



Future Land Use

Goals, Objectives, and Policies

Approved August 12, 1991 Amended March 20, 2023

POLICY DOCUMENT

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FUTURE LAND USE GOALS, OBJECTIVES AND POLICIES

GOAL 1

To achieve a superior urban form, focused on Orlando's role as the preeminent city of Central Florida and conducive to the most effective provision of services; to promote sustainable community development; to allow Traditional Neighborhood Development as a viable development option; to promote conscientious economic development; to promote QUALITY infill development which strengthens the character of the Traditional City; and to protect sensitive natural areas by directing growth to environmentally appropriate areas.

(Amended July 19, 1999, Effective August 19, 1999, Doc. No. 32220)

Objective 1.1 The City of Orlando shall accommodate its projected resident population of 376,110 by the year 2045 in a manner which protects the established character of neighborhoods, preserves the existing pattern of the Traditional City and allows for the efficient, orderly and economic growth of newer urbanizing areas. This will be accomplished in part by encouraging the elimination or reduction of uses inconsistent with the community's character and future land uses.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103, Amended August 28, 2017, Effective October 27, 2017, Doc. No.1708281201)

Policy 1.1.1 In its consideration of land development applications and final development orders, the City shall protect viable and stable neighborhoods from uses not in keeping with their established character and use. The City's Land Development Regulations shall include standards which protect such neighborhoods from uses not in keeping with their established character and use, such as landscaping and buffering requirements, building height and bulk restrictions, and standards requiring setbacks and separation between uses.

Policy 1.1.2 The existing land use pattern of employment, housing and commerce in the Traditional City shall be preserved and enhanced. The City's Land Development Regulations shall encourage rehabilitation, revitalization and private investment in the Traditional City by preserving and improving the quality of the urban environment.

- Policy 1.1.3 The land use pattern of the Post World War II area and newly urbanizing areas shall allow for the efficient, orderly and economic provision of urban services and facilities, and shall promote less reliance on the private automobile as a means of personal transportation. Where appropriate, the City shall encourage the utilization of new urbanist concepts for infill development and redevelopment in the Post World War II area, and development opportunities in the newly developing suburban areas of the City.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy 1.1.4 The official Future Land Use Map Series, which is available at the offices of the Orlando Planning and Development Department, shall govern the use of land in the City of Orlando. Figure LU-2 in this Policy Document is not official and has been included for information purposes only. The policies of this Element and other Elements of this Growth Management Plan shall govern the land use categories included on the Official Future Land Use Map Series. The City's Land Development Regulations shall implement the policies of this Element and other Elements pertaining to land development, subdivision, signage, stormwater management, open space, safe and efficient on-site traffic flow, and needed vehicle parking. Protection of historically significant properties shall be in accordance with the objectives and policies of the Historic Preservation Element (see Historic Preservation Goal 1, Objectives 1.1 and 1.6).
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)
- Policy 1.1.5 Areas shown and assigned future land use categories in the Official Future Land Use Map Series which are not within the City's jurisdiction are only conceptual and do not assign any legally binding land uses to areas not within the City. Should these areas be annexed, a Growth Management Plan amendment will be required to officially designate them on the Future Land Use Map Series. All annexations by the City of Orlando shall be undertaken in accordance with Florida Statutes.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended April 9, 2007, Effective June 28, 2007; Doc. No. 0704091007)
- Policy 1.1.6 The Official Land Use Map Series shall include the following maps:
- Future Land Use Element Figure LU-2 "Future Land Use Map"
 - Future Land Use Element Figure LU-2B.1 "Aircraft Noise Control Zones"
 - Future Land Use Element Figure LU-2B.2 "FAA Part 77 Height Contours"
 - Future Land Use Element Figure LU-2B.3 "Orlando International Airport & Orlando Executive Airport -Airport Zoning & Educational Facilities"
 - Future Land Use Element Figure LU-2B.4 "Airport Hazards – Proximity to Landfills"

- Future Land Use Element Figure LU-2D “Regional Activity Centers”
- Future Land Use Element Figure LU-2E “Downtown School Concurrency Exemption Area”
- Future Land Use Element Figure LU-2F “Street-Level Commercial Use Areas”
- Transportation Element Figure TE-3 “Transportation Mobility Areas for the Transportation Concurrency Exception Area”
- Conservation Element Figure C-5 “Urban Area Lakes”
- Conservation Element Figure C-6 “Urban Area Wetlands”
- Conservation Element Figure C-9 “Floodplains”
- Conservation Element Figure C-12 “General Soil Associations”
- Potable Water Element Figure PW-2 “Potable Water Facilities”
- Wastewater Element Figure WW-28 “Wekiva Waste Water Service Area”
(Amended January 22, 2007, Effective April 9, 2007, Doc. No. 0701221004; Amended December 15, 2008, Effective March 10, 2009, Doc. No. 0812151104; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy 1.1.7

In cases of uncertainty as to the location of future land use boundaries on the Official Future Land Use Map, the following rules of interpretation shall apply:

- a) Center Lines as Boundaries. Where future land use designation boundaries appear to follow center lines of streets, alleys, easements, railroads, bodies of water and the like, they shall be construed as following such center lines.
- b) Property Lines and the Like as Boundaries. Where future land use designation boundaries appear to follow street, lot, property or similar lines, they shall be construed as following such lines.
- c) Boundaries in or Adjacent to Bodies of Water. Where future land use designation boundaries appear to follow shorelines of bodies of water, they shall be construed as following the ordinary high water line. In case of change in the ordinary high water line, the boundaries shall be construed as moving with the change.
- d) Boundaries Adjacent to Wetlands. When future land use designation boundaries appear to follow the edge of a wetland, they shall be construed to follow Army Corps of Engineers or Water Management District permits, whichever is more restrictive.

- e) Action in Case of Uncertainty. Where the rules above fail to clarify the status of land in a particular case, the Planning Official shall interpret in such a manner as to carry out the intent and purpose of the Growth Management Plan.

(Amended February 25, 2013, Effective March 25, 2013, Doc. No. 1302251202, Amended August 28, 2017, Effective October 27, 2017 Doc No. 1708281201)

Objective 1.2

The City shall maintain, throughout the planning period, its Land Development Regulations to ensure the protection of natural resources, and to ensure that future growth is coordinated with appropriate topography, soil conditions, and with the availability of facilities and services. Suitable land shall be available for utility facilities necessary to support proposed development.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

Policy 1.2.1

The City's Concurrency Management System (CMS) shall provide that proposed development does not cause a reduction in adopted Level of Service standards, and that facilities and services are available concurrent with the impacts of development, or that development orders and permits are specifically conditioned on the availability of the facilities and services necessary to serve proposed development. The CMS shall also provide that utility services to the various land uses are authorized at the same time that land uses are authorized. The City shall designate and maintain a Transportation Concurrency Exception Area and transportation mobility areas (see Figure TE-3) that meet State criteria and support the provision of more efficient mobility alternatives.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202)

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- Policy 1.2.2 Growth shall be directed away from natural areas unsuitable for urban development, and such areas shall be protected from urban development through the City's Land Development Regulations in accordance with the policies of the Conservation Element of this Plan.
- Policy 1.2.3 The City's Land Development Regulations and Engineering Standards Manual shall include standards to protect areas subject to seasonal or periodic flooding from the impacts of land development in accordance with Conservation Element Policies 1.3.5 and 1.3.6.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)
- Policy 1.2.4 The City's Land Development Regulations shall include standards to protect potable water wellfields from the impacts of land development in accordance with applicable policies of the Stormwater and Aquifer Recharge Element (and in particular Objective 1.8 and Policy 1.8.2 of that element) and the Potable Water Element (and in particular Objective 1.1 and Policy 1.1.1 of that element).
- Objective 1.3** Throughout the planning period, the City shall achieve a compact urban form by maintaining the highest average density and intensity of development in Central Florida. This shall be accomplished in part by:
- a. coordinating implementation of the objectives and policies of the Future Land Use, Transportation, and Capital Improvement Elements; and
 - b. maintaining the City's Land Development Regulations which include districts and standards which discourage the proliferation of urban sprawl, encourage a compact urban form, encourage the redevelopment and renewal of blighted areas, and provide incentives for infill development.
- (Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 1.3.1 The City's Land Development Regulations shall include districts whose standards encourage the redevelopment and renewal of blighted areas. These shall include Activity Center districts, Mixed Use Corridor districts and other districts permitting medium or high intensity land use. The City's Land Development Code shall ensure compatibility between development sites located within Activity Centers and Mixed Use Corridors and adjacent residential neighborhoods by addressing such issues as building height, bufferyard standards, and parking.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)
- Policy 1.3.2 The City's Land Development Regulations shall include districts whose standards encourage a concentrated urban form in order to efficiently accommodate its projected resident population. These shall include Activity

Center districts, Mixed Use Corridor districts and other districts permitting medium or high intensity land use. The City recognizes that the benefits of a concentrated urban form include efficiencies related to public services, neighborhood protection, energy consumption and environmental protection. The Land Development Regulations shall assist in maximizing the use of the City's transportation system by regulating access on thoroughfares, by controlling the amount of on-site parking available, and by including standards for mass transit facilities and requirements to make such facilities readily available to users.

Policy 1.3.3 Reserved.

(Amended May 17, 1993, Effective July 8, 1993, Doc. No. 26610; Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201)

Policy 1.3.4 Throughout the planning period, the City shall maintain, periodically review, and consider amending the Land Development Code, as needed, to allow modifications to the rules, regulations and procedures affecting public and publicly assisted uses and activities throughout the City, subject to findings, standards or conditions which demonstrate specific need and broad public benefit. The City shall also consider amending the Land Development Code to allow modifications for private uses which are clearly temporary in nature and are needed to promote or accommodate economic development activities in designated target areas. The intent of the amendment is to encourage the efficient uses of public land and services, promote distinctive civic architecture and urban form, reinforce community identity and pride, support economic vitality and recognize the broad public benefit afforded by public uses.

(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy 1.3.5 For a proposed development project that exceeds 120% of development of regional impact (DRI) thresholds as identified in section 380.06, Florida Statutes and which is exempt from state and regional DRI review pursuant to state statutes, the City may require the property owner to submit an application for approval of a local development order, if required by state statute. The development order may take the form of a planned development (PD) ordinance, master plan, or other document that is reviewed through a public hearing process. The City may require PD zoning if no alternative zoning designation is determined to be sufficient to address site development, phasing, or for the adequate provision of public facilities. The City shall follow applicable state statutes regarding the approval process for a local development order. Compliance with this policy may supersede requirements to process an Application for Development Approval for Development of Regional Impact (ADA/DRI) specified in any individual Future Land Use Element

Policies and/or subarea policies at the sole discretion of the City of Orlando and consistent with Florida Statutes.

(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 1.3.6

For applicants wishing to rescind an adopted development of regional impact (DRI) development order consistent with state statutes, the following criteria shall apply:

1. The applicant shall demonstrate that all mitigation related to the amount of development that exists on the date of rescission has been completed consistent with section 380.115(b), Florida Statutes.

2. If the remaining development program exceeds 120% of DRI thresholds, an application for a local development order may be required pursuant to Policy 1.3.5. If required, the local development order shall be approved prior to, or concurrent with, the rescission of the DRI development order.
3. If a local development order is not required, the City shall have the right to require planned development (PD) zoning if no alternative zoning district is determined to be sufficient to address site development, phasing or the adequate provision of public facilities. The PD zoning application shall be reviewed according to the procedures identified in the Land Development Code (LDC). Regional coordination is not required. If the City does not require PD zoning, the proposed development must meet the standard development review procedures identified in the LDC.

(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Objective 1.4

Throughout the planning period, the City of Orlando shall encourage the utilization of Traditional Neighborhood Design (TND) principles through various methods including the Urban Village future land use designation, Future Land Use Subarea Policies, Planned Development zoning, Overlay Zones, Master Plans, and other appropriate mechanisms.

(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy 1.4.1

Traditional Neighborhood Design (TND) is recognized as a development option which promotes accessibility, decreases sprawl, reduces energy costs, fosters the creation of a human scale built environment, and allows for a richer and more varied public realm. Where appropriate, TND principles shall be applied to infill development and redevelopment areas to complete and enhance the traditional urban fabric in older portions of the City and to greenfield areas where compact, pedestrian and transit-oriented villages are desired.

(Amended July 19, 1999, Effective August 19, 1999, Doc. No. 32220; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy 1.4.2

The City shall recognize the benefits of the traditional neighborhood development pattern by considering alternative processes and procedures for development that conforms to TND principles. Efficiencies resulting from the traditional neighborhood development pattern may justify expedited permitting, transportation impact fee reductions, greater opportunities for mixed use development, and increased densities and intensities.

(Amended July 19, 1999, Effective August 19, 1999, Doc. No. 32220; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

- Objective 1.5** Throughout the planning period, the City shall provide policy and program mechanisms which further the principles of sustainability and Smart Growth, including: the protection and restoration of key ecosystems; achieving a healthier and cleaner environment; protecting wildlife and environmentally sensitive natural areas; advancing the efficient use of land and other resources, particularly potable water and energy; creating an excellent education system; creating a variety of housing and transportation choices; encouraging walkable neighborhoods with a mix of uses; fostering a strong sense of place; directing development toward existing communities and infill opportunities; and creating an environment conducive to building quality communities, promoting sustainable economic development, and the creation of jobs.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)
- Policy 1.5.1** The City shall monitor and implement its GMP, Land Development Code and other portions of the City Code in order to provide for a higher quality of life and development. The City shall monitor necessary community development and land use indicators and report results annually to the Municipal Planning Board.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended April 19, 2004, Effective July 5, 2004, Doc. No. 040419907; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202)
- Policy 1.5.2** Reserved
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended July 25, 2005, Effective September 12, 2005, Doc. No. 050725901; Amended October 1, 2007, Effective December 25, 2007; Doc No. 071002205, Amended December 15, 2008; Effective March 10, 2009, Doc. No. 0812151104; Amended October 5, 2009, Effective December 19, 2009, Doc. No. 0910051101; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended October 31, 2011, Effective December 19, 2011, Doc. No. 1110311101; Amended August 20, 2012, Effective September 20, 2012, Doc. No. 1208201204; Amended August 26, 2013, Effective October 11, 2013, Doc. No. 1308261201; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202)
- Policy 1.5.3** The City shall promote the utilization of sustainability/Traditional Neighborhood Design concepts through the Southeast Orlando Sector Plan, Baldwin Park Planned Development (PD), the Parramore Heritage Plan area, the Traditional City and Designed Community Land Development Code regulations, and the Mixed Use/Neighborhood Development future land use designation.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

- Policy 1.5.4 Providing for an efficient transportation system is essential for long-term sustainability. The City shall improve transportation accessibility, air quality and energy conservation by developing a multimodal transportation system, improving transit service, and using an investment approach to transportation funding.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy 1.5.5 The City of Orlando shall participate in regional planning efforts , in an effort to address greater-than-local planning issues, to plan for growth in a coordinated manner so as to ensure a desirable regional pattern of development (including the appropriate locations of urban areas and the retention of agricultural and environmentally sensitive lands), to involve the public in visioning and planning for the future, and to reach community-wide consensus on how to address long-standing metropolitan-level sustainability issues.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 1.5.6 Reserved.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)
- Policy 1.5.7 The City shall conduct a thorough review of permitted building materials, examining whether they promote sustainability. The City shall explore ways to improve the existing Building Code. In addition, the City shall continue to promote sustainability by encouraging green building practices.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)
- Policy 1.5.8 New development in greenfield areas and infill/ redevelopment areas, shall be designed and constructed in accordance with the City’s established design guidelines and building codes, and using sustainable building materials where practicable. New buildings should support regional traditions and maintain a high level of craft in the process of construction. The choice of building materials shall take into account the Central Florida regions’ high humidity and the very real dangers associated with termites.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy 1.5.9 Reserved.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended April 19, 2004, Effective July 5, 2004, Doc. No. 04041997)

- Policy 1.5.10 Consistent with Intergovernmental Coordination Element Goal 2 and its associated objectives and policies, the City shall seek to co-locate public facilities, such as parks, libraries, and community centers, with schools to the extent possible, and the City shall seek to encourage the use of elementary schools as focal points for neighborhoods.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended April 14, 2003, Effective June 7, 2003, Doc. No. 030414702, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Objective 1.6** Throughout the planning period, and consistent with Smart Growth principles, the City shall develop and implement strategies to strengthen and diversify the local economy, expand the local tax base, cultivate an entrepreneurial culture and stimulate job creation while preserving and enhancing the natural environment and high quality of life currently enjoyed by local residents and businesses, as well as visitors.
(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201)
- Policy 1.6.1 The City shall stimulate and guide development of a vibrant, livable city that nurtures a creative, diverse, and balanced economy for Orlando’s citizens, businesses, and visitors. The City shall strengthen and diversify the local economy by developing and facilitating alternative funding and incentive programs to attract, retain and expand targeted businesses, including high technology, medical and biotech companies, digital media and information-based companies.
(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201)
- Policy 1.6.2 The City shall expand the local tax base by promoting public-private partnerships and actively participating in regional economic development initiatives promoted by the Metro Orlando Economic Development Commission, and the East Central Florida Regional Planning Council’s Comprehensive Economic Development Strategy (CEDS) process.
(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201)
- Policy 1.6.3 The City shall cultivate an entrepreneurial culture and stimulate job creation by promoting economic development services and programs coordinated through the Economic Development Department and augmented through the cooperation of the community, business groups, economic development partners and other organizations. The City may utilize and/or implement Federal and State incentive programs such as the SBA HUBZone (Historically Underutilized Business Zone), Orlando Economic Enhancement District

(OEED), Economic Development Transportation Fund, Orlando Enterprise Zone Program, Qualified Target Industry Program, and/or the Urban Job Tax Credit Program. Additional City programs may include the Business Assistance Program/Team, Not-For-Profit Impact Fee Assistance Program, Small Business Assistance Program, Downtown Retail Stimulus Program, and/or the Minority Women Entrepreneur Business Assistance Program. The City shall actively monitor Federal and State incentive programs to positively react to changes to those programs and to evaluate the efficacy of new programs as they are created.

(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201)

Policy 1.6.4

The City of Orlando is dedicated to encouraging economic development within the context of neighborhood preservation and enhancement. The City of Orlando shall revitalize the historic Parramore Heritage Community through the Pathways for Parramore initiative which focuses on business development, children and education, housing, public safety and quality of life. The City of Orlando shall promote successful urban commercial districts in our neighborhoods through the Orlando Main Street program. The Orlando Main Street Program shall be dedicated to empowering neighborhood business districts to maintain, strengthen, and revitalize their unique physical, economic, historical and cultural characteristics. The Orlando Main Street program shall be designed to give participating neighborhoods a competitive advantage in attracting residents and vibrant businesses and to encourage business revitalization in local commercial districts.

(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201)

Policy 1.6.5

The City of Orlando shall consider a healthy natural environment, a robust park system, and a variety of meaningful cultural facilities and amenities as being central to Orlando's economic development strategy and as a competitive advantage in attracting and retaining family-wage jobs and workers.

(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 090608110; Amended March 12, 2012, Effective April 12, 2012, Doc. No. 12031212013)

Policy 1.6.6

In response to the unprecedented economic crisis experienced by the United States, Florida, the East Central Florida region, and Orlando in 2008 and beyond, the City of Orlando has developed Strengthen Orlando, a comprehensive economic action plan designed to sustain our community and to ensure that Orlando remains in position for future growth and prosperity. The City shall implement the Strengthen Orlando economic action plan by:

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- 1) Connecting residents to vital resources and information through the City's website and other outreach efforts;
- 2) Accelerating planned construction and infrastructure projects;
- 3) Developing a community-wide strategy to help create and maintain jobs and keep businesses afloat;
- 4) Creating or supporting programs to raise awareness of the advantages of local spending and develop innovative opportunities to highlight local and small businesses;
- 5) Forging meaningful public and private partnerships and supporting federal and state stimulus initiatives while pursuing opportunities for additional funding; and
- 6) Providing residents with aid and short term relief in the areas of housing, health and wellness, childcare and homelessness prevention.

(Amended March 12, 2012, Effective April 12, 2012, Doc. No. 12031212013, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Objective 1.7 Throughout the planning period, the City shall develop, maintain and refine strategies which ensure that neighborhoods continue to form the basic building blocks of the City; and which offer opportunities for neighborhoods to mature in terms of land use composition, social diversity, and civic involvement.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

Policy 1.7.1 Orlando recognizes that the neighborhood represents the primary building block of the City, and that the health and vitality of existing and new neighborhoods is essential to building a livable, sustainable community. New development shall be encouraged to incorporate sustainable land use techniques and principles which ensure a strong local economy, produce communities of diverse livable neighborhoods, and conserve and protect the fragile natural and built environment. In every instance, the City shall strive to ensure through design that neighborhoods accommodate the needs of our children and elders by creating accessible places where they will feel comfortable and where a sense of community can be created and enhanced over time.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

- Policy 1.7.2 Growth Management Plan amendments, rezones, and development proposals, including infill development and redevelopment, within or adjacent to existing neighborhoods shall be reviewed for compatibility with existing uses and those of surrounding neighborhoods. Neighborhoods shall be protected from incompatible and intrusive land uses which negatively impact the visual appearance and functionality of the established neighborhood.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy 1.7.3 Where possible, existing neighborhoods should be “retrofitted” with neighborhood-serving civic uses (parks, recreation centers, library branches, schools, day care, etc.) which offer opportunities for building community, but which do not unnecessarily dislocate viable existing housing stock.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy 1.7.4 For neighborhoods which have multi-jurisdictional boundaries (City, Orange County, other municipalities), the City shall coordinate with the other applicable governmental agency on issues related to land use, urban design, the environment, infrastructure, and civic opportunities. The City shall commit to ensuring an equivalent level of protection for neighborhood residents in other jurisdictions as would normally be provided to City residents.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Objective 1.8** Throughout the planning period, the City of Orlando shall encourage citizen participation in all of its core activities, including policy development, planning, and operations.
(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)
- Policy 1.8.1 The City of Orlando shall seek to increase the number of residents who participate or volunteer in various City programs and activities, ensure consistent use of public participation practices, and provide opportunities for citizens to learn how to engage in City government. This shall be accomplished by promoting and expanding volunteer opportunities along with the expanded and creative use of public participation techniques. Specifically, the City shall:
1. Develop staff training programs on public participation;
 2. Develop a public participation tracking system;
 3. Continue volunteer promotion and management system;
 4. Conduct a City Academy semi-annually;
 5. Hold regular forums with neighborhoods, civic groups and business groups on topics of interest to the community;

6. Continue school volunteer and partnership efforts; and
 7. Expand citizen participation on City boards and committees.
- (Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*

Policy 1.8.2 Citizen participation in the monitoring, updating and evaluation of this Growth Management Plan shall consist of:

1. Opportunities for review and comment by the general public through public workshops, web-based surveys, and/or other appropriate tools;
2. Review and comment by citizen groups and special interests; and
3. Review by the Municipal Planning Board (the Local Planning Agency) and adoption by the City Council.

(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy 1.8.3 The City shall include citizen participation in all of its community and neighborhood planning efforts, including development of overlay districts, special plans, redevelopments plans, neighborhood plans, and other similar plans and plan updates.

(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Objective 1.9 Throughout the planning period, the City shall consider the concept of multi-objective planning and design including common use utility corridors (i.e, water, wastewater, energy, roadways, greeneways, etc.) in its various planning efforts.

(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy 1.9.1 The concept of multi-objective planning and design should be fully integrated into the City's planning and operating philosophy. Dual and multi-use facilities should be encouraged as a way to improve efficiency and to beautify our various public works.

(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Objective 1.10 Throughout the planning period, the City of Orlando shall discourage the over-concentration of land uses that may have negative secondary impacts in specific areas of the City, and shall continue to encourage true mixed use zones with a variety of land use.

(Amended February 9, 2015, Effective April 2, 2015, Doc No. 1502091201)

Policy 1.10.1 The City of Orlando may establish special zoning districts that among other things may limit the over-concentration of land uses that may have negative secondary impacts in specific areas of the City. However, such special zoning districts shall continue to encourage a true mixture and variety of land uses within such special zoning districts.

(Amended February 9, 2015, Effective April 2, 2015, Doc No. 1502091201)

GOAL 2

To promote an intensive mixture of employment, goods and services, and residential uses in Activity Centers; to link high intensity Activity Centers and promote use of mass transportation along Mixed Use Corridors; to promote a wide variety of residential and employment alternatives both inside and outside Activity Centers; and to achieve the highest standards of quality in the urban environment.

Objective 2.1 The City shall, throughout the planning period, maintain its Land Development Regulations to provide standards, including minimum and maximum intensity standards, for five classifications of Activity Centers: the Downtown Activity Center, Metropolitan Activity Centers, Urban Activity Centers, Community Activity Centers, and Neighborhood Activity Centers. In order to achieve the desired mixture of land uses within activity centers, the following minimum and maximum percentages of total floor area designated for activity centers on the Official Future Land Use Map Series, except Neighborhood Activity Centers, Community Activity Centers and the Downtown Activity Center, shall be occupied by the uses listed below, by the dates shown:

	2025*		2045*	
	<u>Min.</u>	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>
Residential	10%	25%	15%	30%
Office	10%	25%	10%	25%
Commercial	35%	55%	30%	50%
Pub/Rec/Inst.	5%	20%	5%	20%
Hospitals	1%	5%	1%	10%
Industrial	5%	15%**	5%	10%

* These percentages apply City-wide to activity centers and not on a parcel by parcel basis.

** This percentage applies only in activity centers in which industrial uses are permitted.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 2.1.1 Activity Centers shall be intended to fulfill the following purposes:

- a. **Downtown Activity Center** - To provide guidelines for development which strengthen Downtown as the economic, governmental and cultural hub of the Central Florida region, by providing for concentrated residential, commercial, office, industrial, recreational and cultural facilities at a scale which serves the entire metropolitan area, and at the highest intensities to be found anywhere in the region. Pedestrian-oriented streets containing clusters of retailing, personal services, entertainment and eating and drinking are an important attribute of Downtown. The policies

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and requirements of this Activity Center are intended to retain the character of these areas by ensuring that new development provides active uses on ground floor levels, and other design features conducive to pedestrian activity.

- b. **Metropolitan Activity Center** - To provide for large concentrated areas of residential, commercial, office, industrial, recreational and cultural facilities at a scale which serves the entire metropolitan area, and at the highest intensities to be found anywhere outside of Downtown Orlando. A mixture of land uses is specifically intended - Metropolitan Activity Centers composed of a single type of use shall be strongly discouraged. These activity centers are intended for locations where the highest levels of thoroughfare and mass transit service are available, providing access to other metropolitan areas.

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- d. **Urban Activity Center** - To provide for concentrated areas of residential, commercial, office, industrial, recreational and cultural facilities serving major subregions of the Orlando urban area, and at intensities significantly higher than in surrounding neighborhoods. Although some Urban Activity Centers may be composed of a single type of use, a mixture of land uses is specifically encouraged. These activity centers are intended for locations where intermediate levels of thoroughfare and mass transit service are available, providing access between metropolitan subregions and complementing the primary arterial transportation system.
- e. **Community Activity Center** - To provide for concentrated areas of community-serving commercial, office, residential, recreational and cultural facilities, at higher intensities than in surrounding neighborhoods. Although some Community Activity Centers may be composed of a single type of use, a mixture of land uses is specifically encouraged. These activity centers are intended for locations where a combination of intermediate and lower levels of thoroughfare and mass transit service are available, providing access to other activity centers and surrounding neighborhoods.
- f. **Neighborhood Activity Center** - To provide for concentrated areas of neighborhood-serving commercial, office, residential, recreational and cultural facilities, at intensities compatible with surrounding neighborhoods. Although some Neighborhood Activity Centers may be composed of a single type of use, a mixture of land uses is specifically encouraged. These activity centers are intended for locations where lower level thoroughfares and collectors are available, providing convenient access to the surrounding neighborhood.

(Amended May 17, 1993, Effective July 8, 1993, Doc. No. 26610)

Policy 2.1.2

Standards for Activity Centers shall be as shown in Figure LU-1. The densities and intensities established in Figure LU-1 for Activity Centers shall not be altered except by amendment of this Growth Management Plan.

Policy 2.1.3 The City's Land Development Regulations shall encourage concentrated development in Activity Centers. Activity Centers shall be located and designed so as to create vibrant urban areas, promote convenience, reduce travel distance and conserve energy. To help achieve these objectives, the City's Land Development Regulations shall include standards for granting an intensity bonus in Activity Centers. These standards shall encourage mixed-use development, multi-modal public transit facilities, pedestrian-oriented amenities, high quality building and site design, affordable housing, and other features that foster livability, community identity and civic pride. The City's Land Development Regulations shall also include standards for granting relief from minimum intensity standards in return for contributions to bicycle, pedestrian and transit improvements in the Traditional City.

(Amended June 18, 2001, Effective July 19, 2001, Doc. No. 33873)

Policy 2.1.4 As new Activity Centers and Activity Center expansions are considered, the type, size and location of such Activity Centers shall be based upon the existing and planned availability of thoroughfares, mass transit and other public facilities as well as the intended market area for the Activity Center. The following factors shall be considered when designating new Activity Centers or expanding existing Activity Centers:

- a. **Location Criteria.** Neighborhood Activity Centers may be located at a single quadrant of an intersection, at multiple quadrants of an intersection, at a "T" intersection, or mid-block near an intersection meeting the minimum transportation access criteria. Within the Traditional City, Neighborhood Activity Centers are considered appropriate at multiple quadrants of an intersection when uses are oriented towards the lower level thoroughfare. Bicycle and pedestrian access shall also be considered in determining the location of Neighborhood Activity Centers.
- b. **Spacing Criteria.** The minimum distance between Neighborhood Activity Centers shall be consistent with the criteria identified in Figure LU-1. The minimum distance between Neighborhood Activity Centers may be less than 1 mile in the Traditional City or in Planned Developments where higher population densities exist, and may be greater than 1 mile outside of the Traditional City in areas surrounded by low density residential development.
- c. **Minimum Transportation Access Criteria.** Minimum transportation access criteria identified in Figure LU-1 shall either exist, be in the first three years of the Capital Improvements Element, or be contained in an enforceable development agreement. Activity Center designations are not recommended at locations that exceed the minimum transportation access criteria.

d. **Land Use Compatibility Study.**

1. The City shall analyze and consider the potential impact of a proposed Activity Center or Activity Center expansion on the character of the surrounding uses, neighborhoods and natural environment.
2. For future land use map amendments related to the Downtown Activity Center future land use category, the City shall analyze and consider the logical and appropriate boundary of the overall activity center, the potential impact of a down-zoning that may reduce available locations for dense urban development, the proximity to premium transit (Sunrail or Lymmo), and compatibility with the goals and principles of the Downtown Community Redevelopment Area Plan.

e. **Transportation Study.** The applicant shall prepare and submit a study demonstrating that the transportation systems affected by the proposed Activity Center have sufficient current and projected capacity to handle the travel demand generated by the increased intensity. When an Activity Center future land use designation is proposed as the initial designation for annexed property, the City shall prepare a transportation study to document the potential impacts of that designation. Transportation studies shall address the following:

1. The transportation requirements of the Transportation Element;
2. The level of service requirements of the Transportation Element; and
3. The minimum intersection standards of Figure LU-1.

f. **Vacant Land Study.** The City shall not approve new Activity Centers or the expansion of existing Activity Centers when the amount of vacant Activity Center land in the market area exceeds the vacant land criteria provided in this policy. The City shall determine the amount of vacant Activity Center land in the market area by preparing a vacant land study. The vacant land study shall identify the total amount of commercial acreage, the amount of vacant developable commercial acreage, and the amount of occupied commercial acreage within the market area. The market area for the vacant land study shall be as follows:

Neighborhood AC	1/2 mile
Community AC	1–2 miles
Urban AC	2+ miles
Metropolitan AC	4+ miles

Where a range is allowed, the radius of the market area shall be determined by the Planning Official, whose decision shall be based upon

the characteristics of the proposed Activity Center, existing Activity Centers and other proposed or anticipated Activity Centers in the market area. The Planning Official may allow modifications to the boundaries of the market area based upon physical conditions that create logical barriers to potential customers, including water bodies, wetlands and major roadways. The following standards shall apply when reviewing proposed Activity Center designations:

1. *Urban and Metropolitan Activity Centers.* No net increase in Urban Activity Center or Metropolitan Activity Center land shall be allowed if vacant land amounts to more than 25 percent of the total land area within the following categories: Urban Activity Center, Metropolitan Activity Center, AC-2, AC-3, AC-3A and County C-2 and C-3. This standard shall not apply if the total amount of vacant land in these categories is 40 acres or less.
2. *Neighborhood and Community Activity Centers.* No net increase in Neighborhood Activity Center or Community Activity Center land shall be allowed if vacant land amounts to more than 25 percent of the total land area within the following categories: Neighborhood Activity Center, Community Activity Center, AC-N, AC-1, and County C-1. This standard shall not apply if the total amount of vacant land in these categories is 20 acres or less.
3. *Exclusions.* The following may be excluded from the vacant land calculations:
 - a. Land devoted to water bodies and retained wetlands;
 - b. Land owned by the Greater Orlando Aviation Authority and devoted to aviation-related uses; and
 - c. Parcels committed to residential, industrial and public benefit uses under an approved Master Plan or Development of Regional Impact.
4. *Conservation FLU Amendments.* Any proposed amendments to properties with Conservation Future Land Use designation must adhere to FLU Objective 2.5 and Policies 2.5.1 - 2.5.2.
- g. **Market Study (Optional).** The applicant may prepare and submit a market study to demonstrate market demand and economic potential for a proposed Activity Center designation. The market study should include data and analysis concerning the existing, planned and approved supply of commercial property within the market area, occupancy patterns and trends, the demand for commercial uses allowed under the proposed Activity Center designation and the demand for the commercial uses specifically proposed.

- h. **Waivers of Study Requirements.** The Planning Official may waive the requirement for a vacant land study or transportation study under any of the following conditions:
1. When a road realignment or other action approved by the City creates a split-zoned lot, non-conforming lot, or other site deficiency.
 2. When the property is fully developed with buildings and site improvements and the existing or proposed uses are allowed under the proposed Activity Center designation.
 3. When the adopted County future land use designation is Commercial, Neighborhood Center, Neighborhood Activity Corridor, or Activity Center-Mixed Use; or the adopted County zoning is C-1, C-2 or C-3; or the adopted County zoning is PD and commercial uses are allowed under that PD; or the City's conceptual future land use designation is Activity Center and the proposed Activity Center designation is consistent with or less intense than the adopted County future land use designation.
 4. When an annexed property meets all of the following criteria:
 - a. The total land area is 500 acres or more;
 - b. The proposed mixture of land uses would reduce vehicle miles of travel (VMT), create a healthy jobs-housing balance, and promote sustainability;
 - c. Official City of Orlando future land use designations have not been adopted; and
 - d. Activity Centers comprise not more than 10% of the total land area.
- i. **Qualitative Standards.** The City may also consider the following qualitative factors when reviewing proposed Activity Center designations:
1. Whether existing vacant Activity Center land in the market area can accommodate the size, shape, location, visibility and access requirements of the proposed uses.
 2. Whether the proposed use is dependent upon proximity to another specific use.
 3. Whether opportunities are available to redevelop existing Activity Center land within the market area.
 4. Whether opportunities are available to assemble multiple parcels of

existing Activity Center land under separate ownership.

5. Whether the proposed designation will encourage reinvestment in deteriorated or underutilized areas, protect property values, discourage the proliferation of low intensity strip commercial uses and promote infill development.
6. Whether the proposed designation will create a compact pedestrian and transit-friendly, mixed-use, identifiable center for the surrounding neighborhood.

(Amended 1992; Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy 2.1.5 Activity centers may be expanded in land area, and activity centers of lower classification (e.g. neighborhood or community centers) may be redesignated to higher classifications only by amendment to this Growth Management Plan. Expansion and redesignation of these activity centers shall be based upon the same criteria as for designating a new activity center.

Policy 2.1.6 Because the Downtown Community Redevelopment Area, Downtown Activity Center, Metropolitan Activity Centers, Urban Activity Centers, and the Southeast Sector Plan Town Center are intended for very high intensity development, they shall be considered areas highly suitable for increased threshold intensity, and may be designated Regional Activity Centers, as allowed under the provisions of Florida Statutes dealing with Developments of Regional Impact. Downtown, Metropolitan and Urban Activity Centers are depicted on the Official Future Land Use Map. The Southeast Orlando Sector Plan Town Center is depicted on Future Land Use Figure LU-2A. Designated Regional Activity Centers are depicted on Figure LU-2D.

(Amended August 6, 2007, Effective September 6, 2007, Doc. No. 0708061001; Amended October 31, 2011, Effective December 19, 2011, Doc. No. 1110311101; Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

FIGURE LU-1: STANDARDS FOR FUTURE LAND USE CATEGORIES

ACTIVITY CENTERS:				
	<u>Downtown</u>	<u>Metropolitan</u>	<u>Urban</u>	<u>Community</u>
Max. Intensity (before bonuses)	200 units/ac. and/or 4.0 F.A.R.	200 units/ac. and/or 3.0 F.A.R.	100 units/ac. and/or 1.0 F.A.R.	40 units/ac. and/or 0.7 F.A.R.
Min. Intensity * (before bonuses)	75 units/ac. and/or 0.75 F.A.R.	30 units/ac. and/or 0.75 F.A.R.	30 units/ac. and/or 0.5 F.A.R.	20 units/ac. and/or 0.35 F.A.R.
Min. Land Area	NA	100 acres	40 acres	8 acres
Allowable Uses	Residential Office Commercial Pub, Rec & Inst Industrial	Residential Office Commercial* Pub, Rec & Inst Industrial	Residential Office Commercial* Pub, Rec & Inst Industrial	Residential Office Commercial* Pub, Rec & Inst
Min. Transportation Access **	NA	6LA/8LA 8LA/8LA 8LA/TS TS/TS	4LA/4LA 4LA/6LA 6LA/6LA 4LA/TS TS/TS	4LC/4LA 2LA/4LA 4LA/4LA 4LA/6LA 4LC/TS

OTHER LAND USE CATEGORIES:				
	<u>Residential Low Intensity</u>	<u>Residential Med. Intensity</u>	<u>Residential High Intensity</u>	<u>Office Low Intensity</u>
Max. Intensity (before bonuses)	12 units/ac. and/or 0.30 F.A.R.	30 units/ac. and/or 0.30 F.A.R.	200 units/ac. and/or 0.35 F.A.R.	21 units/ac. and/or 0.40 F.A.R.
Min. Intensity *	None None	12 units/ac.*** None	30 units/ac. None	None None
Allowable Uses	Residential Pub, Rec & Inst	Residential Pub, Rec & Inst	Residential Office Pub, Rec & Inst	Residential Office Pub, Rec & Inst

* Exceptions/Exemptions: For commercial, industrial, and public, recreational, and institutional uses, the minimum F.A.R applies only within the Traditional City (see Urban Design Element, Figure 1). Within the Traditional City, Large Scale Retailers, as defined in the Land Development Code, shall be exempt from minimum F.A.R. requirements. The minimum residential density shall not apply to affordable housing projects (see Housing Policy 5.1.4), nursing homes or to one and two family dwellings in existing platted subdivisions. Residential Social Service Facilities (RSSF), as defined in the Land Development Code, shall be exempt from the minimum density requirements in the Residential Medium Intensity and Office Medium Intensity future land use designations.

** 2LC - 2 lane collector 6LA - 6 lane arterial † Secondary use only
4LC - 4 lane collector 8LA - 8+ lane arterial or limited †† 16 units/ac. for duplex and townhome units
access facility ††† Principal Use
2LA - 2 lane arterial TS - transit station
4LA - 4 lane arterial

*** Except the R-2B zoning district, where no minimum is required. † Neighborhood serving use, not to exceed 5% (office and commercial combined) of the total gross acreage of the entire Mixed Use/Neighborhood Development site.

FIGURE LU-1 continued (SEE OFFICIAL FUTURE LAND USE MAP SERIES):

MIXED USE CORRIDORS:

<u>Neighborhood</u>	<u>High Intensity</u>	<u>Medium Intensity</u>	<u>Mixed Use Neighborhood Development</u>
30 units/ac. and/or 0.3 F.A.R.	200 units/ac. and/or 1.0 F.A.R.	30 units/ac. and/or 0.5 F.A.R.	12 units/ac. and/or 0.4 F.A.R.
15 units/ac. and/or None	30 units/ac. and/or 0.4 F.A.R.	15 units/ac. and/or None	None
3 acres (2 ac. within Traditional City)	Not applicable	Not applicable	
Residential Office Commercial ^{†††} Pub, Rec & Inst	Residential Office Commercial* Pub, Rec & Inst	Residential Office Commercial Pub, Rec & Inst	Residential Office ⁺ Commercial ⁺ Pub, Rec & Inst
4LC/4LC 4LC/2LA 4LC/4LA 4LA/2LC 4LA/2LA Min. Spacing Criteria ± 1 mile	4LA, 6LA, 8LA	4LC, 2LA, 4LA, 6LA	

<u>Office Med. Intensity</u>	<u>Office High Intensity</u>	<u>Industrial</u>	<u>Public, Rec., & Institutional</u>	<u>Conservation</u>	<u>Urban Reserve</u>
40 units/ac and/or 0.70 F.A.R.	200 units/ac. and/or 1.0 F.A.R.	40 units/ac.*** 0.70 F.A.R.	Not applicable Not applicable	1 unit / 5 ac. 0.05 F.A.R.	1 unit / 10 ac 0.05 F.A.R.
12 units/ac. and/or 0.30 F.A.R.	30 units/ac. and/or 0.40 F.A.R.	12 units/ac.*** None	Not applicable Not applicable	None None	None
Residential Office Pub, Rec & Inst	Residential Office Pub, Rec & Inst	Industrial Office Pub, Rec & Inst Commercial**** Residential***	Pub, Rec & Inst	Conservation Rec. (Passive Parks and Trails Only)	Residential Pub, Rec & Inst Agriculture Conservation

***Where allowed by the applicable Subarea policy and zoning district, residential uses may be allowed within the Traditional City through a Conditional Use permit.

****This is allowed as a secondary use, however commercial use is allowed as a principal (sole) use within the I-C zoning district.

FIGURE LU-1 continued (SEE OFFICIAL FUTURE LAND USE MAP SERIES):

OTHER LAND USE CATEGORIES (continued):

	<u>Airport Support District-High Intensity</u>	<u>Airport Support District-Medium Intensity</u>	<u>Town Center/Urban Transit Center</u>	<u>Village Center/Urban Transit Center</u>
Max. Intensity (before bonuses)	See Goal 4 and Associated Objectives and Policies	See Goal 4 and Associated Objectives and Policies	See Goal 4 and Associated Objectives and Policies	See Goal 4 and Associated Objectives and Policies
Min. Intensity *				
Allowable Uses				
	<u>Village Center</u>	<u>Neighborhood Center</u>	<u>Residential Neighborhood</u>	<u>Residential Center</u>
Max. Intensity (before bonuses)	See Goal 4 and Associated Objectives and Policies	See Goal 4 and Associated Objectives and Policies	See Goal 4 and Associated Objectives and Policies	See Goal 4 and Associated Objectives and Policies
Min. Intensity *				
Allowable Uses				
	<u>Urban Village</u>	<u>Transit 1 Overlay</u>	<u>Transit 2 Overlay</u>	<u>Kaley Overlay</u>
Max. Intensity (before bonuses)	Standards to be determined by adopted GMP Subarea Policy, consistent with Future Land Use Policy 2.4.4.	Standards to be established by GMP Subarea Policy S.12.9	Standards to be established by GMP Subarea Policy S.12.9.1	Standards to be established by GMP Subarea Policy S.12.8
Min. Intensity *				
Allowable Uses				

NOTES FOR FIGURE 1

1. Agriculture uses are not shown because no land is designated for such uses on the Future Land Use Map Series.
2. The City of Orlando has determined that it is appropriate to show educational uses, public buildings and grounds, and other public facilities as one land use category on the Future Land Use Map Series. Recreational uses are combined with Public and Institutional uses as a mixed use category.
3. The City of Orlando has determined that mixed use Activity Center and Mixed Use Corridor land use categories are needed to implement this Growth Management Plan.
4. Historic district boundaries and designated historically significant properties are shown in the Historic Preservation Element (also see Historic Preservation Goal 1 and Objective 1.2).
5. Natural Resources are shown in the Potable Water Element, Conservation Element and Drainage Element

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended August 6, 2007, Effective September 6, 2007, Doc. No. 0708061001; Amended February 2, 2009, Effective March 6, 2009, Doc. No. 0902021102; Amended February 9, 2015, Effective April 2, 2015, Doc. No. 1502091201; Amended September 21, 2015, Effective November 6, 2015, Doc. No. 1509211203; Amended September 25, 2017, Effective November 13, 2017, Doc. No. 1709251201; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)

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Policy 2.1.7 The City's Land Development Regulations shall provide for protection of adjacent lower intensity neighborhoods from the impacts of Activity Center development through either significant landscaped bufferyards or compatible transitional uses.

Policy 2.1.8 A mixture of retail, office, multifamily, civic and public benefit uses is encouraged at major street intersections within Activity Centers. The mixture of land uses is intended to promote variety, interest, and convenience while reducing monotony and over-commercialization.
(Amended July 10, 2000, Effective August 10, 2000, Doc. No. 32960)

Policy 2.1.9 Reserved.
(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Objective 2.2 The City's Land Development Code shall provide standards for two classifications of Mixed Use Corridors: High Intensity Mixed Use Corridors and Medium Intensity Mixed Use Corridors. In order to achieve and maintain the desired mixture of land uses within mixed use corridors, the percentage of total floor area within mixed use corridors shall be consistent with the ranges provided for each use and target date listed in the following table:

	2025*		2045*	
	<u>Min.</u>	<u>Max.</u>	<u>Min.</u>	<u>Max.</u>
Residential	10%	15%	10%	20%
Office	10%	15%	10%	15%
Commercial	35%	50%	30%	55%
Pub/Rec/Inst.	5%	15%	5%	20%
Hospitals	1%	5%	1%	8%
Industrial	5%	12%	5%	15%

* These percentages apply City-wide to mixed use corridors and not on a parcel by parcel basis.

(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 2.2.1 Mixed Use Corridors are intended to fulfill the following purposes:

- a. **High Intensity Mixed Use Corridor** - To provide for concentrated areas of mixed commercial, service, residential and office uses at high intensities extending along and oriented to higher level thoroughfares, recognizing the character of the thoroughfare along which it is located. Public,

recreational & institutional uses and conservation uses are also consistent in these areas. A mixture of land uses is specifically encouraged. These mixed-use corridors are intended for locations where intermediate and high levels of mass transit service are available or are programmed.

- b. **Medium Intensity Mixed Use Corridor** - To provide for the historic pattern of small-scale, pedestrian-oriented commercial, service, residential and office uses extending along and oriented to thoroughfares and collectors, at intensities compatible with adjacent neighborhoods. Public, recreational & institutional uses and conservation uses are also consistent in these areas. Mixed-use buildings, building sites and block faces are specifically encouraged. This designation is intended for locations where mass transit service is available. This designation is not intended for large-scale, parking-intensive uses when such uses are incompatible with the scale, proportion, intensity and character of the adjacent neighborhood. In order to protect low-density residential neighborhoods from encroachment, this designation shall typically be limited to a maximum depth of one lot, with the edge of the designation located along rear lot lines, rather than streets. Creative building and site design may be required to preclude the need for Growth Management Plan amendments that would expand a mixed-use corridor into adjacent residential areas.

(Amended June 18, 2001, Effective July 19, 2001, Doc. No. 33873)

Policy 2.2.2 Standards for Mixed Use Corridors shall be as shown in Figure LU-1. The densities and intensities established in Figure LU-1 for Mixed Use Corridors shall not be altered except by amendment of this Growth Management Plan.

Policy 2.2.3 As new Mixed Use Corridors are considered, the type and size of such Mixed Use Corridors shall be based upon the existing and planned availability of thoroughfares, mass transit and other public facilities, as well as the intended market area for the Mixed Use Corridor. The following factors shall be considered when designating new Mixed Use Corridors or expanding Mixed Use Corridors:

- a. **Land Use Compatibility Study.** The City shall analyze and consider the potential impact of the proposed Mixed Use Corridor designation on the character of the surrounding uses, neighborhood and natural environment. This analysis shall address the orientation of the proposed uses, access, and the potential for neighborhood intrusion. In order to limit the possibility of adverse impacts to a given community or area, the proposed Mixed Use Corridor or expansion of an existing Mixed Use Corridor must be consistent with surrounding land uses and land use

designations. The findings of the staff's analysis shall be considered by the Municipal Planning Board in its deliberations.

- b. **Transportation Study.** The applicant shall prepare and submit a study demonstrating that the transportation system affected by the proposed Mixed Use Corridor has sufficient current and projected capacity to handle the travel demand generated by the increased intensity. When a Mixed Use Corridor future land use designation is proposed as the initial designation for annexed property, the City shall prepare a transportation study to document the potential impacts of that designation. Transportation studies shall address the following:
 - 1. The transportation requirements of the Transportation Element;
 - 2. The level of service requirements of the Transportation Element; and
 - 3. The minimum intersection standards of Figure LU-1.
- c. **Vacant Land Study.** The City shall not approve new Mixed Use Corridors or the expansion of existing Mixed Use Corridors when the amount of vacant Mixed Use Corridor land in the market area exceeds the vacant land criteria provided in this policy. The City shall determine the amount of vacant Mixed Use Corridor land in the market area by preparing a vacant land study. The vacant land study shall identify the total amount of commercial acreage, the amount of vacant developable commercial acreage, and the amount of occupied commercial acreage within the market area. The market area for the vacant land study shall be 1 to 2 miles. The radius of the market area shall be determined by the Planning Official, whose decision shall be based upon the characteristics of the proposed Mixed Use Corridor, existing Mixed Use Corridors and other proposed or anticipated Mixed Use Corridors in the market area. The Planning Official may allow modifications to the boundaries of the market area based upon physical conditions that create logical barriers to potential customers, including water bodies, wetlands and major roadways. The following standards shall apply when reviewing proposed Mixed Use Corridor designations:
 - 1. *No Net Increase.* No net increase in Medium or High Intensity Mixed Use Corridor land shall be allowed if vacant land amounts to more than 33 percent of the total land area currently designated Medium or High Intensity Mixed Use Corridor. This standard shall not apply if the total amount of vacant land in these categories is 5 acres or less.
 - 2. *Exclusions.* The following may be excluded from the vacant land calculations:

- a. Land devoted to water bodies and retained wetlands;
 - b. Land owned by the Greater Orlando Aviation Authority and devoted to aviation-related uses; and
 - c. Parcels committed to residential, industrial and public benefit uses under an approved Master Plan or Development of Regional Impact.
- 3. *Conservation FLU Amendments.* Any proposed amendments to properties with Conservation Future Land Use designation must adhere to FLU Objective 2.5 and Policies 2.5.1 - 2.5.2.
- d. **Waivers of Study Requirements.** The Planning Official may waive the requirement for a vacant land study or transportation study under the following conditions:
 - 1. When a road realignment or other action approved by the City creates a split-zoned lot, non-conforming lot, or other site deficiency.
 - 2. When the property is fully developed with buildings and site improvements and the existing or proposed uses are allowed under the proposed Mixed Use Corridor designation.
 - 3. When the adopted County future land use designation is Commercial, Neighborhood Center, Neighborhood Activity Corridor, or Activity Center-Mixed Use; or the adopted County zoning is C-1, C-2 or C-3; or the adopted County zoning is PD and commercial uses are allowed under that PD; or the City's conceptual future land use designation is consistent with or less intense than the adopted County future land use designation.
- e. **Qualitative Standards.** The City may also consider the following qualitative factors when reviewing proposed Mixed Use Corridor designations:
 - 1. Whether existing vacant Mixed Use Corridor land in the market area can accommodate the size, shape, location, visibility and access requirements of the proposed uses.
 - 2. Whether the proposed use is dependent upon proximity to another specific use.
 - 3. Whether opportunities are available to redevelop existing Mixed Use Corridor land in the market area.
 - 4. Whether opportunities are available to assemble multiple parcels of existing Mixed Use Corridor land under separate ownership.

5. Whether the proposed designation will encourage reinvestment in deteriorated or underutilized areas, protect property values, discourage the proliferation of low intensity strip commercial uses and promote infill development.
6. Whether the proposed designation will encroach into the adjacent neighborhood.

(Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy 2.2.4 Mixed use corridors may be expanded in land area, and medium intensity mixed use corridors may be redesignated as high intensity mixed use corridors only by amendment to this Growth Management Plan. Expansion and redesignation of these mixed use corridors shall be based upon the same criteria as for designating a new mixed use corridor.

Policy 2.2.5 The City's Land Development Regulations for mixed-use corridors shall include standards for granting an intensity bonus in Mixed-Use Corridors. These standards shall encourage mixed-use development, multi-modal public transit facilities, pedestrian-oriented amenities, high quality building and site design, affordable housing and other features that foster livability, community identity and civic pride. The City's Land Development Regulations shall also include standards for granting relief from minimum intensity standards in return for contributions to bicycle, pedestrian and transit improvements in the Traditional City.

(Amended June 18, 2001, Effective July 19, 2001, Doc. No. 33873)

Policy 2.2.6 In order to ensure a mixture of land uses within mixed use corridors as specified in Objective 2.2, the City shall monitor changes in the percentage composition of land uses over time within mixed-use corridors. Data presented in the 1998 Evaluation and Appraisal Report (EAR) shall serve as the baseline data. Monitoring shall be conducted as part of the periodic EAR process as required under Florida Statutes.

(Amended June 18, 2001, Effective July 19, 2001, Doc. No. 33873)

Objective 2.3 The City shall maintain its Land Development Regulations throughout the planning period to provide standards for residential, office, industrial and other uses located outside activity centers and mixed-use corridors.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

Policy 2.3.1 Standards for land use categories outside of activity centers and mixed-use corridors shall be as shown in Figure LU-1. The densities and intensities established in Figure LU-1 for land use categories outside of activity centers and mixed use corridors shall not be altered except by amendment of this Growth Management Plan. The intensity of use allowed on land outside of

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activity centers and mixed use corridors shall be based on:

- a. Appropriate topography, soil conditions, and the availability of facilities and services; redevelopment and renewal of blighted areas; elimination or reduction of uses inconsistent with the community's character and future land uses; protection of natural resources and historic resources; and discouragement of urban sprawl;
- b. Compatibility with existing development in the area; and
- c. The public services and facilities which exist or are available to the location, based upon the policies of the Capital Improvement Element and the City's Concurrency Management System.

Policy 2.3.2 In order to protect established medium and low intensity areas from encroachment, and in order to provide appropriate transitions between Metropolitan Activity Centers and surrounding areas, the Office - High Intensity land use category shall be designated on the Future Land Use Map only in locations immediately adjacent to the Metropolitan (including Downtown) Activity Centers.
(Amended June 1992)

Policy 2.3.3 Because the exact boundaries of wetlands and other environmentally sensitive areas can only be determined by detailed site analysis, the Planning Official shall be authorized to determine the precise boundaries of Conservation Use areas, Resource Protection areas, and Transitional Wildlife Habitat Overlay areas shown on the Future Land Use Map based on the findings of appropriate environmental studies and analysis without amending this Growth Management Plan.
(Amended February 27, 1995, Effective May 5, 1995, Doc. No. 27962-1)

Policy 2.3.4 The Resource Protection Overlay Land Use Designation shall be used to identify the locations of all potential environmentally sensitive areas, including the most effective recharge areas, karst features and sensitive natural habitats located within the Wekiva Study Area. Jurisdictional wetlands and other environmentally sensitive areas within Resource Protection Overlay Future Land Use areas shall be subject to the applicable standards of the Florida Dept. of Environmental Regulation, St. John's River Water Management District, South Florida Water Management District and the U.S. Army Corps of Engineers, as they exist on the date of adoption of this Plan. In addition, all non-jurisdictional wetlands and other environmentally sensitive areas within Resource Protection Overlay Future Land Use areas shall be subject to the requirements of Conservation Policies 1.4.1 and 1.7.8.
(Amended December 12, 2005, Effective February 28, 2006, Doc. No. 051212903)

- Policy 2.3.5** The Transitional Wildlife Habitat overlay land use designation shall be used to identify the location of environmentally sensitive areas where interspersed Protected Wetlands and associated upland strands provide habitat for semi-aquatic and wetland-dependent State listed wildlife species (See Conservation Element Policy 1.4.9).
(Amended February 27, 1995, Effective May 5, 1995, Doc. No. 27962-1)
- Policy 2.3.6** The Wekiva Overlay Future Land Use Designation shall be used to identify and regulate property within the Wekiva Study Area, as defined in the Wekiva Parkway and Protection Act. Development within this overlay shall be subject to the requirements of Conservation Policies 1.4.1, 1.7.8 and 1.7.10, together with Stormwater and Aquifer Recharge Objective 1.11 and associated policies, and all other applicable GMP objectives and policies. *(Amended December 12, 2005, Effective February 28, 2006, Doc. No. 051212903; Amended April 7, 2008, Effective June 24, 2008, Doc. No. 0804071001)*
- Objective 2.4** The City shall maintain its Land Development Regulations throughout the planning period to provide standards which encourage development to achieve a mixture of land uses and an intensity at or near to the maximum permitted by the Future Land Use Map Series so that public services and facilities can most efficiently be provided.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy 2.4.1** The City's Land Development Regulations shall include standards for granting a density and/or intensity bonus in Office districts. These standards shall encourage mixed-use development; multi-modal public transit facilities; pedestrian-oriented amenities; high quality building and site design; affordable housing; and other features that foster livability, community identity, and civic pride.
(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)
- Policy 2.4.2** In medium and high intensity districts, the City's Land Development Regulations shall include standards for the minimum intensity of development permitted, consistent with the minimum intensity standards of Figure LU-1.
- Policy 2.4.3** In order to encourage the timely dedication of park land, the City may allow the limited transfer of development rights (up to 50% of the density and/or intensity of the applicable zoning district) from the dedicated parcel to another property within the same Community Park Sector (for properties greater than 15 acres in size) or Neighborhood Park Service Area (for properties less than 15 acres in size), without the need to further amend the City's Growth Management Plan, provided there is a determination by the Planning Official that such transfer will not cause an impact on surrounding

properties which cannot be effectively mitigated through building placement, buffers or other means acceptable to the City.

Park land proposed to be dedicated shall be reviewed for appropriateness by the City's Public Works Department, City Planning Division and Real Estate Section. Certain standards shall apply, including the following:

- a. **Perimeter Frontage.** Proposed park land shall be surrounded by streets, except where bound by preserved woodlands, wetland areas, lakes, or other significant open space features. In any event, at least 50% of the park's perimeter shall front onto one or more public streets.
- b. **Paths/Greenways.** The provision of functional paths/greenways is specifically encouraged. Proposed paths and greenways shall facilitate direct connections between surrounding uses.
- c. **Natural Features.** Proposed park land shall be composed of primarily upland/developable property; however, transitional, wetland, and lake areas may be considered if they support valuable or unique habitat opportunities, heritage trees, or some other unique environmental conditions or features.
- d. **Location.** Proposed park land shall be located at prominent sites to reflect the importance of the public realm. Properties that terminate vistas from surrounding streets and properties along the shoreline of lakes shall be considered priority locations for park land. Loading and storage areas shall not be located within vistas.
- e. **Consideration of Proposals.** The City has the right to accept, decline, or request modifications to any such proposals.
- f. **Site Preparation.** Where park land is dedicated to the City, the City may provide for certain site preparation expenses including grading, fill material, temporary seeding/turf, perimeter sidewalks, and other similar features prior to actual development of the site as a park.
- g. **Applicability.** These provisions may be applied to properties within the City of Orlando, and are considered especially appropriate for annexed properties.

(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 2.4.4

In order to encourage long term sustainable development practices, the Urban Village future land use designation shall be encouraged and applied to the Future Land Use Map to designate areas subject to an integrated planning process. The application of an Urban Village future land use

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designation shall reflect the use of planning practices which ensure neighborhoods and communities contain a mixture of land uses that fully promotes multi-modal development options, ensures a realistic jobs-housing balance, provides housing opportunities reflective of the community at large, protects and enhances sensitive environmental areas and incorporates traditional community building practices. The Urban Village future land use designation may include compatible land uses other than those specifically listed as allowable in Figure LU-1.

The Urban Village future land use designation provides for a mixture of land uses and intensities within a development site in order to preserve conservation areas, to reduce public investment in provision of services, to encourage flexible and creative site design and to provide sites for schools, recreation and other public facilities which provide an area-wide benefit to the community. The Urban Village future land use designation is specifically intended to provide a means of streamlining the development review process where a Development of Regional Impact (DRI) and DRI Development Order, a Sector Plan, and/or Master Plan, have already fully accounted for the impacts of development. The designation shall be structured to ensure that the Urban Village and the individual components of the Urban Village are compatible with existing or projected surrounding land uses, taking into consideration environmental constraints, health and safety issues, and the appropriateness and potential impact of the Urban Village on adjacent existing and future land uses.

In order to encourage innovative land use techniques, creative urban design, environmental protection, and the judicious use of sustainable development principles and practices, the following areas may be designated with the Urban Village designation on the Official Future Land Use Map: projects within the Southeast Orlando Sector Plan area, provided the project's master plan and actual development complies with the Southeast Orlando Sector Plan - Conceptual Master Plan Map (Figure LU-2A), Future Land Use Goal 4 and associated objectives and policies, and applicable development standards; projects within a previously approved Development of Regional Impact; projects within an approved Sector Plan as may be defined in Chapter 163; and areas such as the Baldwin Park PD, where future land use designations and associated impacts have been reviewed and approved through a comprehensive and integrated planning process.

In order to obtain the Urban Village future land use designation, the applicant shall initiate a Growth Management Plan amendment that includes one or more subarea policies which provide structure and detailed

development criteria for each individual project. The subarea policy shall address, at a minimum, the following items:

1. fundamental community design principles, standards and guidelines;
2. allowable uses and composition of mix;
3. overall intensities and densities for each Urban Village, and where applicable, for each land use component of the Urban Village; and
4. Minimum transportation requirements to ensure maximum connectivity and appropriate access.

The Urban Village future land use designation shall appear on the Official Future Land Use Map as a subarea policy boundary, with either future land use designations, land use classifications, or references to site specific master plans or other land use identification techniques consistent with the specific subarea policy establishing the Urban Village. Allowable use types may be shifted within the Urban Village future land use designation or individual components of the Urban Village through an amendment to the project master plan, so long as the change is consistent with the standards and criteria specified in the pertinent adopted subarea policy. For DRIs, uses may only be shifted in conformance with an approved DRI equivalency matrix and the applicable GMP subarea policy, where applicable.

Higher densities and intensities may be applied on specific building sites within each component of the Urban Village designation, provided that the relationship to surrounding properties is enhanced through strong pedestrian linkages, appropriate consideration of scale and streetscape, and gross densities and intensities of the entire Urban Village remain within the range of densities/intensities specified in the required subarea policy.

The City shall designate environmentally sensitive lands within the boundaries of the Urban Village as Conservation Use, Resource Protection Overlay, and/or Transitional Wildlife Habitat Overlay, consistent with the goals, objectives and policies of the City's Growth Management Plan. In addition, all environmentally sensitive lands identified in an Application for Development Approval (ADA) and/or DRI Development Order/Map H as Conservation, Preservation, or Mitigation, shall be designated Conservation Use on the City's Official Future Land Use Map. Any proposed shifting of allowable land uses shall not result in additional significant and adverse impacts on environmentally sensitive lands as identified on the Official Future Land Use Map and in the Conservation Element.

Impact Study. For any proposed change to an Urban Village which would increase the maximum development capacity, the applicant shall be required

to provide an analysis to determine whether the projected traffic associated with the change would have significant and adverse impacts on the surrounding road network as defined in Chapter 380, F.S. Any such proposed change which results in greater off-site impacts or potential significant and adverse impacts on adjacent land uses or the surrounding roadway network, shall be reviewed to determine consistency with the Growth Management Plan and to determine if a Plan amendment is necessary.

The Urban Village future land use designation shall be implemented through the following: a DRI Development Order, if applicable and sufficiently specific; the required subarea policy; and rezoning to Planned Development (PD), as defined in the City's Land Development Code. Each Development Order and/or PD zoning ordinance shall be consistent with the pertinent subarea policy and include an appropriately detailed master plan and development guidelines.

Growth Management Plan Amendments. New development inconsistent with the applicable subarea policy (or in the case of the Southeast Orlando Sector Plan area, Future Land Use Goal 4 and associated objectives and policies) shall not be allowed to occur until after a GMP amendment is made effective. At a minimum, a GMP amendment shall be required when:

1. a proposed change would be in conflict with the fundamental community design principles, standards, and guidelines specified in the adopted subarea policy, or
2. a proposed change includes a principal land use not specified in the adopted subarea policy, or
3. the proposed change would be in conflict with the overall intensities and densities specified in the adopted subarea policy, or
4. the proposed change would be in conflict with the minimum transportation connectivity and access requirements specified in the adopted subarea policy.

Urban Village/Planned Development (PD) Zoning Ordinance Amendments.

Alterations to an approved Urban Village PD shall be classified as either substantial or non-substantial, and if substantial shall require an amendment to the PD zoning ordinance. The following criteria shall be used to identify a substantial amendment:

1. A change which would include a principal land use not previously permitted under the approved PD zoning ordinance and/or applicable GMP subarea policy(ies).

2. A change which would alter a land use type adjacent to a property boundary, except when it is (i) a reduction in density or (ii) a reduction of intensity of approved residential development, unless the reduction locates a residential use adjacent to an incompatible land use;
3. An alteration which would increase the size of an Activity Center, Town Center, Village Center, or Neighborhood Center.
4. A proposed change which would increase the land use intensity within the Urban Village PD without a corresponding decrease in some other portion of the PD and which results in greater off-site impacts or potential significant and adverse impacts on adjacent land uses or the surrounding roadway network.

All proposed alterations to the Urban Village PD shall be reviewed on a case-by-case basis to determine whether the alteration is substantial, and to determine if a change to the PD zoning ordinance is necessary. The determination of a substantial or non-substantial alteration shall be made by the City Planning Official. If an applicant disagrees with the Planning Official determination, the issue may be presented to the Municipal Planning Board and ultimately the City Council for resolution.

Alterations to the Urban Village PD determined to be substantial must be accompanied by plans and support data as specified in the Land Development Code for review by the Municipal Planning Board with a public hearing for final action by the Orlando City Council.

Alterations necessary to accurately reflect the location of schools, parks, libraries, public safety facilities or other small scale public facilities shall be considered non-substantial.

All non-substantial alterations to an Urban Village PD, except those specified in the PD zoning ordinance as a minor administrative modification, must be submitted and approved by the City Planning Official through administrative review.

The provisions specified in this policy and/or any future subarea policies related to individual Urban Villages shall work in conjunction with all other applicable GMP objectives and policies and shall not supersede such policies.

In all land use categories, the Planned Development (PD) zoning classification shall be encouraged, and may include, as secondary uses, compatible land uses other than those specifically listed as allowable in Figure LU-1.

(Amended September 11, 1995, Effective November 27, 1995, Doc. No. 28770; Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 2.4.5

In Planned Developments and Master Plans with multiple building sites, conformance with the City's minimum and maximum density and intensity standards may be calculated using the total acreage of each future land use designation. This policy shall only apply to property within medium and high intensity future land use designations, including activity centers and development within the Florida Hospital DRI. Transfer of density and intensity between Future Land Use designations is not allowed by this policy.

This policy is specifically intended to allow flexibility in site design, encourage intensive development consistent with Objective 2.4, and ensure that the land use components of Planned Developments and Master Plans are compatible with surrounding land uses, taking into consideration such factors as environmental constraints, health and safety issues, and the appropriateness and potential impacts of the Planned Development or Master Plan on adjacent land uses.

Any proposed change to an approved Planned Development or Master Plan which would increase the land use intensity within the Planned Development or Master Plans without a corresponding decrease in some other portion of the Planned Development or Master Plan and which results in greater off-site impacts, shall be reviewed to determine consistency with the Growth Management Plan and to determine if a Plan amendment is necessary.

(Amended December 12, 1994, Effective February 17, 1995, Doc. No. 2810; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206)

Policy 2.4.6

The Mixed Use/Neighborhood Development designation is intended to fulfill the following purposes:

To provide for well planned communities of mixed residential uses supported by neighborhood-serving commercial, office and institutional uses. A mixture of land uses is specifically required. However, the predominant land use type is residential. The Mixed Use/Neighborhood Development designation is intended for newly developing areas which are suitable for urban development, under unified control for master planning, and can be served by a hierarchical network of arterial, collector and local streets. The Mixed Use/Neighborhood Development designation is intended to create identifiable neighborhood units which conform to high standards of urban design and livability; and when combined with other neighborhood units of similar quality and composition, form a distinctive community.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962)

Policy 2.4.7 Standards for the Mixed Use/Neighborhood Development designation shall be as shown on Figure LU-1. The densities and intensities established in Figure LU-1 for Mixed Use/Neighborhood Developments shall not be altered except by amendment of this Growth Management Plan. Location standards and criteria for land use compatibility are outlined below. Additional urban design standards shall be incorporated into the Land Development Code.

Lands within the Mixed Use/Neighborhood Development Designation shall be allocated as follows:

Residential Uses. Residential Uses are the predominant land use under this designation, and may occupy between 10% and 95% of the designation inclusive of road rights-of-way, utility easements, and other public infrastructure. In order to achieve a variety of housing types, higher densities may be applied on specific parcels within neighborhood units, provided that the gross residential density of the residential portion(s) of the entire development remains less than or equal to 12 units per acre. The applicant may utilize any of the following Residential Use districts: R-1AA, R- 1A, R-1N, R-1, R-2A, R-3A, H and R-3B.

Non-Residential Uses. The non-residential components of each individual Mixed Use/ Neighborhood Development community shall conform to the standards of one or more of the following districts: AC-N, O-1, P, C, H and/or R/P. The gross acreage of the neighborhood-serving commercial component (AC-N and/or O-1) of each Mixed Use/Neighborhood Development community shall be sized in proportion to the gross acreage of the entire Mixed Use/Neighborhood Development site. The maximum contiguous area of any neighborhood-serving commercial area shall not exceed 10 acres in size. Depending on the size of the MU/ND designation, the neighborhood-serving commercial acreage may be divided. The applicant is specifically encouraged to place commercial areas within a reasonable distance from

each neighborhood unit. The appropriate form and placement of the neighborhood-serving commercial area shall be determined at time of Master Plan Review.

Public Benefit Uses. Because public benefit uses and open space areas are essential components of any livable neighborhood, the land allocated to such areas must equal or exceed 5% of the total useable land area of the Mixed Use/Neighborhood Development community, not including public road rights-of-way and conservation easements unless bikeway and pedestrian facilities are collocated.

Conservation Uses. No set percentage shall apply, as each Mixed Use/Neighborhood Development site will be unique in its environmental character. However, all Protected and retained wetlands (Wetland Preservation Areas and Wetland Mitigation Areas) shall be designated with the Conservation Use future land use designation and shall be protected in accordance with the City's adopted Future Land Use Element and Conservation Element objectives and policies.

The PD zoning classification may also be utilized within a Mixed Use/Neighborhood Development, so long as the land use allocation (composition of mix) and density provisions specified in this policy and in Future Land Use Element Figure LU-1 are satisfied.

(Amended September 11, 1995, Effective November 27, 1995, Doc. No. 28770)

Policy 2.4.8

As new Mixed Use/Neighborhood Development designations are considered, the type and size of such Mixed Use/Neighborhood Development designations shall be based upon the existing and planned availability of public facilities. New mixed use/neighborhood development designations shall be based upon the following criteria:

- a. The project shall be under unified or joint ownership or control and master planning shall be required. The Mixed Use/Neighborhood Development designation shall be developed on contiguous lots or tracts comprising a development site which is no smaller than one hundred twenty five (125) acres. The site must be divided into smaller neighborhood units ranging between 30 and 90 acres in size. The site area of each neighborhood unit may vary somewhat depending on the physical characteristics of each individual development site, taking into consideration site specific environmental opportunities and constraints. Appropriate configurations for proposed neighborhood units shall be determined at the time of Master Plan Review.
- b. An analysis of topography, soil conditions, and protection of natural resources and historic resources;

- c. An analysis demonstrating how the district will support orderly development and the discouragement of urban sprawl;
- d. Compatibility with existing and planned development in the area; and
- e. Availability of public facilities and services based upon the policies of the Capital Improvements Element and the City's Concurrency Management System.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962; Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

Policy 2.4.9

In the Mixed Use/Neighborhood Development designation, the master plan shall include:

- a. A detailed land use program, including a master plan-land use map, a land use program chart indicating acreage, square footages, and residential units by tract and/or parcel, including a summary by neighborhood unit and by total project. The acreage of institutional uses, conservation use areas, stormwater facilities/lakes, and open space areas shall also be included on the land use program chart. The land use program must indicate a phasing schedule by neighborhood unit, tract, and/or parcel.
- b. The provision of neighborhood serving institutional uses, including parks, schools, and support services in accordance with adopted level of service standards;
- c. A hierarchical roadway, bikeway, and pedestrian system providing an interconnected network of collector and local streets, including the general location and width of road rights-of-way. The system must incorporate bicycle and pedestrian paths, ensuring adequate accessibility within and between neighborhood units, and to provide convenient access to neighborhood serving commercial and institutional use areas.
- d. A plan for the protection of natural resources, including a narrative description and graphic depiction of the means by which natural and historic resources will be protected;
- e. The incorporation of design techniques which provide for a distinctive identity for each neighborhood unit, and for the community as a whole. Conservation Use areas, when present, must also be incorporated into the design of the neighborhood unit in such a way that the integrity (function and quality) of the natural resource is not compromised, but which allows the resource to become an integral component of the neighborhood unit as a visual amenity. As each Mixed Use/Neighborhood

Development site is physically unique, appropriate design techniques and/or methods shall be determined at the time of Master Plan Review.

- f. Designed Community - The applicant is encouraged, though not required, to incorporate the design standards outlined in Designed Community, Land Development Code, Section 62.637, where applicable.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No.27962)

Policy 2.4.10 Reserved. *(Amended September 11, 1995, Effective November 27, 1995, Doc. No. 28770; Amended March 20,2023, Effective April 20, 2023, Doc No.2303201208)*

Policy 2.4.11 The City of Orlando shall, throughout the planning period, maintain and implement the Aircraft Noise and Land Use Control Zone Map (Future Land Use Element Figure LU-2B.1) and concept in Land Development Code Chapter 58, Parts 2R and 2S, which incorporate noise control/sound level reduction standards. The City shall maintain and implement the processes for public disclosure of potential noise impacts, and aviation easement and waiver requirements in the Land Development Code.

In further compliance with Chapter 333, Florida Statutes, the City shall regulate airport hazards and uses of land in the vicinity of its airports by maintaining and implementing the FAA Part 77 Height Contours Map (Future Land Use Figure LU-2B.2), the Airport Zoning & Educational Facilities Map (Future Land Use Figure LU-2B.3), and the Airport Hazards – Proximity to Landfills Map (Future Land Use Figure LU-2B.4) established for the Orlando International Airport and Orlando Executive Airport. Associated standards shall be maintained and implemented through the City’s Land Development Code throughout the planning period.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 3132; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy 2.4.12 The City’s Land Development Regulations shall establish maximum densities for Planned Developments that have a Residential future land use designation.

(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705)

Objective 2.5 The City of Orlando shall, throughout the planning period, act to protect environmentally sensitive areas that are contained within the Conservation Future Land Use designation, such as wetlands and uplands. The City shall provide standards for properties that request to amend a Future Land Use designation from Conservation to another designation. These standards shall act to protect and maintain environmentally sensitive areas within the City of Orlando. The purpose of this section is to maintain open space in City, protect ground water recharge areas, protect wetlands and maintain upland areas

which are critical habitat areas. This section is required in order to maintain 20% open space City wide, reach the goal of 40% tree cover within the City, protect habitat for species and provide areas for flood relief.

(Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy 2.5.1 Submittal

Any application to amend the future land use map from the Conservation Future Land Use designation to another Future Land Use designation, such that the total acreage of Conservation would be reduced, shall include the following:

1. An environmental assessment, as described in Conservation Policy 1.4.1.
2. A Uniform Mitigation Assessment Method (UMAM) scoring report, as described in the Florida Administrative Code, Section 62-345.
3. A tree survey.
4. A copy of any relevant permit approvals or applications to the Water Management District and/or Army Corps of Engineers.
5. If the proposed amendment is larger than one acre, the City may hire an environmental consultant to review the application. An additional application fee shall be assessed to cover the consultant fee.

(Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy 2.5.2 Criteria

The City shall evaluate proposed amendments from the Conservation Future Land Use designation to another Future Land Use designation to determine the extent to which the proposed amendment continues to maintain the City's goals for open space and protection of environmentally sensitive areas. The proposed development site as a whole shall be evaluated to determine the extent to which the site:

1. Maintains, preserves, or enhances connectivity to existing conservation areas on adjacent parcels;
2. Support unique habitats, environmental features or highly functioning wetland systems;
3. Provides habitat to protected species;
4. Is located within a 100-year floodplain; and/or
5. Provides capacity to reduce flooding in surrounding areas during hurricanes or storm events.

If the proposed amendment would cause the overall development site to fall below the minimum 20% open space threshold defined in Recreation Policy 1.1.2, the City may require preservation of an equivalent amount of open space in an off-site location within the City limits.

(Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

GOAL 3: SUBAREA GOAL (APPLIES TO ALL SUBAREAS) (SEE INDEX TO FIGURE LU-2)

To give specific direction for the form and location of new intensive development, and to preserve and protect Orlando's neighborhoods from encroachment by incompatible uses and intensities.

Objective 3.1 Subarea Objective (applies to all subareas) Throughout the planning period, the City shall maintain and implement its Land Development Regulations in order to implement activity centers and mixed use corridors, and to preserve and protect the character of its residential neighborhoods.

(Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Objective 3.2 Subarea Objective (applies to subarea policies S.4.2, S.6.1, S.11.3, S.12.1, S.13.2, S.13.3, S.14.2, S.14.3, S.14.6, S.15.2, S.18.2, S.19.2, S.20.1, S.25.2, and Downtown Subarea Policy 2.3.7) In order to protect the residential character within the subarea policy boundaries, only residential uses shall be permitted. Residential uses shall mean dwelling units and structures used primarily for housing, and customary accessory structures, uses, and utilities associated with the primary residential use. Existing churches and other religious institutions, community centers, civic clubs, or public or private schools and their customary accessory uses, shall be considered permitted public benefit uses and may be continued within existing building sites legally used for these purposes as of the effective date of this policy. Substitution of public benefit uses allowed under this policy or expansion of such existing public benefit uses may be permitted subject to review and consideration as a Conditional Use. The Conditional Use review shall specifically include consideration of the impact of the proposed use on, and its compatibility with, the surrounding residential uses.

(Amended May 17, 1993, Effective July 8, 1993, Doc. No. 26610)

SUBAREA POLICIES

SUBAREA 1 POLICIES

- Policy S.1.1 In order to protect surrounding residential neighborhoods from encroachment, this activity center shall not be permitted to expand.
- Policy S.1.2 In order to make medium intensity development more compatible with low intensity development, the developer of these sites shall submit their plans for review by the Rosemont Homeowners Association.
- Policy S.1.3 Because of the constrained transportation system in the area, the activity center shall not be permitted to expand east of Orange Blossom Trail unless OBT is widened.

Policy S.1.4

The redevelopment of this area will promote a mix of land uses and densities supporting varied lifestyles and needs connected by a robust park system and a multimodal transportation network that provides safe and efficient travel on foot, on bikes or scooters, in transit, or in private vehicles and shall be zoned Planned Development (PD). The PD zoning ordinance shall be consistent with the following principles intended to create a higher density center that blends new mixed-use development, retail, public use, and open space with the existing Rosemont neighborhood fabric and the natural environment of Lake Orlando.

Guiding Principles:

1. **Reinvigorate.** Encourage new urban development, with a variety of residential options not currently found in the neighborhood will serve to enhance the economic vibrancy of the overall neighborhood.
2. **Protection.** Lake Orlando is an important amenity to the entire neighborhood and as such must preserve a significant portion of the site as usable open space accessible to the entire neighborhood.
3. **Form.** Infill development will be designed to create a gradient of density between current neighborhood uses and highest proposed development intensity through height, massing, and articulation of buildings.
4. **Transportation.** Community design must maximize walkability and alternative forms of transportation through the use of multi-use trails, transit and enhanced streetscapes.
5. **Centers.** The community must be designed to have two mixed-use centers: one that is the main commercial hub of the community, located adjacent to Rosamond Drive, and must include public space and a secondary center that is smaller and must be complemented by civic uses and public space. The public spaces must be the organizing elements.

The maximum development program of this area shall be the base development program, and if timing and transportation conditions below are met, may be augmented by Bonus # 1 and Bonus # 2.

Base development program: 1,600 dwelling units and 150,000 sq. ft. of nonresidential uses.

Bonus # 1: 2,500 dwelling units and 100,000 sq. ft. of non-residential uses may be approved for a specific parcel master plan after an agreement for a Rosemont neighborhood transit circulator has been reviewed and approved by the City. Such agreement must include a planned route, proposed vehicle type, funding sources, and operating partners. Such agreement must be approved within five years of the effective date of this subarea policy, or approval of this phase shall expire, and no further development may be approved without an amendment to this subarea policy.

Bonus # 2: 1,550 dwelling units and 100,000 sq. ft. of non-residential uses may be approved for a specific parcel master plan after the Rosemont neighborhood transit circulator has been placed into operation. Transit operation must begin within nine years of the effective date of this subarea policy, or approval of this phase shall expire, and no further development may be approved without an amendment to this subarea policy.

In order to implement the guiding principles, the following standards apply:

Matrix. The PD may include a trip equivalency matrix to allow conversion between residential and nonresidential uses for up to ten percent of the allowable units/square footage.

Schools. Dwelling units in Bonus # 1 and Bonus # 2 are subject to the OCPS review process that applies to comprehensive plan amendments and rezonings that is in place at the time of submittal of an application for development. The base development is subject to concurrency.

Phasing. The PD shall identify required studies and analysis that must be submitted prior to approval for development in Bonus # 1, and again for Bonus # 2. If additional impacts are identified, a PD amendment will be required and must identify improvements needed to address those impacts.

Civic Uses. A minimum of 10% of the land area must be civic uses.

Open Space. At least 20% of the development site area must be open space that meets the standards of the Wekiva Overlay.

(Amended November 18, 2021, Effective December 9, 2021, Doc. No.2111081202)

SUBAREA 2 POLICIES

Policy S.2.1 In order to protect surrounding residential neighborhoods from encroachment, the activity center, mixed use corridor, and office areas shall not be permitted to expand.

(Amended April 14, 2003, Effective June 7, 2003, Doc. No.030414702)

- Policy S.2.2 The residential integrity of the Grant Westmoreland Par neighborhood shall be maintained through the application of the City's Land Development Regulations and maintenance of the residential land use classifications.
- Policy S.2.3 In order to protect the single-family residential neighborhood to the north and west, the Residential Medium Intensity future land use designation shall not be permitted to expand. In addition, the maximum permitted density in this area shall be 16 dwelling units per acre. Any development exceeding 12 dwelling units per acre shall be zoned Planned Development (PD) and shall only be developed in accordance with an approved Development Plan.
(Amended March 18, 2002, Effective June 2, 2002, Doc. No.020318704)
- Policy S.2.4 (a) To protect residential uses on property adjoining this subarea, non-residential uses allowed within this subarea shall be restricted to property within this subarea.
- (b) Development within the activity center, mixed use corridor and office areas shall provide a logical transition in mass, scale and height between existing residential neighborhoods and proposed development.
- (c) Design of proposed development, including streetscape, arcades, landscaping, location of ingress/egress and materials, shall be tailored to create a pedestrian-friendly environment.
(Amended July 13, 2009, Effective August 13, 2009, Doc. No.0907131103)
- Policy S.2.5 The properties within the boundary of this Subarea Policy shall be zoned Planned Development (PD). The maximum development capacity of this area shall be as follows:
- 4,017 seats of religious use (existing);
- 156 unit senior residential tower (existing);
- 350 student school, of which 125 are full time and 225 are part time (existing);
- Up to 532 multifamily residential units; and,
- Other uses allowed by the N-AC Future Land Use category, as well as hotel use, are allowed up to the maximum number of PM Peak Hour trips. Big box retail, drive-throughs and gas stations are prohibited.
- The total PM Peak Hour trips for one hour on a typical weekday between 4 and 6 pm are limited to a maximum of 600 trips aggregate for all properties within the boundary of this Subarea Policy. This includes the trips being generated by the existing land uses and trips generated by new development.
- Prior to development, each development site shall be reviewed by the

Municipal Planning Board (MPB) as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code.

Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.

Recreational Amenities

Due to the distance to the nearest City park and because of probable mobility difficulties, any new senior assisted living facility should include some outdoor recreational amenities located adjacent to the building. These may include walking paths, shaded seating with scenic views, raised community garden plots or other amenities suited for their use.

(Amended May 15, 2017, Effective July 6, Doc. No. 1705151204; Amended May 13, 2019, Effective July 5, 2019, Doc. No. 1905131202)

SUBAREA 3 POLICIES

- Policy S.3.1 In order to protect the residential neighborhood to the south from encroachment, the office area shall not be permitted to expand.
- Policy S.3.2 In order to protect the residential neighborhood to the west from encroachment, the Activity Center shall not be permitted to expand.
- Policy S.3.3 Truck access to industrial uses may be permitted only from (i) the east, (ii) the eastern segment of W.D. Judge Drive (to the east of Ferguson Drive), or (iii) the north. Truck access to such used from the south or west side of the area shall be prohibited. Industrial uses must also provide approved traffic-calming measures designed to discourage truck travel on Ferguson Drive and W.D. Judge Drive west of Ferguson Drive.
(Amended February 8, 2016, Effective March 28, 2016, Doc. No. 1602081202)
- Policy S.3.4 Because of the need to expand the existing facility, use of the subject site as a residential treatment facility shall be permitted as a conditional use.
(Amended November 16, 1992, Effective January 15, 1993, Doc. No. 26150)
- Policy S.3.5 Because environmentally sensitive lands are an integral part of a healthy natural ecosystem and their on-site preservation is consistent with the principles of the Wekiva Parkway and Protection Act and the Wekiva Overlay District, a minimum of 13.8 acres of undeveloped lands within this policy area shall be set aside within a conservation tract. The following shall also apply:
- (a) No stormwater ponds may be included in this subarea.

- (b) A continuous 25 ft. wide buffer shall also be maintained around the perimeter of the existing wetland area while a 15 ft. buffer is required around the perimeter of the existing upland area.
- (c) Development abutting this conservation area shall be designed to minimize unintended off-site impacts; and, stormwater retention must be designed as a natural amenity consistent with the Wekiva Overlay zoning district requirements.

(Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy S.3.6

The Mercy Drive Vision Plan shall serve as the guiding document to direct the revitalization of the Mercy Drive corridor and abutting neighborhood areas. The plan outlines near-term, mid-term and long-term actions, including programs and projects which shall be considered during annual Capital Improvement Plan and department budget updates over the next 10 years. Funding priorities shall be given to public safety infrastructure projects, traffic-calming improvements as well as sustainable community enhancement programs including vocational training, home maintenance and area beautification. Neighborhood-led activities with a focus on local art, expanded local food access, and broad-based community services shall also be encouraged.

Future land use amendments and rezoning changes shall be consistent with key plan design concepts. The City supports development of certain catalyst projects which specifically implement the Vision Plan such as the Community Activity Center, area trail and park improvements and redevelopment of City-owned parcels to support quality housing for area residents. Industrial uses shall not be permitted to encroach into existing residential neighborhoods.

Anticipated higher density and intensity development along the Mercy Drive corridor shall respect the character of the abutting neighborhoods through superior design such as architectural transitions to complement and blend into the surroundings. To establish an appropriate transition to minimize visual impacts of building height and bulk and address potential traffic impacts, a neighborhood compatibility study shall be submitted as part of any Master Plan or Conditional Use Permit application that is associated with a future land use amendment or rezoning request.

(Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy S.3.7

In order to encourage the preservation of conservation areas within this subarea, the entire ±71.56 acre site shall be developed at the allowable density/intensity of the Urban Activity Center future land use designation that existed as of September 17, 2019.

As of that date, the site had 15.18 acres of Urban Activity Center future land use designation which allows for a maximum density of 1,518 dwelling units and a maximum intensity of 661,240 square feet. This maximum development program shall serve the entire site within the subarea. In addition, a minimum of 35.93 acres of conservation is required. Although the boundaries may change, no net reduction is allowed except by amendment to this subarea policy.

(Amended July 6, 2020, Effective August 17, 2020, Doc. No. 2007061202)

SUBAREA 4 POLICIES

- Policy S.4.1 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.
- Policy S.4.2 **(See Goal 3, Objective 3.2)** In order to protect the residential character of Princeton and Smith Streets, only residential uses shall be permitted.
- Policy S.4.3 New development in this area shall maintain the prevailing bulk, height, setbacks and general design of the established Traditional City neighborhoods to the north and west.
- Policy S.4.4 In order to encourage the most appropriate redevelopment of the area, existing industrial uses that would be prohibited or permitted only by conditional use shall be permitted to continue operation within the Urban Activity Center until such time as the property redevelops. Any such uses shall not be considered nonconforming in the interim. As properties redevelop within the Urban Activity Center, they may develop under the standards of the AC-2 and/or I-P zoning districts.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy S.4.5 In order to protect residential neighborhoods from encroachment, the activity center, office, and industrial areas shall not be permitted to expand.
(Amended August 26, 1996, Effective November 7, 1996, Doc. No. 29583)
- Policy S.4.6 (a) To protect residential uses on property adjoining this subarea, non-residential uses allowed within this subarea shall be restricted to property within this subarea.
- (b) Development within the activity center, mixed use corridor and office areas shall provide a logical transition in mass, scale and height between existing residential neighborhoods and proposed development.
- (c) Design of proposed development, including streetscape, arcades, landscaping, location of ingress/egress, materials, shall be tailored to create a pedestrian-friendly environment.
(Amended July 13, 2009, Effective August 13, 2009, Doc. No. 0907131103)

Policy S.4.7

(a) New development in this area must be approved by zoning to the Planned Development district. All land in this area must be designated as Community Activity Center on the Future Land Use Map and all new development must be undertaken as a single unified plan of development. Development must include a mixture of land uses, minimize adverse impacts to nearby properties through context-sensitive design and orientation of uses, provide safe and convenient pedestrian connections, and accommodate the private automobile as well as transit.

(b) In order to ensure compatibility with the adjacent residential neighborhood and consistency with the Edgewater Drive Special Plan, a density bonus allowing up to 80 dwelling units to the acre may be approved for the approximately 3.43 acre subarea, but such bonus must be reviewed and approved in accordance with the land development regulations for “Bonuses in Office, Mixed Use Corridor, and Activity Center Districts,” as provided at Part 6B, Chapter 58, of the Land Development Code. All non-residential uses must be oriented towards Edgewater Drive and shall be restricted to Transect Area 6 (“T-6”), as shown in the Edgewater Drive Special Plan. Non-residential floor to area ratio (“FAR”) shall be calculated based on the land area of the T-6 portion of the subarea.

(c) A traffic study shall be required as part of any planned development zoning application for the subarea and a traffic mitigation plan may be required depending on the findings of the traffic study. All new development in this subarea shall connect to an onsite master stormwater management system.

(Amended November 3, 2014, Effective December 4, 2014, Doc. No. 1411031205)

Policy S.4.8

In order to meet the requirements of the Wekiva Overlay, including Conservation Element Policy 1.7.8, a minimum of 20% open space is required. The area within this subarea boundary is approximately 166 acres in size, which results in a requirement of at least 33.2 acres of open space. Open space for the entire subarea boundary may be clustered within the parcels generally located south of W Princeton Street, east of N John Young Parkway, and west of N Texas Ave.

(Amended July 8, 2019, Effective August 23, 2019, Doc. No. 1907081202)

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SUBAREA 5 POLICIES

- Policy S.5.1 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor, industrial and office areas shall not be permitted to expand.
- Policy S.5.2 The City shall coordinate with the Orange Blossom Trail Community Redevelopment Agency in preparing development and design standards for the Orange Blossom Trail corridor. In order to encourage the most appropriate redevelopment of the area, industrial uses shall be permitted within the Mixed Use Corridor.
- Policy S.5.3 In order to ensure compatibility with the adjacent residential neighborhood, development in this subarea must be reviewed and approved as a Planned Development (“PD”) zoning district, and each building or phase within the PD must be reviewed and approved as part of a Specific Parcel Master Plan (“SPMP”).

Redevelopment in this area should be urban, mixed-use, and embrace the best practices of the Traditional City, and:

- a) Potential adverse impacts to surrounding residential properties should be minimized through detailed phasing plans, landscaping, fences and walls, design, and orientation of uses along the perimeter of the site.
- b) Recognizing the challenges of using Traditional City design standards for gas station and convenience store uses, the northeast corner of the site may be developed with a pump canopy and convenience store that may meet alternative development standards if approved as part of a PD and a SPMP. All other buildings within this subarea must conform to the Traditional City standards for mixed-use corridor districts.
- c) Uses within the Office-Medium Future Land Use Map designation must be limited to those uses typically permitted under the O-2/T zoning district, except that a bank with a drive-through may be allowed at the corner of W. Colonial Drive and Springdale Road if approved as part of a PD and a SPMP.

(Amended July 22, 2013, Effective August 22, 2013, Doc. No.1307221205)

Policy S.5.4

The City will recognize the OBTNext Master and Implementation Plan as the foundation for directing efforts to advance the OBT corridor and surrounding neighborhoods (including Lake Dot, Callahan, Parramore, Rock Lake, Westfield, Lorna Doone, and Holden Heights) as an inclusive, accessible, diverse, and connected corridor. The guiding principles of OBTNext are informed by public outreach, community input, data analysis, and the Safe Neighborhood Improvement Plan. Developers within this area must consider how to best reflect the plan's guiding principles within their development proposals. These guiding principles are as follows:

- *Transformation* – Encourage improvements that enhance the perception of the corridor as safe, economically vibrant, diverse, and collectively managed and governed;
- *Safety* – Work between jurisdictions to create programs, increase policing and strong code enforcement to reduce crime, improve the character of the area, and make OBT safer for pedestrians and cyclists;
- *Equity* – Advance social justice and health by creating access to jobs, training, affordable housing, local food, and community services. Promote strong and diverse neighborhood growth that provides access to quality open and community spaces to recreate, learn, and live;
- *Growth* – Realize full potential of vacant and underutilized land, enhanced access to housing and jobs, as well as reinvestment in government-owned properties and large, contiguous parcels for future infill development that follow sustainable best practices;
- *Connectivity* – Support physical connectivity in the form of enhanced public transportation and more walkable & bikeable streetscapes and social connectivity by creating linkages among local and regional destinations and a network of businesses, neighborhoods, and local organizations.

West Orlando Sports & Entertainment District - In order to boost economic development and attract people and investment to the OBT area, the City will work with key partners to pursue a redevelopment approach that recognizes the unique character and assets of the area outlined by this Subarea Policy. Key actions for the City and partners to consider include:

- Preserve/repurpose the Parliament House building as part of a mixed use complex along Rock Lake;
- Develop and extend Nashville Avenue as a featured Mixed-Use and Walkable street;
- Leverage the real estate assets on the east side of the stadium to support an employment, food, and entertainment hub;
- Create a linear park along Rock Lake and better access to the lake;
- Support the repurposing of the warehousing uses as complementary entertainment, art, and food service venues.

(Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Supplement No. 19

SUBAREA 6 GOAL A

To protect the residential integrity of the Parramore Heritage neighborhood from the encroachment of non-residential uses; to improve the physical appearance of the neighborhoods; and to increase the opportunities for neighborhood-serving retail development which does not encroach upon these residential neighborhoods.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

Objective 6A.1 The City shall maintain its Land Development Regulations throughout the planning period so as to protect and improve the physical appearance of the residential integrity of the Parramore Heritage neighborhood, and increase the opportunities for appropriately located neighborhood-serving retail development.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

SUBAREA 6 GOAL B

To protect the residential areas of the Parramore Heritage neighborhood by encouraging low and medium density residential redevelopment and increased home ownership; to encourage commercial redevelopment in appropriate locations within this neighborhood; and in particular to revitalize the Parramore Avenue Business District to build on the success of the Streetscape project; and to seek ways of increasing community cohesion through enhanced recreational and educational opportunities, such as the provision of a neighborhood school.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

Objective 6B.1 The City shall, throughout the planning period, protect the residential areas of the Parramore Heritage neighborhood, and increase opportunities for revitalizing the Parramore Avenue Business District through the Community Redevelopment Agency and other agencies.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

Objective 6B.2 The City shall prepare a long term Vision for the creation of a 21st Century Parramore Neighborhood that is fully integrated and connected into and supportive of SunRail and Downtown Orlando and is built upon the principles of Healthy Community Design. This Vision, contained in the Parramore Comprehensive Neighborhood Plan, shall be implemented throughout the planning period.

(Amended September 21, 2015, Effective November 6, 2015, Doc. No. 1509211203)

SUBAREA 6 POLICIES

- Policy S.6.1 **(See Goal 3, Objective 3.2)** In order to protect the residential character of the neighborhood, and in order to preserve housing opportunities for low and moderate income households, only residential uses shall be permitted. Public, recreational and institution uses may be permitted in this area only on land occupied by existing nonresidential uses (not vacant land).
- Policy S.6.2 The City shall coordinate with the Orange Blossom Trail Community Redevelopment Agency in preparing development and design standards for the Orange Blossom Trail corridor. In order to encourage the most appropriate redevelopment of the area, industrial uses shall be permitted within the Mixed Use Corridor.
- Policy S.6.3 The City's Land Development Regulations shall protect the residential integrity of the Parramore Heritage area, and increase the opportunities for appropriately located neighborhood-serving retail development.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy S.6.4 The City shall support facade improvements in this subarea in accordance with the Parramore Heritage Urban Design Plan.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy S.6.5 Because the Holden Neighborhood has suffered from the impacts of expressway development, the City shall support a program of screening and landscaping to buffer residential areas from the visual and noise impacts of the East-West Expressway and I-4 interchange ramps to supplement the recently completed expressway right-of-way beautification project.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy S.6.6 This portion of Conley Street should be enhanced as the principal pedestrian link between Griffin Park and the rest of the Holden Neighborhood, by adding sidewalks, street trees and a more pedestrian-oriented environment under the Connector Road overpass.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy S.6.7 The City shall work with property owners and merchants within the Parramore Avenue Business District to resolve existing and anticipated parking problems through municipal/business partnerships.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy S.6.8 Reserved.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended July 13, 2009, Effective August 13, 2009, Doc. No. 0907131103)

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- Policy S.6.9 The City of Orlando has determined that the over-concentration of social service uses in the Parramore Heritage Renovation Area has had a negative impact on the area's stability and prosperity. Likewise, the City has determined that the establishment of adult entertainment facilities would further limit the revitalization of the area. In order to protect existing residential areas, encourage reinvestment and promote the fair distribution of social service uses throughout the region, the City's Land Development Code shall include provisions to appropriately limit or prohibit the establishment, expansion, and relocation of such uses within Subarea 6.
- (Amended September 23, 2002, Effective November 14, 2002, Doc. No. 020923719; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)*
- Policy S.6.10 Property not owned by the City of Orlando shall retain the rights associated with, and be subject to, the standards and requirements of the Urban Activity Center future land use designation and AC-2/T zoning district.
- (Amended August 6, 2007, Effective September 6, 2007, Doc. No. 0708061001)*
- Policy S.6.11 In order to encourage growth in the retail center along Church Street, no industrial uses shall be permitted in this area.
- (Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy S.6.12 The expansion of the Centroplex and arena related uses west of Parramore Avenue shall be prohibited.
- (Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy S.6.13 Because the 2-block area immediately west of Lake Dot abuts a principal access to the Amway Arena and is significantly affected by traffic, noise and other impacts of the arena, aggregated redevelopment to a high intensity residential use, office use, mixed residential-office-commercial use or similar planned development shall be permitted. Any development or redevelopment shall be limited to a building height of 75 feet, and shall be so designed as to limit vehicular access to Parramore Avenue to one access point and to minimize visual impacts of height and bulk on surrounding neighborhoods.
- (Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy S.6.14 The Parramore Comprehensive Neighborhood Plan and its Vision Plans shall be utilized by the City as the foundation for directing efforts to preserve, revitalize, and redevelop the Parramore community. The following actions by the City will be required for the implementation of the Parramore Plan:
- (a) Action items. The Parramore Comprehensive Neighborhood Plan outlines near-term, mid-term, and long-term actions. These projects shall be

considered by City officials in preparing the Capital Improvements Program, capital budget, and departmental budgets. Special consideration shall be given to those projects that address concerns for public safety, provide safe and affordable housing, and advance the Healthy Community Design Principles to “Promote Social and Environmental Justice” and to “Increase Housing Opportunities.”

- (b) Education. One of the key principles of Healthy Community Design is to “Make Education the Cornerstone of Revitalization.” There are two projects that are critical for advancing this principle for the Parramore community.
 - 1. The City of Orlando should collaborate with Orange County Public Schools to assure that the Parramore PS-8 school is designed and operated to include the fundamentals of a Community School as promulgated by the Children’s Aid Society National Center for Community Schools. The Parramore PS-8 community school shall be exempt from the limitations on the establishment or expansion of social service as provided in Subarea Policy S.6.9 and the City’s Land Development Code.
 - 2. The City should collaborate and cooperate with the University of Central Florida and Valencia College in seeking the funding necessary to support the development of a downtown university campus in the Creative Village area of Parramore.
- (c) Healthy Community Design. The Parramore Plan has been developed using ten principles of Healthy Community Design. A series of indicators and measures to be used in evaluating progress toward realizing the principles was developed and incorporated into the Plan. Using selected measures, the City should prepare a baseline assessment by 2016. The assessment should be updated periodically and include recommended adjustments to the Parramore Plan as necessary to better achieve the Healthy Community Design principles.
- (d) Parramore Zoning Overlay. The City shall consider adopting a zoning overlay district as a means of implementing the Parramore Plan. The zoning district may:
 - 1. Include design guidelines and development standards to encourage a compact urban form, enhance economic vitality and promote housing and income diversity within the Parramore community.
 - 2. Allow residential development within the I-G zoning district at a maximum density before bonuses of 40 dwelling units per acre.

3. Expand the area where the Medium and High Intensity Mixed Use Corridor future land use categories may be utilized.
4. Address the opportunities afforded by the UCF Downtown Campus and Orlando City Soccer Club stadium while also protecting the historic neighborhoods in the Parramore community.

The zoning overlay district is intended to advance revitalization of the Parramore community by emphasizing pedestrian scale, active ground floor uses, active outdoor spaces, and advancing the principles of Healthy Community Design. The design guidelines shall encourage mixed income and affordable housing in proximity to transit and jobs as well as improve transportation connectivity through improvements to vehicle, pedestrian, transit, and bicycle facilities.

- (e) Catalyst Projects. The City should assemble a development team consisting of key staff members and community partners to develop a comprehensive strategy for marketing and incentivizing the development of the “catalyst projects” recommended in the Parramore Plan.
- (f) Transportation Improvements. To facilitate a balanced transportation system, the City should consider making the following transportation improvements:
 1. Extend Terry Avenue from its present northern terminus at West Robinson Street to connect to West Livingston Street in the Creative Village.
 2. Establish a cycle track along Westmoreland Drive to promote safe access to the Parramore PS-8 school.
 3. Establish a program to fill in gaps in the sidewalk network and repair sidewalks and improve pedestrian crossings.
 4. Require all transportation projects within the Parramore community to meet complete streets and Safe Routes to School design guidelines.
 5. Work with LYNX to complete the Downtown Orlando LYMMO expansion, including two new lines through the Parramore community.
 6. Consider restoring South Street and Anderson Street to two-way traffic between Westmoreland Drive and Orange Blossom Trail and narrow the width of these segments if possible. Use

remaining right-of-way to accommodate future LYMMO service and to provide bike and pedestrian improvements where feasible.

7. Promote the concept of “green links” throughout the community to connect parks and open space areas, civic institutions, and community uses, using the street and bikeway network.

(Amended September 21, 2015, Effective November 6, 2015, Doc. No. 1509211203)

Policy S.6.15 In order to implement the Parramore Comprehensive Neighborhood Plan in regards to the creation of housing opportunities in close proximity to the PS-8 Community School and strengthening existing residential neighborhoods with compatible uses, residential uses may be allowed on properties designated Industrial and zoned I-G/T/PH on the Official Future Land Use Map within the boundary of this subarea policy.

Residential uses may be developed up to a maximum of 21 dwelling units per acre before bonuses, but in no instance shall development exceed a maximum of 26 units per acre. In order to obtain additional density above the base 21 dwelling units per acre, the applicant must comply with the standards of LDC Chapter 58.1133 – Intensity Bonus for Low and Very-Low Income Housing Contribution associated with the R-3B zoning district. No minimum density shall apply.

Residential projects may be approved either through Conditional Use Permit review if the proposal meets all of the land development and urban design standards of the R-3B/T/PH district or through Planned Development (PD) zoning. A PD may establish alternative design standards.

In order to incentivize residential development in this area, all application fees shall be waived for the Conditional Use Permit or the rezoning to Planned Development.

(Amended February 13, 2017, Effective March 27, 2017, Doc. No. 1702131201)

Policy S.6.16 Consistent with the Parramore Comprehensive Neighborhood Plan, the City will recognize the OBNext Master and Implementation Plan as the foundation for directing efforts to advance the OBT corridor and surrounding neighborhoods (including Lake Dot, Callahan, Parramore, Rock Lake, Westfield, Lorna Doone, and Holden Heights) as an inclusive, accessible, diverse, and connected corridor. The guiding principles of OBNext are informed by public outreach, community input, data analysis, and the Safe Neighborhood Improvement Plan. Developers within this area must consider how to best reflect the plan's guiding principles within their development proposals. These guiding principles are as follows:

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- *Transformation* – Encourage improvements that enhance the perception of the corridor as safe, economically vibrant, diverse, and collectively managed and governed;
- *Safety* – Work between jurisdictions to create programs, increase policing and strong code enforcement to reduce crime, improve the character of the area, and make OBT safer for pedestrians and cyclists;
- *Equity* – Advance social justice and health by creating access to jobs, training, affordable housing, local food, and community services. Promote strong and diverse neighborhood growth that provides access to quality open and community spaces to recreate, learn, and live;
- *Growth* – Realize full potential of vacant and underutilized land, enhanced access to housing and jobs, as well as reinvestment in government-owned properties and large, contiguous parcels for future infill development that follow sustainable best practices;
- *Connectivity* – Support physical connectivity in the form of enhanced public transportation and more walkable & bikeable streetscapes and social connectivity by creating linkages among local and regional destinations and a network of businesses, neighborhoods, and local organizations.

West Orlando Sports & Entertainment District - In order to boost economic development and attract people and investment to the OBT area, the City will work in concert with key partners to pursue a redevelopment approach that recognizes the unique character and assets of the area outlined by this Subarea Policy. Key actions for the City and partners to consider include:

- Redevelop the former McNamara car dealership site into a mixed use development fronting Colonial Drive with large site assemblage;
- Re-design Amelia St., Washington St., South St., Anderson St., Carter St., and Long St. into complete streets. Convert South St., Anderson St., Carter St., and Long St. into two-way streets for automobiles and bicycles;
- Support the "West Arts" area as a destination and the repurposing of the warehousing uses as complementary entertainment, art, and food service venues;
- Provide infill residential development opportunities with increased densities along Central and Church corridors that transition toward the surrounding neighborhoods.

(Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

SUBAREA 7 POLICIES

Policy S.7.1 Because this is an area of transition adjacent to the Downtown Activity Center and has an existing land use pattern of housing and offices, and in order to encourage downtown infill residential development, residential uses and mixed residential-office development shall be encouraged by the Land Development Code in this area. This policy shall be accomplished in part through the use of incentives by the Community Redevelopment Agency or other City agencies.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

Policy S.7.2 A mixed use development in this area is desirable because of its location adjacent to Lake Eola, its relationship to the surrounding neighborhood, and the need to utilize existing structures as part of the development. Therefore, Planned Development shall be encouraged (up to 1.5 F.A.R. before bonuses), including residential, hotel, eating and drinking, office and retail uses. As an alternative, a master plan for residential uses with office, secondary retail, eating and drinking, and/or other uses as allowed by the adopted zoning district shall also be encouraged.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Policy S.7.3 Because of the need to ensure an adequate transition between the Downtown Activity Center and the residential uses to the east, all commercial uses on the east side of Rosalind Avenue within this area shall have direct access and functional orientation to Rosalind Avenue. In addition, new construction or redevelopment within this area should also provide for orientation towards Lake Eola to create a friendly pedestrian environment.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

Policy S.7.4 To encourage the efficient use of City services and facilities, accommodate the demand for high-rise multifamily residential dwelling units, enhance the economic viability of infill development, ensure an appropriate transition from high density to low density uses and protect the single family residential character of property located east of Summerlin Avenue, the following future land use designations and building heights shall be considered reasonable and appropriate:

Location	Future Land Use Designation	Maximum Building Height
East side of Eola Drive		
Robinson Street to Washington Street	Office Medium Intensity	200 ft.
Washington Street to South Street	Residential High Intensity	130 ft.
West side of Summerlin Avenue		
Robinson Street to Washington Street	Office Medium Intensity	55 ft.
South side of Central Boulevard	Residential Medium Intensity	75 ft.
North side of Pine Street to Jackson Street	Residential Medium Intensity	55 ft.

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To mitigate the impact of new development on pedestrian, bicycle, transit and vehicular mobility, any development obtaining increased densities or intensities through the approval of a future land use map amendment, conditional use, rezoning or bonus shall fund a proportionate share of the transportation system improvements identified in the City of Orlando's South Eola Neighborhood Small Area Plan Transportation Analysis Report.

(Amended January 30, 2006, Effective March 2, 2006, Doc. No. 060130908; Amended July 13, 2009, Effective August 13, 2009, Doc. No. 0907131103; Amended July 25, 2016, Effective August 25, 2016, Doc. No. 1607251204)

SUBAREA 8 POLICIES

- Policy S.8.1 In order to protect residential neighborhoods from encroachment, the activity center shall not be permitted to expand.
- Policy S.8.2 Because of the level of service on Kirkman Road, and because there is already sufficient land available for commercial development in this portion of the City, the activity center shall not be permitted to expand.

SUBAREA 9 POLICIES

- Policy S.9.1 In order to protect residential neighborhoods from encroachment, the activity center shall not be permitted to expand.

SUBAREA 10 POLICIES

- Policy S.10.1 Because of the presence of an eagles nest in this area of urban development, the nest shall be protected in accordance with the publication "Habitat Management Guidelines for the Bald Eagle in the Southeast Region," published by the U.S. Department of the Interior, U.S. Fish and Wildlife Service. This subarea policy applies to Subarea 10 in its entirety. If the eagle(s) move their nest outside of GMP Subarea Policy 10, the City will ensure that the appropriate protections are enacted in conformance with the above referenced guidelines.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

- Policy S.10.2 In order to protect residential neighborhoods from encroachment, the activity center shall not be permitted to expand.

- Policy S.10.3 Commercial activity along the Kirkman Road corridor shall be strictly controlled in order to maintain efficient transportation movement, and to ensure that excess burdens are not placed on City infrastructure services. The retail/commercial development on these two parcels shall not exceed a combined total of 240,000 square feet, as per the Orlando International Center Amended and Restated Developers Agreement and master plan.

(Amended March 11, 1996, Effective May 23, 1996, Doc. No. 29210)

- Policy S.10.4 (a) To protect residential uses on property adjoining this subarea, non-residential uses allowed within this subarea shall be restricted to property within this subarea.
- (b) Development within the activity center and office areas must provide a logical transition in mass, scale, and height between existing residential neighborhoods and proposed development.
- (c) Design of proposed development, including streetscape, arcades, landscaping, location of ingress/egress, and materials, must be tailored to create a pedestrian-friendly environment.
- (Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)*

SUBAREA 11 POLICIES

- Policy S.11.1 In order to protect residential neighborhoods from encroachment, the activity center and office areas shall not be permitted to expand.
(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)
- Policy S.11.2 Reserved.
(Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy S.11.3 **(See Goal 3, Objective 3.2)** In order to protect the residential character of Rio Grande Avenue, only residential uses shall be permitted.
- Policy S.11.4 The City shall coordinate with the Orange Blossom Trail Community Redevelopment Agency in preparing development and design standards for the Orange Blossom Trail corridor.
- Policy S.11.5 (a) To protect residential uses on property adjoining this subarea, non-residential uses allowed within this subarea shall be restricted to property within this subarea.
- (b) Development within the activity center and office areas must provide a logical transition in mass, scale, and height between existing residential neighborhoods and proposed development.
- (c) Design of proposed development, including streetscape, arcades, landscaping, location of ingress/egress, and materials, must be tailored to create a pedestrian-friendly environment.
(Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Policy S.11.6

The City will recognize the OBNext Master and Implementation Plan as the foundation for directing efforts to advance the OBT corridor and surrounding neighborhoods (including Lake Dot, Callahan, Parramore, Rock Lake, Westfield, Lorna Doone, and Holden Heights) as an inclusive, accessible, diverse, and connected corridor. The guiding principles of OBNext are informed by public outreach, community input, data analysis, and the Safe Neighborhood Improvement Plan. Developers within this area must consider how to best reflect the plan's guiding principles within their development proposals. These guiding principles are as follows:

- *Transformation* – Encourage improvements that enhance the perception of the corridor as safe, economically vibrant, diverse, and collectively managed and governed;
- *Safety* – Work between jurisdictions to create programs, increase policing and strong code enforcement to reduce crime, improve the character of the area, and make OBT safer for pedestrians and cyclists;
- *Equity* – Advance social justice and health by creating access to jobs, training, affordable housing, local food, and community services. Promote strong and diverse neighborhood growth that provides access to quality open and community spaces to recreate, learn, and live;
- *Growth* – Realize full potential of vacant and underutilized land, enhanced access to housing and jobs, as well as reinvestment in government-owned properties and large, contiguous parcels for future infill development that follow sustainable best practices;
- *Connectivity* – Support physical connectivity in the form of enhanced public transportation and more walkable & bikeable streetscapes and social connectivity by creating linkages among local and regional destinations and a network of businesses, neighborhoods, and local organizations.

Holden Heights Design/Construction & Education Hub – In order to enhance the integrity of the residential neighborhood and foster systems that support the health and enrichment of children and families, the City will work in collaboration with key partners, including Orange County, identify resources and funding to create neighborhood education, training, and workforce programs that provide long term opportunities for the residents of Holden Heights. Key actions for the City and partners to consider include:

- Develop the properties along a reconstructed Woods Avenue as a design and construction district- designating it as "Makers Row";
- Preserve the Grand Avenue School building and the adjacent park and provide educational, recreation, and institutional programming;
- Develop the properties along Nashville Avenue incorporating a reuse of the Mears property into a mixed use development;
- Improve street and intersections on OBT;

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- Improve walkability on Gore, Grand, Miller and Kaley;
 - Create pocket parks around the neighborhood.
- (Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)*

SUBAREA 12 POLICIES

- Policy S.12.1 **(See Goal 3, Objective 3.2)** In order to protect the residential character of the neighborhood and because of the opportunity to provide affordable housing close to employment, only residential uses shall be permitted.
- Policy S.12.2 Because West Esther Street is a predominantly residential street, non-residential development on the north side of Esther Street shall be oriented toward Kaley Street and shall meet the following standards:
- a. Non-residential building heights shall be limited to 55 feet.
 - b. No vehicular access shall be allowed on Esther Street.
 - c. Bufferyard "C" as described in the Land Development Code, as amended, shall be provided between non-residential uses and any residential zoning districts.
- Policy S.12.3 Because West Esther Street and Harding Street are predominantly residential streets, non-residential development shall be oriented toward Orange Avenue and shall meet the following standards:
- a. Access onto Esther Street shall be "in" only.
 - b. No vehicular egress shall be allowed from lots 6 or 22 onto Esther Street or Harding Street.
 - c. The 20 ft. residential setback on Esther St. and Harding St. shall be required for parking areas on lots 6 and 22. Driveways providing access to adjacent streets shall be permitted in the setback.
 - d. Bufferyard "C" with a 6 ft. wall, as described in the Land Development Code, shall be provided between non-residential uses and any residential zoning district. The wall shall be 4 ft. high 15 ft. from the north and south property lines to provide visibility for entering and exiting vehicles.
- Policy S.12.4 Because of the need to protect residential and office areas from encroachment, the industrial area shall not be permitted to expand.
- (Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*

- Policy S.12.5 Redevelopment of this area shall be contingent upon rezoning to Planned Development (PD). All of the property within this area shall be included as part of a single unified development plan that incorporates a mixture of uses, minimizes adverse impacts to surrounding properties through the design and orientation of uses along the perimeter of the site, provides safe and convenient pedestrian connections, and accommodates mass transit as well as private vehicles.
(Amended January 30, 2006, Effective March 2, 2006, Doc. No. 060130908)
- Policy S.12.6 Reserved.
(Amended August 6, 2007, Effective September 6, 2007, Doc. No. 0708061001; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy S.12.7 This Subarea Policy shall apply to all property located within the area generally bound by the East-West Expressway, South Orange Avenue, Michigan Street and I-4 (the “South Downtown Subarea”).
- a) *South Downtown Subarea Purpose.* This Subarea, known as the South Downtown Area, is intended to be a vibrant, recognizable, mixed-use, multi-modal neighborhood that thrives on the synergies afforded by the continued growth of the Orlando Health campus and adjacent medical-related uses.
 - b) *South Downtown Vision Plan.* To encourage the diverse, efficient and intensive use of land within the South Downtown Subarea, the City prepared a South Downtown Vision Plan (the “Vision Plan”) dated September 2008. The Vision Plan provided recommendations concerning the following:
 - (1) The potential for locating a unique major attractor (high-value employer, regional attraction, etc.) near the intersection of Kaley Street and Division Avenue to enhance the study area’s main entry point from the west and provide an additional destination in close proximity to the Amtrak/Orlando Health Rail Station;
 - (2) Parks and open space needed to connect key destinations and neighborhoods and enhance the pedestrian character of the study area;
 - (3) The potential for workforce housing to complement employment within the study area;
 - (4) Alternative modes of travel, including transit, bicycle and pedestrian facilities;

- (5) Maintenance of existing industrial uses while allowing compatible infill development;
 - (6) Services and facilities needed to accommodate the projected type and amount of development;
 - (7) Methods for protecting existing residential neighborhoods; and
 - (8) Recommended design guidelines.
- (c) *Special Plan Overlay Zoning.* To implement the recommendations of the Vision Plan, the City may adopt one or more Special Plan Overlay zoning designations. Any application for adoption of the Special Plan Overlay zoning designations contemplated under this Subarea policy must include a detailed proposal for funding any public infrastructure needed to accommodate increased densities and intensities.

The Purpose of the Special Plan Overlay zoning designations is to:

- (1) Create a sense of place by emphasizing pedestrian scale, active ground floor uses, window transparency, active outdoor open spaces and the principles of “Crime Prevention Through Environmental Design;”
- (2) Integrate a mix of land uses by encouraging residences above shops and offices to create a 24 hour a day, 7 day a week community;
- (3) Improve transportation connectivity through improvements to vehicular, pedestrian, transit and bicycle facilities;
- (4) Encourage the provision of affordable housing in proximity to employment;
- (5) Preserve the viability of existing industrial uses; and
- (6) Ensure appropriate and compatible development within the Study Area.

The Special Plan Overlay zoning designations may:

- (1) Include design guidelines and development standards to encourage a compact urban form, enhance economic vitality and promote social diversity within the Study Area;

- (2) Allow Residential development as a permitted use in the I-G and I-P zoning districts at a maximum density of 40 dwelling units per acre; and
 - (3) Allow density and intensity bonuses and additional land uses within defined areas, as described in Subarea Policies S.12.8, S.12.9, and S.12.9.1.
- (e) *Public Outreach.* Business and property owners within the South Downtown Subarea are encouraged to participate in discussions regarding area-wide public infrastructure needs and funding alternatives; methods for sharing the cost of public infrastructure improvements; and a comprehensive yet compassionate course of action to deal with the transient and homeless issues within the district.
- (f) *Transportation.* To facilitate a balanced transportation system that provides multi-modal transportation opportunities, the City shall:
- (1) Encourage improvements that establish the Amtrak/Orlando Health transit station as the multi-modal hub of the South Downtown Subarea.
 - (2) Investigate opportunities to accommodate short distance and high frequency transit service by extending a transit circulator from downtown to locations within the South Downtown Subarea.
 - (3) Encourage street network connections and linkages that enhance mobility within the South Downtown Subarea and assists in reducing traffic on Orange Avenue.
- (g) *Maximum Development Capacity.* The maximum amount of development allowed within the South Downtown Subarea shall be as follows:

Land Use Type	Base (2008)	Growth	Total	
Single-family	77	23	100	dwelling units
Multifamily	623	2,400	3,023	dwelling units
Office	1,511,603	2,200,000	3,711,603	sq. ft.
Retail/Commercial	302,836	400,000	702,836	sq. ft.
Hotel	22	400	422	rooms
Industrial	2,023,196	300,000	2,323,196	sq. ft.
Hospital	2,004,066	3,300,000	5,304,066	sq. ft.
Public Benefit Use	38,040	120,000	158,040	sq. ft.

The maximum amount of any land use type may be increased in conjunction with a simultaneous equivalent reduction in another land use type. Equivalency shall be based on a peak hour trip generation equivalency calculation reviewed and approved by the City's Planning Official and Transportation Director. Conformance with the maximum development capacity allowed under this Subarea policy shall be reviewed annually and in conjunction with the City's periodic Evaluation and Appraisal Report.

(Amended February, 2 2009, Effective March 6, 2009, Doc. No.0909021102)

Policy S.12.8 *Kaley Future Land Use Overlay.* The Kaley Future Land Use Overlay is intended to encourage redevelopment, create a highly visible and memorable node of activity and establish the intersection of Division Avenue and Kaley Street as the western gateway to the South Downtown (SODO) Subarea. To achieve these objectives, the City may adopt a Special Plan Overlay zoning designation (the "SODO Zoning Overlay"). The SODO Zoning Overlay may allow a maximum density of 100 dwelling units per acre and/or a maximum intensity of 2.0 F.A.R. within Subarea S.12.8 when approved as a density and/or intensity bonus. Density and intensity bonuses shall be reviewed and approved in accordance with the regulations provided in the Land Development Code for Bonuses in Office, Mixed Use Corridor and Activity Center Districts. The SODO Zoning Overlay may also allow residential, hotel, eating and drinking, office and retail uses throughout Subarea S.12.8, subject to the following additional criteria:

- (a) Where appropriate, building sites shall accommodate mass transit;
- (b) Development shall connect to a master stormwater system, if available; and
- (c) Building and site design shall be generally consistent with the principles and practices of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System developed by the U.S. Green Building Council or a similar rating system approved by the City.

(Amended February, 2 2009, Effective March 6, 2009, Doc. No.0909021102; Amended July 16, 2019, Effective October 31, 2019, Doc. No.1909161201)

Policy S.12.9 *Transit 1 Future Land Use Overlay.* The Transit 1 Future Land Use Overlay is intended to encourage redevelopment, support existing development and promote a complementary mixture of transit-supportive uses at higher densities and intensities within walking distance of the Amtrak/Orlando Health transit station. To achieve these objectives, the City may adopt a Special Plan Overlay zoning designation (the "SODO Zoning Overlay"). The SODO Zoning Overlay may allow a maximum density of 100 dwelling units per acre and/or a maximum intensity of 1.6 F.A.R. within Subarea S.12.9 when

approved as a density and/or intensity bonus. The SODO Zoning Overlay may also allow residential, hotel, eating and drinking, office and retail uses throughout Subarea S.12.9, subject to the following additional criteria:

- (a) Where appropriate, building sites shall accommodate mass transit;
- (b) Development shall connect to a master stormwater system, if available; and
- (c) Building and site design shall be generally consistent with the principles and practices of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System developed by the U.S. Green Building Council or a similar rating system approved by the City.

(Amended February, 2 2009, Effective March 6, 2009, Doc. No. 0909021102; Amended July 16, 2019, Effective October 31, 2019, Doc. No.1909161201)

Policy S.12.9.1 *Transit 2 Future Land Use Overlay.* The Transit 2 Future Land Use Overlay is intended to further encourage the intensification of uses in close proximity to the Amtrak/Orlando Health transit station. To achieve this objective, the City may adopt a Special Plan Overlay zoning designation (the “SODO Zoning Overlay”). The SODO Zoning Overlay may allow a maximum density of 100 dwelling units per acre and/or a maximum intensity of 3.0 F.A.R. within Subarea S.12.9.1 when approved as a density and/or intensity bonus. Density and intensity bonuses shall be reviewed and approved in accordance with the regulations provided in the Land Development Code for Bonuses in Office, Mixed Use Corridor and Activity Center Districts. The SODO Zoning Overlay may also allow residential, hotel, eating and drinking, office and retail uses throughout Subarea S.12.9.1, subject to the following additional criteria:

- (a) Where appropriate, building sites shall accommodate mass transit;
- (b) Development shall connect to a master stormwater system, if available; and
- (c) Building and site design shall be generally consistent with the principles and practices of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System developed by the U.S. Green Building Council or a similar rating system approved by the City.

(Amended February, 2 2009, Effective March 6, 2009, Doc. No. 0909021102; Amended July 16, 2019, Effective October 31, 2019, Doc. No.1909161201)

Policy S.12.10 In order to incentivize property owners to donate land for the Division Avenue cross section, a transfer of development rights program is enacted for this area. The subject area is Division Avenue from W. Gore Street on the north to W. Kaley Street to the south. When the property owners donate their land, the City may allow a transfer for the development rights (up to 100% of the

density and/or intensity of the applicable zoning district) from the donated property to the remainder of their site. This can be done without the need to further amend the City's Growth Management Plan, provided there is a determination by the planning official that such transfer will not cause an impact on surrounding properties which cannot be effectively mitigated through building placement, buffers or other means acceptable to the City.

(Amended September 25, 2017, Effective November 13, 2017, Doc. No. 1709251201)

SUBAREA 13 POLICIES

Policy S.13.1 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.

Policy S.13.2 **(See Goal 3, Objective 3.2)** In order to protect the residential character of Virginia Drive, Forest Avenue and Corrine Drive, only residential uses shall be permitted.

Policy S.13.3 **(See Goal 3, Objective 3.2)** In order to protect the residential character of this portion of Mills Avenue, only residential uses shall be permitted.

Policy S.13.4 All development in this area shall be consistent with the recommendations and guidelines of the Mills Avenue and Colonial Drive Urban Design and Strategic Plan.

(Amended June 7, 2004, Effective July 8, 2004, Doc. No. 040607904)

Policy S.13.5 **Florida Hospital Health Village.** This subarea, known as the Florida Hospital Health Village, is intended to be an urban, mixed-use, pedestrian and transit accommodating district incorporating the principles of traditional neighborhood design. Florida Hospital has undergone a comprehensive and integrated planning process, including establishment of a Development of Regional Impact (DRI), to meet the requirements for designation as an Urban Village as described in Future Land Use Policy 2.4.4.

The following policies shall apply to properties within the subarea which have the Urban Village Future Land Use designation. Other properties within the subarea shall be a part of the Health Village but not subject to these policies.

Subarea Policies:

PD Zoning. Any initial zoning or rezoning shall be limited to the Planned Development (PD) zoning district.

Design Principles. The Health Village is anchored by the Florida Hospital campus. To further the hospital's health care mission and provide opportunities for residents, employees and visitors to enjoy a healthy lifestyle, any PD shall include standards that emphasize the following design principles:

1. Overall development should be compact, pedestrian-friendly and mixed-use, while providing opportunities for residential, commercial, office and medical uses.
2. Overall densities should be sufficient to accommodate multi-modal transportation alternatives.
3. Pedestrian walkways and streetscapes should be safe, attractive and inviting to encourage walking, reduce the number and length of automobile trips, and conserve non-renewable energy resources.
4. Development should incorporate principles of green design to conserve natural resources.
5. Open space, parks, and plazas, whether public or private, should be distributed throughout the Health Village to create identity and provide opportunities for recreation or relaxation.
6. Buildings should have varied and interesting architecture while providing appropriate transitions to adjacent neighborhoods.

Maximum Development Capacity. The amount of development allowed within the Health Village shall be:

<u>Land Use Type</u>	<u>Base Development Capacity</u>
Hospital	2,198 beds
Medical Office	1,663,226 sq. ft.
General Office	221,760 sq. ft.
Education	382,967 sq. ft.
Retail	140,000
Hotel	463 rooms
Multifamily Residential	874 dwelling units

All Base Development Capacity shall be consistent with the Health Village DRI.

The composite/overall density and intensity within the Health Village subarea shall not exceed 25 dwelling units per acre and 2.0 Floor Area Ratio, although individual portions of the Health Village may exceed these limitations.

Any PD shall ensure that the properties located within the general boundaries of Princeton Street, Evans Street, Interstate 4, and Lakes Winyah and Estelle, are the properties whereon the highest densities and intensities within the Health Village are located.

Further, any PD shall ensure that properties located within the following areas of the Health Village:

- (a) South of Princeton Street,
- (b) North of Evans Street extending to Lake Winyah, and
- (c) Along the shore of Lake Winyah extending to Winyah Drive, shall have density, intensity, height and impacts which are limited to levels compatible with adjoining residential neighborhoods.

Transportation Connectivity. Any PD shall include standards and regulations that require multimodal transportation improvements and/or focused intersection improvements as the preferred methods for mitigating transportation impacts. Multimodal transportation improvements may include improvements to the sidewalk, bicycle and trail network, as well as street and transit improvements. To facilitate traffic calming, support commercial development, and maximize pedestrian convenience, any PD shall also include standards and regulations that encourage an interconnected street network, allow on-street parking, require appropriate wayfinding signs and transit shelters where needed, and integrate any commuter rail facilities into the pedestrian, bicycle and transit network.

Prior to implementation of Phase 2 of the DRI Development Order, the property owner shall work with the City to ensure that any transportation mitigation plans for addressing impacts to State roadway facilities in the Health Village are consistent with and support the overall mobility plan of the City's Transportation Concurrency Exception Area (TCEA).

(Amended September 21, 2009; Effective December 19, 2009; Doc. No. 0909211102)

Policy S.13.6

To ensure a desirable transition from the Corrine Drive commercial corridor to the single family residential neighborhood to the north, northwest, and east, the following development regulations are hereby applied to the development of land within this subarea:

- a. Notwithstanding the exceptions to master plan review found at section 65.331, Orlando City Code, development must be approved by master plan pursuant to Part 2H, Chapter 65, Orlando City Code, unless the Planning Official finds that a proposed development's likely offsite impacts are minor, in which case the Planning Official may waive the requirement for master plan review pursuant to section 65.331, Orlando City Code, and instead subject the proposed development to an administrative master plan review. The Planning Official may place conditions of approval on plans subject to the administrative master plan

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review process as provided at section 65.334, Orlando City Code, and must apply the standards of review for master plan applications as provided at section 65.335, Orlando City Code. For the purposes of this part, development proposals requiring an intensity bonus must undergo the regular master plan review process pursuant to section 65.331, Orlando City Code.

- b. Development must provide a logical transition in terms of building mass, scale, and height to the existing residential neighborhood to the north, east, and northwest.
- c. Onsite parking adjacent to East End Ave. or Northwood Blvd. must provide at least ten feet of landscape buffering between the vehicular use area and the right-of-way. This buffer area must include a continuous street wall at least three-feet in height or a continuous landscape hedge at least 4-feet in height. This buffer area must also include street trees in accordance with regular City street tree standards.
- d. Driveway access is prohibited from Northwood Blvd.
- e. Except for those otherwise required by law, signs are prohibited on building elevations facing Northwood Blvd.
- f. Bars, bottle clubs, and night clubs are hereby prohibited.
- g. Public sidewalks and other parts of the public right-of-way must be built to conform to applicable City plans.

(Amended October 17, 2011; Effective November 17, 2011; Doc. No. 1110171101)

Policy S.13.7 In order to protect the Rosemere residential neighborhood from non-residential encroachment and promote the retention of existing historic resources while creating an appropriate transition in uses between the commercial district on N. Orange Avenue and the Rosemere residential neighborhood, the following shall apply:

- 1. Existing residential buildings in the Residential Medium Intensity future land use designation may be converted to office uses subject to:
 - a. Administrative master plan review to ensure compatibility with the surrounding neighborhood.
 - b. Installation of a 6 foot high masonry wall along property lines which abut existing single family homes or duplexes. The appropriate bufferyard must be installed.

- c. Creation of cross-access easements to abutting office or commercial properties. New curb cuts will not be allowed if functional cross-access exists, or can be created.
 - d. Screening of on-site parking, dumpsters, lighting and retention facilities from the public right-of-way and residential properties.
 - e. Applicable development standards for the adopted zoning district.
 - f. Change of use procedures consistent with the Land Development Code.
 - g. Compliance with O-1 signage standards for a single office.
 - h. Parking for such uses being allowed only in the rear and restricted to on-site residential and office uses only; and
 - i. Where there are two lots in the transition area, the eastern lot abutting non-residential zoning must be converted to office uses before the western lot can be changed.
- 2. Parking areas, existing as of the effective date of this policy and within the subarea policy boundaries, are allowed to improve and are subject to Subpart 1 a-e.
 - 3. Redevelopment proposals which are not consistent with this subarea policy must meet the standards of the adopted future land use category.
(Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202)

Policy S.13.8 All development in this area shall be consistent with the recommendations and guidelines of the Virginia Drive/Lake Highland Transportation and Land Use Study.
(Amended March 19, 2018, Effective May 4, 2018, Doc. No. 1803191201)

Policy S.13.9 To ensure compatibility with the adjacent residential neighborhoods and existing uses, the combined development within this subarea (and Subarea Policy 14.19) shall be zoned Planned Development, and the PD shall include the following standards:

- a) The maximum development capacity for the combined site shall be: 265 multifamily units, a public park and ± 2140, 0 sq. ft. of commercial use. Any proposed changes to increase densities in the development, requires an amendment to this subarea policy.
- b) The development shall be consistent with the Virginia Drive/ Lake Highland Special Plan design concepts and shall be tailored to promote an effective pedestrian friendly environment that interconnects with the existing infrastructure in the community. Design standards shall be consistent with the Traditional City standards as defined in the Land Development Code.

- c) Existing on site trees shall be protected where practicable.
- d) The neighborhood park acreage shall be deeded to the City of Orlando. Specific park design, construction, and maintenance terms shall be executed through a separate agreement with the City.

(Amended December 6, 2021, Effective January 6, 2022, Doc. No. 2112061201)

SUBAREA 14 POLICIES

- Policy S.14.1 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.
- Policy S.14.2 **(See Goal 3, Objective 3.2)** In order to protect the residential character of Woodward Street, only residential uses shall be permitted.
- Policy S.14.3 **(See Goal 3, Objective 3.2)** In order to protect the residential character of the neighborhood, only residential uses shall be permitted.

- Policy S.14.4 Because of the residential development on the south side of Hillcrest Street, landscaping shall be upgraded in accordance with the Land Development Code to provide a better buffer from the existing parking lots. All new non-residential uses shall be located on the north half of the block (facing Colonial Drive). Residential redevelopment of the south half of the block (facing Hillcrest Street) shall be encouraged as part of any development in this area.
- Policy S.14.5 The OUC/Lake Highland Development Plan area shall be developed as an urban, mixed-use, pedestrian and transit-accommodating infill/redevelopment project that embraces the best practices of sustainable development and Traditional Neighborhood Design (TND). In order to ensure appropriate and compatible redevelopment of this area, the area shall be subject to Development Plan Review for Planned Development and Specific Parcel Master Plan approval. The PD ordinance shall contain a provision stating that, prior to development of the Traditional Neighborhood Design components of the site, one or more Specific Parcel Master Plans at the level of detail described in Chapter 68 of the Land Development Code shall be prepared and submitted to the City of Orlando for review. The PD ordinance shall also contain a provision stating that administrative review of the Specific Parcel Master Plan(s) shall be accomplished consistent with the

applicable standards of LDC Chapter 68-Part 6. The PD Development Plan and Specific Parcel Master Plan(s) shall include:

- a. A transportation system which is compatible with adjacent neighborhoods, allowing for interconnection of pedestrian and bicycle travel, and the formation of a pleasant, pedestrian friendly streetscape and community environment. Internal streets within the project shall form a grid pattern consistent with TND principles. New streets shall be relatively narrow, shaded by rows of trees, and interconnected both internally and externally to disperse traffic and accommodate a variety of itineraries. A sidewalk network shall be provided throughout the development that interconnects all dwelling units with other units, non-residential uses and civic uses.
- b. A maximum of 65,000 square feet of commercial space, and 30,000 square feet of office space shall be permitted on the entire site, corresponding to a maximum Floor Area Ratio of 0.30 for individual parcels. If the approved PD Development Plan includes a “village green” open space on Brookhaven Drive, the Development Plan shall not include more than 32,300 square feet of office/commercial space abutting the village green.
- c. Provision of public access to the lakefront, and increased park and open space, which may include athletic fields, tennis courts, and other similar recreational facilities. The site may also incorporate school facilities and principle use parking in the area west of Highland Avenue.
- d. A maximum of 91 dwelling units shall be permitted on the entire site, including work place/multifamily units, multifamily, row houses/attached townhouses, and side yard (detached) houses. Residential uses shall be at a scale and intensity compatible with adjacent neighborhoods. In no instance shall the maximum density on an individual parcel exceed 16 dwelling units per acre.
- e. Buffers adequate to control noise and light pollution within the site. Development shall meet or exceed City of Orlando landscaping standards, and existing trees shall be protected where practicable.
- f. Design standards for residential and non-residential development shall be consistent with the Traditional City standards outlined in the City’s Land Development Code, or similar TND standards proposed as part of the Specific Parcel Master Plan process. If alternative TND standards are proposed, such standards shall be reviewed by the City for compliance with commonly accepted TND principles. In general, the project’s design standards shall include the following:

- a. Homes shall be located close to the street and shall incorporate front porches;
- b. Garages shall be placed in the rear with alleys or pull-through drives;
- c. Shallow setbacks shall be used in the front of houses to pull the houses forward toward the street;
- d. Buildings should be lined up in a uniform manner;
- e. Ground floor office/commercial shall have residential character and architectural detailing;
- f. Residential units on the second and third floors shall have separate indented entrances;
- g. All residential units shall be raised above the level of the adjacent sidewalk grade a minimum of two feet at the front of the building;
- h. Dwelling units shall have a front entrance articulated with a covered entry porch; and
- i. Front porches shall be generally located on the front of the dwelling unit facing the sidewalk, but may occasionally be located on the side of the dwelling.
- g. Any amendment to this subarea policy that changes the overall development capacity shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

Policy S.14.6 **(See Goal 3, Objective 3.2)** Because this area is a transition between the Activity Center to the east and the residential neighborhood to the west, only residential or mixed residential-office development shall be permitted on the east side of the street at a size, scale and character similar to the nearby residences.

Policy S.14.7 In order to maintain an appropriate land use transition between office uses to the west and the residential neighborhood to the east, only accessory parking shall be permitted on this site. In addition, such accessory parking shall conform to the following requirements:

- a. No vehicular or pedestrian access shall be permitted on Broadway Avenue.

- b. At a minimum, Bufferyard "C" as described in the LDC, as amended, and a masonry wall at least 5 ft. in height, shall be provided along Broadway Avenue.
- c. All lighting shall be shielded and directed away from Broadway Avenue.
- d. All large trees on the site shall be retained and protected in accordance with all LDC requirements.

Policy S.14.8 Reserved.

(Amended November 10, 2003, Effective March 1, 2004, Doc. No.031110705)

Policy S.14.9 Because of the two parking garages on the south side of Livingston Street, only residential or mixed residential-office development shall be permitted on the north side of the street at a size, scale and character similar to the nearby residential uses.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No.33552)

Policy S.14.10 All new development within this area must be approved by planned development (PD) zoning. All non-residential uses shall be located on the southern portion of the block (facing Robinson Street). Residential development on the northern portion of the block (facing Ridgewood Street) shall be required as part of the PD zoning. A maximum of 30 residential dwelling units may be allowed on the development site.

Development of the site shall comply with the following height limits:

1. E. Ridgewood Street: 45 foot height limit within 70 feet of the northern property line.
2. E. Robinson Street: 135 foot height limit for property within 300 feet of the western property line, and 100 foot height limit for the remainder of the street frontage. These limits may be extended by up to 20 feet for architectural features or mechanical equipment, so long as such equipment is screened from view at the ground level.
3. N. Summerlin Avenue: 55 foot height limit for property within 15 feet of the eastern property line.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Policy S.14.11 Because Concord Street is a medium intensity residential area, access to Concord Street from non-residential uses on Hillcrest Street shall not be permitted.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No.33552)

Policy S.14.12 Because of the proximity of this area to Lake Eola and a residential neighborhood, building heights shall be limited to 75 feet.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

Policy S.14.13 The area within the boundaries of this Subarea Policy has been identified as an area of transition from a historically industrial enclave to a more diversified, mixed use, urban infill redevelopment area. In order to implement the *Alden Road, Brookhaven Drive, North Orange Avenue, and Virginia Drive Urban Design Plan (2001)* and the *Virginia Drive/Lake Highland Transportation and Land Use Study (2017)*, promote redevelopment and increase compatibility with the surrounding Park Lake/Highland and Lake Formosa neighborhoods, the following regulations shall apply:

- a. Existing industrial uses on property zoned I-G/t may be continued or substituted with other industrial uses allowed in the I-G/t zoning district, but shall not be expanded. Any redevelopment on property zoned I-G/t shall conform to the uses, densities and intensities allowed under the Mixed Use Corridor Medium Intensity future land use designation. Prior to redevelopment, the owners of the property zoned I-G/t shall request a Growth Management Plan amendment and rezoning to assign a Mixed Use Corridor Medium Intensity future land use designation and associated MU-1/t or PD/t zoning.
- b. In order to encourage mixed residential, office and cultural arts related uses (i.e., indoor theatre, galleries, craft studios, etc.) in this area, the City shall provide the following incentives:
 - i. Application fees shall be waived for GMP Amendments that assign a Mixed Use Corridor-Medium Intensity future land use designation and for an associated rezoning of MU-1/t or PD/t, consistent with the Alden Road, Brookhaven Drive, North Orange Avenue, and Virginia Drive Urban Design Plan. Platting fees shall also be waived.
 - ii. Vacant Land, Land Use Compatibility and Transportation Study requirements shall be waived for GMP Amendments that assign a Mixed Use Corridor-Medium Intensity future land use designation.
- c. In order to protect the nearby Park Lake/Highland and Lake Formosa neighborhoods from incompatible uses, the following uses shall be prohibited on property within the Mixed Use Corridor-Medium Intensity future land use designation:
 - i. Parking/Principal Use
 - ii. Intensive Retail
 - iii. Automotive Service

- d. When the properties along Brookhaven Drive redevelop, the redevelopment must follow the Virginia Drive/Lake Highland Transportation and Land Use Study. Brookhaven Drive is envisioned as a low speed street to provide primary access to larger projects, transit routes, residential development and parking areas. The improvements shall include on street parking, wider sidewalk on the north side, street trees and streetscape amenities.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended March 19, 2018, Effective May 4, 2018, Doc. No. 1803191201)

Policy S.14.14 All development in this area shall be consistent with the recommendations and guidelines of the Mills Avenue and Colonial Drive Urban Design and Strategic Plan.

(Amended June 7, 2004, Effective July 8, 2004, Doc. No. 040607904)

Policy S.14.15 To facilitate the economic use of property while ensuring a desirable transition between the Mills Avenue commercial corridor and the adjacent single-family residential neighborhood, office uses shall be permitted in accordance with the following conditions:

1. The location of buildings, building additions, parking, stormwater retention and vehicular access shall be subject to Master Plan review and approval.
2. The western side of properties along N. Thornton Avenue shall be considered the front yard and shall be subject to a minimum setback of 25 feet. The northern side of properties located along Lake Highland Drive and the southern side of properties located along Oregon Street shall be considered street side yards and shall be subject to a minimum setback of 15 feet.
3. No driveway access shall be permitted on N. Thornton Avenue or Lake Highland Drive. Vehicular access on Oregon Street shall be limited to the existing driveway.
4. No signs shall be allowed on any building elevation or yard facing N. Thornton Avenue, Lake Highland Drive or Oregon Street, except for nameplates and directory signs conforming to the standards for office uses facing a residential zoning district, as provided in Section 64.226 of the Land Development Code.
5. Development within this subarea shall maintain the character of single-family homes on four lots, as viewed from N. Thornton Avenue, and shall conform to the Appearance Review Requirements for office and residential uses in the O-1/T district, as provided in Chapter 58, Part 6 of

the Land Development Code.

6. All existing trees of four (4) inch caliper or larger located in the front and street side yards shall be maintained in a healthy condition and shall not be removed or altered to accommodate development of property. Trees removed in accordance with any other valid circumstance, as identified in Section 65.645 of the Land Development Code, shall be replaced with a sufficient number of three (3) inch caliper trees to equal the caliper of trees removed.
7. A transportation plan shall be developed in coordination with the City's Transportation Department to minimize the transportation impact of development within this subarea on the surrounding residential area.

(Amended August 6, 2007, Effective September 6, 2007, Doc. No. 0708061001)

Policy S.14.16 In order to ensure a reasonable and appropriate height transition from the Downtown Activity Center to the office and residential areas north and east of the borders of this Subarea Policy:

(a) Building heights within an average 40 feet setback of the north property line along Livingston Street in Office Medium Intensity Future Land Use designation must not exceed 75 feet;

(b) Building heights within the remaining portions of the properties subject to this Subarea Policy must conform to height limitations set forth by their respective zoning district.

(Amended January 8, 2018, Effective Feb. 8, 2018, Doc. No. 1801081207)

Policy S.14.17 All development in this area shall be consistent with the recommendations and guidelines of the Virginia Drive/Lake Highland Transportation and Land Use Study.

(Amended March 19, 2018, Effective May 4, 2018, Doc. No. 1803191201)

Policy S.14.18A In order to ensure compatibility with the properties to the east and south which have Office High Intensity Future Land Use designations, development within this subarea policy is subject to the following criteria:

1. The maximum building height is 100 feet.
2. The maximum density and intensity shall be 200 du/acre and/or 3.0FAR.
3. The minimum density and intensity shall be 30 du/acre and/or 0.4 FAR.
4. Prohibited uses include:
 - a. Vehicle fuel sales;
 - b. Auto detailing;
 - c. Automotive service;
 - d. Intensive retail;

- e. Tattoo parlors;
- f. Pawnshops;
- g. Any business commonly known as "check cashing" establishment, or any business in which a material part of its service includes offering loans secured by future employment wages or other compensation (often known as "payday loans." or "pay day advances"), but not including retail businesses which provide a check cashing service as an incidental part of their business and financial institutions such as banks, credit unions, and trust companies: and
- h. Any business in which a material part of its service includes loaning money secured by vehicle titles (often known as "car-title loans"), but not including financial institutions such as banks, credit unions, trust companies, consumer finance, and retail installment lenders.

5. Allowed Uses: In addition to the uses allowed by the AC-3A/T zoning district, personal storage is also allowed.

6. Design principles:

- a. Ground floor commercial is required along E. Colonial Drive and N. Magnolia Avenue.
- b. 15' from back of curb on N. Magnolia Avenue and E. Colonial Drive, and 13' from back of curb on Hillcrest Street. must be reserved for the streetscape.
- c. No driveway access allowed on N. Magnolia Avenue.
- d. This property is within the Lake Eola Heights planning district of the DTOutlook. As such. new design must be sensitive to the historic context of the surrounding neighborhood, the Lake Eola Heights historic residential neighborhood.

(Amended February 12, 2018, Effective March 15, 2018, Doc. No. 182121205)

Policy S.14.18B Retail, service, and eating & drinking uses are allowed only as an accessory to a residential, office, and/or lodging principal use. Building heights within 100 feet of the east property line must not exceed 76 feet as measured from the base elevation of Magnolia Avenue, in order to ensure a reasonable and appropriate height transition from the Downtown Activity Center to the Lake Eola Heights Historic District. Rooftop amenities, that do not include habitable space, are allowed to exceed the 76 foot height limitation. No buildings are allowed within the portion of the site that is part of the Historic Preservation (HP) zoning overlay.

(Amended July 9, 2018, Effective July 9, 2018, Doc. No. 1807091204)

Policy S.14.19

To ensure compatibility with the adjacent residential neighborhoods and existing uses, the combined development within this subarea (and Subarea Policy 13.9) shall be zoned Planned Development, and the PD shall include the following standards:

- a) The maximum development capacity for the combined site shall be: 265 multifamily units, a public park and $\pm 2140,0$ sq. ft. of commercial use. Any proposed changes to increase densities in the development, requires an amendment to this subarea policy.
- b) The development shall be consistent with the Virginia Drive/Lake Highland Special Plan design concepts and shall be tailored to promote an effective pedestrian friendly environment that interconnects with the existing infrastructure in the community. Design standards shall be consistent with the Traditional City standards as defined in the Land Development Code.
- c) Existing on site trees shall be protected where practicable.
- d) The neighborhood park acreage shall be deeded to the City of Orlando. Specific park design, construction, and maintenance terms shall be executed through a separate agreement with the City.

(Amended December 6, 2021, Effective January 6, 2022, Doc. No. 2112061201)

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SUBAREA 15 POLICIES

- Policy S.15.1 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.
- Policy S.15.2 **(See Goal 3, Objective 3.2)** In order to protect the residential character of Virginia Drive, Forest Avenue, Corrine Drive, Bennett Road and Bumby Ave. (from Colonial Dr. to Corrine Dr.), only residential uses shall be permitted.
- Policy S.15.3 Because of the need for a transition to the low intensity residential neighborhood to the west, building height in this area shall not exceed 75 feet.
- Policy S.15.4 In order to maintain compatibility with the adjacent residential neighborhoods, the I-G zoning designation shall be considered inconsistent with the Industrial future land use designation in this area. In addition, the following uses shall be prohibited: Billboards; Communication Towers; Shooting Range, Indoor; and Vertiports.
- Development within this area shall be subject to Master Plan review by the Municipal Planning Board to ensure the following: (a) adequate buffers shall be provided along property lines that abut residential development; (b) semi-trailer delivery access or semi-trailer loading docks shall not be located on the west or north sides of buildings; (c) all storage facilities, except those for passenger vehicles, shall be located within completely enclosed buildings; (d) emergency generators shall be located completely within the principal structure; and (e) building heights shall not exceed 75 feet. Development may be further restricted through a Developer's Agreement.
(Amended September 8, 1997, Effective October 9, 1997, Doc. No. 30570)
- Policy S.15.5 In order to ensure that proper land use transitions are maintained in this area, no non-residential uses, or parking for non-residential uses, shall be approved.
- Policy S.15.6 Because South Street provides smooth traffic flow into Downtown Orlando and because access to and traffic entering onto this street should be kept to a minimum, office uses on South Street between Summerlin Avenue and Mills Avenue shall be prohibited.

- Policy S.15.7 The properties located within this Subarea Policy are located in the Runway Protection Zone for the Orlando Executive Airport, as defined by the Federal Aviation Administration (FAA). The FAA discourages new development in a Runway Protection Zone. A property owner proposing a new building, a substantial improvement, or a substantial enlargement, is required to notify the Greater Orlando Aviation Authority, owner of the Orlando Executive Airport, with a copy to the City of Orlando Planning Division, prior to issuance of a building permit. The notification must describe the development proposal and provide contact information for the property owner and developer.
(Amended May 16, 1994, Effective July 28, 1994, Doc. No. 27538; Amended February 9, 2015, Effective April 2, 2015, Doc No.1502091201)
- Policy S.15.8 Prior to any roadway improvements to Crystal Lake Drive/Maguire Boulevard between South and Robinson Streets, the City shall include the East Central Park Neighborhood Association and affected residents, businesses and property owners in review of the road’s redesign. Elements that should be considered in the design include a buffer between the street and neighborhood; landscaping in the median and along the shoulders; retention of the hedge along the airport property fence; incorporation of a wider and improved bike trail; relocation of residential and commercial structures along the west side; and other aesthetic impacts that concern the neighborhood.
(Amended May 16, 1994, Effective July 28, 1994, Doc. No. 27538)
- Policy S.15.9 Chapter 58 of the Land Development Code describes the allowable uses within the O-1t district. In order to ensure neighborhood compatibility, the following uses shall be prohibited on the subject properties: Childcare 11+ clients, Hospitals, and Clinics. Medical offices may be used for administrative related purposes only. Patient visitation or consultation shall be prohibited on the properties.
- In order to protect the surrounding residential uses, upon substantial enlargement or improvement as defined by the Land Development Code, the non-residential uses on the subject properties shall meet the Bufferyard “B” standards as stated in the Land Development Code with no variances permitted. The type of buffer (wall or hedge) shall be determined by the City after seeking input from the abutting property owners. Any exterior alterations to the structures on the properties shall be subject to the Appearance Review standards for the O-1t district for small offices. Interior floor plans shall be reviewed to ensure that the structures will not be used for patient visitations. In addition, the office uses shall be limited to one story with a maximum building height of 20 feet, however the roof line can be articulated up to 25 feet.

The site shall maintain the existing development pattern established along Woodward Street through the massing, scale and orientation of the buildings and lot lines. Lots shall not be aggregated into a single building site. The use of the alternative minimum parking standards shall be prohibited on these properties. The maximum parking ratio permitted on the properties shall be limited to 4 parking spaces per 1,000 square feet (gross floor area).

(Amended March 11, 1996, Effective May 23, 1996, Doc. No. 29210)

- Policy S.15.10 In order to foster a livable, sustainable development pattern that accommodates neighborhood-serving uses and provides walkable destinations for neighborhood residents, the following uses shall be allowed by Conditional Use within this subarea: eating & drinking establishments and neighborhood convenience stores. Such uses shall be designed to maintain the existing neighborhood character, intensity and scale. In addition, uses allowed under this subarea policy shall conform to the standards of the underlying zoning district, except as follows: the gross floor area of any such use shall not exceed 2,200 square feet; outdoor vending machines and the outdoor display or storage of merchandise shall be prohibited; and the minimum and maximum number of permitted parking spaces shall be established as part of the Conditional Use review.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

- Policy S.15.11 All development in this area shall be consistent with the recommendations and guidelines of the Mills Avenue and Colonial Drive Urban Design and Strategic Plan.

(Amended June 7, 2004, Effective July 8, 2004, Doc. No. 040607904)

- Policy S.15.12 To ensure compatibility with the adjacent residential neighborhoods and public park land, the allowable zoning district within the boundary of this subarea policy shall be PD (Planned Development). Buildings which abut existing residential areas or planned public parks or trails shall incorporate architectural relief and transparency and shall be subject to Appearance Review. The subject property shall be limited to a maximum of 2,855 daily trips and 265 PM peak hour trips, calculated according to the Institute of Transportation Engineers Trip Generation, 7th edition. A traffic study shall also be submitted as part of the PD zoning application. A transportation access mitigation plan shall be developed for the subject property based upon the results of the traffic study. The terms of the PD shall be based upon the following:

- (a) The PD shall require construction (or proportionate share payment) of the mitigation improvements identified in the traffic study and mitigation plan.
- (b) Allowable uses, densities, intensities and building heights within the area designated Office – Medium Intensity shall be subject to the standards of the O-2 zoning district.
- (c) Allowable uses, densities, intensities and building heights within the area designated as Office – Low Intensity shall be subject to the standards of the O-1 zoning district.
- (d) The PD may allow for Eating & Drinking and Light Retailing as accessory uses within a residential or mixed office/residential development.
- (e) The PD shall include streets and blocks which allow for growth and change of various uses and building design over time without requiring complete redevelopment. Principal and accessory structures shall be configured to allow access and visibility for vehicles, safe and convenient paths for pedestrians, and opportunities for small plazas, parks or distinctive buildings to enhance the unique character of the development.
- (f) A safe, continuous pedestrian connection shall be provided between major uses. Building and building entrances shall be oriented toward streets, parks or plazas to provide easy pedestrian connections.
- (g) Buildings shall have varied and articulated facades to provide visual interest.
- (h) Surface parking shall generally be located to the rear of buildings, and in parking courts located within the interior of blocks. On-street parking is also encouraged.
- (i) The PD shall include exterior lighting and fencing standards.
(Amended August 6, 2007, Effective September 6, 2007, Doc. No. 0708061001; Amended February 2, 2009, Effective March 6, 2009, Doc. No. 0909021102)

- Policy S.15.13 To ensure compatibility with the adjacent residential neighborhoods and existing uses, the allowable zoning district within the boundary of this subarea policy shall be PD (Planned Development). The base development capacity for the site shall be: 246 multifamily units, associated parking garage and a dog park. The term of the PD shall be based upon the following:
- a. Building height within the site shall be limited to a five-story building.
 - b. Densities can be shared among the site.
 - c. To guarantee compatibility with the surroundings, and compliance with the design guidelines of the Mills Avenue and Colonial Drive Urban Design and Strategic Plan, the development shall be subject to appearance review.
 - d. The dog park must provide an adequate accesss to the public and must be privately maintained.

(Amended February 8, 2021, Effective April 2, 2021, Doc. No. 2102081201)

SUBAREA 16 POLICIES

- Policy S.16.1 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.
- Policy S.16.2 Because the existing land use provides a unique distribution service and supports the employment function of the adjacent metropolitan activity center, dairy processing and distribution may be permitted in this area as part of a Planned Development.

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- Policy S.16.3 In order to encourage a more efficient and intensive use of land in this area, the City will work with GOAA and interested private property owners on an overall redevelopment plan. This plan may include the following elements:
- a. a unique commercial component that takes advantage of the area's proximity to major malls, eating and drinking establishments, recreational facilities and Festival Park.
 - b. an enhanced role for Festival Park that takes advantage of the park's location within the activity center and includes additional recreational facilities.
 - c. a market rate housing component that complements the shopping, entertainment and recreational opportunities available to its residents.
 - d. a design that promotes alternative travel modes such as transit, bicycle and pedestrian facilities.

(Amended May 16, 1994, Effective July 28, 1994, Doc. No. 27538)

- Policy S.16.4 This area, historically known as the Orlando Naval Training Center, shall be redeveloped as an urban, mixed use, pedestrian and transit-accommodating in-town community that embraces the principles of traditional urban design. These principles are intended to harmoniously and seamlessly blend new development with the existing urban fabric of the surrounding developed areas of Orlando, Winter Park, and unincorporated Orange County. The redevelopment of this area shall promote a balanced and efficient transportation system that provides freedom of choice and a mix of land uses and densities that support a variety of lifestyles and needs. The redevelopment of this area shall include a mixed-use Village Center, surrounded by supporting residential neighborhoods, a park system and an elementary school.

Streets within this area shall be relatively narrow, shaded by rows of trees, and interconnected both internally and externally to disperse traffic and accommodate a variety of itineraries. The arrangement and design of streets shall promote a pleasant, pedestrian and bicycle-friendly environment with an emphasis on convenient and comfortable access to transit and surrounding neighborhoods.

The Village Center shall have a mix of retail shops, services, restaurants, civic uses, office and multi-family uses focused around a main street that allows an active street life and positive pedestrian experience. The Village Center shall include a series of complete blocks and interconnected streets.

Residential neighborhoods shall include a variety of dwelling unit types to provide opportunities for different age and income groups within an integrated and diverse community. Residential neighborhoods shall have a discernable center, featuring a memorable street intersection, a neighborhood park, open space or square, civic or religious buildings, or a limited amount of neighborhood-serving retail. The focal point of the neighborhood should be located within a short walking distance of the uses it serves in order to minimize the unnecessary use of the automobile and promote a sense of community. Buildings within the neighborhood center shall be close to the street to create a strong sense of spatial definition.

Civic buildings and uses shall be allowed in both the Village Center and residential neighborhoods. Civic buildings and uses shall be located at prominent sites that terminate vistas, link neighborhoods or contribute to the vitality of the surrounding area.

Recreation and open space shall be identified on an approved Master Plan and may include active recreation areas, squares, walkways, picnic areas, playgrounds, tot-lots and open spaces. At least 185 acres of recreation and open space shall be provided within the overall redevelopment area. The recreation and open space network shall provide public access to the shoreline of Lake Baldwin and Lake Susannah. An extensive passive open space network shall link the open spaces that surround Lake Baldwin and Lake Susannah and provide connections to active recreation areas within the area. Where continuous open space connections are not possible, bicycle and pedestrian paths shall be used to connect major elements of the open space network.

Specific urban design standards and land use relationships shall be adopted as part of a Planned Development (PD) zoning designation to guide redevelopment of the area. The rezoning to PD shall be adopted prior to development. The PD Master Plan and regulating guidelines shall reflect the land use, transportation, and open space principles and relationships contained in the "Vision Concept for the NTC" (developed by Team A.N.A. for the City of Orlando, December 1997) and shall be consistent with the design principles contained in the "Draft Urban Design Guidelines for the Naval Training Center-Main Base" (developed by Team A.N.A. for the City of Orlando, December 1997).

The Future Land Use Map shall identify the area as Urban Village, but may reflect the land use patterns depicted in the adopted PD Master Plan.

The base development capacity of this area shall be as follows:

Civic (includes Public, Rec., and Inst.):	319,941 sq. ft.
Office, Low Intensity:	196,035 sq. ft.
Office, Medium Intensity:	1,110,388 sq. ft.
Residential	2,212 units
Industrial/Office	926,086 sq. ft.
Village Center (base)	1,117,507 sq. ft.

This base development capacity is consistent with the Naval Training Center Orlando Reuse Plan (March, 1997). The maximum amount of development capacity within any single land use category shall not exceed 110% of the numbers above without an equivalent reduction of land use capacity in another land use category. In addition to the maximum base amount of any specific land use category described above, certain land uses may be substituted as part of the review of the PD Master Plan and regulating guidelines. Development capacity may be altered by substituting residential dwelling units for office square footage in accordance with the following ratios:

<u>Land Use Category</u>	<u>Ratio</u>
Office, Medium Intensity	1 du / 653.5 sq. ft.
Office, Low Intensity	1 du / 1,089 sq. ft.

Any amendment to this subarea policy that changes the base development capacity or substitution ratios shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.

In order to protect the residential character of the neighborhoods west of General Rees Avenue, only residential and public/recreational/institutional uses shall be permitted within 200 feet of General Rees Avenue between Corrine Drive and Glenridge Way.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy S.16.5 In order to ensure a mixture of uses within this area, the Planned Development Master Plan and regulating guidelines shall include at a minimum the following land uses:

Residential	350 dwelling
Commercial	200,000 sq. ft.
Other nonresidential	310,000 sq. ft.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy S.16.6 This area shall include a minimum of 95 acres of Civic use and 148 acres of Residential use.
(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy S.16.7 Infill development and redevelopment within this area shall comply with the following land use and urban design principles:

1. Walled and/or gated communities are not permitted.
2. New development and substantial improvements shall be consistent with the established scale and character of the surrounding neighborhood.
3. Residential dwelling units shall be oriented to all abutting streets, including Old Cheney Highway and Beach Boulevard.
4. Street modifications and extensions shall be consistent with the established street pattern. Cul-de-sac and dead-end streets are not permitted.
5. Where the Cady Way Trail bisects or abuts a proposed development, the Trail shall be incorporated as an integral part of the development.
6. The City shall cooperate with property owners and Orange County to improve the pedestrian network, including the creation of a continuous sidewalk along the north and west sides of Old Cheney Highway.

(Amended January 30, 2006, Effective March 2, 2006, Doc. No. 060130908)

SUBAREA 17 POLICIES

Policy S.17.1 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.

SUBAREA 18 POLICIES

Policy S.18.1 In order to protect the residential neighborhoods from encroachment, the mixed use corridor and office areas shall not be permitted to expand. Within the subarea policy boundary, office uses shall be considered a permitted use (up to 0.30 FAR) on properties that have a residential future land use designation. Development of property within the subarea policy boundary must meet the following standards:

- a. Property owners are encouraged to consolidate lots with residential future land use designations and lots with office or mixed-use future land use designations into comprehensive redevelopment sites to ensure unified access and site circulation.

- b. Development within the subarea boundary shall provide a logical transition in mass, scale, and height between S. Orange Avenue and existing residential neighborhoods.
- c. Architecture must reflect a residential character in terms of mass, scale, and detailing on properties with Office Low Intensity or residential future land use designations.
- d. A single, unified design for each block is encouraged.

(Amended February 24, 1997, Effective May 1, 1997, Doc. No. 30064; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Policy S.18.2 **(See Goal 3, Objective 3.2)** In order to protect the residential character of Ferncreek Avenue, Mills Avenue, Briercliff Drive and Kaley Street, only residential uses shall be permitted.

Policy S.18.3 Because Anderson Street provides smooth traffic flow out of Downtown Orlando and because access to and traffic entering onto this street should be kept to a minimum, office uses on Anderson Street between Delaney Avenue and Mills Avenue shall be prohibited.

Policy S.18.4 In order to ensure compatibility with the residential character of the surrounding neighborhood, development within this area shall be subject to Planned Development (PD) zoning, based on the following criteria:

- 1. Parking areas, vehicular access points, covered drive-throughs, fences, buffer walls, landscaping, dumpster screening, retention/detention facilities, exterior lighting, exterior elevations of new buildings, and alterations to the exterior of existing buildings shall be subject to Appearance Review;
- 2. The maximum building height within this area shall be 30 feet, not to exceed two stories;
- 3. Permitted uses within the Office Low Intensity future land use designation shall be limited to Residential, Childcare (10 or Less), Medical/Dental Labs, Dental Offices, Medical Offices, Governmental Offices, Business & Professional Offices, Business Services, and Temporary Professional Services;
- 4. Public benefit uses may be allowed in the Office Low Intensity future land use designation by Conditional Use; and
- 5. The only permitted use within the Residential Low Intensity future land use designation shall be single-family dwelling units. Development timing requirements, use limitations, setbacks, and site development standards shall be further specified through the PD ordinance.

(Amended September 8, 1997, Effective October 9, 1997, Doc. No. 30570)

Supplement No. 3

Policy S.18.5 In order to accommodate uses and services which support the Orlando Regional Healthcare System campus while ensuring compatibility with the adjacent residential neighborhood, development within this subarea shall either conform to the minimum and maximum densities and intensities of the Office Medium Intensity future land use designation or with the alternative densities and intensities provided through a PD (Planned Development) rezoning process. Any such PD shall comply with the following criteria:

1. The maximum development program may include up to 160,000 square feet of non-residential uses (2.0 F.A.R.) and two multi-family residential dwelling units.
2. Development shall be consistent with the minimum requirements, design objectives and criteria provided in Chapter 58, Part 6B of the Land Development Code, "Bonuses in Office, Mixed Use Corridor and Activity Center Districts," as amended.
3. Non-residential uses shall be limited to Child Day Care, Medical/Dental Labs, Offices, Hospitals/Clinics and Public Benefit Uses; provided that Eating and Drinking, Light Retailing, Personal Services, and Hotel uses shall also be allowed as a secondary use when such use is in minor proportion to the associated primary use.
4. The maximum building height shall be limited that which is compatible with the adjacent residential neighborhood.
5. A transportation access management/mitigation plan shall be provided to the City and shall identify appropriate measures for minimizing or mitigating any traffic impacts to the adjacent residential neighborhood.
6. Appearance Review shall be required for all features that are visible to the public, including parking areas, vehicular access points, transit facilities, fences, buffer walls, landscaping, streetscaping, dumpster screening, retention/detention facilities, exterior lighting, and the design of all exterior building elevations.

(Amended February 4, 2008, March 6, 2008, Doc. No. 0802041003)

Policy S.18.6 Because of the need to protect residential neighborhoods from encroachment, the high intensity residential, office and mixed use corridor areas shall not be permitted to expand.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

SUBAREA 19 POLICIES

Policy S.19.1 In order to protect residential neighborhoods from encroachment, the mixed use corridor and office areas shall not be permitted to expand. Within the subarea policy boundary, office uses shall be considered a permitted use (up to 0.30 FAR) on properties that have a residential future land use designation. Development of property within the subarea policy boundary must meet the following standards:

- a. Property owners are encouraged to consolidate lots with residential future land use designations and lots with office or mixed-use future land use designations into comprehensive redevelopment sites to ensure unified access and site circulation.
- b. Development within the subarea boundary must provide a logical transition in mass, scale, and height between the commercial corridors and existing residential neighborhoods.
- c. Architecture must reflect a residential character in terms of mass, scale, and detailing on properties with Office Low Intensity or residential future land use designations.

- d. A single, unified design for each block is encouraged.

(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Policy S.19.2 **(See Goal 3, Objective 3.2)** In order to protect the residential character of Ferncreek Avenue and Kaley Street, only residential uses shall be permitted.

Policy S.19.3 In order to protect the single-family residential character of the surrounding neighborhood, the following restrictions shall apply:

- a. Public Benefit Uses shall not be allowed to expand beyond the boundaries of this subarea policy;
- b. Vehicular access for Public Benefit Uses shall be limited to East Kaley Street, East Esther Street, and the existing driveway on Delaney Avenue;
- c. Property along East Harding Street shall be used for single-family residential purposes only; and
- d. Cross access between uses on East Harding Street and uses on East Esther Street shall be limited to pedestrians only.

(Amended March 18, 2002, Effective June 2, 2002, Doc. No. 020318704)

Policy S.19.4

The maximum development program is as follows;

Residential – multifamily 300 residential units

Retail 94,000 square feet

Public benefit use impacts to be addressed on a case by case basis through a conditional use permit.

a. Transportation

- i. Development in this subarea must include at least one transit stop. The number, location, dimensions, type, and design of the transit stop or stops shall be subject to review and approval as part of the framework master plan required by this subarea policy. Transit stop locations must be incorporated into the planning and design of development in this subarea.
- ii. A detailed traffic study that incorporates the maximum impacts of the proposed development shall be required to evaluate adequacy of on-site and site adjacent transportation improvements. The traffic study methodology shall be established with Transportation Official at the time of the Master Plan.

b. Urban Design

- i. Buildings in this subarea must transition from the tallest and most intense along S. Orange Avenue, towards the shortest and least intense along Center Street. The maximum building height adjacent to Center Street shall be three stories for the first approximately 35' of building depth from Center Street. Thereafter, buildings may transition up to a maximum of six stories adjacent to S. Orange Avenue. The maximum building height adjacent to E. Pineloch Avenue shall be three stories.
- ii. Buildings on E. Pineloch Avenue and S. Orange Avenue must orient towards the public street, with entrances accessible at street level.
- iii. Site design and building design should be generally consistent, on a project wide basis, with the concepts set forth in the Orange/Michigan Special Plan.

c. Master Plan

Development in this subarea is subject to review and approval by framework master plan pursuant to Part 2H, Chapter 65, Orlando City Code (and without regard for any exceptions provided therein). The framework master plan shall be reviewed and approved pursuant to the formal review process provided by subsection 65.334(a), Orlando City Code. The framework master plan must approve the overall development layout (including the location and size of buildings), parking, other site plan elements identified by this Growth Management Plan and the Land Development Code. Notwithstanding anything in the Land Development Code to the contrary, applications for specific parcel

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master plans subsequent to and in accordance with the approved framework master plan are subject to review and approval by the administrative review process provided by subsection 65.334(b), Orlando City Code.

(Amended July 11, 2016, Effective September 5, 2016, Doc. No. 1607111203)

Policy S.19.5

The Curry Ford Vision Plan shall serve as guidance for directing efforts to preserve and enhance the Curry Ford business and residential corridor. The plan outlines near-term, mid-term and long-term actions, including programs and projects that shall be considered during annual Capital Improvement Plan and department budget updates.

Anticipated higher density and intensity development along the corridor shall respect the character of the abutting neighborhoods through superior design, such as architectural transitions to complement and blend into the surroundings.

Properties redeveloping along Curry Ford Road, Bumby Avenue, Primrose Drive, Conway Gardens Road, Conway Road, and Gaston Foster Road shall implement ROW improvements consistent with the Vision Plan, where feasible.

Urban Design. Design of proposed development, including streetscape, landscaping, location of ingress/egress and materials, shall be tailored to create a pedestrian - friendly environment.

Open Space. Because public benefit uses and open space areas are essential components of any livable neighborhood, and because this area has developed with minimal public open space and has a relatively low Parks LOS, largescale redevelopment shall provide, where practicable, publicly accessible space and/or amenities that may be credited as superior design.

Transition and Buffers. Development within this Subarea Policy boundary must provide a logical transition in mass, scale and height to surrounding development. Buffers must be adequate to control noise and light pollution within the site. Development shall meet or exceed City of Orlando landscaping standards and existing trees shall be protected where practicable.

Connectivity. The on-site roadway and sidewalk network shall generally interconnect all on-site residential and nonresidential uses and include stub-outs and cross-access easements to encourage walking and biking and reduce the number of vehicular trips onto Curry Ford Road. Commercial building and building entrances shall be oriented to provide easy pedestrian connections.

Future Land Use. In order to protect residential neighborhoods from encroachment, the activity center and mixed-use corridor areas shall not be permitted to expand.

(Amended August 15, 2022, Effective September 15, 2022, Doc. No. 2208151205)

SUBAREA 20 POLICIES

Policy S.20.1 **(See Goal 3, Objective 3.2)** In order to protect the residential character of Primrose Drive, Crystal Lake Drive and Ferncreek Avenue, only residential uses shall be permitted.

Policy S.20.2 See Policy S.19.5.

(Amended August 15, 2022, Effective September 15, 2022, Doc. No. 2208151205)

Policy S.20.3 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636)

SUBAREA 21 POLICIES

Policy S.21.1 See Policy S.19.5

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended August 15, 2022, Effective September 15, 2022, Doc. No. 2208151205)

Policy S.21.2 In order to implement the principles of the Curry Ford Vision Plan – which include the accommodating the demand for a variety of housing types, enhancing the economic viability of infill development, and ensuring an appropriate transition from high-density to low-density uses – the following standards apply:

1. Buildings in the subarea must transition from the tallest and most intense along Curry Ford Road towards the shortest and least intense along the southern property line. The maximum building height adjacent to the southern property line shall be 4 stories for, at minimum, the first 50 ft. from the property line. Thereafter, the maximum building height is six stories or 75 ft., whichever is less, adjacent to Curry Ford Road.
2. A substantial bufferyard on the south property line is required to help prevent spillover of light and noise onto adjacent residential properties. Details of the width and type of plantings shall be determined during site plan review.
3. Parking garage facades must contain appropriate art, architectural, and/or “green” features to screen ramps from public view and enhance the neighborhood aesthetic.
4. Site design and building design should be generally consistent, on a project-wide basis, with the concepts set forth in the Curry Ford Vision Plan.

Based on the provision of flexible, public-serving space and amenities within this development, up to 250 dwelling units and 28,900 sq. ft. nonresidential are permitted within the subarea. All pertinent requirements of the Ch. 58 Part 6B (Density and Intensity Bonuses) must be met.

(Amended April 12, 2021, Effective May 13, 2021, Doc. No.2104121202)

SUBAREA 22 POLICIES

Policy S.22.1 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No.32636)

Policy S.22.2 See Policy S.19.5

(Amended August 15, 2022, Effective September 15, 2022, Doc. No. 2208151205)

SUBAREA 23 POLICIES

Policy S.23.1 In order to protect residential neighborhoods from encroachment, the activity center shall not be permitted to expand to the west.

Policy S.23.2 In order to protect residential neighborhoods from encroachment, the activity center, mixed use corridor and office areas shall not be permitted to expand.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No.32636)

Policy S.23.3 Multifamily residential uses shall be prohibited within the entire +/-7 acre property.

(Amended September 23, 2000, Effective December 14, 2000, Doc. No. 33273)

Policy S.23.4 See Policy S.19.5

(Amended August 15, 2022, Effective September 15, 2022, Doc. No. 2208151205)

SUBAREA 24 POLICIES

Policy S.24.1 Because of the level of service on Kirkman Road, and because there is already sufficient land available for commercial development in this portion of the City, the activity center shall not be permitted to expand.

(Amended June 1992)

Policy S.24.2 Development intensity on the subject property shall be limited to the entitlements provided in the adopted Millenia Development of Regional Impact Development Order. If a substantial deviation occurs, additional review of the affected Growth Management Plan elements, including the

Capital Improvements Element, shall be required. No residential development in excess of 40 dwelling units per acre shall be permitted upon any property within this subarea which has been designated as Urban Activity Center after June 1, 2008 until such time as the City adopts a Public School Facilities Element and executes the necessary Interlocal Agreement required by Chapter 163, Florida Statutes and the impacts of such development are reviewed by Orange County Public Schools.

(Amended February 7, 2000, Effective March 9, 2000, Doc. No. 32636; Amended August 4, 2008, Effective September 4, 2008, Doc. No. 0808041001)

Policy S.24.3 In order to maintain compatibility with adjacent residential areas, the use of the property shall be limited to residential, commercial dwelling unit and hotel/motel uses. Customary hotel services such as restaurants, dining rooms and meeting rooms open to the public, cocktail lounges and similar uses shall not be permitted. All uses allowed under the Community Activity Center future land use designation but not allowed under the Subarea Policy shall be subject to City Council approval based on a vacant land study, a market study and a traffic study demonstrating strict conformance to the requirements of Future Land Use Element Policy 2.1.4.

(Amended September 8, 1997, Effective October 9, 1997, Doc. No. 30570)

Policy S.24.4 Development within this subarea policy boundary shall be limited to 597,105 square feet of retail space or the equivalent of ITE daily trips. Alternative land uses and intensities consistent with Urban Activity Center future land use designation may be permitted so long as the equivalent ITE daily trip threshold is not exceeded. Such changes shall require an amendment to the project master plan. Any proposed development that would exceed the equivalent ITE daily trip threshold shall be subject to additional infrastructure and transportation impact analysis.

(Amended July 10, 2000, Effective August 3, 2000, Doc. No. 32960; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy S.24.5 In order to protect environmentally sensitive land and maintain compatibility with adjacent uses, all development in this subarea shall be subject to planned development (PD) approval. The PD shall incorporate the following:

- a. Environmentally sensitive areas have been identified within the subarea and have been mitigated or integrated into the overall development consistent with the approved water management district permits.
- b. The on-site roadway and sidewalk network shall be designed to interconnect, where possible, with onsite residential and non-residential uses, and include stub-outs and cross-access easements, to encourage walking and reduce the number of vehicular trips onto Millenia Blvd.

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- c. Prohibited uses shall include the following: New and used recreational vehicle sales, new and used auto broker, flea markets, fruit and vegetable stands, limousine rentals, utility trailer rental, bottle clubs, tattoo shops, personal storage facilities, heavy equipment sales or rental, new or used mobile home sales, tow lots, and vehicle storage. New or used boat sales and rentals may be permitted as an accessory use to a retail store, but are not permitted as a principal use. Notwithstanding the above, used vehicle sales are permitted for large-scale commercial operations with an inventory of at least 200 vehicles onsite and a principal building of at least 20,000 square feet in area.
- d. Multifamily development in the Office Medium Intensity and Residential Medium Intensity future land use districts are subject to administrative master plan review by the planning official. All other development within these future land use districts are subject to master plan review.
- e. No minimum floor-to-area ratio applies to development within the Mixed Use Corridor High Intensity future land use district.
- f. Development within this subarea must provide a logical transition in mass, scale, and height to neighboring multifamily developments. Urban design standards and appropriate land use relationships must enhance and be consistent with the overall character of the Millenia Boulevard area and such standards and use regulations must be incorporated into the applicable planned development ordinance for each development.
- g. In order to mitigate potential impacts on school capacity, individual residential development tracts shall be limited to a maximum of 21 dwelling units per acre.

(Amended April 14, 2003, Effective June 7, 2003, Doc. No. 030414702; Amended October 21, 2013; Effective November 21, 2013; Doc. No. 1310211202; Correction of Scrivener's Error, January 11, 2017)

Policy S.24.6

This area shall be zoned Planned Development (PD) in accordance with the procedures and regulations provided in the Land Development Code. The PD shall consist of Single Family Homes or a balanced mix of Single Family Homes, Townhouse & Carriage Homes, Low-rise Condominiums, and a Residential Amenity Center. The base development capacity for this area shall be 450 dwelling units.

The maximum amount of development shall not exceed 110% of the base development capacity. Any request to exceed the development capacities

allowed under this subarea policy shall be processed as a Growth Management Plan amendment and must demonstrate by data and analysis that adequate facilities and services are available to accommodate the proposed density and intensity of development. The PD ordinance and development plan for this area shall substantially conform to the following guidelines:

1. **Buffers.** Perimeter building setbacks, landscape buffers, water features or conservation areas shall be incorporated into the design of the development site to buffer existing off-site residential development.
 - a. The minimum building setback from the perimeter of the property shall be 25 feet, or as provided herein, whichever is greater.
 - b. The minimum building setback from off-site principal residential buildings, existing as of February 1, 2005, shall be 175 feet and the average setback from off-site principal residential buildings shall be 200 feet.
 - c. The minimum building setback from wetland boundaries shall be 25 feet or equal to the buffer required by the Water Management District or the Army Corps of Engineers, whichever is greater.
 - d. Where feasible, stormwater retention areas shall be located along the perimeter of the development site to separate proposed development from existing off-site residential development. Stormwater retention areas shall be designed as site amenities.
 - e. Trails, sidewalks, and passive recreation facilities may be permitted in the perimeter buffers subject to approval by the Water Management District and/or the Army Corps of Engineers.
 - f. With respect to that area immediately north of the elementary school site on the east side of the project, developer will construct no hardscape surfaces (other than the multi-use trail or sidewalks) within the first 150 feet of such setback as measured from the existing residential buildings on the east side.
 - g. With respect to the setback area around the Cypress Creek I and II existing condominium projects along Cypress Creek Drive, other than for sidewalks and entrance roads on the east and west sides of Cypress Creek I and II, the developer may construct hardscape surfaces in no more than 25% of the setback area.
 - h. Within all such setback areas, developer shall construct enhanced landscaping to screen the existing residential buildings.

2. **Multi-Use Trail.** A Multi-Use Trail shall be extended through the site from Vineland Road to the Shingle Creek Trail to provide access to the elementary school and joint-use park site.

In the area immediately north of the elementary school site, adjacent to the multi-use trail, developer shall construct a passive recreation/rest area which shall include a shelter, benches and drinking fountain. These facilities will be available to users of the multi-use trail, as well as users of the recreational facilities on the school site.

3. **Street Connections.** A minimum of two vehicular connections to the off- site street network shall be incorporated into the design of the development site to reduce peak hour congestion and to provide alternative access for service and emergency vehicles. Internal streets shall be interconnected, where possible, to encourage walking and reduce the number and length of vehicular trips.
4. **Residential Development.** A variety of residential building types shall be incorporated into the design of the development site to provide architectural interest and to accommodate a broad range of housing needs.
 - a. Single family residential units may be located within the development site. The maximum building height shall be two stories.
 - b. Townhouse and Carriage Homes may be located throughout the property. The townhouse and carriage homes shall be two stories tall.
 - c. Low-rise Condominiums may be located within the development site. The minimum building height of these condominiums shall be two stories, the maximum height shall be four stories.
5. **Park and Recreation Facilities.** In addition to the Shingle Creek Trail connection and the joint-use park facilities at the school site, at least two neighborhood parks shall be located within the development site. The minimum combined land area for neighborhood parks shall be two acres. Picnic areas, playgrounds, tot lots, pools, active and passive recreation facilities and neighborhood greens may be counted toward the neighborhood park acreage. However, conservation areas, water bodies, the Shingle Creek Trail connection and joint-use park facilities at the school site may not be counted toward the neighborhood park acreage.

(Amended June 13, 2005, Effective July 14, 2005, Doc. No. 050613901; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Master Plan. An overall Master Plan approval shall be required for the property located within this subarea policy. After initial Master Plan approval, development on individual parcels shall be subject to Specific Parcel Master Plan (SPMP) review and approval. Specific Parcel Master Plans may be reviewed and approved administratively if determined to be consistent with the overall Master Plan by the Planning Official.

Development. Development within this subarea policy boundary shall be limited to 310 multi-family residential units, and 325,000 square feet of retail/commercial space, altogether generating not more than 1,720 Peak Hour trips, calculated by a methodology approved by the City's Transportation Planning Division. Alternative land uses, densities and intensities may be permitted when consistent with the Community Activity Center future land use designation, Orange County Public Schools Concurrency and Capacity Enhancement Agreement and 1,720 Peak Hour trip threshold. Changes to the land uses, densities and intensities specified in this Subarea Policy shall be processed as an administrative or regular amendment to the project master plan, as determined by the Planning Official. Any proposed development that would exceed 1,720 Peak Hour trip threshold or increase building square footage shall be subject to additional infrastructure and transportation impact analysis. Analysis methodology shall be approved by the City Transportation Planning Division.

Parcel K of this subarea policy boundary is permitted an additional 144,450 sq.ft. of industrial use. Alternative land uses and intensities may be permitted when consistent with the Urban Activity Center Future land use designation and as outlined by the processes referenced above.

Transition. Development within this Subarea Policy boundary must provide a logical transition in mass, scale and height to surrounding development. Specific urban design standards and appropriate land use relationships established by a master plan shall enhance and be consistent with the overall character of the Millenia Boulevard area.

Connectivity. The on-site roadway and sidewalk network shall generally interconnect all on-site residential and non-residential uses and include stub-outs and cross-access easements to encourage walking and biking and reduce the number of vehicular trips onto Millenia Boulevard. The property shall connect via a public or private street to Cathy Street and the off-site school site to the east at the time of the school development. Commercial building and building entrances shall be oriented toward streets to provide easy pedestrian connections.

Conservation Use. Because Lake Amanda is not a protected wetland or natural water body, the City Planning Official is authorized to revise the Conservation future land use and zoning boundaries consistent with plans approved by the Water Management District, provided there is no net decrease in the overall acreage of the Conservation Use area. A portion of the Conservation area may be used for parks and/or open space.

Master Stormwater System. All development shall be served by a master stormwater system. The design of the master stormwater system shall conform to the Federal, State and local regulatory and permitting standards. The location, function and design of all stormwater facilities shall be coordinated with open space areas, in order to provide for joint use opportunities.

(Amended January 22, 2007, Effective February 21, 2007, Doc. No. 0701221001; Amended January 27, 2014, Effective February 27, 2014, Doc. No. 1401271202; Amended February 6, 2023, Effective March 9, 2023 Doc. No. 2302061201)

Policy S.24.8 Development within this subarea policy – namely, lots 3 and 4 of the Millenium Parc PD – may include a hotel use.

(Amended July 6, 2020, Effective August 23, 2020, Doc. No. 2007061203)

SUBAREA 25 POLICIES

Policy S.25.1 In order to protect the residential character of Rio Grande Avenue, only residential uses shall be permitted.

Policy S.25.2 **(See Goal 3, Objective 3.2)** In order to protect residential neighborhoods from encroachment, the activity center shall not be permitted to expand.

SUBAREA 26 POLICIES

Policy S.26.1 Because of the level of service on Kirkman Road, and because there is already sufficient land available for commercial development in this portion of the City, the activity center shall not be permitted to expand.

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- Policy S.26.2 Vehicular access to this area shall be permitted only from the internal road system of the Universal Studios development. Access to this area from Vineland Road or Turkey Lake Road shall be prohibited.
(Amended October 9, 2000, Effective December 28, 2001, Doc. No. 33310)
- Policy S.26.3 As part of any annexation or developers agreement for non-residential development within this area or as part of any subsequent rezoning for non-residential use, the cost of the frontage road shall be recaptured.
- Policy S.26.4 Non-residential development within the subarea policy boundary north of Wallace Road shall be limited to the following uses: Office, Fitness/Wellness Center, Childcare, Agriculture, Public Benefit Use, and Golf Course. The maximum intensity of these uses shall not exceed the following: Office - 140,000 square feet; Fitness/Wellness Center - 30,000 square feet; Childcare - 25,000 square feet; Golf Course - unlimited; and Tree Farm - unlimited. Residential Development within this area shall not exceed 12 dwelling units per acre.
(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)
- Policy S.26.5 Non-residential development within the subarea policy boundary south of Wallace Road shall be limited to the following uses and intensities: Dwelling Unit Commercial – 300 units; Retail / Commercial and Office – 0.38 F.A.R., however, such uses shall only be permitted at the southwest corner of Wallace Road and Turkey Lake Road on a maximum total land area of 4.450 acres, inclusive of Double Eagle Way; and Golf Course – 53 acres. Residential development within this subarea policy boundary shall not exceed 12 dwelling units per acre. A bufferyard shall be provided along the western property line bordering the existing off-site residential development. In addition, a portion of the golf course shall be located along the east side of the bufferyard. The bufferyard shall have an average width of 40 feet, a minimum width of 25 feet, and extensive landscaping to screen the existing off-site residential development. Landscape plans for the bufferyard shall be subject to approval by the City Planning Official.
(Amended January 24, 2005, Effective February 24, 2005, Doc. No. 050124910; Amended September 25, 2017, Effective November 13, 2017, Doc. No. 1709251202)

SUBAREA 27 POLICIES

- Policy S.27.1 The residential neighborhood of Tangelo Park shall be protected from encroachment by commercial and industrial development.

- Policy S.27.2 Land use in this area shall be limited to residential; hotels and motels; office; public, recreational and institutional; industrial or similar uses. Commercial uses which are predominantly connected with the sale, rental and distribution of products shall not be permitted.
(Amended June 1992)
- Policy S.27.3 As part of the approval of any Master Plan or other specific development plan for this area, the land area designated for Metropolitan Activity Center shall be reduced by 27.5 acres. No further reduction in the Metropolitan Activity Center in this area shall occur pursuant to Future Land Use Policy 2.1.4.
(Amended June 1992)
- Policy S.27.4 Development within this subarea may be zoned Planned Development (PD), AC-3, and O-1, as consistent with the designations depicted on the Official Future Land Use Map. Until such time as the site is rezoned, the previously approved Acqua Sol PD (ZON2005-00033; approved by the Orlando City Council on March 20, 2006; Doc. #0603201006) shall remain in full force and effect. Further, the 936 multifamily dwelling units and 64,224 square feet of ancillary retail associated with the adopted Acqua Sol PD shall be deemed to conform to the required minimum and maximum density and intensity requirements of the Growth Management Plan (GMP).
- a. **Overall Land Use Densities and Intensities.** The minimum density and intensity standards associated with the Metropolitan Activity Center and Office Low Intensity designations shall not apply within this subarea policy area. However, development shall not exceed the maximum density and intensity standards for those designations consistent with the Growth Management Plan and Land Development Code.
 - b. **Allowable Land Uses.** Allowable uses within the area designated Metropolitan Activity Center shall be consistent with the AC-3 zoning district. Allowable uses within the area designated Office Low Intensity shall be consistent with the O-1 zoning district. In addition, Hotel, Timeshare, and Commercial Dwelling Units, as well as accessory parking associated with use(s) within the Metropolitan Activity Center area, may be permitted in the area designated Office Low Intensity but only as part of a PD. The following Outdoor Recreation Uses shall be strictly prohibited within the subarea policy area: Skeet and Gun Clubs, Gun Ranges, Go-Kart Tracks, Water Parks as a principal use, Ferris Wheels, and High Speed/High Impact Amusement Park Rides (including roller coasters, circular/spinning rides, and extreme thrill rides such as drop towers, shot towers, and pendulum rides). This prohibition does not include golf courses, golf driving ranges, miniature golf facilities, public or private athletic facilities, including sports fields, or any other Public Benefit Use

such as public or private schools or educational facilities, community centers, civic clubs, churches or religious uses, public or private parks, or playgrounds. In addition, a Water Park, may be permitted as an accessory use to a Hotel or Timeshare resort PD.

c. Transportation and Infrastructure.

- i. Development within this subarea shall be limited to no more than 15,734 Average Daily Trips (ADT), to be calculated using a methodology approved by the City's Transportation Planning Division. Any proposed development that would exceed the 15,734 ADT trip threshold shall be subject to infrastructure and transportation impact analyses that demonstrate adequate facilities and services are available to accommodate the proposed additional density and intensity of development.
- ii. A transportation study (neighborhood impact analysis) shall be submitted with an application for new PD zoning or master plan and any application for a substantial amendment to an existing PD unless waived by the Planning Official.
- iii. Locations for transit stops shall be determined and incorporated into the planning and design of projects within the subarea policy area as necessary.

- d. **Public Schools.** If residential development occurs within this subarea policy area, public school capacity and concurrency shall be addressed in a manner which is jointly approved by the City, applicant, and Orange County Public Schools, and which is consistent with state law and the adopted GMP. The City of Orlando shall determine the vesting status of the proposed residential project as part of development review.

(Amended October 3, 2011, Effective November 3, 2011, Doc. No. 1110031101)

SUBAREA 28 Reserved

SUBAREA 29 Reserved

SUBAREA 30 Reserved

SUBAREA 31 POLICIES

Policy S.31.1 All development within the Judge Road properties shall be subject to maximum development capacity that does not exceed the impacts from the 1,816 multifamily dwelling units allowed under the Orange County Medium Density future land use designation that existed prior to annexation, or other uses not to exceed the equivalent number of ITE daily trips. If cumulative impacts to roadways, potable water supply, school facilities, wastewater facilities, or parks exceed the impacts of 1,816 dwelling units, the applicant shall submit a detailed analysis demonstrating that concurrency and/or the mobility plan (if exempt from transportation concurrency) can be met.
(Amended May 22, 2000, Effective August 3, 2000, Doc. No. 32960; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101)

Policy S.31.2 The Orlando Gateway Apartment Project on Shadowridge Drive is committed to mitigating wetland impacts on the immediate area of development. The plan is designed to establish successful conservation areas in a native vegetative condition in an effort to enhance the wildlife habitat value, vegetative composition and overall functional quality of each area. This subarea is subject to a monitoring and maintenance plan agreement between the property owner(s) and the City of Orlando. The agreement must be executed before permits for any site work or wetland clearing may be issued.
(Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201205)

SUBAREA 32 POLICIES

Policy S.32.1 Reserved.
(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206)

- Policy S.32.2 Because some properties within this corridor are located within Aircraft Noise Control Zones, the City of Orlando shall implement the Aircraft Noise and Land Use Control Zone Map concept within this corridor, consistent with Future Land Use Policy 2.4.11. The Aircraft Noise Control Zones Map (Figure LU-2B.1) shall be incorporated into all illustrative master plans for new development within this corridor. The City shall also utilize Figure LU-2B.1 during the review of proposed Future Land Use Map amendments, rezonings and Master Plan approvals to identify potential incompatibilities. Changes that create such incompatibilities shall not be allowed. Because of the proximity of this corridor to the Orlando International Airport, airport-related uses not ordinarily permitted by the Industrial land use classification such as auto rental agencies, hotels, airport remote parking, and support service uses may be permitted through the adoption of a Specially Planned Area overlay zoning district. In order to encourage high quality design within the corridor, the Specially Planned Area zoning district shall include design standards for access (particularly to Narcoossee Road), circulation, and streetscaping. In addition, specific design standards shall be included for commercial and industrial developments. Such standards may address parking location, pedestrian connections, perimeter landscaping, signs, building design, and the need to treat stormwater retention areas as visual amenities.

(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

SUBAREA 33 POLICIES

- Policy S.33.1 Land acquired by GOAA for airport operations shall be considered appropriate for Metropolitan Activity Center designation.

Policy S.33.2 In order to protect the community of Taft from urban encroachment, no property within this area shall be annexed to the City of Orlando.

Policy S.33.3 Reserved.

Policy S.33.4 The portion of the former Orlando Naval Training Center (NTC) McCoy Annex designated as Urban Village shall be redeveloped as an urban, mixed use, pedestrian and transit-accommodating project that embraces the principles of traditional urban design. The following principles are intended to harmoniously and seamlessly blend new development within the Southport Urban Village with the existing urban fabric of the surrounding developed area of Orlando and unincorporated Orange County. The development of the Southport Urban Village shall promote a balanced and efficient transportation system that provides freedom of choice and a mix of land uses that support a variety of lifestyles and needs. New streets within the Southport Urban Village shall be relatively narrow, shaded by rows of trees, and interconnected both internally and externally to disperse traffic and accommodate a variety of itineraries. The arrangement and design of streets shall promote a pleasant, pedestrian and bicycle-friendly environment with an emphasis on convenient and comfortable access to transit, civic uses such as schools and parks, and surrounding neighborhoods.

To guide development of the Urban Village site, specific urban design standards and appropriate land use relationships shall be adopted as part of a Planned Development (PD) zoning designation. The PD zoning ordinance shall be adopted prior to the submittal of development plans. The detailed development standards may be patterned on the Village Center Core designation as described in the Orlando Naval Training Center-Main Base Planned Development Ordinance, the Neighborhood Center guidelines and standards described in LDC Chapter 68-Southeast Orlando Sector Plan Development Guidelines and Standards, or other similar standards proposed by the property owner. However, at a minimum, the PD and associated development standards must adequately address the incorporation of human-scale aesthetics into street and building design (buildings should be oriented to the street frontage to reinforce the pedestrian-oriented character, and should build to a build-to line), linkages between uses via a mature and functional bicycle/pedestrian/transit system, and the incorporation of public/community gathering spaces.

The Industrial parcel (a.k.a. Navy Apartment Parcel) of the former NTC McCoy Annex was previously designated as Residential Low Intensity and limited to a maximum of 618 housing units. Upon changing the future land use designation from Residential Low Intensity to Industrial, those development rights were added to the 350 dwelling units permitted on the Urban Village site. The Future Land Use Map shall identify the boundaries of

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the Urban Village. The range of development permitted within the Southport Urban Village shall be:

Use Type	Maximum # Units	Maximum Floor Area (sf)
Retail/Commercial		20,000
Office		75,000
Residential	968*	
Civic		20,000

*The Industrial parcel (a.k.a. Navy Apartment parcel of the former NTC McCoy Annex) was previously designated as Residential Low Intensity and limited to a maximum of 618 dwelling units. Upon changing the future land use designation to Industrial, the balance of those development rights were added to the 350 dwelling units permitted on the Southport Urban Village parcel for a maximum of 968 units.

Development of the Industrial Parcel shall be permitted up to the maximum intensity permitted by the Industrial future land use category and the Land Development Code, and shall require Master Plan review prior to development. Any development of the Industrial parcel shall include a public street connecting Dowden Road (a.k.a . 8th St.) through the parcel to Boggy Creek Road via Rayburn Street.

Any amendment to this subarea policy that changes the overall development capacity shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity development.

(Amended April 14, 2003, Effective June 7, 2003, Doc. No. 030414702; Amended September 8, 2014, Effective October 18, 2014, Doc. No. 1409081202)

Policy S.33.5

Because this area is the location of a former military landfill, any development proposals shall be supported by engineering and environmental studies demonstrating the suitability of areas affected by the former landfill for the uses proposed. Planned Development (PD) zoning shall be required in order to address appropriate locations for development.

The boundaries of environmentally sensitive areas shall be determined through the Planned Development (PD) or Conservation (C) rezoning process, based upon appropriate environmental studies and analysis. Development within identified environmentally sensitive areas shall be consistent with Conservation Policies 1.4.1 through 1.4.6 and coordinated with all appropriate government agencies to minimize adverse environmental impacts.

(Amended February 2, 2009, Effective March 6, 2009, Doc. No.0909021102)

SUBAREA 34 POLICIES

Policy S.34.1 Land acquired by GOAA for airport operations shall be considered appropriate for Metropolitan Activity Center designation.

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- Policy S.34.2 The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area. The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area. The properties located within this Subarea Policy, as identified by the Greater Orlando Aviation Authority (GOAA) and as defined by the Federal Aviation Administration (FAA), are subject to an aviation zone that does not allow new residential development. Existing residential development within this area may remain and continue to be used for residential purposes subject to the Nonconforming Use provisions of the Land Development Code (LDC).
- (Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended February 9, 2015, Effective April 2, 2015, Doc No. 1502091201)*

SUBAREA 35 POLICIES

- Policy S.35.1 Land acquired by GOAA for airport operations shall be considered appropriate for Metropolitan Activity Center designation.
- The Planning Official shall be authorized to approve property designated as residential or office to be used for industrial or office uses at an equivalent intensity of use(s), based upon a transportation study. Such office or industrial uses shall be permitted if the property is developed under Master Plan or under unified ownership in conjunctions with adjacent land designated industrial or activity center.
- (Amended May 17, 1993, Effective July 8, 1993, Doc. No. 26610)*
- Policy S.35.2 Because of the area's proximity to a major roadway network which includes the BeeLine Expressway and the recently completed Central Florida Greenway, and its close proximity to the Orlando International Airport, the City of Orlando believes that it is well situated for appropriately timed urbanization. The City acknowledges that designation of individual properties for urban land uses must be based on demonstrated need for additional urban land uses, availability of facilities and services, and appropriate measures to conserve natural resources and environmentally sensitive lands. As properties are annexed into the City of Orlando, the City shall assign future land use designations and zoning classifications in accordance with the above considerations and all provisions of Chapter 163, F.S., including Sections 163.3184, 163.3187, 163.3189, F.S.; Section 171.062, F.S.; Rule 9J-5.005 (2 and 8), F.A.C and Rule 9J-11, F.A.C. These GMP amendments will be based upon a Development of Regional Impact Development Order and Master Plan or other appropriate master planning process designed to ensure that the timing and staging of development is both internally and externally consistent with all adopted policies and surrounding land uses.
- (Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962)*

Policy S.35.3 One Village Center/Urban Transit Center may be permitted north of Lake Nona (the lake) and west of Narcoossee Road in the future, as part of an individual master plan submission. The Center shall not be located within Aircraft Noise Control Zones A-D, but shall be permitted in Aircraft Noise Control Zone E. This Village Center/Urban Transit Center designation may be established within an Urban Village PD in conformance with Policy 2.4.4. If not established as part of an Urban Village PD, a Growth Management Plan amendment shall be required.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy S.35.4 The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area. The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy S.35.5 This area shall be developed as a mixed-use Planned Development (PD). If development densities and intensities allowed under the PD exceed Development of Regional Impact (DRI) thresholds, no development shall be allowed prior to the adoption of a DRI Development Order, except as may be allowed under Chapter 380, Florida Statutes, and Rule 24-28, Florida Administrative Code. The base development capacity of this area shall be as follows:

Residential	1,000 units
Office	207,600 sq. ft.
Retail	1,387,000 sq. ft.
Hotel	300 rooms

The maximum amount of development allowed within any single land use category (except Public Benefit Use) shall not exceed 110% of the numbers above. Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.

1. **General Standards.** The PD shall include General Standards to implement the following guidelines applicable to property throughout the development:
 - a. *Natural Features.* Natural features shall be treated as amenities. In addition, large wetland and open space areas shall be connected to form continuous natural corridors. Naturally vegetated buffers shall be preserved adjacent to conservation

areas, consistent with the policies provided in the GMP Conservation Element. Roads that cross major wetland systems shall incorporate bridges or other appropriate design features to maintain wildlife corridors.

- b. *Master Stormwater System.* All development shall be served by a master stormwater system. The design of the master stormwater system shall conform to the Orlando Engineering Standards Manual (ESM). The location, function and design of all stormwater facilities shall be coordinated with open space, park and greenway areas, in order to provide for joint use opportunities. Where possible, greenways with trails should line riparian corridors and storm drainageways to connect destinations such as schools, parks and commercial areas.
- c. *Transportation System.*
 - i. The transportation system shall conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time.
 - ii. Due to its prominence, the Econlockhatchee Trail extension shall be designed as a tree-lined boulevard. Landscaped medians shall be provided in segments that have a 4-lane section.
 - iii. The project shall provide a roadway connection stub to the east property line that will provide access between this project and the development known as the Randall Johnson Project. This is consistent with GMP Policy 1.10.3.
 - iv. The project shall have an interconnected multi-use trail network and incorporate a north-south regional trail into the planning, design, and construction of the project.
 - v. Locations for transit stops shall be determined and incorporated into the planning and design of the project.
- d. *Gateway.* A gateway feature shall be constructed to establish an identity for the area and to signify passage into the southeastern sector of the City. This gateway may be constructed in conjunction with other projects in the area.
- e. *Public School Capacity.* In accordance with adopted Growth Management Plan policies, if residential uses are included in the PD, public school capacity shall be addressed in a manner jointly

approved by the City, applicant, and Orange County Public Schools.

2. **Activity Center Standards.** The PD shall also include Activity Center Standards which shall be implemented on at least 50% of the property located within the Activity Center portion of the PD:
 - a. *Mixture of Uses.* The Activity Center shall incorporate a mixture of uses, including mixed-use buildings. The type of uses allowed shall be generally consistent with the uses allowed under the Urban Activity Center future land use designation.
 - b. *Urban Form.* The Activity Center shall be comprised of streets and blocks to allow for change and intensification over time, without requiring complete redevelopment. Buildings and support facilities shall be configured to provide a safe and convenient path for both vehicles and pedestrians. Parking shall be provided in amounts not to exceed the applicable maximum set forth in the City's Land Development Code, except where the City determines that other parking standards are appropriate. Irregularly shaped blocks may be incorporated to add variety and create interesting opportunities for small plazas, parks or distinctive buildings to enhance the unique character of the development.
 - c. *Streets.* The Activity Center shall incorporate both Pedestrian Streets and Service Streets to separate pedestrian and service-oriented traffic. Pedestrian Streets shall be lined with buildings that are oriented toward the street(s), surround public spaces and terminate vistas. Service Streets shall be designed to accommodate utilities, service deliveries, parking garages, parking lots, dumpsters and heavier traffic. The street system shall be interconnected to provide multiple options for entering, leaving and moving within the Activity Center.
 - d. *Pedestrian Connections.* A safe, continuous pedestrian connection shall be provided between major commercial uses within the PD. Buildings shall be oriented toward Pedestrian Streets, parks or plazas to provide easy pedestrian connections and promote a vibrant street environment. Anchor tenant retail buildings may have entries from off-street parking lots, but entries from Pedestrian Streets are also encouraged.
 - e. *Center.* A park or plaza shall be located along the main Pedestrian Street to orient visitors and provide a recognizable center.

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- f. *Architecture.* Multiple stories are encouraged along Pedestrian Streets to enclose the street and promote a sense of place. Building facades shall be varied and articulated to provide visual interest. Street level windows are required along Pedestrian streets to encourage window-shopping and promote a sense of security.
- g. *Parking.* Surface parking shall generally be located along Service Streets, to the rear of commercial buildings, and in parking courts located within the interior of blocks. On-street parking may be located along Pedestrian Streets.

(Amended August 23, 2004, Effective November 12, 2004, Doc. No. 040823916; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy S.35.6(A) The maximum development capacity of this area shall be as follows:

Residential	2,200 units
Office	400,000 sq. ft.
Retail	750,000 sq. ft.
Hotel	600 rooms
Public Benefit Use	Impacts to be addressed on a case-by case basis through conditional use permit

Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development. Prior to development, an overall master plan that addresses the entire land area and maximum development program shall be reviewed and approved.

The overall master plan shall address the following issues:

- a. **Natural Features.** Natural features shall be treated as amenities. Roads that cross major wetland systems shall incorporate bridges or oversized culverts to maintain wildlife corridors.
- b. **Park and Recreation Facilities.** At least 12 acres shall be reserved for public park and recreation facilities. Open spaces designated Conservation on the Future Land Use Map shall not count toward the minimum acreage of park and recreation facilities. Such open space shall be accessible to the general public.

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- c. **Billboards.** Because this property is directly adjacent to the Southeast Orlando Sector Plan area, billboards shall be prohibited, consistent with Policy 4.1.18.
- d. **Transportation System.**
 - i. The proposed roadway network shall conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. The overall master plan shall include typical street cross-sections.
 - ii. An interconnected multi-use trail network and north-south regional trail that connects to the East Park Trail south of Dowden Road shall be incorporated into the planning, design, and construction of the project.
 - iii. Locations for transit stops shall be determined and incorporated into the planning and design of the project.
 - iv. A detailed traffic study that incorporates the maximum impacts of the proposed development shall be required. The traffic study shall verify the laneage needed for proposed on-site roadways, identify cross-access corridors, and identify any needed offsite improvements.
 - v. The proposed on-site roadway network shall include provision for future connection to the west consistent with the City's connectivity requirements (see Transportation Element Objective 1.10 and associated policies).
- e. **Schools.** Before December 31, 2017, in the event the Orange County School Public Schools (the "OCPS") notifies the Owner that it has determined that the Property is suitable for an approximately 15-acre elementary school site, Owner shall negotiate in good faith with OCPS regarding a mutually satisfactory purchase price, specific location within the Property, and such other terms and conditions as reasonably necessary to enter into a purchase contract with OCPS for such school site within the Property.

Each individual development site within the overall master plan shall be reviewed by the Municipal Planning Board as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code. Cumulative actual development within the overall master plan shall not exceed 120% of DRI thresholds without compliance with Chapter 380 Florida Statutes.

(Amended January 25, 2010, Effective February 26, 2010, Doc.No.1001251102)

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Policy S.35.6(B) The properties located within this Subarea Policy, as identified by the Greater Orlando Aviation Authority (GOAA) and as defined by the Federal Aviation Administration (FAA), are subject to an aviation easement. Properties within this Subarea Policy must not be developed with residential uses, as required by the Lake Nona DRI Development Order. *(Amended February 9, 2015, Effective April 2, 2015, Doc No. 1502091201)*

Policy S.35.7 The property within the boundary of this Subarea Policy, generally referred to as Lake Nona, is a 9,044-acre property located within the Southeast Orlando Sector Plan area. In accordance with the requirements of the Southeast Orlando Sector Plan, this property shall be zoned Planned Development (PD) consistent with Future Land Use Policy 2.4.4, designated Urban Village and Conservation on the Official Future Land Use Map, and designed as a mixed-use community. The PD zoning shall adhere, at a minimum, to the following standards:

1. **Development Capacity.** The maximum development capacity of the Lake Nona PD shall be 20,817 residential units 3,658 hotel rooms, and 24,982,926 square feet of non-residential space including office/commercial/retail, and industrial/Airport Support District (including hospital). The maximum amount of development allowed within any single land use category (except civic) shall not exceed 110% of the numbers above. The project may also exchange land uses according to an approved land use/transportation equivalency matrix as set forth in the PD. Any increase in development beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development
2. **Limited Transfer of Development Rights.** The Lake Nona PD may allow the limited transfer of residential development rights from the Town Center to the Village Center/Urban Transit Center known as “Mid-Town” as described in Subarea Policy S.35.7.1
3. **Urban Design, Architecture, and Placemaking.** Lake Nona has and shall continue to create walkable and bikeable neighborhoods, urban mixed-use districts, and public spaces activated by superior architecture, landscaping and parks, interactive art installations and performance/event spaces, and other features intended to create a unique urban environment. Future development will feature higher density in appropriate areas to promote a live-work dynamic around the Lake Nona Town Center and in mixed-use districts. Such areas shall be designed to accommodate a variety of mobility options.
4. **Housing.** The Lake Nona project shall contribute to the supply of mixed-income housing, including affordable housing, in the portion of the project that has not yet been developed.

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The PD shall define the term "affordable" and specify that at least 10% of all future or "delta" residential units in the project meet that standard (calculation shall be based on the delta of the Lake Nona PD's existing entitlement of 13,592 residential units and the amended PD's entitlement of 20,817 residential units). The PD may allow further flexibility in how this requirement is met, including possible on-site, off-site, or fee-in-lieu of options.

5. **Primary Conservation Network (PCN)/Open Space/Parks.** At least 25% of the Lake Nona PD shall be set aside as open space either under conservation easement as part of the Primary Conservation Network or designated as some form of open space (e.g., lakes, stormwater, parks, greenspaces, and trails). Parks shall be provided consistent with the City's adopted level of service standards and Chapter 68 of the Land Development Code.
6. **Natural Features.** Where unique natural features exist in areas set aside as open space, such as natural features shall be treated as amenities. Roads that cross major wetland systems shall incorporate bridges or other appropriate design features to maintain wildlife corridors.
7. **Master Stormwater Systems.** The Lake Nona PD shall be subject to a Master Stormwater Plan, which may include the plans previously approved for the original Lake Nona property, Poitras property, and Education Village property. The location, function, and design of all stormwater facilities shall be coordinated with open space, park, and greenway areas to provide for appropriate joint use opportunities. Where possible, greenways and trails should line riparian corridors and storm drainage way to connect destinations such as schools, parks, and mixed-use districts.
8. **Utilities.** The master developer shall coordinate with the appropriate utility entities to ensure provision of adequate potable water and wastewater service for both existing and planned development within the project.
9. **Mobility System.** The Lake Nona project shall accommodate a wide variety of mobility options, including streets, bike/pedestrian facilities, transit (including autonomous vehicles where appropriate), and smart technology systems to assist users in wayfinding and transitioning between modes.
 - a. The project shall incorporate complete streets into the design of the all roadway segments in the Major Thoroughfare Plan and other roadways subject to Transportation Element Policy 1.33.4 and the locations for transit corridors and transit stops shall be incorporated into the planning and design of the project.

- b. The project shall have an interconnected multi-use trail network and incorporate connections to major community recreation facilities, schools, and cultural institutions within the project.
- 10. **Public Schools.** To ensure adequate public school capacity for students generated by development of the Lake Nona property, building sites in the project shall be subject to applicable school concurrency and school capacity requirements. The City recognizes that up to 11,250 residential units are vested from capacity enhancement and school concurrency by rights acquired under the Fourth Amended and Restated Development Order for the Lake Nona DRI before it was rescinded and further incorporated into the PD as well as existing capacity enhancement agreements. The developer shall negotiate provision of any additional school capacity enhancements with the Orange County School Board as necessary.
- 11. **Gated Communities.** Up to 20% of the single-family residential units in the Lake Nona project may be gated. In lieu of the requirement for traditional design standards described in Future Land Use Element Policy 4.1.9, a hybrid of conventional and traditional design standards may be approved in a Specific Parcel Master Plan for gated neighborhoods that have a gross density of up to 5 dwelling units per acre.

(Amended August 15, 2022, Effective September 15, 2022, Doc No. 2208151205)

Policy S.35.7.1 Because the Lake Nona Town Center (Parcel 22A of the Lake Nona PD) is located within an avigation easement that prohibits residential development, the Lake Nona PD may allow for the limited transfer of residential development rights for parcels within the boundary of this subarea policy, and specifically from the Town Center to the Village Center/Urban Transit Center area east of Lake Nona Boulevard known as Mid-Town (Parcels 21A, 21B, 22B, 23B, 24A, 24B and 28E of the Lake Nona PD). However, the overall residential density of the Town Center and Mid-Town areas combined shall not exceed 30 dwelling units per acre. *(Amended August 15, 2022, Effective September 15, 2022, Doc No. 2208151205)*

Policy S.35.8 Property within the boundary of this Subarea Policy is located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development. The provisions specified in Future Land Use Policy 2.4.4. Goal 4 and associated objectives and policies shall apply within this area. The property will utilize the Southeast Orlando Sector Plan land use of Airport Support District-High Intensity and Conservation. The portion of the site (approximately 27.41 acres) designated as Airport Support District-High Intensity shall have a maximum development program of 1,790,969 square feet. The development program with primarily medical and medical-related uses will allow the following uses:

Hospital	700,000 sq. ft.
Medical Office, Surgery Center, Rehab	400,000 sq. ft.
Office/Retreat Center	100,000 sq. ft.
Retail & Health Park Uses (Medical Supply, Pharmacy, Health Food Store, Restaurant)	100,000 sq. ft.
Hotel (150 rooms)	100,000 sq. ft.
Skilled Nursing Facility, Medical Dependent Assisted Living Facility, Daycare, School/Church	390,969 sq. ft.

Any increase in the development program beyond that allowed by this subarea policy shall require an amendment to this subarea policy and must be supported by data and analysis that demonstrates that adequate facilities and services are available to accommodate the proposed density and intensity. Each development site is subject to Specific Parcel Master Plan review by the Southeast Town Design Review Committee and final approval by Orlando City Council. Each Specific Parcel Master Plan shall address building layout, parking, and other site planning matters identified by the Land Development Code.

Transportation. The road network within this subarea must conform to the City's Major Thoroughfare Plan. as may be amended from time to time. Each specific parcel master plan must include typical street cross sections for review by the Southeast Town Design Review Committee and final approval by the Orlando City Council.

(Amended February 21, 2022, Effective March 24, 2022, Doc No 2202211201)

SUBAREA 36 POLICIES

Policy S.36.1 In order to protect the community of Taft from urban encroachment, no property within this area shall be annexed to the City of Orlando.

Policy S.36.2 Consistent with Future Land Use Policy 2.4.4, and in order to fully encourage integrated, mixed land uses in the Airport Industrial Park at Orlando (AIPO) DRI, portions of the AIPO site shall be considered suitable for Planned Development (PD) zoning. Three areas within the AIPO DRI shall be designated PD on the Official Zoning Map.

Development shall conform to the approved DRI Development Order and to the following additional criteria:

Allowable Uses and Composition of Mix. Consistent with the DRI Development Order, the AIPO DRI/PD shall be developed with Industrial, Office, and Hotel/Commercial uses, including but not limited to warehouse, office and industrial park (Manufacturing, Warehouse, Research Park and Office Park Uses), together with ancillary hotel and restaurant development. Ancillary retail

trade uses are permitted in accordance with the approved DRI Development Order.

Development within the AIPO DRI shall be limited to 20,300,000 square feet of Industrial, 700,000 square feet of Office, 400,000 square feet of Hotel/Commercial (total of 46.5 acres), or an equivalent mixture of uses consistent with an approved DRI equivalency matrix. In no event shall the overall intensity of development exceed the maximum amount approved in the AIPO DRI Development Order.

Ancillary Hotel/Commercial uses shall only be allowed within the three areas delineated by this subarea policy and classified as PD on the City's Official Zoning Map. The location and amount of allowable land use types may be shifted between the three PD areas, provided the location of each use is shown on the approved project master plan (Map H). Any proposed change which would increase the land use intensity within the Subarea Policy/PD boundary without a corresponding decrease in some other portion of the Subarea Policy/PD boundary and which results in greater off-site impacts or potential adverse impacts on adjacent land uses, shall be reviewed by the City to determine consistency with the Growth Management Plan and to determine if a Plan amendment is necessary. After the prescribed 46.5 acres of commercial land is developed, the remainder of the PD zoned areas shall only be developed with industrial and office uses consistent with the DRI Development Order.

Overall Land Use Densities and Intensities. Industrial and Office development shall conform to the standards and criteria of the City's Industrial future land use designation (see Figure LU-1, Standards for Future Land Use Categories) and I-G zoning district.

Ancillary Hotel/Commercial development within the PD areas shall conform to the standards and criteria of the City's Community Activity Center future land use designation (see Figure LU-1, Standards for Future Land Use Categories) and AC-1 zoning district.

Land Use Compatibility Standards, Including Provisions for Buffering by Land Use Density/Intensity. The City shall utilize the provisions of the Land Development Code for all land development standards.

Minimum Transportation Access Requirements for Hotel/Commercial Uses. Hotel/Commercial uses at the intersections of Orange Avenue/Tradeport Drive and Tradeport Drive/Boggy Creek Road shall conform to the minimum transportation access requirements for commercial uses in Community Activity Centers, as outlined in Figure LU-1, Standards for Future Land Use Categories. Hotel/Commercial uses at the intersection of Orange Avenue and Palm Bay Drive shall conform to the minimum transportation access requirements for commercial uses in Neighborhood Activity Centers.

The provisions specified in this policy shall work in conjunction with all other applicable GMP objectives and policies and shall not supersede such policies.

(Amended October 9, 2000, Effective November 9, 2000, Doc. No. 33310)

SUBAREA 37 RESERVED

SUBAREA 38 POLICIES

Policy S.38.1 Reserved.

(Amended February 4, 2008, Effective March 6, 2008, Doc. No. 0802041003; Amended January 25, 2010, Effective February 26, 2010, Doc. No. 1001251102; Amended January 28, 2019, Effective Mar. 15, 2019, Doc. No. 1901281203; Amended August 15, 2022 Effective September 15, 2022, Doc. No 2208151205.)

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Policy S.38.2 The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development (PD). The provisions specified in Future Land Use Policy 2.4.4., Goal 4 and associated objectives and policies shall apply within this area.

The maximum development capacity of this area shall be as follows:

Beth Road – 472 dwelling units and 78,700 square feet of non-residential uses allowed by the Neighborhood Center designation.

Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrate adequate facilities and services are available to accommodate the proposed density and intensity of development. Prior to development, each development site shall be reviewed by the Development Review Committee (DRC) as part of a specific parcel master plan (SPMP) that addresses building layout, parking, and other site planning issues as identified in the Land Development Code.

Transportation

a. The proposed roadway network within the project shall conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. Each specific parcel master plan shall include typical street cross sections if new streets are proposed.

b. The project shall incorporate at least one vehicular and bicycle/pedestrian path from New Hope Road, north through the northern Property, ending in a stub out at the northern Property line to provide a future access point, connecting to both the unnamed road to the north and ultimately to the Lake Nona DPRID.

c. The project must consider multimodal strategies and connections that will provide both internal bicycle and pedestrian connectivity as well as connectivity to the trail network planned as part of the development of the Lake Nona DRI/PD.

Natural Features

Natural features shall be treated as amenities. Roads that cross major wetland systems shall incorporate bridges or other appropriate design features to maintain wildlife corridors.

(Amended May 17, 2021, Effective June 26, 2021, Doc. No.2105171202; Amended March 20,2023, Effective April 20, 2023, Doc. No. 2303201208)

SUBAREA 39 POLICIES

Policy S.39.1 The property within this subarea policy shall be zoned Planned Development (PD). The maximum amount of development allowed within any individual PD shall not exceed 115% of the development program identified for that property in the table below. Any amendment that would allow development to exceed the development program allowed under this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrate adequate facilities and services are available to accommodate the proposed density and intensity of development.

The following additional restrictions shall apply to multi-family residential development within the Vista Lakes Planned Development:

- a. Multi-family residential development shall be limited to a maximum of 427 units in the North Village Town Center and 300 units in Tract N-10;
- b. Multi-family residential development in the North Village Town Center shall not exceed 300 units without prior City approval of a site plan demonstrating that the North Village Town Center will be developed as a residential/non-residential mixed-use development; and
- c. Multi-family residential densities shall not exceed 20 dwelling units per acre.

<u>Planned Development:</u>	<u>SF Units</u>	<u>MF Units</u>	<u>Com. Sq. Ft.</u>	<u>Ind Sq. Ft.</u>	<u>Office Sq. Ft.</u>	<u>Hotel Rooms</u>
Vista Lakes*	1,573	727	140,000 to 190,000	0	20,000 to 70,000	0
Crowntree Lakes	99	1,533	438,605	128,775	20,000	0
Tivoli Woods	900	0	0	0	0	0
McCoy Tract	0	600	135,500	0	22,500	140

**The maximum amount of commercial and office development within the Vista Lakes Town Center shall not exceed a combined total of 210,000 square feet.*

(Amended May 11, 1998, Effective July 30, 1998, Doc. No. 31211; Amended May 22, 2000, Effective August 3, 2000, Doc. No. 32960; Amended June 13, 2005, Effective July 14, 2005, Doc. No. 050613901; Amended July 13, 2009, Effective August 13, 2009, Doc. No. 0907131103; Amended January 25, 2010, Effective February 26, 2010, Doc. No. 1001251102; Amended April 9, 2012, Effective May 24, 2012, Doc. No. 1204091204; Amended July 18, 2022, Effective August 18, 2022, Doc. No. 2207181208)

Supplement No. 24

McCoy Tract Transportation

1. At least one east-west vehicular and pedestrian connection must be provided between the Narcoossee Road and the Vista Park PD, between the future Hazeltine National Drive and SR -528. The exact location of the connection point shall be determined at the time of Master Plan review.

2. A north/south cross-access must be provided parallel to Narcoossee Road, between Hazeltine National Drive Extension and the McCoy Road Extension. The cross-access/frontage road south of the McCoy Road Extension will be provided contingent with participation in the master infrastructure program by the southern neighboring property owner via private agreement.

(Amended July 18, 2022, Effective August 18, 202, Doc. No. 2207181208)

Policy S.39.2 Because some properties within this corridor are located within Aircraft Noise Control Zones, the City of Orlando shall implement the Aircraft Noise and Land Use Control Zone Map concept within this corridor, consistent with Future Land Use Policy 2.4.11. The Aircraft Noise Control Zones Map (Figure LU-2B.1) shall be incorporated into all illustrative master plans for new development within this corridor. The City shall also utilize Figure LU-2B.1 during the review of proposed Future Land Use Map amendments, rezonings and Master Plan approvals to identify potential incompatibilities. Changes that create such incompatibilities shall not be allowed. Because of the proximity of this corridor to the Orlando International Airport, airport-related uses not ordinarily permitted by the Industrial land use classification such as auto rental agencies, hotels, airport remote parking, and support service uses may be permitted through the adoption of a Specially Planned Area overlay zoning district. In order to encourage high quality design within the corridor, the Specially Planned Area zoning district shall include design standards for access (particularly to Narcoossee Road), circulation, and streetscaping. In addition, specific design standards shall be included for commercial and industrial developments. Such standards may address parking location, pedestrian connections, perimeter landscaping, signs, building design, and the need to treat stormwater retention areas as visual amenities.

(Amended November 10, 2003, Effective March 1, 2004, Doc. No. 031110705; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy S.39.3 This area shall be developed as a Planned Development (PD), incorporating a variety of uses and facilities designed to enhance convenience and livability while reducing vehicle miles traveled. The base development capacity of this area shall be as follows:

Residential	4,300 units	Public Benefit Use Impacts to be addressed on a case-by-case basis through Conditional Use Permit.
Office	20,000 sq. ft.	
Retail	80,000 sq. ft.	

Prior to development, a Planned Development ordinance (PD) that addresses the entire land area and maximum development program shall be reviewed and approved by Council. The PD may include a trip equivalency matrix to allow conversion between residential, office and retail uses. If, by using the matrix, a use exceeds the maximum limit above, the PD shall be amended to address impacts to other public facilities. Any increase in development capacity that does not include a corresponding decrease in a different land use shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.

Supplement No. 17

The PD must address the following:

- a. **Natural Features.** Natural features shall be treated as amenities. In addition, large wetland and open space areas shall be connected to form continuous natural corridors. Roads that cross major wetland systems shall incorporate bridges or oversized culverts to maintain wildlife corridors.
- b. **Park and Recreation Facilities.**
 - i. At least 40 acres shall be reserved for park and recreation facilities. This acreage shall include one active park having a minimum size of 30 acres, plus additional active recreation areas, picnic areas, playgrounds, tot lots, squares, greens and associated open spaces having a combined area of at least 10 acres. The former landfill or open spaces designated Conservation on the Future Land Use Map shall not count toward the minimum 40 acres of park and recreation facilities.
 - ii. The community park acreage (up to 30 acres) can be transferred to the Starwood development as described in Future Land Use Element Subarea Policy S.40.8. The specific park location, type of facilities, construction responsibilities and timing shall be executed through a separate agreement with the City.
 - iii. The City shall be responsible for the maintenance of the community park, and the City shall issue permits that will grant the applicant the right but not the obligation to supplement the City's maintenance activities within the community park.
- c. **Neighborhood Centers.** Residential neighborhoods shall have a distinct center, featuring a school, park, or focal point. This center should preferably be located within a five-minute walk (approximately ¼ mile) of at least 60 percent of the homes in the neighborhood to promote identity and a sense of community.
- d. **Schools.** School capacity and concurrency shall be provided consistent with the City's Interlocal Agreement with Orange County Public Schools, as it may be amended from time to time.
- e. **Public School Sites.** At least 30 acres shall be reserved for two public school sites, except where an alternate method for addressing school capacity is jointly approved by the City, the applicant and Orange County Public Schools. Public school sites shall be specifically identified on the PD Development Plan at locations acceptable to Orange County Public

- f. Schools. Such locations shall be suitable in size and shape, accessible to residents of the surrounding neighborhoods via bikeways and sidewalks, and accommodate appropriate vehicular access and circulation. Joint- use public recreation facilities shall be located adjacent to school sites.

Sites for one fire station and one police substation shall be designated.

g. Transportation System.

- i. The transportation system shall conform to the City of Orlando’s Major Thoroughfare Plan, as may be amended from time to time. The PD must contain typical street cross sections.
 - ii. An interconnected multi-use trail network and regional trail consistent with the City’s bicycle plan shall be incorporated into the planning, design, and construction of the project.
 - iii. Locations for transit stops shall be determined and incorporated into the planning and design of the project.
 - iv. A detailed traffic study that incorporates the maximum impacts of the proposed development shall be required. The traffic study must verify the laneage needed for proposed on-site roadways, identify cross-access corridors and identify any needed offsite improvements.
 - v. The proposed on-site roadway network must include provision for future connection to the north, west, and south consistent with the City’s connectivity requirements (see Transportation Element Objective 1.10 and associated policies).
 - vi. Alternative transportation impact fees may be proposed and approved consistent with the City’s transportation impact fee ordinance, Chapter 56, Orlando City Code.
- h. Pursuant to Part 2H, Chapter 65, Orlando City Code (and without any exception as may be provided by section 65.331, Orlando City Code), each individual development site within the PD shall be reviewed by the Municipal Planning Board and approved by the City Council as part of a specific parcel master plan that addresses building lot layout, parking, and other site planning issues as identified in the Land Development Code.

(Amended August 23, 2004, Effective November 12, 2004, Doc. No. 040823916; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended January 23, 2017, Effective April 7, 2017, Doc. No. 1701231203)

Policy S.39.4

Development intensity/density on the subject property shall be limited as set forth in the Beltway Commerce Center PD ordinance. Development on the subject site shall not exceed 550,000 square feet of office space, 1,550,000

square feet of industrial/warehouse space, 160,000 square feet of commercial/retail space, and 550 single family attached and detached dwelling units or an equivalent mixture of uses, including hotels and public benefit uses, consistent with an approved land use/trip equivalency matrix. If neighborhood parks are not available at the time of residential development, the Neighborhood Park Level of Service Standard must be met on site. In no event shall the overall intensity/density of development exceed the maximum amount approved in the Beltway Commerce Center PD ordinance, unless the PD ordinance and this Subarea Policy are further amended to reflect the proposed increase in intensity or density. If a substantial change to the development program is proposed, additional review of the affected Growth Management Plan elements, including the Capital Improvements Element, may be required.

(Amended October 29, 2007, Effective February 5, 2008, Doc. No. 0710291003; Amended July 13, 2009, Effective August 13, 2009, Doc. No. 0907131103; Amended February 25, 2013, Effective March 25, 2013, Doc. No. 1302251202; Amended May 29, 2018, Effective July 19, 2018, Doc. No. 1805291201)

Policy S.39.5

Because this area is located within a Formerly Used Defense Site, and because the site is located directly adjacent to the Orange County landfill, any development proposals must be supported by engineering and environmental studies demonstrating the suitability of the development for the uses proposed. The property owner shall comply with all Defense Environmental Restoration Program (DERP-FUDS), and Military Munitions Response Program requirements and protocols as recommended and established by the U.S. Department of Defense – U.S. Army Corps of Engineers as part of the development of the property.

The boundaries of environmentally sensitive areas shall be determined through and based upon appropriate environmental studies and analysis. Development must conform to Conservation Policies 1.4.1 through 1.4.6 and be coordinated with all appropriate governmental agencies to minimize any potential adverse environment impacts.

Roads that cross major wetland systems must incorporate bridges or oversized culverts to maintain wildlife corridors.

Prior to development, an overall master plan that addresses the entire land area and maximum development program shall be reviewed and approved. The maximum development program shall be limited to 3,388,000 square feet of permitted uses. At such time as the property owner is ready to proceed with development that generates more than 1,000 external average daily trips, the property owner shall submit to the City transportation official a traffic impact analysis. The traffic impact analysis shall (i) address roadway links and intersections on which the development is projected to use more than five percent of the adopted level of service capacity, (ii) shall include appropriate mitigation measures, if required, complying with the laws, ordinances, and transportation requirements that are in effect at the time analysis is performed; (iii) shall be reviewed for sufficiency prior to the commencement of development that exceeds 1,000 external average daily trips; and (iv) shall assess impacts to State SIS facilities consistent with the appropriate statutory requirements.

The following structures and uses are prohibited within this area: billboards, residential, emergency shelters, treatment/recovery facilities, adult entertainment, and intensive retailing. Allowable uses must be consistent with Future Land Use Figure LU-1 and the Land Development Code.

(Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended November 9, 2020, Effective December 21, 2020, Doc. No. 2011091202)

Policy S.39.6 Reserved.

(Amended April 9, 2012, Effective May 24, 2012, Doc. No. 1204091204; Amended July 18, 2022, Effective August 18, 2022, Doc. No. 2207181201)

SUBAREA 40 POLICIES

Policy S.40.1 The maximum development program of this area shall be as follows:

Residential	2,752 units
Office	627,000 sq. ft.
Retail	713,845 sq. ft.

Public Benefit Use Impacts to be addressed on a case-by case basis through conditional use permit.

Prior to development, a Planned Development ordinance (PD) that addresses the entire land area and maximum development program shall be reviewed and approved by Council. The PD may include a trip equivalency matrix to allow conversion between residential, office, and retail uses. If, by using the matrix, a use exceeds the maximum limit above, the PD shall be amended to address impacts to other public facilities. Any increase in development capacity that does not include a corresponding decrease in a different land use shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.

The PD must address the following:

- a. **Natural Features.** Natural features must be treated as amenities. Roads that cross major wetland systems must incorporate bridges or oversized culverts to maintain wildlife corridors.
- b. **Park and Recreation Facilities.** At least 4.1 acres [multiply 0.0015 acres by number of units above] must be reserved for privately owned and maintained neighborhood parks that are open to the public. At least 7.2 acres [multiply 0.0026 acres by number of units above] shall be reserved for community park and recreation facilities. Open spaces designated Conservation on the Future Land Use Map may not count toward the minimum acreage of park and recreation facilities. Paved trails that meet City standards for a multi-use trail may be counted toward community park acreage.

- c. **Billboards.** Because this property is adjacent to the Southeast Orlando Sector Plan area, billboards are prohibited, consistent with Policy 4.1.18.
- d. **Transportation System.**
 - i. The proposed roadway network must conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. The PD must include typical street cross-sections.
 - ii. An interconnected multi-use trail network must be incorporated into the planning, design, and construction of the project.
 - iii. Locations for transit stops must be determined and incorporated into the planning and design of the project.
 - iv. A detailed traffic study that incorporates the maximum impacts of the proposed development shall be required. The traffic study must verify the laneage needed for proposed on-site roadways, identify cross-access corridors, and identify any needed offsite improvements.
 - v. The proposed on-site roadway network must include provision for future connection to the north and east consistent with the City's connectivity requirements (see Transportation Element Objective 1.10 and associated policies).
 - vi. Alternative transportation impact fees may be proposed and approved consistent with the City's transportation impact fee ordinance, Chapter 56, Orlando City Code.
- e. **Schools.** Schools shall be provided consistent with a Capacity Enhancement Agreement with Orange County Public Schools, as it may be amended from time to time.
- f. **Neighborhood Centers.** Residential neighborhoods must have a distinct center, featuring a school, park, or focal point. This center should preferably be located within a five-minute walk (approximately ¼ mile) of at least 60 percent of the homes in the neighborhood to promote identity and a sense of community.

Pursuant to Part 2H, Chapter 65, Orlando City Code (and without any exception as may be provided by section 65.331, Orlando City Code), each individual development site within the PD shall be reviewed by the Municipal Planning Board and approved by Council as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code.

(Amended December 16, 2013; Effective February 6, 2014, Doc. No. 1312161201)

Policy S.40.2 Property within this subarea is located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development. Future Land Use Policy 2.4.4, Goal 4, and associated objectives and policies shall apply within this subarea.

The maximum development program of this area shall be as follows:

Residential Neighborhood	500 units
Village Center	300,000 sq. ft. of retail/civic, a portion of which may be converted to age-restricted dwelling units subject to a trip equivalency matrix.

Any increase in the development program beyond that allowed by this subarea policy shall require an amendment to this subarea policy and must be supported by data and analysis that demonstrates that adequate facilities and services are available to accommodate the proposed density and intensity. Each development site is subject to specific parcel master plan review and approval by the Development Review Committee. Each specific parcel master plan shall address building layout, parking, and other site planning matters identified by the Land Development Code.

- a. **Transportation.** The road network within this subarea must conform to the City's Major Thoroughfare Plan, as may be amended from time to time. Each specific parcel master plan must include typical street cross sections for review and approval by the Development Review Committee.
- b. **Parks.** Development within this subarea must provide dedicated park land in accordance with the City's adopted level of service. This applies to age-restricted dwelling units as well as non-age-restricted dwelling units.
- c. **Schools.** Public school capacity must be provided in accordance with the GMP and interlocal agreements between the City and Orange County Public Schools.

- d. **Village Center Mixture of Uses.** Future Land Use Policy 4.1.9 requires a mixture of land uses in the Village Center district, but Development Review Committee may approve an alternative mixture of uses if the subarea retains a mixture of residential and non-residential uses and includes civic uses that comprise at least 10% of the land area in the subarea.
(Amended March 17, 2014; Effective May 2, 2014, Doc. No. 1403171201; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)

Policy S.40.3(A) The property within the boundary of this subarea policy shall be developed consistent with the following criteria:

- a. Because the site is not located within a neighborhood park service area, a minimum of 0.72 acres of neighborhood park area shall be provided on-site. Such areas may be privately owned and maintained.
- b. Potable water and wastewater service may be provided by Orange County Utilities. Such service is subject to capacity availability and approval by Orange County Utilities.
- c. Cross-access is required to the east of the property, consistent with Transportation Policy 1.10.5.
- d. A master plan subject to review by the Municipal Planning Board is required for multifamily development. The project should be designed to create a sense of place, establish a public and private realm, promote walkability, reduce the dominance of the automobile, and connect to neighboring developable properties.

(Amended May 12, 2014; Effective July 3, 2014, Doc. No. 1405121204)

Policy S.40.3(B) Property within this subarea is hereby made a part of the Southeast Orlando Sector Plan area and new development in this area must be approved by zoning to the Planned Development district. Future Land Use Policy 2.4.4, Goal 4, and associated objectives and policies shall apply within this subarea.

The maximum development program of this area shall be 14,000 square feet of retail or 84,375 square feet of indoor storage, or an equivalent amount of other non-residential uses that are consistent with the Village Center designation.

Any increase in the development program beyond that allowed by this subarea policy shall require an amendment to this subarea policy and must be supported by data and analysis that demonstrates that adequate facilities and services are available to accommodate the proposed density and intensity. Each development site is subject to specific parcel master plan review by the Development Review Committee and final approval

by the Orlando City Council. Each specific parcel master plan shall address building layout, parking, and other site planning matters identified by the Land Development Code.

Transportation. The road network within this subarea must conform to the City's Major Thoroughfare Plan, as may be amended from time to time. Each specific parcel master plan must include typical street cross sections for review by the Southeast Town Design Review Committee and final approval by the Orlando City Council.

(Amended December 8, 2014, Effective January 8, 2015, Doc. No. 1412081201; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)

Policy S.40.4

Property within this subarea is hereby made a part of the Southeast Orlando Sector Plan area and new development in this area must be approved by zoning to the Planned Development district. Future Land Use Policy 2.4.4, Goal 4, and associated objectives and policies shall apply within this subarea.

The maximum development program of this area shall be 50,000 square feet of non-residential uses that are consistent with the Village Center designation, but in no event shall a specific parcel master plan be approved if, by itself or along with other approved specific parcel master plans in this area, traffic generated would exceed 1,000 average daily trips as calculated by the latest edition of the Institute of Transportation Engineers Trip Generation Manual.

Any increase in the development program beyond that allowed by this subarea policy shall require an amendment to this subarea policy and must be supported by data and analysis that demonstrates that adequate facilities and services are available to accommodate the proposed density and intensity. Each development site is subject to specific parcel master plan review by the Southeast Town Design Review Committee and final approval by the Orlando City Council. Each specific parcel master plan shall address building layout, parking, and other site planning matters identified by the Land Development Code.

Transportation. The road network within this subarea must conform to the City's Major Thoroughfare Plan, as may be amended from time to time. Each specific parcel master plan must include typical street cross sections for review by the Development Review Committee and final approval by the Orlando City Council.

(Amended November 3, 2014; Effective December 4, 2014, Doc. No. 1411031202; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)

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Policy S.40.5 Reserved.

Policy S.40.6 Narcoossee Road/Lake Whippoorwill Area

In order to create an area of transition in intensity and density from urban uses to the west, to rural uses in the east, properties within this subarea that are annexed into the City shall be zoned Planned Development (PD). The PD zoning ordinance(s) shall be consistent with the following principles.

Additional site-specific conditions of approval may also be included in the PD.

1. A minimum 100 foot wide buffer from the mean high water line of Lake Whippoorwill shall remain undeveloped. The area may be planted with native species, and invasive species must be removed.
2. A minimum 25 foot wide buffer is required along any property line adjacent to a property within the Orange County rural settlement area. If such adjacent property is annexed or removed from the rural settlement, the buffer may be eliminated, but may be subject to further site plan review or a PD amendment.
3. Docks may be limited or prohibited by zoning ordinance, depending on the intensity of the use.
4. To minimize potential adverse water quality impacts to Lake Whippoorwill resulting from urban development within the Study Area, stormwater retention and detention designed to serve development shall not be permitted within the 100 foot buffer area. However a secondary system, such as a bioswale, may be allowed in order to prevent overland stormwater flow from discharging into Lake Whippoorwill. In addition, the use of one or more Low Impact Development (LID) techniques, as described in the Orange County LID manual shall be required.
5. The height limit within 400 feet of the Lake Whippoorwill mean high water line shall not exceed two stories. In all other areas, the maximum height shall not exceed four stories. This will accomplish a building height transition downward from west to east, with the highest structures and density/intensity fronting Narcoossee Road.
6. Development plans of adjacent properties shall be carefully coordinated to ensure that a road or cross-access drive connects each property along Narcoossee Road to a property with a signalized intersection or a full

median opening. At least one new north/south road will be required in addition to cross access drives. If adjacent properties have not yet redeveloped, stub-outs will be required. Pedestrian connections shall also be required.

7. A maximum number of generated daily trips shall be included in each PD. Projects which are projected to generate more than 1,000 daily trips shall still be required to submit a traffic impact study meeting the methodology established by Transportation Planning Division staff at the time of application as per City Code.
8. Each PD that includes a residential component shall meet the neighborhood parks level of service (LOS) on-site. Multi-use trails that meet City standards, pool/clubhouse areas, active park space, or other use as approved in a PD may count toward LOS. Passive recreation or natural areas do not count toward LOS but are encouraged as open space.
9. The mix of uses shall adhere to Figure LU-48 and may be further defined in a growth management plan amendment or a zoning application. The allowable uses may be amended within the Planned Development zoning application in order to deal with site specific constraints or transitioning of uses.
10. If the County adopts a community signage program the City shall consider participating.
11. Prohibited uses. The following land uses are prohibited:
 - a. Labor pools and labor halls as defined by Chapter 448, Florida Statutes.
 - b. Any business in which a material part of its service includes loaning money secured by vehicle titles (often known as "car-title loans"), but not including financial institutions such as banks, credit unions, trust companies, consumer finance, and retail installment lenders.
 - c. Any business commonly known as "check cashing" establishment, or any business in which a material part of its service includes offering loans secured by future employment wages or other compensation (often known as "payday loans," or "pay day advances"), but not including retail businesses which provide a check cashing service as an incidental part of their business and financial institutions such as banks, credit unions, and trust

companies.

- d. Tattoo, body art, and body piercing establishments.
 - e. Pawnshops, as defined by the Florida Pawnbroking Act.
 - f. Bail bond agencies, as defined by Chapter 648, Florida Statutes.
 - g. Flea markets.
 - h. Automobile sales and rentals.
 - i. Fortune tellers, tarot card readers, palm readers, psychics, and like establishments.
 - j. Mobile food vending.
 - k. Bottle clubs, as defined by the Florida Beverage Law.
 - l. Parking, principal use.
 - m. Personal storage.
 - n. Retail, intensive.
 - o. Service, intensive.
 - p. Service, major vehicle.
12. Notice of Annexations, Comprehensive Plan Amendments and Rezonings. The County shall provide the City with specific notice for any proposed comprehensive plan amendment or rezoning for all unincorporated lands in the joint planning area. The City shall provide the County with such specific notice for any annexations, growth management plan amendments and rezonings for all lands in the joint planning area. Notice shall be provided fifteen (15) business days prior to any public hearing. Upon written request, either part may obtain a copy of the application or proposal and the staff report.
13. This Subarea Policy is in accordance with the Interlocal Agreement for a Joint Planning Area between City of Orlando and Orange County (effective November 24, 2015)
(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206; Amended April 26, 2021; Effective June 3, 2021; Doc. No. 2104261202)

Policy S.40.7

The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development (PD). The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

The maximum development capacity of this area shall be as follows:

Village Center	288 dwelling units, 163,000 sq. ft. of office/commercial and 42,000 sq. ft. of public benefit use, or an equivalent amount of other non-residential uses allowed by the Village Center designation.
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Supplement No. 24

Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development. Prior to development, each development site shall be reviewed by Development Review Committee (DRC) as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code.

Transportation

The proposed roadway network within the project shall conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. Each specific parcel master plan shall include typical street cross sections if new streets are proposed.

(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)

Policy S.40.8 The maximum development program of this area shall be as follows:

Residential	6,400 units
Office	145,000 sq. ft.
Retail	150,000 sq. ft.
Industrial	145,000 sq. ft.

Public Benefit Use Impacts to be addressed on a case by case basis through conditional use permit.

Prior to development, a Planned Development ordinance (PD) that addresses the entire land area and maximum development program shall be reviewed and approved by Council. The PD may include a trip equivalency matrix to allow conversion between residential, office, industrial and retail uses. Any increase in development capacity that does not include a corresponding decrease in a different land use shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.

The PD must address the following:

- a. **Natural Features.** Natural features must be treated as amenities. Roads that cross major wetland systems must incorporate bridges or oversized culverts to maintain wildlife corridors.
- b. **Park and Recreation Facilities.**
 - i. Park land shall be consistent with overall City level of service standards of 3.25 acres per 1,000 population, which has a Unit Equivalent of

0.0074 acres per residential unit. This yields a total of 47.36 acres of combined community and neighborhood parks. At least 30 acres must be provided in one parcel for a community park. Open spaces designated Conservation on the Future Land Use Map may not count toward the minimum acreage of parks and recreation facilities

- ii. The community park acreage for the Vista Park development may be combined with the Starwood community park acreage to create a 60 acre community park within the Starwood development, as noted in Subarea Policy S.39.3. The specific park location, type of facilities, timing and construction responsibilities shall be executed through a separate agreement with the City.
 - iii. The City shall be responsible for maintenance of the community park, and the City shall issue permits that will grant the applicant the right but not the obligation to supplement the City's maintenance activities within the community park.
- c. **Transportation System.**
- i. The proposed roadway system network must conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. The PD must include typical street cross-sections.
 - ii. An interconnected multi-use trail network must be incorporated into the planning, design, and construction of the project.
 - iii. Locations for transit stops must be determined and incorporated into the planning and design of the project.
 - iv. A detailed traffic study that incorporates the maximum impacts of the proposed development shall be required. The traffic study must verify the laneage needed for proposed on-site roadways, identify cross-access corridors, and identify any needed offsite improvements.
 - v. The proposed on-site roadway network must include provision for future connection to the south and east consistent with the City's connectivity requirements (see Transportation Element Objective 1.10 and associated policies).
 - vi. Alternative transportation impact fees may be proposed and approved consistent with the City's transportation impact fee ordinance, Chapter 56, Orlando City Code.
- d. **Schools.** School capacity and concurrency shall be provided consistent with the City's Interlocal Agreement with Orange County Public Schools, as it may be amended from time to time.
- e. **Neighborhood Centers.** Residential neighborhoods must have a distinct center, featuring a school, park or a focal point. This center should preferably be located within a five-minute walk (approximately ¼ mile)

of at least 60 percent of the homes in the neighborhood to promote identity and a sense of community. Pursuant to Part 2H, Chapter 65, Orlando City Code (and without any exception as may be provided by section 65.331, Orlando City Code), each individual development site within the PD shall be reviewed by the Municipal Planning Board and approved by Council as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code. *(Amended March 14, 2016; Effective April 21, 2016, Doc. No. 1603141206)*

Policy S.40.9

The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development (PD). The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

The maximum development capacity of this area shall be as follows:

- 1) Narcoossee Cove I — 354 dwelling units, 90,000 sq. ft. of commercial/retail and 30,000 sq. ft. of office, or an equivalent amount of other non-residential uses allowed by the Village Center designation.
- 2) Narcoossee Cove II — 30 dwellings units, 11,700 sq. ft. of commercial/retail and 2,500 sq. ft. of office or an equivalent amount of other non-residential uses allowed by the Village Center designation.
- 3) Lake Whippoorwill Cove — 9 dwelling units and 12,000 sq. ft. of commercial/retail or an equivalent amount of other non-residential uses allowed by the Village Center designation. Townhomes may be front-loaded.

Due to the small size of the properties and the City's interest in superior design and development, the Narcoossee Cove and Lake Whippoorwill Cove properties can be combined into one site plan application for review by the DRC. If approved by the DRC, the development programs may be combined and/or clustered within the two sites. No PD amendment is required unless there is an increase in the development program.

Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrate adequate facilities and services are available to accommodate the proposed density and intensity of development. Prior to development, each development site shall be reviewed by the Development Review Committee (DRC) as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code.

Transportation

The proposed roadway network within the project shall conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. Each specific parcel master plan shall include typical street cross sections if new streets are proposed.

(Amended October 24, 2016; Effective December 10, 2016, Doc. No. 1610241205; Amended July 8, 2019, Effective August 8, 2019, Doc. No. 1907081201; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)

Policy S.40.10

The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development (PD). The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

The maximum development capacity of this area shall be as follows:

- 1) 350 multifamily dwelling units, 165,000 square feet of commercial/retail, 50,000 square feet of office, and 35,000 square feet of public/civic, or an equivalent amount of other non-residential uses allowed by the Village Center designation.
- 2) Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrate adequate facilities and services are available to accommodate the proposed density and intensity of development. Prior to development, each development site shall be reviewed by the Development Review Committee (DRC) as part of a specific parcel master plan (SPMP) that addresses building layout, parking, and other site planning issues as identified in the Land Development Code.

Transportation

The proposed roadway network within the project shall conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. Each specific parcel master plan shall include typical street cross sections if new streets are proposed. *(Amended July 11, 2016; Effective September 19, 2016, Doc. No. 1607111206; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)*

Policy S.40.11

The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development (PD). The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

The maximum development capacity of this area shall be as follows:

Novel Nona – 280 dwelling units and 25,000 sq. ft. of commercial/retail or an equivalent amount of other non-residential uses allowed by the Village Center designation.

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Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrate adequate facilities and services are available to accommodate the proposed density and intensity of development. Prior to development, each development site shall be reviewed by the Development Review Committee (DRC) as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code.

Transportation

The proposed roadway network within the project shall conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. Each specific parcel master plan shall include typical street cross sections if new streets are proposed.

(Amended October 5, 2020; Effective November 22, 2020, Doc. No. 2010051201; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)

Policy S.40.12

The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development (PD). The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

The maximum development capacity of this area shall be as follows:

2ND Wave Apartments: 377 residential units and 30,000 sq. ft. commercial or an equivalent amount of other non-residential uses allowed by the Village Center designation. Single-family dwelling units existing at the time of annexation shall be considered legal and conforming.

Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development. Prior to development, each development site shall be reviewed by the Development Review Committee (DRC) as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code.

Transportation. The proposed roadway network within the project shall conform to the City of Osrlando' Major Thoroughfare Plan, as may be amended from time to time. Each Specific Parcel Master Plan shall include typical street cross sections if new streets are proposed. *(Amended November 8, 2021; Effective December 9, 2021, Doc. No. 2111081206; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)*

Supplement No. 24

Policy S.40.13

The properties within the boundary of this Subarea Policy are located within the Southeast Orlando Sector Plan area and shall be zoned Planned Development (PD). The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

The maximum development capacity of this area shall be as follows:

Mission Pointe II: 176 dwelling units and 29,700 sq. ft. of commercial/retail or an equivalent amount of other non-residential uses allowed by the Village Center designation. Dwelling units existing at the time of annexation shall be considered legal and conforming.

Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrate adequate facilities and services are available to accommodate the proposed density and intensity of development. Prior to development, each development site shall be reviewed by the Development Review Committee (DRC) as part of a specific parcel master plan that addresses building layout, parking, and other site planning issues as identified in the Land Development Code. *(Amended January 23, 2023; Effective February 23, 2023, Doc. No. 2301231201)*

GOAL 4

The City recognizes the importance of the Orlando International Airport (OIA) to the state and regional economy, particularly in regards to commerce, and the tourism and convention industries. As the only major airport in the State with the potential for expansion, the OIA is an essential component of Orlando's continued economic development. Because the airport's role in the regional and state economy is so vital, the City of Orlando is dedicated to the continued growth of airport facilities, and to the planned growth of those surrounding areas which provide support to, and are supported by, the airport.

The City also recognizes the importance of the emerging bio-medical cluster in the Southeast Orlando Sector Plan/Lake Nona area (the Medical City), particularly in regards to the provision of quality health care for Orlando area citizens, the advancement of health and medical sciences through education and research, and the potential commerce and economic development opportunities inherent to the bio-medical field. Because the Medical City concept is so vital to the diversification of Orlando's economy and the creation of a healthy jobs/housing balance, the City of Orlando is dedicated to the continued growth of medical and health related businesses and institutions in the Southeast Orlando Sector Plan/Lake Nona area.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Objective 4.1 In order to implement the Southeast Orlando Sector Plan and create a sustainable development pattern, the City has processed and adopted appropriate Growth Management Plan amendments, rezoning designations, and adopted standards in the Land Development Code. These standards shall be maintained and implemented throughout the planning period. Such standards shall emphasize the provision of adequate infrastructure services, the protection of environmentally sensitive lands and other natural resources, and a development framework featuring sustainable Traditional Design principles.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962; Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy 4.1.1 The City of Orlando shall encourage the steady growth of aviation facilities, and associated, supportive high-technology as well as bio-medical and health related industries and institutions in the vicinity of the Orlando International Airport, in order to successfully compete with other growing cities in the southeastern United States and to capture Orlando's "fair share" of economic opportunity. In particular, the City supports the growth and maturation of the Medical City concept in the Southeast Orlando Sector Plan/Lake Nona area, including the development of the University of Central Florida Health Sciences Campus at Lake Nona, the Veteran's Administration (VA) Medical Center,

Nemours Children's Hospital, the University of Florida's Academic and Research Center, the M.D. Anderson Cancer Research Institute, and other medical and health related businesses and institutions.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 4.1.2 Because the Southeast/Orlando International Airport Future Growth Center currently contains a large employment population, one that will continue to grow well into the future, a mixture of urban land uses and development opportunities must be provided in order to serve that population. A mixed use community is desirable in this area because of its proximity to the Orlando International Airport and the emerging Medical City. Therefore, Planned Development shall be encouraged, including a mixture of residential use types, hotel, retail/commercial, office, industrial, and airport support, bio-medical research and commerce, hospital, post-secondary education, conservation, and recreational uses.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Policy 4.1.3 The City of Orlando shall review, and where appropriate, revise the density and intensity bonus system found in the Land Development Code in order to encourage a functional mixture of land use types in the Southeast/Orlando International Airport Future Growth Center area.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962)

Policy 4.1.4 The City shall allow limited transfer of development rights for the purpose of clustering residential and non-residential development and protecting important natural resources and environmentally sensitive lands, as stipulated in Conservation Element Policy 1.4.6. In addition to allowing density transfers within a development site, the City shall examine the feasibility of an expanded transfer of development rights system that would allow density transfers between development sites in the Southeast/Orlando International Airport Future Growth Center. In addition to the Southeast/Orlando International Airport Future Growth Center area, similar transfer of development rights provisions shall be considered for other compact and related areas.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962)

Policy 4.1.5 The City's activity center concept, which provides for concentrations of urban densities and intensities, is designed to limit urban sprawl. The City recognizes that the benefits of a concentrated urban form include efficiencies related to public services, neighborhood protection, energy consumption, and environmental protection. The City shall conscientiously plan for the growth of the Southeast/ Orlando International Airport Future Growth Center, and will ensure that adequate facilities and services to serve this fast-growing urban area are available and financially feasible.

(Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962)

Policy 4.1.6 The Southeast Orlando Sector Plan area shall accommodate approximately 26,000 residential units, 500 hotel rooms and 35 million square feet of non-residential space (including office, retail, hospital, industrial/Airport Support District, and civic space) by the year 2050. In order to build a sustainable community in the Southeast Orlando Sector Plan area, development shall conform to a land use plan which promotes a positive jobs-housing balance recognizing the presence of Orlando International Airport, provides for an integrated mixture of land uses featuring diverse residential uses and centrally located nonresidential cultural and civic uses, and provides for increased accessibility and interconnectedness through an integrated multi-modal transportation system, featuring a strong pedestrian environment and network. The amount of residential and non-residential development allowed within the Southeast Orlando Sector Plan shall be governed by the Official Future Land Use Map, Future Land Use Policy 2.4.4, Future Land Use Goal 4 and associated objectives and policies, as well as subarea policies applicable to specific projects within the Plan area.

It is the City's intention that the percentage of multi-family units within the Plan area shall not exceed 40%. For purposes of this calculation, attached fee-simple duplexes and townhomes shall be considered single family residential. In addition, accessory dwelling units (ADUs) shall not be included in the calculation. In general, this standard will be applied on a project-by-project basis. However, the City may allow more multi-family units within individual projects where transit is available, where affordable housing is provided, and/or if there is a preponderance of single family development in an adjacent area.

This land use plan will integrate urban activity with appropriate environmental protections, providing opportunities for social interaction within the context of an integrated amenity framework. This plan shall be implemented through land development regulations which enhance the advantages of the Orlando International Airport and utilize Traditional Design concepts to create a hierarchy of places ranging from a Town Center that will serve as a primary destination and job center within the community, to Village and Neighborhood Centers that provide local shopping and civic spaces for residential areas, to airport -related employment districts that include a variety of industrial and office uses and employment opportunities, to prominently located public uses. In the Southeast Orlando Sector Plan area, mixed use centers and residential neighborhoods shall be compact, walkable, and interconnected, and residential neighborhoods shall be defined by diverse and integrated housing opportunities, easily accessible public space and activated by locally oriented civic and commercial facilities. The City shall promote design concepts that provide a strong connection between nature and the built environment and shall pursue an innovative and comprehensive approach to stormwater control by integrating these facilities with parks and open space, pedestrian and bicycle pathways, and wetland protection/wildlife corridors. The City shall encourage the use of Crime Prevention Through Environmental Design techniques throughout the Southeast Orlando Sector Plan area.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended August 15, 2022, Effective September 15, 2022, Doc. No.2208151205)

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Policy 4.1.7

Figure LU-2A presents the Southeast Orlando Sector Plan Conceptual Master Plan, or Southeast Plan map. This map shall appear in the Future Land Use Element Support Document and shall be used to guide development within the Southeast Orlando Sector Plan area.

The City Planning Official shall be authorized to revise Figure LU-2A to reflect changes approved through the Urban Village future land use process specified in Policy 2.4.4, following a determination that the proposed alteration is compatible with the intent of the Southeast Orlando Sector Plan, and the subarea policies which define the Urban Village future land use designated areas.

Any change to properties outside an Urban Village future land use designation shall require an amendment to the Official Future Land Use Map, and an amendment to Figure LU-2A.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy 4.1.8

Development in the Southeast Orlando Sector Plan area shall be encouraged to incorporate sustainable land use techniques and principles which ensure a strong local economy, produce communities of diverse livable neighborhoods, and conserve and protect the fragile natural and built environment. The Town Center/Urban Transit Center; Village Center/Urban Transit Center; Village Center; Neighborhood Center; Residential Neighborhood and associated Residential Center future land use categories shall be applied singularly and together to ensure:

- a. Development in the form of coherent and compact interconnected districts and neighborhoods with clearly defined centers and edges and a diverse mix of activities (residences, shops, schools, workplaces and parks, etc.) located to minimize the use of the automobile.
- b. Mixed and multiple use integrated districts providing residential and employment opportunities and variety of shops, services, restaurants, and civic activities that serve the needs of surrounding neighborhoods.
- c. Diverse, compact (typically no more than one quarter mile from center to edge) neighborhoods which encourage pedestrian activity.
- d. Neighborhoods with wide spectrum of housing options which enable people of a broad range of incomes, ages, and family types to live within a single neighborhood or district. Large developments featuring a single use or serving a single market segment are discouraged.
- e. A balanced transportation system providing equal emphasis to transit, pedestrian, and bicycle mobility to reduce the reliance on automobiles. Streets laid out as an interconnected network, forming coherent blocks where building entrances front the street rather than parking lots. Provision of bicycle/pedestrian connections as necessary to directly connect to nearby uses. Public transit available to connect neighborhoods to each other, and the surrounding region.
- f. The celebration of public space. Civic buildings, such as government offices, community or neighborhood centers, churches and libraries should be sited in prominent locations, which are accessible to the pedestrian. Open spaces, such as parks, playgrounds, squares, and greenbelts should be located at accessible locations throughout a neighborhood.
- g. Cohesive urban design which builds civic pride, enhances community identity and reinforces the culture of democracy.

The City shall utilize the Growth Management Plan policies, the Urban Village future land use designation, and the Land Development Code to further implement these concepts.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy 4.1.9

Properties within the Southeast Orlando Sector Plan area may utilize the future land use designations provided in this policy or the Urban Village designation provided under Policy 2.4.4. Projects that utilize the Urban Village designation shall be developed under the Planned Development (PD) zoning classification, as specified in the City's Land Development Code. This process shall provide for continuing public input into the planning process.

Projects that utilize the future land use designations provided in this policy without the Urban Village future land use designation, shall conform to the Southeast Orlando Sector Plan - Conceptual Master Plan Map (Figure LU-2A). Any change to an individual project Master Plan which is inconsistent with Figure LU-2A shall only be allowed following the approval of a Growth Management Plan future land use map amendment.

The Southeast Orlando Sector Plan allows the use of Conventional LDC Standards under certain conditions. As an alternative, property anywhere within the Southeast Orlando Sector Plan area may be developed in accordance with Traditional Design planning principles, and the incentives associated with such planning principles as a matter of right. Development shall conform to Traditional Design planning principles when specifically required by the Southeast Orlando Sector Plan and associated future land use designations, this policy, and Policy 4.1.8. More detailed guidelines and standards, including illustrations, are provided in the "Southeast Orlando Development Plan Development Guidelines and Standards" document, prepared by Calthorpe Associates and dated October 14, 1997, or as may be subsequently incorporated into the Orlando Land Development Code. In addition to, or in conjunction with, the Urban Village future land use designation, the City shall utilize the following future land use designations within the Southeast Orlando Sector Plan area.

Note: *Gross residential density shall be determined by dividing the number of dwelling units by the total area of the development site, minus retained wetlands, water bodies and road right-of-way providing access to the development site, but not road right-of-way internal to the development site.*

Airport Support District - High Intensity (ASD-2)

Allowable Uses: Heavy Manufacturing, Light Manufacturing, Warehouse, Office, Hotel, Hospitals, Retail and Service, Automobile and Truck Rental, Civic.

Note: Residential development not permitted.

Intensity: Minimum Intensity - None Maximum Intensity - 1.5 FAR

Standards: ALL DEVELOPMENT

- Conventional LDC for all development.
- I-G for heavy manufacturing uses.
- I-P for light manufacturing and office uses.
- AC-2 for all other permitted uses.
- Civic space such as parks/plazas/greens shall not be required.
- Aircraft noise attenuation standards shall apply.

Airport Support District - Medium Intensity (ASD-1)

Allowable Uses: Light Manufacturing, Warehouse, Office, Hotel, Retail and Service, Automobile and Truck Rental, Single Family and Multifamily Residential, Civic and Parks; Golf Course.

Intensity: Minimum Intensity - 5 du/gross acre/No minimum for non-residential uses.
Maximum Intensity - 25 du/gross acre/0.7 FAR.

Standards: ALL DEVELOPMENT:

- Residential development required to attain an average density of 5 du/gross acre.
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

- Residential developers shall be required to provide land, or an equivalent fee-in-lieu thereof for public schools based upon actual residential entitlements at the time of master site plan, land subdivision, or its administrative equivalent.
- The following minimum and maximum percentages of total land area shall be achieved in the Airport Support District - Medium Intensity designation on a project by project basis. However, some flexibility may be granted for small development sites after administrative review, so long as the land use mix is achieved on a district wide basis:

<u>Use</u>	<u>Minimum Land Area Required</u>	<u>Maximum Land Area Allowed</u>
Residential	0%	65%
Support Retail, Hotel and Services	10%	25%
Office	15%	70%
Industrial	0%	60%
Civic	10%	No Maximum

Conventional LDC:

- Retail uses less than 0.25 FAR.
- Office, hotel, and industrial development less than 0.5 FAR.
- All multifamily residential uses less than 12 du/gross acre.
- The standards of the AC-2 district shall apply; however, each proposed development shall be required to undergo Planned Development (PD)/master plan review to ensure that adequate design standards are implemented or buffering is provided between compatible residential and non-residential uses and to ensure that appropriate development standards are applied. If the proposed development conforms to the requirement of the I-P zoning designation, a PD is not required, however a master plan review is required.
- *(Amended February 9, 2015, Effective April 2, 2015, Doc No. 1502091201)*

TRADITIONAL DESIGN:

- Retail uses equal to or greater than 0.25 FAR use standards for “Airport Commercial”.
- Office and hotel development equal to or greater than 0.5 FAR use standards for “Airport Commercial”.
- Industrial Development equal to or greater than 0.5 FAR use standards for “Employment District”.
- Village Center-Residential Block standards shall apply to all single family residential uses, and to all multifamily residential uses which exceed 12 du/gross acre.
- Civic space such as parks/plazas/greens are required.

Town Center/Urban Transit Center

Allowable Uses: Retail, Services, Restaurants, Office, Cinema, Grocery, Hotel, Single Family and Multi-Family Residential, Civic, Parks, Recreation, Civic, Day-Care, and/or other uses consistent with the City’s AC-3 district.

Intensity: Minimum Intensity - 7 du/gross acre/0.4 FAR for non-residential uses.
Maximum Intensity - 50 du/gross acre/No maximum for non-residential uses.

Standards: ALL DEVELOPMENT:

- TRADITIONAL DESIGN Standards for “Town Center” shall apply to all development. This includes the following composition of mix in relation to specified block types. The composition of land use mix and block sizes may be revised as part of a Master Plan or Planned Development in order to accommodate site-specific conditions such as a small amount of developable acreage, a lack of connectivity due to wetlands or highways, the land use mixture of adjacent developments, or other site-specific conditions. *(Amended January 27, 2014; Effective February 27, 2014, Doc. No. 1401271202)*
 - Mixed Use Blocks - 15% to 40% of Center (30-80% retail, cinema, or hotel required, 20-70% other)

- Office Blocks - 0% to 30% of Center (retail 10% maximum)
- Residential Blocks - 30% to 75% of Center
- Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Village Center/Urban Transit Center

Allowable Uses: Retail, Services, Grocery, Restaurants, Cinema, Gas Stations, Offices, Hospitals, Hotels, Single Family and Multi-Family Residential, Civic including Schools and Colleges, Park/Plaza, and/or other uses consistent with the City's AC-1 district.

Intensity: Minimum Intensity - 7 du/gross acre/0.3 FAR for non-residential uses.

Maximum Intensity - 30 du/gross acre/No maximum for non-residential uses.

Standards: ALL DEVELOPMENT:

- TRADITIONAL DESIGN Standards for Village Center shall apply to all development. This includes the following composition of mix in relation to specified block types. The composition of land use mix and block sizes may be revised as part of a Master Plan or Planned Development in order to accommodate site-specific conditions such as a small amount of developable acreage, a lack of connectivity due to wetlands or highways, the land use mixture of adjacent developments, or other site-specific conditions. *(Amended January 27, 2014; Effective February 27, 2014, Doc. No. 1401271202)*
 - Mixed Use Blocks - 15% to 40% of Center (30-80% retail, cinema, or hotel required, 20-70% other)
 - Office Blocks - 0% to 30% of Center (retail 10% maximum)

- Residential Blocks - 40% to 75% of Center
- Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Village Center

Allowable Uses: Retail, Services, Grocery, Restaurants, Cinema, Gas Stations, Offices, Hospitals, Hotels, Single Family and Multi-family Residential, Civic including Schools and Colleges, Park/Plaza, and/or other uses consistent with the City's AC-1 district.

Intensity: Minimum Intensity - 7 du/gross acre/No minimum for non-residential uses.

Maximum Intensity - 30 du/gross acre/No maximum for non-residential uses.

Standards: ALL DEVELOPMENT:

- The following composition of mix shall be required in each Village Center. The composition of land use mix and block sizes may be revised as part of a Master Plan or Planned Development in order to accommodate site-specific conditions such as a small amount of developable acreage, a lack of connectivity due to wetlands or highways, the land use mixture of adjacent developments, or other site-specific conditions. *(Amended January 27, 2014; Effective February 27, 2014, Doc. No. 1401271202)*

<u>Use</u>	<u>Minimum Land Area Required</u>	<u>Maximum Land Area Allowed</u>
Residential*	25%	40%
Commercial, Retail & Services	20%	60%
Office	10%	25%
Overall Non-Residential	30%	60%
Public & Civic Public Parks	10%	No Maximum

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& Greenspace 5% (of total) No Maximum

**Residential dwellings are encouraged above ground floor commercial and office uses, and may be allowed beyond the maximum percentage indicated above.*

- Aircraft noise attenuation standards shall apply.

CONVENTIONAL LDC:

- Non-residential development less than 0.4 FAR.
- Residential development less than 25 du/gross acre.
- Development standards shall be consistent with the City's AC-1 zoning district, with the FAR exceptions noted above and with the exception of any minimum acreage standard.

(Amended January 27, 2014; Effective February 27, 2014, Doc. No. 1401271202)

TRADITIONAL DESIGN:

- Non-residential development equal to or greater than 0.4 FAR use standards for "Village Center".
- Residential development equal to or greater than 25 du/gross acre use standards for "Village Center".

Neighborhood Center

Allowable Uses: Neighborhood Retail up to 100,000 square feet per Neighborhood Center, Grocery up to 50,000 square feet per Neighborhood Center, Restaurants, Services, Offices, Hotel, Single Family and Multi-Family Residential, Civic including Elementary Schools and Day Care, Park/Plaza, and/or other uses consistent with the City's AC-N district.

Intensity: Minimum Intensity - 7 du/gross acre/No minimum for non-residential uses.

Maximum Intensity - 25 du/gross acre/0.3 FAR for non-residential uses.

Standards: ALL DEVELOPMENT:

TRADITIONAL DESIGN:

Standards for "Neighborhood Center" shall apply to all residential and non-

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residential development. The following composition of mix shall apply to specified block types. The composition of land use mix and block sizes may be revised as part of a Master Plan or Planned Development in order to accommodate site-specific conditions such as a small amount of developable acreage, a lack of connectivity due to wetlands or highways, the land use mixture of adjacent developments, or other site-specific conditions. *(Amended January 27, 2014; Effective February 27, 2014, Doc. No. 1401271202)*

- Mixed Use Blocks - 12% to 25% of Center (30-80% retail, cinema, or hotel required, 20-70% other)
 - Office Blocks - 0% to 13% of Center (office only)
 - Residential Blocks - 52% to 78% of Center
 - Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
 - Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Residential Neighborhood

Allowable Uses: Single Family and Multi-family residential up to Four-plexes; and Ancillary Dwelling Units; Parks; Golf Course; Residential Center (permitted within Residential Neighborhood in accordance with standards listed below).

Intensity: Minimum Intensity - No minimum.
Maximum Intensity - 12 du/gross acre.

Standards: All Development:

- Aircraft noise attenuation standards shall apply.
- A centrally located neighborhood park shall be provided generally within 1/4 to 1/3 miles walking distance of most homes within individual development sites, consistent with Policies 4.1.13 through 4.1.15.

CONVENTIONAL LDC:

- Within 2000 feet of the Narcoossee Road ROW, and north of the Central Florida Greenway, and where development is less than an average density of 5 du/gross acre.
- Greater than 2000 feet from the Narcoossee Road ROW, and north of the Central Florida Greenway, and
- where development is less than an average density of 3 du/gross acre.
- South of the Central Florida Greenway, where development is less than an average density of 3 du/gross acre.

TRADITIONAL DESIGN:

- Within 2000 feet of the Narcoossee Road ROW, and north of the Central Florida Greenway, and where development is equal to or greater than an average density of 5 du/gross acre, "Residential Neighborhood" land use and building standards shall apply.
- Greater than 2000 feet from the Narcoossee Road ROW, and north of the Central Florida Greenway, and where development is equal to or greater than an average density of 3 du/gross acre, "Residential Neighborhood" land use and building standards shall apply.
- South of the Central Florida Greenway, where development is equal to or greater than an average density of 3 du/gross acre "Residential Neighborhood" land use and building standards shall apply.

Residential Center (Optional only as a component of a Residential Neighborhood for those utilizing TRADITIONAL DESIGN)

Allowable Uses: Single Family and Multi-family Residential; Small Retail; Market (no more than 10,000 square feet), Mixed Office/Residential; Services; Restaurant/Café; Civic including Elementary Schools and Day Care; Parks.

Intensity: Minimum Intensity - 7 du/gross acre. No minimum FAR for non-residential uses.

Maximum Intensity - 25 du/gross acre/0.3 FAR. Standards:

ALL DEVELOPMENT:

TRADITIONAL DESIGN "Neighborhood Center" land use and building standards shall apply to such areas. This includes the following composition of mix in relation to specified block types. The composition of land use mix and block sizes may be revised as part of a Master Plan or Planned Development in order to accommodate site-specific conditions such as a small amount of developable acreage, a lack of connectivity due to wetlands or highways, the land use mixture of adjacent developments, or other site-specific conditions.

Amended January 27, 2014; Effective February 27, 2014, Doc. No. 1401271202)

- Mixed Use Blocks - 12% to 25% of Center (30-80% retail, cinema, or hotel required, 20-70% other)
- Office Blocks - 0% to 13% of Center (office only)
- Residential Blocks - 52% to 78% of Center
- Civic Blocks - 10% of Center
- The focal point of any such center shall be a civic use such as a school or park, and any non-residential uses shall be neighborhood serving only. Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.
- In no instance shall the Residential Center exceed 20 acres in size, nor the non-residential portions of the Residential Center exceed 8 acres in size, including civic uses.
- Aircraft noise attenuation standards shall apply.

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Public/Recreational/Institutional

Allowable Uses: Elementary, Middle and High Schools, College Campus; Library; Water Treatment Plant; Public Safety Facilities; Community and Neighborhood Parks, Recreation Centers, Gymnasiums, Neighborhood Greens and Plazas; Golf Courses, Playgrounds, Play Fields, Active and Passive Recreation Areas, Public Buildings, Utility Facilities, Borrow Pits, and all other uses associated with the City's P zoning district. Borrow pits shall be permitted upon receipt of a South Florida Water Management District Permit.

Intensity: Minimum Intensity - N/A. Maximum Intensity - N/A.

Standards: ALL DEVELOPMENT:

- Aircraft noise attenuation standards shall apply.
- School sites shall be provided prior to the issuance of development approvals, as required by Policy 4.1.16.
- Siting and the design of physical structures shall be consistent with the SOUTHEAST ORLANDO DEVELOPMENT PLAN locations and characteristics and the TRADITIONAL DESIGN STANDARDS, particularly for schools and public offices.
- The City's current park level of service standards shall be maintained in the southeast area. See Policies 4.1.13 through 4.1.15.
- Residential developers shall be responsible for dedicating the appropriate amount of park land as part of the development approval process.

CONVENTIONAL LDC:

- Parks and other recreational facilities shall undergo master plan review, and shall be landscaped consistent with the Land Development Code.

TRADITIONAL DESIGN:

- Siting and the design of physical structures shall be consistent with the SOUTHEAST ORLANDO DEVELOPMENT PLAN.

Conservation Use/Resource Protection

The policy requirements of the GMP Conservation Element shall apply to all Conservation Use/Resource Protection lands within the Southeast Orlando Sector Plan area. The Southeast Orlando Sector Plan map (Figure LU-2A) identifies a Primary Conservation Network (PCN) which includes both jurisdictional wetland areas and potential upland preservation areas. The City shall continue working with the State and southeast area property owners to implement the PCN. Additional regulation shall require adequate consultation with the southeast area property owners and shall include duly noticed public hearings.

In addition to complying with the adopted Conservation Element objectives and policies, all master plans in the Southeast Plan area shall be reviewed using the following general guidelines for environmentally sensitive lands: Roads that cross wetland systems should be fitted with oversized culverts and/or other facilities, devices or techniques to facilitate and maintain wildlife corridors. Upland buffers, preservation areas, and wetland systems should be maintained so as to prevent invasion by nuisance and/or exotic species. Recreation opportunities within or adjacent to environmentally sensitive lands should be limited to passive uses. Every attempt should be made to mitigate for impacts to wetlands and listed wildlife species through enhancement and/or preservation of habitat. Retaining existing native vegetation and the use of native drought-resistant plants in residential, commercial and common use areas is encouraged. The Southeast Orlando Sector Plan calls for additional road crossings and encroachments across/into environmentally sensitive lands to be minimized; encourages the placement of stormwater management ponds, utility facilities, and other similar non-residential land uses adjacent to environmentally sensitive lands; and states that, while not a requirement, a 500-foot minimum width for environmentally sensitive lands should be maintained wherever possible to allow wildlife movement. Finally, the Southeast Plan calls for the reduction of fencing as a means to delineate property ownerships, and the creation of an area-wide environmental education and signage program.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended July 24, 2006, Effective August 24, 2006, Doc. No. 0607241009; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

- Policy 4.1.10 Traditional Design standards may be utilized in other areas of the City, provided the property owner/developer uses all pertinent standards and the proposed intensities and uses are consistent with the sites' future land use designation. The Residential Center component of Residential Neighborhoods shall be deemed consistent with all Residential future land use categories. Traditional Design standards may be applied by right, provided the minimum criteria, as outlined in the land development regulations, are met. The City Planning Official shall be authorized to determine such appropriateness and consistency.
(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)
- Policy 4.1.11 The Conservation Use future land use designation shown on the Orlando International Airport property may be removed after satisfactory completion of all permitting processes of the appropriate environmental regulatory agencies, and consistent with Conservation Element Policy 1.4.4. Conservation Element Policy 1.4.4 states that on Orlando International Airport property, issuance of a permit by the Department of Environmental Protection and/or the South Florida Water Management District for impacts to wetlands shall be sufficient to demonstrate compliance with the City wetland regulations. In order to foster efficient development of the Orlando International Airport, the City Planning Official shall be authorized to alter the Southeast Orlando Sector Plan map, the Official Future Land Use Map, the Official Zoning Map and GMP Conservation Element Figure C-2B, consistent with the terms of the approved environmental permits without the need to process a GMP amendment.
(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)
- Policy 4.1.12 The City of Orlando shall implement the Aircraft Noise and Land Use Control Zone Map concept in the Southeast Orlando Sector Plan area, consistent with Future Land Use Policy 2.4.11. The Aircraft Noise and Land Use Control Zone Map (Figure LU-2B) shall be incorporated into all illustrative master plans for properties within the Southeast Orlando Sector Plan area, either as an inset or as a separate map sheet.
- In the Southeast Orlando Sector Plan area, the City shall utilize the Aircraft Noise and Land Use Control Zone Map (Figure LU-2B) to determine if any incompatibilities would be created by the shifting of land uses or alterations proposed to projects designated Urban Village on the Official Future Land Use Map. Changes that create such incompatibilities shall not be allowed.

Adoption of the Southeast Orlando Sector Plan and related Land Development Code standards shall in no way invalidate or modify either the recorded avigation easement or the noise damage claim waiver covering the Lake Nona DRI/PD property.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy 4.1.13 Residential developers shall be responsible for dedicating park land prior to receiving development approval. Within Residential Neighborhood designated areas, a centrally located neighborhood park shall be provided generally within 1/3 to 1/4 miles walking distance of 60% of the homes within individual development sites. Most users should not need to cross arterial streets to get to the park. Where possible, neighborhood parks should be located adjacent to elementary schools and should connect with the trail and greenway network.

Greens and Plazas. At least one Green and/or Plaza shall be provided within all Town, Village, Neighborhood and Residential Centers, unless served by a Neighborhood Park. Greens and Plazas shall also be included in the Airport Support District-Medium Intensity designation, where TRADITIONAL DESIGN standards apply. Parks, plazas and greens shall not be required in non-residential areas where TRADITIONAL DESIGN Standards do not apply.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy 4.1.14 Consistent with Recreation, Open Space and Cultural Element Policy 1.1.1, the City's park level of service standard of 3.25 acres per 1,000 shall be maintained in the Southeast Orlando Sector Plan area. At least 2.05 acres per 1,000 population shall be in functional community and neighborhood parks. The community and neighborhood park land shall consist of useable upland area. The remaining 1.2 acres may be made up of village greens and plazas, conservation buffers and the Primary Conservation Network if such areas are visually accessible by the general public (not private backyards). To satisfy the requirement for new parks, both Conventional LDC and Traditional Design developments shall meet the following park dedication or cash in lieu of dedication (if allowed by the City) requirements:

- Community Parks: 0.003 acres per residential unit
- Neighborhood Parks: 0.0017 acres per residential unit
- Remaining Open Space (Visually accessible conservation buffers, Primary Conservation Network, or Village Greens/Plazas): 0.0027 acres per residential unit.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

- Policy 4.1.15 Parks shall be surrounded by streets and/or building fronts, except where they are bound by woodlands, creeks, agricultural uses or other significant open space features. At least 50% of a park's perimeter should front onto a public street. Under no circumstances may the edge of a park abut a rear yard fence, unless such property consists of a linear park or trail with the facing edge being a natural system. Park paths should support local connections from neighborhoods and surrounding commercial areas into parks. Fences should not prohibit access from neighborhoods into a park. Parks should include adequately shaded areas for comfortable sitting and recreation year-round. Parks should be designed to conserve valuable natural features including creeks, significant habitats, woodlands, and existing heritage trees. Finally, vistas from surrounding streets that end in a park shall be encouraged. Loading and storage areas shall not occupy these vistas. All parks, plazas and greens shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) standards.
(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)
- Policy 4.1.16 As shown on and consistent with the Southeast Orlando Sector Plan map (Figure LU-2A), residential developers shall be required to provide land, or an equivalent fee-in-lieu thereof (if allowed by the City) for public schools based on actual residential entitlements at the time of master site plan, land subdivision or its administrative equivalent. School sites shall either be donated to the City of Orlando prior to the issuance of plat approval for residential projects, or the property owner/developer may propose alternative mechanisms for providing the required school site; however, any such alternative mechanism must be approved by the City of Orlando prior to plat approval. The City supports innovative solutions to the provision of school facilities, and shall encourage property owners/developers to coordinate with the Orange County School Board and/or other public and private entities to provide schools in the Southeast Plan area. Traditional Design Standards shall apply to all schools.
(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)
- Policy 4.1.17 The landscaping requirements for the Southeast Orlando Sector Plan area shall be those specified in the Land Development Code. Street trees shall be spaced in accordance with species type and other qualitative and quantitative standards as described in the Land Development Code.
(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended July 19, 1999, Effective August 19, 1999, Doc. No. 32220)
- Policy 4.1.18 New and/or replacement billboards shall be prohibited in the Southeast Orlando Sector Plan area.
(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

- Objective 4.2** The City of Orlando Transportation Planning Division shall, throughout the planning period continue to analyze and study the Southeast/Orlando International Airport Future Growth Center, identifying and analyzing the various transportation opportunities and constraints present in the area. These ongoing studies shall investigate the potential use and incorporation of light rail transit into the broader regional system.
- (Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962; Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)*
- Policy 4.2.1** The Transportation Planning analysis shall identify methods to implement a high capacity multi-modal transportation system which maximizes accessibility to the Orlando International Airport, and within the Southeast/OIA Future Growth Center area, to further the land use and commerce objectives of this major metropolitan activity center, while at the same time protecting the unique natural features present in the area.
- The OIA shall function as the multimodal hub for the Central Florida region, incorporating aviation, rail, and other surface transportation facilities. The City of Orlando shall promote adequate design and planning of transportation facilities. This includes planning roadways serving aviation facilities to provide easy flow of people and cargo as the facilities expand.
- (Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962)*
- Policy 4.2.2** In order to develop public transit systems and services that encourage public transit ridership, increase personal mobility, conserve energy resources, preserve air quality, and foster economic growth within the Southeast Orlando Sector Plan area, projects that will include a concentration of more than 500 employees shall coordinate with MetroPlan Orlando and the Central Florida Regional Transportation Authority to implement Transportation Demand Management programs.
- (Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962; Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)*
- Policy 4.2.3** The City shall foster, encourage, and support projects designed to capture and enhance the secondary technological effects of airport-area high speed rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.
- (Amended October 17, 1994, Effective January 4, 1995, Doc. No. 27962)*
- Policy 4.2.4** The Southeast Orlando Sector Plan map (Figure LU-2A) identifies a conceptual interconnected road network. The connections represent the minimum necessary to support the land use entitlements provided by the Plan. The final alignments and connections shall be established based on

individual master plan proposals and within existing environmental constraints.

Arterials are defined as major high-volume roadways such as Narcoossee Road and Alafaya Trail. Town and Village Center streets should be comprised of arterial and local streets. Neighborhood Center and Residential Center streets should be local in nature. Residential Neighborhoods should be comprised of connector and local streets. Residential and commercial connector streets shall provide vehicular connections between residential neighborhoods and commercial centers. Airport Support District streets are generally local in nature, but with a lane width and intersection radius sufficient to handle large trucks. Specific street cross-sections shall be consistent with standards reflective of Traditional and Conventional Development options, as applicable.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy 4.2.5

In the Southeast Orlando Sector Plan area, the City shall combine the mobility of the traditional interconnected street pattern with the safety, security, and topographic sensitivity of the conventional or contemporary network. Such a hybrid network features short, curved stretches that follow the lay of the land or contribute to good urban design, as well as short loops and cul-de-sacs, so long as the higher-order street network is left intact. "Higher-order" means arterials, collectors, and sub-collectors that carry through traffic. An acceptable master plan may feature interrupted grids of short streets ending at T or Y intersections, traffic circles or squares/parks. By design, local streets may carry some through-traffic, but the truncated nature of local streets means that traffic moves more slowly and the heaviest volumes are diverted to higher-order streets.

A simple measure of connectivity is the number of street links divided by the number of nodes or link ends (including cul-de-sac heads). The more links relative to nodes, the more connectivity. A connectivity index of 1.4 to 1.8 represents the optimum for a street network. Criteria for applying this connectivity index was reviewed with the Southeast Orlando Sector Plan partnership and was incorporated in the Land Development Code.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103)

Policy 4.2.6

Bicycle lanes shall be designed for all connector and arterial streets in the Southeast Orlando Sector Plan area. Bicycle lanes are a portion of the roadway which has been designated for the preferential or exclusive use of the bicycle. Sidewalks shall not substitute for bicycle lanes.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

Policy 4.2.7 A wide variety of street design features can create more livable streets. “Neighborhood Traffic Control”, or “Traffic Calming” measures are based on the ability to slow vehicle speeds, provide drivers with awareness of other users, and buffer pedestrians from traffic flow. Traffic Calming devices have potential use in both the design of new road segments in the Southeast Orlando Sector Plan area, as well as the modification of existing roads, or the future modification of roads initially built without traffic calming features. Appropriate traffic calming devices for use in the Southeast area include: (1) Street Narrowing; (2) Vehicle Deflection; (3) Pavement Sharing (4) Rerouting; and (5) Pavement Surface Treatments. A detailed description of these methods can be reviewed at the City of Orlando Planning Division.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 4.2.8 Streets provide a highly visible element in the public realm. For this reason, major public utility lines should be located underground. All electrical, cable, telephone, and other distribution lines within private developments in the Southeast Orlando Sector Plan area shall be located underground.

(Amended June 29, 1998, Effective July 30, 1998, Doc. No. 31329)

GOAL 5 DOWNTOWN ORLANDO – PLANNING FOR THE FUTURE

To make Downtown Orlando the premier center of Central Florida, and the heart of the City for both residents and visitors. Downtown Orlando shall serve as a 24-hour hub of activity for residential, government, financial, legal, entertainment, commercial, tourist, cultural, educational, and corporate interests. Downtown Orlando shall feature safe and vibrant neighborhoods, attractive streets and sidewalks, easily navigated roads, accessible transit and pathways, cultural and educational opportunities and a diversity of economic activity.

(Amended January 29, 2000, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Objective 5.1 Throughout the planning period, the City of Orlando shall encourage sustainable and healthy development practices in Downtown Orlando.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.1.1 Downtown Orlando shall promote sustainability by celebrating the natural environment, economic vitality, and social diversity. This effort embraces community building principles which:

- a. Create a sense of place by celebrating Downtown in its gateways, open spaces and buildings;
- b. Integrate land uses, such as encouraging mixed use development including live-work opportunities, to create a 24 hour a day, 7 day a week community;

- c. Improve transportation connectivity, with an emphasis on multi-modal applications to better connect destinations, neighborhoods, employment center, shopping and cultural amenities including vehicular circulation, as well as good pedestrian, transit and bicycle access to houses, jobs, shopping and entertainment;
- d. Promote properly scaled development to maintain a human-scale and accommodate the needs of the pedestrian.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.1.2 The City of Orlando shall manage late-night uses, sound attenuation and parking facilities to bolster Downtown as the premier urban neighborhood of Central Florida, diminish nuisances, and promote use compatibility. The techniques for the management of these issues shall be provided by regulations within the Land Development Code

(Amended August 15, 2022, Effective September 15, 2022, Doc No. 2208151205)

Objective 5.2 Throughout the planning period, the City of Orlando shall provide for all required infrastructure improvements in accordance with the Capital Improvements Element and the Downtown Community Redevelopment Area Plan.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101; Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy 5.2.1 The City shall use the the Capital Improvements Element, and specifically the adopted five-year capital improvements schedule shown in Figure CI-14, as well as the Downtown Community Redevelopment Area Plan, and its subsequent amendments, as the principal guides to help prioritize infrastructure improvements in the Downtown area. The City may also consider other Downtown related plans, (including the Downtown Transportation Plan), reports/analyses and urban design documents to help guide infrastructure improvements and spending.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201; Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy 5.2.2 Simultaneously with the rescission of the Downtown Orlando Area-Wide Development of Regional Impact (DRI) Development Order, and consistent with Section 18.2(j) of the First Amended and Restated Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency (Interlocal Agreement; dated March 9, 2011), all development within the area depicted on Figure LU-2E - Downtown School Concurrency Exemption Area, shall be exempt

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from school concurrency. Any residential units in excess of the 11,397 previously vested units minus those already built (5,260 unbuilt units as of March 11, 2018), may be subject to both school capacity and school concurrency, if applicable, according to the process described in the aforementioned Interlocal Agreement, as amended.

Each property within this area will be governed by the Growth Management Plan, Future Land Use Map designations and Zoning classifications, as well as the requirements and entitlements specified in the Land Development Code, including the Concurrency Management System. Assignment of concurrency to individual projects will be executed through the Concurrency Management process.

The City must maintain a tracking system that will be provided to Orange County Public Schools upon request. The tracking system must include a careful running tally of the concurrency-exempt units that are demolished over time, returning the demolished units to the aggregate pool of concurrency-exempt units available for development.

Nothing in this policy exempts residential developers from their responsibility and obligations in relation to school capacity and/or school impact fees.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101; Amended November 1, 2010, Effective January 18, 2011, Doc. No. 1011011101; Amended August 6, 2018, Effective September 20, 2018, Doc. No. 1808061201)

Policy 5.2.3 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Policy 5.2.4 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Objective 5.3 Throughout the planning period, the City of Orlando, through its Community Redevelopment Agency, shall work to improve blighted areas and Downtown in general by implementing Downtown Community Redevelopment Plan and its subsequent amendments.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.3.1 In order to achieve the City's vision for Downtown, and specifically for each of the seven planning areas identified in the 2015 Downtown Community Redevelopment Plan and which includes the Central Business District, North Quarter, Parramore Heritage Business District, Parramore Heritage

Neighborhood, Lake Eola Heights, Lake Lucerne and South Eola, the City shall implement a unified and multi-faceted development framework.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.3.2 In order to increase hotel and visitor activity in the Downtown Orlando Community Redevelopment Area (specifically that portion located east of Parramore Avenue) that will also support new retail and restaurants, and consistent with the Marketplace (Retail & Services) component of DT Outlook (2015 Update to the Downtown Orlando Community Redevelopment Area Plan), mixed-use projects which contain a significant conference/meeting center/ballroom component may be eligible for a development incentive as defined in the Land Development Code.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101; Amended July 20, 2020, Effective August 20, 2020, Doc. No. 2007201201)

Objective 5.4 Throughout the planning period, the City shall promote the positive design elements of the public realm in Downtown Orlando.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.4.1 Reserved.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.4.2 Reserved.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.4.3 Reserved.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.4.4 To promote Downtown Orlando's position as Central Florida's pre-eminent activity enter, impacts on the viability of Downtown Orlando shall be considered in the review of all proposed Growth Management Plan amendments to expand other Metropolitan and Urban Activity Centers. *(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*

Policy 5.4.5 The Land Development Code shall include standards which encourage the maintenance of existing neighborhood character, density and scale, while allowing compatible infill development.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

- Policy 5.4.6 The Land Development Code shall provide for and encourage the preservation and protection of Downtown’s historical and architectural resources, including designated Downtown landmark buildings. The City shall require the retention of contributing buildings and the preservation of their unique features, as identified in the historic classification survey system. Limited transfer of development rights from such building sites to other portions of the Downtown may be considered. The LDC shall include design standards for new construction in the Downtown Historic District.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.4.7 The City shall support Downtown streetscape design guidelines that prioritize the pedestrian realm and active street life, which embody Downtown’s unique qualities, including, land uses, transparency of windows, and building orientation and will support the development and implementation of a public open space system.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 5.4.8 The City shall require development appearance review in the Downtown in order to control bulk, intensity, and character of new development in the Downtown. Design guidelines encourage the positive urban qualities of the City’s built form and address primary elements of scale and context, urban design and architecture, the public realm, and integration of uses. An integrated design framework is the foundation for design guidelines that include various elements to further the urban form and character of Downtown such as:
- a. Streets and mobility
 - 1. Pedestrians
 - 2. Bicycles
 - 3. Transit
 - 4. Trail Network
 - 5. Streets
 - b. Streetscape
 - 1. Streetscape Zones
 - 2. Palette
 - c. Buildings
 - 1. Setbacks and Build-To-Lines
 - 2. Building Orientation
 - 3. Massing and Form
 - 4. Articulation and Composition
 - 5. Materials

- 6. Entries
- 7. Parking
- 8. Service Areas
- d. Open Space
 - 1. Downtown Open Space Master Plan
 - 2. Lake Eola Park
 - 3. Bridge District
 - 4. Hierarchy of Spaces

The Appearance Review Board, the Municipal Planning Board and other such bodies, shall have the responsibility for enforcing these provisions.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.4.9 The City shall continue to use public/private approaches to Downtown development by utilizing developer competitions on publicly designated projects.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

Policy 5.4.10 Downtown Design Guidelines shall be adopted by the City, including guidelines for buildings, patterns, materials, colors, proportions, signage, site plans and land uses. These guidelines shall maintain and enforce the policies and vision of the Downtown Plan Update. The City shall maintain and enforce development in keeping with the guidelines.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.4.11 The City shall implement through the Land Development Code (LDC) the Street-Level Commercial Use concept as shown on Figure LU-2F Street-Level Commercial Use. Parking structures shall be developed consistent with this policy. The LDC shall contain design standards, incentives and bonuses to encourage street-level commercial uses in these areas. Street-Level Commercial shall be permitted as a secondary use in the Office Low Intensity, Office Medium Intensity, Office High Intensity, Residential Medium Intensity and Residential High Intensity future land use designations in the Downtown Community Redevelopment Area (CRA).

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101; Amended July 9, 2012, Effective August 9, 2012, Doc. No. 1207091201)

Policy 5.4.12 The City's Land Development Code shall require compliance with the guidelines provided in "Crime Prevention Through Environmental Design: Your Guide to

Creating a Safe Environment”, as may be amended from time to time, for all new structures in the Community Redevelopment Area and for all projects that are reviewed by the Appearance Review Board and Downtown Development Board or which receive financial incentives from the CRA or City of Orlando. Structures undergoing substantial improvements shall meet as many of the guidelines as is feasible given the extent of the reconstruction.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended March 20, 2023, Effective April 20, 2023, Doc. No. 2303201208)

- Policy 5.4.13 The City shall encourage the preservation and improvement of the existing housing stock and the construction of new housing in a wide range of prices and densities. The City shall work with the DDB/CRA and Orlando Housing Authority to improve the quality of affordable housing and to encourage market-rate housing throughout Downtown.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.4.14 The City shall work with the DDB/CRA to develop specific land acquisition, land cost buydown, regulatory reform, development incentives and/or other programs to encourage new housing opportunities and preserve existing and encourage diverse housing opportunities in Downtown.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 5.4.15 Reserved. *(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)*
- Policy 5.4.16 The City of Orlando shall consider the establishment of a tree replacement program in Downtown Orlando to encourage replacement of canopy trees lost to age, disease, construction or other natural events. *(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)*
- Policy 5.4.17 The City shall work with the DDB/CRA, the University of Central Florida, Valencia College, Orange County Public Schools and private schools in the Downtown to promote cooperation and communication among college students, professors, teachers and elementary/secondary students. The City shall also support the development of programs to share educational and civic resources and facilities. The City also supports the development of the Creative Village at the site of the former Orlando Centroplex area. The vision for Creative Village focuses on creating a true “live, learn, work and play” urban destination that supports a synergistic and dynamic mix of uses including higher education, PS-8 education, and mixed use, mixed-income development. *(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)*

- Policy 5.4.18 The City shall support partnerships with the Orange County School Board to improve school choice Downtown, including the development of at least one elementary school in the Parramore Heritage area. The City shall support the development of charter elementary schools, including pre-kindergarten classes, particularly in the Parramore Heritage area.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.4.19 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.4.20 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.4.21 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.4.22 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Objective 5.5** Throughout the planning period, the City shall support public art, cultural events, and arts spaces in Downtown Orlando.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 5.5.1 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 5.5.2 The City shall work with the DDB/CRA and the development community to:
- a. Create stronger connections between the Magnolia/Orange Avenue corridor and Lake Eola;

- b. Establish a series of green links (pedestrian and bicycle pathways) connecting Downtown lakes and parks to lakes and parks outside Downtown Orlando;
- c. Create a greenway system in Parramore Heritage; and
- d. Create “gateway” features at key entrances to Downtown to enhance the sense of place and community.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.5.3 Reserved.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.5.4 The City shall work with the CRA to implement its streetscape program in the Downtown. The City shall also consider the feasibility of extending the Downtown streetscape program into adjacent neighborhoods.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.5.5 The City shall enhance cultural entertainment opportunities by implementing the Cultural Corridor and Sports and Entertainment Corridor concepts in Downtown.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.5.6 The City shall support and promote development of the Orlando Performing Arts Center and its full integration into the Cultural Corridor and Sports and Entertainment District.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.5.7 The City shall maintain and enhance existing cultural and performing arts facilities where appropriate and practicable.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

Policy 5.5.8 The City shall encourage the adaptive reuse and historic preservation throughout Downtown.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

Policy 5.5.9 The City shall continue its existing program of promoting placement of public art by contributing 1 percent of its capital improvements budget to a fund for the placement of art.

(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

Supplement No. 18

- Policy 5.5.10 The City shall consider developing incentives for rehearsal, studio and performing arts spaces in the Cultural Corridor and Sports and Entertainment District.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Objective 5.6** Throughout the planning period, the City shall promote high quality transportation choices in Downtown Orlando.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 5.6.1 The City shall strive to provide a balanced transportation system with multiple options for getting around Downtown. The City shall implement a high capacity multi-modal transportation system which maximizes accessibility to and within Downtown to further the land use and commerce objectives of this major metropolitan activity center, while at the same time protecting Downtown's historic sites and structures, as well as its unique natural features and by so doing enhance Downtown as an active, vital, pedestrian environment.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.6.2 The City shall be actively involved in advocating transportation solutions involving all modes of transportation to and within the Downtown area. On behalf of the Downtown area, the City shall coordinate and participate with: Orange County Government, Florida Department of Transportation, East Central Florida Regional Planning Council, Metroplan Orlando, Central Florida Regional Transportation Authority (dba Lynx), Florida High Speed Rail Transportation Commission, Greater Orlando Aviation Authority, Orlando/Orange County Expressway Authority, and private groups representing transportation users.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.6.3 The City shall continue to review the Downtown street network to identify cost effective intersection, signalization, and other traffic improvement programs to enhance traffic movement and safety.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.6.4 The City shall continue to evaluate opportunities to enhance the capacity of arterial roadways providing regional access to Downtown.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

- Policy 5.6.5 The City shall plan for a route to accomplish fixed guideway mass transit within the Downtown area. The following corridors shall be considered for the fixed guideway system: the present CSX Railroad alignment, Interstate 4 alignment, Magnolia Avenue alignment, or other viable alignments. These corridors shall be preserve to the maximum extent possible. Appropriate locations for transit terminals and transit stops shall also be identified.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.6.6 The City shall integrate transit system considerations into designs for development and redevelopment areas at the earliest stages in the process.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.6.7 The City shall continue to operate a Downtown circulator transit service which provides a combination of short pedestrian trip length and high frequency transit service to afford accessibility throughout the Downtown core.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.6.8 The Downtown circulator transit service shall continue to serve parking facilities and employment centers located within the Downtown and shall strive to maintain a minimum headway of five minutes during the peak hours. The system shall interconnect parking garages with the northern, central and southern areas of Downtown.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.6.9 The City shall maintain and strengthen the role of Downtown as a safe, vibrant, multimodal, mixed use activity center with a strong pedestrian environment by regulating the design of the public frontage and the amount and/or location of parking provided for new Downtown development. Downtown parking regulations may restrict the maximum amount of on-site parking.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.6.10 The City shall effectively manage and control parking within the Downtown area in order to substantially reduce internal trips and to preserve the capacity of existing Downtown streets and to increase transit and pedestrian usage.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)
- Policy 5.6.11 Programmed roadway, transit and parking improvements shall include effective strategies for encouraging carpooling or vanpooling and spreading the peak hour effects of commuter traffic.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552)

- Policy 5.6.12 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.6.13 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.6.14 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.6.15 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.6.16 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Objective 5.7** Throughout the planning period, the City shall support an active and vibrant streetscape that supports local businesses.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended June 8, 2009, Effective August 25, 2009, Doc. No. 0906081103; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 5.7.1 The City shall consider market potential in the development and redevelopment of Downtown Orlando. The City’s GMP, LDC, and CRA Plan Update shall recognize market demands and shall be flexible enough to accommodate changes in economic circumstances.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 5.7.2 To account for commercial market growth, the City shall periodically review the mandatory and encouraged street-level commercial use areas depicted on Figure LU-2F and consider amendments that would reclassify, add, or remove appropriate segments. When reviewing proposed amendments to Figure LU-2F, the City shall encourage a vibrant, pedestrian-oriented street environment but also consider the potential viability of street-level commercial uses in the proposed locations.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended September 23, 2003, Effective November 14, 2003, Doc. No. 020923719; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101; Amended July 9, 2012, Effective August 9, 2012, Doc. No. 1207091201)

- Policy 5.7.3 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)
- Policy 5.7.4 Downtown Orlando shall be enhanced as a convention and visitor destination through a variety of actions such as the pursuit of innovative marketing and economic development opportunities and coordination with other entities such as Visit Orlando. To this end, the City shall also examine opportunities to limit the number and/or location of incompatible or inappropriate retail/personal service establishments and telecommunications equipment facilities in the CRA area. *(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552, Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)*
- Policy 5.7.5 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.7.6 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.7.7 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)
- Policy 5.7.8 Reserved.
(Amended January 29, 2001, Effective March 1, 2001, Doc. No. 33552; Amended July 26, 2010, Effective August 26, 2010, Doc. No. 1007261101)

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DEFINITIONS

City Planning Official (or Planning Official) – The City Planning Division Manager, or his or her designee.

Commercial use - Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or the performance of services. Office, public, recreational & institutional uses, conservation uses and other compatible uses are also consistent in these areas as secondary uses.

Conservation use - Activities within land areas whose boundaries have been designated by the conditions of a development order or other governmental action for the purpose of conserving or protecting natural resources or environmental quality.

Conventional LDC - The City of Orlando Land Development Code, as it may be amended from time to time (Chapters 58-67).

Educational use - See public, recreational and institutional use.

Industrial use - Activities within land areas predominantly connected with manufacturing, assembly, processing or storage of products. Office, commercial, public, recreational & institutional uses, conservation uses and other compatible uses are also consistent in these areas as secondary uses.

Office use - Activities within land areas used predominantly for the conduct of business or occupation; however, commercial and industrial uses are not consistent in these areas. Residential, public, recreational & institutional uses, neighborhood commercial, conservation uses and other compatible uses are also consistent in these areas as secondary uses.

Principal Use - The primary or predominant activity within a structure or land area, as distinguished from accessory or secondary activities.

Public, recreational and institutional use - Activities within areas used predominantly for structures or lands that are owned, leased or operated by a government entity, or facilities of public or private primary or secondary schools, vocational and technical schools, colleges and universities, or areas where public or private recreation occurs, or other public facilities or public benefit uses. Public/private partnerships, supportive mixed uses and other compatible uses are also consistent in these areas as secondary uses.

Recreational use - See public, recreational and institutional use.

Residential use - Activities within land areas used predominantly for housing. Public, recreational & institutional uses, neighborhood commercial, mixed residential-office, conservation uses and other compatible uses are also consistent in these areas as secondary uses.

Secondary use - An activity which occupies a clearly minor proportion of a structure or land area, as distinguished from the principal use of that structure or area.

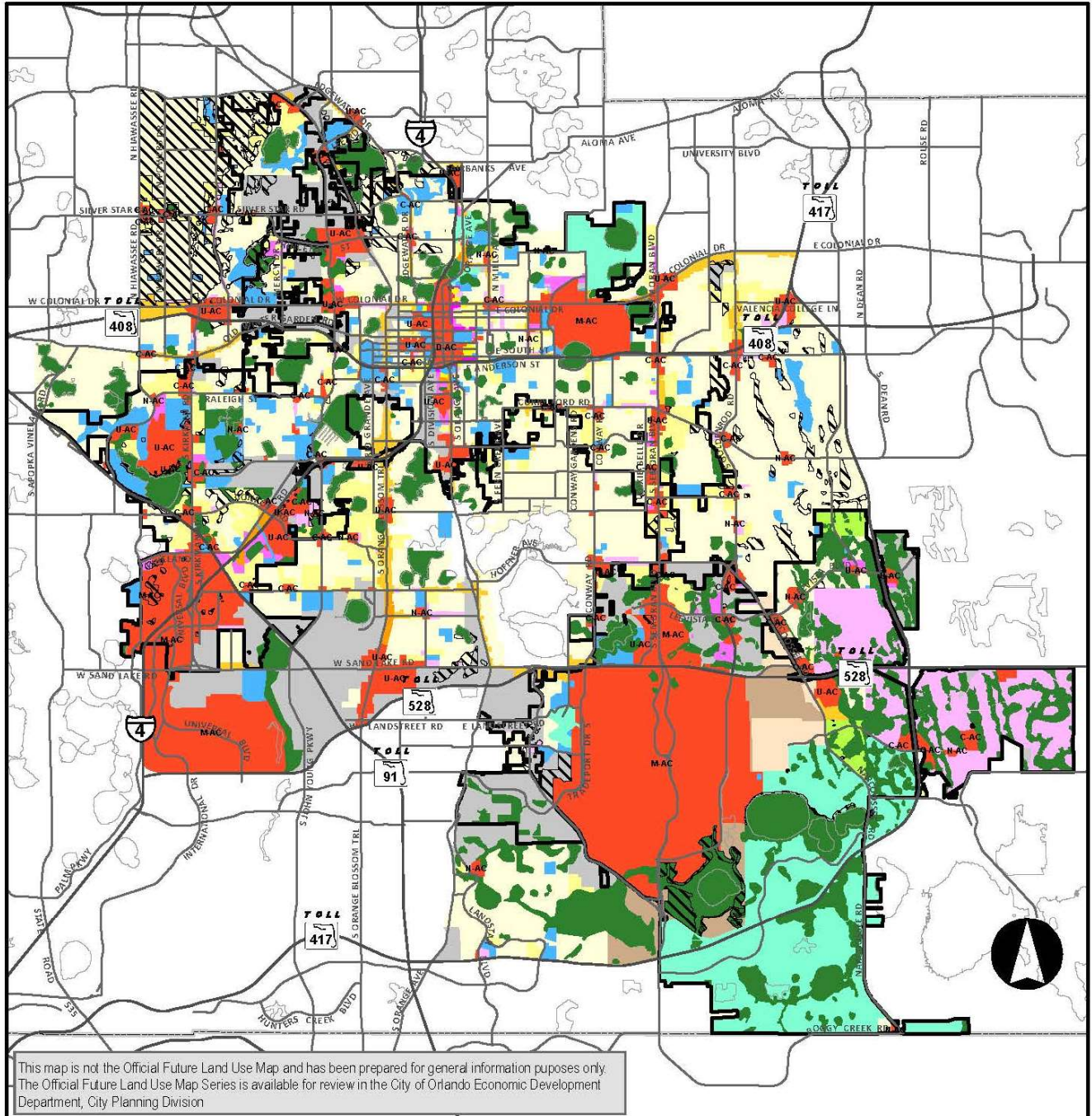
Traditional Design - Land use and development standards that apply in the Southeast Orlando Sector Plan area, as described under Goal 4 of this Element and Chapter 68 of the Land Development Code.

Transportation Official – The Director of the Transportation Department, or his or her designee.

(Amended August 28, 2017, Effective October 27, 2017, Doc. No. 1708281201)

**Figure
LU-2**

Future Land Use - 2045



LEGEND

	Residential Low Intensity		Mixed Use Corridor Medium Intensity		Industrial		Urban Reserve
	Residential Medium Intensity		Mixed Use Corridor High Intensity		Airport Support District Med. Intensity		Transitional Wildlife Habitat Overlay
	Residential High Intensity		N.A.C. Neighborhood Activity Center		Airport Support District High Intensity		Resource Protection Overlay
	Mixed Use/Neighborhood Development		C.A.C. Community Activity Center		Urban Village		City of Orlando Jurisdiction
	Office Low Intensity		U.A.C. Urban Activity Center		Public/Recreational & Institutional		
	Office Medium Intensity		M.A.C. Metropolitan Activity Center		Lake / Conservation		
	Office High Intensity		D.A.C. Downtown Activity Center		Conservation		

Effective August 25, 2010; Doc. Updated Through 10-2CPB
Amended November 3, 2014; Effective December 17, 2014;
Doc Num 1411031201

City of Orlando, Economic Development Department, City Planning, Division, Dec 2017

Amended August 28, 2017; Effective October 27, 2017;
Doc Num 1708281201

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FIGURE LU-2A Southeast Orlando Sector Plan

LEGEND:

- Residential Neighborhood
- Golf Course
- Public Institutional (School, Fire Station)
- Town Center
- Village Center / Urban Transit Center
- Village Center
- Neighborhood Center
- Residential Center
- Airport Support District - (Medium Intensity)
- Airport Support District - (High Intensity)
- Park/Neighborhood Greens Plaza
- Wetland/Upland
- Wetland/Primary *See Note I*
- Electric & Gas Easement/ROW
- Water Body
- Proposed Roadway *See Note III*
- City of Orlando Jurisdiction
- County Boundary
- Transit / Increased Density Corridor *See Note II*

NOTES:

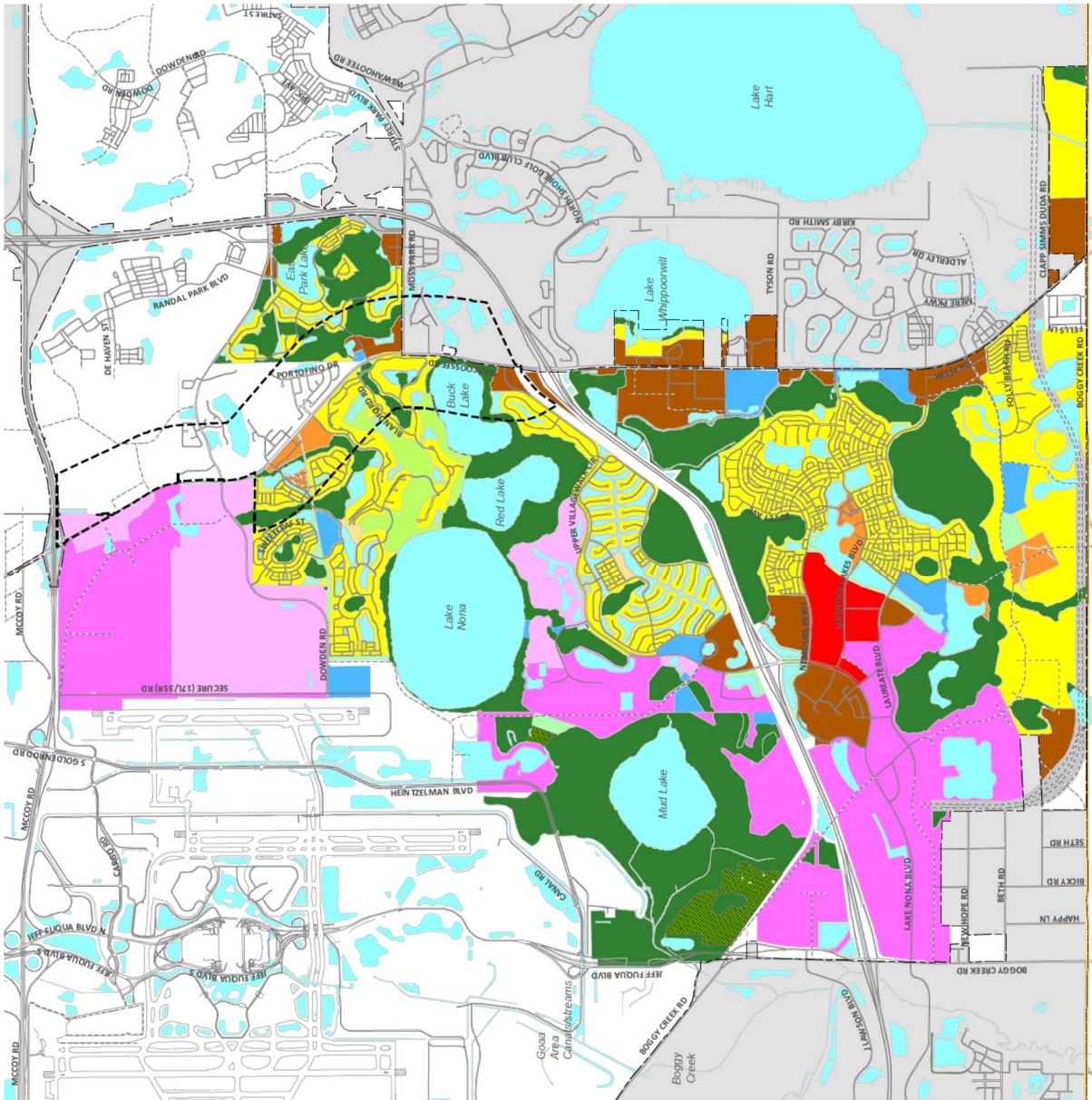
Note I: The POB boundaries are conceptual only and will be finalized as more accurate environmental information becomes available.

Note II: Traditional design standards shall apply where development exceeds an average density of 33 units per acre. Where density exceeds 33 units per acre, the minimum lot size shall be 2,000 square feet. Where density exceeds 66 units per acre, the minimum lot size shall be 1,000 square feet. The area north of the Central Florida Greenway.

Note III: The Sector Plan shows a conceptual interconnected road network. These connections are necessary to support the land use entitlements provided by the Plan. The final alignment and connections shall be established based on individual master plan proposals and existing environmental constraints.

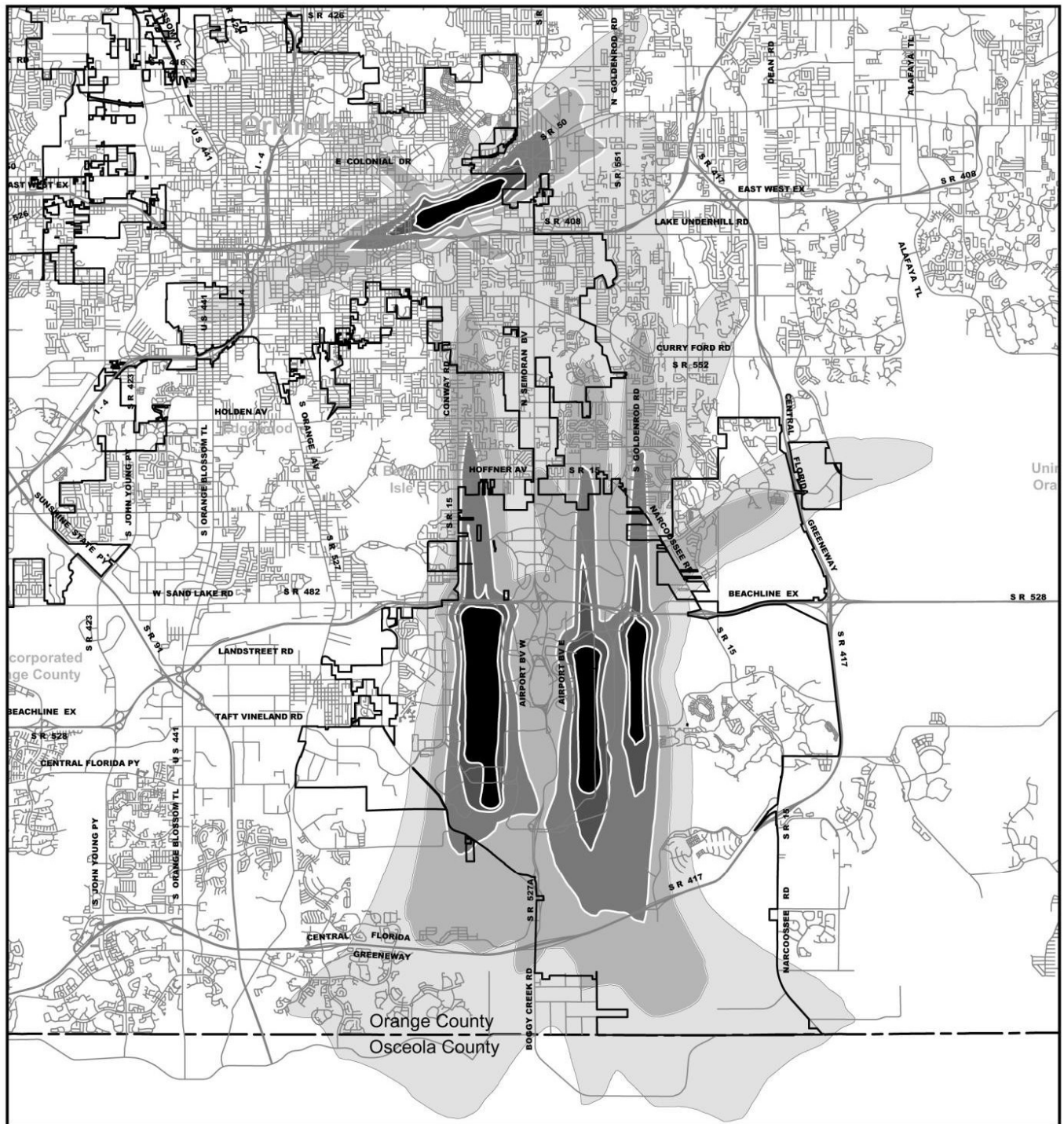


City of Orlando, Economic Development Department
City Planning Division, July 2021



**Figure
LU-2B.1**







Aircraft Noise Control Zones



LEGEND

0 1.5 3
Miles

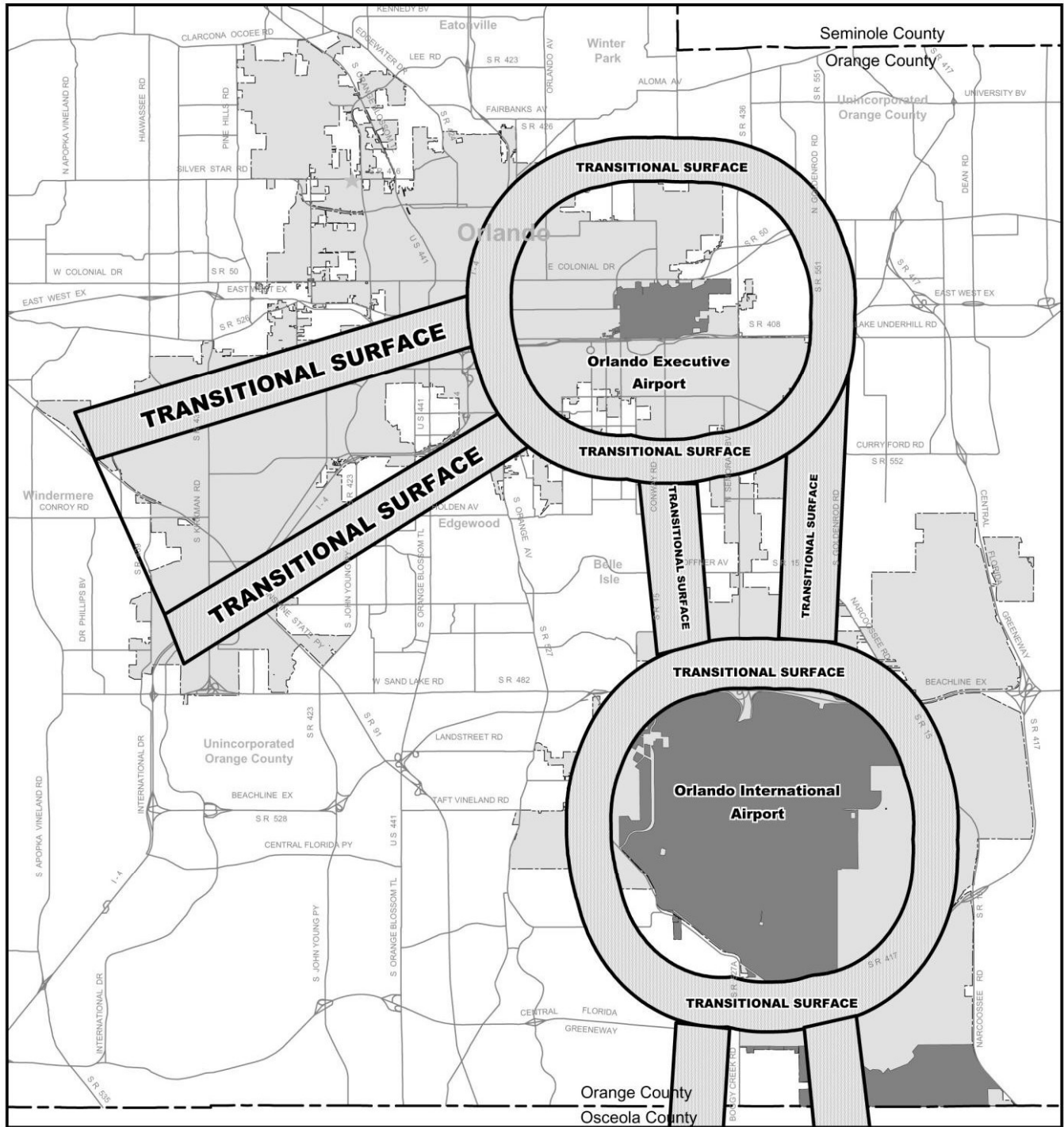
City of Orlando Economic Development Department
City Planning Division, May 2008

-  Zone A
-  Zone B
-  Zone C
-  Zone D
-  Zone E
-  Orlando City Limits



**Figure
LU-2B.2**

FAA Part 77 Height Contours (Imaginary Surfaces for OIA & OEA)



LEGEND



City of Orlando Economic Development Department
City Planning Division, October 2008



Orlando City Limits

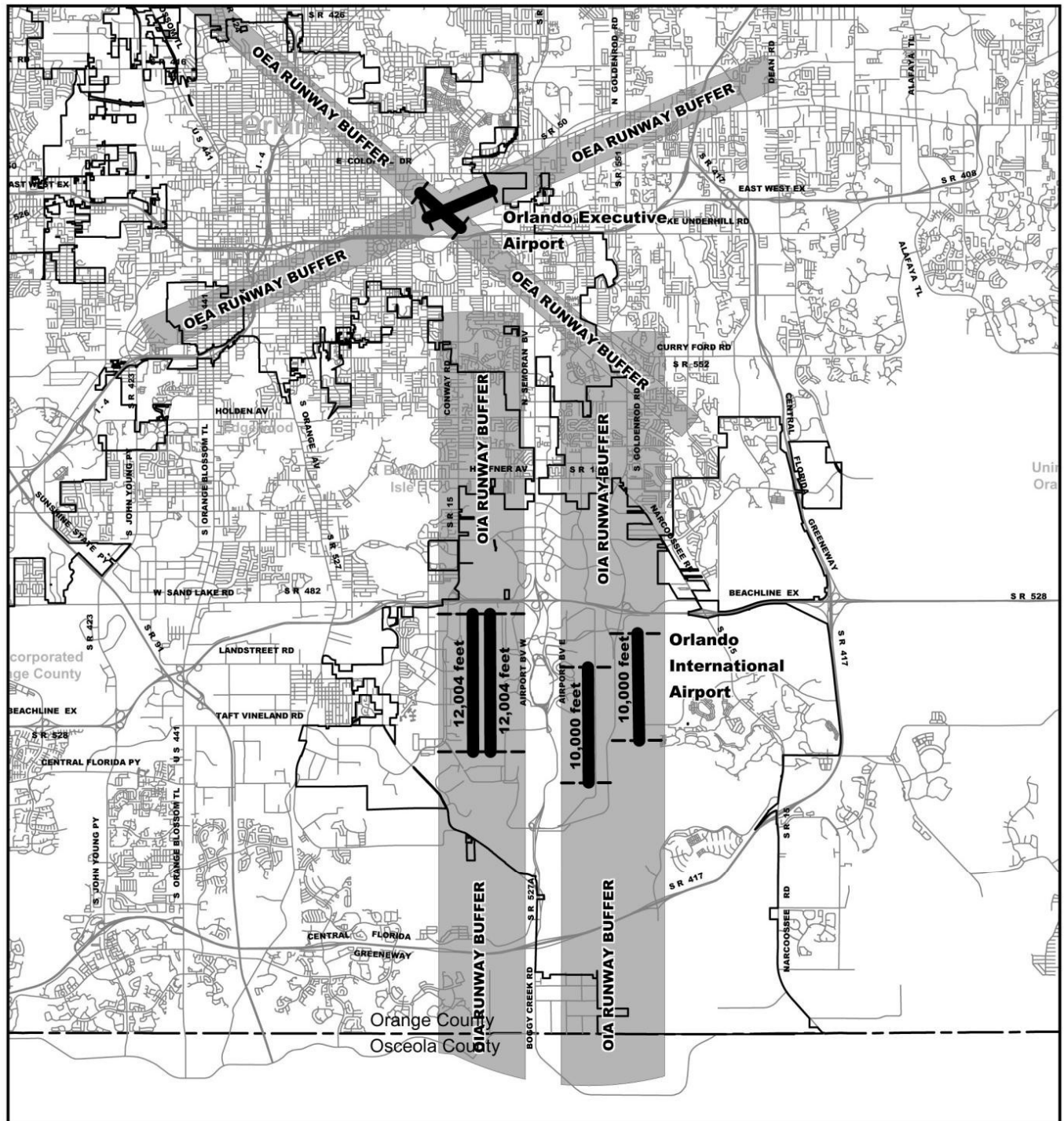


City of Orlando Airport Facilities



**Figure
LU-2B.3**


**Orlando International Airport & Orlando Executive Airport -
Airport Zoning & Educational Facilities**



LEGEND



City of Orlando Economic Development Department
City Planning Division, May 2008

 Runway Buffer Area

(New School Construction prohibited per Chapter 333.03, F.S.;
unless exception granted by local government for public
policy reasons)

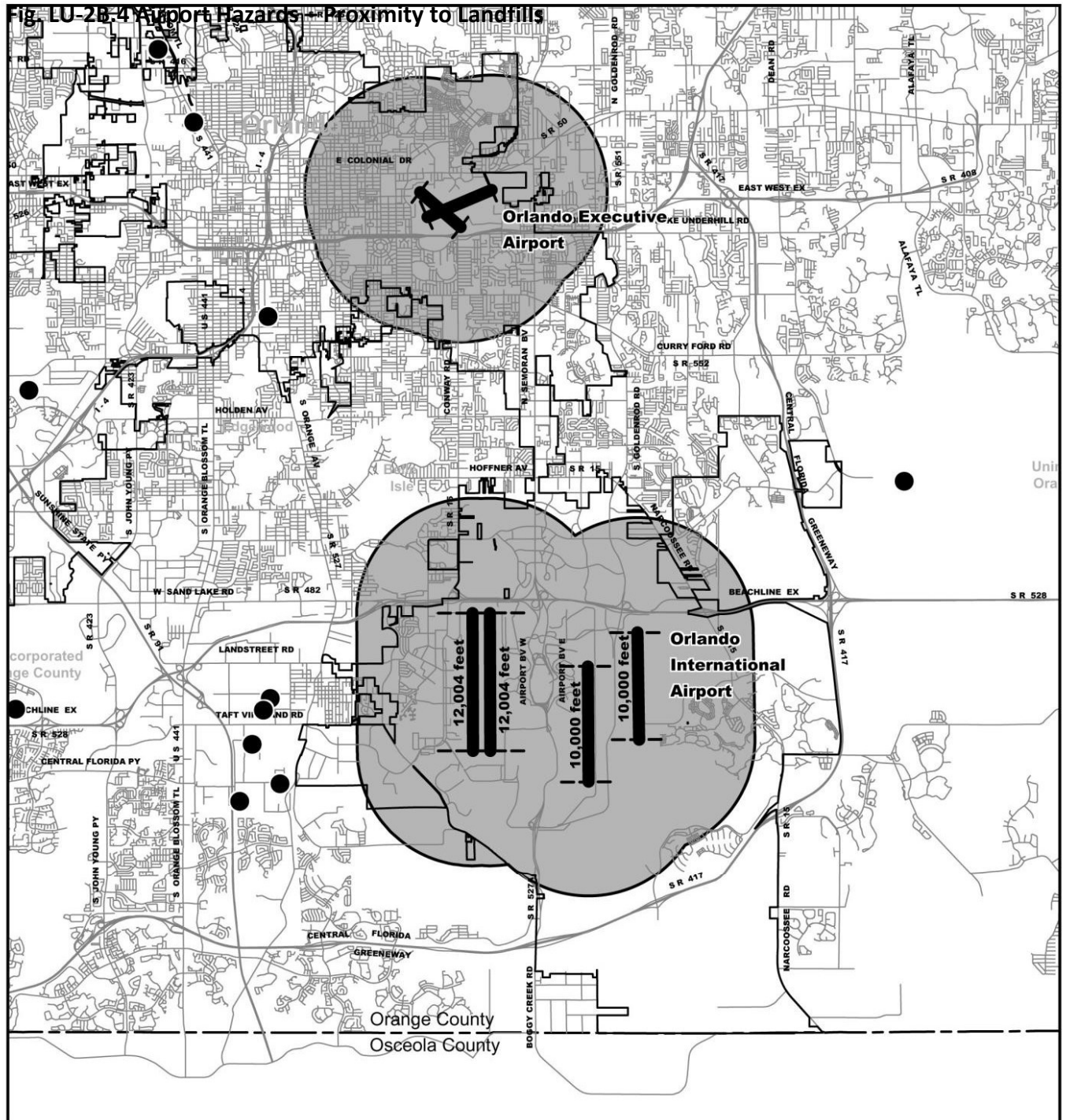
 Orlando City Limits



**Figure
LU-2B.4**

Airport Hazards - Proximity to Landfills

Fig. LU-2B.4 Airport Hazards - Proximity to Landfills



LEGEND



City of Orlando Economic Development Department
City Planning Division, May 2008



Active Landfill



Landfill Buffer Area
(10,000 Foot buffer of any runway used or planned
to be used by Turbojet or Turboprop aircraft;
Landfills prohibited per chapter 333, F.S.)

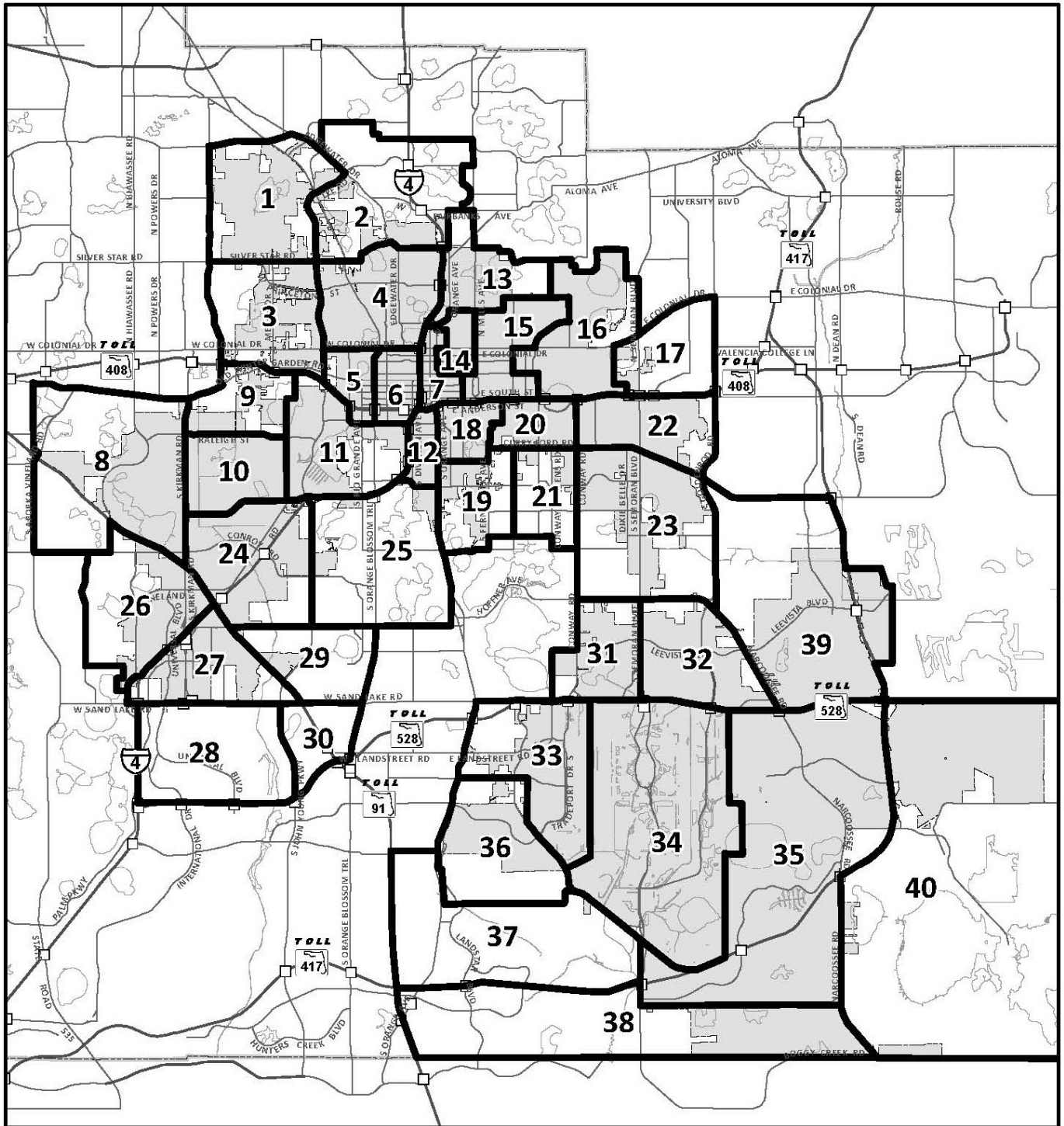


Orlando City Limits

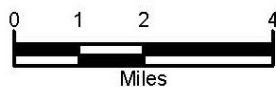


**Figure
LU-2 Part C**

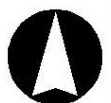
Subarea Boundaries



LEGEND



- Orlando City Limits
- Subarea Boundary Line
- 14** Subarea Number



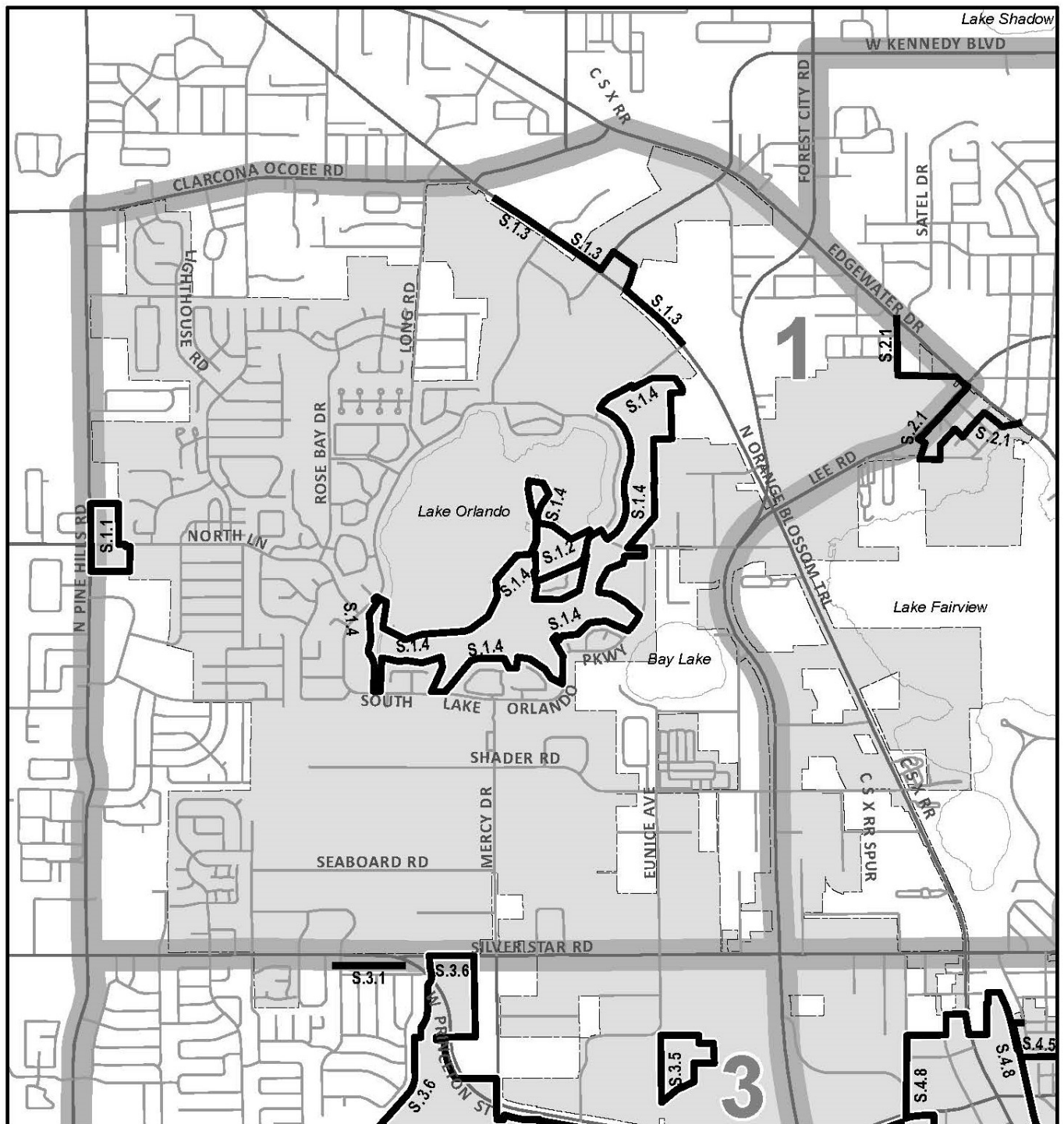
City of Orlando
Economic Development Department
City Planning Division, October 2018

Amended November 1, 2010; Effective January 18, 2011; Doc. Num. 1011011101;
Amended December 16, 2013; Effective February 6, 2014; Doc. Num. 1312161201;

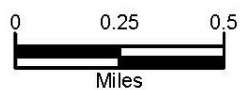
Amended May 12, 2014; Effective July 3, 2014; Doc. Num. 1405121204;
Amended September 25, 2016; Effective October 26, 2016; Doc. Num. 1609261201
Amended March 19, 2018; Effective May 4, 2018; Doc. Num. 1803191201

**Figure
LU-2 Part C**

Future Land Use - Policies Subarea 1



LEGEND



- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number
- Orlando City Limits

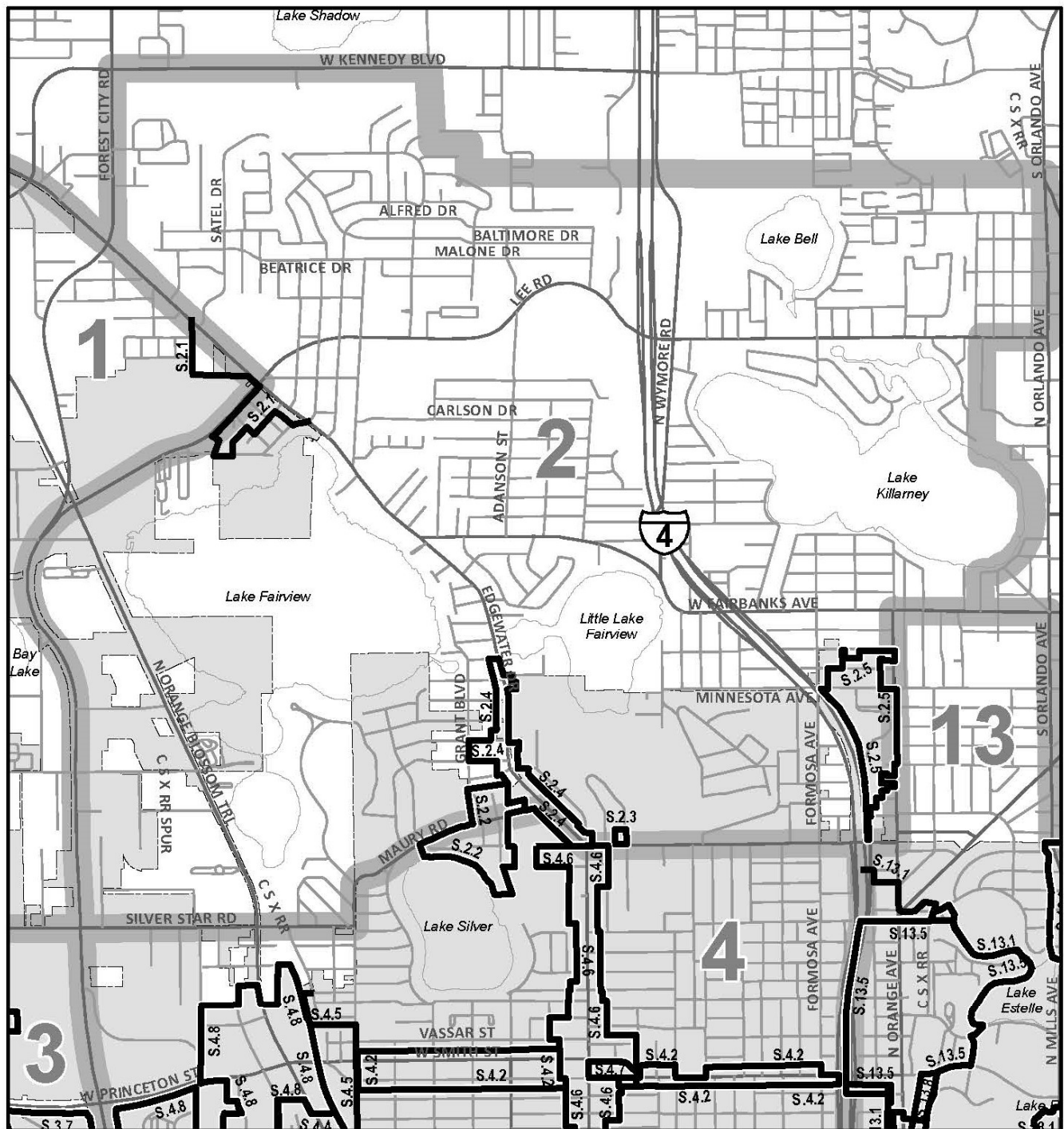
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division

City of Orlando, Economic Development Department
City Planning Division, October 2022

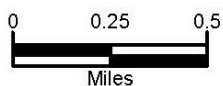
Amended August 26, 2010 (10-2CPB); Doc. Num. 1007261101
Amended November 8, 2021; Effective December 9, 2021; Doc. Num. 2111081202




Future Land Use - Policies

Subarea 2



LEGEND



- | | |
|---|------------------------|
|  | Policy Boundary Line |
| 2.3 | Policy Boundary Number |
|  | Subarea Boundary Line |
| 14 | Subarea Number |
|  | Orlando City Limits |

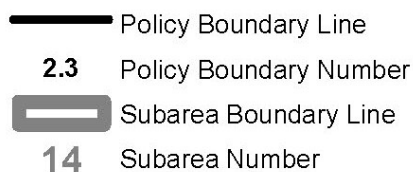
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

City of Orlando, Economic Development Department
City Planning Division, May 17, 2023

Amended February 26, 2010 (10-1CPB);
Amended August 26, 2010 (10-2CPB); Doc. Num. 1007261101
Amended May 15, 2017, Effective July 6, 2017; Doc. Num. 1705151204
Amended May 13, 2019, Effective July 5, 2019; Doc. Num. 1905131201
Amended January 28, 2019; Effective March 8, 2020; Doc. Num. 1901281206

Future Land Use - Policies

Subarea 3

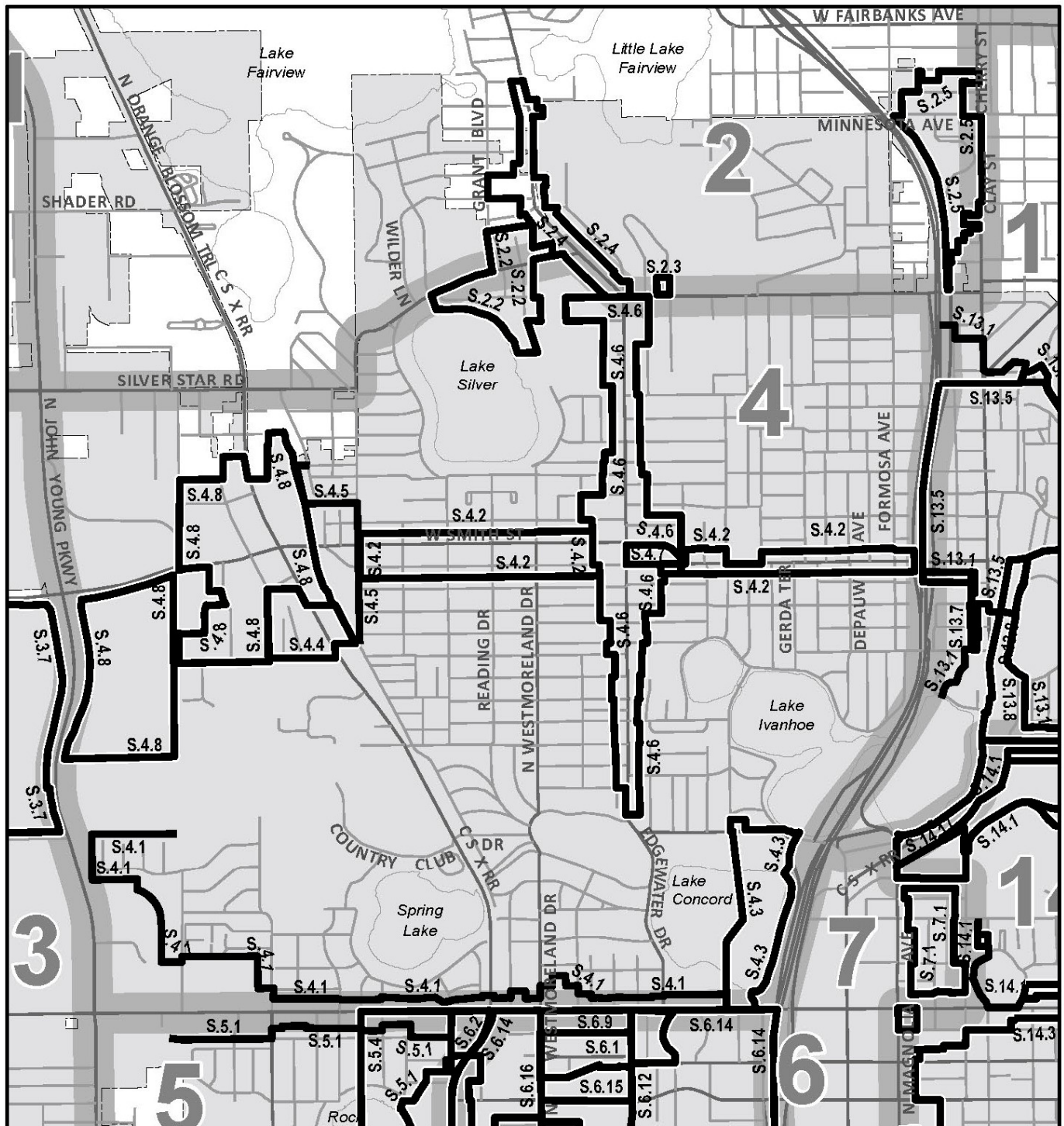


NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

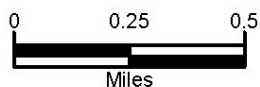
er Amended July 13, 2009
Amended August 6, 2018; Effective September 20, 2018; Doc. Num. 1808061201
Amended July 17, 2020; Effective August 17, 2020; Doc. Num. 1905131201

**Figure
LU-2 Part C**

Future Land Use - Policies Subarea 4



LEGEND



- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits



NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

City of Orlando, Economic Development Department
City Planning Division, September 2020

Amended October 1, 2012; Doc. Num. 1210011203
Amended November 3, 2014; Effective December 4, 2014; Doc. Num. 1411031205
Amended July 8, 2019; Effective August 23, 2019; Doc. Num. 1907081202

Future Land Use - Policies

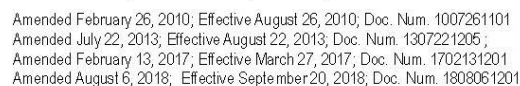
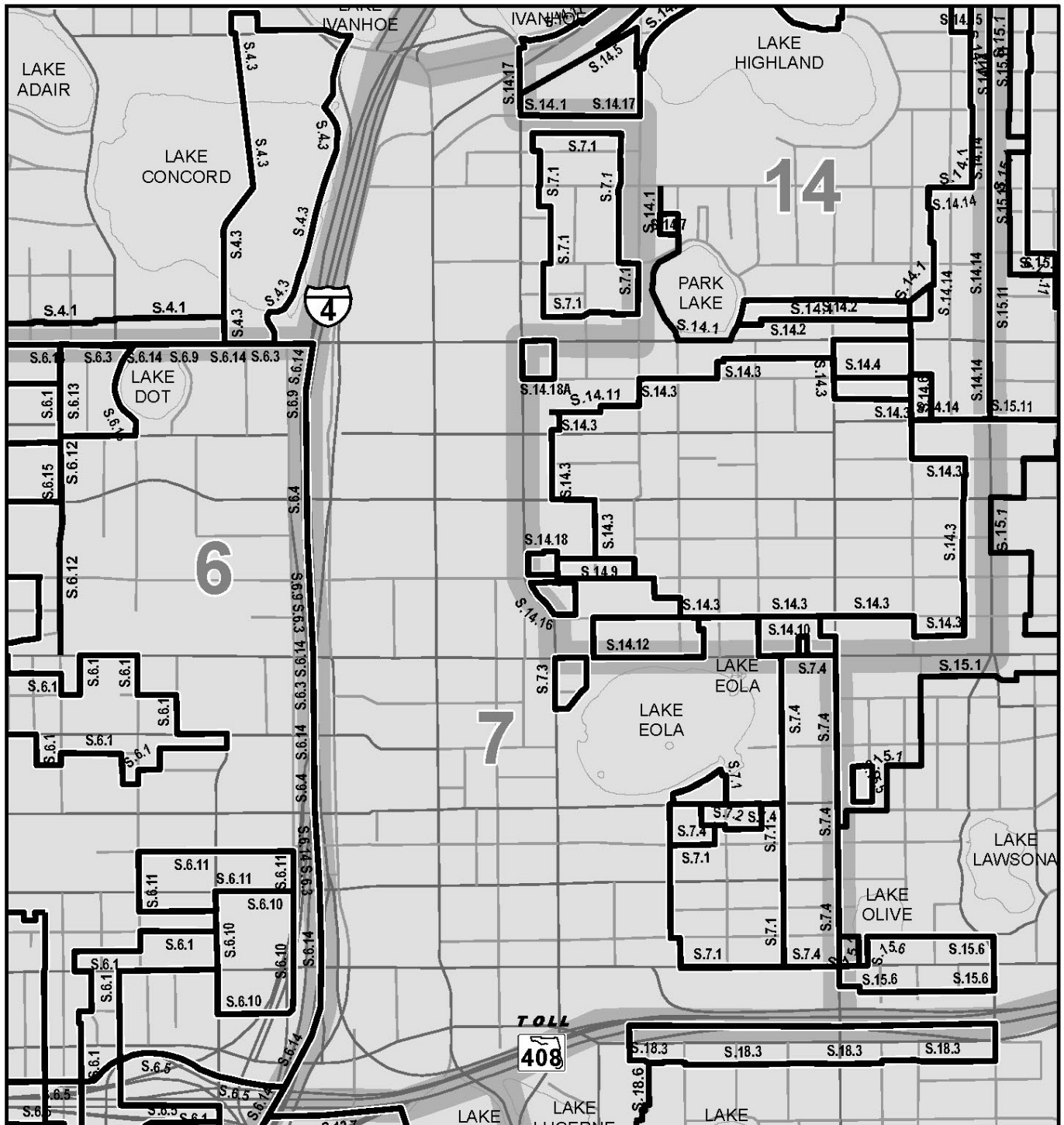
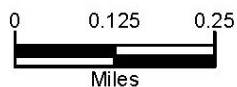


Figure LU-2 Part C

Future Land Use - Policies Subarea 7



LEGEND



City of Orlando,
Economic Development Department
City Planning Division, September 2020

- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits

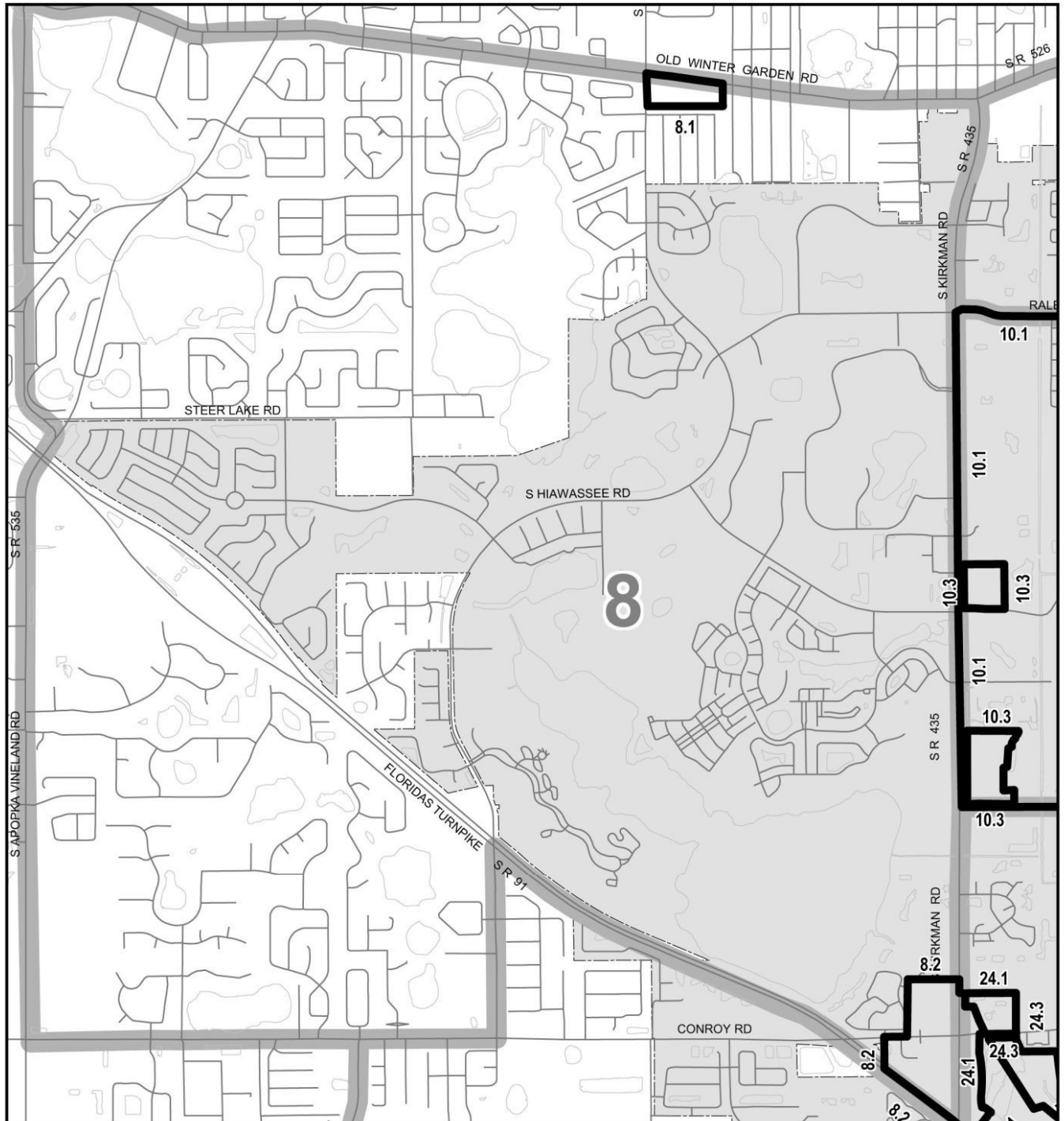


NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

Amended October 1, 2012; Doc. Num. 1210011203
Amended December 14, 2015; Effective January 14, 2016; Doc. Num. 1512141202
Amended March 14, 2016; Effective April 21, 2016; Doc. Num. 1603141206
Amended March 19, 2018; Effective May 4, 2018; Doc. Num. 1803191201

Figure LU-2 Part C

Future Land Use - Policies Subarea 8



LEGEND

0 0.25 0.5
Miles

City of Orlando Economic Development Department
City Planning Division May, 2008



2.3
14

Policy Boundary Line
Subarea Boundary Line
Policy Boundary Number
Subarea Number



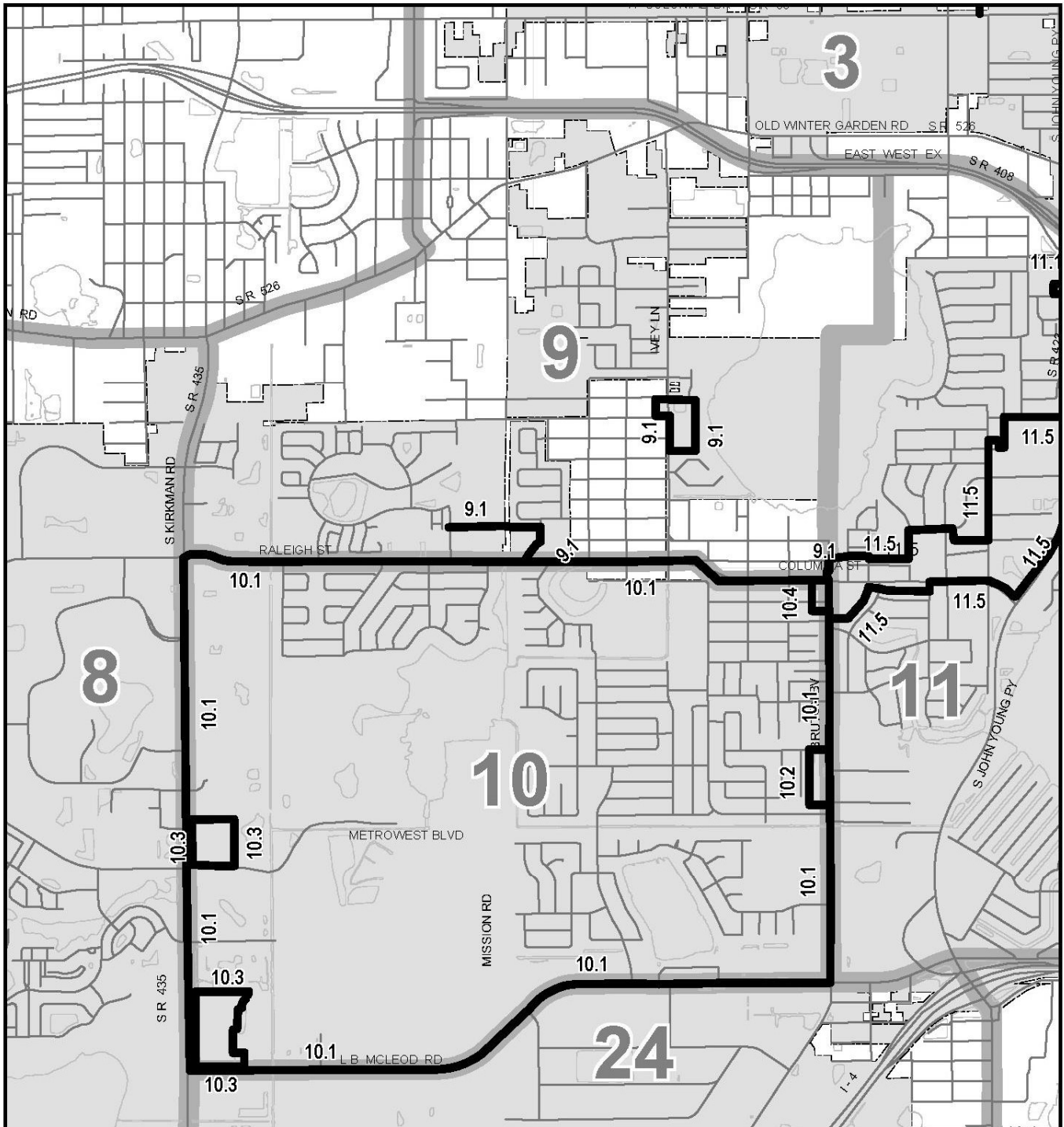
Orlando City Limits

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Figure LU-2 Part C

Future Land Use - Policies Subarea 9 & 10



LEGEND

0 0.25 0.5
Miles

City of Orlando Economic Development Department
City Planning Division September, 2010

Policy Boundary Line
Subarea Boundary Line
2.3 Policy Boundary Number
14 Subarea Number

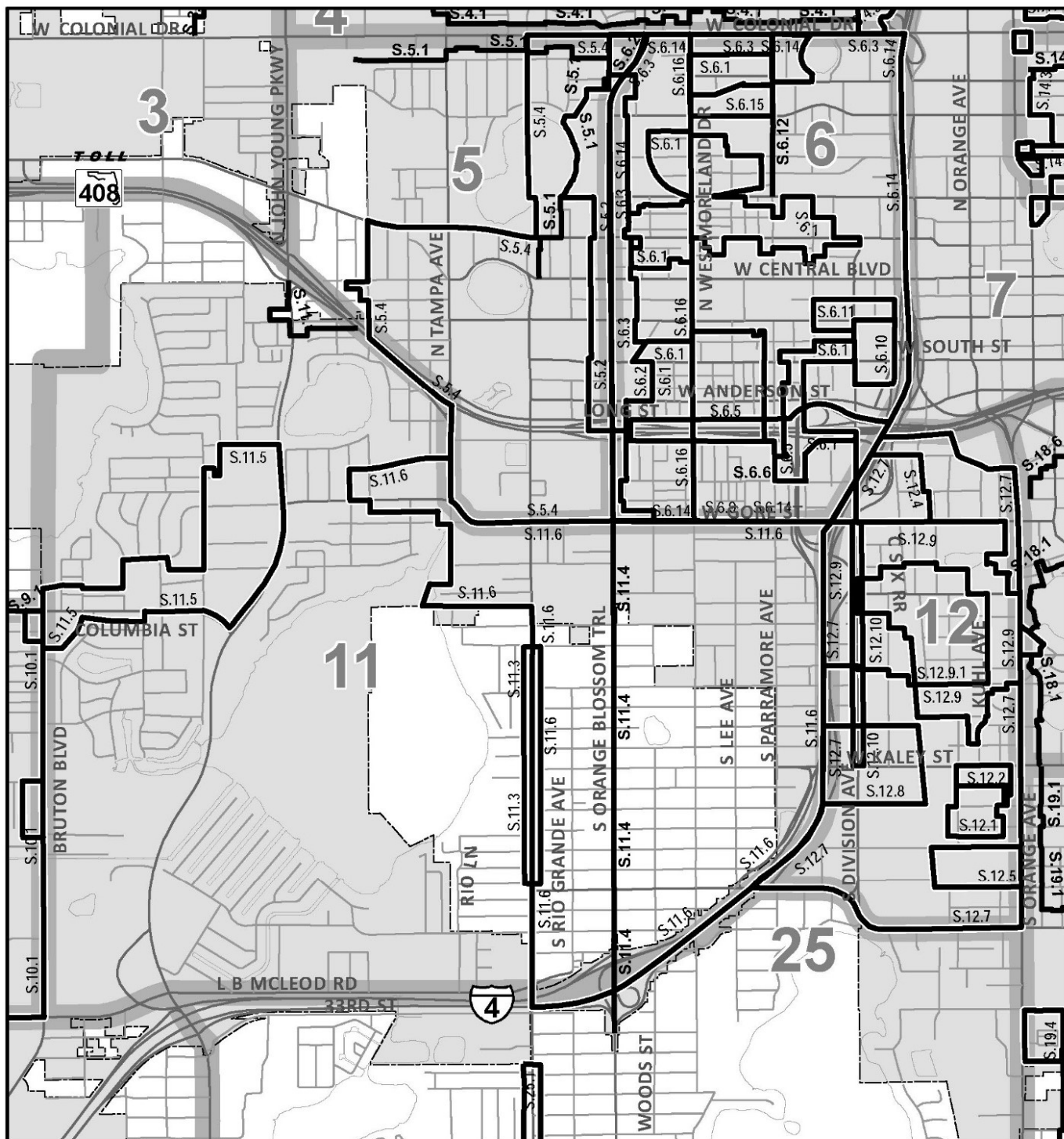
Orlando City Limits

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NORTH

Amended August 26, 2010; (10-2CPB) ORD#1007261101



Future Land Use - Policies Subarea 11 & 12



LEGEND



City of Orlando, Economic Development Department
City Planning Division, October 2018

- | | |
|---|------------------------|
|  | Policy Boundary Line |
| 2.3 | Policy Boundary Number |
|  | Subarea Boundary Line |
| 14 | Subarea Number |

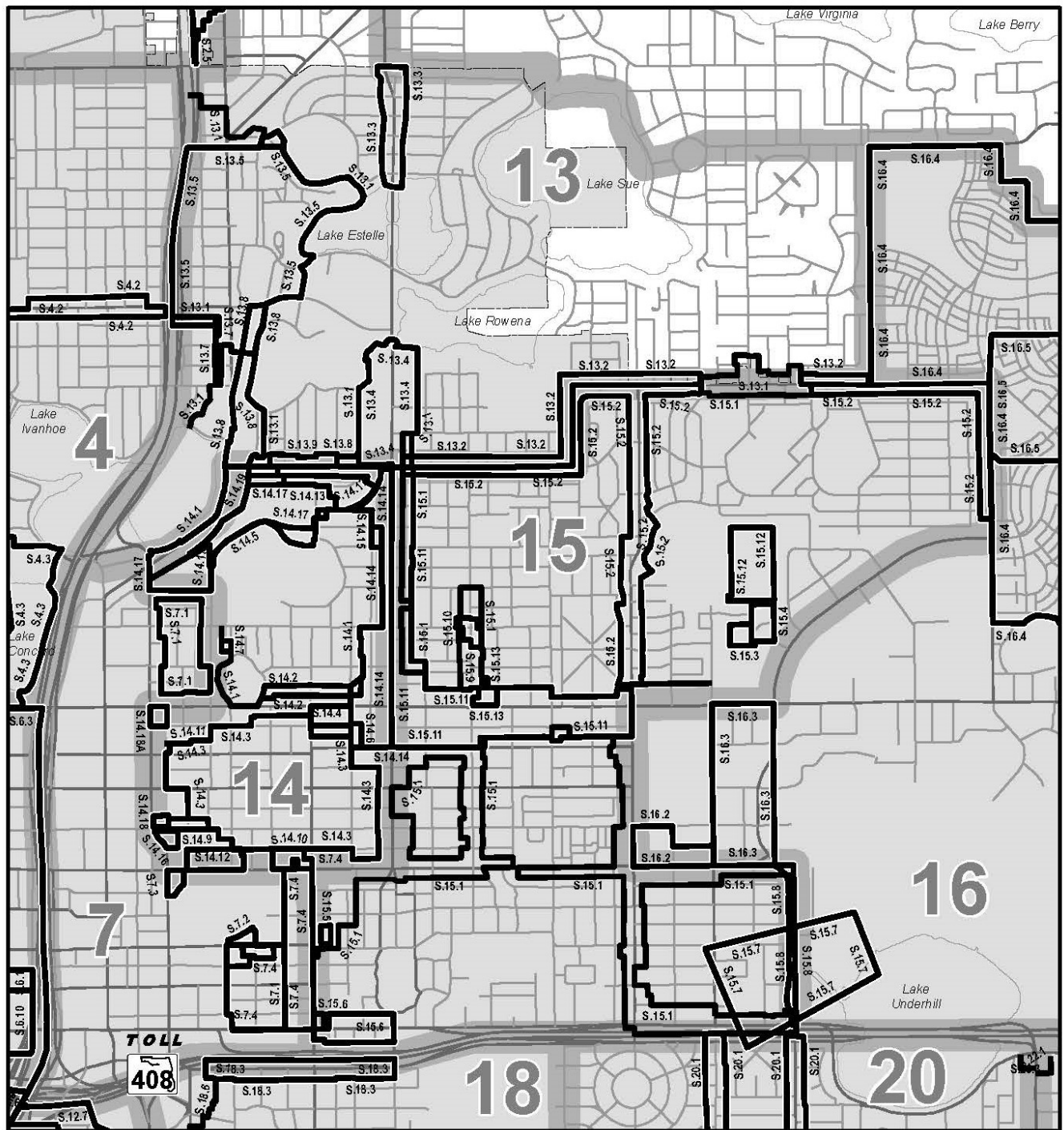
 Orlando City Limits

NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division

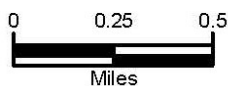
Amended February 26, 2010 (10-1CPB)
Amended August 26, 2010 (10-2CPB); Doc. Num.1007261101
Amended September 25, 2016; Effective October 26, 2016; Doc. Num. 1609261201
Amended September 25, 2017; Effective November 13, 2017; Doc. Num. 1709251201
Amended August 6, 2018; Effective September 20, 2018; Doc. Num. 1808061201

**Figure
LU-2 Part C**

Future Land Use - Policies Subarea 13, 14 & 15



LEGEND



- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits



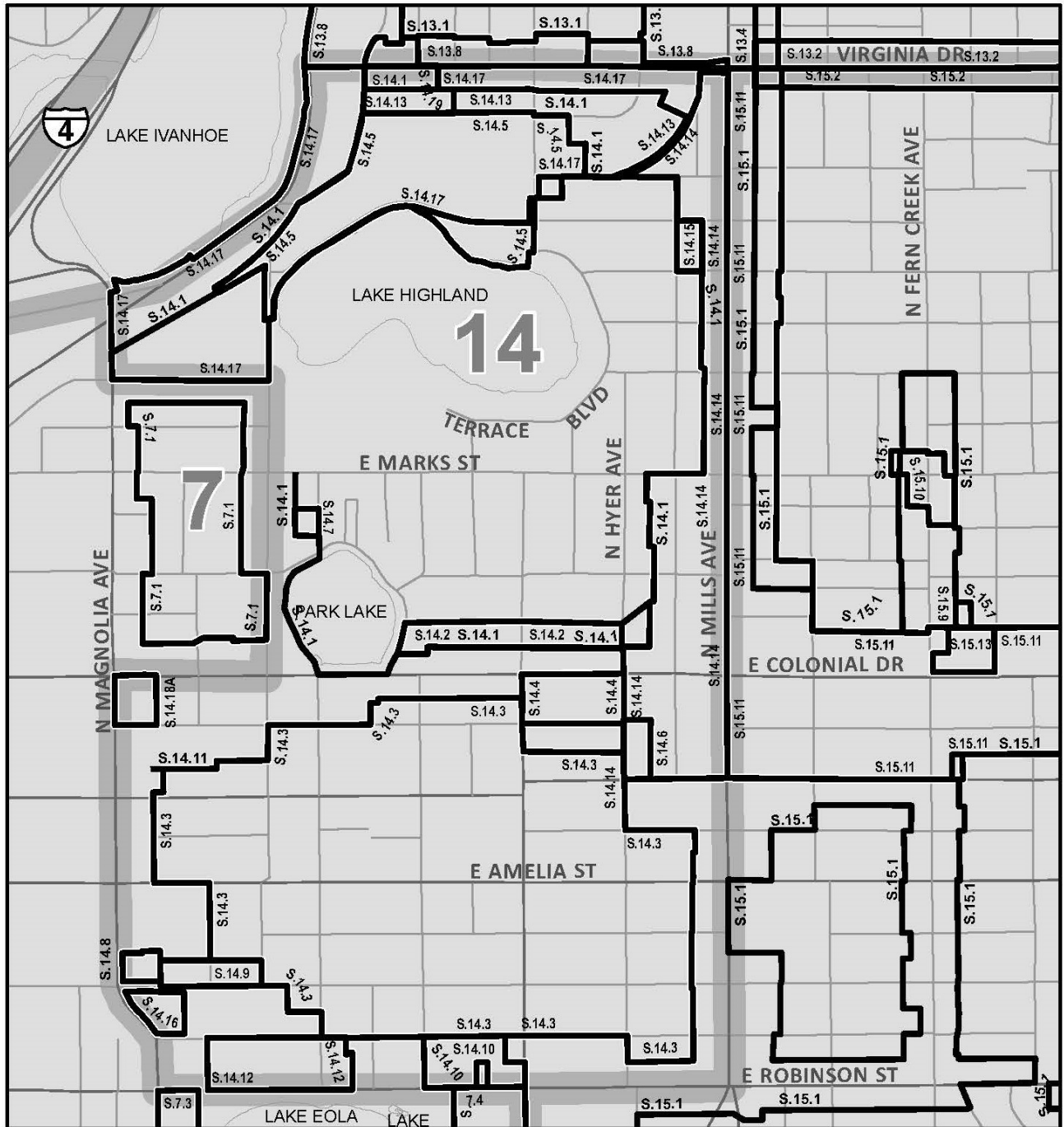
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division

Amended October 1, 2012; Doc. Num. 1210011203
Amended September 8, 2014; Effective October 18, 2014; Doc. Num. 1409081202
Amended January 8, 2018; Effective February 8, 2018; Doc. Num. 1801081207
Amended February 12, 2018; Effective March 25, 2018; Doc. Num. 1802121205

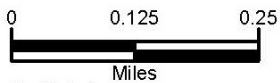
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Amended February 8, 2021; Effective April 2, 2021; Doc. No. 2102081201
Amended December 6, 2021; Effective January 6, 2022; Doc. No. 2112061201

**Figure
LU-2 Part C**

Future Land Use - Policies Subarea 14



LEGEND



City of Orlando,
Economic Development Department
City Planning Division, October 2022

- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number
- Orlando City Limits

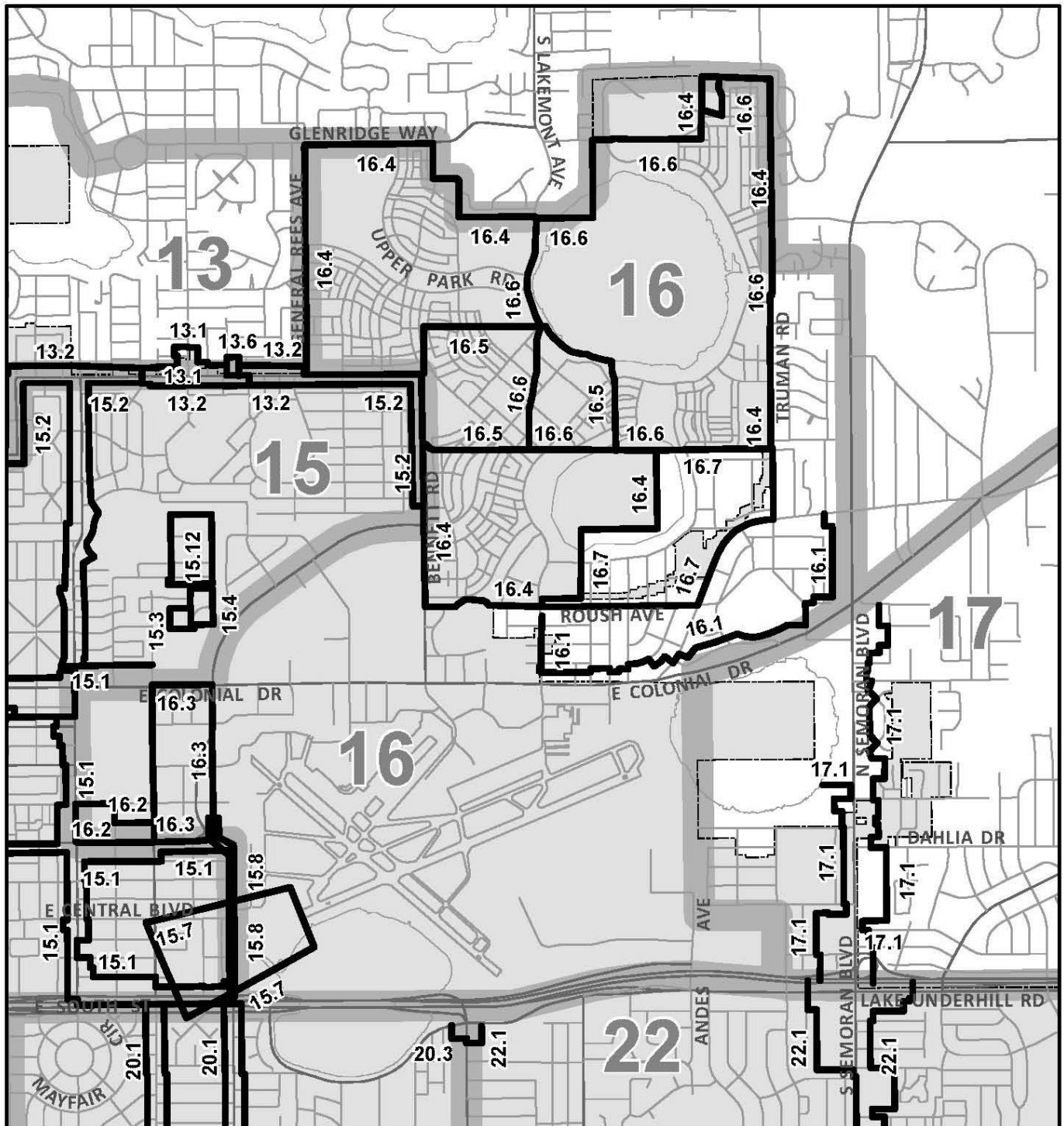
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

Amended October 1, 2012; Doc. Num. 1210011203
Amended December 14, 2015; Effective January 14, 2016; Doc. Num. 1512141202
Amended March 14, 2016; Effective April 21, 2016; Doc. Num. 1603141206
Amended January 8, 2018; Effective February 8, 2018; Doc. Num. 1801081207
Amended February 12, 2018; Effective March 25, 2018; Doc. Num. 1802121205
Amended March 19, 2018; Effective May 4, 2018; Doc. Num. 1803191201
Amended July 9, 2018; Effective July 9, 2018; Doc. Num. 1807091204
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Amended December 6, 2021; Effective January 6, 2022; Doc. Num. 2112061201

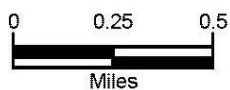
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Figure LU-2 Part C

Future Land Use - Policies Subarea 16 & 17



LEGEND



City of Orlando, Economic Development Department
City Planning Division, December 2011

- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits



NOTE: This map is provided for general information purposes only. Accepted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

Amended October 3, 2011; Doc. Num. 1110031101 (11-2CPB)

Future Land Use - Policies

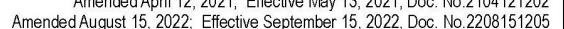
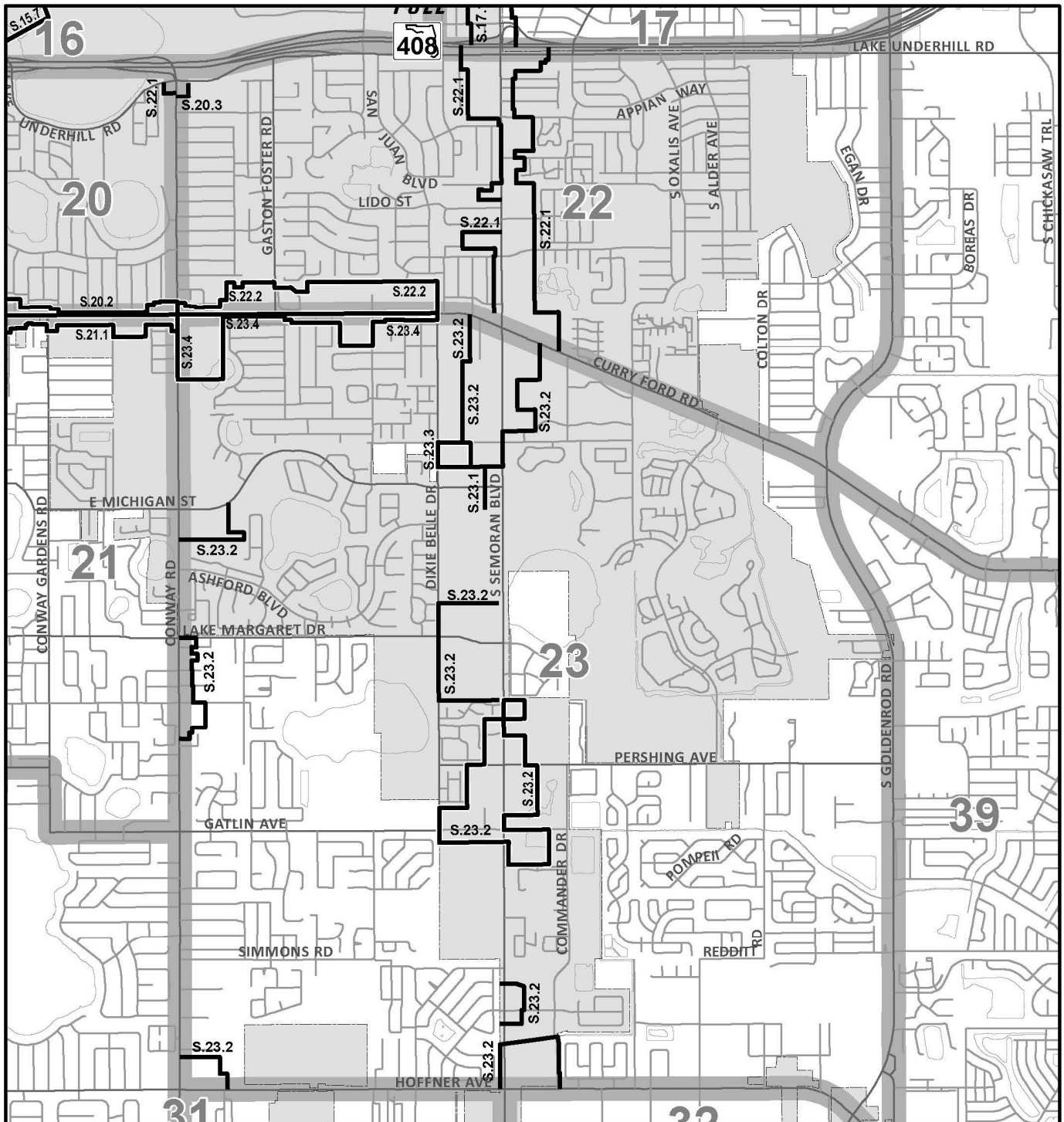


Figure LU-2 Part C

Future Land Use - Policies Subarea 22 & 23



LEGEND



- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits



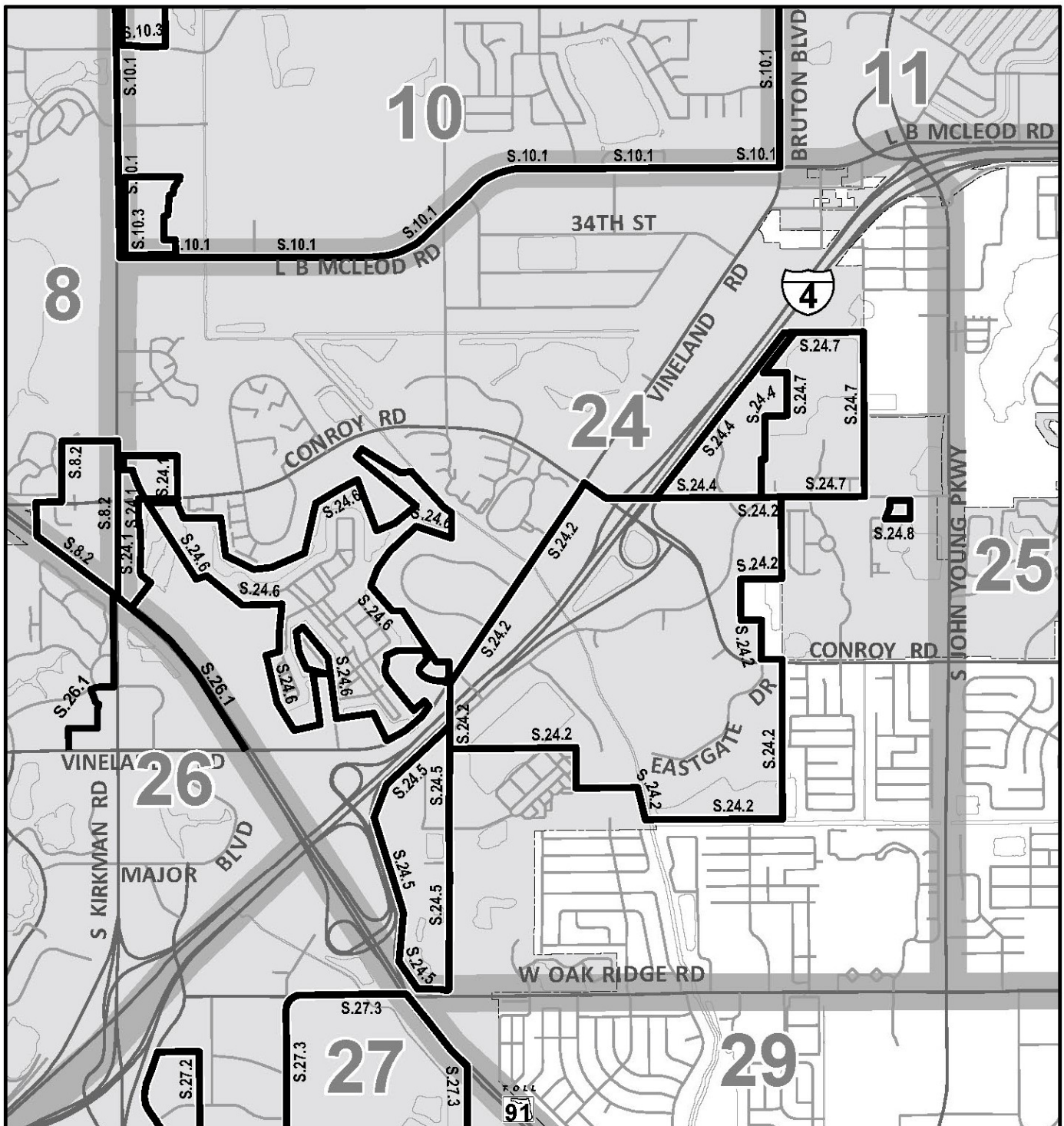
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division

City of Orlando, Economic Development Department
City Planning Division, April 2023

Amended August 15, 2022; Effective September 15, 2022, Doc. No.2208151205

Figure LU-2 Part C

Future Land Use - Policies Subarea 24



LEGEND



- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits



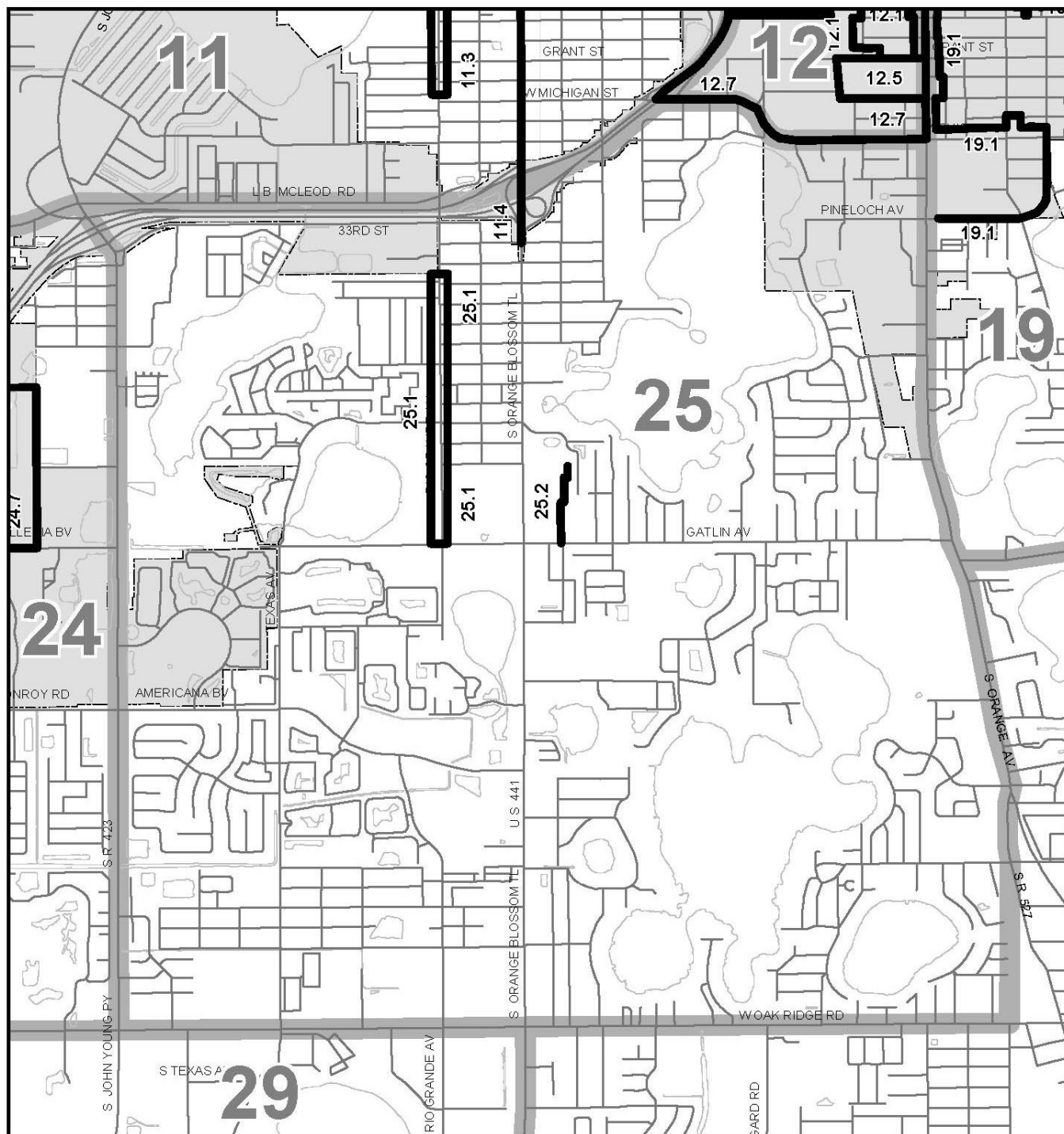
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division

City of Orlando, Economic Development Department
City Planning Division, September 2020

Amended August 26, 2010; (10-2CPB); Doc. Num.1007261101
Amended July 6, 2020; Effective September 14, 2020; Doc. Num. 2007061203

Figure LU-2 Part C

Future Land Use - Policies Subarea 25



LEGEND

0 0.25 0.5
Miles

City of Orlando Economic Development Department
City Planning Division August, 2009



Policy Boundary Line



Subarea Boundary Line

2.3

Policy Boundary Number

14

Subarea Number



Orlando City Limits

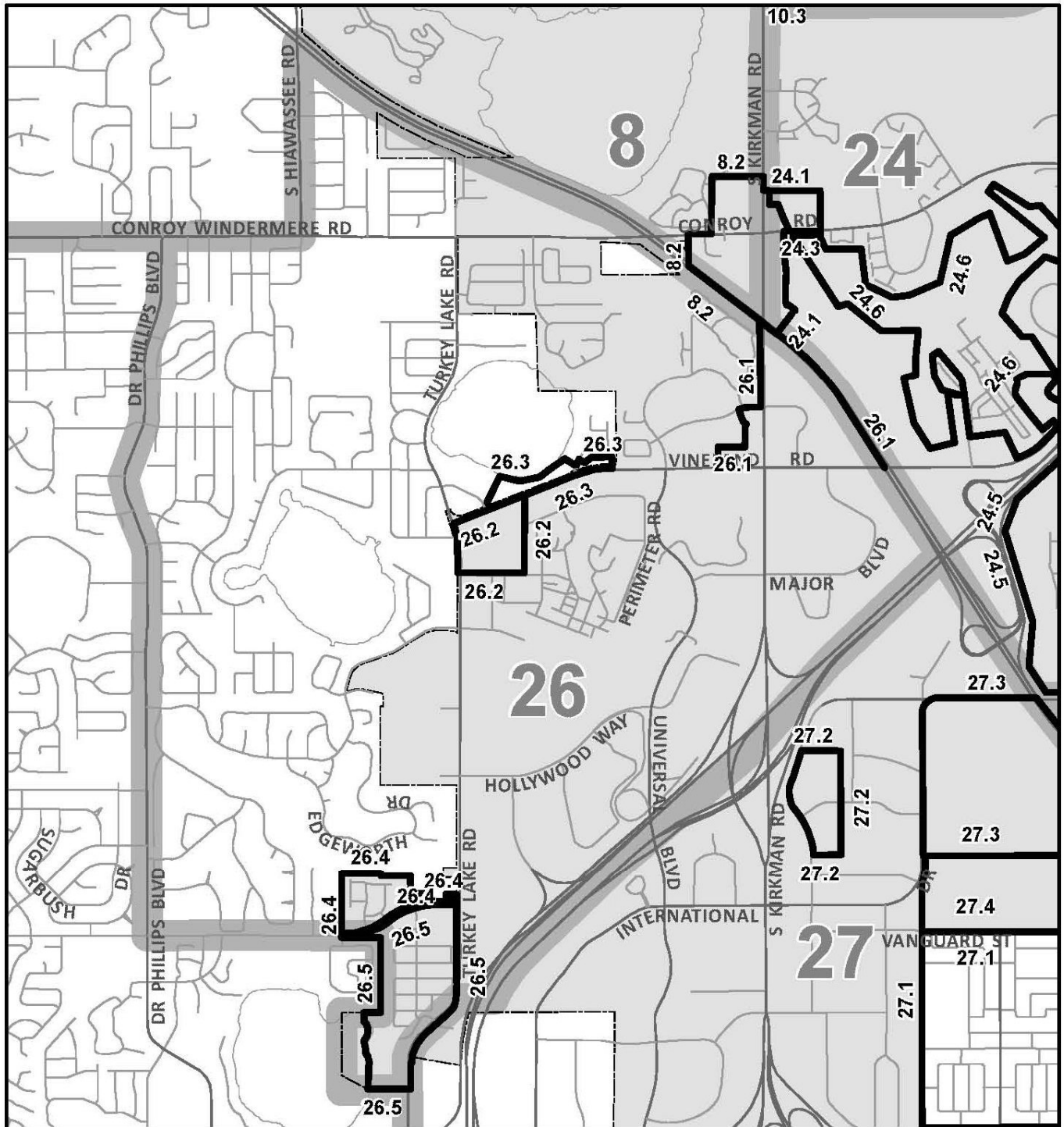


NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Department.

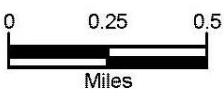
Prepared by: City of Orlando
Economic Development Department
Amended January 26, 2009

**Figure
LU-2 Part C**

Future Land Use - Policies Subarea 26



LEGEND



- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits

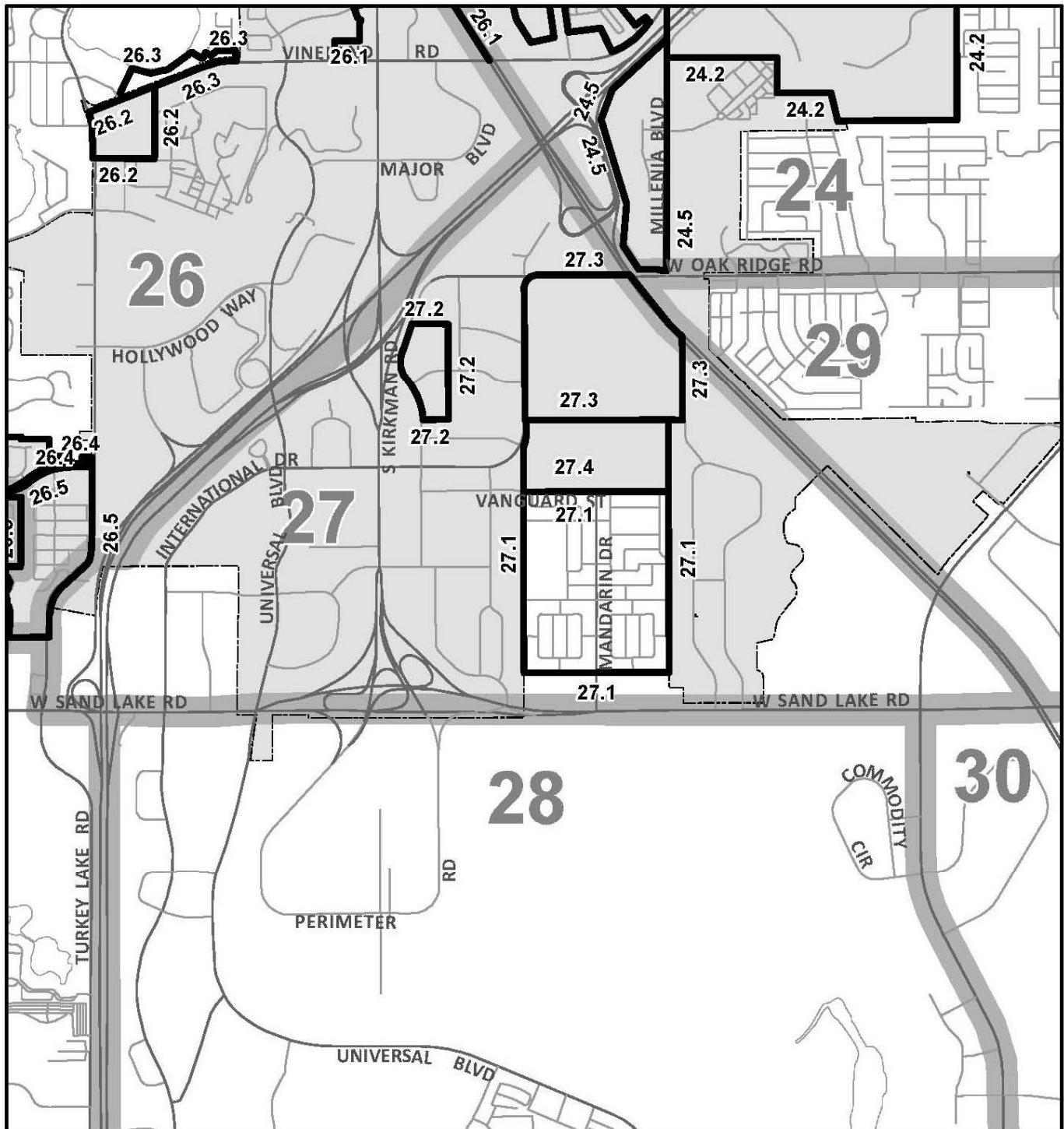
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

City of Orlando, Economic Development Department
City Planning Division, December 2011

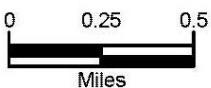
Amended October 3, 2011; Doc. Num. 1110031101 (11-2CPB)

Figure LU-2 Part C

Future Land Use - Policies Subarea 27 & 28



LEGEND



City of Orlando, Economic Development Department
City Planning Division, December 2011

- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits



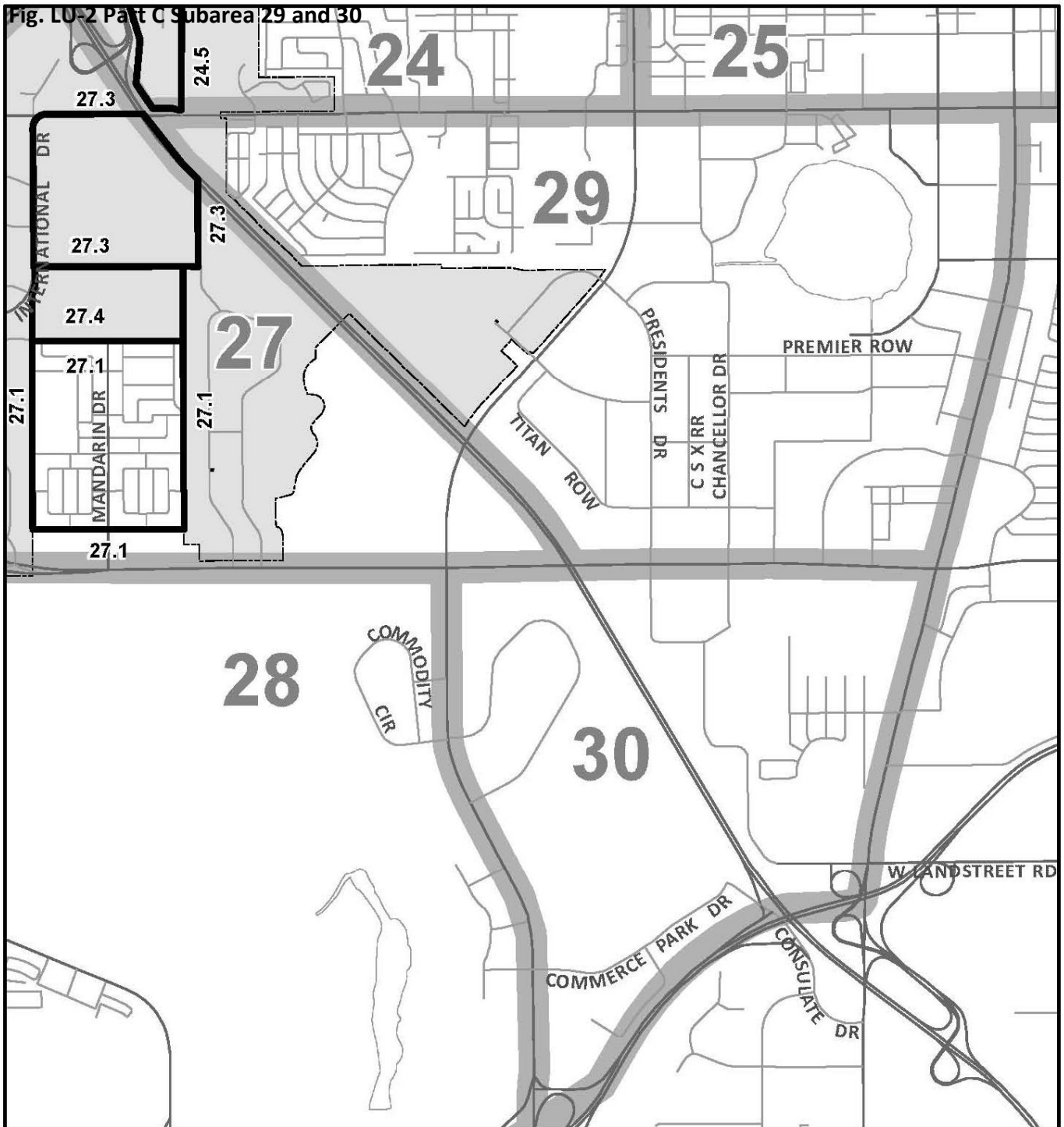
NOTE: This map is provided for general information purposes only. Accepted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

Amended October 3, 2011; Doc. Num. 1110031101 (11-2CPB)

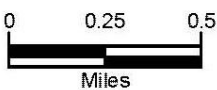
Figure LU-2 Part C

Future Land Use - Policies Subarea 29 & 30

Fig. LU-2 Part C Subarea 29 and 30



LEGEND



City of Orlando, Economic Development Department
City Planning Division, December 2011

- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits

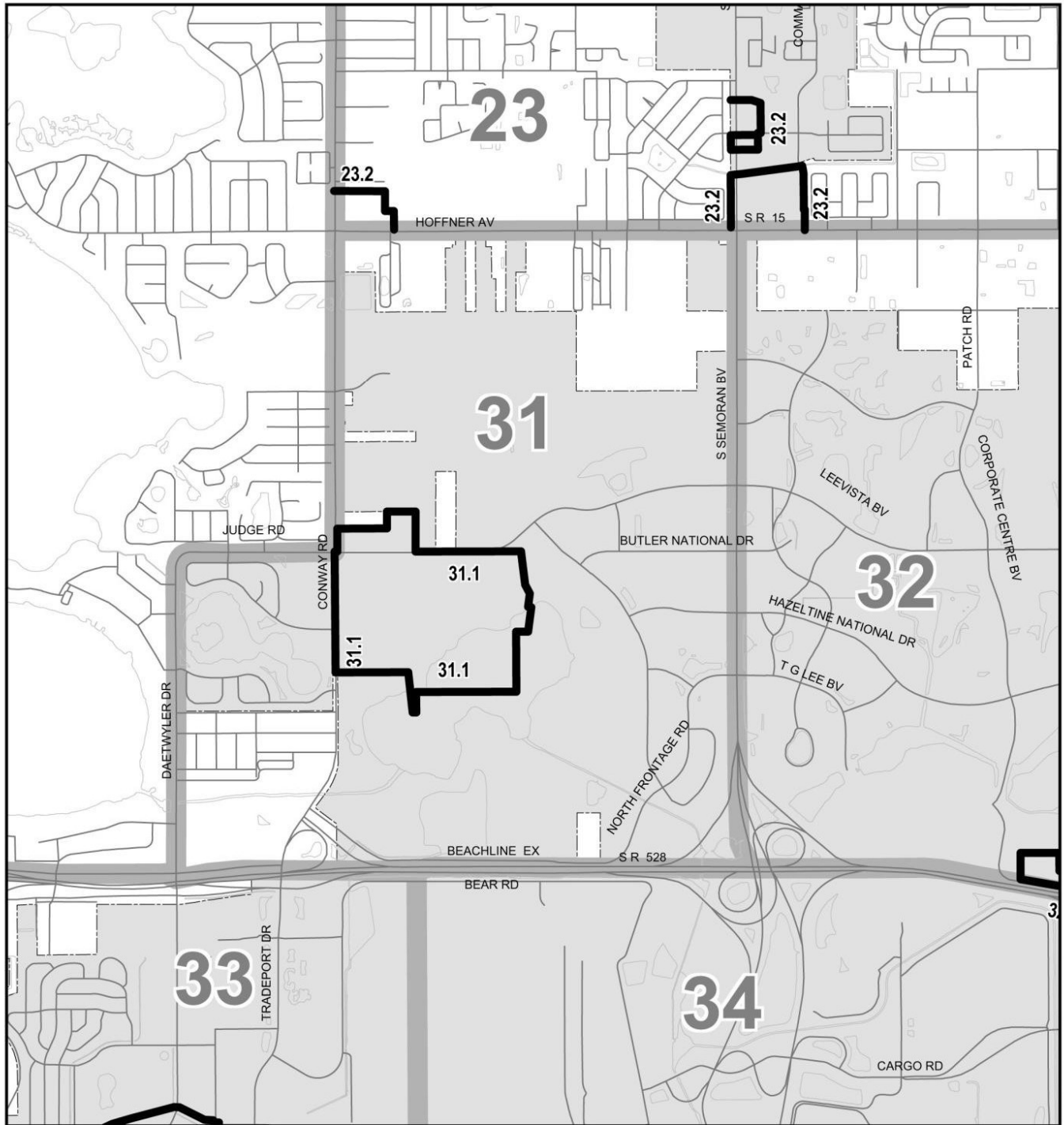


NOTE: This map is provided for general information purposes only. Adopted CMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

Amended October 3, 2011; Doc. Num. 1110031101 (11-2CPB)

Figure LU-2 Part C

Future Land Use - Policies Subarea 31



LEGEND

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Miles

City of Orlando Economic Development Department
City Planning Division May, 2008



Policy Boundary Line



Subarea Boundary Line

2.3

Policy Boundary Number

14

Subarea Number

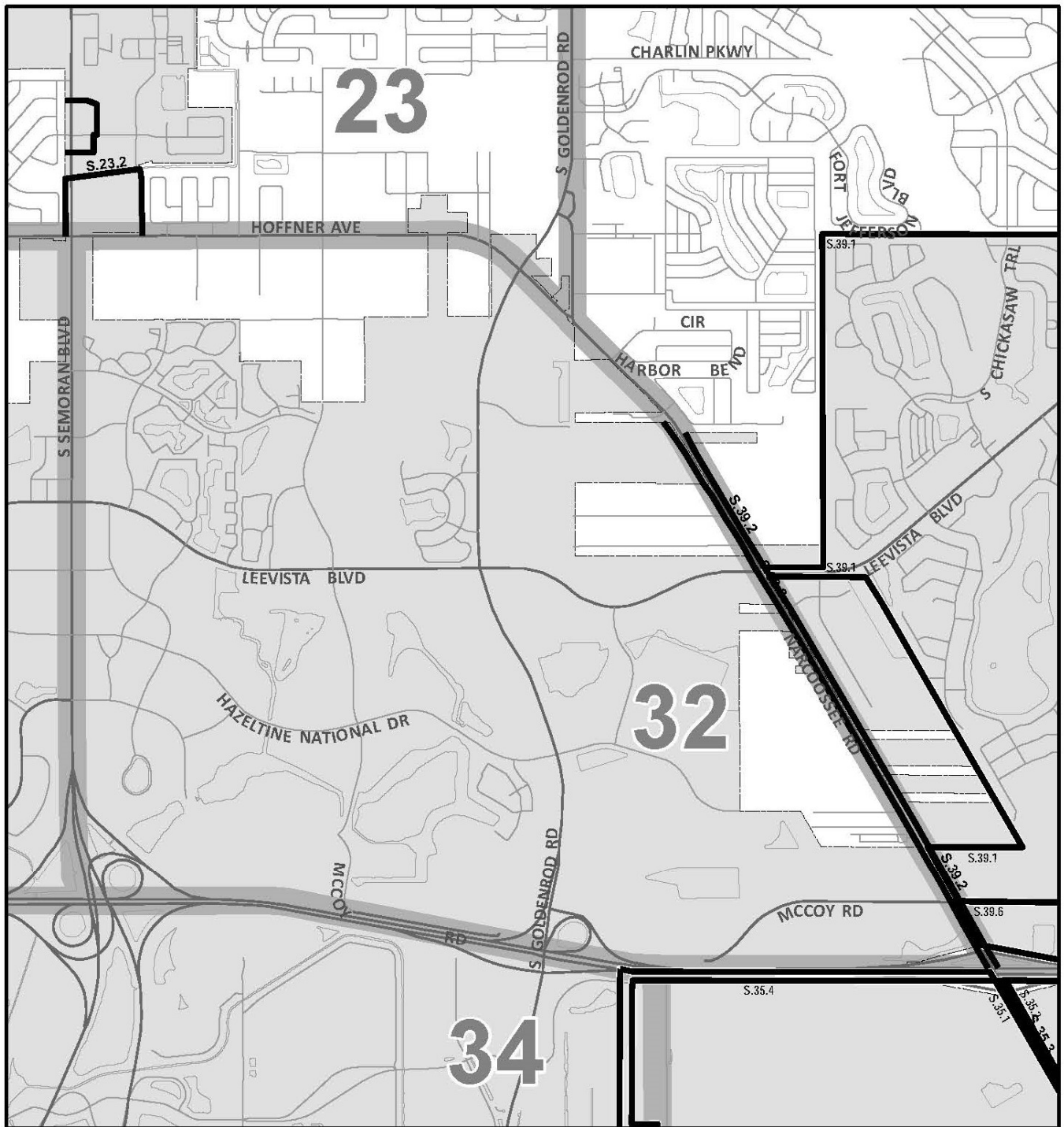


Orlando City Limits

NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Department.



Future Land Use - Policies



LEGEND

0 0.25 0.5
Miles

Policy Boundary Line
2.3 Policy Boundary Number

Subarea Boundary Line
14 Subarea Number

Orlando City Limits

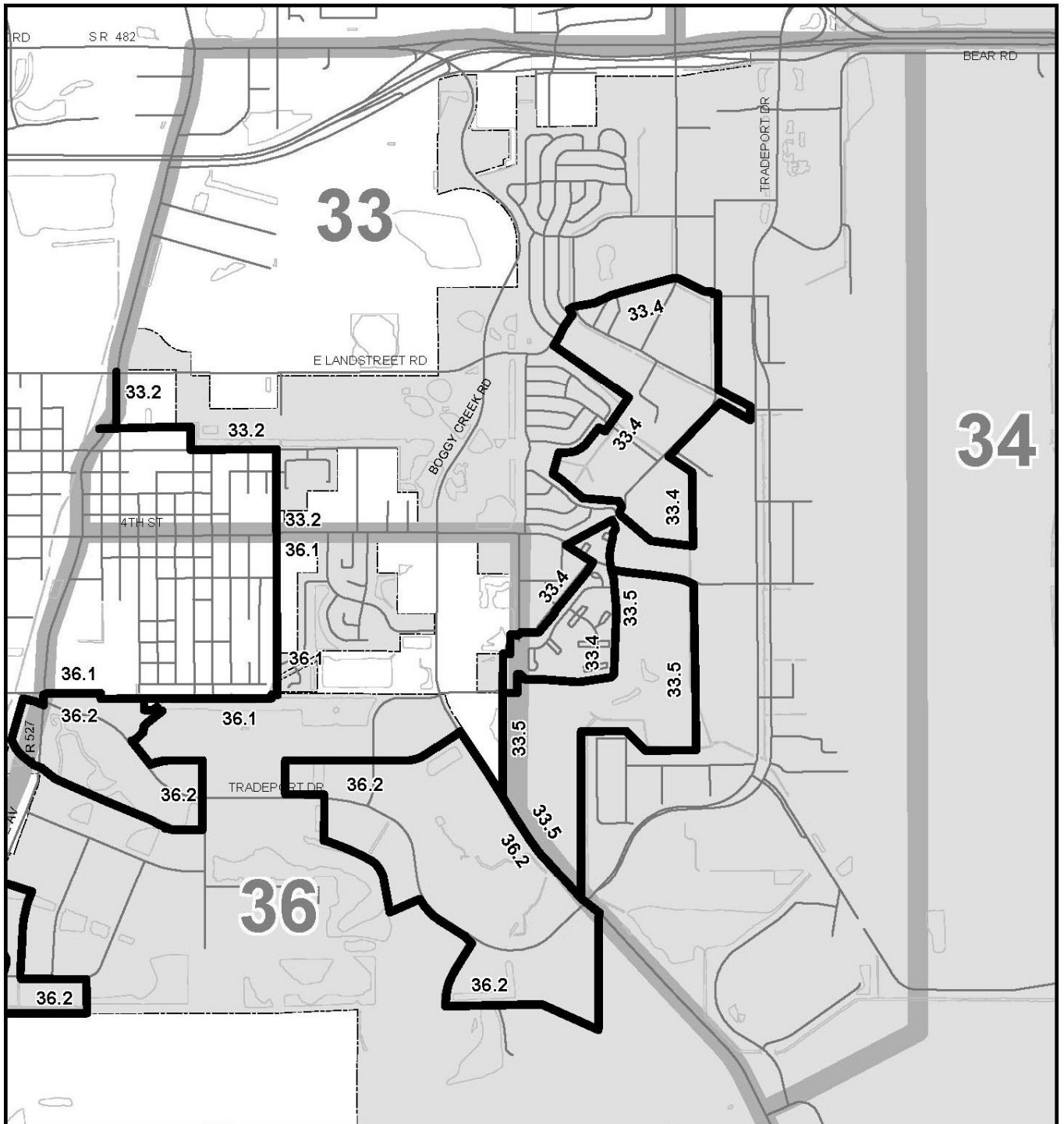
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

City of Orlando, Economic Development Department
City Planning Division, February 2017

Amended March 14, 2016; Effective April 21, 2016; Doc. Num. 1603141206

Figure LU-2 Part C



Future Land Use - Policies Subarea 33



LEGEND

0 0.25 0.5
Miles

City of Orlando Economic Development Department
City Planning Division August, 2009

-  Policy Boundary Line
-  Subarea Boundary Line
- 2.3** Policy Boundary Number
- 14** Subarea Number

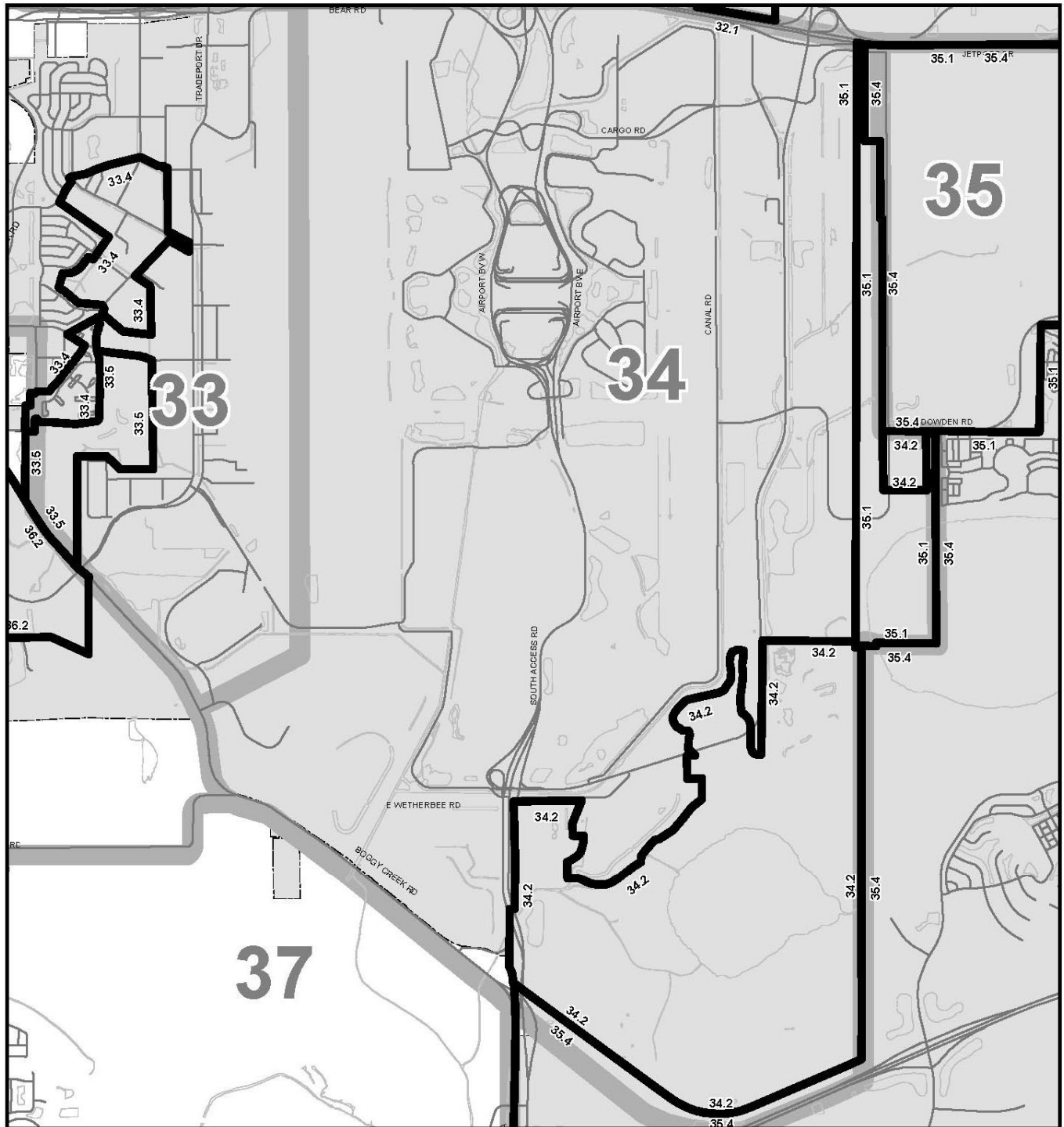
 NORTH
 Orlando City Limits

NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Department.

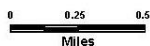
Prepared by: City of Orlando
Economic Development Department
Amended January 26, 2009

Figure LU-2 Part C

Future Land Use - Policies Subarea 34



LEGEND



City of Orlando Economic Development Department
City Planning Division August, 2009



Policy Boundary Line



Subarea Boundary Line

2.3

Policy Boundary Number

14

Subarea Number



Orlando City Limits

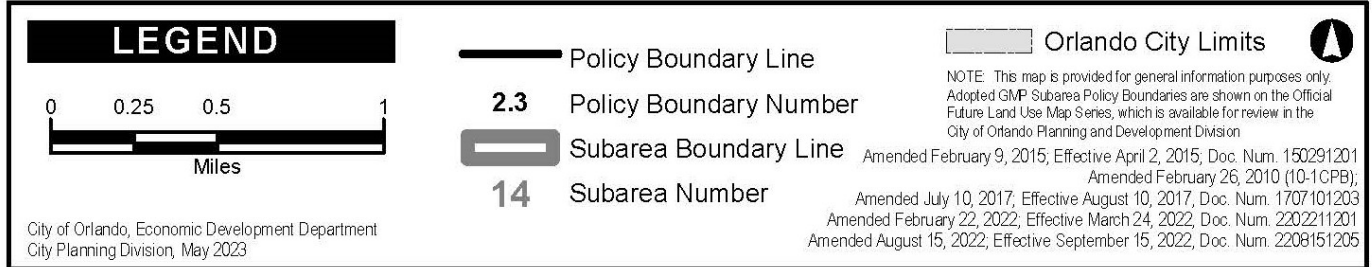


NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Department.

Prepared by: City of Orlando
Economic Development Department
Amended January 26, 2009

Future Land Use - Policies

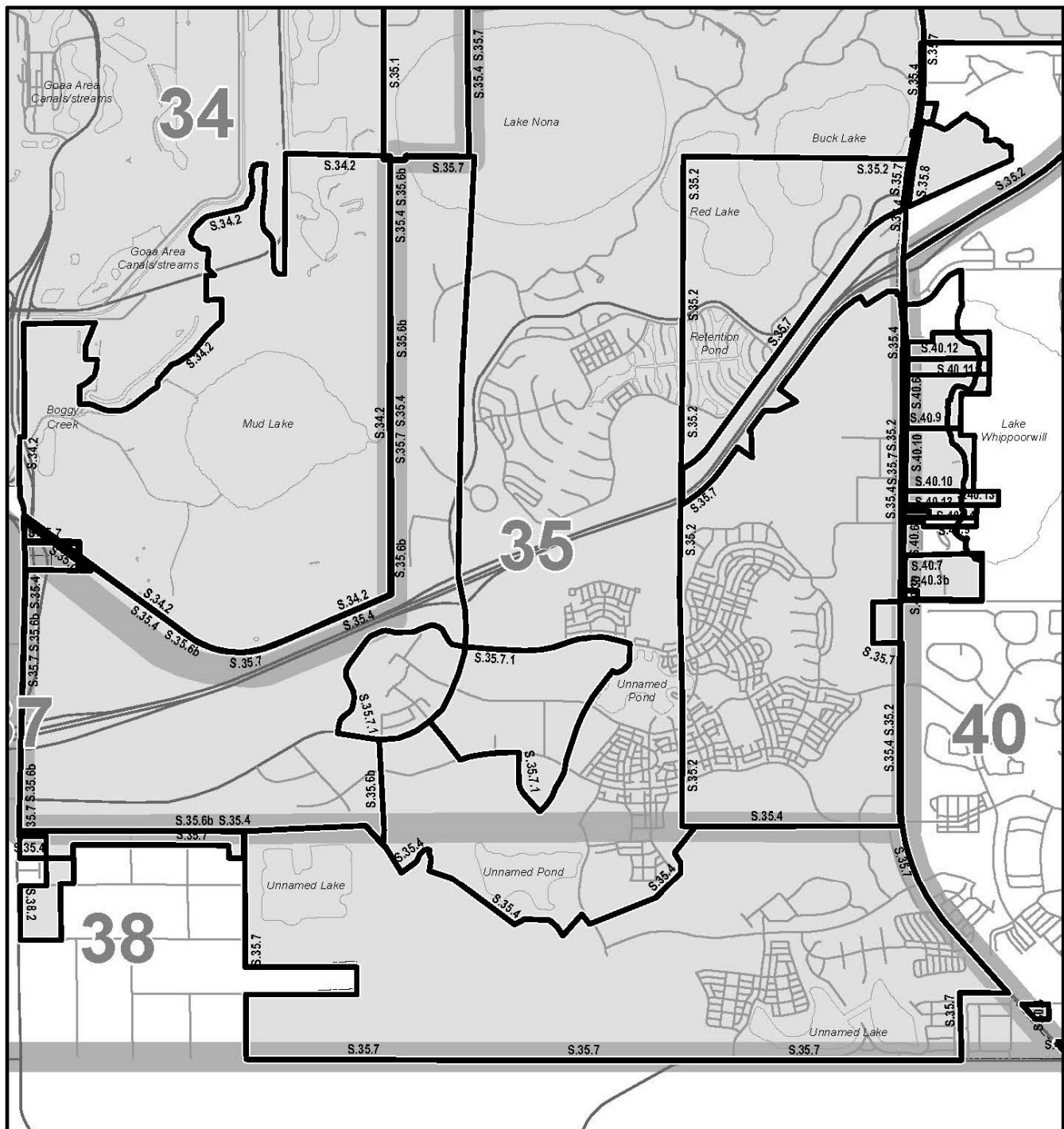
Subarea 35 North



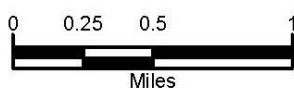
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Figure LU-2 Part C

Future Land Use - Policies Subarea 35 South, 38 East



LEGEND



City of Orlando, Economic Development Department
City Planning Division, May 2023

- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

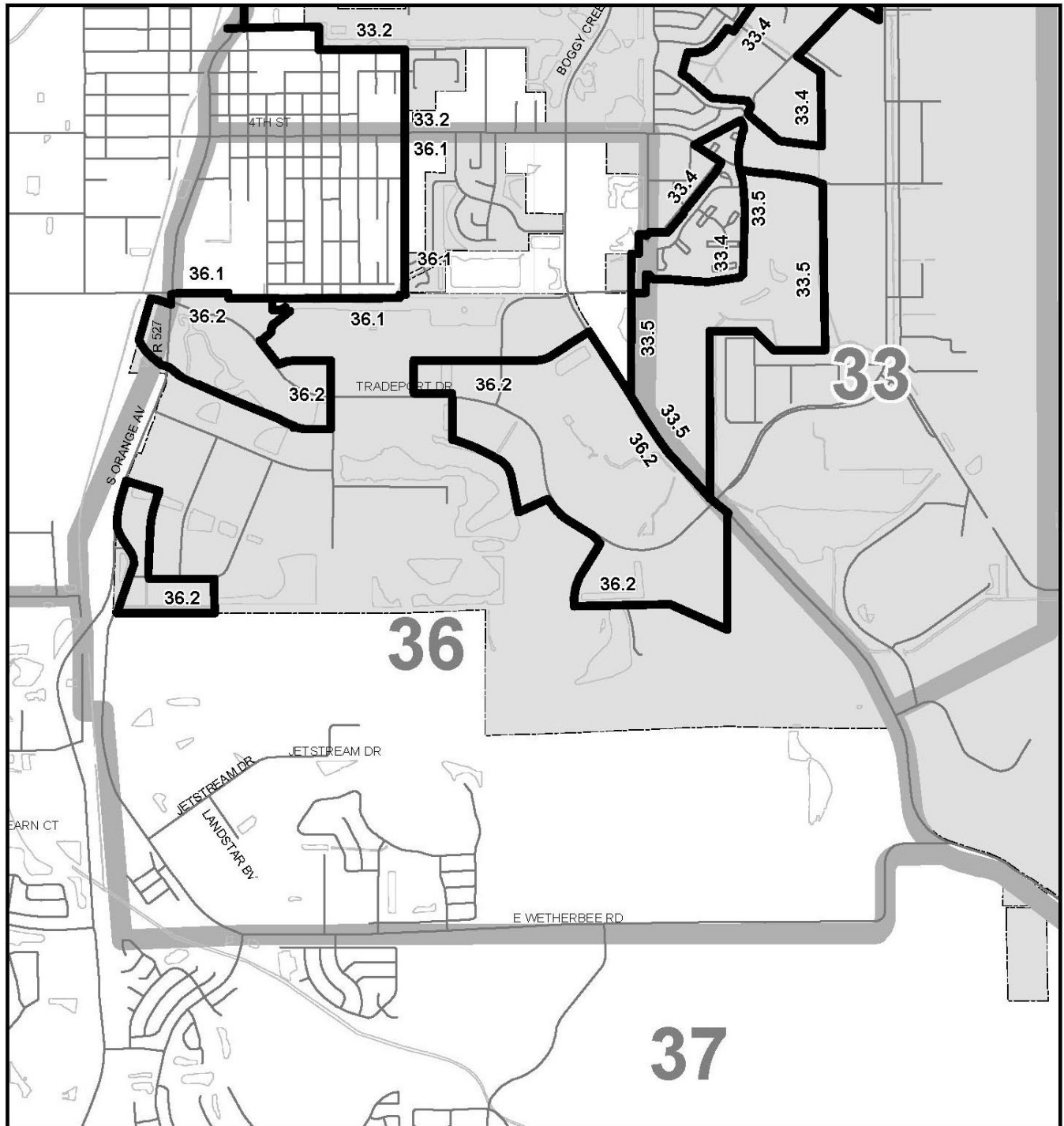
Orlando City Limits

NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

Amended February 26, 2010 (10-1CPB)
Amended February 9, 2015, Effective April 2, 2015, Doc. Num. 150291201
Amended March 14, 2016, Effective April 21, 2016, Doc. Num. 1603141206
Amended July 10, 2017, Effective August 10, 2017, Doc. Num. 1707101203
Amended May 17, 2021, Effective June 26, 2021, Doc. Num. 2105171202
Amended February 21, 2022, Effective March 24, 2022, Doc. Num. 2202211201

Figure LU-2 Part C

Future Land Use - Policies Subarea 36



LEGEND

0 0.25 0.5
Miles

City of Orlando Economic Development Department
City Planning Division August, 2009



Policy Boundary Line



Subarea Boundary Line

2.3

Policy Boundary Number

14

Subarea Number



Orlando City Limits

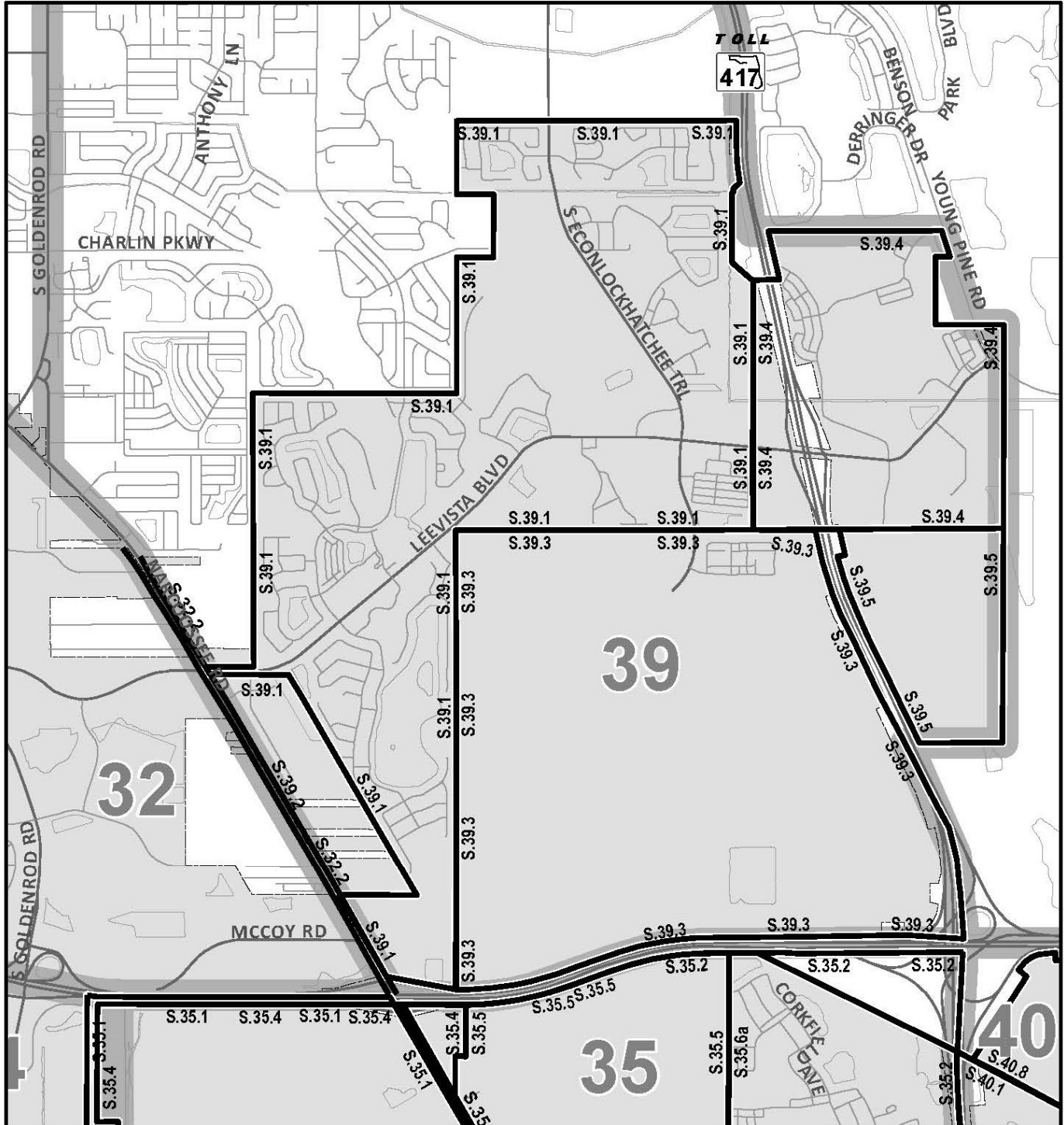


NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Department.

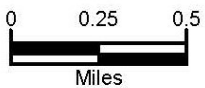
Prepared by: City of Orlando
Economic Development Department
Amended January 26, 2009

Figure LU-2 Part C

Future Land Use - Policies Subarea 39



LEGEND



- Policy Boundary Line
- 2.3** Policy Boundary Number
- Subarea Boundary Line
- 14** Subarea Number

Orlando City Limits



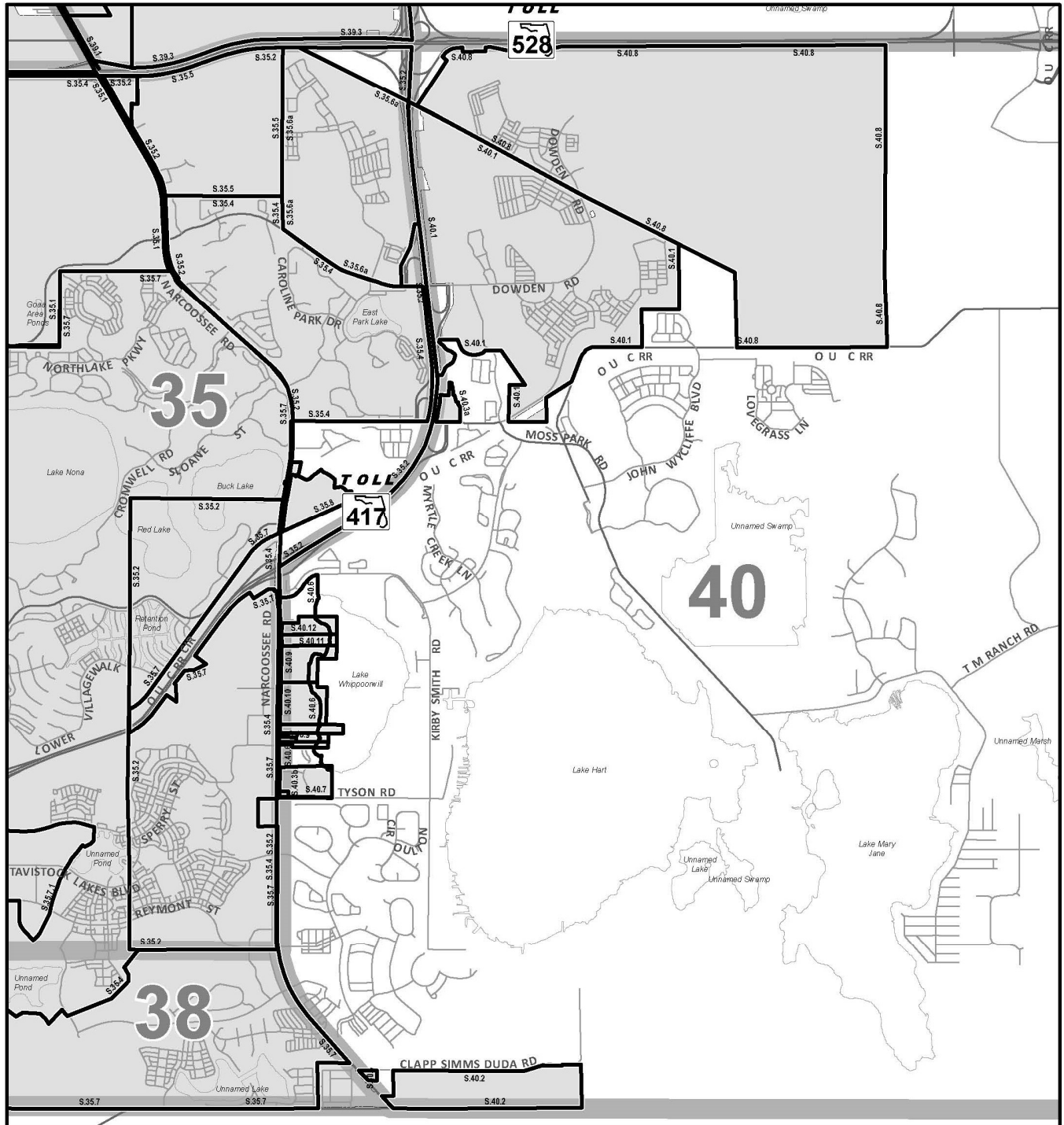
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division.

City of Orlando, Economic Development Department
City Planning Division, April 2023

Amended November 1, 2010; Effective January 18, 2011; Doc. Num. 1011011101;
Amended April 19, 2012; Effective May 24, 2012; Doc. Num. 1204091204
Amended July 18, 2022; Effective August 18, 2022; Doc. Num. 2207181201

Figure LU-2 Part C




Future Land Use - Policies Subarea 40



LEGEND



City of Orlando, Economic Development Department
City Planning Division, May 2023

-  Policy Boundary Line
- 2.3** Policy Boundary Number
-  Subarea Boundary Line
- 14** Subarea Number
-  Orlando City Limits

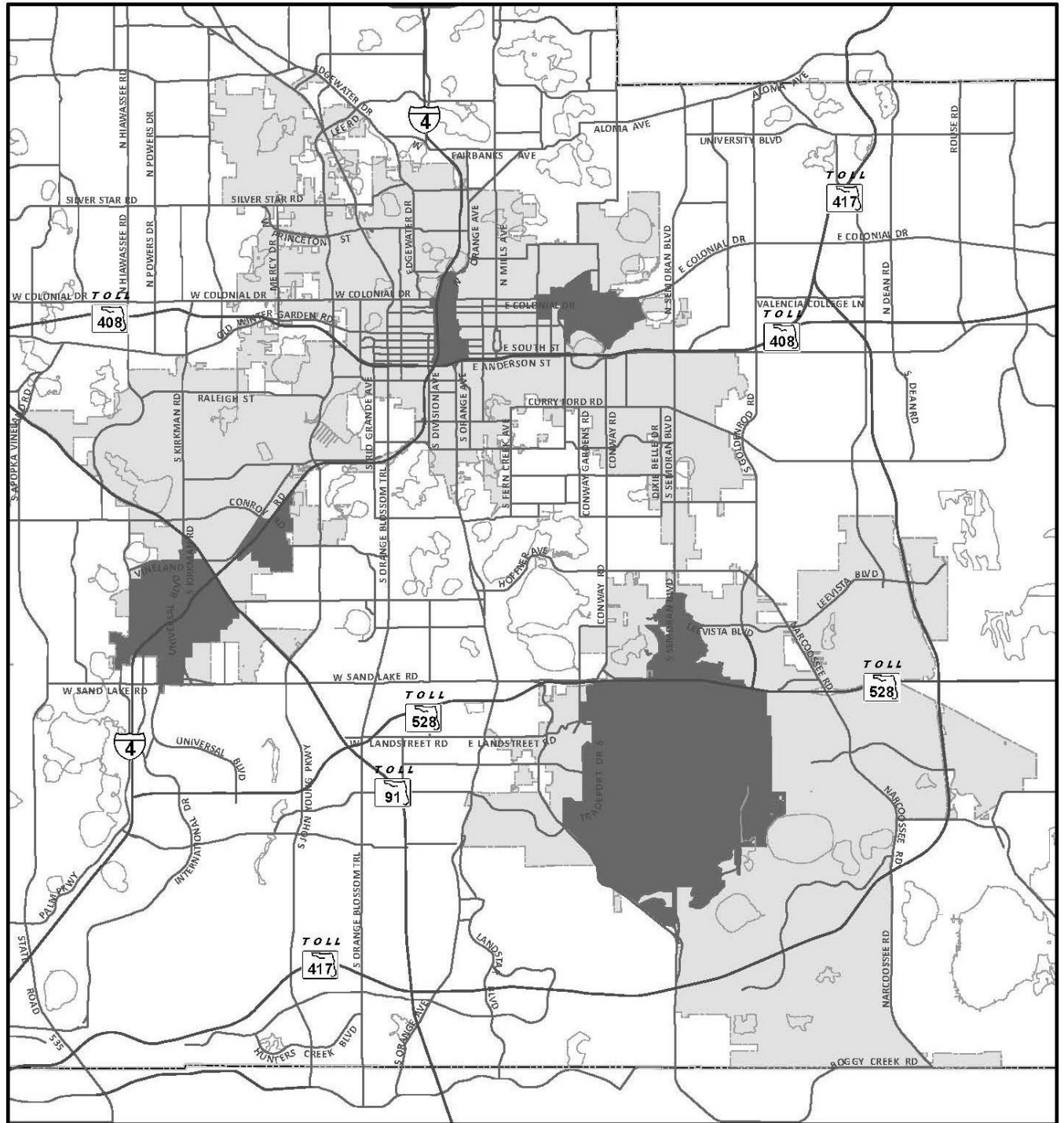
NOTE: This map is provided for general information purposes only. Adopted GMP Subarea Policy Boundaries are shown on the Official Future Land Use Map Series, which is available for review in the City of Orlando Planning and Development Division

Amended December 16, 2013; Effective February 6, 2014; Doc. Num. 1312161201
Amended May 12, 2014; Effective July 3, 2014; Doc. Num. 1405121204
Amended March 14, 2016; Effective April 21, 2016; Doc. Num. 1603141206
Amended October 24, 2016; Effective December 10, 2016; Doc. Num. 1610241205
Amended July 8, 2019; Effective August 8, 2019; Doc. Num. 1907081201
Amended October 5, 2020; Effective November 22, 2020; Doc. No. 2010051201
Amended November 8, 2021; Effective December 9, 2021; Doc. Num. 2111081206
Amended August 15, 2022; Effective September 15, 2022; Doc. Num. 2208151205
Amended January 23, 2023; Effective February 23, 2023; Doc. Num. 2301231201

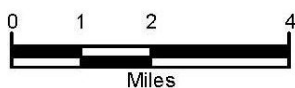
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**Figure
LU-2D**

Regional Activity Centers



LEGEND



- Orlando City Limits
- Regional Activity Center

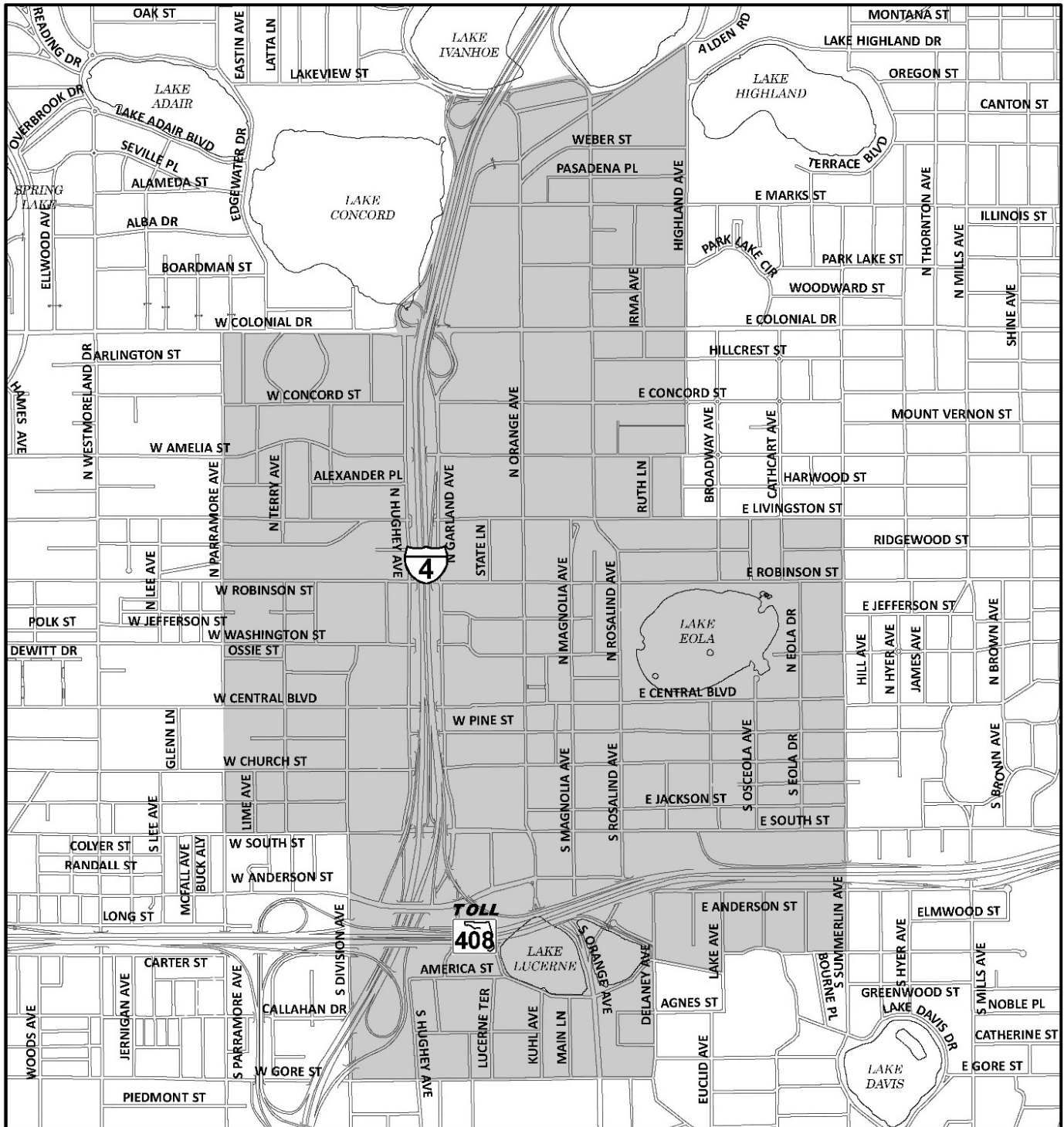


City of Orlando, Economic Development Department
City Planning Division, December 2014

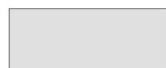
Amended March 1, 2001; Doc. Num. 33552;
Amended August 4, 2008; Effective September 4, 2008; Doc. Num. 080804101;
Amended September 8, 2014; Effective October 18, 2014; Doc. Num. 1409081202

**Figure
LU-2E**

Downtown School Concurrency Exemption Area



LEGEND



**Downtown School Concurrency
Exemption Area**



City of Orlando, Economic Development Department
City Planning Division, October 2018

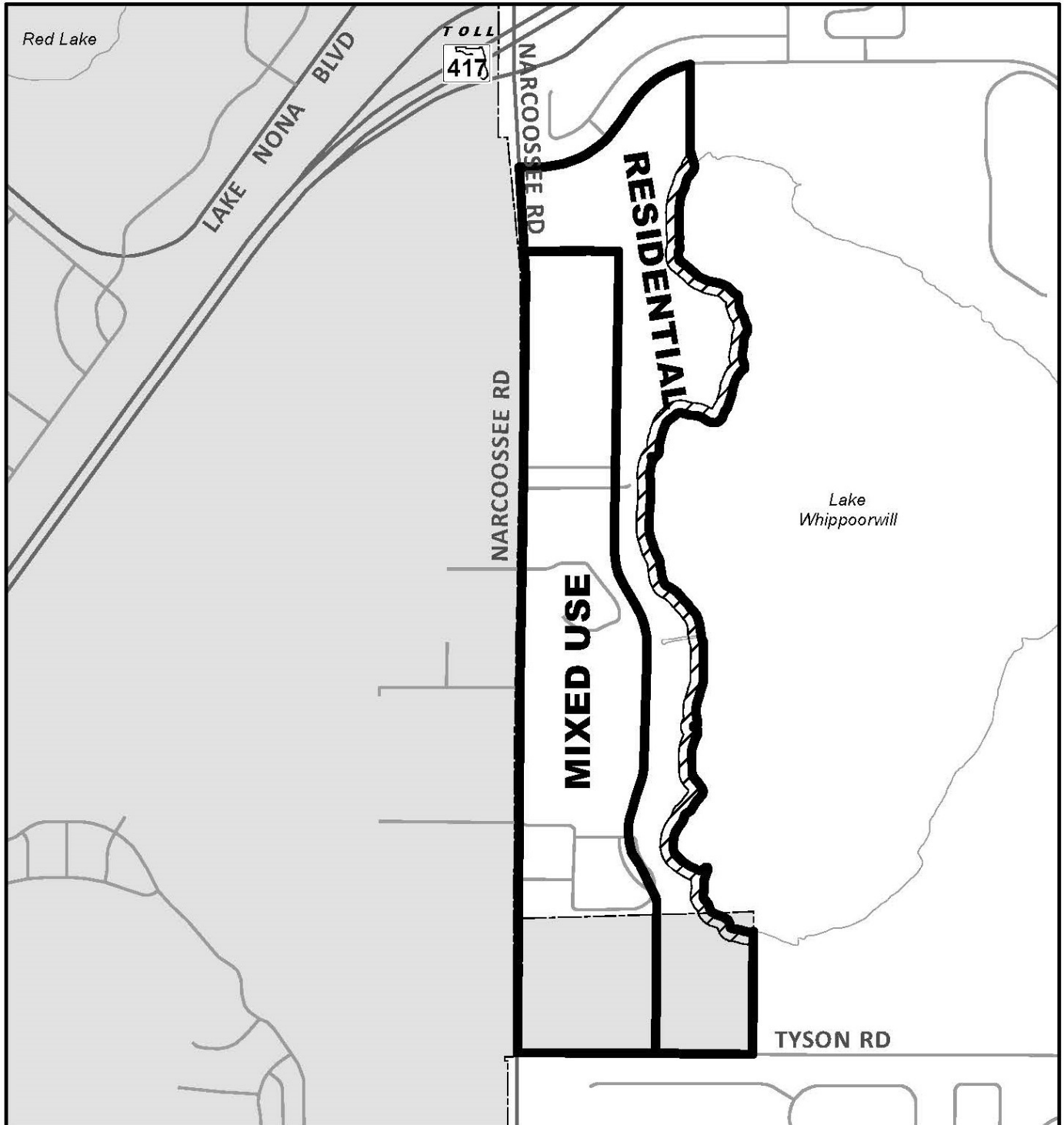
Amended August 6, 2018; Effective September 20, 2018; Doc. Num. 1808061201

Street-Level Commercial Use Areas

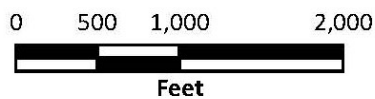





**Figure
LU-48**

Narcoossee Road Lake Whippoorwill Study Area



LEGEND



-  Narcoossee Road Lake Whippoorwill
Proposed Future Land Use
-  100 ft Lake Whippoorwill Buffer
-  Orlando City Limits



City of Orlando, Economic Development Department
City Planning Division, May 2016

Amended March 14, 2016; Effective April 21, 2016; Doc. Num. 1603141206