fund)		

Table IX – 2: Five-Year Schedule of Capital Improvements (SCI) FY 2013/14 – 2017/18 by Fund

Project Name	LOS Category	Funding Source	Description/ Justification	Location	Ranking Score	Year 1 2013/14	Year 2 2014/15	Year 3 2015/16	Year 4 2016/17	Year 5 2017/18	TOTALS	Comprehensive Plan Reference
1CTX - ONE CENT SALES TAX (ROAD IMPROVEMENT FUND) - 115												
SR 434 & SR 419 Traffic Signal Improvements	EXISTING	1CTX	Addresses existing deficiency on SR 434 with upgraded traffic signals.	SR 434 & SR 419	6	\$ 165,000	\$ -	\$ -	\$ -	\$ -	\$ 165,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Michael Blake Blvd. (Spine Road)	FUTURE	1CTX	Serves future demand and addresses future deficiency of SR 434 by expanding interconnecting collector road network in Town Center to reduce demand on SR 434.	Town Center	4	\$ 1,900,000	\$ -	\$ -	\$ -	\$ -	\$ 1,900,000	CIE 1.7; CIE 1.7.4; FLUE 1.3.1; TE 1.2; TE 1.2.4; TE 1.3
Wade Street/419 Improvements	FUTURE	1CTX & FDOT	Safety improvements; Furthers safe transportation network to ensure adequate movement of people and goods.	SR 419	10	\$ 215,000	\$ -	\$ -	\$ -	\$ -	\$ 215,000	TE 1; TE 1.2; CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Doran Drive	REPLCMT	1CTX	Doran Drive (Blumberg to high school)- Refurbishes collector road so that existing LOS is maintained.	Town Center	6	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Ranchlands Paving	REPLCMT	1CTX	Dirt road paving provides supporting infrastructure to enhance existing housing stock.	Ranchlands	6	\$ 700,000	\$ 700,000	\$ -	\$ -	\$ -	\$ 1,400,000	HE 1.1.9; CIE 1.3.1; FLUE 1.3.1
Residential Road Reconstruction	REPLCMT	1CTX	Rebuilds existing neighborhood streets so that transportation network is maintained.	Various	6	\$ 125,000	\$ 110,000	\$ -	\$ -	\$ -	\$ 235,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
North Moss Road	REPLCMT	1CTX	Major maintenance- Refurbishes collector road so that existing LOS is maintained.	Moss Road	6	\$ -	\$ -	\$ 1,300,000	\$ -	\$ -	\$ 1,300,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Magnolia Park	FUTURE	CF-305 & 1CTX	Outdoor amphitheatre furthers the network of public green spaces that form the framework for the Town Center and promotes & expands trail system; Improves recreational opportunities consistent with the recreational needs of residents; Is a catalyst for private development in the Town Center; Accommodates growth through additional acreage for active recreation [LOS].	Winter Springs Town Center	10	\$ 300,000	\$ 164,050	\$ -	\$ -	\$ -	\$ 464,050	ROS- 1.1.1; ROS-1.4; ROS- 1.5.2; FLUE- 1.3.1; FLUE-2.1.5; FLUE- 2.2.3; CIE- 1.3.1
TOTAL 1CTX EXPENSE						\$ 3,855,000	\$ 974,050	\$ 1,300,000	\$ -	\$ -	\$ 6,129,050	
TOTAL 1CTX REVENUE						\$ 3,200,000	\$ 1,414,214	\$ 1,414,214	\$ 353,554	\$ -	\$ 6,381,982	
BND - BONDS												
TOTAL BND EXPENSE						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL BND REVENUE						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CF-305 1999 CONSTRUCTION CAPITAL PROJECT FUND												
Magnolia Park	FUTURE	CF-305 & 1CTX	Outdoor amphitheatre furthers the network of public green spaces that form the framework for the Town Center and promotes & expands trail system; Improves recreational opportunities consistent with the recreational needs of residents. Is a catalyst for private development in the Town Center; Accommodates growth through additional acreage for active recreation [LOS].	Winter Springs Town Center	10	\$ 990,950	\$ -	\$ -	\$ -	\$ -	\$ 990,950	ROS- 1.1.1; ROS-1.4; ROS- 1.5.2; FLUE- 1.3.1; FLUE-2.1.5; FLUE- 2.2.3; CIE- 1.3.1
TOTAL CF-305 EXPENSE						\$ 990,950	\$ -	\$ -	\$ -	\$ -	\$ 990,950	
TOTAL CF-305 REVENUE						\$ 990,950	\$ -	\$ -	\$ -	\$ -	\$ 990,950	

CITY OF WINTER SPRINGS
COMPREHENSIVE PLAN

CAPITAL IMPROVEMENTS ELEMENT

FDOT - FLORIDA DEPT OF TRANSPORTATION												
Wade Street/419 Improvements	FUTURE	1CTX & FDOT	Safety improvements; Furthers safe transportation network to ensure adequate movement of people and goods.	SR 419	10	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 360,000	TE 1; TE 1.2; CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
TOTAL FDOT EXPENSE						\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 360,000	
TOTAL FDOT REVENUE						\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ 360,000	
GRT - GRANTS & CDBG												
Central Winds Park Expansion Improvements (Dog Park)	FUTURE	GRT & PIMF	Permanent dog park expansion consistent with recreational needs of residents; Utilizes grant funding; Accommodates growth through additional acreage for active recreation [LOS].	CWP Expansion near SR 434	8	\$ -	\$ -	\$ 135,611	\$ -	\$ -	\$ 135,611	ROS-1.4; ROS-1.4.1; ROS- 1.5.2; CIE- 1.3.5
TOTAL GRT EXPENSE						\$ -	\$ -	\$ 135,611	\$ -	\$ -	\$ 135,611	
TOTAL GRT REVENUE						\$ 602,000	\$ 200,000	\$ 135,611	\$ -	\$ -	\$ 937,611	
PIMF - PARK & REC IMPACT FEE FUND												
Central Winds Park Expansion Improvements (Dog Park)	FUTURE	GRT & PIMF	Permanent dog park expansion consistent with recreational needs of residents; Utilizes grant funding; Accommodates growth through additional acreage for active recreation [LOS].	CWP Expansion near SR 434	8	\$ -	\$ -	\$ 135,611	\$ -	\$ -	\$ 135,611	ROS-1.4; ROS-1.4.1; ROS- 1.5.2; CIE- 1.3.5
TOTAL PIMF EXPENSE						\$ -	\$ -	\$ 135,611	\$ -	\$ -	\$ 135,611	
TOTAL PIMF REVENUE						\$ 125,500	\$ 115,000	\$ 100,000	\$ 110,000	\$ 115,000	\$ 565,500	
SUF - STORMWATER UTILITY (ENTERPRISE) FUND												
TMDL Water Quality Management Projects	FUTURE	SUF	Mandate to meet State water quality regulations; Improves surface water quality.	City Wide	6	\$ 55,000	\$ 50,000	\$ 75,000	\$ -	\$ -	\$ 180,000	CIE 1.3.2; IE IV.D.1.1; CE 1.3.2
Lombardy Canal Piping	REPLACE	SUF	Major maintenance enabling efficient operation.	Lombardy Road area	6	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	CIE 1.3.2; CIE 1.6.1; FLUE 1.3.1; HE 1.1.9
TOTAL SUF EXPENSE						\$ 55,000	\$ 100,000	\$ 75,000	\$ -	\$ -	\$ 230,000	
TOTAL SUF REVENUE						\$ 1,035,000	\$ 1,040,000	\$ 1,042,000	\$ 1,045,000	\$ 1,047,000	\$ 5,209,000	
TIMF - TRANSPORTATION IMPACT FEE FUND												
Hayes Road Decel Lane	FUTURE	TIMF	Addresses future deficiency of SR 434 by adding a deceleration lane to ensure adequate movement of people and goods.	SR 434 & Hayes Road	6	\$ 125,000					\$ 125,000	TE 1; TE 1.2; CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Vistawilla Drive Decel Lane	FUTURE	TIMF	Addresses future deficiency of SR 434 by adding a deceleration lane to ensure adequate movement of people and goods.	SR 434 & Vistawilla	6	\$ 125,000					\$ 125,000	TE 1; TE 1.2; CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
Orange Avenue Loop	FUTURE	TIMF	Serves future demand and addresses future deficiency of SR 434 by expanding interconnecting collector road network in Town Center to reduce demand on SR 434.	Town Center	6				\$ 1,500,000		\$ 1,500,000	CIE 1.7; CIE 1.7.4; FLUE 1.3.1; TE 1.2; TE 1.2.4; TE 1.3
Bahama Road	FUTURE	TIMF	Paves existing neighborhood dirt street for use as a collector road so that transportation network is maintained. Provides supporting infrastructure (street paving) to enhance existing housing stock.	Ranchlands	6				\$ 400,000		\$ 400,000	CIE 1.3.1; CIE 1.6.1; FLUE 1.3.1;
TOTAL TIMF EXPENSE						\$ 250,000	\$ -	\$ -	\$ 400,000	\$ 1,500,000	\$ 2,150,000	
TOTAL TIMF REVENUE						\$ 662,450	\$ 410,000	\$ 360,000	\$ 390,000	\$ 400,000	\$ 2,224,450	

CITY OF WINTER SPRINGS
COMPREHENSIVE PLAN

CAPITAL IMPROVEMENTS ELEMENT

UCF - UTILITY CONSTRUCTION FUND												
Surface Water Treatment Plant Design	FUTURE	UCF	Plant design for reuse augmentation project- to augment and expand the use of reclaimed water for irrigation purposes, as a means of reducing demands of growth on the Floridan Aquifer.	Shore of Lake Jesup	6	\$ 207,000	\$ -	\$ -	\$ -	\$ -	\$ 207,000	IE IV.B.3.2; FLUE 1.3.1; HE 1.3.9; IE IV.E.1.7; CE 1.2.8
TOTAL UCF EXPENSE						\$ 207,000	\$ -	\$ -	\$ -	\$ -	\$ 207,000	
TOTAL UCF REVENUE						\$ 421,000	\$ 2,000	\$ -	\$ -	\$ -	\$ 423,000	
UEF - UTILITY ENTERPRISE FUND												
SR 46 Alternative Water Supply	FUTURE	UEF	Study of alternative water supply to reduce demand on potable water from the Floridan Aquifer.	City Wide	6	\$ 75,000	\$ -	\$ 175,000	\$ -	\$ -	\$ 250,000	IE IV.B.3; IE IV.B.3.2; FLUE 1.3.1
Electrical Improvements to WTP #2	REPLCMT	UEF	Major maintenance to electrical system.	WTP #2	6	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	CIE 1.6.1; IE IV.B.2; IE IV.B.2.1
New Variable Frequency Controls WTP#1	REPLCMT	UEF	Control upgrades.	WTP #1	6	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	CIE 1.6.1; IE IV.B.2; IE IV.B.2.1
West Force Main Rerouting / Design	FUTURE	UEF	Project needed to meet future demand; Bolsters service to new growth; Improves efficiency.	Lift Station 10 Discharge	8	\$ -	\$ 210,000	\$ -	\$ -	\$ -	\$ 210,000	HE 1.3.9; IE IV.A.4.3; FLUE 1.3.1; CIE 1.3.3; IE IV.A.1.5; HE 1.19
East Force Main Rerouting / Design	FUTURE	UEF	Project needed to meet future demand; Bolsters service to new growth; Improves efficiency.	Tuskawilla	8	\$ 50,000	\$ -	\$ 300,000	\$ -	\$ -	\$ 350,000	HE 1.3.9; IE IV.A.4.3; FLUE 1.3.1; CIE 1.3.3; IE IV.A.1.5; HE 1.19
WWRF Sand Filter	REPLACE	UEF	Project needed to meet future demand; Increases capacity for new growth; Improves efficiency.	WWRF	6	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	HE 1.3.9; FLUE 1.3.1; CIE 1.3.3; IE IV.A.1.5; HE 1.19
TOTAL UEF EXPENSE						\$ 425,000	\$ 285,000	\$ 475,000	\$ 250,000	\$ -	\$ 1,435,000	
TOTAL UEF REVENUE						\$ 8,072,150	\$ 8,750,000	\$ 8,775,000	\$ 8,800,000	\$ 8,825,000	\$ 43,222,150	
LEGEND:												
Funding Sources:						Funding Sources:						
1CTX	One Cent Sales Tax (Road Improvement Fund) - 115					PIMF	Park & Rec Impact Fee Fund					
CF-305	1999 Construction Capital Project Fund - 305					R&R	Utility Renewal & Replacement Fund					
FDOT	Florida Dept of Transportation					TLBD	Assessment District (Tuskawilla Lighting & Beautifctn)					
GRT	Grants & CDBG					UCF	Utility Construction Fund					
LGTX	Local Option Gas Tax (Transportation Improvement Fund)					UEF	Utility Enterprise					

B. SUMMARY

The Capital Improvements Element (CIE) is the mechanism used to guide and implement the Comprehensive Plan through the programming of public facilities and services as identified in the other elements of the Comprehensive Plan. The CIE is to be annually updated and adopted to reflect the timing and funding of capital projects to meet or maintain adopted Levels of Service (LOS) standards or implement the Goals, Objectives, and Policies of the Comprehensive Plan. (Ord. 2012-14)

The purpose of the CIE and the Schedule of Capital Improvements (SCI) is to ensure that necessary facilities and infrastructure will be in place to meet the LOS standards established within the Comprehensive Plan, by addressing them through the annual budgeting process. The SCI also acts as a monitoring system to ensure that programmed capital improvements are actually completed during the five-year planning period.

The SCI includes those capital improvement projects for which the local government has fiscal responsibility, as well as some projects for which the City does not have fiscal responsibility, including school facilities, certain transportation facilities, some water supply facilities, and privately funded projects necessary to ensure that adopted LOS standards are achieved and maintained.

Capital improvements must be based on sufficient revenues being currently available or available from committed funding sources for the first three years of the CIE. Sufficient revenues for years 4 and 5 shall be demonstrated by ensuring that funds are committed or planned. Revenue sources may include: tax revenues, bonds, state and federal funds, impact fees, service charges, and developer contributions. Expenditures or appropriations included in the City's annual operating and capital budget are to coincide with SCI as well as the City's capital improvements program. (Ord. 2012-14)

Concurrency related facilities in the following areas are to be included:

- Transportation Facilities
- Sanitary Sewer
- Potable Water
- Solid Waste
- Stormwater (drainage)
- Parks and Recreation
- Schools

If the LOS Standards are not met, concurrency management requires a local government to deny applications for development orders and permits until the deficiency is addressed. In order to assure that facilities will be in place to maintain LOS standards in a timely manner and prevent a concurrency moratorium, the SCI must address known or identified deficiencies. [Note: Land acquisition and design studies should be included, but do not satisfy concurrency- Only programmed construction phases satisfy concurrency.] (Ord. 2012-14)

