East Town Vision Plan
Altamonte Springs, Florida
SunRail is coming and due to start operations in the Spring of 2014. The City of Altamonte Springs is taking steps – before the train starts running – to protect the community and to define the areas in which redevelopment will be focused. When the decision was made by the region to construct commuter rail in the CSX corridor, the areas around each station changed at that moment.

All sustainable communities are best served when economic opportunities are well planned, and planned for in advance. We feel that is the best way to provide for change and protect neighborhoods at the same time. So before SunRail starts operation, we began planning for the changes that are inevitable as a result of the decision to install SunRail on CSX, while at the same time creating a boundary around the SunRail station.

We started preparing the East Town Vision Plan for the area around the SunRail station. Part of the area is within the City’s “East Town Activity Center,” which is one of four activity centers in the City designated as major business districts. Activity Center Planning is what we have used for 30 years to limit the intrusion of growth and to preserve neighborhoods.

Our first area of focus will be fixing the federal floodplain issues in the area and planning for several new roads. The City will invest heavily in the area, turning the floodplain protection improvements into water features, with passive recreation and walking trails. We envision an entertainment component as a future improvement, to create a true 'sense of place' within the area that is tied to the history of the east Altamonte neighborhood.

Using land use and zoning controls, we will create regulations to ensure quality urban redevelopment within the boundary limits we set. As part of developing the plan, the City has conducted extensive analysis within the study area for subjects such as demographics, land use, natural features, mobility and transportation, economics, infrastructure and existing regulatory standards. The Vision Plan includes elements for land use, design and architectural form standards, and infrastructure to support the envisioned development demand for a 30-year timeframe. These concepts will provide a framework for economic opportunities within and immediately surrounding the areas of the SunRail station. Waiting to plan for that growth until after SunRail begins is not consistent with how we approach things. We try to think ahead, plan ahead and be ready for change.

Since the City is the utility provider in the area, we can more easily direct the growth into the station area. Redevelopment that is a result of SunRail will come into the City boundaries and be subject to our rules and boundary limits.

This pamphlet summarizes many of the key guiding principles of the plan, including street types and the form of development at the street edge. The land use standards are categorized by street type, with a corresponding level of development density or intensity that is needed adjacent to the street types.
The plan also includes the elements that will support successful, sustainable future development that leverages SunRail:

- Protect neighborhoods by creating a redevelopment boundary
- Address federal floodplain issues
- Create compact development in a walkable design
- Establish grid street network where possible
- Determine public infrastructure needs (i.e., streets, stormwater, utilities, public space)
- Incorporate multi-modal transportation facilities (i.e., transit, bicycle, pedestrian)
- Establish street edge architectural design standards
- Provide vertical use and mixtures of uses
- Increase jobs-to-housing balance
- Reduce automobile dependency
- Maximize private investment with current and future public investment
- Determine needed incentives to support the plan over the 30-year planning horizon

**Core Streets**
Core Streets include both existing and new streets that are generally located closest to the SunRail station and are very pedestrian accessible.

**Urban Streets**
Urban Streets are located primarily adjacent or outside the core area and support both pedestrian and automobile needs.

**Transition Streets**
Transition Streets are generally located near or at the perimeter of the study area and support less intensive development that is along the street frontage.

**Arterial Streets**
Arterial Streets are 4 or 6 lane arterials highways that are primarily for vehicles but will be adapted to have streetscapes, pedestrian amenities and other public realm elements to support the recommended development pattern adjacent to the road.
Public Meetings Schedule

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Date</th>
<th>Time</th>
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<tbody>
<tr>
<td>Public Open House</td>
<td>January 28, 2014</td>
<td>6:00 PM</td>
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<tr>
<td>Planning Board Hearing</td>
<td>February 12, 2014</td>
<td>6:30 PM</td>
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<tr>
<td>City Commission First Hearing</td>
<td>March 4, 2014</td>
<td>7:00 PM</td>
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<tr>
<td>City Commission Adoption Hearing</td>
<td>March 18, 2104</td>
<td>7:00 PM</td>
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The Next Steps:
- Comprehensive Plan Amendments
- Land Development Code Revisions:
  - Densities/Intensities
  - Open Space
  - Parking Program
  - Architectural Form
  - Street Types
- Determine Public Infrastructure Phasing

For More Information Contact:

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