

1. FUTURE LAND USE ELEMENT

Goals, Objectives, and Policies

The City of Altamonte Springs has limited vacant land remaining for new development. Redevelopment is anticipated to represent nearly all development activity within the City. More City residents currently and in the future will reside in multiple family housing than in single family homes. Nearly all multiple family and most single family neighborhoods are located less than a half-mile walk to commercial retail and employment areas as well as major transportation corridors. This development pattern and integration of land use and transportation is a major focus of the Comprehensive Plan.

The Comprehensive Plan focuses on the promotion of land use planning, site design, and development densities necessary to support transit over the long term. The land use planning strategies in the Comprehensive Plan promote concentrations of compact sustainable development integrated with multi-modal transportation. These urban concentrations, or Activity Centers, allow diverse land use types. It also promotes pedestrian-oriented planning and development to support walking. Activity Centers serve as the main focus for future development and are placed at strategic transportation corridor crossroads to effectively function as urban nodes for high intensity employment, commerce and residential activities. These Activity Centers will support multi-modal transportation and are also connected to the regional transit systems serving the Orlando metropolitan area along the Interstate 4 (I-4) corridor and the SunRail (commuter rail).

Planning efforts have successfully resulted in development patterns that support a mix of land uses. The Comprehensive Plan, therefore, shall emphasize and focus on the integration of land use and multi-modal transportation.

The following is the City's Vision Statement:

Vision Statement

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

GOAL 1-1: THE GOAL OF THE CITY OF ALTAMONTE SPRINGS IS TO ACHIEVE A SUSTAINABLE COMMUNITY IN WHICH TO LIVE AND WORK. DEVELOPMENT AND REDEVELOPMENT WILL BE LOCATED WHERE A FULL RANGE OF PUBLIC SERVICES AND FACILITIES ARE PROVIDED TO EFFECTIVELY MEET THE ECONOMIC AND SERVICE NEEDS OF THE CITY. THE CITY WILL MINIMIZE INCOMPATIBLE LAND USES AND PROTECT NATURAL RESOURCES.

Future Land Use Map Series

OBJECTIVE 1-1.1: FUTURE LAND USE MAP. The City of Altamonte Springs shall maintain a future land use map as illustrated on (Figure I-1.1). The Future Land Use Map (FLUM) series (I-1.1 to I-1.16) represents the existing and future maps required by Rule 9J-5, Florida Administrative Code. The comprehensive plan data, inventory and analysis (DIA) supports the FLUM series (base year 2030).

Policy 1-1.1.1: Future Land Use Map Series. The following maps are adopted as a part of the Future Land Use Element:

- Figure I-1.1: Future Land Use Map
- Figure I-1.2: Activity Centers
- Figure I-1.3: Park and Recreation System
- Figure I-1.4: Potential Historic and Archeological Sites
- Figure I-1.5: Vacant Land
- Figure I-1.6: Water Wells and Cones of Influence
- Figure I-1.7: Aquifer Recharge Areas
- Figure I-1.8: Wetlands
- Figure I-1.9: Floodplains
- Figure I-1.10: Soils
- Figure I-1.11: Wekiva Study Area
- Figure I-1.12: Most Effective Recharge Areas
- Figure I-1.13: Karst Features
- Figure I-1.14: Sensitive Natural Habitats
- Figure I-1.15a: 2007 Transportation Concurrency Exception Area (TCEA)
- Figure I-1.15b: Citywide TCEA
- Figure I-1.16: Mobility Tiers
- Figure I-1.17: Mobility Plan – Activity Centers
- Figure I-1.18: Economic Development Opportunity (EDO) Sub-District
- Figure I-1.19: EDO Block Overlays

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 1-1.1.2: Future Land Use Map. The City's continued growth shall be based upon the FLUM which shall specify the desired development pattern for Altamonte Springs through a land use category system that regulates the density and intensity of development to achieve

the City's vision. The FLUM shall contain the following future land use categories, as described in this Element:

- Activity Center
 - Regional Business Center (RBC)
 - RBC – Core East
 - RBC – Core West
 - East Town Center
 - West Town Center
 - Gateway Center
- Low Density Residential
- Medium Density Residential
- Commercial/Office
- Industrial
- Institutional
- Mixed-Use
- Conservation

Policy 1.1.3: Upon official vacation and/or abandonment of a public road, street, or alley the future land use designation applicable to the property to which it is reverted shall apply to such vacated or abandoned road, street, or alley.

Future Land Use Categories

OBJECTIVE 1-1.2: FUTURE LAND USE CATEGORIES. The City shall implement all land use categories, ordinances, regulations, and policies pertaining to development necessary to ensure consistency with all elements of the Comprehensive Plan. Land use categories on the FLUM have been allocated pursuant to the goals, objectives, and policies stipulated in the comprehensive plan, together with analysis of population, housing, and land and multi-modal transportation resources. The process of allocating these land use designations has considered the need to conserve open space and natural resources including wetlands, floodways, floodplains, water recharge areas, fish and wildlife, maximize utility of existing infrastructure, recognize infrastructure limitations, consider capital improvement needs, and conserve fiscal resources.

Activity Centers

Policy 1-1.2.1: Activity Centers. The Activity Centers 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 supported in Activity Centers through the use of incentives and density or intensity bonuses. Each Activity Center has specific provisions for minimum and maximum density and intensity, as well as development bonus potential (detailed in the following policies). The Activity Centers consist of (1) Regional Business Center (RBC) including the RBC – Core East and RBC – Core West, (2) East Town Center, (3) West Town Center, and (4) Gateway Center. The Activity Centers are designed to achieve the following:

- Compact development in walkable neighborhoods;
- Increase in the jobs-to-housing balance;
- Provision of Transit-oriented development;
- Support for Multi-modal transportation;
- Reduction in vehicle miles traveled;
- Reduction in greenhouse gas emissions;
- Efficient use of existing public facilities;
- Discourage urban sprawl;
- Vertical and/or horizontal mix of uses
- Support for infill and redevelopment.

Policy 1-1.2.2: Activity Centers with Greatest Emphasis on Multi-Modal Transportation. The City will place greater emphasis on the integration of pedestrian- and transit-oriented development into site design within the Activity Centers. Transit and pedestrian improvements shall be given higher priority during the site development process when serving land designated as an Activity Center.

Policy 1-1.2.3: Land Use Transition in Activity Centers. Development intensities within Activity Centers should transition from high density/intensity development in the central core area to medium and low density/intensity development near the Activity Center edges. The use of additional landscaping and buffering, setbacks and transitional uses will be used to achieve compatibility with surrounding land uses and intensity. The specific uses and FAR or density within the ranges allowed in the Activity Centers for a particular property shall be established by the zoning on the property.

Policy 1-1.2.4: Incentives and Bonuses for Development within Activity Centers. The City may allow development within Activity Centers to receive density and intensity bonuses and incentives as a means to direct higher intensity development to these areas and to achieve identified community benefits. The increased density and intensity is intended to support transit and enhance walkability in Activity Centers. Development bonuses and incentives will not be allowed for development occurring outside of Activity Centers.

Policy 1-1.2.5: Development Bonus and Incentive Program within Land Development Code. The City of Altamonte Springs Land Development Code shall adopt the methodology for the development bonus program. The code provisions shall identify the relationship between the bonus and the community goals that are to be furthered through the incentive of the development bonuses. The development bonuses shall be permitted for the following community benefits, including but not limited to:

- (a) Workforce or affordable housing;
- (b) Green building or other practices to enhance sustainability including renewable energy;
- (c) Low impact development implementing a stormwater management strategy that emphasizes use of natural site features and engineered facilities designed to replicate natural hydrologic patterns;
- (d) Park and recreation improvements or public plazas and open space;
- (e) Public art or amenities;
- (f) Implementation of mobility strategies greater than required;

- (g) Parking provided below minimum requirement or the provision of public parking;
- (h) Lockers and showers for employees;
- (i) Child and elder care;
- (j) Significant economic or job creation such as company headquarters;
- (k) Facilities for non-profit community organizations or public facilities;
- (l) Significant contribution to community image an identity such as a gateway feature.

Policy 1-1.2.6: Growth Priorities Directed to Activity Centers. The City shall continue to use the Activity Centers as a growth management tool where priority is given to new public services and facilities and where new development/redevelopment will be given priority.

Policy 1-1.2.7: Transit-Oriented and Urban Design Standards for Activity Centers. The City shall adopt a coordinated set of architectural and development design standards for buildings (orientation and site layout), landscaping, public amenities, signage, median beautification, parking garages and pedestrian and transit areas that achieve the site layout and orientation to support transit. These design standards will further improve multi-modal transportation by creating continuous, direct and convenient pedestrian linkages between buildings and public sidewalks and transit stops; establish standards for the provision of transit facilities, pedestrian amenities, and bicycle parking; and give higher priority to site design principles which support reduction of auto dependency.

Regional Business Center

Policy 1-1.2.8: 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 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. Residential uses will be permitted only with densities that support non-residential development.

The RBC is comprised of three areas (1) RBC, (2) RBC – Core East, and (3) RBC – Core West. The two core areas of the RBC are generally located along I-4 as depicted on Figure I-1.1. Each of the three RBC areas is a separate future land use category, and each has specific density, intensity, and development bonus thresholds. The specific uses and FAR or density within the ranges allowed in the Regional Business Center for a particular property shall be established by the zoning on the property.

Policy 1-1.2.9: RBC – Allowable and Mix of Uses. This category shall allow a mix of residential and non-residential (excluding industrial) in a compact development pattern. The RBC (as a whole) is designed to support the achievement of a jobs-housing balance to increase the mode shift toward walking and transit, reduce vehicle miles traveled, and reduce greenhouse gas emissions. The category shall allow a variety of individual uses as well as allowing mixed uses within development projects or within individual buildings. Density/intensity shall be within the minimums and maximums in Policies 1-1.2.10 to 1-1.2.12. Residential development may include ground floor non-residential which is not greater than maximum FAR permitted by the respective zoning. The City shall encourage

ground floor non-residential uses along public rights-of-way to enhance the pedestrian environment and support the City's mobility objectives. Non-residential development may include residential units at no greater than the density maximums within the activity center based upon the gross site area.

Policy 1-1.2.10: Density/Intensity within the RBC. The Regional Business Center shall require a minimum residential density of 10 dwelling units per acre up to 25 dwelling units per acre with a maximum of 35 dwelling units per acre by development bonus. Non-residential development will be required to be a minimum floor area ratio (FAR) of 0.25 up to 0.5 FAR or up to a maximum of 1.0 FAR with a development bonus.

Policy 1-1.2.11: Density/Intensity within the RBC – Core East. The RBC Core-East shall require a minimum residential density of 25 dwelling units per acre up to 35 dwelling units per acre with a maximum of 80 dwelling units per acre by development bonus. Non-residential development will be required to be a minimum FAR of 0.4 up to 1.0 FAR or up to a maximum of 3.5 FAR with a development bonus.

Policy 1-1.2.12: Density/Intensity within the RBC – Core West. The RBC Core-West shall require a minimum residential density of 10 dwelling units per acre up to 25 dwelling units per acre with a maximum of 35 dwelling units per acre by development bonus. Non-residential development will be required to be a minimum FAR of 0.4 up to 1.0 FAR or up to a maximum of 3.5 FAR with a development bonus.

East Town Center

Policy 1-1.2.13: 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. 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 commuter rail station is proposed to be located in the East Town Center. The specific uses and FAR or density within the ranges allowed in the East Town Center for a particular property shall be established by the zoning on the property.

Policy 1-1.2.14: East Town Center – Allowable and Mix Uses. This category shall allow a mix of residential and non-residential (excluding industrial) in a compact development pattern. The category shall allow a variety of individual uses as well as allowing mixed uses within development projects or within individual buildings. Density/intensity shall be within the minimums and maximums in Policy 1-1.2.15. Residential development may include ground floor non-residential which is not greater than maximum FAR permitted by the respective zoning. The City shall encourage ground floor non-residential uses along public rights-of-way to enhance the pedestrian environment and support the City's mobility objectives. Non-residential development may include residential units at no greater than the density maximums within the activity center based upon the gross site area.

Policy 1-1.2.15: Density/Intensity within East Town Center. The East Town Center shall require a minimum residential density of 10 dwelling units per acre up to a maximum of 18

dwelling units per acre and up to 25 dwelling units per acre by development bonus. Non-residential development is required to be a minimum of 0.15 FAR up to a maximum of 0.35 FAR, and up to 0.5 FAR by development bonus. The Land Development Code shall establish the specific minimum and maximum density and intensity levels within the East Town Center based upon zoning districts. Within East Town's Economic Development Opportunity (EDO) District, minimum and maximum densities (dwelling units per acre) and intensities (FAR) will be set by the Land Development Code based upon block type, and will range from 10 to 100 dwelling units per acre and 0.25 to 1.5 FAR, depending upon location within the EDO and development bonuses. The EDO District is identified in Figure I-1.18, the EDO Sub-district map, and EDO block types are identified in Figure I-1.19, the EDO Block Overlays map.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 1-1.2.16: East Town Vision Plan. To support the SunRail commuter rail service, the City shall implement the East Town Vision Plan which identifies the development character of this area of the City as it relates to transit-oriented development and the commuter rail and rail station, and which includes a Neighborhood Protection buffer. The Vision Plan was adopted on March 18, 2014, by Ordinance No. 1674-14 and focuses on the following issues:

- (a) Design standards supporting multi-modal transportation and transit-oriented development;
- (b) Appropriate zoning categories and development densities/intensities by establishing block types and street types within the EDO sub-district, as indicated in Figure I-1.19, the EDO Block Overlays map;
- (c) Identification of underutilized properties, non-conforming uses, properties with insufficient cross-access;
- (d) Investment/catalyst incentives to promote redevelopment;
- (e) Pedestrian and bicycle access and circulation network;
- (f) Market analysis and economic potential;
- (g) Design of bus transit and bus rapid transit facilities and connectivity between modes;
- (h) Mitigation of floodplain areas in the EDO sub-district.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 1-1.2.16.1: Neighborhood Protection Buffer. The City established a Neighborhood Protection Buffer in the East Town Vision Plan, as indicated in Figure I-1.18, the EDO Sub-district map. Residential areas beyond the buffer shall not be redeveloped without support from the community.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

West Town Center

Policy 1-1.2.17: West Town Center. The West Town Center is a designated Activity Center where the City will support medium intensity office, commercial, institutional and residential land 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/trial systems, car pool/van pool programs and bus/rapid bus transit,

and commuter rail service. The specific uses and FAR or density within the ranges allowed in the West Town Center for a particular property shall be established by the zoning on the property.

Policy 1-1.2.18: West Town Center – Allowable and Mix Uses. This category shall allow a mix of residential and non-residential (excluding industrial) in a compact development pattern. The category shall allow a variety of individual uses as well as allowing mixed uses within development projects or within individual buildings. Density/intensity shall be within the minimums and maximums in Policy 1-1.2.19. Residential development may include ground floor non-residential which is not greater than maximum FAR permitted by the respective zoning. The City shall encourage ground floor non-residential uses along public rights-of-way to enhance the pedestrian environment and support the City's mobility objectives. Non-residential development may include residential units at no greater than the density maximums within the activity center based upon the gross site area.

Policy 1-1.2.19: Density/Intensity within the West Town Center. The West Town Center shall require a minimum residential density of 10 dwelling units per acre up to a maximum of 18 dwelling units per acre. A maximum of 25 dwelling units per acre may be permitted by development bonus. Non-residential development is required to be a minimum of 0.15 up to 0.35 FAR or a maximum of 0.5 FAR with a development bonus.

Policy 1-1.2.20: West Town Center Development Standards. The City shall review and evaluate the West Town Center design and development guidelines for buildings (orientation and site layout), landscaping, public amenities, signage, median beautification, parking garages and pedestrian and transit areas to enhance transit- and pedestrian-oriented development to further implement transit- and pedestrian-oriented development promoted within Activity Centers.

Gateway Center

Policy 1-1.2.21: Gateway Center. The Gateway Center is a designated Activity Center located at SR 434 and Maitland Boulevard where office, commercial, multi-family, light industrial, and institutional uses will be permitted in locations identified on the Future Land Use Map. 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 I-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 specific uses and FAR or density within the ranges allowed in the Gateway Center for a particular property shall be established by the zoning on the property. 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 support transit services and accommodate pedestrian activity within the Gateway Center.

Policy 1-1.2.22: Gateway Center – Allowable and Mix of Uses. This category shall allow a mix of residential and non-residential (excluding industrial) in a compact development pattern. The category shall allow a variety of individual uses as well as allowing mixed uses

within development projects or within individual buildings. Density/intensity shall be within the minimums and maximums in Policy 1-1.2.23. Residential development may include ground floor non-residential which is not greater than maximum FAR permitted by the respective zoning. The City shall encourage ground floor non-residential uses along public rights-of-way to enhance the pedestrian environment and support the City's mobility objectives. Non-residential development may include residential units at no greater than the density maximums within the activity center based upon the gross site area.

Policy 1-1.2.23: Density/Intensity within the Gateway Center. The Gateway Center shall require a minimum residential density of 10 dwelling units per acre up to a maximum of 18 dwelling units per acre. A maximum of 25 dwelling units per acre may be permitted by development bonus. Non-residential development will be required to be a minimum FAR of 0.25 up to 0.5 FAR. A 0.75 FAR maximum may be permitted with a development bonus.

Residential

Policy 1-1.2.24: Low Density Residential. Properties designated Low Density Residential uses may be developed at a gross residential density no greater than 5 dwelling units per acre.

- (a) Low Density Residential areas shall be regarded as stable areas of detached single family housing, in fee simple ownership. In selected areas, attached single family units will be permitted for townhomes, duplex and cluster homes on vacant parcels designated for infill development.
- (b) Low Density Residential Areas shall be served by sidewalks, and where practical, bikeways, and should have convenient access to recreation, shopping, schools and public safety services.
- (c) Low Density Residential areas should be buffered from the nuisance effects of higher intensity uses and major transportation corridors.

Policy 1-1.2.25: Medium Density Residential. Properties designated Medium Density Residential may be developed at a gross residential density between 5 and 10 dwelling units per acre.

- (a) Medium Density Residential areas shall be regarded as areas of moderate density detached and attached housing. Permitted uses shall be townhomes, single family, zero lot line, cluster homes, multiple family dwellings and manufactured housing.
- (b) Medium Density Residential areas shall have access to a major collector street or roadway of higher functional classification. Development within Medium Density Residential shall ensure access to transit.
- (c) New developments should provide amenities including recreation, open space and buffering to provide additional protection if adjacent to low density residential areas.
- (d) In Medium Density Residential areas, it is the City's intent to support the use of innovative site and transit-oriented designs, housing types and construction techniques to reduce housing costs, including manufactured housing projects.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Commercial/Office

Policy 1-1.2.26: Commercial/Office. Properties designated Commercial/Office may be developed at an FAR no greater than 0.35. Support multi-family residential uses in Commercial/Office, when allowed by the zoning regulations, shall be at a gross residential density between 10 and 18 dwelling units per acre. The specific uses and FAR or density within the ranges allowed in the Commercial/Office designation for a particular property shall be established by the zoning on the property. The following development principles and criteria shall be applied to properties within the Commercial/Office land use districts.

- (a) Commercial/Office areas shall be regarded as areas that serve local and related needs within the community. Office uses within Commercial/Office areas are compatible with adjacent community shopping and Activity Center uses and may be used as a buffer between these areas and adjacent residential uses.
- (b) Commercial/Office areas with G-O (General-Office) zoning shall be located on major collectors or roadways with a higher functional classification. Permitted uses include government, professional, medical and business office uses. Also, permitted uses will include hospitals, nursing homes, treatment facilities, and dental medical clinics.
- (c) The Commercial/Office areas with C-L Commercial-Light or C-G Commercial-General zoning shall be located primarily on arterial roadways. Permitted uses include retail stores, restaurants, financial institutions, child care centers, personal service uses, convenience stores, automobile service stations, offices and treatment rehabilitative facilities.
- (d) The Commercial/Office areas with MOC-1 Mixed Office/Commercial zoning shall be located on major collectors or roadways in a higher classification, and located along the SR 434 corridor between Douglas/Markham Woods Road and Montgomery Road. Permitted uses shall include retail stores, restaurants, personal service uses, offices, professional service uses, business service uses, convenience stores, financial institutions and dental/medical clinics. Where this category abuts Interstate 4, hotels are also allowed.
- (e) Commercial/Office areas shall also include community shopping facilities located in areas designed to efficiently serve nearby residential areas within and near the City.
- (f) Commercial/Office developments shall be designed to minimize the negative impacts on surrounding uses through landscaping, walls, fences and project amenities, and to ensure cross access to and from adjacent uses.
- (g) Commercial/Office developments shall be encouraged to locate where transit service occurs or future service is planned.
- (h) The City shall continue to enforce landscaping and sign standards that will be applicable to Neighborhood, Office, Commercial, and Community Shopping Centers areas.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Office/Residential

Policy 1-1.2.27: Office/Residential. Properties designated Office/Residential may be developed at an FAR no greater than 0.30 and include multi-family residential at a gross residential density between 5 and 18 dwelling units per acre. The specific uses and FAR or density within the ranges allowed in the Office/Residential designation for a particular property shall be established by the zoning on the property. The following development

principles and criteria shall be applied to properties within the Office/Residential land use districts.

- (a) The Office/Residential future land use category is established to provide a flexible low and medium intensity mixed land use category for development and redevelopment of infill areas, enclave areas, and vacant and/or underutilized properties.
- (b) Development or redevelopment projects in Office/Residential areas shall be designed to minimize the negative impacts on surrounding uses through landscaping, project amenities, and other features which act as a buffer between proposed development/redevelopment projects and existing adjacent uses. When adjacent to existing low density residential areas, new developments approved in Office/Residential areas shall provide additional amenities including recreation, open space and buffering to provide additional protection to the existing low density residential development.
- (c) Office/Residential projects may include areas of medium density detached and attached housing. Permitted residential uses shall include single-family dwellings, attached town homes, condominiums, cluster homes, multiple family dwellings, and apartment uses.
- (d) Office or multi-family residential is allowed to occur as separate uses or as components within the same site plan or building plan.
- (e) In Office/Residential areas, it is the City's intent to support the use of innovative site designs, housing types and construction techniques to reduce housing costs.
- (f) All projects in Office/Residential areas must incorporate transit-oriented design.
- (g) MOR-1 (Mixed-Office/Residential) zoning within the Office/Residential land use designation may be applied based upon the following:
 1. When residential properties are located near major roadways or collector roads, the City will use the Office/Residential designation as a transitional land use category for properties immediately located on the roadway. Permitted uses include all types of single-family residential uses, business offices, physician offices, professional offices and special care facilities.
 2. The City will require properties converted from single family to office use to meet City development requirements to the extent possible.
 3. On minor collector roadways, the City will discourage uses that generate more daily traffic than a residential use of the property would create within the Office/Residential designation and MOR-1 zoning district.
 4. Office/Residential areas with MOR-1 zoning shall be permitted in areas undergoing a transition from single family residential development to different uses that will not substantially impact low density residential areas, such as the Maitland Avenue Corridor, Newburyport Avenue and Palm Springs Drive.
 5. The MOR-1 district shall allow persons to conduct business in an office converted from a single-family residence and also reside in the building.
 6. Office/Residential areas with MOR-1 zoning shall have access to a minor collector roadway, access to transit, and transit oriented development shall be required.
- (h) MOR-2 (Mixed-Office/Residential) zoning within the Office/Residential designation may be applied based upon the following:
 1. Permitted uses shall include multi-family dwellings, offices, medical/dental clinics, financial institutions, office-showrooms, support commercial uses, multi-level parking structures, mass transportation hubs, and special care facilities and promotes multimodal transportation.

2. Office/Residential areas with MOR-2 zoning shall be located in areas such as along Montgomery Road and Orange Avenue.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Industrial

Policy 1-1.2.28: Industrial. Properties designated Industrial are allowed to be developed at an FAR no greater than 0.3.

- (a) Industrial areas will be located along the Sunshine Lane area and the Rainer Drive area that are next to the West Town Center.
- (b) Industrial areas will allow a variety of light manufacturing, warehousing distribution, assembly and other uses that require minimal outdoor storage of equipment.
- (c) Industrial land uses must have access from roadways that can support heavy vehicles and shipping trucks and site design shall assure that internal turning-movements allow egress without backing into or parking on adjacent roads.
- (d) Industrial areas shall allow public facilities and government uses.

Institutional

Policy 1-1.2.29: Institutional. The Institutional land use designation is intended to accommodate existing public and semi-public services including: governmental administration buildings; public schools and not-for-profit educational institutions; hospital facilities and supportive health care units; arts and cultural or civic facilities; essential public services and facilities; cemeteries; fire and emergency operation facilities; utilities; and other similar activities. Lands designated for institutional services shall contain sufficient acreage and open space and be properly screened and buffered in order to minimize potential adverse impacts on adjacent land uses. The maximum intensity of Institutional is 0.35 FAR.

Conservation

Policy 1-1.2.30: Conservation. The Future Land Use Map, Figure I-1.1, shall identify lands that are environmentally fragile for long-term preservation. These lands shall be designated as Conservation. Environmentally fragile lands shall be referred to as conservation resources, which are defined in Rule 9J-5.003(30), F.A.C. FLUM shall designate lands that are natural resources as Conservation. It is the intent of the Conservation land use designation to provide for the long-term protection and preservation of environmentally sensitive natural resource systems. The City shall have the option of obtaining a conservation easement from the property owner(s) to protect lands that are demonstrated to be environmentally sensitive. The Land Development Code shall provide appropriate vehicles for avoiding a “taking” and “preserving reasonable use,” such as provisions for “transfer of development rights.” Areas covered by a conservation easement shall be treated the same as areas designated as Conservation on the FLUM. The developer of lands adjacent to areas designated Conservation shall bear the burden of proof in determining that proposed development will not adversely impact conservation resources. Any development within this land use shall be limited to 0.10 FAR and include only community facilities.

Zoning Implementation of Future Land Uses

OBJECTIVE 1-1.3: FUTURE LAND USE AND IMPLEMENTING ZONING. The City shall implement the Future Land Uses through the Zoning Code and Land Development Regulations pursuant to the following policies. The FAR, density, and uses shall be regulated by the specific designated zoning classification within ranges of the respective underlying land use.

Policy 1-1.3.1: Future Land Use and Implementing Zoning Matrix. Table 1.1 presents the implementing zoning districts for each of the respective future land use categories.

Table 1.1
Future Land Use – Zoning Consistency

Future Land Use		Zoning
Low Density Residential		CD, R-1 (A-AAA), PUD-RES
Medium Density Residential		CD, R-2, R-3, R-M, IN, PUD-MO, PUD-RES
Commercial/Office		CD, C-G, C-L, G-O, IN, MOC-1, PUD-COM, PUD-MO
Office/Residential		CD, IN, MOR-1, MOR-2, PUD-COM, PUD-MO, PUD-RES
Industrial		IL, IN, MOI-1, PUD-COM, PUD-MO
Institutional		IN, PUD-COM, PUD-MO
Conservation		CD
Activity Centers	Regional Business Center	CD, R-4, C-L, C-G, G-O, IN, MOC-1, MOC-2, MOI-1, MOI-2, MOR-1, MOR-2, PUD-MO
	RBC – Core East	CD, R-4, C-G, MOC-3, MOR-3
	RBC – Core West	CD, R-4, C-L, C-G, G-O, IN, MOC-1, MOC-2, MOC-3, MOR-1, MOR-2, MOR-3, MOI-1, MOI-2, PUD-MO
	East Town Center	CD, R-4, C-L, C-G, IN, MOC-1, MOC-2, MOI-2, MOR-1, MOR-2, PUD-MO
	West Town Center	CD, R-4, C-L, C-G, IN, MOC-1, MOC-2, MOI-1, MOR-2, PUD-MO
	Gateway Center	CD, R-4, C-L, C-G, G-O, IN, MOC-2, MOR-2, MUD, PUD-MO

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Zoning Legend:

Zoning District Name	Zoning Districts
Single Family Residential	R-1 (A-AAA)
Multi-family Residential	R-2, R-3, R-4
Residential Manufactured Home	R-M
Planned Unit Development	PUD-RES, PUD-MO, PUD-COM
Multi-Use Development	MUD
Mixed-Office/Commercial	MOC-1, MOC-2, MOC-3
Mixed-Office/Industrial	MOI-1, MOI-2
Mixed-Office/Residential	MOR-1, MOR-2, MOR-3
Conservation	CD
Commercial-General	C-G
Commercial-Light	C-L
Industrial	IL
Institutional	IN
General Office	G-O

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 1-1.3.2: Criteria for Rezoning. The City shall consider the following criteria, in addition to those referenced in this Element for specific land uses, for requests for rezonings. The City shall also consider the rezoning criteria in the Land Development Code.

- (a) The existing uses of the subject property and uses of adjacent and near properties.
- (b) The current zoning of the subject property and adjacent or nearby properties.
- (c) The suitability of the subject property considered under the proposed zoning classification.
- (d) The history of the use of the subject property considered in the context of land development in the vicinity of the property.
- (e) Consistent with the established land use pattern.
- (f) Whether the change would create an isolated district unrelated to adjacent and nearby districts.

Policy 1-1.3.3: Performance Criteria within the Land Development Code. The City's Land Development Code shall continue to address the following areas, at a minimum, with performance standard criteria to be consistent with the Comprehensive Plan:

- (a) Density and intensity standards
- (b) Height requirements
- (c) Subdivision regulations
- (d) Parking standards
- (e) Sign standards
- (f) Procedures for development review of site plans, subdivisions, all public hearing items and agreement requirements
- (g) Utility requirements

- (h) Stormwater management and drainage regulations
- (i) Water wellfields protection at minimum, per Rule 17-555.512, F.A.C. and aquifer recharge per SJRWMD requirements for high recharge soils.
- (j) Park and recreation requirements
- (k) Solid waste requirements
- (l) Multimodal transportation standards.

Policy 1.3.4: Criteria for Zoning District Categories. The City shall consider the following criteria, in addition to those referenced for specific land uses, for zoning districts which are identified in Table 1.2 as being consistent with multiple future land use categories. The specific uses, FAR intensities, and residential densities for each zoning district shall be established within the Land Development Code.

**Table 1.2
Locational Criteria for Zoning District Categories**

Zoning Districts		Locational Criteria
CD	Conservation District	Lands that are environmentally fragile and appropriate for long-term preservation may be zoned Conservation.
R-1AAA, R-1AA, R-1A	Single-family Dwelling District	Single-family districts should be served by sidewalks, and where practical, bikeways, and should have convenient access to recreation, shopping, schools and public safety services.
R-1	Single-family Detached and Attached Dwelling District	Areas zoned R-1 should be served by sidewalks, and where practical, bikeways, and should have convenient access to recreation, shopping, schools and public safety services.
R-2	One- and Two-family Dwelling District	Areas zoned R-2 should be served by sidewalks, and where practical, bikeways, and should have convenient access to recreation, shopping, schools and public safety services
R-3	Multiple-family Dwelling District	Areas zoned R-3 shall have access to a major collector street or roadway of higher functional classification. Development within R-3 districts shall ensure access to transit.
R-4	Multiple-family Dwelling District	Areas zoned R-4 should be located on a major collector street or roadway with a higher functional classification, within the Regional Business Center, RBC-Core East, and RBC-Core West where density allows, or in the Gateway Center; R-4 zoning in the RBC, RBC-Core East, and RBC-Core West shall only be permitted in order to encourage housing in an urban environment; provide support for the commercial core uses within the Regional Business Center; serve as a land use buffer between the commercial core and less intensive residential uses on the fringe of the Regional Business Center; and to help create a user group for public transportation facilities.

**Table 1.2
Locational Criteria for Zoning District Categories**

Zoning Districts		Locational Criteria
R-M	Residential, Manufactured Home District	The R-M district should consist of areas suitable for the use of manufactured homes for dwelling purposes when it is compatible with adjoining and nearby present and future development within the City.
G-O	General Office District	G-O districts shall be located on major collectors or roadways with a higher functional classification. Access to transit shall only be required if located within an Activity Center, and should be considered during site plan review for projects located outside of an Activity Center. Office uses are compatible with adjacent community shopping and Activity Center uses and may be used as a buffer between these areas and adjacent residential uses.
C-L	Commercial Light District	C-L districts shall be located primarily on arterial roadways, and shall be regarded as an area that serves local and related needs within the community.
C-G	General Commercial District	C-G districts shall be located primarily on arterial roadways, and shall be regarded as an area that serves local and related needs within the community.
MOC-1	Mixed-Office/ Commercial District	MOC-1 districts shall be located on major collectors or roadways in a higher classification or within Activity Centers as specified in Table 1.1 and where density allows. MOC-1 districts are to serve the fringe of the Regional Business Center, the central cores of the Gateway, East Town and West Town Activity Centers, and located along the SR 434 corridor between Douglas/Markham Woods Road and Montgomery Road.
MOC-2	Mixed-Office/ Commercial District	MOC-2 districts shall be located in the central cores of the East Town and West Town Activity Centers, within the Gateway Center, or within the RBC-Core West. Within activity centers, MOC-2 districts shall have access to transit and must include transit-oriented development.
MOC-3	Mixed-Office/ Commercial District	MOC-3 districts shall only be located in the RBC Core-East and RBC Core-West.

**Table 1.2
Locational Criteria for Zoning District Categories**

Zoning Districts		Locational Criteria
MOR-1	Mixed-Office/ Residential District	MOR-1 districts shall be permitted in areas undergoing a transition from single family residential development to different uses that will not substantially impact low density residential areas. When properties are located near major roadways or collector roads, the district shall be used as transitional zoning for properties immediately located on the roadway, such as the Maitland Avenue Corridor, Newburyport Avenue and Palm Springs Drive south of Highland Street. MOR-1 districts shall have access to a minor collector roadway and access to transit.
MOR-2	Mixed-Office/ Residential District	MOR-2 functions as support for the commercial uses within the core areas of the Activity Centers and as land use buffers between core areas and less intensive residential uses on the fringe of the Activity Centers. MOR-2 zoning shall be located along Montgomery Road, Orange Avenue and in selected areas of the Gateway Center, and East and West Town Centers.
MOR-3	Mixed-Office/ Residential District	MOR-3 areas shall only be located in the RBC Core-East and RBC Core-West.
MOI-1	Mixed-Office/ Industrial District	MOI-1 districts shall be located along collectors, provided they are visually screened and buffered from adjacent residential uses. The MOI-1 district shall be regarded as appropriate for clean, light industry, research and development, electronics and other high technology uses with support office, warehousing, wholesale distributions and showrooms, and governmental or public uses.
MOI-2	Mixed-Office/ Industrial District	MOI-2 districts shall be located within the Regional Business Center and RBC-Core West, and along major collector roadways in the East Town and West Town Activity Centers. Transit shall be available or planned to serve employees within this land use category. The MOI-2 district should be developed as planned office and industrial parks with extensive landscaping, coordinated parking and roadway connectors.

**Table 1.2
Locational Criteria for Zoning District Categories**

Zoning Districts		Locational Criteria
MUD	Multi-use District	The MUD district shall have access to major collectors or roadways in a higher classification. The MUD district is established to provide a flexible low and medium intensity district for development and redevelopment of infill areas, enclave areas, and vacant and/or underutilized properties within the Gateway Center. MUD zoning shall be permitted on parcels within the Gateway Center activity center, and which are contiguous to existing MUD zoning. The MUD zoning district shall not be permitted in any other area of the City. The City will encourage a variety or mixture of uses in MUD district projects. To ensure that multiple uses develop in MUD districts, no one use will be permitted to develop on more than 80% of the gross acreage of a Multi-Use Development district, inclusive of FAR.
IN	Institutional District	Lands zoned IN shall contain sufficient acreage and open space and be properly screened and buffered in order to minimize potential adverse impacts on adjacent land uses. Uses such as places of worship, cultural or civic centers, and other similar public or private not-for-profit uses may be included within this district or within other districts as provided for in the Land Development Code.
I-L	Very Light Industrial District	The I-L district will be located along the Sunshine Lane area and the Rainer Drive area that are next to the West Town Center area. I-L districts will allow a variety of light manufacturing, warehousing distribution, assembly and other uses that require minimal outdoor storage of equipment. It must have access from roadways that can support heavy vehicles and shipping trucks and site design shall assure that internal turning-movements allow egress without backing into or parking on adjacent roads.
PUD-RES	Planned Unit Development District-Residential	PUD-Residential areas will be permitted when the project is an infill development, has frontage along collector roadways or is located in appropriate fringe areas of the City.

**Table 1.2
Locational Criteria for Zoning District Categories**

Zoning Districts		Locational Criteria
PUD-COM	Planned Unit Development District-Commercial	PUD-Commercial areas will be permitted when the project has road frontage on major collector roadways or arterial roadways. There shall be a maximum project size not to exceed 50,000 square feet. This maximum project size requirement of 50,000 square feet would be appropriate to provide neighborhood level type commercial uses and services to immediate residential areas. The minimum project size can be exceeded by the development of a Sector Plan. The uses within the PUD-Commercial project shall not duplicate commercial uses permitted in Activity Center areas and at intensity levels permitted in Activity Center districts.
PUD-MO	Planned Unit Development District-Mixed/Other	PUD-Mixed/Other shall only be permitted when the project has access to or road frontage on minor or major arterial roadways. When located within an Activity Center access to transit is required. There shall be a maximum individual project size not to exceed 150,000 square feet of non-residential development and a 1,000 residential unit maximum size. PUD-Mixed/Other projects shall not be located in areas that would result in the duplication of commercial uses permitted in any Activity Center or with any mixed use project.

Policy 1-1.3.5: Building and Fire Codes. The City shall continue to evaluate its building and fire codes to ensure performance standards sensitive to land uses are in place for both residential and residential land uses. The City has entered into the *Local Compliance Review Board of the Florida Building Code Interlocal Agreement*, between Seminole County, the Seminole County School Board, and the majority of the other municipalities in the County.

Innovative Land Development

OBJECTIVE 1-1.4: PROMOTE INNOVATIVE LAND DEVELOPMENT. The City will use innovative land development regulations such as transit and pedestrian-oriented development, transfer development rights, development bonuses and minimum land use densities/intensities to ensure an appropriate land use pattern for the City, one which encourages the integration of transportation and transit systems with land use in order to promote effective multi-modal transportation.

Policy 1-1.4.1: Update Development Bonuses and Incentives. The City will continue to periodically review and revise the development bonus criteria for additional intensity/density for projects in the Activity Centers. The review will focus on permitting bonuses for priority projects in the City (transit, public amenities and affordable housing) and how best to

encourage transit usage during development review through innovative techniques and regulations.

Policy 1-1.4.2: Establish Minimum Residential Densities to Support Transit. The City will require minimum densities within Activity Centers which support multi-modal transportation. Within the RBC – Core East, the minimum density requirement for projects proposing residential is 25 units per acre. For the remaining areas of the RBC and all other Activity Centers, the minimum density requirement for projects proposing residential is 10 units per acre. For areas generally within ¼-mile of the SunRail station in the East Town Center, the minimum density requirement for projects proposing residential is 15 units per acre.

Policy 1-1.4.3: Promote Transit Supportive Employment and Retail Commercial Concentrations. The City shall establish minimum FAR standards within Activity Centers to assure employment densities and retail commercial intensities occur at levels that support transit service.

Policy 1-1.4.4: Co-location and Integration. The City shall promote development that supports a mix of residential, office, or commercial mixed uses within Activity Centers which support transit and which integrate transportation systems with land uses, and which encourage connection of uses.

Policy 1-1.4.5: Maximize Existing Services and Facilities. The City shall maximize use of existing services and facilities before expanding service to new areas in the City or within service areas outside the City.

Policy 1-1.4.6: Transfer of Development Rights Program. The City shall maintain transfer of development rights (TDR) requirements in the Land Development Code. These requirements shall be used to transfer, reduce or strip development rights from one parcel to another parcel usually to increase the density/intensity of the receiving parcel and to reduce or eliminate density/intensity from the parcel that gave up units or square feet. The City will maintain criteria limitations for TDR's for outside and inside Activity Center areas.

Policy 1-1.4.7: Transit and Pedestrian-Friendly Development. The City shall enforce development standards that require site design that promotes use of transit and creates a great pedestrian environment, particularly within Activity Centers.

Redevelopment

OBJECTIVE 1-1.5: PROMOTE REDEVELOPMENT. The City shall promote the redevelopment of under-utilized areas of infill properties, enclaves and Activity Centers.

Policy 1-1.5.1: Streamline Development Review Process for Redevelopment. The City shall maintain administrative procedures that modify development requirements and streamline development procedures for projects in the following special development categories:

- (a) affordable housing
- (b) redevelopment in Activity Centers
- (c) infill development in Activity Centers
- (d) project renovations requiring City approvals/permits
- (e) infill development outside Activity Centers

Policy 1-1.5.2: Expedite Applications for Special Development Categories. The City shall give priority on meeting development review agendas for projects that are in the five special development categories listed in Policy 1.5.1.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 1-1.5.3: Support Special Development Categories. The City shall have the ability to reduce development requirements for projects that are in the five special development categories listed in Policy 1.5.1 for on-site design requirements such as open space, parking, buffers and tree replacement when determined not to be contrary to the general public interest of the citizens of the City and when same reduces overall development costs.

(Revised: Ordinance 1676-14, Adopted 7/1/14)

Policy 1-1.5.4: Target Development Incentives and Bonuses to Activity Centers. The City will allow for development intensities and densities at ranges higher than allowed by the land use category by development bonuses as an incentive to have vacant or under-utilized properties to develop. These properties are primarily located in Activity Center areas where services and facilities are already present to support additional land development.

Policy 1-1.5.5: Eliminate Non-Conforming Lots and Promote Land Assembly. The City will implement policies in the Land Development Regulations that promote land assembly to better create infill development and redevelopment opportunities, particularly with the intent to eliminate lots currently not conforming to minimum lot size and dimensions.

Policy 1-1.5.6: Enclave Annexation Agreement. The City shall continue to use the *City of Altamonte Springs/Seminole County Interlocal Agreement Relating to the Annexation of Enclaves* to coordinate with Seminole County the reduction of enclaves within the City's municipal boundaries as a means to maximize City resources.

Policy 1-1.5.7: Planning Coordination. The City shall continue to use the *Intergovernmental Planning Agreement of 1997* to coordinate land use change applications and annexations with Seminole County and surrounding municipalities.

Policy 1-1.5.8: Assembly of Parcels. In order to support the assemblage of parcels for development and/or redevelopment of property, the Land Development Code shall allow development bonuses for the consolidation/assembly of parcels for the purpose of development/redevelopment within the Activity Centers.

OBJECTIVE 1-1.6: LAND USES CONSISTENT WITH COMMUNITY CHARACTER.

The City shall promote and support land uses appropriate with community character and established uses and in keeping with the evolving regional transportation challenges affecting the City.

Policy 1-1.6.1: Promote Quality Development. It shall be the policy of the City to promote quality new residential development.

Policy 1-1.6.2: Protection of Residential Areas. It shall be the policy of the City to protect existing low to medium density residential areas from the impacts from traffic, environmental, noise and other negative impacts associated with future non-residential development when multimodal consideration are not advanced by such development.

Policy 1-1.6.3: Promote Quality Living Environment. It is the intent of the City to maintain and support a high quality of living environment for Altamonte Springs residents through innovative design, landscaping techniques and a full range of public services and facilities, including access to transit and pedestrian systems.

Policy 1-1.6.4: Public Facilities for Established Residential Neighborhoods. It is the policy of the City to ensure that all existing low and medium intensity residential areas within its municipal boundaries have access to a full range of public services and facilities.

Policy 1-1.6.5: Promote Commercial Development. The City will protect existing commercial uses and promote quality future commercial development in appropriate locations.

Policy 1-1.6.6: Assure Commercial Services Available to Residents. The City will designate commercial areas both inside and outside Activity Centers to serve shopping and business needs, and the needs of community residents.

Policy 1-1.6.7: Locations for Industrial Activities. The City shall designate areas for Industrial uses based on accessibility and compatibility with adjacent uses.

Policy 1-1.6.8: Conservation Areas. The City shall protect the conservation areas as illustrated on the Future Land Use Map. It is not appropriate to establish intensity/density standards for conservation areas. Uses allowed will be public and private passive parks, wildlife sanctuaries, water management areas and natural vegetation.

OBJECTIVE 1-1.7: ELIMINATE LAND USE INCONSISTENCIES. The City shall eliminate or reduce existing land uses inconsistent with the Future Land Use Map through the implementation of the following policies.

Policy 1-1.7.1: Timeframe for Land Use Conformity. The City will require properties to conform to all land use and development requirements when a non-conforming use has been discontinued for 12 consecutive months.

Policy 1-1.7.2: Compatibility with the Comprehensive Plan. The City will not allow expansion or replacement of any non-conforming use for land use that is inconsistent and incompatible with the Comprehensive Plan.

Policy 1-1.7.3: Redevelopment of Non-Conforming Uses. The City will permit the redevelopment of a non-conforming use when the redevelopment will result in a use that is more conforming to the permitted uses in the existing zoning district. Should the City allow

a lesser non-conforming use, upgraded improvements will be required to the property (i.e., parking, landscaping, signs, drainage, open space, transit oriented development) as a part of the City's allowing a non-conforming use or activity to be upgraded.

Policy 1-1.7.4: Higher Intensities with Activity Centers. The City will designate higher intensities used within Activity Center areas and support redevelopment primarily to uses consistent with the Comprehensive Plan.

OBJECTIVE 1-1.8: DISCOURAGE URBAN SPRAWL AND PROMOTE LAND USE COMPATIBILITY AT CITY PERIPHERY. The City will actively discourage development proposals in areas near or outside City limit boundaries that are at inappropriate densities/intensities not consistent with the Comprehensive Plan through the implementation of the following policies and by encouraging higher intensity development within Activity Centers.

Policy 1-1.8.1: Promote Infill Development. The City shall give preference to development proposals that are classified as infill development. The City will promote development and redevelopment on infill areas that are vacant or underutilized, especially where services and facilities already exist.

Policy 1-1.8.2: Appropriate Extension of Utility Services. The City will not provide services or facilities (i.e., utility services) for existing land uses outside the City limits incompatible with adjacent land uses in the City unless development or redevelopment is proposed to make the use consistent with adjacent areas.

Policy 1-1.8.3: Coordinate Land Use Planning with Seminole County and Adjacent Municipalities. The City shall coordinate land use planning activities, urban sprawl issues, and other comprehensive planning issues with Seminole County and adjacent municipalities through the Seminole County Joint Planning Technical Advisory Committee (PTAC).

Policy 1-1.8.4: Direct Future Growth to Activity Centers. Future growth and development will be supported primarily in the Activity Centers and will support Seminole County to direct intense development and redevelopment projects into Activity Centers in effort to discourage urban sprawl.

Policy 1-1.8.5: Coordinate Land Use and Public Facilities. The City will provide public facilities and services consistent with land use policies, especially through giving priority to annexations to enclave areas before areas that expand the City boundaries, so as to maximize the benefit from public expenditures on services and facilities.

Policy 1-1.8.6: Open Space Standards within Activity Centers. Development within Activity Centers may reduce on-site open space below the City's adopted minimum standard if transferred off-site to other areas within the same Activity Center or as prescribed by other policy within the Recreation and Open Space Element.

Land Use and Transportation Emphasis

OBJECTIVE 1-1.9: INTEGRATE INTENSIVE LAND USES AND MULTI-MODAL TRANSPORTATION. The Future Land Use Map (Figure 1-1.1) shall provide a land use designation emphasizing development intensities and urban design that promote the use of multi-modal transportation. Land use planning activities within this land use designation shall integrate those urban components necessary for multi-modal transportation to succeed over the long-term with the City's land use planning activities.

Policy 1-1.9.1: Development Supporting Transit- and Pedestrian-Oriented Design. Development and redevelopment occurring within Activity Centers shall give priority to site design needs for transit use and pedestrian activity above design needs for automobile facilities. The Land Development Code shall include incentives or bonuses to support transit- and pedestrian-friendly site design.

Policy 1-1.9.2: Land Use Activities Supporting Multi-Modal Transportation. By 2012, the City shall review and evaluate land use activities allowed within zoning categories of the Official Zoning Map to assess whether such activities are compatible with, and complement, areas emphasizing transit and pedestrian transportation. Uses that rely upon automobiles, such as car washes, drive-thrus, automobile sales, or other businesses or uses determined by the City to rely exclusively on cars shall be directed away from the Regional Business Center.

Policy 1-1.9.3: Transit- and Pedestrian-Supportive Land Development Regulations. The City shall continue to monitor its Land Development Code and design guidelines applicable city-wide to ensure design and development standards support walking and use of transit. These standards shall address building orientation and setbacks; direct pedestrian pathways between public sidewalk systems and building entrances; elimination of pedestrian and transit impediments such as landscaping, drainage swales, and buffer walls; location of transit stops; transit easements and aisles; transit shelters, waiting areas, and seating; parking location and internal pedestrian circulation; building architecture and pedestrian-oriented facades; bicycle parking facilities; and guidelines for the location, design, accessibility, and appearance of parking garages.

OBJECTIVE 1-1.10: TRANSPORTATION CONCURRENCY EXCEPTION AREAS (TCEAs). The City of Altamonte Springs shall use TCEAs as a tool for promoting infill development and redevelopment. The TCEAs shall be supported by land use and transportation strategies to support and fund mobility.

Policy 1-1.10.1: 2007 TCEA. The City of Altamonte Springs implemented a TCEA in 2007 which includes portions of the Regional Business Center and the East Town Center, and a small amount of property adjacent to the East Town Center on the north and south. The 2007 TCEA boundary is illustrated in Figure 1-2.2.

Policy 1-1.10.2: City-wide TCEA. The City is designated a "Dense Urban Land Area" under Section 163.3180(5), Florida Statutes, and is also designated a city-wide TCEA. The city-wide TCEA boundary is illustrated in Figure 1-2.2.

Policy 1-1.10.3: Exception from State-mandated Transportation Concurrency. Development and/or redevelopment within the TCEAs is exempt from state-mandated concurrency. However, development / redevelopment shall continue to mitigate transportation impacts to the multi-modal transportation system based upon the density / intensity and respective location of the development.

OBJECTIVE 1-1.11: EMPHASIS ON MOBILITY. The City of Altamonte Springs shall place an emphasis on providing mobility within the City. Mobility, as defined in the Multi-Modal Transportation Element, will be provided through the multiple strategies identified in the following policies.

Policy 1-1.11.1: Mobility Strategies. Mobility within the City shall be achieved and maintained through the implementation of prioritized strategies and programs which enhance the City's multi-modal transportation system. Mobility strategies for the City will include, but are not limited to:

- Pedestrian and bicycle facilities enhancements
- Transit facilities and service enhancements
- Transportation system management
- Transportation demand management
- Transit- and pedestrian-oriented site design standards/regulations
- Revised parking standards/regulations
- Community transit service
- Parking facilities that enhance pedestrian and bicycle facilities
- Complete streets policy implementation
- Neighborhood traffic management program

Policy 1-1.11.2: Complete Streets. The City shall require new development and redevelopment to comply with the City's "complete streets" policy to ensure that all modes of transportation are incorporated into proposed plans for roadway modifications and connections to the transportation system. The intent of this policy is to develop a comprehensive, integrated, multimodal street network by coordinating transportation planning strategies and private development activities as follows:

- (a) Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings, parking areas, and existing or planned public sidewalks.
- (b) Provide cross-access connections/easements or joint driveways.
- (c) Deed land or convey required easements, as requested by the City, for the construction of public sidewalks, bus turn-out facilities, and/or bus shelters with appropriate credits toward developer contribution requirements.
- (d) Where appropriate, developers shall provide for the following improvements with credits toward contribution requirements:
 1. Project turn lanes
 2. Bus shelters

3. Adjacent sidewalks
4. Streetscaping/landscaping within the public right-of-way
5. Additional bicycle parking

Policy 1-1.11.3: SIS and FIHS Facilities. I-4 is the only Florida Intrastate Highway System (FIHS) and Strategic Intermodal System (SIS) (roadway) facility in the City. A significant amount of traffic on SR 436 does not stop within Altamonte Springs. During the morning peak hour, the peak direction of traffic on SR 436 is toward I-4 and the reverse is measured in the PM peak hour. While this non-Altamonte Springs regional traffic places a burden on the City of Altamonte Springs (by creating congestion and a challenging pedestrian environment) the City recognizes that this regional demand is to be expected within a growing urban area. The City previously constructed Central Parkway, an east-west connector spanning I-4, from Palm Springs Drive to Montgomery Road including the bridge over I-4 in an effort to reduce the local traffic demand on SR 436 at the I-4 interchange. Thus, the SR 436 interchange with I-4 is recognized as the critical link in the roadway system within the City. The City is committed to protect the SR 436/I-4 interchange from impacts of development/redevelopment within the City to the extent possible.

In an effort to minimize any potential impacts to I-4, the City will:

- (a) Support the FDOT efforts to remove the signal at SR 436 and the Wymore/Douglas Avenue intersection to reroute the traffic to the intersection of SR 436 at Westmonte Drive. The City will support the FDOT in its public involvement efforts to facilitate this change and will implement the necessary improvements at the intersections of Westmonte Drive with Douglas Avenue and Wymore Road to support the change in travel patterns.
- (b) Work with FDOT on the planned interchange of the I-4 special use lanes with Central Parkway. The City will seek to implement the needed improvements to Douglas Avenue, between Central Parkway and Westmonte Drive to support the access to the Central Parkway special use ramps.
- (c) In the event of major redevelopment of properties in the southeast quadrant of the I-4/SR 436 interchange, the City will seek to reserve right-of-way and private funding for a new road and bridge over I-4 connecting North Lake Boulevard to Wymore Road at Westmonte Drive.
- (d) In addition, in recognition that the FDOT plans to make significant improvements to the interchange of I-4 at SR 436, the City will coordinate with the FDOT to explore the potential for entering into a binding agreement regarding the mitigation of impacts from development within the City on the interchange and I-4.

Sustainability

OBJECTIVE 1-1.12: SUSTAINABILITY. The City shall promote compact, mixed-use, and energy efficient development in a pattern which supports walking, bicycling, and transit to establish a more sustainable community and reduce greenhouse gases (GHGs).

Policy 1-1.12.1: Reduce Vehicle Miles Traveled. The land use pattern shall serve to minimize travel requirements and support multi-modal transportation to reduce vehicle miles traveled.

Policy 1-1.12.2: Energy Efficiency. The City shall support the integration of passive solar design, green roofs, and active solar and other renewable energy sources into development and redevelopment projects. The City shall also require energy efficient designs and appliances for residential development as specified in the Florida Building Code.

Policy 1-1.12.3: Heat Island Effect. The City shall support site designs and the use of building materials that reduce heat absorption or the heat island effect.

Policy 1-1.12.4: Natural Landscaping. The built environment and urban design shall maximize natural areas and incorporate Florida-friendly landscaping to reduce energy and water consumption.

Policy 1-1.12.5: Fire Sprinkler Protection. The City shall continue to require the protection of the built environment with fire sprinkler protection to reduce water system demand, greenhouse gases, water pollution, landfill waste, reconstruction and improve the overall sustainability of development. The City shall also continue to provide financial incentives for fire sprinkler protection in one-and two-family dwellings.

Policy 1-1.12.6: Green Roofs. The City shall support green roofs in order to reduce stormwater runoff, enhance building cooling and insulation, reduce the urban heat island effect, offer area cooling, improve air quality, and promote innovative green spaces. Non-residential and mixed-use developments that include a green roof shall be permitted to count the green roof area toward the required open space for the development as follows:

- (a) Each square foot of vegetated green roof earns a one-square-foot reduction in the required open space.
- (b) Roof-top vegetation must be maintained for the life of the building. Contact information for the property owner or manager along with maintenance responsibilities shall be provided to the City with the building permit application. Green roofs are subject to periodic inspections by the Building Division to ensure proper maintenance.
- (c) A green roof must be certified by a licensed professional architect that it is in compliance with the Florida Building Code.

Policy 1-1.12.7: Community Gardens. A community garden is land used for the cultivation of food crops, such as fruits, vegetables, and herbs, and/or non-food, ornamental plants, flowers, or herbs, by multiple users for personal or group use, consumption, or donation. The City shall permit community gardens as an intermediate and/or ancillary use in all zoning districts. The on-site sale of community garden products shall be prohibited. No building or structures shall be permitted on the site other than sheds for storage of tools (limited in size to 250 square feet or less), benches, bike racks, raised/accessible planting beds, compost or waste bins, picnic tables, fences, rain

barrel systems, garden art and children's play areas. The combined area of all buildings or structures shall not exceed 15 percent of the garden site.

Resource Protection

OBJECTIVE 1-1.13: PROTECT CHARACTER OF ESTABLISHED NEIGHBORHOODS. The City will maintain the stability of all existing and newly developed residential neighborhoods through the Year 2030 by implementation of the following policies.

Policy 1-1.13.1: Land Use Designations Compatible with Existing Neighborhood Character. Established single family residential neighborhoods shall be assigned low and medium density residential land use designations that support densities compatible with its current development character unless blight or deterioration of an area warrants another Future Land Use Designation to stimulate redevelopment and revitalization.

Policy 1-1.13.2: Prevent Encroachment of Non-Compatible Uses into Low Density Residential Neighborhoods. The City shall prevent the encroachment of non-compatible uses into low density residential areas, as illustrated on the Future Land Use Map, by prohibiting the conversion or redevelopment of properties to uses that adversely alter its residential character. Non-residential uses may be allowed if approved as a Comprehensive Plan Amendment and the property is consistent with the level of service requirements for low density residential as identified in the Capital Improvement Element.

Policy 1-1.13.3: Activity Centers to Accommodate Commercial Growth Pressures. In order to relieve commercial growth pressure in neighborhoods, the City will direct commercial development to designated Activity Centers by allowing development intensities that assure sufficient space for future commercial development and by establishing development incentives and density bonuses within Activity Centers.

Policy 1-1.13.4: Buffer Impacts from Residential Areas. The City will maintain in the Land Development Code landscaping buffering, and setback requirements between residential and non-residential uses based on densities, heights and setbacks.

Policy 1-1.13.5: Discourage Cut-through Vehicle Traffic within Residential Areas. The City will discourage non-residential projects from having vehicle access to local residential streets within single family residential areas. This policy will be implemented consistent with Policy 2-2.8.4 Neighborhood Protection.

Policy 1-1.13.6: Code Enforcement. The City will continue its code enforcement program to promote the character of residential areas and protect public health, safety and welfare. The City will provide priority to residential code enforcement and also provide a code enforcement program for commercial areas as an extension of the annual inspection of commercial properties. The City will evaluate its code enforcement program annually to ensure efficient service to the public.

OBJECTIVE 1-1.14: PROTECT NATURAL RESOURCES. The City will ensure that natural resources are protected through the policies of this plan upon adoption and enforcement

by the City of requirements in the Land Development Code, especially in the review of all new development and redevelopment proposals and through code enforcement procedures. The City will coordinate future land uses with the appropriate topography, soil conditions and other environmental features, including those lands in the City and within the Wekiva Study Area, as defined in section 369.316 Florida Statutes, and shown on Figure I-1.12, "Wekiva Study Area", during the review process of proposed development, the comprehensive plan amendment process (maximum twice a year) and the seven year comprehensive plan update process.

Policy 1-1.14.1: Coordinate Hazard Mitigation Reports with Development and Redevelopment. Should Altamonte Springs be included in a Presidential Disaster Declaration, the City shall use the interagency hazard mitigation report as the basis for prohibiting redevelopment of uses which are inconsistent with the report recommendations. Additionally, the City shall use the interagency hazard mitigation report to prevent new uses which are inconsistent with the report recommendations from locating in the area included in the Presidential Disaster Declaration. Finally, should an interagency hazard mitigation report be issued for Altamonte Springs, the City shall consider adopting a program for eliminating existing uses which are inconsistent with the report recommendations.

Policy 1-1.14.2: Promote Reclaimed Water. The City will promote the use of reclaimed water and use of drought resistant or native vegetation when needed as a part of median landscaping, park expansion and natural open space areas throughout the City.

Policy 1-1.14.3: Wellfield Protection. The City will establish requirements for potable water wellfields at minimum per Rules 62-521 and 62-555 F.A.C. and establish requirements for environmentally sensitive lands.

Policy 1-1.14.4: Review Availability of Potable Water Supply. Consistent with public health and safety, potable water facilities and supplies shall be in place and available to serve new development no later than the issuance by the City of a certificate of occupancy or its functional equivalent. The City shall consult with the applicable service provider to determine whether adequate water supplies and related facilities to serve the new development will be available no later than the anticipated date of issuance by the City of a certificate of occupancy or its functional equivalent.

Policy 1-1.14.5: Protection of Endangered Species. The City will require the identification, protection and/or mitigation of any rare and/or endangered species.

Policy 1-1.14.6: Tree Protection. The City will require development to minimize tree removal as a part of land development to a property.

Policy 1-1.14.7: Coordinate Resource Management Plans with Regional Agencies. The City will coordinate with the St. John's River Water Management District (SJRWMD) and the East Central Florida Regional Planning Council (ECFRPC) in the implementation of resource management plans. It will be the responsibility of the City's Public Works Department to enforce mandatory watering restrictions for those areas not on the City's reclaimed water system. In regard to any resource management plans proposed by the ECFRPC as in wetland protection, the City will participate in any task force as requested,

amend City regulations and enforce requirements of the Strategic Regional Policy Plan to the extent possible.

Policy 1-1.14.8: Roadway Beautification. The City will require median beautification and/or landscaping in conjunction with widening of major collector multi-laned streets.

Policy 1-1.14.9: Tree City USA Status. The City will continue to maintain the "Tree City USA" status as awarded by the National Arbor Day Foundation.

Policy 1-1.14.10: Floodplain Protection. A combination of the following requirements governs the limitation and density of development or redevelopment in the City for floodprone lands and protects the natural function of floodplains:

- (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. The regulation specifically states: "No portion of any structure which reduces the storage capacity of the flood hazard area may be constructed within the limits of the flood hazard area unless equal replacement storage volume is provided by acceptable engineering techniques".
- (c) Development or redevelopment of any site is subject to the provisions of the Land Development Code in Section 6.1.11 to comply with the stormwater management requirements for prime and non-prime recharge areas or Rules 62-40, 40C-41, and 40C-42, F.A.C., whichever is more stringent; and
- (d) Development or redevelopment in landlocked basins must also comply with requirements of the SJRWMD to restrict runoff to pre-development conditions (this criterion applies to all basins in the City except the Little Wekiva Basin in the City.
- (e) All existing uses in flood prone areas which were built before the City entered into the Federal Emergency Management Agency (FEMA) program are considered non-conforming uses and are subject to the provisions in the Land Development Code, Section 3.44.20 for continuance for the use.
- (f) The City will continue to participate in the FEMA program. Should at any time FEMA set new floodplain elevations, the City will enforce these new elevations in the review of proposed development. Existing development will be enforced through the non-conforming use regulations.

Policy 1-1.14.11: Development Compatibility with Natural Features. The City will analyze natural features to include topography, soil conditions, vegetation, habitat, natural sheet flow, drainage conditions, and impacts to most effective recharge areas, karst features, and sensitive natural habitats including Longleaf Pine, Sandhill Pine, and Xeric Oak Scrub as shown on Figure I-1.12 (Most Effective Recharge Areas), Figure I-1.14 (Karst Features), and Figure I-1.14 (Sensitive Natural Habitats) for the suitability of a proposed development or future land use during the review process of a proposed project, comprehensive plan amendment, or five-year plan update. The City will continue to require code compliance from those offenders who alter or destroy any natural conditions regulated by the Land Development Code, i.e., tree removal without proper permits.

Policy 1-1.14.12: Design Standards. New development within the Wekiva Study Area shall adhere to any development standards adopted to implement the Wekiva Parkway and

Protection Act. Such standards may include, but are not limited to: additional stormwater treatment and retention (maintenance of water quality and recharge); enhanced wastewater treatment; limitations of certain allowed uses within the most vulnerable portions of the Wekiva Study Area; subdivision standards; open space requirements; “smart growth design”; roadway design standards; parking lot design standards; upland habitat protection, and other such measures as may be adopted in order to protect ground and surface water in the Wekiva Study Area.

Policy 1-1.14.13: Hazardous Waste Management. Industries and other businesses which use, sell, generate, or store hazardous materials or hazardous wastes shall be prohibited by zoning to ensure that releases of hazardous materials or wastes do not degrade groundwater or surface waters.

The following land uses are determined to be incompatible with existing land uses and have significant environmental impacts; therefore, such uses are not permitted within the city limits of the City of Altamonte Springs: asphalt plants; landfills; industrial effluent injection wells; plating plants; stripping vats; food irradiation plants; hazardous waste storage or processing facilities; incinerators; cement plants; automobile or heavy equipment junkyards; fiberglass manufacturing plants; electric power transmission lines in excess of 240 kilovolts; boilers fueled by anything other than natural gas or #2 fuel oil; bulk fuel storage facilities; petroleum pipelines; bulk chemical storage or processing facilities; citrus processing; crematorium; blast furnaces; smelting plants; pickling plants (wood or metal); battery manufacturing facilities; refineries; waste tire storage or processing facilities.

OBJECTIVE 1-1.15: PROTECTION OF HISTORICAL OR ARCHEOLOGICAL SITES.

The City will ensure the identification, evaluation and protection of its archeological and historic resources.

Policy 1-1.15.1: Locally Designated Historic Sites. The City designates the Altamonte Chapel as a locally recognized historical resource.

Policy 1-1.15.2: Protection of Historic and Archeological Sites. The City shall provide procedures and standards within its Land Development Code addressing the alteration, removal or destruction of locally recognized historic sites as well as any that become designated on the National Register of Historic Places.

Public Facilities

OBJECTIVE 1-1.16: AVAILABILITY OF PUBLIC FACILITIES AND TRANSPORTATION SERVICES.

The City shall administer a Concurrency Management System for services and facilities consistent with level of service standards and designated future land uses, as required by Florida Statutes.

Policy 1-1.16.1: Promote Infill Development. It shall be the policy of the City to allow new development/redevelopment in the Activity Center/infill development areas and enclave areas having public services and facilities to support new development.

Policy 1-1.16.2: Public Facilities and Services Available Pursuant to Level of Service (LOS) Standards. The City shall evaluate new development proposals for compliance with the City's adopted LOS standards. No final development order shall be issued unless public facilities, multimodal transportation systems, and recreation facilities are available to serve the proposed development consistent with LOS standards and policies set forth within the Capital Improvement Element. Exceptions for transportation concurrency including transportation LOS standards are hereby granted.

Policy 1-1.16.3: Location and Timing of Public Facilities. The City shall use the location and timing of public services and facilities as a mechanism for facility planning, as well as determining the timing and extent of future development within the City.

Policy 1-1.16.4: LOS Evaluation for Development Applications. All petitions for site plan approval, development approval (or amendment to development regulations) shall include a demonstration that the project's construction requires that public services and facilities will be available consistent with the respective LOS standards.

Policy 1-1.16.5: Public Facility Assessments. The City shall continue to require an applicant to make an assessment of public services and facilities by the amount of intensity and/or density for the proposed development prior to the formal application being submitted to the City for review. This procedure will occur as a part of the development pre-application stage and through the evaluation of a concurrency test.

Policy 1-1.16.6: Annually Establish LOS Standards. The City shall annually evaluate the established LOS standards for services and facilities as well as make necessary changes to the Capital Improvement Element to reflect necessary adjustments for each of the required public services and facilities.

Policy 1-1.16.7: Land Use Consistent with Transportation Capacities. The City shall ensure that densities and intensities of future development are consistent with the mobility plan. Transportation concurrency exceptions are permitted for future development consistent with the designation.

Policy 1-1.16.8: Land Use Densities Consistent with Availability of Water and Sewer. The City shall ensure that densities and intensities of all future development are consistent with the capacity of water and sewer plant capacity and their adopted LOS standards.

Policy 1-1.16.9: Land Use Densities Consistent with Availability of Solid Waste Facilities. The City shall ensure that densities and intensities of all future development are consistent with the City's ability to provide solid waste service consistent with the adopted LOS standard.

Policy 1-1.16.10: Land Use Densities Consistent with Availability Drainage Capacities. The City shall ensure that densities and intensities of all future development are consistent with adopted drainage regulations and consistent with the adopted LOS standard.

Policy 1-1.16.11: Land Use Densities Consistent with Availability of Parks and Recreation Facilities. The City shall ensure that the densities of all future residential development are consistent with the parks and recreation regulations and consistent with the adopted level of service standard.

OBJECTIVE 1-1.17: AVAILABILITY OF UTILITY AND PARK FACILITIES. The City will ensure the availability of utility or park facilities to support all residential and non-residential development.

Policy 1-1.17.1: Available Sites for Utility Facilities. To assure sites are available for future utility facilities, the City will annually study and identify all necessary lands needed for water or sewer facilities over the next 20 years.

Policy 1-1.17.2: Available Sites for Parks and Recreation. To assure sites are available for future parks and recreation, the City will annually study and identify all necessary lands needed for parks and recreation areas over the next 20 years for neighborhood or community parks.

Policy 1-1.17.3: Plan for Suitable Land Areas for Transportation and Utilities. The City will continue to maintain and enforce building setbacks, right-of-way and easement standards in the Land Development Code to allow for additional widening of roads, proper placement of stormwater and utility systems, and installation of pedestrian and transit facilities with land use.

Policy 1-1.17.4: Dedication of Right-of-Way and Easements. The City will require all new private developments/redevelopments to dedicate rights-of-way and easements necessary to service the development, including such facilities, rights-of-way, and easements that support transit service and pedestrian facilities, as part of the review of any development proposal, consistent with the requirements outlined in the Land Development Code.

OBJECTIVE 1-1.18: SCHOOL PLANNING. The City of Altamonte Springs shall plan for existing and future schools through the implementation of the following policies.

Policy 1-1.18.1: Future Land Use Map Designations for Public Schools. The City of Altamonte Springs shall allow elementary, middle and other similar low-intensity schools to be located within any future land use area.

Policy 1-1.18.2: Coordination with Seminole County School Board. The City and the Seminole County School Board established and will implement an interlocal agreement to govern the process for locating new schools and/or expanding existing schools within Altamonte Springs. The interlocal agreement includes the minimum criteria for locating a new school as well as a method for resolving conflicts.

Policy 1-1.18.3: Collocation of Facilities. The City of Altamonte Springs shall seek to continue to collocate public facilities, such as parks, libraries, and community centers, with

schools to greatest extent possible. In collocating facilities, the City shall use the following guidelines:

- (a) *Elementary Schools.* Playgrounds can be colocated with elementary schools. In areas with densities high enough to support them, a neighborhood park with facilities for the elderly, a neighborhood recreation center, and a library sub-branch can be included.
- (b) *Middle Schools.* A community park and athletic fields are appropriate to locate with middle schools. A community center, if the school will not be used for this purpose, and a library sub-branch or branch can be included depending on the school's location and the population served.
- (c) *High Schools.* Community parks with a community center, if the school will not be used for this purpose, and athletic field can be colocated with high schools. A main or branch library is also appropriate. If justified by the population to be served, a district park could be colocated with the school.

Policy 1-1.18.4: Interim Public School Siting Criteria. The following criteria shall be used in locating public schools within Altamonte Springs until an interlocal agreement between the School Board and the City is adopted:

(a) General Guidelines.

- 1. Proposed school sites shall be located away from industrial uses, limited access roadways, railroads, and similar land uses to avoid noise, odors, dust, and traffic impacts and hazards.
- 2. Disrupting influences caused by school yard noise and traffic require that schools be located sufficient distances from adult communities, nursing homes and similar land uses or buffered from these areas.
- 3. New school sites shall be located within the County's urban growth boundary or be compatible with compact urban growth patterns.
- 4. Schools shall be designed to minimize the impacts to adjacent neighborhoods through control of site aspects including traffic access, landscaping, buffers, and site design and layout.

(b) Site Acceptability.

- 1. School size and land area requirements for elementary, middle and high schools shall meet the minimum standards established by the Seminole County School Board.
- 2. Schools should be centrally located within their intended attendance zones, to the maximum extent possible, and be consistent with walking and bus travel time standards. High schools shall be exempted from this provision due the large land area requirement.
- 3. The site should be of sufficient size to ensure that buildings and ancillary facilities, and future expansions can be located away from floodplains, flood prone areas, wetlands and other environmentally sensitive areas, coastal high hazard areas and will not interfere with historic or archaeological resources.
- 4. Public utilities (e.g., water, sewer, stormwater) must be available to the site.

5. Access to the site should be from a collector road (local roads for elementary schools) and avoid the need for slow down zones, if possible.
6. Ingress and egress should not create detrimental impacts on roads adjacent to the site.
7. Approaches to the site should be safe for pedestrians, bicycles, cars and buses.
8. A mass transit or bus stop should be located near the site.

(c) School Specific Site Location Recommendations.

1. *Elementary Schools.* Elementary schools serve a neighborhood or group of neighborhoods where students have a short distance to walk. Land uses should be predominately residential and include housing types and densities sufficient to meet the school's enrollment capacity with students that are predominately within walking distance of the school.
2. *Middle Schools.* Middle schools have a community orientation and the mix of land uses can include more commercial uses than would be allowed in a neighborhood. Enrollment should come from two or more elementary schools.
3. *High Schools.* High schools should be buffered from residential areas. Enrollment for high schools should come from two or more middle schools. The campus should be large enough to support students to remain onsite and to ensure sufficient parking or parking controls to avoid disruptive offsite parking.

Plan Amendments

OBJECTIVE 1-1.19: PLAN AMENDMENT EVALUATION CRITERIA. Upon adoption of the Comprehensive Plan, the City will utilize the guidelines and criteria contained in the policies listed below to evaluate land use amendments, excepting amendments will occur according to and consistent with schedules and procedures set forth in Chapter 163, Florida Statutes and in Florida Administrative Code 9J-11.

Policy 1-1.19.1: Land Use Amendment Criteria. The following criteria represent a set of conditions upon which a decision to amend the Plan shall be based. These criteria will be used by staff in reviewing and preparing staff recommendations and by the Local Planning Agency (LPA) and the City Commission as findings for approving plan amendments.

- (a) The character of the area or adjacent land has changed enough to warrant a different land use.
- (b) Facilities and services are available concurrent with development.
- (c) Adequate water supplies and associated public facilities are or will be available to meet projected growth demands
- (d) The site can accommodate the proposed use and comply with other development regulations and standards.
- (e) The proposal meets any other special provisions of the law.
- (f) The proposed use is compatible with surrounding development in terms of appropriate buffers, setbacks, development intensity, off-site odor, noise, visual and traffic impacts.
- (g) The proposed use furthers the public interest by providing:

1. Sites for public facilities or facility improvements in excess of the projects needs;
2. Publicly dedicated Conservation areas in excess of Code requirements;
3. Affordable housing;
4. Economic diversity by providing skilled labor jobs;
5. Reduction in transportation impacts on area wide roads by establishing transit- and pedestrian friendly development that places residential units in close proximity to Activity Centers, recreation and other public uses, and includes site design that promotes pedestrian activity and transit use; or
6. Participation in Transit or Transportation Demand Management measures.

(h) The proposed use is consistent with other elements of the Comprehensive Plan.

(i) Participation in the City's multimodal transportation and mobility programs.

Policy 1-1.19.2: Public Notice. All public hearings for comprehensive plan amendments before the LPA and the City Commission will follow the adopted notice requirements for legal advertisements and for notifying neighboring properties as stated in the Land Development Code and in the Florida Statutes. In cases where these notice requirements conflict, the notice requirements stated in the Florida Statutes will take precedent. The public may submit written comments and may speak and be heard with consideration of response at any public hearing or meeting of the LPA or City Commission.

Policy 1-1.19.3: Planning Board Role for Evaluation and Appraisal. For the purpose of evaluating and appraising the implementation of the Comprehensive Plan, the LPA will review and make recommendations to the City Commission on the evaluation and appraisal document as part of the review of the comprehensive plan update in accordance with Sections 163.3184 and 163.3191 Florida Statutes.

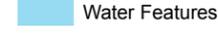
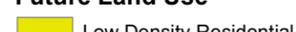
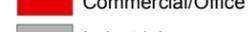
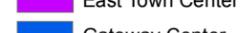
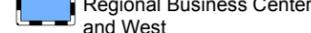
Policy 1-1.19.4: Evaluation and Appraisal Reports. Evaluation and Appraisal Reports (EARs) are required under the Local Government Comprehensive Planning and Land Development Regulation Act. EARs must be adopted at least every seven years to include the following major assessments:

- (a) Citizen participation. A minimum of three public hearings will be held: one public hearing before the Planning Board, the designated Local Planning Agency 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 and objectives. An update of the base-line data including the vacant land analysis will be included in monitoring and evaluation reports. The City's socio-economic baseline data includes current population and population projections. The accomplishment of objectives will be assessed, as well as objectives for the long-term period;
- (c) Accomplishments describing the degree to which the goals, objectives and policies have been successfully reached;
- (d) Obstacles or problems which resulted in under-achievement of goals, objectives and policies;
- (e) New or modified goals, objectives or policies needed to correct discovered problems.

- (f) Indicate the extent to which the city has implemented the Water Facilities Work Plan for building public, private and regional water supply facilities, including the development of alternative water supply sources, to meet the local water use needs identified in the Infrastructure Element.
- (g) Indicate the extent to which the City has been successful in identifying alternative water supply source projects, traditional water supply projects, and conservation and reuse programs to meet the water needs identified in the SJWMD Water Supply Plan.

FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

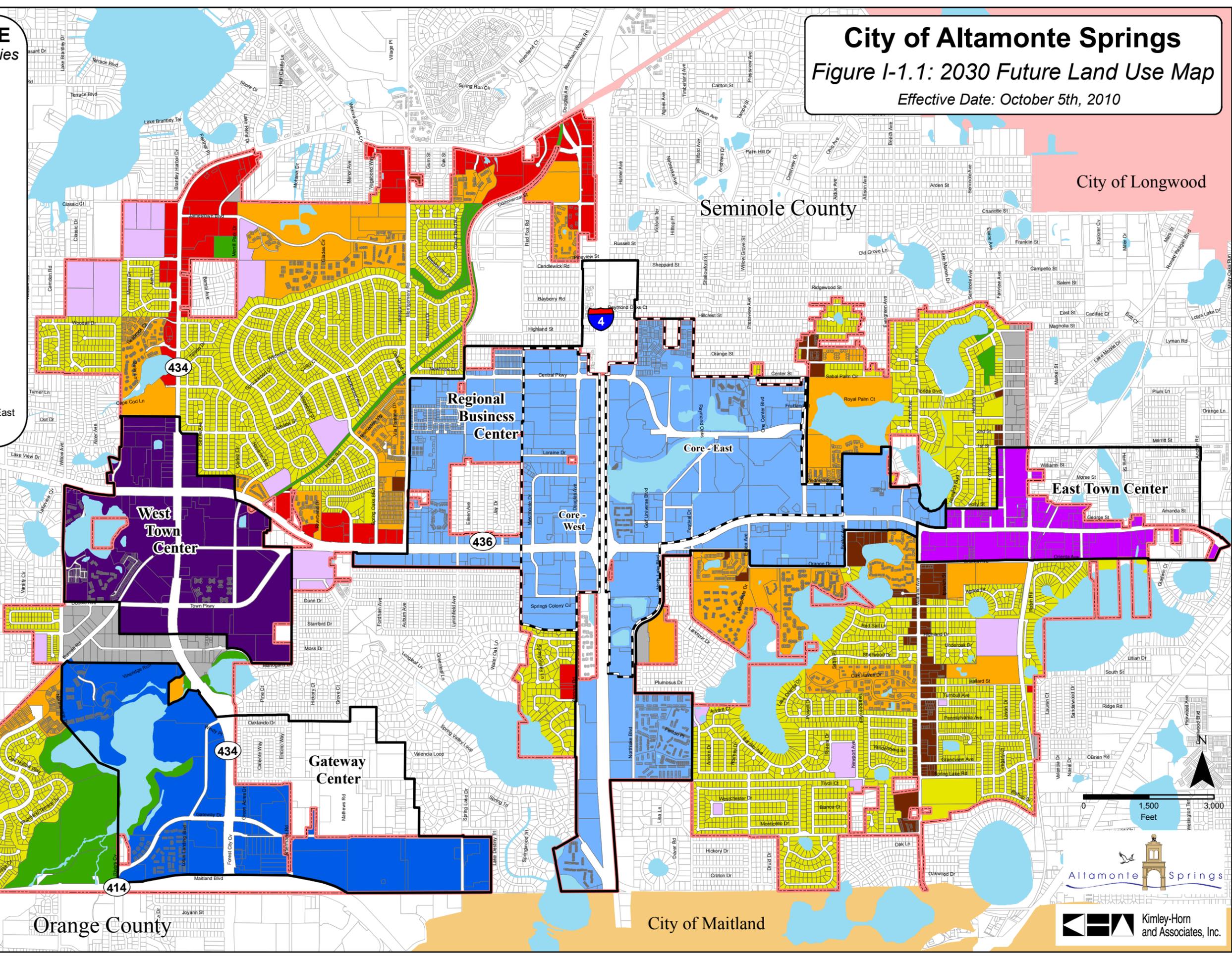
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-  City of Altamonte Springs
-  Activity Centers
-  Water Features
- Future Land Use**
-  Low Density Residential
-  Medium Density Residential
-  Office/Residential
-  Commercial/Office
-  Industrial
-  Conservation
-  Institutional
- Activity Centers**
-  East Town Center
-  Gateway Center
-  West Town Center
-  Regional Business Center
-  Regional Business Center - Core East and West

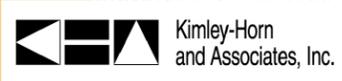
City of Altamonte Springs
Figure I-1.1: 2030 Future Land Use Map
Effective Date: October 5th, 2010

Amended

Ordinance	Date
For the latest version and interactive editions of this map, visit the City of Altamonte Springs Map Gallery at ArcGIS.com	
The FLUM PDF in the gallery also includes the complete list of amendment ordinances since 2010.	



Source: City of Altamonte Springs GIS 2010
Seminole County GIS 2010
044187015



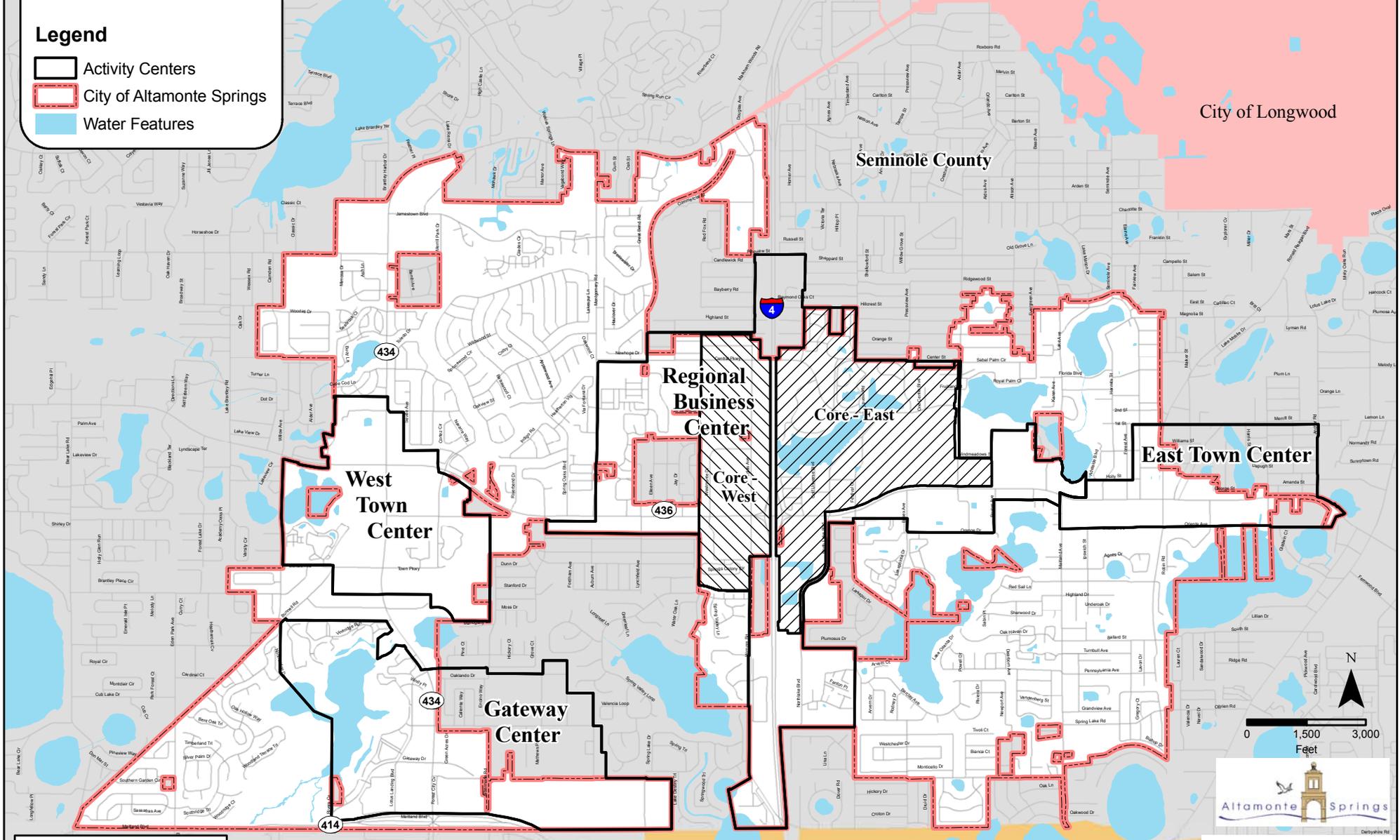
City of Altamonte Springs

Figure I-1.2: Activity Centers

FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

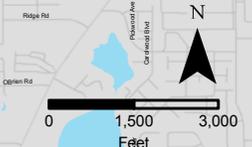
-  Activity Centers
-  City of Altamonte Springs
-  Water Features



City of Longwood

Seminole County

N



0 1,500 3,000 Feet



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



FUTURE LAND USE

Goals, Objectives, and Policies
October 2010

Legend

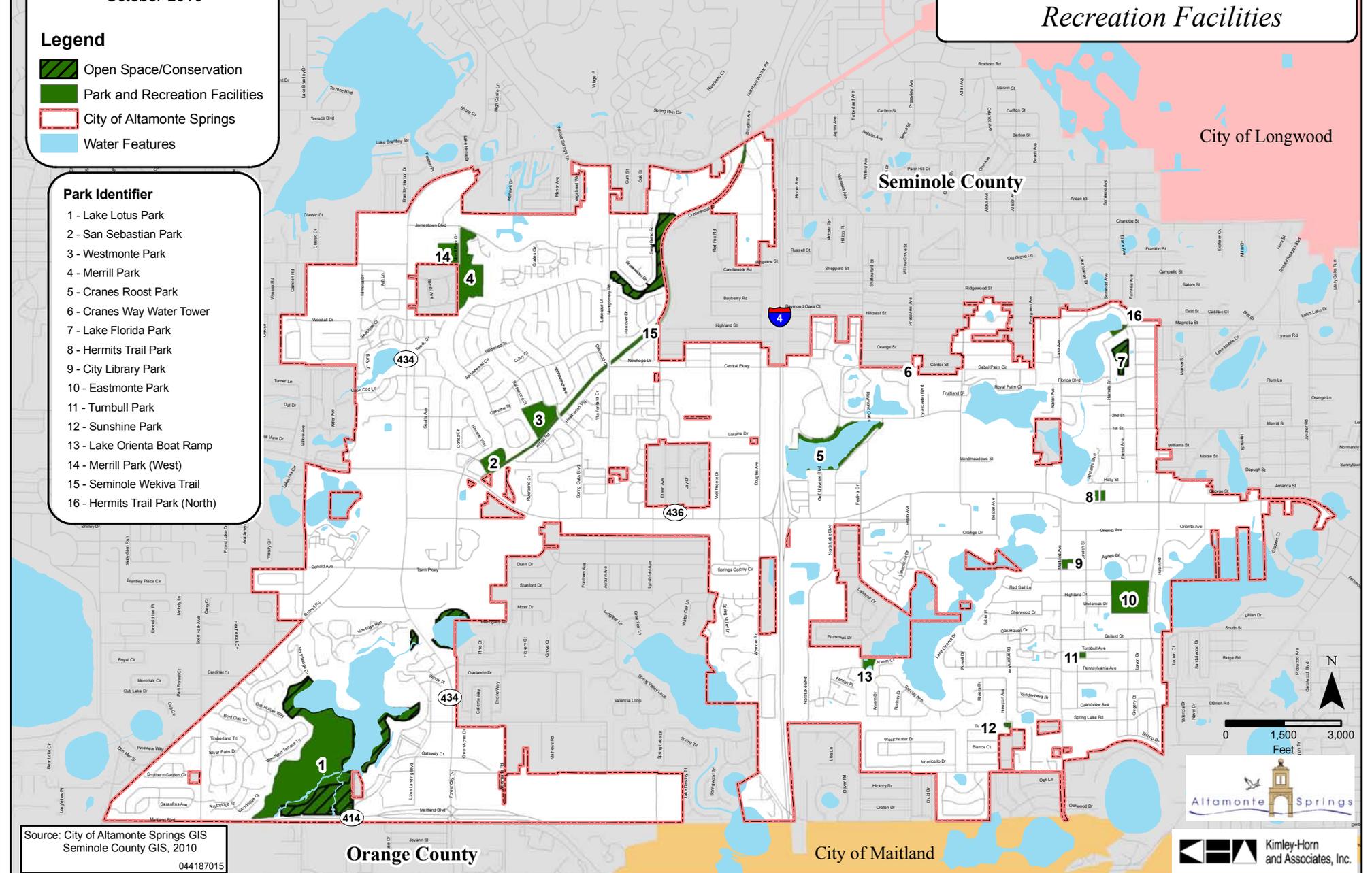
-  Open Space/Conservation
-  Park and Recreation Facilities
-  City of Altamonte Springs
-  Water Features

Park Identifier

- 1 - Lake Lotus Park
- 2 - San Sebastian Park
- 3 - Westmonte Park
- 4 - Merrill Park
- 5 - Cranes Roost Park
- 6 - Cranes Way Water Tower
- 7 - Lake Florida Park
- 8 - Hermits Trail Park
- 9 - City Library Park
- 10 - Eastmonte Park
- 11 - Turnbull Park
- 12 - Sunshine Park
- 13 - Lake Orienta Boat Ramp
- 14 - Merrill Park (West)
- 15 - Seminole Wekiva Trail
- 16 - Hermits Trail Park (North)

City of Altamonte Springs

Figure I-1.3: Park and Recreation Facilities



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



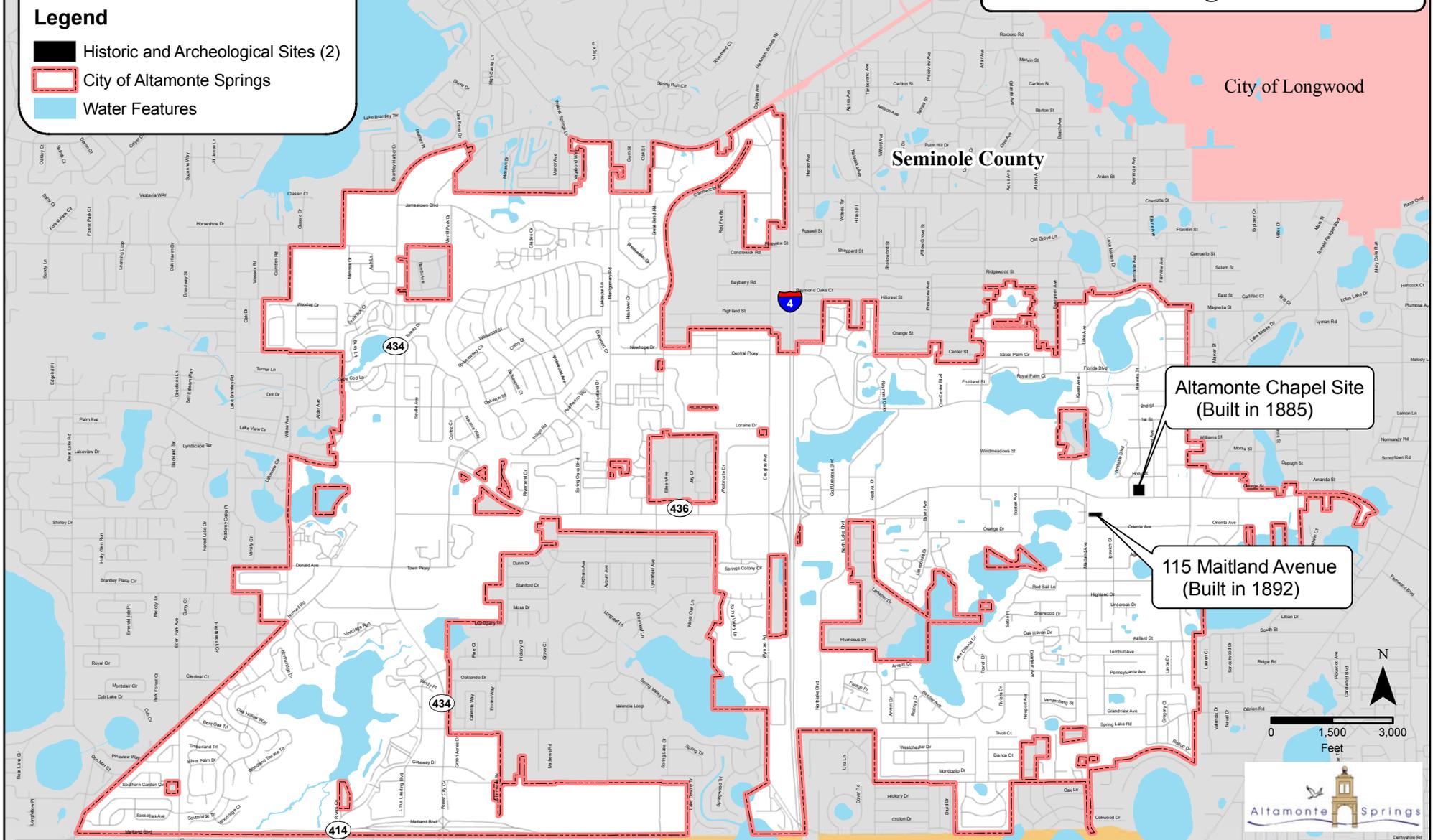
Kimley-Horn and Associates, Inc.

FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

-  Historic and Archeological Sites (2)
-  City of Altamonte Springs
-  Water Features

City of Altamonte Springs
Figure I-1.4: Historic and Archeological Sites



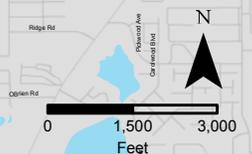
Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland

Altamonte Chapel Site
(Built in 1885)

115 Maitland Avenue
(Built in 1892)

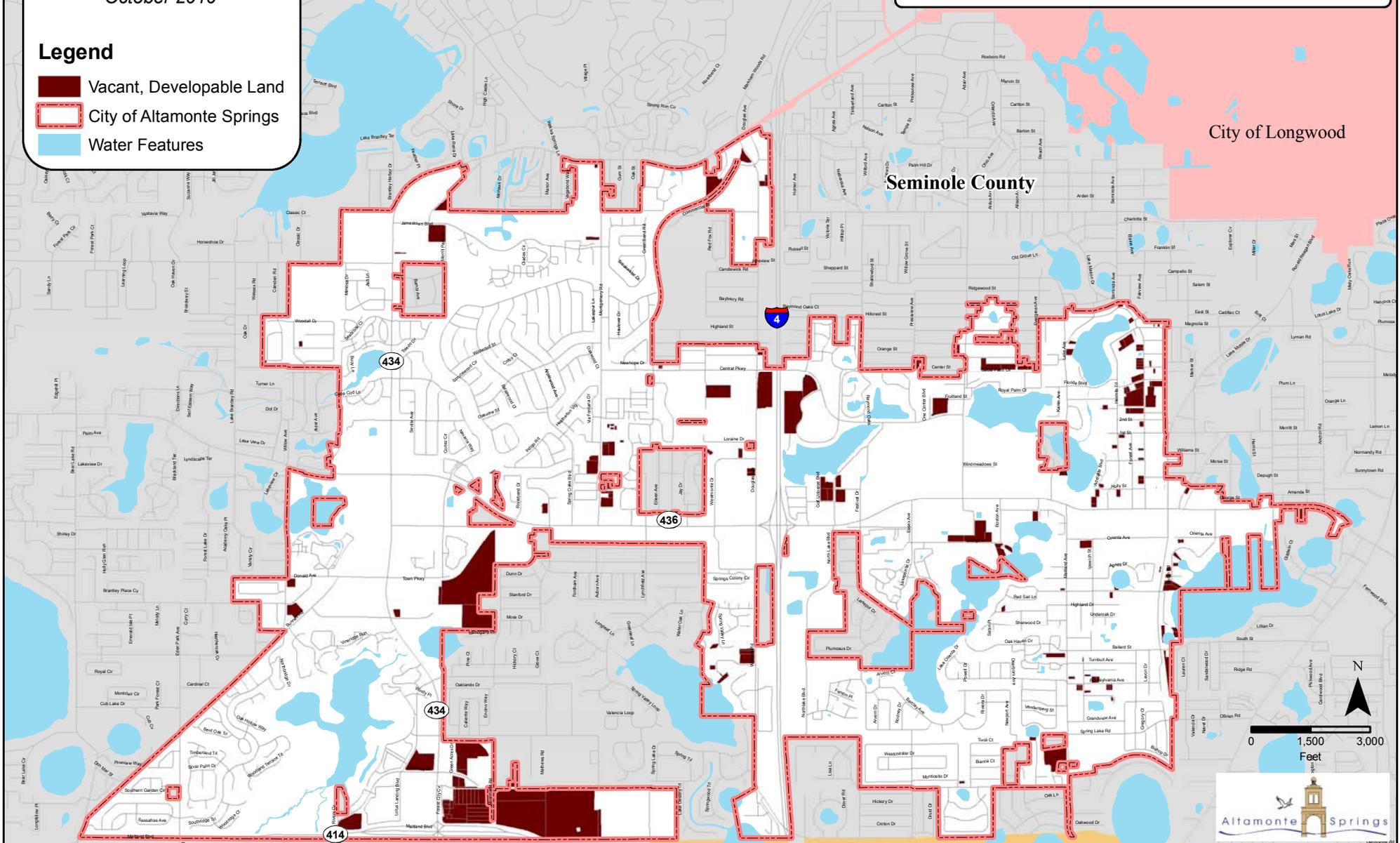


FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

-  Vacant, Developable Land
-  City of Altamonte Springs
-  Water Features

City of Altamonte Springs
Figure I-1.5: Vacant, Developable Land



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



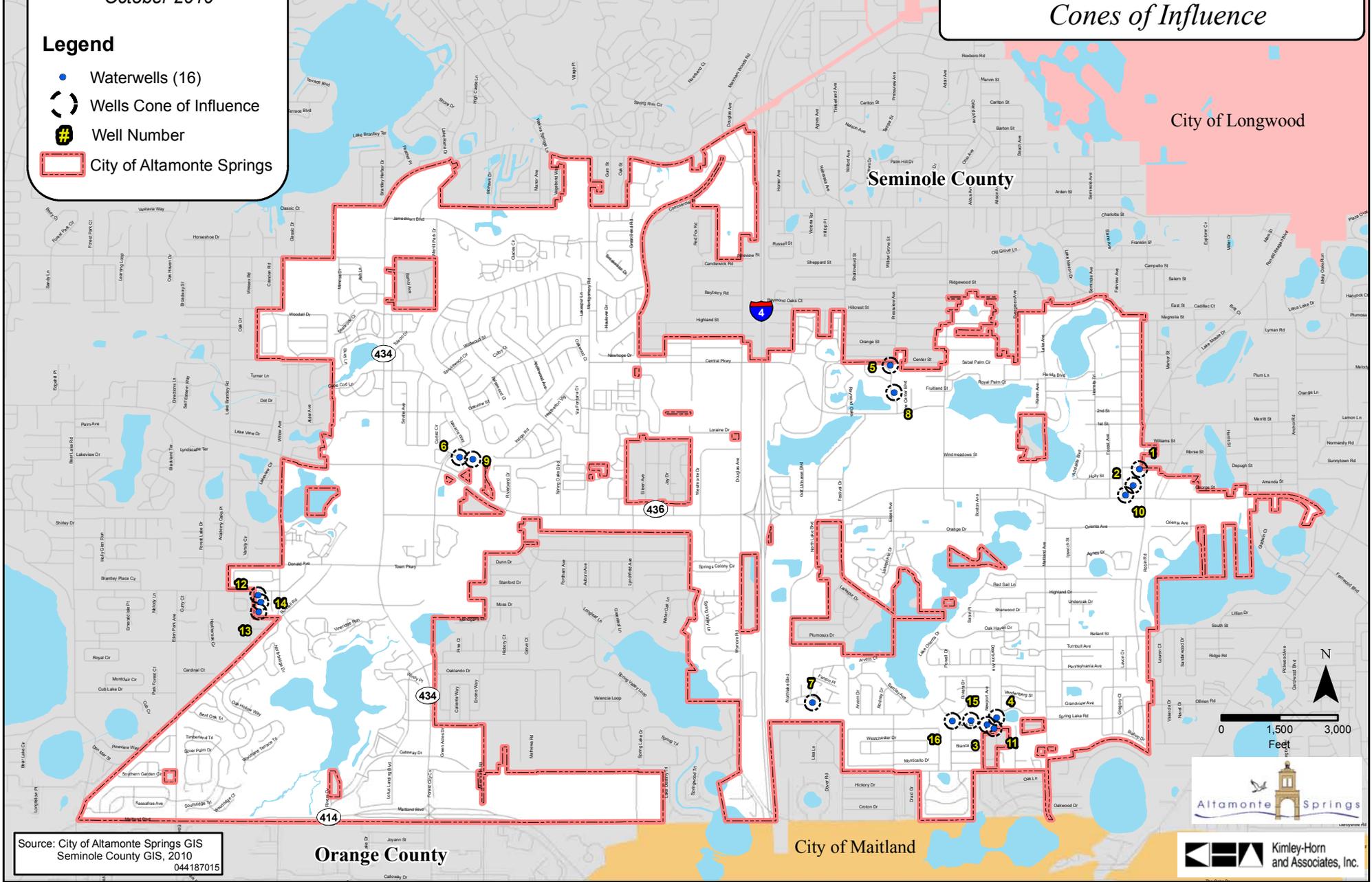
 Kimley-Horn
and Associates, Inc.

City of Altamonte Springs

Figure I-1.6: Water Wells and Cones of Influence

FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

- Legend**
- Waterwells (16)
 - Wells Cone of Influence
 - # Well Number
 - City of Altamonte Springs



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



FUTURE LAND USE

Goals, Objectives, and Policies
October 2010

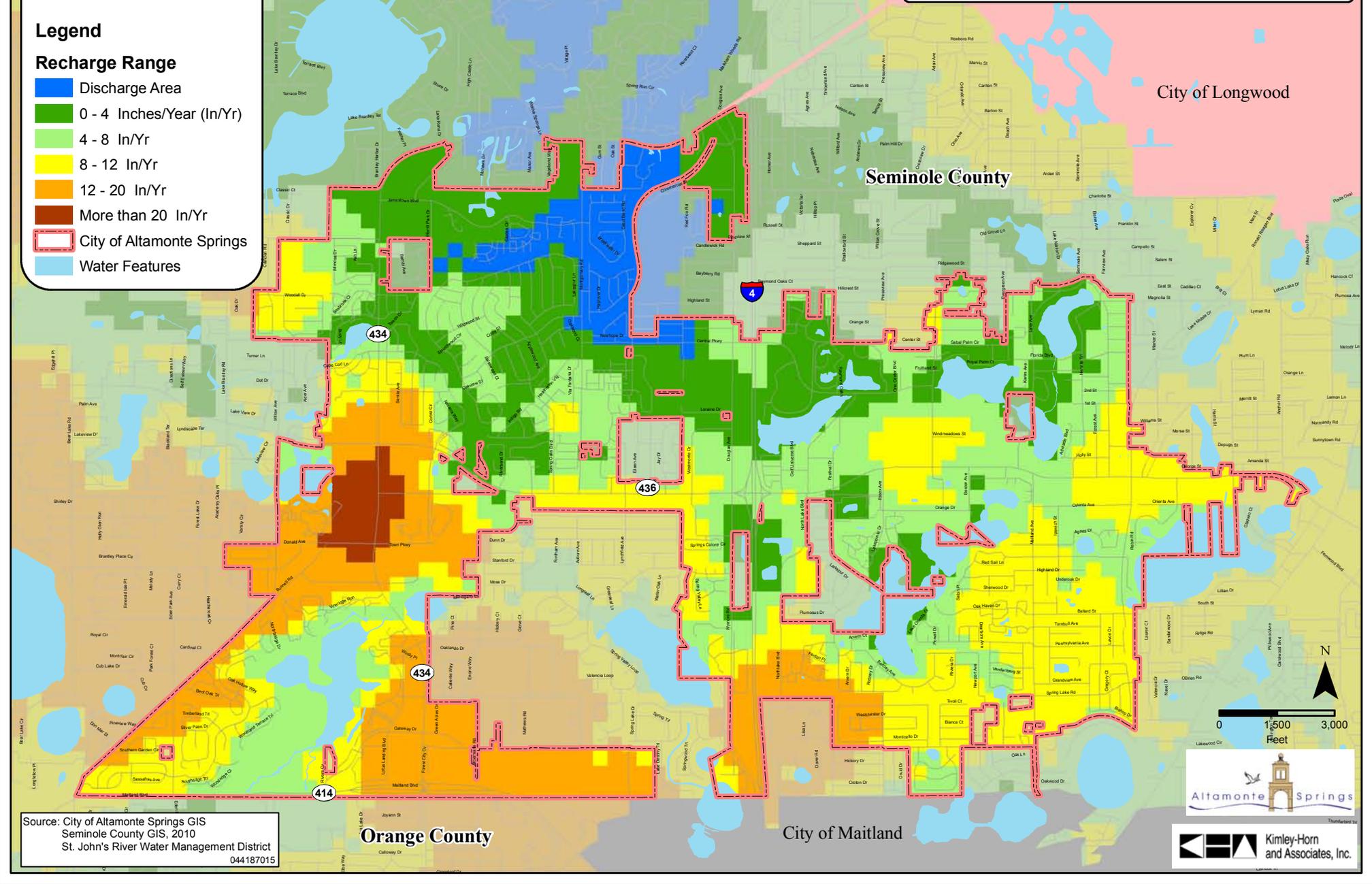
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Recharge Range

-  Discharge Area
-  0 - 4 Inches/Year (In/Yr)
-  4 - 8 In/Yr
-  8 - 12 In/Yr
-  12 - 20 In/Yr
-  More than 20 In/Yr
-  City of Altamonte Springs
-  Water Features

City of Altamonte Springs

Figure I-1.7: Aquifer Recharge Areas



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
St. John's River Water Management District
044187015

Orange County

City of Maitland

City of Longwood

Seminole County



FUTURE LAND USE

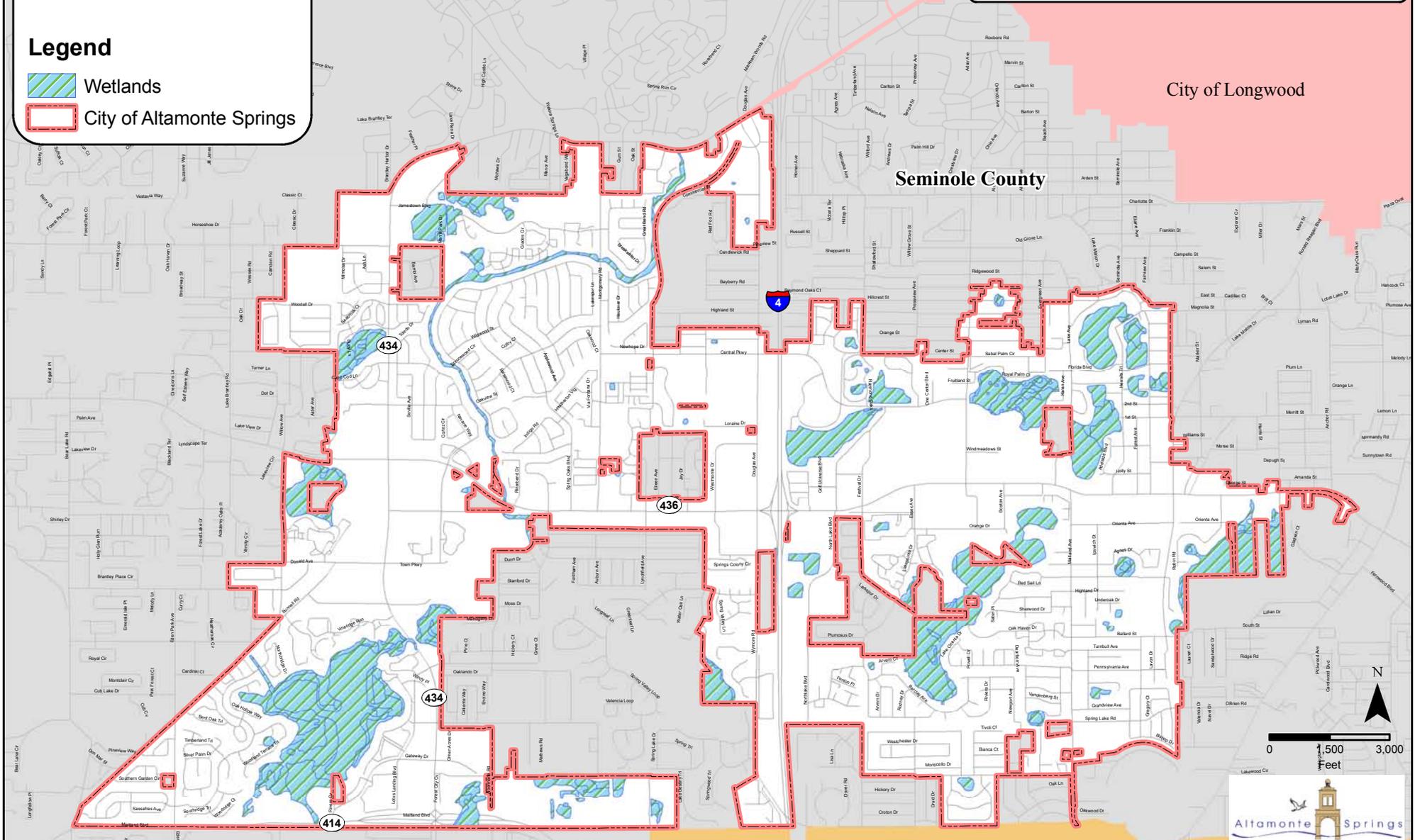
Goals, Objectives, and Policies
October 2010

Legend

-  Wetlands
-  City of Altamonte Springs

City of Altamonte Springs

Figure I-1.8: Wetlands



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

Flood Zone

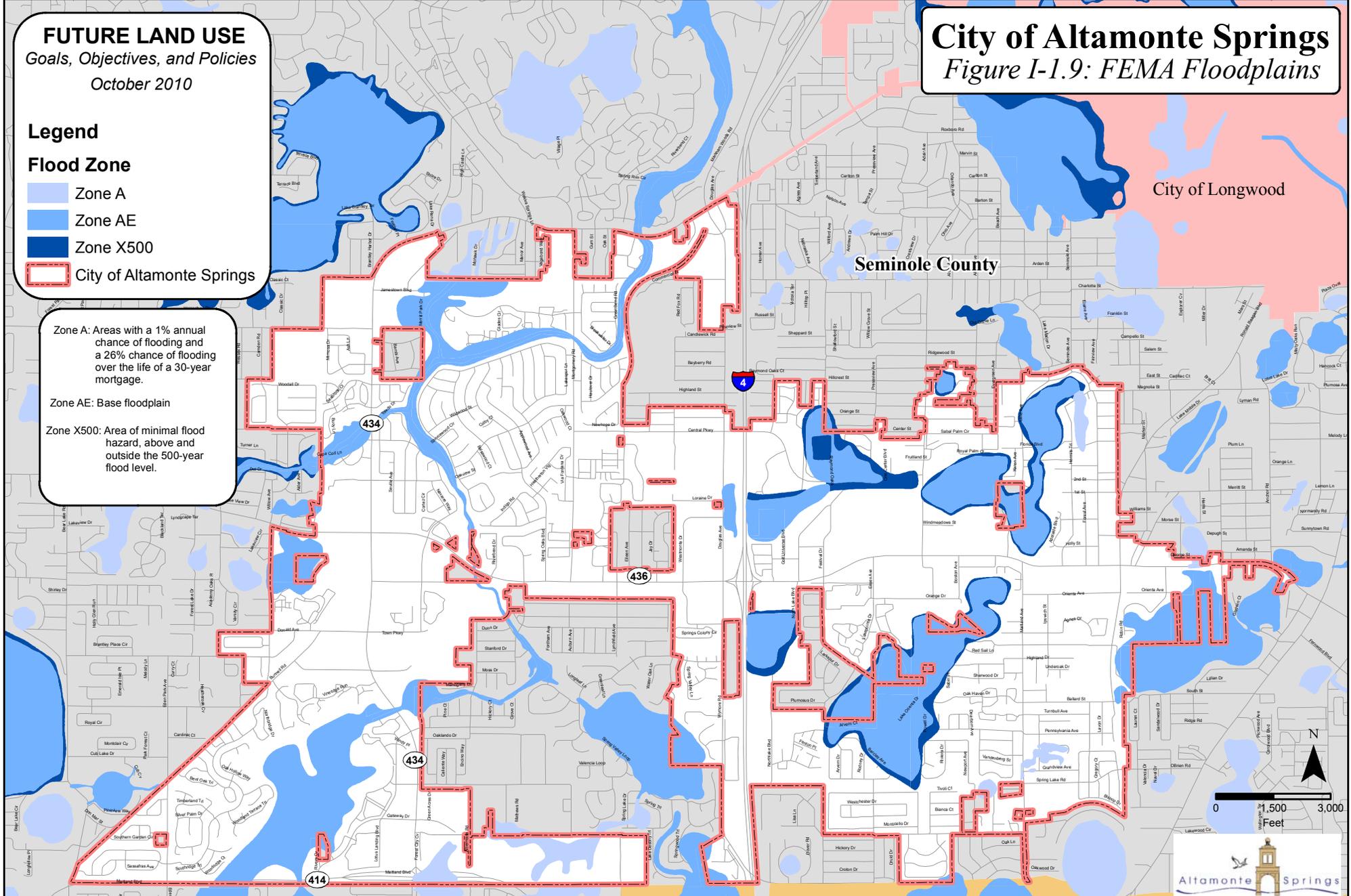
- Zone A
- Zone AE
- Zone X500
- City of Altamonte Springs

Zone A: Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage.

Zone AE: Base floodplain

Zone X500: Area of minimal flood hazard, above and outside the 500-year flood level.

City of Altamonte Springs
Figure I-1.9: FEMA Floodplains



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



FUTURE LAND USE

Goals, Objectives, and Policies

October 2010

Legend

City of Altamonte Springs

Water Features

Soil Type

Adamsville - Sparr fine sands

Arents 0-5% Slopes

Astatula - Apopka fine sands 5-8% Slopes

Astatula - Apopka fine sands 8-12% Slopes

Basinger Smyrna fine sands - Depressional

Basinger Samsula Hontoon Soils - Depressional

Brighton - Samsula Sanibel mucks

Eaugallie Immokalee fine sands

Immokalee sand

Myakka Eaugallie fine sands

Nittaw mucky fine sands - Depressional

Paola-St. Lucie sands 0-5% Slopes

Pomello fine sand 0-5% Slopes

Pompano fine sand - Occasionally flooded

Seffner fine sand

Tavares - Millhopper fine sands 0-5% Slopes

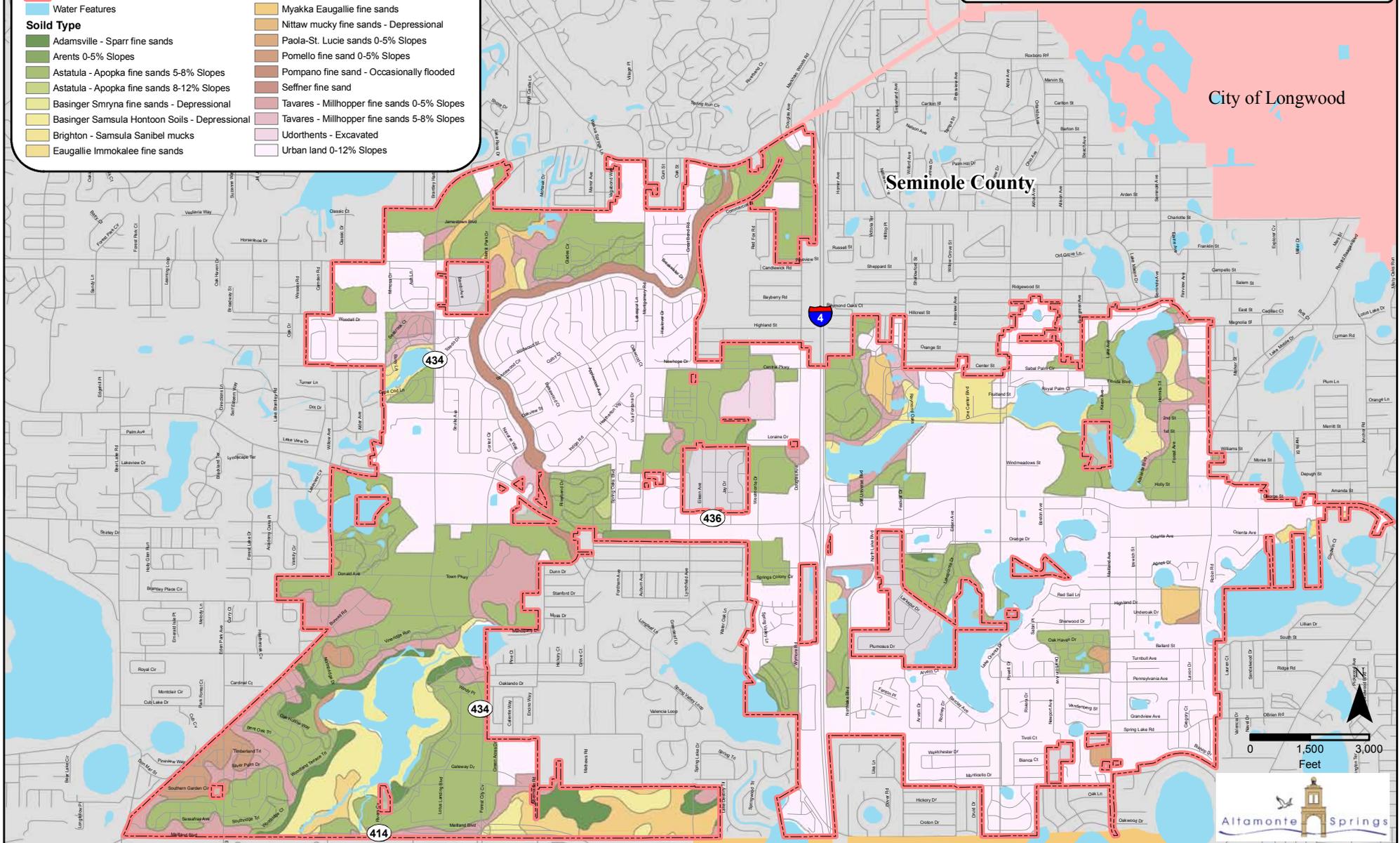
Tavares - Millhopper fine sands 5-8% Slopes

Udorthents - Excavated

Urban land 0-12% Slopes

City of Altamonte Springs

Figure I-1.10: Soil Associations



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



Kimley-Horn and Associates, Inc.

FUTURE LAND USE

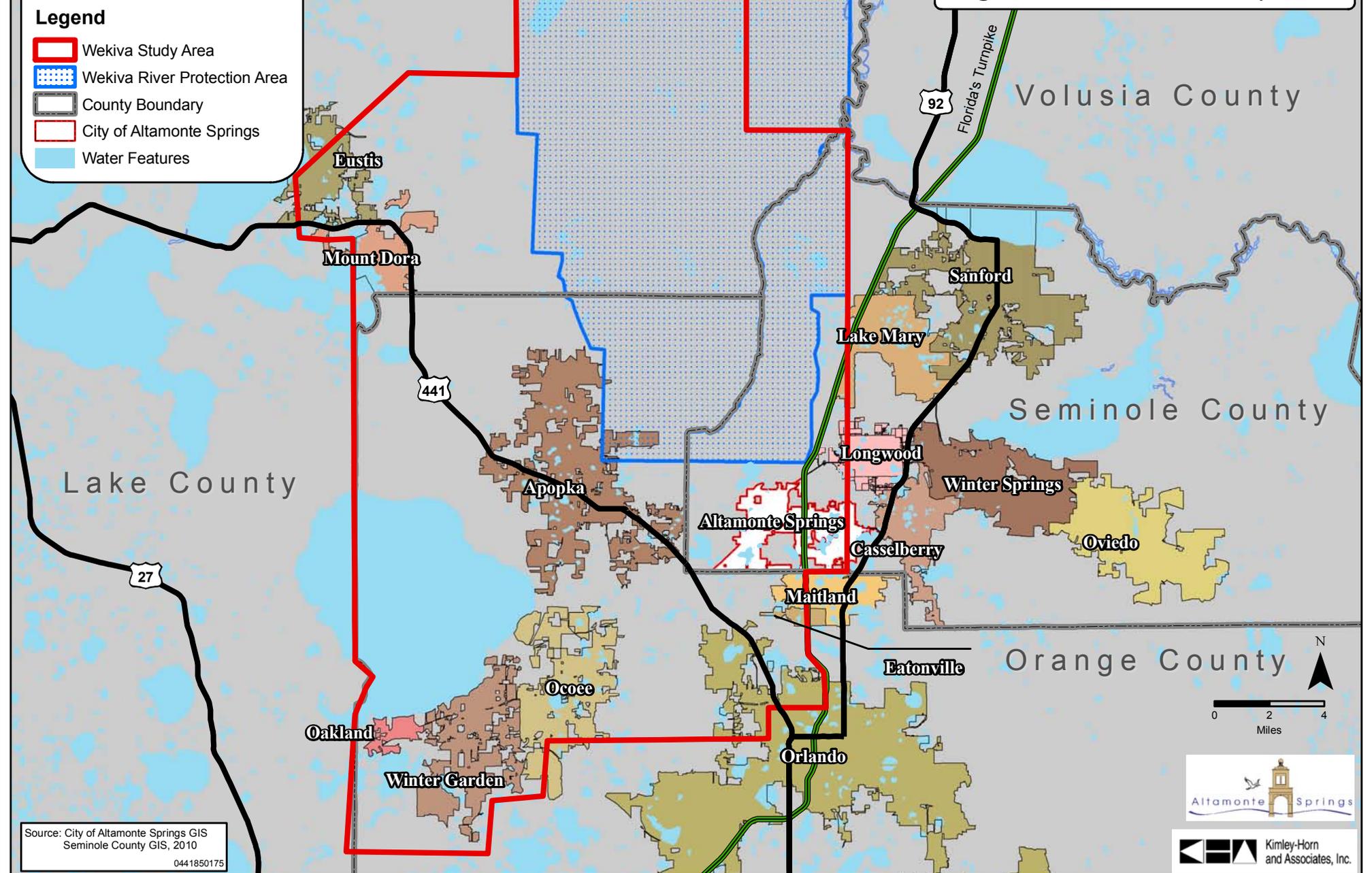
Goals, Objectives, and Policies
October 2010

Legend

-  Wekiva Study Area
-  Wekiva River Protection Area
-  County Boundary
-  City of Altamonte Springs
-  Water Features

City of Altamonte Springs

Figure I-1.11: Wekiva Study Area



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
0441850175



FUTURE LAND USE

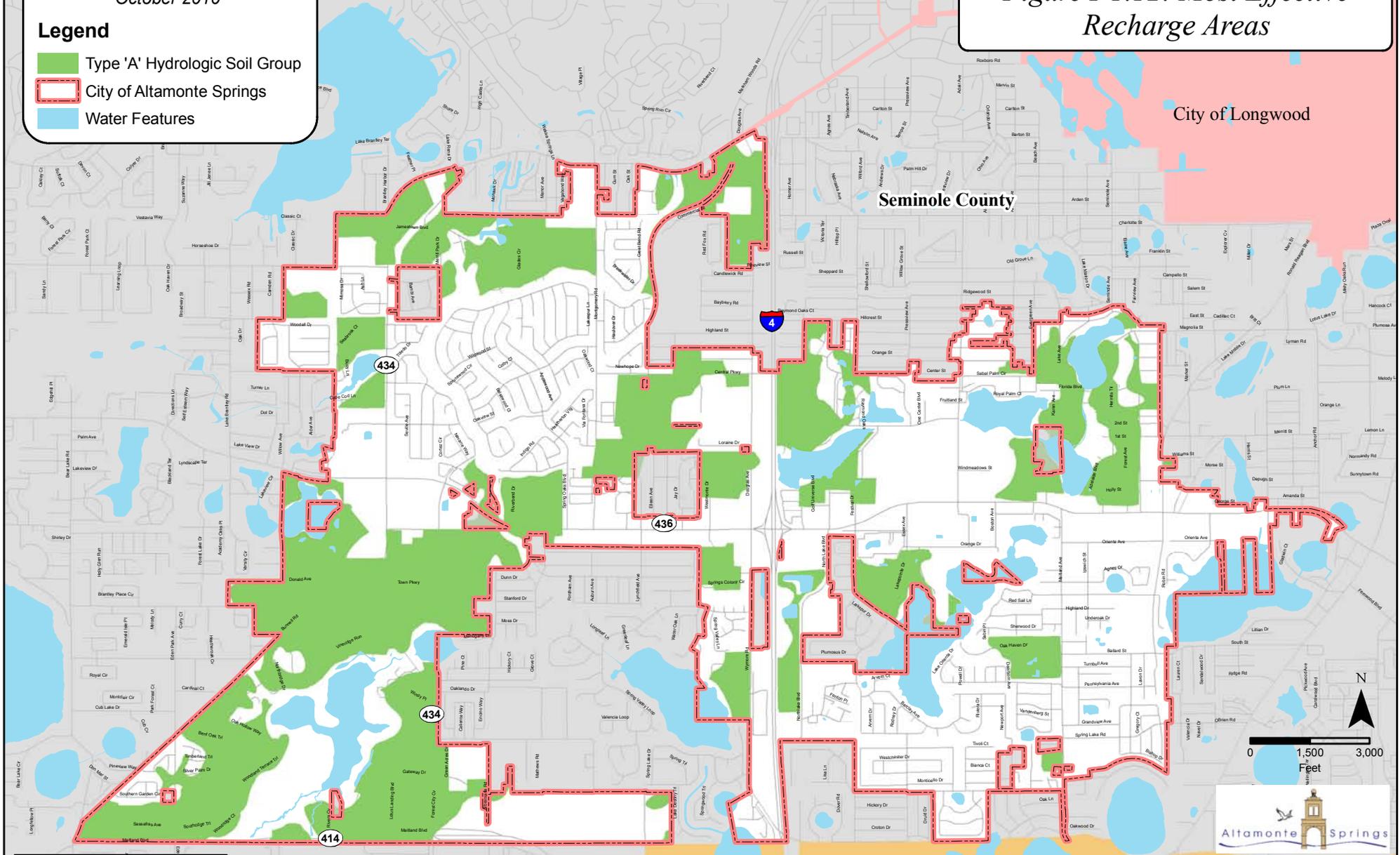
Goals, Objectives, and Policies
October 2010

Legend

-  Type 'A' Hydrologic Soil Group
-  City of Altamonte Springs
-  Water Features

City of Altamonte Springs

Figure I-1.12: Most Effective Recharge Areas



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland

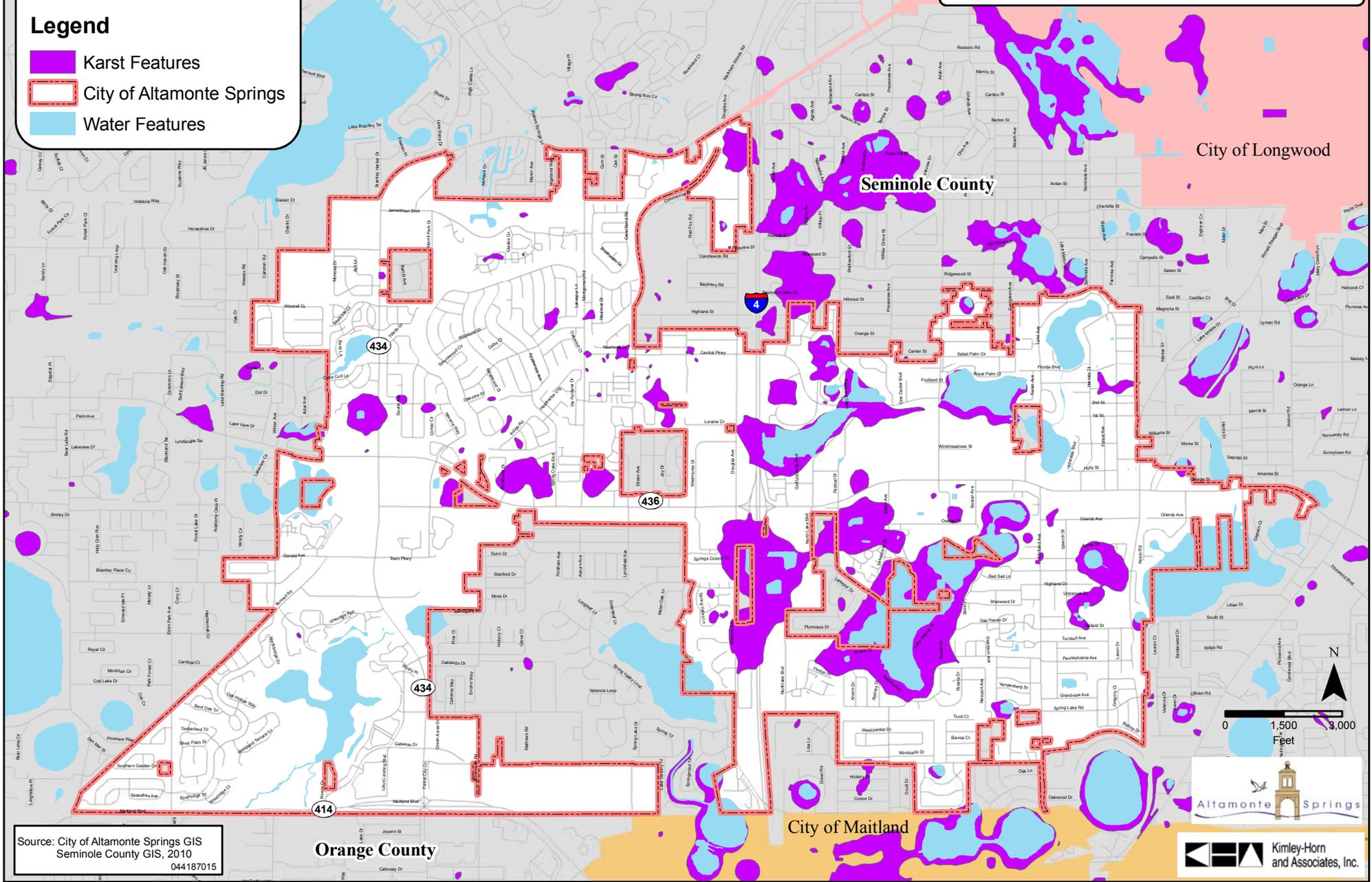


FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

-  Karst Features
-  City of Altamonte Springs
-  Water Features

City of Altamonte Springs
Figure I-1.13: Karst Features



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



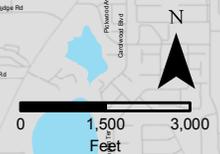
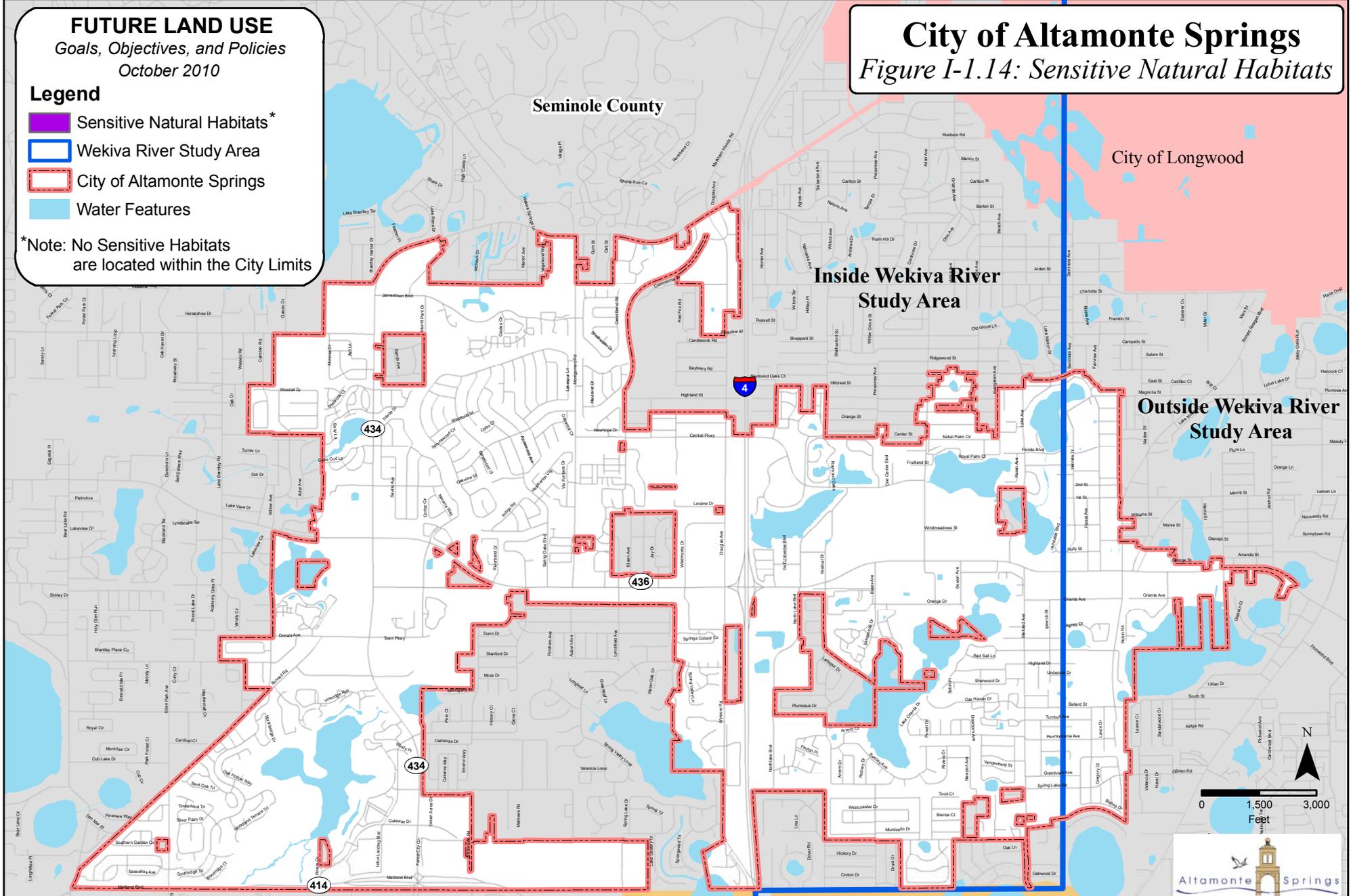
FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

-  Sensitive Natural Habitats*
-  Wekiva River Study Area
-  City of Altamonte Springs
-  Water Features

*Note: No Sensitive Habitats are located within the City Limits

City of Altamonte Springs
Figure I-1.14: Sensitive Natural Habitats



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland

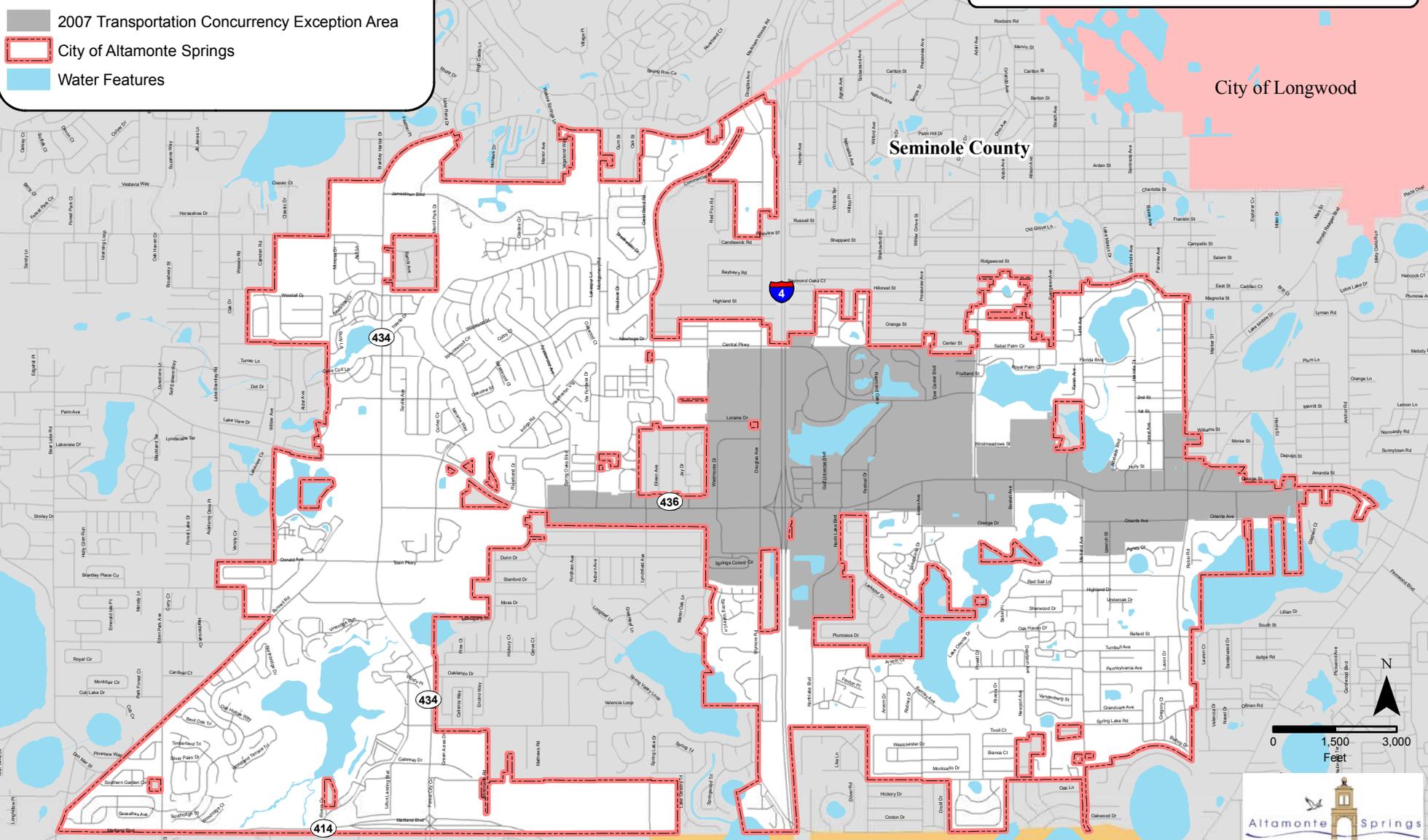


FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

-  2007 Transportation Concurrency Exception Area
-  City of Altamonte Springs
-  Water Features

City of Altamonte Springs
Figure I-1.15A: 2007 Transportation
Concurrency Exception Area



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland

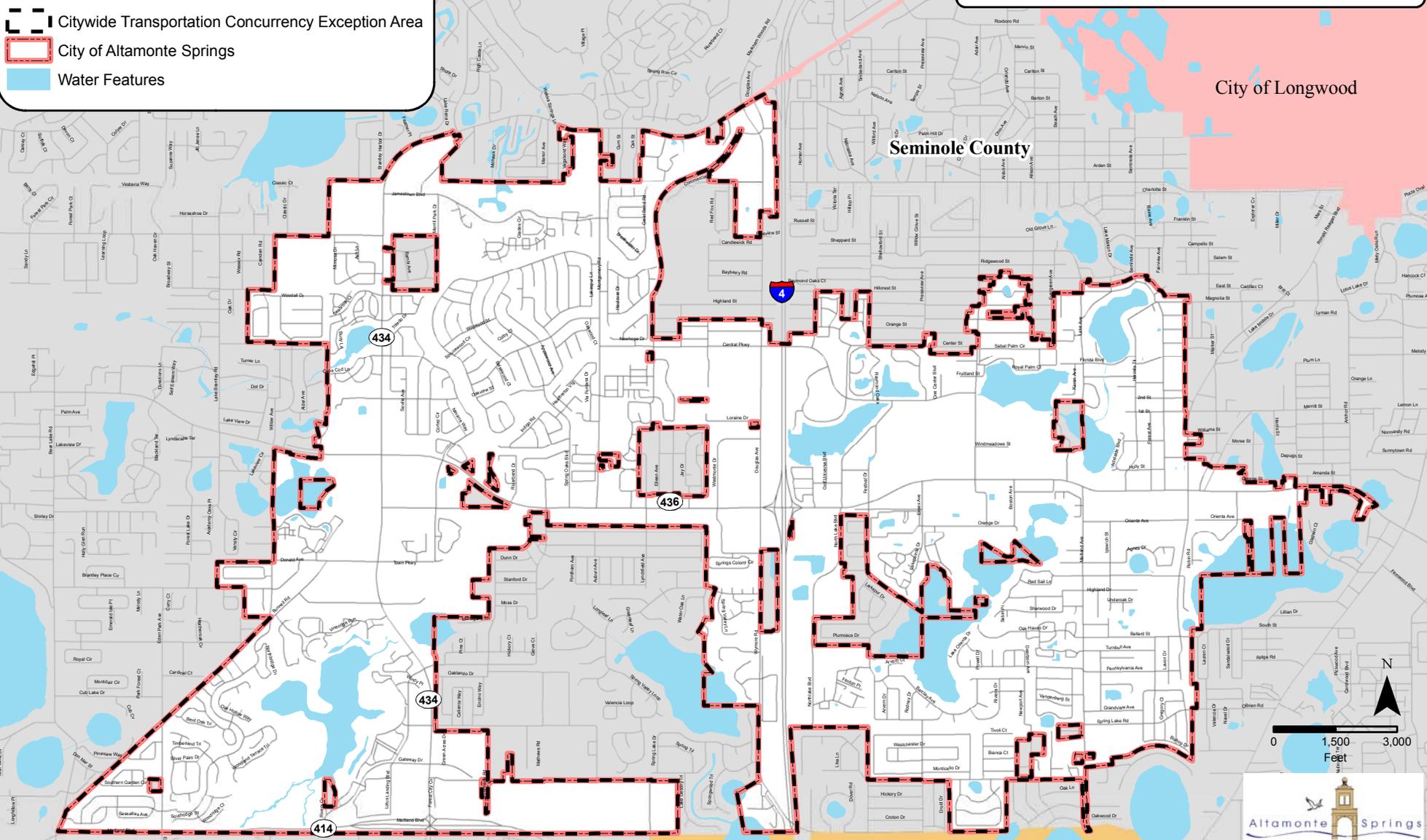


FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

-  Citywide Transportation Concurrency Exception Area
-  City of Altamonte Springs
-  Water Features

City of Altamonte Springs
*Figure I-1.15B: Citywide Transportation
Concurrency Exception Area*



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Orange County

City of Maitland



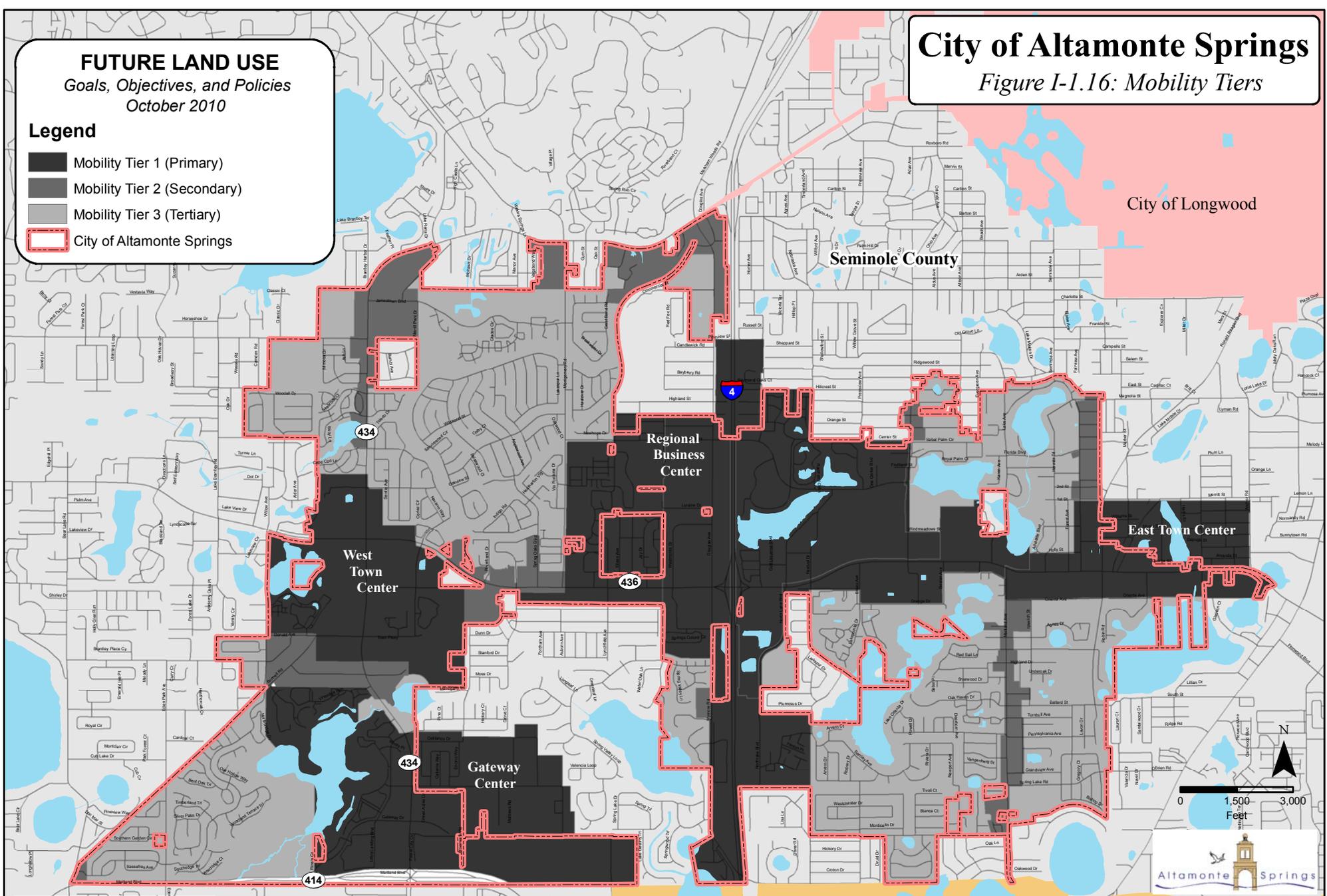
City of Altamonte Springs

Figure I-1.16: Mobility Tiers

FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

- Mobility Tier 1 (Primary)
- Mobility Tier 2 (Secondary)
- Mobility Tier 3 (Tertiary)
- City of Altamonte Springs



City of Longwood

Seminole County

Regional Business Center

West Town Center

East Town Center

Gateway Center

Orange County

City of Maitland



Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015

Kimley-Horn and Associates, Inc.

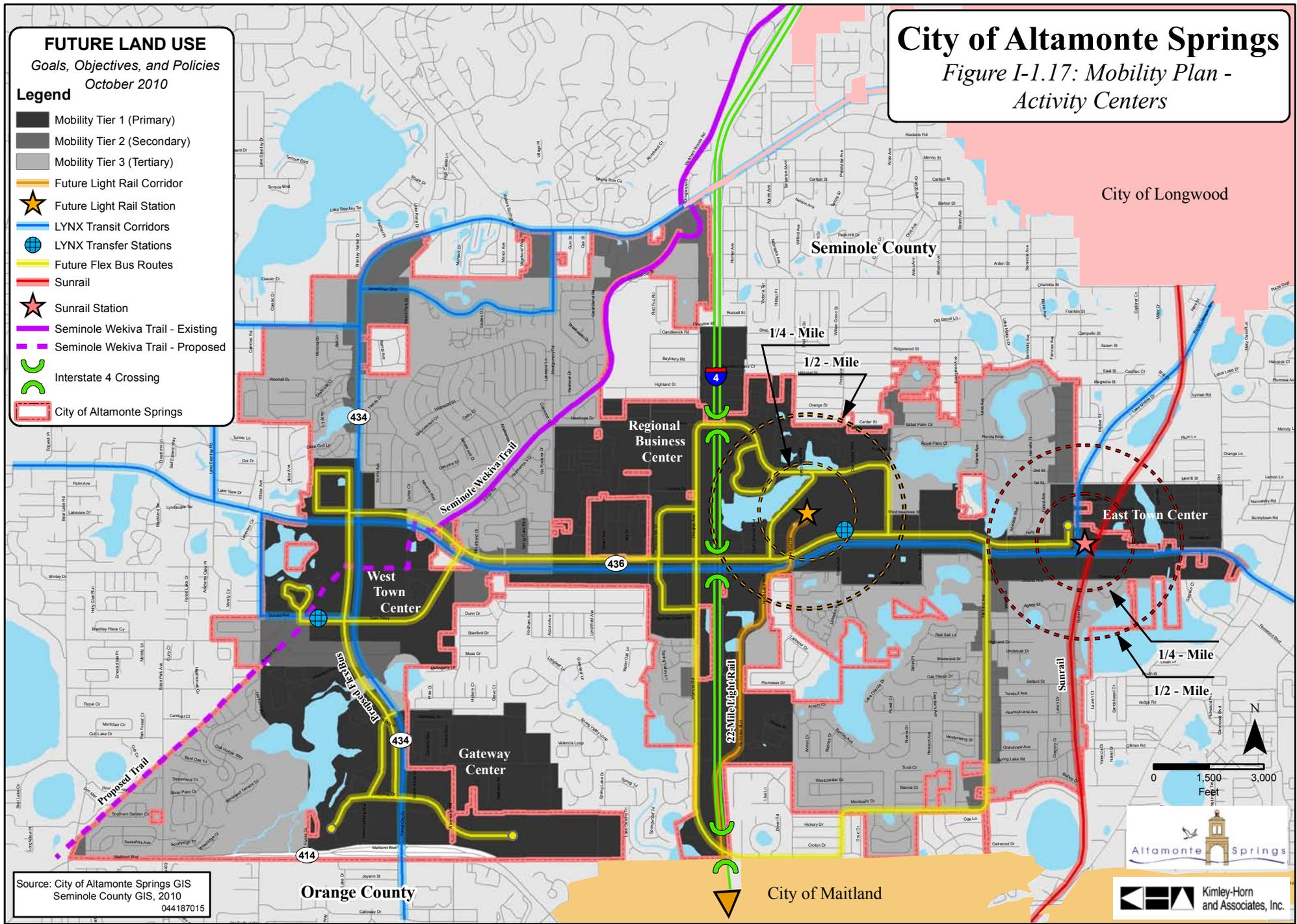
City of Altamonte Springs

Figure I-1.17: Mobility Plan - Activity Centers

FUTURE LAND USE
Goals, Objectives, and Policies
October 2010

Legend

- Mobility Tier 1 (Primary)
- Mobility Tier 2 (Secondary)
- Mobility Tier 3 (Tertiary)
- Future Light Rail Corridor
- Future Light Rail Station
- LYNX Transit Corridors
- LYNX Transfer Stations
- Future Flex Bus Routes
- Sunrail
- Sunrail Station
- Seminole Wekiva Trail - Existing
- Seminole Wekiva Trail - Proposed
- Interstate 4 Crossing
- City of Altamonte Springs



City of Longwood

Seminole County

Regional Business Center

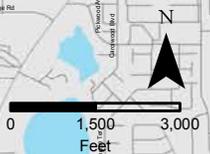
East Town Center

West Town Center

Gateway Center

Orange County

City of Maitland

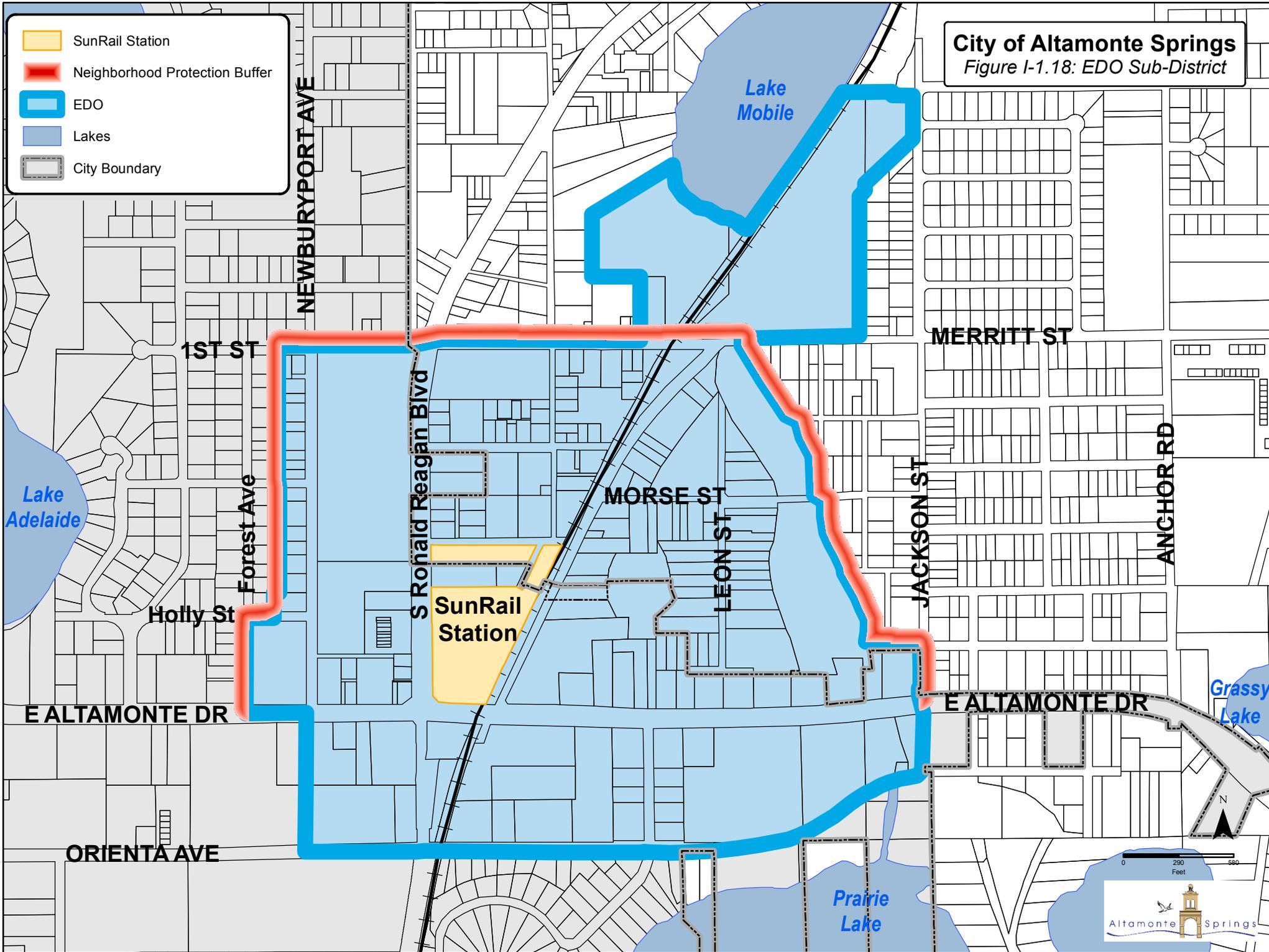


Source: City of Altamonte Springs GIS
Seminole County GIS, 2010
044187015



City of Altamonte Springs
Figure I-1.18: EDO Sub-District

-  SunRail Station
-  Neighborhood Protection Buffer
-  EDO
-  Lakes
-  City Boundary



City of Altamonte Springs
 Figure I-1.19: EDO Block Overlays

Legend

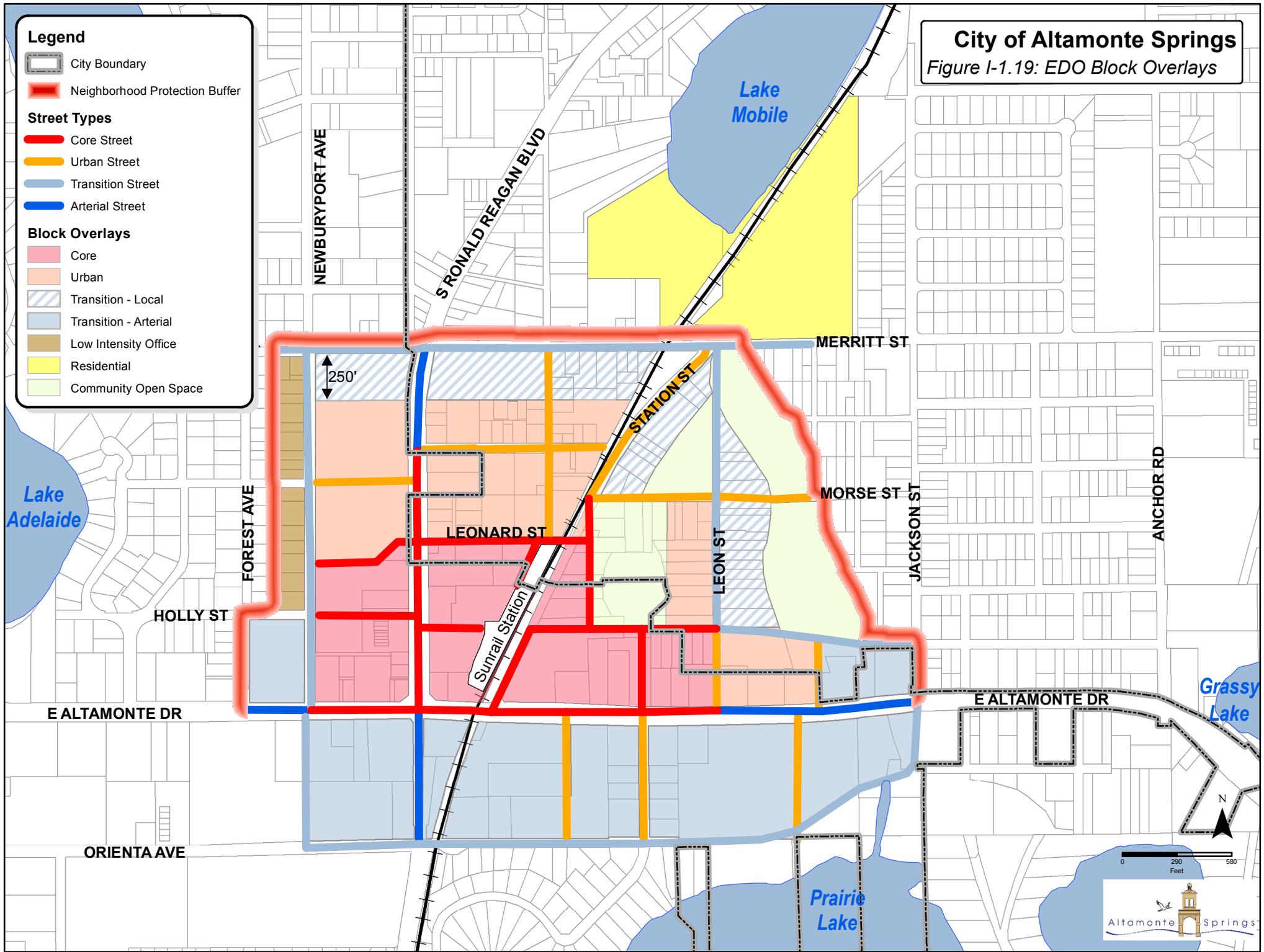
-  City Boundary
-  Neighborhood Protection Buffer

Street Types

-  Core Street
-  Urban Street
-  Transition Street
-  Arterial Street

Block Overlays

-  Core
-  Urban
-  Transition - Local
-  Transition - Arterial
-  Low Intensity Office
-  Residential
-  Community Open Space



0 290 580 Feet

Altamonte Springs