

1. FUTURE LAND USE ELEMENT

Data, Inventory, and Analysis

INTRODUCTION

The Future Land Use (FLU) Element Data, Inventory and Analysis (DIA) sets forth the physical plan for the future development of the City of Altamonte Springs. It also describes the existing land use in the City and provides evidence of the City's development character. The Future Land Use Element further describes the appropriate location for future uses. The FLU Element Goals, Objectives, and Policies (GOPs) establish the location and provisions for development of all land uses. The Future Land Use Element GOPs set forth the density and intensity of land uses based upon the desired locations within the City.

This Element addresses land uses for all of the incorporated lands within the City of Altamonte Springs. The Existing Land Use Map, Figure II-1.1, describes the location and distribution of existing land uses in Altamonte Springs based on the property information provided Seminole County. As required by Rule 9J-5, F.A.C., the Existing Land Use Map also displays existing land uses adjacent to the City limits. It is not the intent of this Element to make future land use recommendations for any lands outside the corporate limits of the City as depicted on the Future Land Use Map. The Future Land Use Map, Figure II-1.2, illustrates the location and distribution of future land uses through the year 2030 within the City limits.

With the adoption of the Comprehensive Plan, the City will continue its planning initiatives by creating a clear and strong emphasis on the integration of land use with transportation systems and public services. The City's vision of a sustainable community is one that preserves its sense of community, and provides services consistent with its ability to financially support them can be achieved through the implementation of the policies and programs identified in the GOPs of the Comprehensive Plan.

EXISTING LAND USE ANALYSIS

EXISTING LAND USE INVENTORY

General Setting

The City of Altamonte Springs is located in southwest Seminole County, Florida. It is located in the northern part of the metropolitan Orlando area. Currently the City is comprised of approximately 9.6 square miles and is effectively divided into quadrants by Interstate 4 (I-4) which runs north and south and State Road (SR) 436 which runs east and west through the City. The intersection of the two roadways generally marks the City's geographic center.

The City of Altamonte Springs is characterized by a combination of an urban and suburban development pattern with a diversity of residential, commercial, and office uses. The City has a diversity of land uses including vertical mixed uses occurring in buildings as well as horizontally coordinated mixed uses within small geographic areas strategically located near the intersections of major thoroughfares. These strategic areas form "Activity Centers" supporting businesses and employment in Altamonte Springs.

According to the University of Florida's Bureau of Economic and Business Research (BEBR), the City's population in 2009 was estimated to be 43,243 persons. By 2030, the City anticipates the population to increase consistent with the projected growth of the State of Florida and maintain the relative share of Seminole County's population. A detailed description of the population estimates appear later in this DIA.

Description of Existing Land Uses

The existing land uses within the City of Altamonte Springs are categorized as follows:

- Residential (low, medium, and high density)
- Commercial/Office (retail, office, hotel)
- Industrial
- Institutional
- Conservation
- Recreation
- Vacant
- Historic, Archaeological and Architectural Resources

Table 1.1 presents the acreage for each existing land use, as categorized in the table, according to data retrieved from the Seminole County Property Appraiser (January 2010). The 2010 existing land uses are graphically depicted on the Existing Land Use Map (Figure II-1.1).

The City has many established single family and multifamily neighborhoods, a strong regional commercial center, active office uses, and clean industries. With approximately 298 vacant acres of land or approximately five percent of the City's land area, Altamonte Springs is approaching "build-out". Redevelopment and infill will have the most significant impact on the City's future. This is evident in the focus of future development within the "Activity Centers", particularly the Regional Business Center. The details of the Activity Centers are provided in a later section of this DIA.

There are no lands designated as agricultural land use within the City of Altamonte Springs. In areas west of the City's southwest quadrant, scattered lots occur where large lot homes are interspersed with limited agricultural uses. The Seminole County land use designation for these areas is low density residential. Areas to the south of Altamonte Springs in Orange County and the City of Maitland are also designated low density residential land use.

Table 1.1
Existing Land Use Distribution

Existing Land Use	Acres	Percent of Total
Residential Low	1,497.1	24.3%
Residential Medium	406.2	6.6%
Residential High	903.3	14.6%
Commercial/Office	1,251.0	20.3%
Conservation	74.7	1.2%
Industrial	139.8	2.3%
Institutional	247.6	4.0%
Recreation	188.3	3.1%
Right-of-Way/Utility/Water	1,164.0	18.9%
Vacant	297.5	4.7%
Total	6,169.5	100.0%

Source: Altamonte Springs, January 2010 – data from Seminole Co Property Appraiser
Prepared by: Kimley-Horn and Associates, Inc.

Table 1.2
Existing Land Use – Developed vs. Undeveloped

Land Use	Acres	Percent of Developed Land
Total Residential	2,787.6	60%
Commercial/Office	1,251.0	27%
Industrial	139.8	3%
Institutional	269.2	6%
Recreation	198.9	4%
Total Developed Land	4,646.5	100%
Conservation	74.7	
Vacant	297.5	
Right-of-Way	1,150.8	
Total Undeveloped Lands	1,523.0	
Total Land Area	6,169.5	

Source: Altamonte Springs, January 2010 – data from Seminole Co Property Appraiser
Prepared by: Kimley-Horn and Associates, Inc.

1. Residential

Within City Limits

Residential land uses include single family homes, duplexes, condominiums, rental and owner occupied multifamily structures, adult congregate living facilities and community residential homes. Residential land uses occur throughout the City of Altamonte Springs. Low density uses generally front on City local streets; medium or high density have access from City or County collectors or from state arterials. The residential portion of the City's southeast quadrant is primarily single family detached, except for the northern portion of this quadrant in which multifamily housing is concentrated. There is another area of mixed single family and multifamily residences north of SR 436 and east of Palm Springs Road in the northeast quadrant. Residential development in the northwest quadrant of the City is concentrated between Montgomery Road and SR 434 and is a mix of established single family subdivisions and condominiums and apartment complexes. In the southwest quadrant, in the Lake Lotus area, west of SR 434 and south of SR 436, are large planned unit developments with a mixture of housing types along with multifamily housing on the east side of Wymore Road south of SR 436 and west of I-4. The areas of high density multifamily units are located within the City's Activity Centers.

There are 2,780 acres of residential land uses in the City. This is further broken down into 1,484 acres of low density residential, 393 acres of medium density residential and 903 acres of high density residential land uses. In the City of Altamonte Springs, there are no manufactured home parks or subdivisions; no cooperative houses where dwelling units are in semi-permanent occupancy, no RV or recreational campgrounds; no transient housing or overnight jails; no time-sharing facilities; no seasonal units such as hunting or summer cabins; and no farm residences. Nursing homes and motel/hotels are classified as commercial land uses.

For analysis purposes, existing residential land uses have been divided into three sub-classifications: low density, medium density and high density. Low density residential development includes housing units developed at a density less than 5.0 dwelling units per acre. Most units in this category are detached, single family residences. Medium density residential uses include housing units developed within the range of 5.1 to 10.9 dwelling units per acre. This category features single family units built in small lot subdivisions and lower density multifamily units such as fee simple townhouses, duplexes or low density apartments. The category of high density residential includes any housing units developed at a density equal to or greater than 11.0 dwelling units per acre and features apartments, condominiums and other multifamily units such as fee simple townhouses, or duplexes.

Table 1.3 presents the number of housing units constructed between 2000 and 2008. The table breaks total units into two categories: single family and multifamily units. Conventional single family subdivisions are predominantly built out. Few vacant platted lots remain within the subdivisions.

Table 1.3
Residential Dwelling Units

Type	1990 ¹	2000 ²	2008 ³	New Units 2000-2008
Single Family	5,088	7,123	7,680	557
Multifamily	12,052	13,057	13,347	290
Total Units	17,140	20,180	21,027	847

Sources:

1. 1990 US Census
2. 2000 US Census
3. 2006-2008 US Census American Community Survey

Adjacent Areas

There are enclaves (those areas which are islands of unincorporated Seminole County that are completely surrounded the City of Altamonte Springs) of both single family and multifamily residential uses. On the City's fringe, the residential uses are predominately built-out single family residential subdivisions. These low density areas are found along the perimeter of all four quadrants of the City. Multifamily developments are limited on the fringe. There is, however, a concentration of mobile homes on the City's northern boundary adjacent to the northwest quadrant. Adjacent to the southwestern quadrant are homes on both small and large tracts that have agricultural zoning. This generalized area is located within a large enclave near the Seminole/Orange County line.

The City of Altamonte Springs abuts the City of Maitland and unincorporated Orange County. These jurisdictions are located on the City's southern boundary. Within the City of Maitland, particularly on the east side of I-4, there are both low density and high density residential uses adjacent to Altamonte Springs. In Orange County, there are built-out single family subdivisions and some scattered homes on larger tracts in the Eden Park Road area, south of the southwest quadrant of the City of Altamonte Springs.

2. Commercial/Office

This category includes land uses for retail and wholesale trade, offices, hotels, motels, restaurants, banks, service outlets, office-showroom establishments, automobile service stations, and personal service uses. Commercial land uses occur within the City's four Activity Centers and along arterial streets and some collector roads.

Within City Limits

Most commercial development has been characterized by low-rise and mid-rise buildings with corresponding moderate floor area ratios. The commercial uses typically found are retail stores, restaurants, service stations, some offices and personal service uses, auto repair and shopping centers. Most shopping centers are anchored by supermarkets and are regarded as strip commercial development fronting on major roads. As vacant commercial land has limited areas available for commercial and office uses, redevelopment has become more common within the City. Limited vacant land coupled with continued economic growth in the Orlando metropolitan area resulted in pressures to increase development intensities on commercial and office lands. A summary of commercial floor area for retail centers and shopping malls within Altamonte Springs is provided in Table 1.4.

The City created four Activity Centers to attract and support higher intensity commercial and office development and higher density residential to provide a stronger mix of housing and employment. These Activity Centers are located at strategic transportation junctions to allow the City to plan for and provide multiple transportation options. Concentrating office and commercial development in the Activity Centers also reduces pressure from non-residential uses encroaching upon existing established residential neighborhoods.

Boundaries for each Activity Center appear in Figure II-1.3. Previously, the four Activity Centers were overlay designations which targeted development to these areas and provided incentives and development bonuses. The land uses within the Activity Centers were consistent with the overall intent of the overlay, but did not establish a mixed use development pattern to its fullest potential. The Activity Centers in the Comprehensive Plan are presented as a future land use category comprised of a mix of residential and non-residential uses at higher density and intensities. The land use distributions

are tailored to each specific Activity Center and provisions for the distribution of uses which include residential, office, commercial, and industrial are provided in the GOPs.

**Table 1.4
Inventory of Major Shopping Centers**

Center Name	Gross Leasable Area	Year Built
Altamonte Crossing	328,790	1991
Sprint Plaza	15,000	1986
Altamonte Mall	1,281,076	1974
Altamonte Promenade	35,717	1986
Ashby Square	47,000	1984
Blockbuster Video/436 Plaza	13,832	1984
Boulevard Plaza	14,947	1978
Brantely Square	106,000	1973
Gateway Crossings, Phase 1	139,612	2001*
LA Fitness Plaza	93,575	1980
Jamestown Plaza	98,000	1986
Landings Town Square	10,000	1987
Lowe's Home Center	165,311	1998
MarketPlace at Altamonte	362,895	1995
Mission Square	20,520	1984
Oak Grove Shoppes	176,317	1983
Orienta Plaza	56,900	1981
Palm Springs Shopping Center	128,129	1978
Prairie Lake Shopping Center	118,475	1989
Publix Palm Springs Crossing	89,366	2001
Renaissance Center	268,000	1989
San Sebastian Center	125,000	1984
Shoppes at Brantley Hall	30,000	1989
Spring Centre South	45,000	1985
The Boardwalk Plaza	55,432	1988
Timmy Mack Plaza	32,000	1984
The Village Shoppes	60,000	1982
Uptown Altamonte Retail	143,000	2005**
Wekiva Square	178,226	1983
Westridge Center	160,000	1998
West Town Corners	400,000	1989
Westmonte Plaza	29,627	1967
Total	4,827,747	

Source: Economic Background Study, RERC, 1988 and updated by City of Altamonte Springs, 2010

*Additional 81,351 square feet approved for Phase II

**Additional 108,000 square feet of retail planned

Adjacent Areas

Commercial development adjacent to the City in unincorporated Seminole County, Orange County and the City of Maitland is typically strip commercial. The exception is in the City of Maitland at the Maitland Center Office Park. This is a regional office use with over four million square feet in leasable space. South of the City in unincorporated Orange County, adjacent to the Maitland Center Office Park, is the Summit project, a development of regional impact (DRI), which is a master planned, multi-use development including over two million square feet of office and commercial uses including a hotel and 480 multifamily units.

In the southeastern quadrant of the City and in the adjacent unincorporated area, there have been conversions of single family homes to low intensity offices along Maitland Avenue, a County minor arterial roadway. Although these conversions are consistent with the City's and the County's land use plans, as they act as buffers for adjacent residential development from the arterial roadway. The City of Altamonte Springs continues to monitor these conversions and their impacts on neighboring and adjacent single family residential areas.

East of I-4 along Maitland Avenue, office park and residential developments within the City of Maitland abut or are located near the City's southern jurisdictional boundary. West of I-4 and north of Maitland Boulevard, office and commercial uses are located near the City's west boundary. Office and commercial development are also located on adjacent unincorporated parcels fronting major roadways, such as SR 436 and SR 434.

3. Industrial

Industrial uses in Altamonte Springs are considered light industrial uses. Industrial space by type is primarily warehousing, office showroom or flexspace. Flexspace is considered to be a space with elevated dock and other warehouse characteristics and an office showroom exterior finish. The vast majority of industrial space in Altamonte Springs is warehousing, although light manufacturing is permitted in the area of Sunshine Road.

Within City Limits

Industrial land uses are concentrated into three distinct sections in Altamonte Springs: 1) east of Newburyport Avenue in the Northeast quadrant; 2) in the vicinity of the intersection of Central Parkway and Douglas Avenue in the northwest quadrant; and 3) off of SR 434 and SR 436 in the southwest quadrant, generally concentrated on Sunshine Lane. An older industrial area at the intersection of SR 434 and SR 436 has been redeveloped as part of a site specific DRI.

Adjacent Areas

Some industrial uses continue along the eastern border of the City outside the northeast quadrant, in the area of the Winwood Community in unincorporated Seminole County, and adjacent to the City's East Town Center. These tend to be warehousing operations with some manufacturing uses. These industrial uses were developed in unincorporated Seminole County prior to regulations requiring screening and landscaping. There are no industrial uses to the south of the City in Orange County or in the City of Maitland.

4. Conservation

The City of Altamonte Springs is an inland city in Central Florida, and therefore has no coastal areas or any resource management plan areas. Most lands in the City are above the 100-year flood plain and have predominately upland soil types, so there are limited conservation areas.

Within City Limits

There are four distinct areas within the City with a Conservation land use designation.

- A. **Lake Lotus Park.** The first conservation area is located in a 125-acre park that contains 110 acres of wetlands adjacent to Lake Lotus. This park is owned by the City of Altamonte Springs. The wetland area is designated as conservation land use. Upland areas of Lake Lotus (approximately 15 acres) have been developed into a passive park named Lake Lotus Park. The theme of the park emphasizes the uniqueness of the wetland with such facilities as boardwalks and nature trails. Picnic pavilions and a children's play area are also provided.
- B. **Florida Audubon Society Site.** The second area is a 4.8-acre wetland tract in the Lake Florida Sub-basin currently owned by the Florida Audubon Society and used as a bird sanctuary.
- C. **Little Wekiva River.** The third area is within the floodway of the Little Wekiva River. A few structures currently exist within the 100-year flood plain but not the floodway.
- D. **Other Natural Resources.** The original natural landscape prior to urbanization of the City of Altamonte Springs provided few limitations to growth. The soils are sandy and well drained, and the topography is marginally undulating. There were limited natural deterrents to development except for a few wetlands and the floodplain of the Little Wekiva River. Existing soils, wetlands and remaining vegetative communities are described in the Conservation Element. Most of the City is located in a natural groundwater recharge area. Drainage and water control facilities are described in the Drainage Sub-element. Hydrological issues are presented in the Potable Water Sub-element and the Aquifer Recharge Sub-element. Figure II-1.7 identifies water wells and their cones of influence. II-1.8 identifies groundwater aquifer recharge areas.

Adjacent Areas

There are no major conservation areas in the vicinity of the City of Altamonte Springs. According to the future land use maps for the City of Maitland, Orange County and Seminole County, all of the conservation areas either are associated with the Little Wekiva River or are small areas on the periphery of lakes.

5. Institutional

There are approximately 280 acres of institutional land within the City, represented by a diversity of uses.

Within City Limits

Institutional uses are comprised of government buildings, public schools, and public utilities:

- A. **City Public Buildings and Grounds.** These sites includes municipal buildings for the City of

Altamonte Springs including the administrative buildings, fire stations, municipal garage, storage areas, water treatment plants and storage tanks, large retention ponds, water reclamation facility, municipal library, greenhouses, and vehicle storage areas.

- B. **Federal, State and County Government Buildings/Land.** There are three post offices located in Altamonte Springs: Montgomery Road, south of Central Parkway, County Road (CR) 427 on the east side of the City; and one at Prairie Lake Plaza. All are identified as existing institutional uses (with the exception of Prairie Lake Plaza, zoned MOC-2). Seminole State College has located a branch within the City. Seminole County has an administrative satellite office located in leased space within a shopping center on the west side of town; however, the shopping center is identified on the future land use map as a commercial land use, not as an institutional land use.

Seminole County and the Florida Department of Transportation (FDOT) jointly own the abandoned CSX railroad right-of-way beginning at SR 436 and running north to SR 434, a portion of which is surrounded by the City of Altamonte Springs. This section is part of the Seminole County's Rails-to-Trails program and is a multi-use/bicycle/pedestrian trail.

- C. **Public Schools.** Three elementary schools (Lake Orienta Elementary, Forest City Elementary and Spring Lake Elementary) and one high school (Lake Brantley High School) are located within the City. All schools are identified as institutional land uses. Teague Middle School is located in an unincorporated area adjacent to the southwest quadrant of the City.
- D. **Rights-of-Way.** Public rights-of-way represent approximately 15 percent of the City's total land area. Roads, utilities, railways and trails are the most common facilities located in public rights-of-way.
- E. **Hospitals.** The one hospital in the City is identified as a commercial use due to the abundance of office space on the property and other such outpatient uses such as the radiation treatment center.
- F. **Private Utilities.** In Altamonte Springs, Florida Power (FPL) has three substations within the City. One is located on the east side of the City, one along Keller Road, and another along O'Brien Road. In addition, FPL owns a parcel of land on the west side of I-4 that is primarily used for storage. This use is not mapped as an institutional use, but with a Mixed Office Commercial Land Use category. It should be noted that Florida Power's use is a non-conforming use predating the establishment of land uses in the City.

CenturyLink, formerly Sprint Telephone Company of Florida, has administrative offices in the City, a switching station and an operating facility to include storage of equipment and vehicles. None of these uses are classified as institutional.

Adjacent Areas

Florida Power operates a substation south of SR 436 and east of SR 434 outside the City's corporate limits.

6. Recreation

Within the City

This category includes land used for City parks. Figure II-1.4 illustrates the City park and open space system. Aside from the small Par-3 golf course in the West Town Center, there are no golf courses or spectator sport facilities within the City limits. The City's park system contains a total of 211.5 acres, comprising 100.25 acres of upland recreation area, 110 acres of wetlands, and 1.25 acres of undeveloped land. (See the Recreation and Open Space Element for details on City park lands.) The Seminole Wekiva Trail, owned and maintained by Seminole County and FDOT, extends through the City's northwest quadrant.

Adjacent Areas

Within unincorporated Seminole County, west of Douglas Avenue, Seminole County has a 39-acre regional park named Sanlando Park, featuring tennis courts and open space. The Seminole County Softball Complex is located off Douglas Avenue at the west end of North Street in unincorporated Seminole County. No parks are present immediately to the south in Orange County and the City of Maitland.

7. Vacant, Developable Land

Vacant, developable land is presented in Figure II-1.6 with its corresponding future land use designation. In 2010, there were approximately 298 total acres of vacant developable land in the City of Altamonte Springs. An analysis of the vacant, developable land is provided in the Future Land Use Analysis section of this DIA.

Most land abutting the City of Altamonte Springs is developed. While the City of Maitland and Orange County abut portions of the City's southern boundary, the City of Casselberry abuts a small portion of the City's eastern boundary and the City of Longwood abuts a portion of the City's northern boundary. The largest undeveloped parcels adjacent to the City are located at its southern boundary north of the City of Maitland and west of I-4.

8. Historic, Archaeological and Architectural Resources

Based on records kept by the Florida Division of Historical Resources as of January 2010, 25 potential historic sites and one archaeological site appear to be located in the City. This inventory is based on the State's Master Site File and represents an inventory of known or potential historic or archaeological sites or places in the State of Florida. Other sites appear on the Master Site File but did not appear on the Seminole County Property Appraiser's records. A list of these sites appears in Table 1.5. Based on the State's Master Site File, historical artifacts are identified at a location adjacent to the east side of wetlands just south of Lake Lotus and immediately north of the Orange County Line. This archeological site appears to occur on land that was in the path of the extension of SR 414/ Maitland Boulevard from SR 434 to US 441.

The City of Altamonte Springs completed a Historic Properties Survey in 1992. The City has no designated historically significant structures as of that time. However, two buildings may potentially be eligible for listing in the National Register of Historic Places: 825 E. Altamonte Drive and 115 Maitland Ave. The survey found 32 other structures built before 1945 scattered throughout the City but they did

not appear to warrant the enactment of a local historic preservation ordinance based on number, location, quality and potential historic resources.

The building at 825 E. Altamonte Drive is a chapel called the Altamonte Chapel. It was built in 1892. The building is used for special events or rented to private parties for special occasions such as wedding ceremonies. The other site is located at 115 Maitland Avenue and is a former residential home that was renovated in 2001 for office use. It was built in 1885. Figure II-1.5 identifies the location of these two sites. Some of the sites listed in Table 1.5 may have been demolished or may be in a deteriorated condition.

Creation of a special Future Land Use Designation on the Future Land Use Map for archeological and architectural resources is not necessary; the City has no area with a concentration of historic structures or places.

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**Table 1.5
Potential Historical Sites in Altamonte Springs**

Street No.	Address	Structure Type	Year Built
825	E. Altamonte Dr. (SR 436)	Church/gathering place	1885
939	E. Altamonte Dr. (SR 436)	Commercial structure	1925c
915	Baywood Street	Residential structure	1925c
706	Florida Blvd.	Residential structure	1925c
802	Florida Blvd.	Residential structure	1925c
805	Grandview Ave.	Residential structure	1935c
811	Grandview Ave.	Residential structure	1935c
815	Grandview Ave.	Residential structure	1920c
665	Highland Drive	Residential structure	1935c
608	Lake Ave.	Residential structure	1925c
609	Lake Ave.	Residential structure	1925c
724	Lake Ave.	Residential structure	1892c
655	Lake Drive	Residential structure	1935c
650	Magnolia Drive	Residential structure	1917c
651	Magnolia Drive	Residential structure	1917c
652	Magnolia Drive	Residential structure	1917c
708	Magnolia Drive	Residential structure	1917
711	Magnolia Drive	Residential structure	1940c
290	Maitland Ave.	Residential Structure/Day Care	1935c
623	Maitland Ave.	Residential structure	1925c
650	Maitland Ave.	Residential structure	1925c
115	Maitland Ave. (Vanham House)	Residential Structure/office use	1892c
447	Orange Drive (Jasmine Theatre)	Theatre/Residence	1925c
817	Pennsylvania Ave.	Residential structure	1925c
2431	South CR 427	Residential structure	1940

Source: Florida Division of Historic Resources, Master Site File, January 2010.

FUTURE LAND USE ANALYSIS

This section of the Future Land Use Element DIA summarizes existing conditions and targeted development trends. Approaches to managing the expected growth and development of the City of Altamonte Springs are based on these analyses. This section is grouped into three sub-categories: 1) background information on population trends; 2) natural conditions affecting growth; and 3) manmade conditions impacting development.

POPULATION PROJECTIONS

The majority of the City of Altamonte Springs is developed. Limited amount of vacant land is available for new development. This vacant land is considered urban infill land. Annexation of land by the City is likely to occur. However, the population projections do not include annexations. At the time land is annexed into the City, the Comprehensive Plan will be revised to address anticipated population projection changes.

Population Estimate Methodology

Current population estimates for 2010 were obtained from the Florida Housing Data Clearinghouse at the University of Florida. Population estimates for years 2010 through 2030 are provided in Table 1.6.

Table 1.6
Population History and Projections

Year	1990 ¹	1995 ²	2000 ³	2008 ²	2010 ²	2015 ³	2020 ³	2025 ³	2030 ³
Population	34,879	35,167	41,200	43,244	42,620	43,164	44,023	44,790	45,481

Source: ¹ US Census, 1990 and 2000

² Bureau of Economic and Business Research, 2009

³ Florida Housing Data Clearinghouse, 2010

Non-resident Population

Non-resident population includes estimates of winter residents together with estimates of occupants at area hotels. Total non-resident population was estimated in 2000 to be 2,508 with 165 residing within the City's housing stock and 2,343 lodging in hotels or motels. Through 2030, non-resident average annual daily population is projected to be 3,028 with 199 residing within the City's housing stock and 2,829 lodging in hotel or motels. According to the 2000 Census of housing, 0.004 percent of the City housing stock was non-resident. A person per household rate of 2.069 was assumed for winter residents. To calculate occupants at area hotels, an occupancy rate of 65 percent for all hotel units was assumed coupled with an average person per room rate of 1.25. The projected occupants at area hotels were added to the estimates of winter residents to forecast the non-resident population.

An inventory of existing hotel and motels located within the City's jurisdiction was completed by the Altamonte Springs planning staff. Table 1.7 lists the hotels and motels located within the City of Altamonte Springs. Based on this rate and the annual average occupancy rate shown above, by year 2030 the City will have 2,158 hotel/motel units (rooms) lodging 2,829 visitors an annual daily average.

Table 1.7
Inventory of Hotel/Motel Units

Hotel/Motel	Address	Number of Rooms
Orlando Hilton North	350 Northlake Blvd.	325
Ramada Inn	150 Douglas Avenue.	144
Candlewood Hotel	644 Raymond Avenue	123
Quality Inn North	235 S. Wymore Road	167
Embassy Suites	225 Shorecrest Drive	277
Hampton Inn	151 Douglas Avenue	212
Clarion Inn	230 W. State Road 436	263
Homestead Village Guest Studios	302 Northlake Blvd.	134
Day's Inn Altamonte Springs	150 S. Westmonte Drive	115
Residence Inn	270 Douglas Avenue	128
Remington Inn and Suites	450 Douglas Avenue	178
Springhill Suites	205 W. State Road 436	92
Total		2,158

Source: City of Altamonte Springs, 2010.

NATURAL RESOURCES INVENTORY

Wetlands

The wetlands area around Lake Lotus is the principal area of natural habitat remaining in the City. There is another small wetlands area in the vicinity of the northeast shore of Lake Florida. Both of these areas are in public, or non-profit, ownership. The wetlands are shown in Figure II-1.9. A more detailed discussion is found in the Conservation Element.

River Systems

The Little Wekiva River meanders approximately 4.5 miles through Altamonte Springs and receives runoff from approximately 1,600 acres of land within the City that is primarily single family residential. The River originates in Lake Lawne in west central Orange County and terminates as it flows into the Wekiva River north of the City. The Orange County portion of the River has been substantially channelized over the past 20 years. The Seminole County portion of the River, including the part within the City, has not been channelized.

Floodplain

There are two areas within the City which have been identified by the St. Johns River Water Management District (SJRWMD) that have the potential for flooding in the 100-year storm event. One is located in the River Oaks subdivision; the second area is located along the north shore of Lake Orienta. There are approximately 50 structures in each of the areas. The area potentially subject to flooding in the 100-year storm event is shown in Figure II-1.10.

An analysis of the flood prone areas of the City indicates there are two areas of concern for existing residential land uses. These areas not only show up within the 100-year floodplain on the Federal Emergency Management Agency (FEMA) maps as depicted in Figure II-1.10 but have further been

identified by the SJRWMD to have the potential for flooding in the 100-year storm event. One is located in the Spring Oaks Subdivision where the designated land use is single family residential (5.0 dwelling units per acre or less). The second area is located along the shores of Lake Orienta where the designated land uses are either low density (5.0 dwelling units per acre or less) or medium density (5.1 to 10 dwelling units per acre). Areas below the 100-year flood requirements are subject to development standards and restrictions set forth in the Land Development Code.

There are two other developed areas that merit attention. One is the area north of Crane's Roost Lake. This area has been developed into the Lakeside North Apartments. This project is designed where the apartment buildings are out of the flood prone area but the parking lot and some of the open space are designed to be the recipients of flood waters. The designated land use for the Lakeside North Apartments is RBC Core-East. The second area is located at the northeastern section of the City. This area contains industrial uses but is anticipated to transition to office or commercial uses in the future.

Those flood prone areas along shorelines of the lakes and the Little Wekiva River are also subject to the City's Land Development Code in its *Flood Hazard Avoidance Regulations*. Any alternation to shoreline requires a waterfront alteration permit. Any development or redevelopment of any lands throughout the City is subject to various requirements of the Land Development Code.

- A. All development or redevelopment must provide at minimum 25 percent green space;
- B. Must meet the requirements of the *Flood Hazard Avoidance Regulations* for the provision of compensating storage.
- C. Development or redevelopment of any site is subject to the provisions of the *Land Development Code* Section 6.1.11 Stormwater Management requirements for prime and non-prime recharge areas. These regulations for development or redevelopment also require design of stormwater systems to not only meet the City's requirements but also the criteria of the State Department of Environmental Protection and SJRWMD.

It should be noted that the City must also comply with requirements of the SJRWMD for landlocked basins that applies to all basins in the City but the Little Wekiva Basin. The City is required by SJRWMD to restrict runoff to pre-development conditions.

The combination of the above requirements governs the limitations of intensity and density of development or redevelopment in the City of flood prone lands.

Lakes

There are 17 lakes wholly, or partially, within the City limits. The two largest of the lakes, Lake Orienta and Prairie Lake, are approximately 125 acres in size. Lake Lotus covers 74 acres and Lake Florida is 30 acres in area. The remaining lakes are all individually less than 25 acres in area.

According to data from Seminole County for 1985 to 1994, Lakes Ruby and Lotus continue to be classified as eutrophic (high nutrient levels). The remaining lakes continue to have marginally satisfactory water quality. The Little Wekiva River meanders through Altamonte Springs and receives runoff from some 1,600 acres of land within the City.

Air Quality

The Department of Environmental Protection rates the quality of air in Altamonte Springs as good. Seminole County has three air quality monitoring stations, of which two are located in Sanford and one

is in the City of Altamonte Springs. The first station, located at Seminole Community College, measures ozone concentrations. The air quality standard for ozone is 0.12 parts per million. The second station at Sanford City Hall measures Particulate Matter (PM10) as does the one station within the City, which is located at Lake Brantley High School. The air quality standard for PM10 is an annual arithmetic mean of 50 µg/m³ (microgram per cubic meter) with any one 24 hour period not exceeding 150 µg/m³. The majority of air pollution in the Altamonte Springs area continues to emanate from automobile emissions.

Mineral Resources

There are no commercially valuable mineral areas within the City. The remaining vacant areas are too valuable for development to permit the economical extraction of minerals.

Shoreline Protection

There are no bays or harbors located within the City. A freshwater beach is located on the southwest shore of Lake Orienta within a City park. The remaining shoreline of the lakes has been developed with the exception of Lake Lotus shoreline discussed earlier.

Waterwells and Cones of Influence

Location of active waterwells for potable water systems and the associated cones of influence appear in Figure II-1.7.

Soils and Topography

The City is located within the central ridge area of the state. The physiography of the area is primarily high sandy hills interspersed with sinkhole lakes. Prior to urbanization, most of the area was citrus groves that had been in place in the last century. Figure II-1.11 depicts the generalized soil conditions and topography. Figure II-1.8 shows the recharge areas within the City. Soil erosion continues not to be a significant problem in the City. However, erosion along the banks of the Little Wekiva River is becoming a more serious issue. SJRWMD's *Little Wekiva River Flood Management Plan* addresses this issue. The City continues to coordinate with SJRWMD on several erosion control projects.

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VACANT LANDS ANALYSIS

There are approximately 298 acres of vacant land within the City. All major vacant sites described below are located in areas served by central water and sewer. All vacant lands are urban infill opportunities. The following is the future land use distribution of the vacant, developable land.

**Table 1.8
Vacant, Developable Land (2010) by Future Land Use**

Future Land Use Designation		Vacant Acreage	Percent of Total
Residential	Low Density	39.2	13.2%
	Medium Density	2.5	0.9 %
Commercial/Office		15.2	2.6%
Industrial		10.2	3.4%
Office/Residential		13.5	5.1%
Activity Centers	Regional Business Center	15.0	5.0%
	RBC – Core West	14.6	4.9%
	RBC – Core East	23.1	7.8%
	West Town Center	43.2	14.5%
	East Town Center	5.0	1.7%
	Gateway Center	116	39.0%
Total		297.5	100%

The remaining vacant acreage is scattered throughout the City, most of which is relatively small parcels. Parcels are predominately located on high, dry, sandy soils and are well suited to infill development. Figure II-1.6 depicts the major vacant lands within the City.

The majority of the City's vacant, developable land is within the Activity Centers. There is approximately 217 acres or more than 70 percent of the total vacant land within the Activity Centers. The Activity Center with the highest amount of vacant, developable land is the Gateway Center with approximately half of the total vacant acreage. The Regional Business Center (RBC), including the core areas, has the next highest amount of vacant, developable land. The largest amount of vacant, developable land is in the Gateway Center.

The next highest amount of vacant land has a land use designation of Low Density Residential. These parcels are primarily found in the area north of the East Town Center along Robin Road.

AN ANALYSIS OF CONDITIONS AFFECTING DEVELOPMENT

AVAILABILITY OF URBAN SERVICES

Utilities

Most developed areas in Altamonte Springs are served by potable water, reclaimed water, and sanitary sewer. Some areas are still serviced by septic tanks. The Infrastructure Element identifies those areas served by septic tanks. Ample capacity still exists at both the water and sewer plants to accommodate future growth. Scheduled improvements for the water treatment, sewer and reclaimed water systems are presented in the Capital Improvements Element.

The City provides solid waste collection for single family residences. In both the Infrastructure and the Capital Improvements Elements, the City has reviewed the need for any new or replacement garbage trucks and has made allocations in the Capital Improvements Element for their purchase. Collection for multifamily residences and non-residential uses is by private franchise agreements.

The City has made a commitment to provide quality utility systems. This is evident with the implementation and expansion of the reclaimed water system, tertiary treatment of wastewater, the planning of a gravity sewer system, the replacement of old inefficient water treatment plants with superior, more efficient treatment plants, and a commitment to resource recovery efforts. The City has been successful in anticipating growth trends and has planned for utility improvements as a part of intensive development in the City's Activity Centers.

Recreational Facilities and Parks

The City has an extensive active park system. The City pursues opportunities to create additional neighborhood passive parks. In recent years Lake Lotus Park was designed and made into a passive park and conservation area by the City with assistance from the Florida Recreation Development Assistance Program. Developed and planned parks are depicted in Figure II-1.4. The City collects an impact fee for recreational needs and has been conducting park planning for some time.

Transportation

The City recognizes that transportation planning must consider all modes of travel in order to provide an integrated transportation system for its residents and businesses. Right-of-way limitations prevent expansion of many state and county roads or make such improvements extremely costly. Further expansion of many of the state and county road right-of-ways could also have the effect of reducing commercial land and tax-base for the City, as well as altering the urban form and character desired by the City. For example, SR 436 was expanded from four to six and eight lanes in 2001 and Montgomery Road was expanded from two to four lanes in 1998. Both projects have affected the City's urban form and influenced the type of development generally located along these corridors.

The City also recognizes that regional travel demands will continue to use state and county roads within the City, even if such facilities are improved to provide additional vehicle capacity. Therefore, the City's transportation planning approach within the Comprehensive Plan places more emphasis on multi-modal transportation. This approach promotes the integration of land use and transportation planning to support the multi-modal transportation system.

In 2009, the City of Altamonte Springs was designated as a "dense urban land area" (DULA) and as

such was also designated as a transportation concurrency exception area (TCEA) for the entire city. This expands the City's previous TCEA which was primarily focused around the RBC and SR 436. As a part of the recent designation, the City has developed a mobility plan with corresponding strategies which are included in the Multi-modal Transportation Element.

Stormwater Management

The City is currently a stakeholder in the Lake Jesup and Wekiva River Basin Management Plans. However, in 2010 the City did not have any projects programmed for stormwater management.

Concurrency Management

The statutory concurrency requirements direct local governments in their comprehensive plans to establish level of service (LOS) standards for public facilities and to adopt standards to ensure the availability of public facilities which meet or exceed the LOS standards. Specifically, the Statutes require that:

"A local government shall not issue a development order or permit which results in a reduction in the level of services for the affected public facilities below the level of services provided in the comprehensive plan of the local government." Sec. 163.3202(2)(6), F.S. (1987)

The concurrency requirement is applicable to the following types of public facilities: potable water, sanitary sewer, solid waste, drainage, public school facilities and recreation facilities. To implement the statutory concurrency provisions, Rule 9J-5, Florida Administrative Code requires local governments to adopt policies and implementation strategies to assure that public facilities and services which meet the adopted LOS standards are available concurrent with the impacts of development.

The City adopted a concurrency management system in 1992 and incorporated it into its Land Development Code. The City continues administration and enforcement of the concurrency management requirements through the review of applications for development orders. Concurrency management and public facility capacity issues are also regularly coordinated with Seminole County, Orange County, Maitland, Casselberry, Longwood, the Florida Department of Transportation and other state agencies through direct coordination and through participation on regional planning organizations including MetroPlan Orlando (MPO), East Central Florida Regional Planning Council, and CALNO (CALNO is a local intergovernmental coordination organization of Seminole County municipalities; an acronym for the inaugural members of the organization – Casselberry, Altamonte Springs, Longwood, North Orlando, and Oviedo; Winter Springs' original name was North Orlando; hence, the "N").

BLIGHTED AREA ANALYSIS

There are no slum and blighted residential or non-residential areas within the City of Altamonte Springs. There are no areas designated as "Target Areas" for the receipt of Community Development Block Grant Funds. The one Community Redevelopment Area in Altamonte Springs is an area that was found to have "transportation blight" as described in Chapter 163, F.S.

ELIMINATION OF NONCONFORMING USES

The City will continue to use the regulations adopted in the City's Land Development Code (Section 3.44.20) for the elimination of nonconforming uses. These regulations will continue to be enforced for those areas where the recommended future land use is different from the existing land use. As a result of the future LOS standard for drainage, any existing structure with a first floor elevation below the 100-

year flood elevation will be treated as a nonconforming use.

AN ANALYSIS OF POTENTIAL LAND USE ISSUES

In Altamonte Springs, there are several land use issues addressed in this section and the means to resolve these issues are put forth in the Goals, Objectives and Policies of the Future Land Use Element.

Minimum Intensities/Densities in Land Use Categories and Zoning Districts

The City adopted Activity Centers in its Comprehensive Plan to encourage and promote more intensive development concentrated at strategic locations to complement and support the multi-modal transportation system. Subsequently, zoning districts were adopted to implement the higher floor area ratios, heights, or densities. Design criteria and standards within the Land Development Code also addressed site design considerations for transit and pedestrian activity. Based on the desire to implement the Activity Centers with concentrated development, the City established minimum floor area ratios, heights and densities in the land use categories and zoning districts. New development will also be designed according to minimum design standards and facility requirements for bus transit, bus rapid transit, light rail, and pedestrian facilities.

Infill Development and Redevelopment of Underutilized Parcels

The City of Altamonte Springs has implemented many incentives to support infill development and to encourage the redevelopment of underutilized parcels. Development incentives include existing or programmed infrastructure for intensive development, available capacity for City services and facilities, floor area ratio and height bonuses, and mixed use land use zoning districts. The City also has used other types of incentives to draw development, such as special amenities like the waterfront project at Cranes Roost Lake.

Encourage Office Development

There is more than three million square feet of office in the City but the majority of it lies in small office buildings spread throughout the City. Most of it is meeting local demands for office use; however, some office uses are regional type tenants, meeting regional office demands. The City wishes to further strengthen its employment base to increase the number of office jobs. It is important for the City to remain a viable regional retail center, and to continue establishing itself as a regional office center. Commercial and office space will play a key role in further helping the City establish itself as a regional commerce center.

The City recognizes the need for other uses in proximity to office uses create a true mixed use area. It is the intent of the City to have such mixed uses anchored by office development. This reduces vehicle trips, parking, and creates clientele for retail hotel/motel businesses and for restaurants. Concentration of higher intensity office, commercial, recreation and residential development allows the City and other government agencies, and regional transportation authorities to provide more effective and efficient services.

Land Use and Transportation Integration

Altamonte Springs has been at the forefront when planning for transportation. The City's Land

Development Code and Comprehensive Plan addresses development standards and site design criteria for bus transit and pedestrian facilities. Regional and local transportation plans currently underway (i.e., the planned North Orange/South Seminole ITS Enhanced Circulator) by FDOT will identify sound transit alternatives for the region surrounding Altamonte Springs. The City has also been preparing land use design guidelines and development standards that complement future transportation systems, including an enhanced pedestrian/bicycle system, bus transit, bus rapid transit, and light rail.

To promote and direct the integration of land use and its multi-modal transportation system, higher density and intensity development targeted for Activity Centers where transportation systems can more efficiently and effectively provide service. The integration of land use and transportation also requires site design that accommodates specific design needs for pedestrian and transit facilities. Allowing residential land uses where complementary commercial and office uses are located, residents live within walking distance to work, entertainment, services, and shopping.

Transition from a Suburban Community to an Urban Economic Center

Growth and development in Altamonte Springs rapidly occurred in the 1970's and 1980's as a suburban residential area to the Orlando metropolitan area. The City's strategic location at the crossroads of major state roadways, including I-4 has attracted commercial and businesses to the City. The Regional Business Center and the other three Activity Centers are designed to concentrate this office and commercial demand into their strategic locations to avoid wide spread dispersal into areas more suitable for lower scale office and commercial buildings. The Comprehensive Plan and the City's Land Development Code promote the concentration of larger scale commercial and office into these Activity Centers. Higher density residential is allowed within or adjacent to these Activity Centers to support commercial viability and to promote pedestrian, bicycle and transit use.

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THE PLAN

LAND USE AND MULTI-MODAL TRANSPORTATION INTEGRATION

This portion of the Future Land Use Element DIA presents the plan for locating future land uses in Altamonte Springs. The key component of this section is the Future Land Use Map (Figure II-1.2) that graphically depicts the locations of future land uses within the City. The descriptions of the City's future land uses and applicable growth management strategies are presented in the following sections.

THE GUIDING GROWTH MANAGEMENT STRATEGY

The City of Altamonte Springs is proactively and progressively implementing the future land use directives set forth in the Comprehensive Plan to guide growth within the City. The primary growth management tool for the Comprehensive Plan is the City's Activity Center future land use designation. There are the four Activity Centers designated in Altamonte Springs. These Activity Centers are established to concentrate growth, support multi-modal transportation, reduce greenhouse gas emissions, and provide strong measures against sprawl development.

The Comprehensive Plan places a focus on the promotion of land use planning, site design, and development densities necessary to support a multi-modal transportation system. Activity centers are placed at strategic transportation corridor crossroads to effectively function as urban nodes for high intensity employment, commerce and residential activities. These Activity Centers support internal multi-modal transportation options and are linked together by local transit systems, which in turn is connected to regional transit systems serving the Orlando metropolitan area along the I-4 corridor.

Land use planning supported by the Comprehensive Plan promotes concentrations of high intensity development capable of supporting transit. These urban concentrations or Activity Centers promote mixed-use development. The Comprehensive Plan emphasizes the integration of land use and multi-modal transportation, particularly within the Activity Centers. The following is the City's adopted vision statement:

VISION STATEMENT

The City of Altamonte Springs envisions a unique, quality community of diverse land uses with modern amenities (parks, lakes, urban plazas, walkways, landscaping, and multi-modal transportation) that meet the needs of both residents and businesses within the City.

URBAN SERVICE AREA

The City has established policies for the Activity Centers, the areas immediately adjacent to the Activity Centers, and infill development/enclave areas which are designed to direct, facilitate and encourage more dense and intense development in these areas. The City is "boxed in" by urban development on all sides. The City's future land use categories and designations as illustrated on the Future Land Use Map (Fig. 1.2) are consistent and compatible with surrounding outlying areas. All surrounding areas are either currently developed with urban land uses or designated as urban/land uses on the adjacent City's or County's future land use map.

Based on the DIAs presented for the Future Land Use Element, Multi-Modal Transportation Element, and other Elements of the Comprehensive Plan, growth and development can be encouraged within the urban service area that encompasses Altamonte Springs through land use policy that continues to support a diversity of uses that are concentrated at strategic locations where such land uses are integrated with multi-modal transportation. To integrate land use with transportation, land use policy is designed (1) to promote the concentration of higher intensity, diverse (mixed-use) land uses near strategic locations along major transportation (Activity Centers) and (2) to better promote development design and land use patterns that support multi-modal transportation. In the case of the first policy issue, strategic locations for diverse land uses are supported by the Activity Centers. In the case of the second policy issue, the Future Land Use Map accommodates land use designations with higher development intensities and densities and transportation infrastructure to support multi-modal transportation. The Future Land Use Map includes land use designations that support the integration of land use and multi-modal transportation. To meet the City's goal and objectives to integrate land use and multi-modal transportation, while discouraging urban sprawl, the following future land use strategies are incorporated into the Future Land Use Elements GOPs.

A. Activity Centers. The Activity Center areas, as shown in Figure II-1.3, are located where development and redevelopment opportunities at varying intensity and density ranges will be permitted, with ranges generally higher than allowed in areas outside Activity Centers. Development is encouraged in Activity Centers through the use of incentives and density or intensity bonuses, or other similar incentives. In the Activity Centers, development is required to achieve minimum density/intensity standards in order to support multi-modal transportation. The concentration of higher densities and intensities within Activity Centers allows the City to maximize existing public facilities and expand public services and facilities in a cost efficient and effective manner.

The role of the Activity Centers is to concentrate diverse land uses at intensities and densities that allow more efficient delivery of public facilities and multi-modal transportation while enhancing quality of life through open space, aesthetic buildings, and preservation of natural environments. The Activity Centers are also designed to reduce vehicle miles traveled and promote greenhouse gas reduction through compact, mixed-use developments.

The primary Activity Center is the Regional Business Center (RBC) and functions as the major development node within the City. The RBC is designed to provide a tiered development pattern. The highest density and intensity is directed to the Core-East area of the RBC. The next highest density and intensity is the Core-West area of the RBC. The remaining portion of the RBC provides opportunities for higher density and intensity, but generally serves as a transition area between the core areas and the areas adjacent to the RBC.

The other three Activity Centers (East Town Center, West Town Center, and Gateway Center) function as minor nodes. The development density and intensity permitted within these Activity Centers is complementary to the RBC, but generally at lower levels. The exception is the area surrounding the future rail station in the East Town Center. This Activity Center will permit increased development opportunities in the areas adjacent to the future rail station to ensure that the density and intensity in this area effectively supports the transit system.

B. Integration of Land Use and Multi-Modal Transportation. To support an effective and efficient multi-modal transportation system (i.e., a transportation system that emphasizes pedestrian, bicycle, light rail, bus transit, bus rapid transit, and multiple-occupant automobiles), site development must incorporate development intensities/densities and designs that support multi-modal transportation options. While Activity Centers function to concentrate development density

and intensity at strategic geographical locations where major transportation corridors intersect, development standards and criteria are also required to assure that site development occurs in a manner that supports the transportation system. The Future Land Use Map includes land use designations that promote and require land use activities, land use diversity, and site design that accommodates efficient and convenient pedestrian and transit infrastructure and services.

C. Other Land Use Strategies. In addition to strategies to integrate land use and transportation and direct development to the Activity Centers, the following planning strategies are also incorporated into the Future Land Use GOPs and Infrastructure Element GOPs as a part of the urban service area of the City to limit urban sprawl. These include:

1. Establishing the Activity Centers land use categories and seven conventional future land use categories available outside the Activity Centers.
2. Limiting intensity for non-residential development to no greater than 0.35 FAR, without development bonus or incentive, for areas outside Activity Centers, thus directing more intensive development into Activity Centers.
3. Providing transfer of development rights to facilitate concentrations of development.
4. Permitting intensity ranges from 0.4 FAR to 1.0 FAR inside Activity Centers with development bonuses up to 3.5 FAR depending on the Activity Center.
5. Establishing infill development criteria that would encourage various types of development, such as affordable housing, redevelopment of under-utilized areas and mixed use/multi-use projects.
6. Establishing minimum and maximum density ranges for residential development of higher density. Residential densities within one-half mile of all major transportation corridors shall be high enough to support transit service. Residential densities within Activity Centers shall be no less than 10 units per acre. Residential development located near transit service but outside Activity Centers should be encouraged to occur at a density not less than seven units per acre.
7. Establishing minimum and maximum intensity ranges for development within the Activity Centers, directing the highest intensity development to the core areas of the Regional Business Center.
8. Development, particularly within the Activity Centers, shall incorporate site design that supports transit use and walking.
9. Programming or supporting necessary infrastructure in areas that support the Future Land Use intensity and density ranges in a manner that is financially feasible, consistent with the LOS standards, and efficient in operation, including pedestrian systems and bus transit.

EXTENDING FACILITIES BEYOND MUNICIPAL BOUNDARIES OR UTILITY SERVICE AREAS

The City shall require a comprehensive plan amendment for either an expansion of the municipal boundary that involves a land use change or an expansion of a utility or facility service area. The process for land use changes will be according to Chapter 163, Florida Statutes and City code requirements. Utility service area expansions will require a comprehensive plan amendment as well as a finding that the expansion will not have a detrimental effect on the City's ability to provide service to all areas within the current service area or that the City expand facility capacity to accommodate the expansion of the utility service area. This approach will ensure that public facilities with sufficient capacity are available to support approved land use proposals without any degradation below the adopted LOS standards.

INFILL DEVELOPMENT

The City recognizes the need to have land use objectives and policies that promote infill or enclave areas for future development and/or redevelopment. By definition, the Activity Centers are classified as infill development based on geographical location and characteristics of existing land use patterns and infrastructure availability. Properties or projects located outside Activity Centers may be classified as infill development depending on whether or not various standards or circumstances exist. The definition for infill development (property) is generally characterized below:

- A. Existing services and facilities are either at or within close proximity to the property. The property is designated for, or proposes land uses such as affordable housing, redevelopment or mixed use/multi-use projects.
- B. Property is not in a conservation area or does not exhibit characteristics of conservation areas.
- C. Generally surrounded by existing development or developed areas.

Areas that are classified as infill and that have the full range of services and facilities available, will be given first priority for both development review and for City planned upgraded facility capacity to support more intense/dense land uses. Infill areas that need infrastructure extended or expanded for one or more services will also be given preference. All other enclave or non-infill areas currently within the City would be given priority before providing services and facilities external to the City boundaries. The City will not provide services or facilities for any land uses outside the City limits that would promote urban sprawl or that are incompatible with adjacent land uses unless development or redevelopment is proposed to make the use compatible with adjacent areas subject to a comprehensive plan amendment. Priorities for encouraging infill development should address the following:

- A. Areas with full ranges of services and facilities (inside or outside Activity Centers)
- B. Areas needing infrastructure extended or expanded (inside or outside the Activity Center)
- C. Enclave areas or non-infill areas
- D. Fringe areas within existing City limits
- E. Development/redevelopment with annexations
- F. Areas in County needing City services

ACTIVITY CENTERS AS A GROWTH MANAGEMENT TOOL

The City of Altamonte Springs established its Activity Centers (Figure II-1.3) to meet regional market local commercial growth demands. The following are the City's planning, investment, and economic initiatives support its Activity Centers.

- A. **Regional Business Center.** The Altamonte Springs Regional Business Center (RBC) is not a typical central business district per se. It is an increasingly urban, office and commercial core anchored by a regional mall at the crossroads of I-4 and SR 436 and the new Uptown Altamonte. The RBC was created as a step to give this established commerce area more of a focus. The City has taken additional steps to establish an identity to its primary economic center:
 1. The City established a Community Redevelopment Area in 1985, per Chapter 163, F.S., within the designated boundaries of the RBC. Tax increment monies go into a Redevelopment Trust Fund that is earmarked for transportation improvements and other uses consistent with law. As part of the requirements of Chapter 163, F.S., the City prepared a Central Development Plan.
 2. In 1987, the City adopted mixed land use zoning categories to implement the land use policies of City Plan 2005. Within the RBC these were high intensity zoning districts such as Mixed

Office Commercial-High Intensity, Mixed Office Residential-High Intensity and Mixed Office Industrial-Medium Intensity.

3. Approved a Development Order in 1987 for the Central Development Plan of Altamonte Springs Development of Regional Impact. The Downtown DRI boundaries coincide with the RBC and the Community Redevelopment Area. With the approval of the land use plan and intensities, the City initiated major commitments to improve its traffic circulation problems and to establish transit opportunities in the City.
4. The City prepared an Urban Design Plan in 1988 for the Regional Business Center. This Plan provides a set of design guidelines for not only aesthetics but also for building massing in conjunction with an I-4 visibility corridor. It makes recommendations on an internal road network with transit provisions and pedestrian access. One major component of the Urban Design Plan is the waterfront park and the pedestrian way created around Cranes Roost Lake. This feature will help to bring a focus to the Regional Business Center and will be a catalyst for development or redevelopment in that portion of the RBC.
5. Construction of Central Parkway in 1990 as a four-lane collector road linking east and west in the Regional Business Center. One of the items that were significant when the Community Redevelopment Agency completed their blight study to establish the Community Redevelopment Area was the lack of collector roads for local traffic to move east and west in the City. Local and regional traffic was forced to use the state arterials to get back and forth. The construction of Central Parkway is a continuation of Cranes Roost Boulevard; it goes over I-4 and continues to Montgomery Road. It will provide access to the Cranes Roost waterfront park and its pedestrian way and will also provide access to vacant parcels behind the mall in close proximity to I-4.
6. The City, prior to its construction of Central Parkway, installed upgraded sewer lines and lift stations in the vicinity of the new Central Parkway. This was a logical step by the City to upgrade needed line capacity to accommodate the anticipated growth prior to road construction.
7. In the Comprehensive Plan, a greater planning emphasis is placed on development intensities and site design that promote use of multi-modal transportation. While diverse land uses are promoted, a higher priority is placed on the integration of land use with multi-modal transportation, particularly within Activity Centers and along major transportation Corridors.

These efforts by the City and the Community Redevelopment Agency have set the stage for development and redevelopment in the Regional Business Center.

B. West Town Center. The West Town Center is located on the west side of the City at the intersection of SR 434 and SR 436. It is in the area of the City where growth is rapidly occurring. The City felt a need to create a focus to this area instead of allowing repetitive strip commercial development along SR 434 and SR 436. The City of Altamonte Springs has taken steps to ensure quality development in this Activity Center:

1. The establishment of the West Town Activity Center in 1986 as part of the Future Land Use policies of City Plan 2005.
2. The City, in 1988, prepared the document, *West Town Center Development Concept*, which identified uses and desired intensities for the growth in the Activity Center.
3. The City adopted design guidelines for the West Town Center for streets, intersections, lighting, landscaping, building mass and signs.
4. In the Comprehensive Plan, a greater planning emphasis is placed on development intensities and site design that promote use of multi-modal transportation. While diverse land uses are promoted, a higher priority is placed on the integration of land use with multi-modal transportation, particularly within Activity Centers and along major transportation Corridors.
5. The West Town Center is intended to serve as a transportation hub for local bus transit and for

bus rapid transit. The West Town Center serves as a strategic location for an intermodal hub for bus rapid transit, bus transit, and pedestrian systems.

- C. East Town Center.** The East Town Center is in the eastern portion of the City along SR 436, and encompasses City Hall. It is generally an area with some industrial uses, primarily distribution centers. Strip commercial development predominates along SR 436. Much of the existing land uses were built before more stringent landscaping and sign codes were adopted.

The City anticipates future annexation petitions for land adjacent to this Activity Center. The City will need to continue coordination with Seminole County to address appropriate land uses for neighboring parcels to avoid land use disputes during any future annexations petitions. As property adjacent to the East Town Center is annexed into the City, any Comprehensive Plan amendments associated with such annexation should evaluate whether the land should be incorporated into the boundaries of this Activity Center. If determined to be appropriate for incorporation into the Activity Center, amendment to the Comprehensive Plan and the Future Land Use Map will need to address revisions to the East Town Center boundaries.

- D. Gateway Center.** Located north of Maitland Boulevard at its intersection with SR 434, the Gateway Center is located just west of the Maitland Office Center and large scale office development and apartment complexes located in the City of Maitland. In 2000, Maitland Boulevard was extended westward to connect to US 441.

In the Comprehensive Plan, a greater planning emphasis is placed on development intensities and site design that promote use of multi-modal transportation. While diverse land uses are promoted, a higher priority is placed on the integration of land use with multi-modal transportation, particularly within Activity Centers and along major transportation Corridors. The Gateway Center is intended to serve as a transportation hub for local bus transit.

DESCRIPTION OF FUTURE LAND USE CATEGORIES

In an effort to support infill and redevelopment opportunities, support multi-modal transportation, and establish a Future Land Use Plan which achieves the City's vision, the City of Altamonte Springs's future land use categories provide a simple structure. The structure of the land use categories is designed to provide a predictable development pattern that discourages urban sprawl by directing development to the Activity Centers. The Activity Centers serve as the urban nodes of the City with the Regional Business Center (RBC) as the major node.

The Activity Center is a land use category designed to provide a mix of uses including residential and non-residential. Each Activity Center is further defined with its own respective minimum and maximum densities and intensities and development bonuses. These provisions are based upon the relative geographic location of the Activity Center. The Activity Center future land use category allows development bonuses or incentives. A development bonus or incentive is defined as a height or intensity/density standard that may be exceeded under certain defined circumstances for projects which meet or exceed an established set of criteria or development standards.

The future land use categories outside of the Activity Center provide a relatively conventional approach to future land use. These categories consist of the following:

- Low density residential

- Medium density residential
- Commercial/office
- Industrial
- Institutional
- Office/Residential
- Conservation

The future land use categories are presented in Table 1.9. The following sections describe each land use category including the permitted uses, density, intensity, and any respective height limitations. These provisions are incorporated into the Future Land Use Element GOPs.

**Table 1.9
Future Land Use Designations and Intensity/Density**

Future Land Use Designation		Residential (units/acre)			Non-Residential (FAR)		
		Min	Max	DB	Min	Max	DB
Residential	Low Density	--	5.0	--	--	--	--
	Medium Density	5.1	10.0	--	--	--	--
Commercial/Office		--	--	--	--	0.35	--
Industrial		--	--	--	--	0.30	--
Institutional		--	--	--	--	0.35	--
Conservation		--	--	--	--	--	--
Office/Residential		5.1	18	--	--	0.30	--
Activity Centers	Regional Business Center	10	25	35	0.25	0.5	1.0
	RBC – Core West	10	25	35	0.4	1.0	3.5
	RBC – Core East	25	35	80	0.4	1.0	3.5
	West Town Center	10	18	25	0.15	0.35	0.5
	East Town Center	10	18	25	0.15	0.35	0.5
	Gateway Center	10	18	25	0.25	0.5	0.75

Min – Minimum
 Max – Maximum
 DB – Development Bonus

ACTIVITY CENTERS

Activity Center is a future land use category which permits mixed uses including residential and non-residential. An Activity Center is designed to promote a density and intensity that supports multi-modal transportation in a pedestrian-friendly development pattern. One objective is to develop a true urban environment that reduces vehicle miles traveled through compact mixed-use development. Another

objective is to increase the centers jobs-to-housing ratio by providing opportunities to live, work, and play in a compact area. Development within Activity Centers is required at densities and intensities that support effective multi-modal transportation services that include bus transit (LYNX and/or a local transit circulator such as FlexBus), light rail, commuter rail, pedestrian systems, and ride-sharing and other transportation demand management programs. Minimum residential densities within any Activity Center is 10 units per acre for developments within a 1/4 –mile walking distance from major transit stops or a comparable level of intensity/density for mixed use projects.

Activity Centers are areas where complementary office, commercial and residential uses occur in a medium and high intensity urban environment. Uses can occur together or on their own within the same building or parcel of land. The mix of uses within the Activity Centers varies, but generally the distribution of uses is 40 percent residential and 60 percent non-residential. Each Activity Center description below details the variations. The mix of uses does not permit a maximum development potential based upon the gross parcel acreage. In a mixed-use building, the buildings must conform to the non-residential FAR for both residential and non-residential uses; otherwise, each use is measured individually based upon the proportion of site coverage.

While the intent of the Activity Centers is to promote a diversity of land use types, a greater priority is given to the concentration of business activity, employment and residential densities capable of successfully supporting pedestrian activity and transit use. Activity Centers also function as transportation hubs for car/van pool programs (transportation demand management programs) and transit services. Within each Activity Center, the City implements a coordinated set of architectural and development design guidelines for landscaping, public amenities, signage, median beautification, parking garages and pedestrian and transit areas. These design guidelines improve the multi-modal opportunities by creating continuous, direct and convenient pedestrian linkages between buildings and public pedestrian systems and transit stops; establish standards for the provision of transit facilities, pedestrian system amenities, and bicycle parking; and give higher priority in site design for the accommodation of multi-modal transportation over facilities exclusively for automobiles, particularly single-occupant automobile trips.

The City of Altamonte Springs shall continue to review and evaluate, and adopt, where appropriate, land development regulations to assure that the Land Development Code addresses, at a minimum, the following criteria for the issuance of development bonuses:

- (a) Use of transit- and pedestrian-oriented design and layout techniques, which promote the integration of land use and transportation;
- (b) Provision of transit facilities, such as bus stops and bicycle racks;
- (c) Provision of land for multi-modal transit facilities, such as transfer stations and bus lanes;
- (d) Financial commitments to support transit services;
- (e) Contributions, either in funding, land dedication, or in-kind services, for park and recreation improvements or public plazas dedicated to the City;
- (f) Development of access management plans to reduce the number of driveway cuts beyond what is required by the Land Development Code;
- (g) Innovative ways to promote the use of transit; and
- (h) Contributions, either in funding, or in-kind services, for implementation of mobility strategies.

Each specific Activity Center is a sub-category which defines the respective density, intensity, and height thresholds. The specific provisions for each Activity Center also prescribe the potential development bonus which may be requested. The development bonuses permit more intense development on parcels through incentives only when the proposed development includes features or amenities that result in a direct community/municipal benefit beyond the general code requirements.

Development bonuses would be available to projects which might include multi-modal or inter-modal facilities; affordable housing; additional amenities and architectural designs which are in addition of those required by code; additional recreational facilities and parks; increased landscaping and other features which are unique, imaginative, and contribute to the aesthetic value of the development or other improvements (on or off-site) which would not otherwise be a consequence of development during normal project review. Additional facilities impact analyses will be required as a condition of development approval for projects that exceed the permitted intensity or density range.

The following sections describe each of the individual Activity Centers including the permitted uses, density and intensity thresholds including the development bonus potential. The Activity Centers include:

- Regional Business Center (RBC)
- RBC – Core East
- RBC – Core West
- East Town Center
- West Town Center
- Gateway Center

Regional Business Center

The Regional Business Center (RBC) shall serve as the primary Activity Center and will be regarded as the major employment, office and commercial area of the City. This Activity Center also serves as the City's primary transportation hub linking local transit hubs at the other Activity Centers and other local transit services serving the Altamonte Springs area with regional transit systems serving the Orlando metropolitan area. Transportation hubs within the RBC may serve pedestrian/trail systems, car/van pool programs, light rail, bus transit, or bus rapid transit. Transportation hubs located within this Activity Center shall serve car/van pool programs, bus transit, and any local transit circulator such as the proposed FlexBus and commuter rail programs.

The City encourages a mix of land uses that complement one another to reduce vehicle miles traveled, support a pedestrian and transit-oriented development pattern, and reduce greenhouse gas emissions. New development or redevelopment must be built at intensity and site design that promotes multi-modal transportation. The Land Development Code will be amended to implement the integration of land use and transportation.

The RBC is split into three sub-areas: (1) RBC, (2) RBC – Core East, and (3) RBC – Core West. The density and intensity of the three areas of the RBC increases progressively, especially for residential. The intent is to provide a transition from the main RBC area which is adjacent to lower density and intensity areas to the core areas where the concentration of density and intensity is targeted.

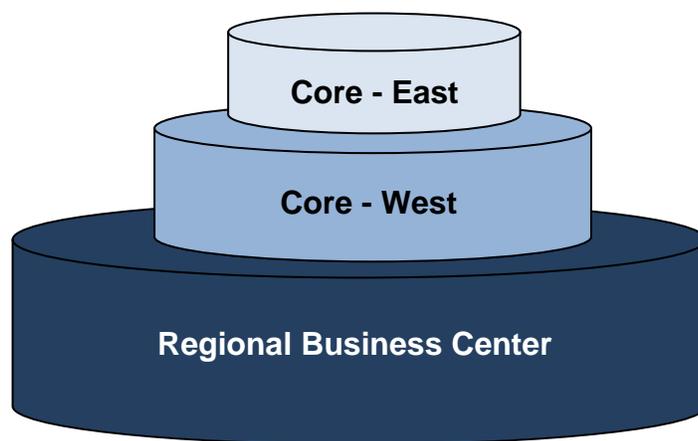


Illustration of RBC Development Potential

The floor area ratio of the RBC, outside of the core areas discussed in the next sections, is a minimum 0.25 and up to 0.5 and building height of three stories without a development bonus. A development bonus of up to 1.0 FAR is permitted with a maximum height of seven stories. Residential uses are permitted at a minimum of 10 units per acre and up to 25 units per acre without a development bonus. A development bonus is permitted for residential up to 35 units per acre. The distribution of uses is generally 40 percent residential and 60 percent non-residential.

RBC – Core East

The RBC – Core East is generally located east of I-4, west of Adair Avenue, and north of SR 436. The core areas are illustrated on Figure II-1.2. This core area is focused around Central Parkway and is designed to permit the highest density and intensity to serve as the true urban center of the City. The current model of development for this area is Uptown Altamonte.

The RBC – Core East has a minimum non-residential FAR requirement of 0.4 and a maximum FAR of 1.0 without a development bonus. Through a development bonus the non-residential FAR may be a maximum of 3.5 FAR consistent with the criteria referenced earlier. The residential density within this core area must a minimum of 10 units per acre and a maximum of 35 units per acre without a development bonus. Density may increase to a maximum of 80 units per acre through development bonus based upon the criteria referenced earlier.

Development in the northern area of this core must adequately buffer structures from adjacent single family residential areas. The maximum building height is 24 stories; however, this height may only be achieved through step backs at appropriate heights defined in the land development regulations to minimize building shadows beyond property lines, minimize building bulk, and visually provide buffers to adjacent properties.

RBC – Core West

The RBC – Core West is generally located west of I-4 and east of the eastern boundary of the Seminole County enclave north of SR 436. The core areas are illustrated on Figure II-1.2. This core area is designed to maximize the potential associated with I-4 visibility.

The RBC – Core West has a minimum non-residential FAR requirement of 0.4 and a maximum FAR of 1.0 without a development bonus. Through a development bonus the non-residential FAR may be a maximum of 3.5 FAR consistent with the criteria referenced earlier. The residential density within this core area must a minimum of 10 units per acre and a maximum of 25 units per acre without a development bonus. Density may increase to a maximum of 35 units per acre through development bonus based upon the criteria referenced earlier.

Development in this core must adequately buffer structures from adjacent single family residential areas. The maximum building height is 10 stories; however, this height may only be achieved through the land development regulations which minimize building shadows beyond property lines, minimize building bulk, and visually provide buffers to adjacent properties.

East Town Center

The East Town Center is a designated Activity Center where a mixture of office, retail, service, institutional and residential uses will be permitted in locations identified on the Future Land Use Map. The East Town Center shall serve as the transportation hub for the east side of the City. The residential density within the East Town Center is a minimum of 10 units per acre and a maximum of 18 units per

acre without a development bonus. A maximum of 25 units per acre is permitted through a development bonus and within areas located near the proposed commuter rail station. Non-residential development is permitted up to maximum of 0.35 FAR or up to a 0.5 FAR with a development bonus. Generally within a ¼-mile of the proposed commuter rail station a minimum of 15 dwelling units per acre and an FAR of 0.25 is required with the potential increase in the development bonus up to a maximum 50 dwelling units per acre or a maximum of 1.0 FAR for site designs which incorporate transit-oriented development principles.

The proposed commuter rail station is to be located in the East Town Center. Development and redevelopment in the East Town Center will be required to be transit-oriented. The ultimate goal is to establish this Activity Center as a transit hub around the commuter rail station. The densities and intensities are established at levels to support the multi-modal transportation system.

West Town Center

The West Town Center is a designated Activity Center where the City will encourage office, commercial, institutional and residential uses. The West Town Center area shall serve as a hub for local transit circulator systems service and continue to primarily serve as a commercial and community center for the west side of the City. Transportation hubs located in the West Town Center may serve pedestrian/trail systems, car pool/van pool programs and bus/rapid bus transit, and commuter rail service.

The residential density within the West Town Center is a minimum of 10 units per acre and a maximum of 18 units per acre without a development bonus. A maximum of 25 units per acre is permitted through a development bonus. The non-residential FAR is permitted at a maximum of 0.35 FAR without a development bonus and up to 0.5 FAR with a development bonus.

Gateway Center

The Gateway Center is a designated Activity Center located at SR 434 and Maitland Boulevard where office, commercial, multifamily, light industrial, and institutional uses will be permitted. The Gateway Center area shall serve as a hub for local transit circulator systems service and continue to primarily support the growth of the City west of Interstate 4 and other surrounding areas. Transportation hubs located in the Gateway Center shall only serve pedestrian/trail systems, car pool/van pool programs bus transit, and bus rapid transit.

The Gateway Center will be regarded as an important office area of the City. Commercial uses will accommodate and support larger scale office and commercial uses typically found along Maitland Boulevard to the east of this Activity Center. Residential densities and commercial intensity will occur at levels that support and encourage transit services and accommodate pedestrian activity within the Gateway Center.

The residential density within the Gateway Center is a minimum of 10 units per acre and a maximum of 18 units per acre without a development bonus. A maximum of 25 units per acre is permitted through a development bonus. The non-residential FAR is required to be a minimum of 0.25 FAR and permitted at a maximum of 0.5 FAR without a development bonus and up to 0.75 FAR with a development bonus.

RESIDENTIAL

The City encourages new housing development, especially affordable housing, in appropriate areas with existing or planned services and facilities. The City has two residential land use categories for

single use residential areas.

- a. **Low Density Residential.** Low Density Residential areas are found in the outlying urbanizing areas and in existing established, stable single family neighborhoods. These areas are comprised of single family detached housing or attached housing in fee simple ownership or condominium ownership. A maximum density of 5.0 dwelling units per acre shall be permitted.
- b. **Medium Density Residential.** The Medium Density Residential Category is located outside Activity Centers with a range of densities of 5.1 to 18 dwelling units per acre. Development within this land use designation will occur along or near transportation corridors where bus transit currently serves or in areas where such service is anticipated for the future. Medium density residential areas may be either attached or detached housing. The City encourages innovative site designs, the construction of affordable housing units, diverse housing types and energy efficient units. These areas shall have access to a minor collector street or roadway of a higher classification and have convenient access to community services.

The City of Altamonte Springs has a strong commitment to the protection of its residential areas. The City will continue to take measures that keep its residential areas viable and safe. The City will continue to buffer low density residential areas from the potential effects of higher intensity uses and major traffic corridors.

Gross residential density is computed by dividing the total number of dwelling units allowed by the total gross area of the residential lot. Such computation includes internal streets, any internal drainage facilities, and lakes/ponds wholly contained on the subject property. It does not contain any acreage figure from external public streets but does contain up to 25 percent of lands below the 100-year flood elevation for the purpose of calculating density. Net residential density is computed by dividing the number of units by acres above the 100-year flood elevation, excluding internal streets.

COMMERCIAL/OFFICE

The Commercial/Office land use areas permit a mixture of office, retail commercial, service and institutional uses. This is a general commercial and office land use category that includes all types of retail commercial uses and related uses such as restaurants, hotels, personal service uses, offices and shopping centers. It is the purpose of these uses to serve the community. These land uses are generally found along arterial roads outside of the Activity Centers.

New commercial developments (or renovated commercial enterprises) will be designed to minimize the negative impacts on surrounding uses through effective landscaping, walls, fences and project amenities. The City will amend its Land Development Code as necessary to ensure such impacts are avoided. The maximum floor area ratio and building height is 0.35 and 35 feet.

OFFICE/RESIDENTIAL

The intent of the Office/Residential future land use category is to provide a flexible low and medium intensity land use category for development and redevelopment of infill and/or underutilized properties. The Office/Residential future land use category is intended to promote a variety of individual uses while encouraging multiple uses within development projects. The maximum floor area ratio (FAR) in Mixed-Use is 0.30. A maximum building height of three stories is permitted. Residential uses will be allowed at densities between 5.1 and 18 dwelling units per acre.

The Office/Residential future land use will provide for hotel/motel, public/private sports facilities, and office and commercial retail uses as well as other uses that complement the City's Activity Centers. Further, the Office/Residential future land use designation is intended to be areas of low to medium intensity office, retail commercial, industrial, recreational, and institutional uses. This future land use category shall be located along limited access facilities, major and minor arterial roadways, and major collector roadways. The land uses within the Office/Residential land use which are implemented through zoning include residential and non-residential which is comprised of office, commercial, and other. Other uses include conservation and institutional. Industrial is not a permitted use or zoning district within the Office/Residential land use category.

INDUSTRIAL

This land use category is limited to a small area in the southwest quadrant of the City in the vicinity of Sunshine Lane. No expansion of the areas designated as Industrial is anticipated; limiting development to vacant platted industrial lots. It is an area where light manufacturing may occur. The maximum floor FAR is 0.3 with a maximum building height of 35 feet.

CONSERVATION

The Future Land Use Map, Figure II-1.2, delineates the areas with the Conservation Land Use designation. These areas are predominantly wetlands. The wetlands associated with Lake Lotus are generally owned by the City of Altamonte Springs and comprise approximately 110 acres; the 4.8-acre wetland east of Lake Florida is owned by the Florida Audubon Society; and a third wetland is the floodway of the Little Wekiva River. Within Conservation Areas, permitted uses include public or private passive recreation or open spaces that do not significantly alter natural systems; wildlife preserves and refuges; and water conservation and retention areas as allowed under the City's and the State's regulations for flood protection and stormwater management.

INSTITUTIONAL

The Institutional land use category contains such land uses as City, state, county, and federal public buildings and grounds, educational buildings and grounds. The maximum floor area ratio is 0.35.

SUMMARY OF LAND USE NEEDS

Analysis of vacant, developable lands in the Future Land Use Element DIA demonstrates that the focus will continue to be infill and redevelopment. The Comprehensive Plan places more emphasis on directing higher density development to the Activity Centers. The Comprehensive Plan and the Future Land Use Map create adequate space to accommodate future growth and development through land use policy that allows higher density and intensity development to concentrate within the Activity Centers which near current and proposed transportation corridors and away from established residential neighborhoods.

RESIDENTIAL LAND USE NEEDS

The City is projecting a need for approximately 1,200 additional residential units between 2010 and 2030. Much of this need will be accommodated within existing vacant units. Future residential development will be primarily concentrated in the Activity Centers. Available land for single family homes in typical low density residential subdivisions is limited to remaining vacant lots. New multiple

family development occurring at medium and high density levels is anticipated to occur within or adjacent to Activity Centers.

COMMERCIAL AND OFFICE NEEDS

The City currently has over 9.5 million square feet of commercial and office space. The Comprehensive Plan directs commercial and office development and redevelopment to the Activity Centers, particularly the Regional Business Center. The City is still striving to increase its jobs to housing balance and is committed to pursuing additional commercial and office development. The need for commercial and office space is relative; the City of Altamonte Springs's vision is to be a regional center.

RECREATION

The Recreation and Open Space Element has determined that additional recreation lands are not required to meet LOS standard. However, to maintain current LOS, which is greater than the minimum LOS standard, new residential development will be required to provide recreation space and facilities.

INSTITUTIONAL LAND NEEDS

The Comprehensive Plan does not anticipate a need for additional space to accommodate Institutional land uses. Most institutional land uses can effectively be placed within all of the City's land use designations.

MONITORING AND EVALUATION

For the purpose of evaluating and appraising the implementation of the Plan, the Planning Board will review and make recommendations to the City Commission on the evaluation and appraisal document as part of the review of the five-year comprehensive plan update in accordance with Sections 163.3184 and 163.3191 of the Florida Statutes. Monitoring Evaluation Reports must include the following major assessments in accordance with Rule 9J-5.005(7) (a) through (f):

- A. *Citizen Participation.* A minimum of three public hearings will be held: one public hearing before the Planning Board, the designated Local Planning Agency (LPA) for the City of Altamonte Springs; and two public hearings before the Altamonte Springs City Commission. All three public hearings shall be advertised pursuant to statutory requirements.
- B. *Updating Baseline-Data.* An update of the baseline data in each comprehensive plan element, as necessary and socio-economic data, including the vacant land analysis will be included with the evaluation-based amendments to allow for the comparison of the City Plan objectives with the actual results at the date of the report. The City's socio-economic baseline data includes current population and population projections.
- C. *Evaluation of the Goals, Objectives, and Policies.* The accomplishment of objectives attained during the seven-year period of the plan will be assessed, as well as objectives for the long-term period. Accomplishments in the first five-year period, describing the degree to which the goals, objectives and policies have been successfully reached. Obstacles or problems that resulted in underachievement of goals, objectives, and policies. New or modified goals, objectives or policies needed to correct discovered problems.

All public hearings for comprehensive plan amendments will follow the notice requirements in Chapter 163.3184(15), Florida Statutes. The comprehensive plan amendments and evaluation and appraisal document may be inspected by the public. The public can submit written comments on comprehensive plan amendments and the evaluation and appraisal document at any public hearing. The public can also speak and be heard with consideration of response at any public hearing.

STATE POLICY PLAN CONSISTENCY

INTRODUCTION

As part of their compliance review, the Department of Community Affairs (DCA) will review local government comprehensive plans for consistency with the State Comprehensive Plan (SCP) (Chapter 187, Fla. Stats). Plans that are not sufficiently consistent with the SCP will receive a determination of non-compliance. The Plan must then be brought into compliance to avoid the sanctions available pursuant to Chapter 163.3184 (11) and the vagaries of the Administrative Procedures Act process (Chapter 120, F.S.).

Chapter 163, Florida Statutes, the Local Government Comprehensive Planning and Land Development Regulation Act (the Growth Management Act) defines consistency as "...compatible with..." and "...furthers..." the SCP. "Compatible with" means that the Plan is "not in conflict with" the SCP. The term "furthers" means "to take action in the direction of realizing the goals or policies" of the SCP (Chapter 163.3177 (10) (a)).

Since the SCP goals and policies are very broad, it is not difficult for the City to be "compatible" with them. It is considerably more difficult to demonstrate that the City's Plan has clearly "taken action in the direction of realizing the goals and policies..." of the SCP.

In order to assist the City in developing goals, objectives and policies for the Future Land Use Element of its Plan that are consistent with the SCP, the SCP was analyzed to determine which of its policies are appropriate to this Element. The SCP policies applicable to this Element are listed below in no particular order of importance.

Each SCP Goal is listed with its associated policies. The Goal and the Policies are reproduced verbatim. The policy number refers to a specific SCP policy and may therefore appear out of sequence. The list should not be considered as the complete applicability to the Future Land Use Element. The DCA has the final authority to determine the City's compliance with the State Comprehensive Plan.

SCP GOALS AND POLICIES

GOAL 16 -- IN RECOGNITION OF THE IMPORTANCE OF PRESERVING THE NATURAL RESOURCES AND ENHANCING THE QUALITY OF LIFE OF THE STATE, DEVELOPMENT SHALL BE DIRECTED TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, THE LAND AND WATER RESOURCES, FISCAL ABILITIES, AND SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

Policy 1 - Promote state programs, investments, and development and redevelopment activities that encourage efficient development and occur in areas which will have the capacity to service new

population and commerce.

Policy 3 - Enhance the livability and character of urban areas through the encouragement of an attractive and functional mix of living, working, shopping and recreational activities.

Policy 4 - Develop a system of intergovernmental negotiation for citing locally unpopular public and private land uses which considers the area of population served, the impact on land development patterns or important natural resources, and the cost-effectiveness of service delivery.

Policy 5 - Encourage and assist local governments in establishing comprehensive impact-review procedures to evaluate the effects of significant development activities in their jurisdictions.

Policy 6 - Consider, in land use planning and regulation, the impact of land uses on water quality and quantity; the availability of land, water and other natural resources to meet demands, and the potential for flooding.

GOAL 17 -- IN RECOGNITION OF THE IMPORTANCE OF FLORIDA'S DEVELOPING AND REDEVELOPING DOWNTOWNS TO THE STATE'S ABILITY TO USE EXISTING INFRASTRUCTURE AND TO ACCOMMODATE GROWTH IN AN ORDERLY MANNER, FLORIDA SHALL ENCOURAGE THE CENTRALIZATION OF COMMERCIAL, GOVERNMENTAL, RETAIL, RESIDENTIAL AND CULTURAL ACTIVITIES WITHIN DOWNTOWN AREAS.

Policy 1 - Provide incentives to encourage private sector investment in the preservation and enhancement of downtown areas.

GOAL 18 -- FLORIDA SHALL PROTECT THE SUBSTANTIAL INVESTMENTS IN PUBLIC FACILITIES THAT ALREADY EXIST AND SHALL PLAN FOR AND FINANCE NEW FACILITIES TO SERVE RESIDENTS IN A TIMELY AND EFFICIENT MANNER.

Policy 1 - Provide incentives for developing land in a way that maximizes the uses of existing public facilities.

GOAL 19 -- BY 1995, FLORIDA SHALL INCREASE ACCESS TO ITS HISTORICAL AND CULTURAL RESOURCES AND PROGRAMS AND ENCOURAGE THE DEVELOPMENT OF CULTURAL PROGRAMS OF NATIONAL EXCELLENCE.

Policy 3 - Ensure the identification, evaluation and protection of the state's diverse ethnic population.

Policy 6 - Ensure that historic resources are taken into consideration in the planning of all capital programs and projects at all levels of government and that such programs and projects are carried out in a manner which recognizes the preservation of historic resources.

GOAL 26 -- SYSTEMATIC PLANNING CAPABILITIES SHALL BE INTEGRATED INTO ALL LEVELS OF GOVERNMENT IN FLORIDA, WITH PARTICULAR EMPHASIS ON IMPROVING INTERGOVERNMENTAL COORDINATION AND MAXIMIZING CITIZEN INVOLVEMENT.

Policy 6 - Encourage citizen participation at all levels of policy development, planning and operations.

Policy 7 - Ensure the development of comprehensive regional policy plans and local plans that implement and accurately reflect the goals and policies and that address problems, issues and

conditions that are of particular concern in a region.

REGIONAL POLICY PLAN CONSISTENCY

As part of their compliance review, the Department of Community Affairs (DCA) will review local government comprehensive plans for consistency with the *Strategic Regional Policy Plan* (SRPP) adopted by the East Central Florida Regional Planning Council (ECFRPC) in 1998. The ECFRPC also reviews the Plan and makes a consistency recommendation to DCA. This consistency recommendation is based on the relationship of the City's Plan to the SRPP as a whole.

In addition, the City's Comprehensive Plan is striving to be consistent with the regional vision – "2050 How Shall We Grow". The City's Plan supports the "4 C's" of the regional vision as stated below.

The "4 C's" of the Regional Vision stand for:

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

In order to assist the City in developing goals, objectives and policies for the Future Land Use Element consistent with the SRPP, the SRPP was reviewed to determine which of its policies were applicable to the City. The SRPP policies applicable to this Element are shown below.

SRPP Sections	Policies
Economic Development	1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7
Emergency Management	2.3
Housing	3.1, 3.3
Natural Resources	4.1, 4.7, 4.8, 4.9, 4.10, 4.12, 4.14, 4.16, 4.24, 4.28, 4.29, 4.31, 4.33
Transportation	5.1, 5.2, 5.3, 5.5, 5.6, 5.8, 5.10, 5.19, 5.20, 5.21, 5.22, 5.27
Land Use	6.1, 6.2, 6.8, 6.14, 6.15
Public Facilities	7.2, 7.3, 7.4, 7.5, 7.3, 7.7, 7.10, 7.19