



# city council agenda

**Agenda**  
**January 11, 2018 \* 6:00 PM**  
**City Council Workshop**  
**City Hall Chambers 1600 Nela Avenue**

Lydia Pisano Mayor	Kurt Ardaman City Attorney	Bob Francis City Manager	Ed Gold District 1	Anthony Carugno District 2	Jeremy Weinsier District 3	Mike Sims District 4	Harv Readey District 5	Alexa Dowlen District 6	Sue Nielsen District 7
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## Welcome

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Welcome to the City of Belle Isle City Council meeting. Agendas and all backup material supporting each agenda item are available in the City Clerk's office or on the city's website at [cityofbelleislefl.org](http://cityofbelleislefl.org).

## Meeting Procedures

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Workshops are a working session and do not allow for public comment. Order and decorum will be preserved at all meetings. Personal, impertinent or slanderous remarks are not permitted. Thank you for participating in your city government.

1. Call to Order
2. Invocation and Pledge to Flag - Alexa Dowlen - District 6
3. Discussion of potential annexation
4. Adjournment

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"If a person decides to appeal any decision made by the Council with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F. S. 286.0105). "Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office (407-851-7730) at least 48 hours in advance of the meeting." --Page **1** of **198**



# ORANGE AVENUE

CORRIDOR STUDY

## CORRIDOR MASTER PLAN SUMMARY | AUGUST 2017

Prepared by:



Prepared for:





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# 1 Executive Summary

# Executive Summary

## Introduction

MetroPlan Orlando and the City of Edgewood initiated the Orange Avenue Corridor Study to establish Orange Avenue (SR 527) as a livable and walkable multi-modal urban thoroughfare. This study establishes a corridor vision and identifies implementation actions to address network efficiency, safety, and livability within the context of future transportation needs. The study was completed in collaboration with Florida Department of Transportation (FDOT) District Five and other local and regional agency partners. This study provides a framework for improved mobility as part of a planning effort that engages residents, business owners, and others who use the Orange Avenue corridor.

The corridor study area is 2.4 miles and includes Orange Avenue (SR 527) from Pineloch Avenue in the City of Orlando (northern limit) to Hoffner Avenue in unincorporated Orange County (southern limit). FDOT District Five has responsibility for the roadway for the entire length of the study area. Beyond the roadway itself, the study area falls within three jurisdictions: the City of Orlando (0.3 miles), unincorporated Orange County (0.4 miles) and the City of Edgewood (1.7 miles), with the majority of the corridor frontage within the City of Edgewood.

The study process engaged the project stakeholders, including residents, business owners, elected and appointed officials, and partner agencies. A project visioning team (PVT) was established to facilitate interagency coordination and provide input regarding the corridor analysis, improvement alternatives and recommendations. The PVT members consisted of representatives from Florida Department of Transportation, LYNX, City of Edgewood, City of Orlando and Orange County.

In addition to the PVT meetings, a series of public forums were held at the City of Edgewood Farmer's Market in October of 2015, a series of one-on-one interviews with residents and merchants along the corridor, public meetings with the Edgewood City Council and Planning and Zoning Board, and a series of public meetings with the MetroPlan Orlando Committees and Boards.

## Corridor Planning Background

A series of previous studies were reviewed and summarized to help guide previous efforts within and adjacent to the study area. The City of Edgewood completed a master plan in 2001 and the plan focused planning efforts for the City to become "a more livable Edgewood, where pedestrians, cyclists, transit users and motorists peacefully coexist."



*Existing Conditions / Two-Way Typical Section*

Among the many things identified in the master plan that were still relevant for this project include the formation of a town center adjacent to the Holden Avenue, Orange Avenue, and Gatlin Avenue Intersections, and the beautification of Orange Avenue. In 2014, the City of Edgewood worked with the Urban Land Institute's TAP to update the master plan to include aspects of market viability, enhanced connectivity, and sound funding strategies.

Similar corridor planning studies have been completed for segments of Orange Avenue to the north (within the City of Orlando) and to the south (within Pine Castle, Belle Isle and unincorporated Orange County). Both plans focused on enhancing safety, aesthetics, and multimodal mobility. The purpose of the projects was to provide a safe and efficient multi-modal transportation corridor that serves a wide array of users, including the business community, while providing and enhancing livability consistent with the future vision for the area. They both also included specific improvements that can be advanced near-term through local agency participation and/or by FDOT as 3-R (Resurfacing, Restoration and Rehabilitation) projects, safety enhancements or push-button projects.

Finally, the FDOT conducted an intersection study for the Holden Avenue, Orange Avenue, and Gatlin Road intersections. This implementation plan proposes to widen the pavement for lengthened side-by-side left turn lanes along Orange Ave to service Gatlin Ave and Holden Ave. Other improvements include: the removal of the outside southbound continuous lane on Orange Avenue, pavement widening, milling and resurfacing of the roadway, introducing mast arm signals, upgrading pedestrian features, and drainage improvements.



Existing Conditions / One-Way Typical Section

### Existing Conditions Review

The existing land use and transportation conditions in the corridor study area were examined. Between Mandalay Road and Pineloch Avenue, Orange Avenue has a five-lane typical section, with two 11' through lanes in each direction, a 12' two-way left turn lane, and 4.5' bike lanes in both directions. From Hoffner Avenue to Mandalay Road the corridor consists of a one-way pair, with Orange Avenue carrying southbound traffic and Hansel Avenue carrying northbound traffic.

Within this portion of the corridor, the typical section for both streets consists of two 12' through lanes, a 13' left-turn lane, and 5' bike lanes in both directions. Additional traffic analysis is detailed below:

**Volumes/Freight Traffic** – Orange Avenue serves as a primary north-south arterial connecting downtown Orlando (and Interstate 4 via Michigan Avenue) with industrial areas in Taft. Orange Avenue is also a primary freight corridor. Traffic counts collected in 2015 show an average daily volume of 36,900 vehicles north of the Holden/Gatlin intersections, and 41,500 vehicles south of the Holden/Gatlin intersections. Approximately 7.8 percent of the total traffic along Orange Avenue is from heavy vehicles.

**Speed** – Orange Avenue has a posted speed limit of 40 miles per hour throughout the study area. The speed data showed that southbound Orange Avenue between Drennen Road and Holden Avenue has a high occurrence of excessive speeding, with almost 13 percent of drivers traveling at 50 miles per hour or greater (i.e., 10+ miles per hour above the speed limit).

**Level of Service** - The comprehensive plans for Edgewood, Orlando and Orange County have established a Level of Service (LOS) standard of "E" for Orange Avenue.

All signalized intersections with the exception of the Holden/Gatlin intersections operate at LOS D or better for existing conditions. The Holden/Gatlin intersections operate at LOS E and F, with queues from that can extend ½ mile in each direction during the morning and afternoon peak periods.

**Safety Analysis** – Crash data for the period from January 2012 to October 2015 was analyzed for the corridor. During this period, there were 587 reported crashes. The Holden/Gatlin intersections are the most common location for vehicle crashes, accounting for over 20% of the total.

**Pedestrian and Bicycle Analysis** – While sidewalks are present along both sides of the corridor for its length, there are several locations with deficiencies that include substandard sidewalk widths, significant cracks in the sidewalk, and obstructions such as signs and utility poles. Orange Avenue has bike lanes along both sides of the street that range in width from 4.5' to 5'. Data regarding cycling trips along the corridor was collected from Strava, a mobile GPS app for recording cycling and running activity, and shows that Orange Avenue has a higher number of bicycle trips when compared to parallel north-south corridors.

**Transit Conditions** – The Orange Avenue corridor is served by three LYNX bus routes: Route 7 (S. Orange Avenue/Florida Mall), Route 11 (S. Orange Avenue/Orlando International Airport) and Route 18 (S. Orange Avenue/Kissimmee). Together, these three routes provide four buses per hour in each direction. While the SunRail corridor runs parallel to Orange Avenue within the study area, there are no SunRail stops within the study area. Based on LYNX standards, three bus stop locations lack facilities that are warranted: south of Pineloch Avenue, west side of street (shelter), north of Suddath Road, east side of street (shelter), and north of Mary Jess Road, east side of Hansel Avenue (bench).

**Access Management** – While some cross-access connections exist between parcels, the City of Edgewood currently does not allow commercial driveways to connect to residential streets. Additionally, many parcels maintain multiple curb cuts or a continuous driveway apron along the Orange Avenue frontage which not only contributes to the congestion and some of the rear-end crashes on Orange Avenue, it also makes the walking environment less comfortable and limits the space available for landscaping, either within a median or adjacent to the right of way.

**Land Use** – The majority of the frontage along the Orange Avenue corridor is for commercial land uses, consisting of a mixture of office, strip retail and industrial. Similar land uses are found along the adjacent segments of Orange Avenue to the north and south of the study area.



**Purpose and Need**

Based on the existing conditions analysis and stakeholder input, the project’s purpose is defined to address the following problems:

- Traffic congestion at Holden/Gatlin intersections
- Crash frequency at Holden/Gatlin intersection
- Unfriendly environment for pedestrians and bicyclists
- Inconsistent amenities for transit users
- Lack of consistent aesthetics and landscaping
- Inconsistent land use policies

These identified problems have been used as part of the development and evaluation of improvement alternatives along the corridor. The following table summarizes the evaluation measures associated with each need.

Need	Evaluation Measure
1. Reduce vehicle speeds between traffic signals.	<ul style="list-style-type: none"> <li>• Vehicle lanes are not wider than the FDOT minimum standard.</li> <li>• Long-term land use patterns support reducing the posted speed limit below 40 mph.</li> </ul>
2. Improve the safety and comfort of pedestrians and bicyclists traveling along and through the corridor.	<ul style="list-style-type: none"> <li>• Number of sidewalk obstructions</li> <li>• Number of signalized and/or marked pedestrian crossings</li> <li>• Average spacing between driveway openings</li> <li>• Number of wide driveway openings (&gt;30')</li> <li>• % of bike lane with buffer from travel lane</li> </ul>
3. Reduce vehicle delays through the Holden and Gatlin intersections.	<ul style="list-style-type: none"> <li>• Current corridor travel time</li> <li>• Year 2035 corridor travel time</li> </ul>
4. Provide consistent, safe and comfortable facilities for transit users.	<ul style="list-style-type: none"> <li>• Number of transit stops within 100 feet of a marked pedestrian crossing</li> <li>• Number of high-ridership bus stops with a transit shelter</li> <li>• Number of bus stops receiving ADA improvements</li> </ul>
5. Use streetscape improvements to establish a corridor identity and promote redevelopment.	<ul style="list-style-type: none"> <li>• Length of corridor able to accommodate street trees</li> <li>• Total median length</li> <li>• Number of gateway opportunities</li> <li>• Number of cross access easements</li> <li>• Number of driveway closures</li> </ul>

**A Plan for Change – Recommended Improvements**

Based on the existing conditions, the issues and concerns, and utilizing the evaluation measures, the following recommended improvements were proposed within a structure of short-, mid-, and long-term implementation timeline.

**Short-Term**

**Orange Avenue – One-Way Pair Segments (Hoffner Avenue to Mandalay Road)**

As a part of the FDOT 3R Project, the one-way segments could be restriped to include on-street parking and buffered bike lanes.

**Orange Avenue –Two-Way Segment (Mandalay Road to Pineloch Avenue)**

As part of the FDOT 3R Project from East Grant Street to approximately Mandalay Road, the two-way segment will be restriped to narrow the existing two-way left turn lane to 11’ and appropriate the 1’ to the bike lanes, widening them to 5’ each.

**Holden/Gatlin/Orange Intersections and the LYNX Bus Stop Relocation**

The current FDOT improvement project for the intersections of Holden Avenue, Gatlin Avenue, and Orange Avenue will reduce queue lengths and delay through the intersections. In addition to this project, this study recommends a short-term improvement to move the existing LYNX bus stop, just north of the Fort Gatlin Shopping Center Entrance to a location just south of the Entrance.

**Streetscape Beautification Gateway**

It is recommended that in addition to the FDOT 3R Project, the City of Edgewood work with the FDOT to increase the size of the existing median between Stratemeyer Drive and Mandalay Road.

**Orange Avenue Right-of-Way Study**

Based on the long term vision for Orange Avenue additional right-of-way will be needed to implement the proposed concept design. The existing right-of-way within the two-way segment varies, therefore a more detailed right-of-way study is recommended to conduct a short-term study to survey and evaluate the feasibility of attaining the required right-of-way for the long term vision.

**Mid-Term**

**Modification of Land Development Regulations**

The historic use of the properties as primarily auto-oriented commercial has led to a development pattern that utilizes long, skinny buildings, typically with one-bay of parking in the front addressing Orange Avenue. The style of recent development along Orange Avenue in Orlando was preferred to the existing patterns in Orange County and within the City of Edgewood. Both the City of Edgewood and Orange County have been working on updating their respective land development regulations to include more urban form patterns observed in the study area. Particular focus should be given to land development regulations that encourage cross-access easements that allow use of exit to side streets, and encourage driveway consolidation on fronting properties.

In addition to those access-based measures, each agency should consider implementing parcel standards similar to the City of Orlando, specifically requiring “build-to” limits as opposed to “setback” requirements.

**Adoption of Right-of-Way and/or Easement Dedication in the Comprehensive Master Plan**

The study recommends that in concert with the right-of-way and easement study, each agency adopt a plan for the required space as part of their Comprehensive Master Plan. This will codify the desire for beautified landscape corridor and assist the various agencies in attaining funding from various State and Federal sources to implement corridor master plan.

**Mid-Term and Long-Term**

**Orange Avenue – (Hoffner Avenue to Pineloch Avenue)**

Beginning in the mid-term, it is recommended that the City of Edgewood adopt the previously mentioned urban form standards, the long-term master plan “The Grid,” and the Right-of-Way Dedication Plan. A master plan and the acquisition of right-of-way through the redevelopment / land development process is needed to fully implement the long term solutions proposed in this study, including landscaped medians, wider / safer pedestrian elements, and redevelopment in the City of Edgewater that promotes a more livable and walkable environment with new structures built up to the street and additional easement areas from the back of right-of-way for increased landscape and hardscape treatments. The typical section for one-way pair segment would maintain the buffered bike lane and the travel lanes, but remove some of the striped on-street parking along the left-side of the street in favor of spot curb extensions with street trees and green infrastructure such as rain gardens. The two-way segment features a landscape median, buffered bike lanes, and landscape and hardscape improvements on each side of the right of way. To accommodate these features, the curb-to-curb width would need to increase by 13’ from 65’ to 78’ overall. In the mid-term, a more refined conceptual design should be completed using the short-term Right-of-Way Study to determine the full impact of desired planted median and additional landscape and buffered bike lane elements. Over the long term, this project will be implemented through the acquisition of landscape easements, the purchasing of right-of-way, and the eventual redevelopment of properties throughout the corridor.

**Long-Term**

**Implementation of the Public Portion of the “The Grid” Redevelopment Alternative**

Beyond the FDOT improvements to the intersections, the City of Edgewood envisions this location to be a potential space for a town center. This area was discussed numerous times during the stakeholder outreach and the City of Edgewood Council meetings as a location that will see redevelopment on a larger scale and since this is also a fairly congested area, the study recommends the

“The Grid” street network alternative. This alternative examined extending Holden Avenue across Orange Avenue to a new north-south street that will connect to Gatlin Avenue. Gatlin Avenue would extend across Orange Avenue to a new north-south street that will connect to Holden Avenue. This new “grid” would form the primary structure for circulation for local traffic and regional traffic.

Additional new streets would be connected in concert with private redevelopment to further create a system of streets that would process all the traffic in this new town center. The proposed street network will allow for a wider variety of development potential because of a mix of block types that could handle various densities allowed by the City’s Comprehensive Master Plan.

Cost for Next Steps		
	Concept/ Planning Study	Construction
Total Short Term	<b>\$186,000</b>	<b>\$220,000</b>
Total Mid Term	<b>\$744,833*</b>	<b>\$0</b>
Total Long Term	<b>\$2,474,704</b>	<b>\$7,261,481</b>

**Conclusions**

The study encompasses the initial planning steps in the life-cycle of a project. The recommendations presented are based on the purpose and needs identified as part of the study. Several of the recommendations can be addressed on a case by case basis and will require further concept development as a separate next step in the process. The planning information and recommendations documented in this study will also be a public resource to community members, developers and others interested in transportation plans and how the area is expected to change. It will be used to track progress and follow up on recommendations made to address stated needs. Modest lower cost improvements may be considered and undertaken as funding becomes available. Recommendations that advance through private development will include right-or-way reservation, mitigation of traffic impacts of new development, and site design that incorporates local street and path connections, and other amenities, in support of bicycling, walking, and managing stormwater. Most improvements will be implemented over several years. The recommendations presented will also be reevaluated at the time of funding availability, to ensure that the best transportation solution is developed based on changes to land-use, traffic operations or prevailing best practice.



## 2 Introduction / Process

# Introduction / Process

## Introduction





MetroPlan Orlando and the City of Edgewood initiated the Orange Avenue Corridor Study to establish Orange Avenue (SR 527) as livable and walkable multi-modal urban thoroughfare. This study establishes a corridor vision and identifies implementation actions to address network efficiency, safety, and livability within the context of future transportation needs. Similar corridor planning studies have been completed by FDOT for the segments of Orange Avenue to the north (within the City of Orlando) and to the south (within Pine Castle, Belle Isle and unincorporated Orange County).

The Orange Avenue Corridor Study was completed in collaboration with FDOT District Five, and other local and regional agency partners. This study provides a framework for improved mobility as part of a planning effort that engages residents, business owners, and others who use the Orange Avenue corridor.

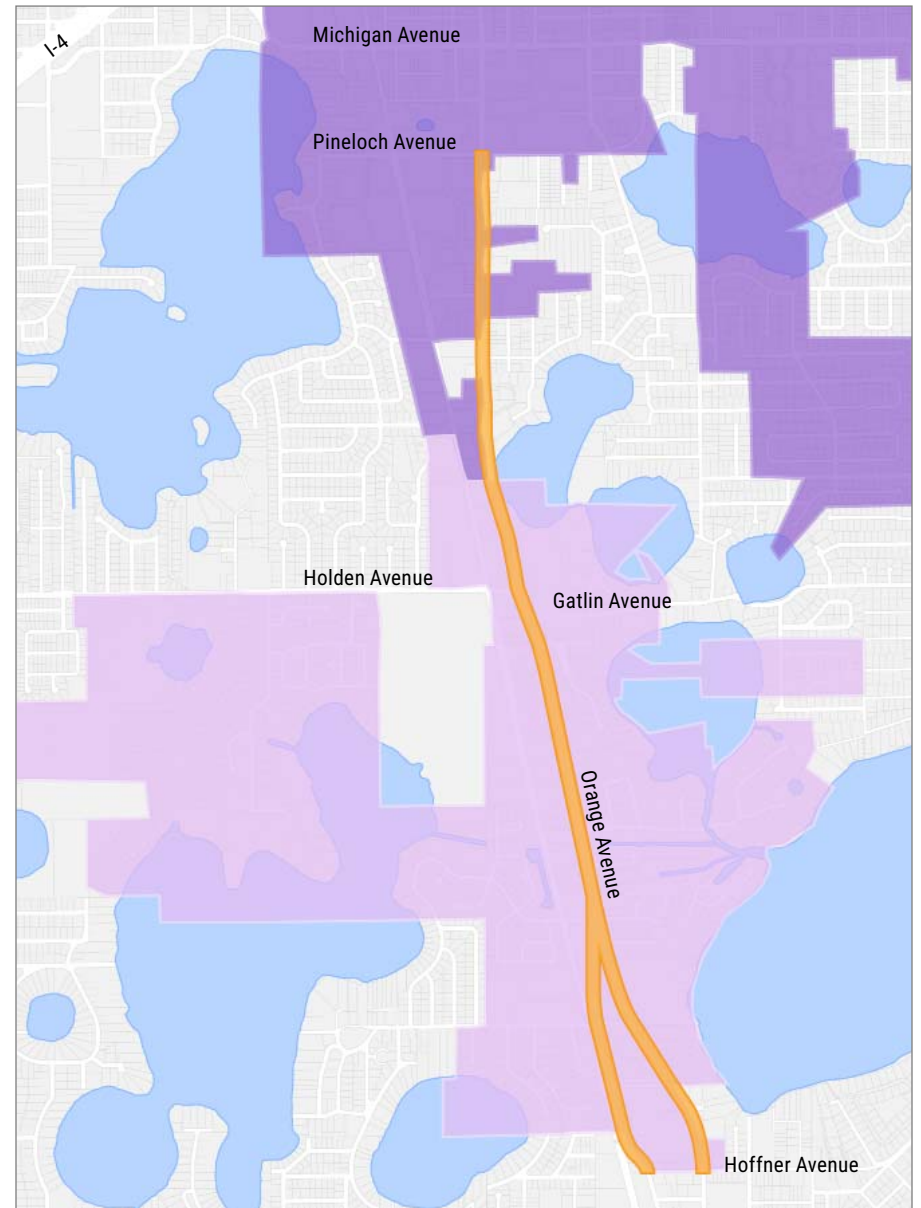
## Study Area

The corridor study area is a 2.4 mile section along Orange Avenue (SR 527) from Pineloch Avenue in the City of Orlando (northern limit) to Hoffner Avenue in unincorporated Orange County (southern limit). FDOT District Five has responsibility for the roadway for the entire length of the study area. Beyond the roadway itself, the study area falls within three jurisdictions: the City of Orlando(0.3 miles), unincorporated Orange County (0.4 miles), and the City of Edgewood (1.72 miles) , with the majority of the corridor frontage lying within the City of Edgewood.

### Legend

-  Study Corridor
-  City of Edgewood
-  City of Orlando
-  Unincorporated Orange County

Scale in Feet  
0 1,400



Scale in Feet, City of Edgewood, and City of Orlando

**Project Process**

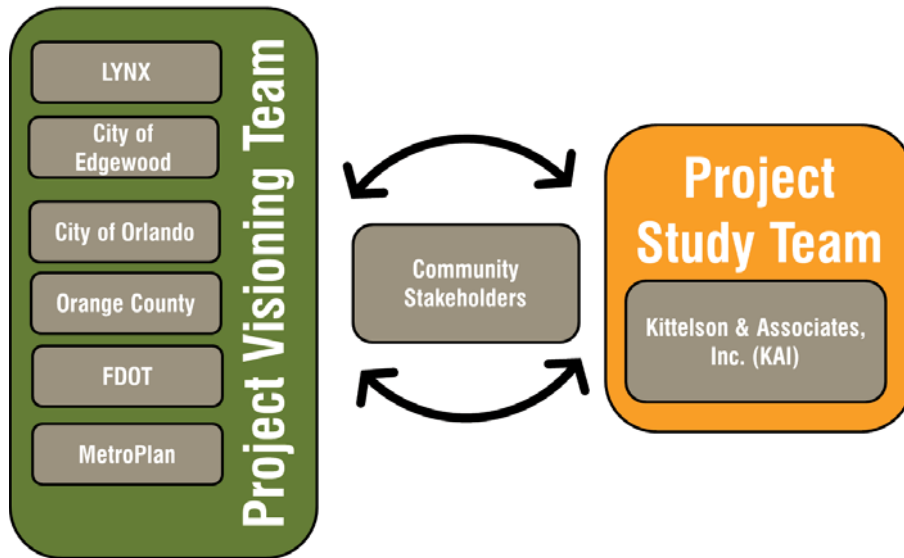
The study process incorporated several strategies for engaging project stakeholders, including residents, business owners, elected and appointed officials, and partner agencies. The following is a summary of each strategy:

**Project Visioning Team (PVT)** – A PVT was established to provide input regarding the corridor analysis, improvement alternatives and recommendations; the PVT also served to facilitate interagency coordination during the study. PVT members consisted of representatives from the Florida Department of Transportation, LYNX, the City of Edgewood, the City of Orlando and Orange County. Four PVT meetings were held over the course of the project, in November 2015, February 2016, May 2016 and March 2017. In addition to the four (PVT meeting minutes are included in Appendix.)

**Farmer’s Market** – At the outset of the project in October of 2015, the project team set up a project booth as part of the Edgewood Farmer’s Market. As part of the booth, residents were provided the opportunity to identify corridor issues and needs.

**One-on-One Stakeholder Interviews** – At the outset of the study in November 2015, the project team held one-on-one interviews with residents and merchants along the corridor. These meetings were used to understand existing conditions and areas for improvement as identified by the stakeholders.

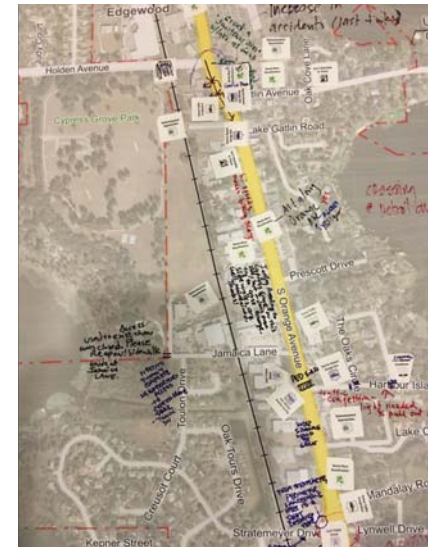
**Edgewood City Council and Planning and Zoning Board** – Over the course of the study, the project team met with elected and appointed officials from the Edgewood City Council and the Planning and Zoning Board. City Council presentations were given in October 2015, April 2016 and January 2017, and a presentation to the Planning and Zoning Board was given in January 2017. The presentations were used to provide project updates and to solicit input regarding corridor issues, needs, and alternatives under consideration.



Project Visioning Team Process



Edgewood City Council Meeting



Public Participation at the Edgewood Farmer's Market



## 3 Planning Background

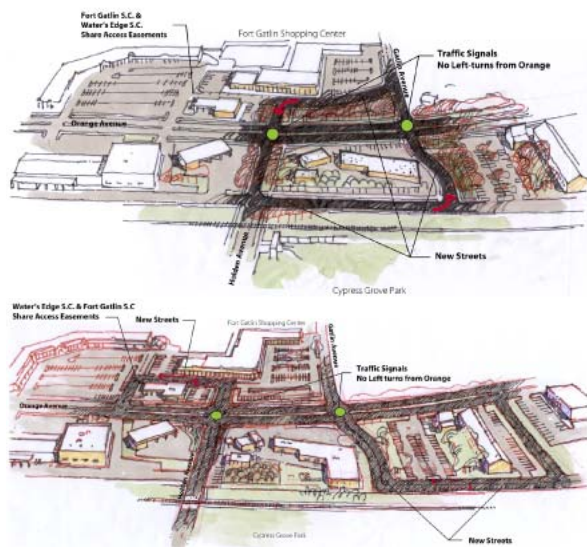


# Planning Background

## Background Studies

Prior to beginning the corridor planning study, a series of background studies were reviewed and summarized to help guide previous efforts within and adjacent to the study area.

**City of Edgewood Master Plan** – Completed in 2001, the vision of this master plan was “a more livable Edgewood, where pedestrians, cyclists, transit users and motorists peacefully coexist.” This vision was derived from a series of objectives that (1) developed a citizen-defined vision for the City, (2) restructured commercial development and stormwater systems, and (3) identified transportation investments, land use controls, streetscaping improvements and other investments in public spaces. Among the many things identified in the master plan that were still relevant for this project include the formation of a town center adjacent to the Holden Avenue, Orange Avenue, and Gatlin Avenue Intersections, and the beautification of Orange Avenue.



City of Edgewood Master Plan

**Orange Avenue “North” Corridor Plan (Pineloch Ave to Anderson St)** – This plan, completed in 2013, focused primarily on enhancing safety, aesthetics, and multimodal mobility. The purpose of the project was to provide a safe and efficient multimodal transportation corridor that serves a wide array of users, including the business community, while providing and enhancing livability consistent with the future vision for the area.



Orange Avenue 'North' Corridor Plan

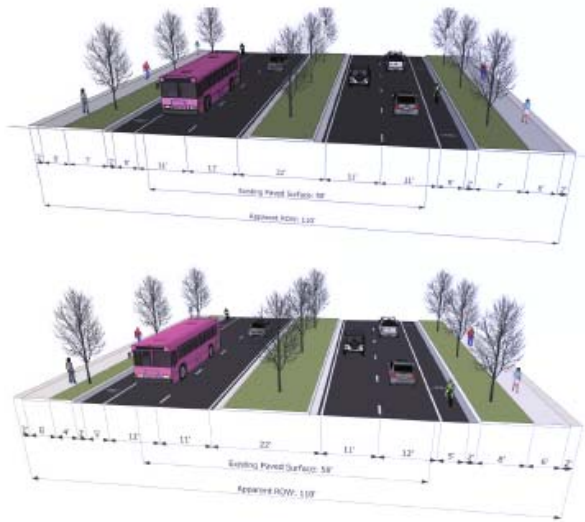
**City Of Edgewood Master Plan via ULI Technical Assistance Panel (TAP)** – In 2014, the City of Edgewood worked with the Urban Land Institute’s TAP to create a plan for the City built on market viability, enhanced connectivity, and sound funding strategies. The study recommended the City (1) continue to encourage civic engagement, (2) focus on real estate and market opportunities, (3) define a vision and identity for the City, (4) enhance connectivity, (5) update the City’s Comprehensive Plan and Land Development Code, and (6) focus on funding strategies.



City of Edgewood Master Plan

**Orange Avenue “South” Corridor Plan**

**(Sand Lake Rd to Hoffner Ave)** – Similar to the North Corridor Plan, in 2014 the Florida Department of Transportation (FDOT) conducted a corridor plan on Orange Avenue in 2014 to the south of this corridor study that focused on safety, aesthetics, multimodal enhancements, and phasing. The purpose of that study was to focus on identifying a range of multi-modal solutions to improve mobility and advance the long-term vision for the study corridor. The plan also included specific improvements that can be advanced near-term though local agency participation and/or by FDOT as 3-R (Resurfacing, Restoration and Rehabilitation) projects, safety enhancements or push-button projects.



Orange Avenue ‘South’ Corridor Plan

**FDOT Intersection Study**

**(Orange Ave, Gatlin Rd, & Holden Ave)** – In 2015, the FDOT began an intersection study and implementation plan for intersections of Holden, Orange, and Gatlin Avenues to widen the pavement for lengthened side-by-side left turn lanes along Orange Ave to service Gatlin Ave and Holden Ave. Other improvements include: the removal of the outside southbound continuous lane on Orange Avenue, pavement widening, milling and resurfacing of the roadway, introducing mast arm signals, upgrading pedestrian features, and drainage improvements.



FDOT Intersection Study



## 4 Understanding the Orange Avenue Corridor

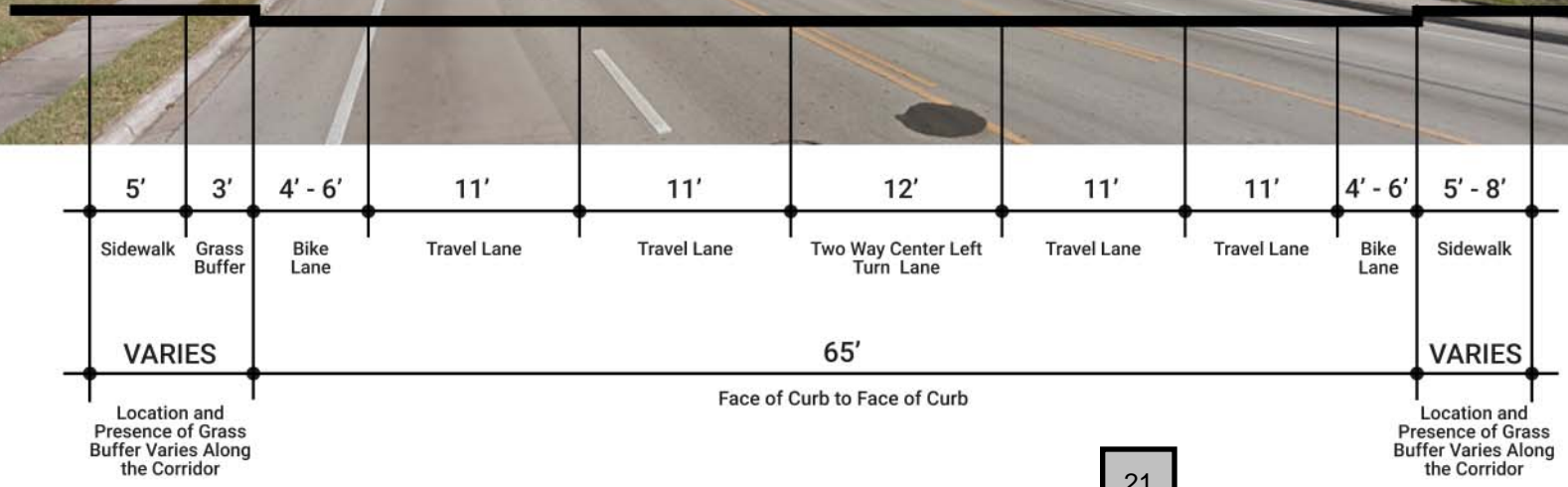
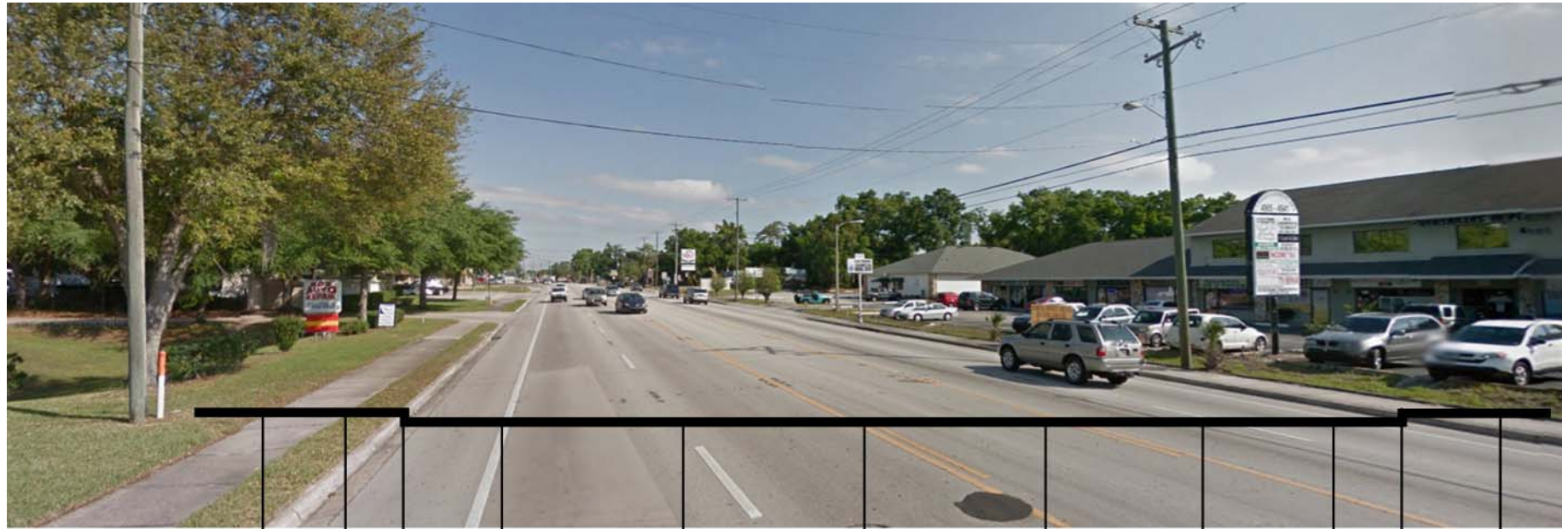
# Understanding the Orange Avenue Corridor

## Existing Cross Sections

For 1.8 miles of the 2.03 miles of the corridor study area, Orange Avenue has a five-lane typical section, with two 11' through lanes in each direction, a 12' two-way left turn lane, and 4.5' bike lanes in each direction. The overall right-of-way width of this segment varies from 80' - 88' (other than between Gatlin Avenue and Holden Avenue).

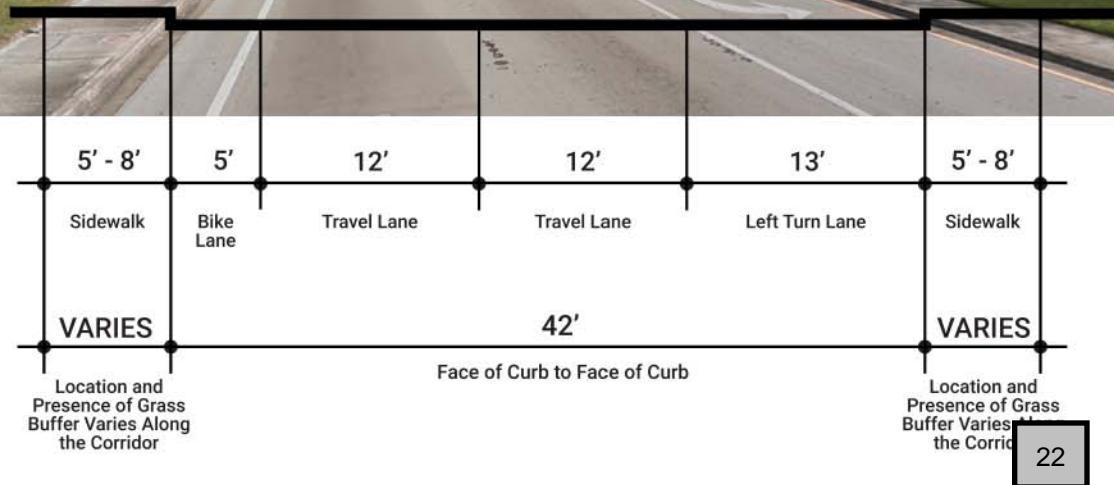
This typical section exists from Mandalay Road to Pineloch Avenue. Sidewalks are mostly present along both sides of the street, but a landscape buffer is not consistently present.

Existing Typical Section - Orange Avenue (Mandalay Road to Pineloch Avenue)

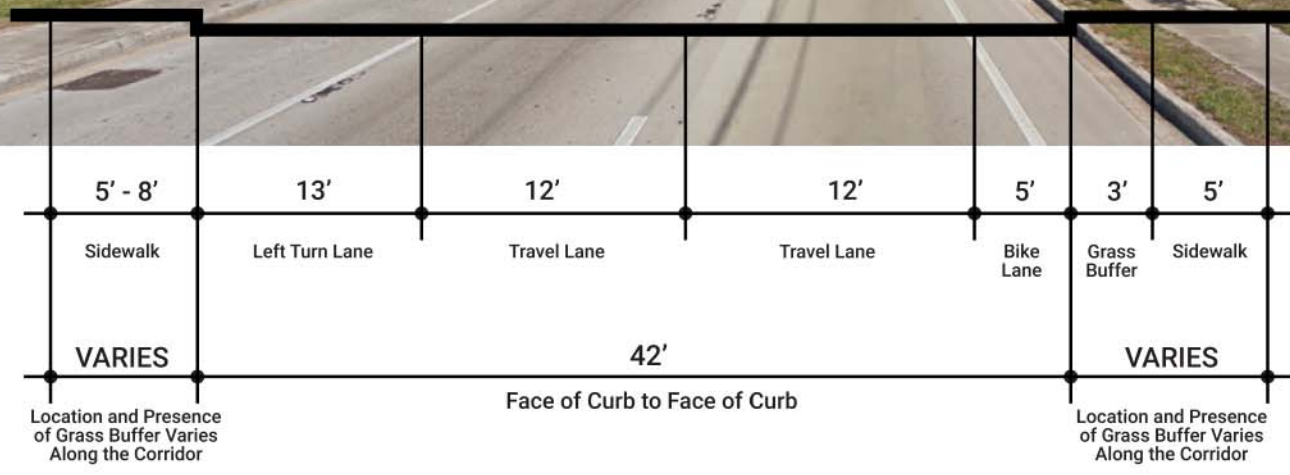


From Hoffner Avenue to Mandalay Road the corridor consists of a one-way pair, with Orange Avenue carrying southbound traffic and Hansel Avenue carrying northbound traffic. Within this portion of the corridor, the typical section for both streets consists of two 12' through lanes, a 13' inside left turn parklet, and 5' bike lanes on each street. Similar to the two-way section of the corridor north of Mandalay Road, sidewalks are mostly present along both sides of the street, but a landscape buffer is not consistently present.

Existing Typical Section - Orange Avenue (Hoffner Avenue to Mandalay Road)



Existing Typical Section - Hansel Avenue (Hoffner Avenue to Mandalay Road)



### Volumes/Heavy Vehicles

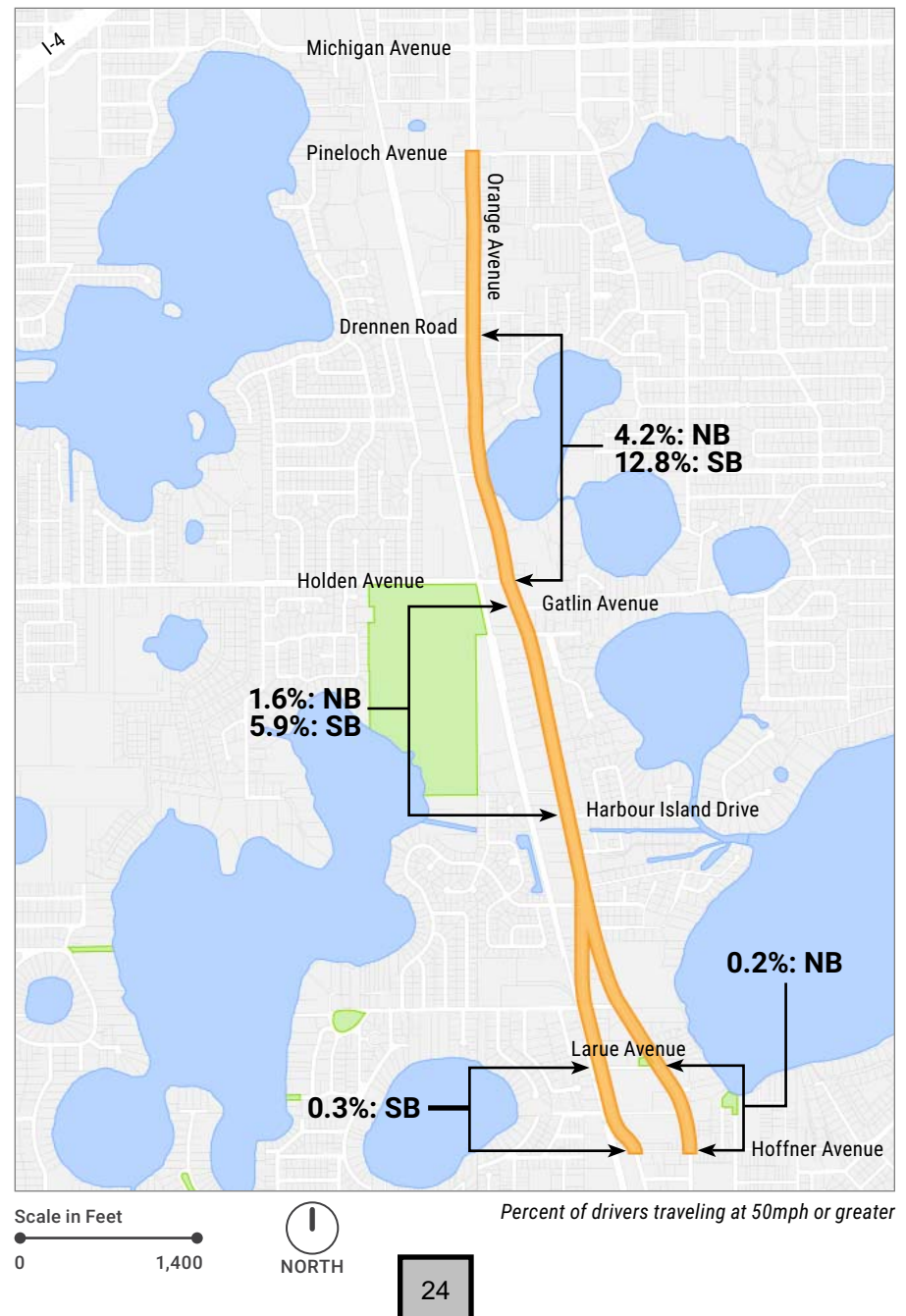
From a regional standpoint, Orange Avenue serves as a primary north-south arterial connecting downtown Orlando (and Interstate 4 via Michigan Avenue) with industrial areas in Taft. As a result, the corridor is used by through traffic and by heavy vehicles.

Midblock traffic counts collected in 2015 show an average daily volume of 36,900 vehicles north of the Holden/Gatlin intersections, and 41,500 vehicles south of the Holden/Gatlin intersections. As part of the data collection, the percentage of heavy vehicles was also measured. Approximately 7.8 percent of the total traffic along Orange Avenue is from heavy vehicles or freight. This percentage is higher than the parallel corridors to the east (Conway Road (SR 15) and Semoran Boulevard (SR 436)), but is comparable to the percentages for Orange Blossom Trail (SR 441) and John Young Parkway (SR 423) to the west. Each of the four corridors to the east and west of Orange Avenue are designated "Primary Freight Corridors" in MetroPlan's 2040 Long Range Transportation Plan, Orange Avenue (SR 527) is not designated as a freight corridor.

### Vehicle Speeds

Orange Avenue has a posted speed limit of 40 miles per hour throughout the study area. Speed data was collected over three days to determine how the actual drivers' speeds compare with the existing speed limit.

The data was collected in three segment areas: Segment 1 (Hoffner Avenue to Larue Avenue), Segment 2 (Harbour Island Drive to Gatlin Avenue), and Segment 3 (Holden Avenue to Drennen Road). The data showed that vehicles in Segment One stayed within the speed limit (only 0.5% traveling at speeds of 50 MPH or greater), while vehicles moving through Segment 2 (7.5% exceeding 50 MPH) and Segment 3 (17% exceeding 50 MPH) exceeded the posted speed limit at much higher rate. In Segment 2, the southbound vehicles exceeded 50 MPH by nearly 6% as compared to the 1.6% of northbound vehicles. In Segment 3, 12.8% of southbound vehicles in Segment 3 exceeded 50 MPH as compared to 4.2% of northbound drivers. Overall, roughly 20% of vehicles in the southbound direction within the corridor study area are exceeding the posted speed limit by 10+ miles per hour.



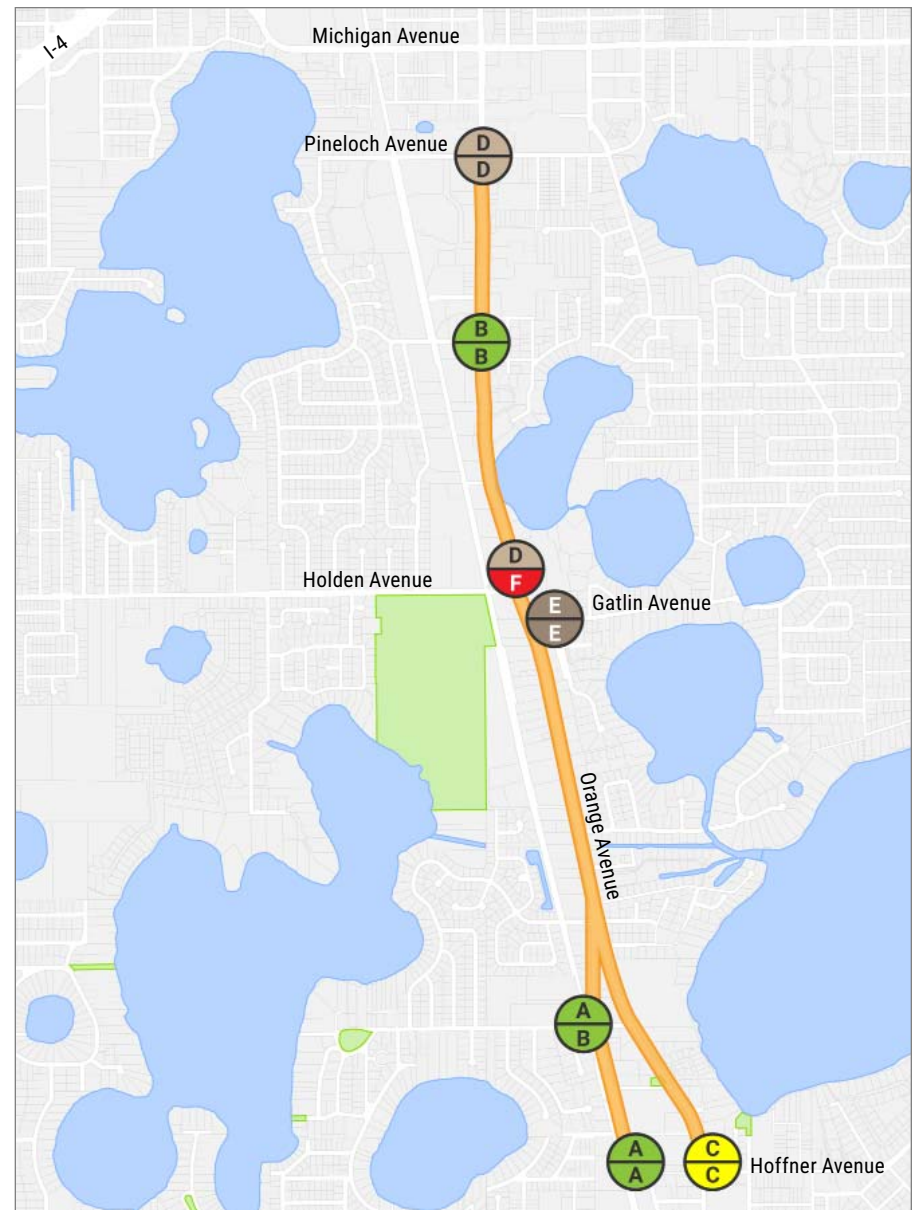
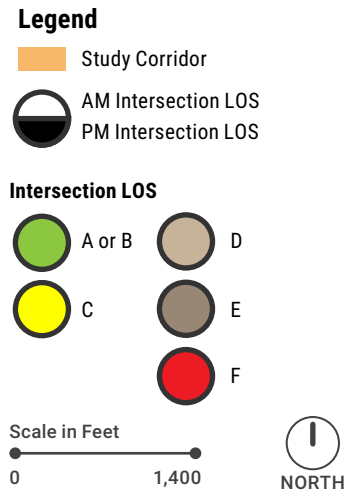


### Intersection Volumes and LOS

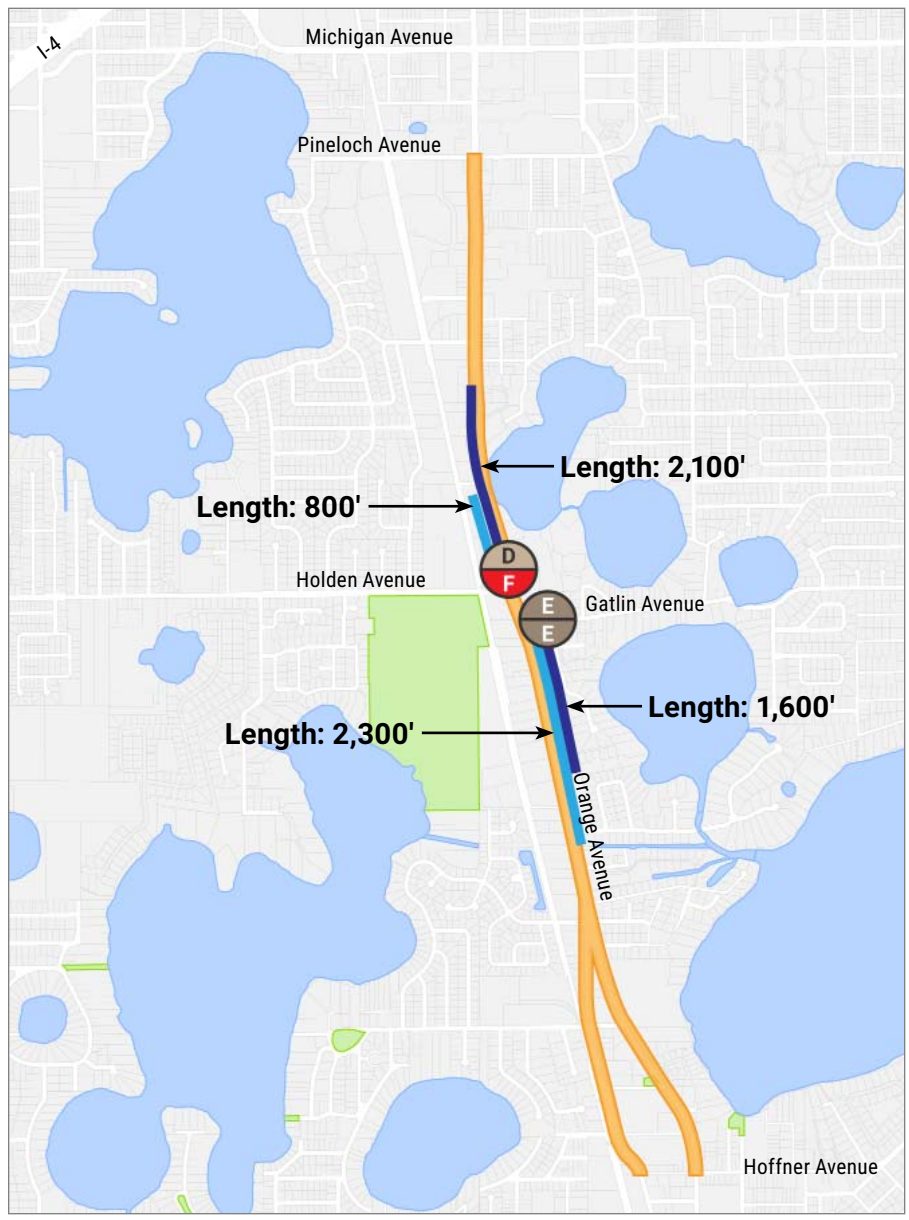
The Orange Avenue has a total of seven signalized intersections, including the endpoints at Pineloch Avenue and Hoffner Avenue. Intersection turning movement counts were collected at these locations for the weekday morning and afternoon peak periods (7-9 AM and 4-6 PM).

The comprehensive plans for Edgewood, Orlando and Orange County have established a Level of Service (LOS) standard of “E” for Orange Avenue. All signalized intersections with the exception of the Holden/Gatlin intersections operate at LOS D or better for existing conditions. The Holden/Gatlin intersections operate at LOS E and F, with queues from that can extend ½ mile in each direction during the morning and afternoon peak periods. These queues are due in part to the back-to-back left turn lanes between Holden Avenue and Gatlin Avenue. This configuration provides limited storage for left-turning vehicles, resulting in queues that spill back into the through lane.

The near-term FDOT intersection improvements for the Holden/Gatlin intersections will widen Orange Avenue between the two intersections to provide side-by-side left turn lanes with more storage length. When the Holden/Gatlin intersections are analyzed with the planned improvements, queues are expected to shorten significantly, and LOS conditions are expected to improve to LOS C or better.



Existing Intersection Level of Service



Queue Lengths at Holden/Orange/Gatlin

**Legend**

- AM Maximum Queue
- PM Maximum Queue

Scale in Feet

0 1,400

NORTH

### Crashes

Crash data for the period from January 2012 to October 2015 was analyzed for the corridor. During this period, there were 587 reported crashes. After accounting for the corridor’s length, the resulting crash rate is comparable to that for the adjacent Orange Avenue segments to the north and south.

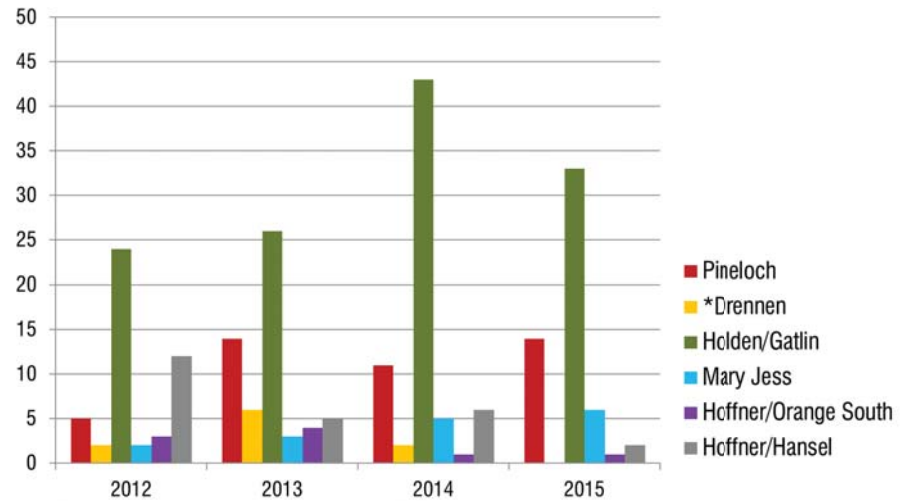
The Holden/Orange/Gatlin intersections are the most common location for vehicle crashes, accounting for over 20% of the total. Rear-end and sideswipe crashes account for the majority of incidents. Rear-end crashes are often associated with extended intersection queues and corridors with multiple driveway access points. Sideswipe crashes are often associated with lane changes. With the current configuration that includes one southbound free-flow lane, drivers often make last-minute lane changes to avoid stopping at the signal at Gatlin Avenue. The FDOT Holden/Gatlin intersection improvement project will remove the free-flow southbound through lane, converting it to a lane that is controlled by the signal (similar to the adjacent through lane). This improvement is expected to benefit corridor safety by removing the incentive for unsafe, last-minute lane changes.

### Walking and Bicycling Environment

While sidewalks are present along both sides of the corridor for its length, there are several locations with deficiencies. Examples include substandard sidewalk widths (less than 5’), significant cracks in the sidewalk; and obstructions such as signs and utility poles. These obstructions prevent the minimum width from being achieved.

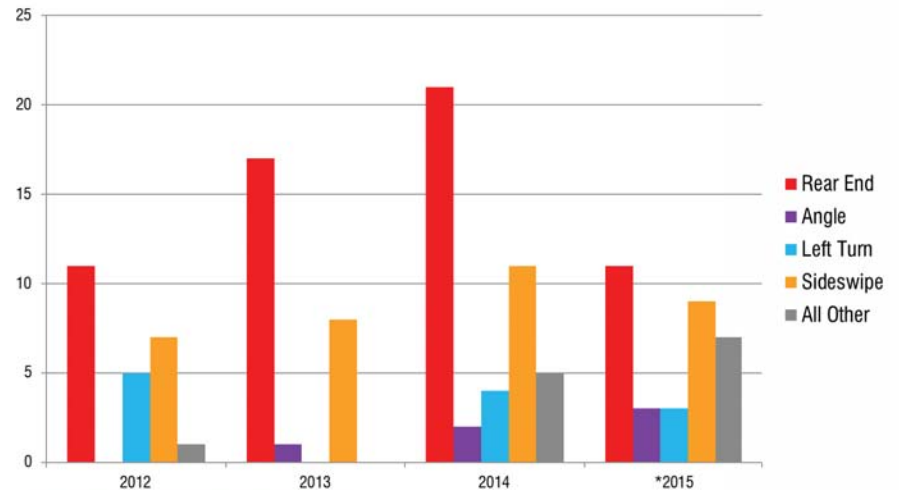
As described earlier, Orange Avenue throughout the study area has bike lanes along both sides of the street. The bike lanes range in width from 4.5’ to 5’. However, this width is less than FDOT’s recommended standard of a 7’ buffered bike lane for State facilities in an urban area.

Data regarding cycling trips along the corridor was collected from Strava, a mobile GPS app for recording cycling and running activity. The data was collected from Strava users for the period from January 2012 to May 2015. The data shows that Orange Avenue has a higher number of bicycle trips when compared to parallel north-south corridors. This is consistent with input received during the stakeholder interview process, where it was mentioned that two bicycle groups regularly use the Orange Avenue corridor for weekend rides.



\*2015 data is for January through October only. Year 2015 data was unavailable for the Orange/Drennen intersection.  
Source: Kittelson & Associates

Crashes at Signalized Intersections

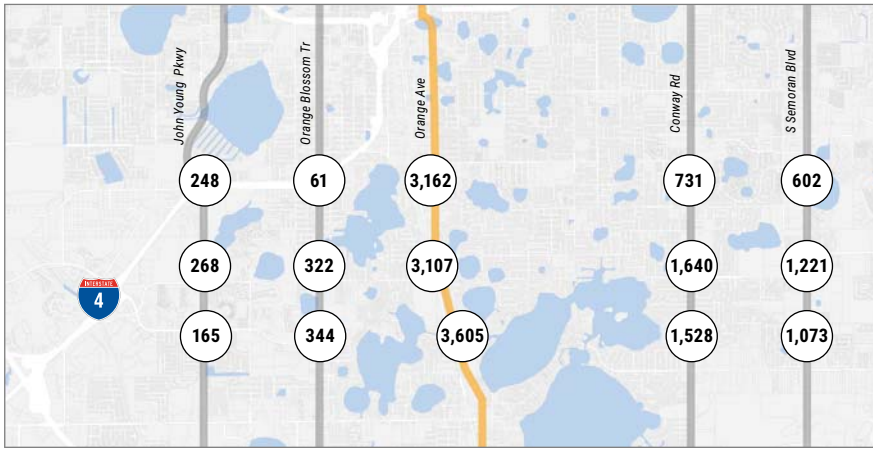


\*2015 data is for January through October only.  
Source: Kittelson & Associates

Crash Types for Holden/Orange/Gatlin Intersections



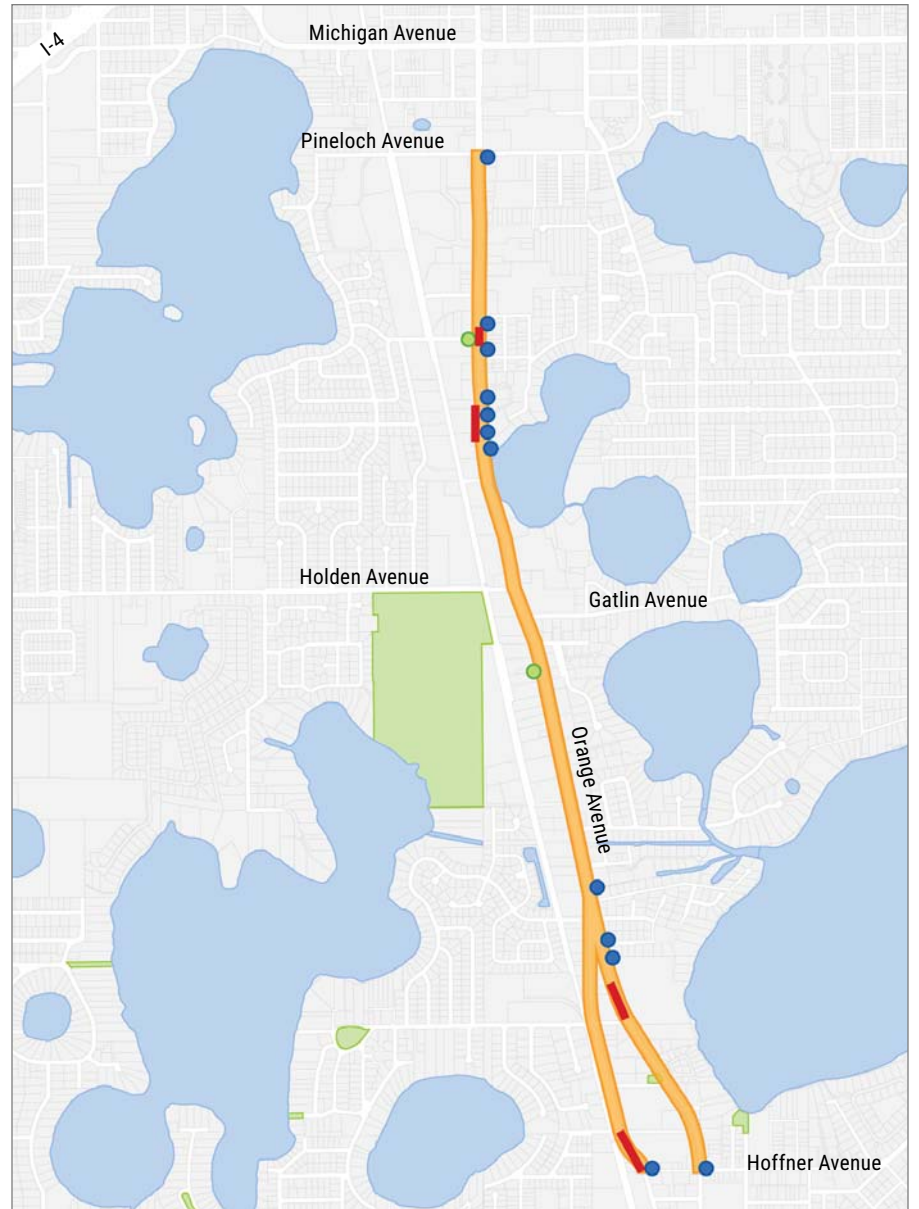
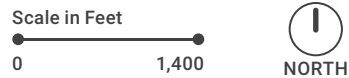
Existing Sidewalk Conditions/Obstruction



Strava Bike Trips for the Primary North-South Corridors

**Legend**

- Study Corridor
- Substandard Sidewalk Width
- Obstructions (Utility Poles)
- Major Sidewalk Cracks



Existing Sidewalk Conditions

### Transit Conditions

The Orange Avenue corridor is served by three LYNX bus routes: Route 7 (S. Orange Avenue/Florida Mall), Route 11 (S. Orange Avenue/Orlando International Airport) and Route 18 (S. Orange Avenue/Kissimmee). Together, these three routes provide four buses per hour in each direction. While the SunRail corridor runs parallel to Orange Avenue within the study area, there are no SunRail stops within the study area.

LYNX considers shelters and benches at bus stops based on the numbers of people boarding a stop. A bench meets LYNX warrants if the daily average for boardings exceeds 15 passengers. A shelter meets LYNX warrants if the daily average exceeds 25 passengers. Based on these standards, three bus stop locations lack facilities that are warranted:

- South of Pineloch Avenue (west side of street): Shelter warranted, neither shelter nor bench are present
- North of Suddath Road (east side of street): Shelter warranted, only a bench is present
- North of Mary Jess Road (east side of Hansel Avenue): Bench warranted, no bench is present

### Access Management

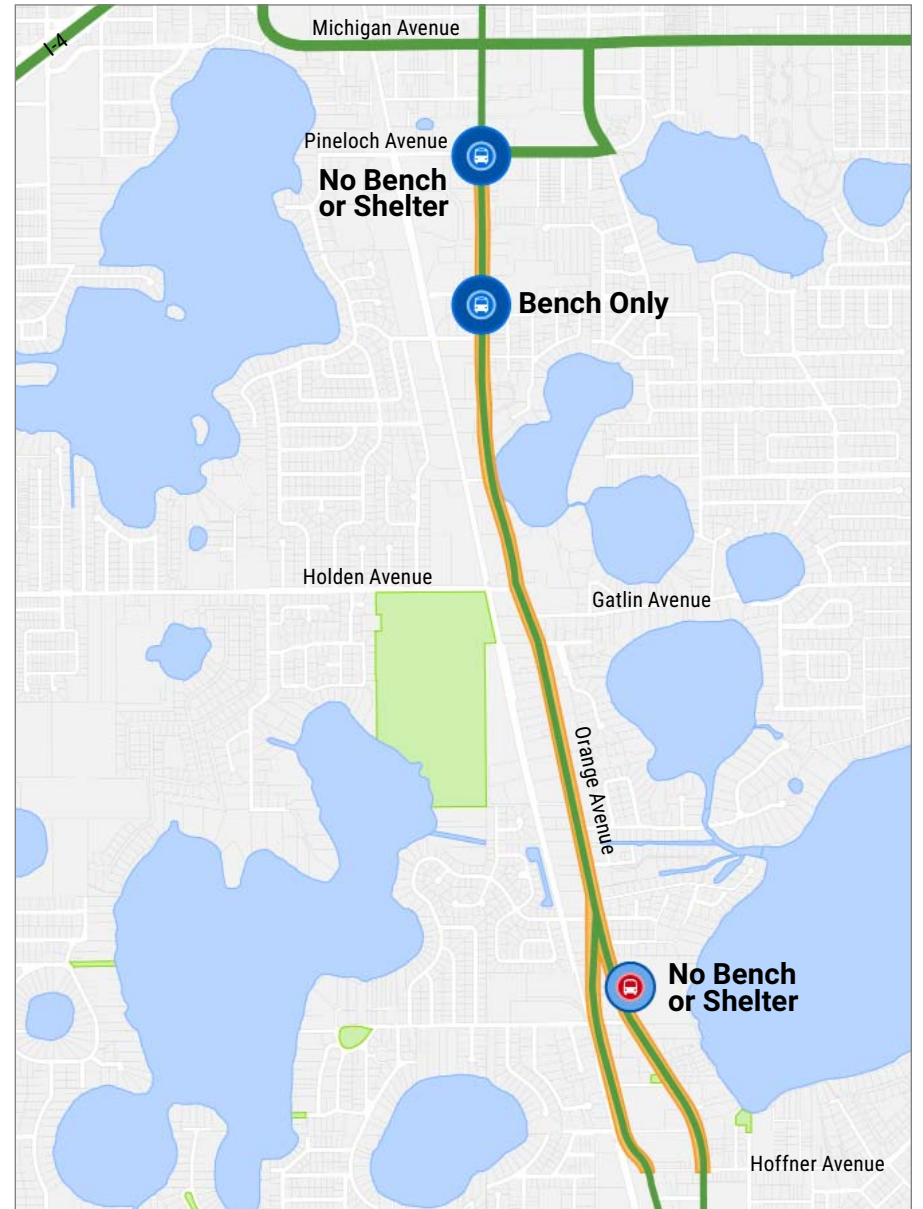
The Orange Avenue corridor has a two-way center left turn lane, with left turns allowed into and out of parcels. While some cross-access connections exist between the parking lots of separate parcels, the City of Edgewood currently does not allow commercial driveways to connect to residential streets. This limits the potential for cross-access connections and "alley" access by forcing traffic to use midblock driveways on Orange Avenue. Additionally, many parcels maintain multiple curb cuts or a continuous driveway apron along the Orange Avenue frontage. This uncontrolled access negatively affects the walking environment by increasing the number of traffic conflict points. The uncontrolled access also limits the space available for landscaping, either within a median or adjacent to the right of way.

#### Legend

-  Study Corridor
-  Bus Route
-  Bus Stop with Bench Warranted
-  Bus Stop with Shelter Warranted

#### Average Daily Boardings for Month of June 2014

-  15-24
-  25-58



Scale in Feet  
0 1,400

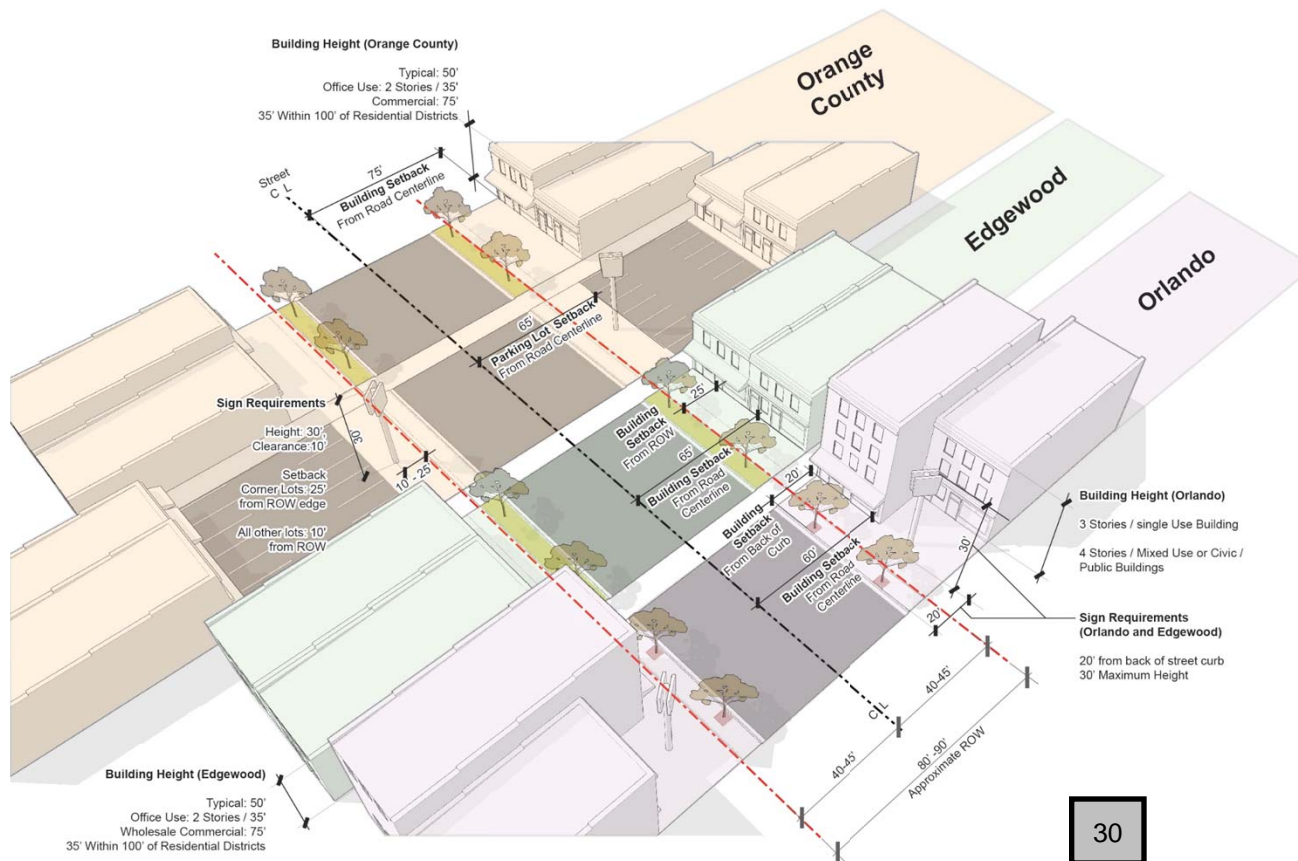


## Land Use

The majority of the frontage along the Orange Avenue corridor is for commercial land uses, consisting of a mixture of office, strip retail and industrial. Similar land uses are found along the adjacent segments of Orange Avenue to the north and south of the study area. Along the corridor, the development standards vary between the City of Edgewood, City of Orlando and Orange County. For Edgewood, while the required building setback is 25 feet from the front ROW, many buildings have larger setbacks to accommodate parking in front. This study examined the parcel setback, building height, and sign requirements for each agency within the corridor area. The examination revealed that many of the issues previously described are due to the regulatory parcel standards. Orange County requires that parking lots be set back 65' from the center of the roadway. Because many of the parcels fronting the corridor lack a secondary street at the rear of the property, parcels have been developed with parking lots in the front and the building set back approximately 70'-80' to include the 60' bay of parking and room for a sidewalk in front of the building.

The City of Edgewood requires that buildings be set back from the edge of right-of-way by 25'. However, because most of Orange Avenue is roughly 40' from the centerline to the right-of-way, this set back mimics the Orange County requirement for parking lots. Therefore, much of the development in Edgewood has followed the development patterns set forth in the County.

The City of Orlando, on the other hand, requires buildings in the Orange Avenue Corridor to be "built to" 20' from the back of the curb. Instead of being set back, Orlando's regulations require buildings to be in the front of the parcel and therefore parking, access, and stormwater management are pushed towards the back of the properties. Because multiple parcels have been redeveloped with these ordinances, an alley condition is created and Orlando can limit the amount of access points on Orange Avenue and interior, local circulation can occur off Orange Avenue.



Existing Parcel Standards



## 5 Purpose and Need





# Purpose and Need

Based on the existing conditions analysis and stakeholder input, the project’s Purpose and Need have been defined to address the following problems:

- **Traffic congestion at Holden/Gatlin intersections** – The existing conditions traffic analysis showed that significant traffic queuing occur at the Holden/ Gatlin intersections. These backups occur in both the northbound and southbound directions during the morning and afternoon peak periods. With the growth in traffic forecast for Orange Avenue, the queues are expected to increase.
- **Crash frequency at Holden/Gatlin intersections** – The crash analysis showed a high occurrence of crashes at the Holden/Gatlin intersections, more than the other signalized intersections along the corridor combined. Many of the crashes at this location were rear-end and sideswipe collisions.
- **Unfriendly environment for pedestrians and bicyclists** – For most of the corridor, pedestrians and bicyclists have little or no buffer from moving traffic. Bike lane widths do not meet FDOT’s recommended minimum standard, and sidewalks in several areas are obstructed by signage. Additionally, there are limited opportunities for safe, protected crossings of Orange Avenue.
- **Inconsistent amenities for transit users** – Many bus stops along the corridor lack benches and shelters for waiting passengers. In several locations, these facilities are warranted based on LYNX’s ridership standards, but do not exist.
- **Aesthetics and landscaping** – The Orange Avenue corridor currently contains minimal trees or other landscaping; this is due in part to the lack of a median and limited right-of-way width. There is a need to provide accommodations for additional trees and landscaping within or adjacent to the right-of-way to improve corridor aesthetics.

- **Land use policies** – The City of Edgewood desires a more urban development pattern along the corridor as parcels redevelop, particularly around the Holden/ Gatlin intersections. As part of the integrated land use/transportation vision for the corridor, there is a need to revisit existing standards that are not consistent with this vision.

These key issues have been used as part of the development and evaluation of improvement alternatives along the corridor. The following table summarizes the evaluation measures associated with each need.

Need	Evaluation Measure
1. Reduce vehicle speeds between traffic signals.	<ul style="list-style-type: none"> <li>• Vehicle lanes are not wider than the FDOT minimum standard.</li> <li>• Long-term land use patterns support reducing the posted speed limit below 40 mph.</li> </ul>
2. Improve the safety and comfort of pedestrians and bicyclists traveling along and through the corridor.	<ul style="list-style-type: none"> <li>• Number of sidewalk obstructions</li> <li>• Number of signalized and/or marked pedestrian crossings</li> <li>• Average spacing between driveway openings</li> <li>• Number of wide driveway openings (&gt;30')</li> <li>• % of bike lane with buffer from travel lane</li> </ul>
3. Reduce vehicle delays through the Holden and Gatlin intersections.	<ul style="list-style-type: none"> <li>• Current corridor travel time</li> <li>• Year 2035 corridor travel time</li> </ul>
4. Provide consistent, safe and comfortable facilities for transit users.	<ul style="list-style-type: none"> <li>• Number of transit stops within 100 feet of a marked pedestrian crossing</li> <li>• Number of high-ridership bus stops with a transit shelter</li> <li>• Number of bus stops receiving ADA improvements</li> </ul>
5. Use streetscape improvements to establish a corridor identity and promote redevelopment.	<ul style="list-style-type: none"> <li>• Length of corridor able to accommodate street trees</li> <li>• Total median length</li> <li>• Number of gateway opportunities</li> <li>• Number of cross access easements</li> <li>• Number of driveway closures</li> </ul>



## 6 A Plan for Change

# A Plan for Change

## Recommended Improvements

Based on the existing conditions, the issues and concerns, and utilizing the evaluation measures, the following recommended improvements were proposed within a structure of short-, mid-, and long-term implementation timeline.

### Orange Avenue Corridor Master Plan | Cost Estimation Matrix

No.	Recommendation	Concern/Issues Addressed	Prior Action	Next Steps	Target Term
1	Orange Avenue Restriping (Mandalay Rd to Pineloch Ave)	Mobility Safety, Multimodal Alternatives	Input on FDOT 3R Project	None	Now
2	Orange Avenue Intersection Improvements (Gatlin Ave to Holden Ave)	Mobility Safety, Access Management, Multimodal Alternatives, Traffic Congestion	None	None	Now
3	Orange Avenue Restriping (Hoffner Ave to Mandalay Rd)	Mobility Safety, Multimodal Alternatives	Input on FDOT 3R Project	None	Now
4	Expansion/Beautification of Orange Avenue Median (Between Stratemeyer Dr and Mandalay Rd)	Streetscape Beautification Gateway	None	Concept Design; Coordination with FDOT 3R Project (Recommendation #3)	Short
5	Orange Avenue Right-of-Way Study	Mobility Safety, Streetscape Beautification, Access Management, Multimodal Alternatives	None	Survey; Scoping	Short
6	LYNX Bus Stop Relocation	Mobility Safety, Multimodal Alternatives	None	Coordination w/ LYNX	Short
7	Modify City of Edgewood Land Development Regulations (LDR)	Mobility Safety, Streetscape Beautification, Access Management, Redevelopment Opportunities, Multimodal Alternatives, Traffic Congestion	None	Draft LDR Policies as per Final Orange Avenue Corridor Master Plan Report	Mid
8	Adoption of ROW/Easement Dedication Map in Agency Comprehensive Master Plan	Mobility Safety, Streetscape Beautification, Access Management, Multimodal Alternatives	Recommendation #5	Orange Avenue Right-of-Way Study (Recommendation 5)	Mid
9	Orange Avenue Streetscape Concept Design Study (Hoffner Rd to Pineloch Ave)	Mobility Safety, Streetscape Beautification, Access Management, Multimodal Alternatives, Traffic Congestion	Recommendation #5 Recommendation #7	Scope Concept Design Study	Mid
10	Orange Avenue Streetscape & Feasibility Study (Hoffner Ave to Pineloch Ave)	Mobility Safety, Streetscape Beautification, Access Management, Redevelopment Opportunities, Multimodal Alternatives, Traffic Congestion"	Recommendation #7 Recommendation #8 Recommendation #9	Concept Design; Moving Curb, Adding ROW/ Easement for Sidewalk + Landscape Area Curb Extensions + Bulb-Outs	Long
11	Implement Public ROW Aspect of Alternative One "The Grid" - Redevelopment at Holden/Gatlin/Orange	Mobility Safety, Streetscape Beautification, Access Management, Redevelopment Opportunities, Multimodal Alternatives, Traffic Congestion	Recommendation #7 Recommendation #8 Recommendation #9 Property Acquisition Master Developer Partnerships	Concept Design New Primary Streets connecting Holden & Gatlin on Redeveloped Property (Both sides of Orange Avenue)	Long

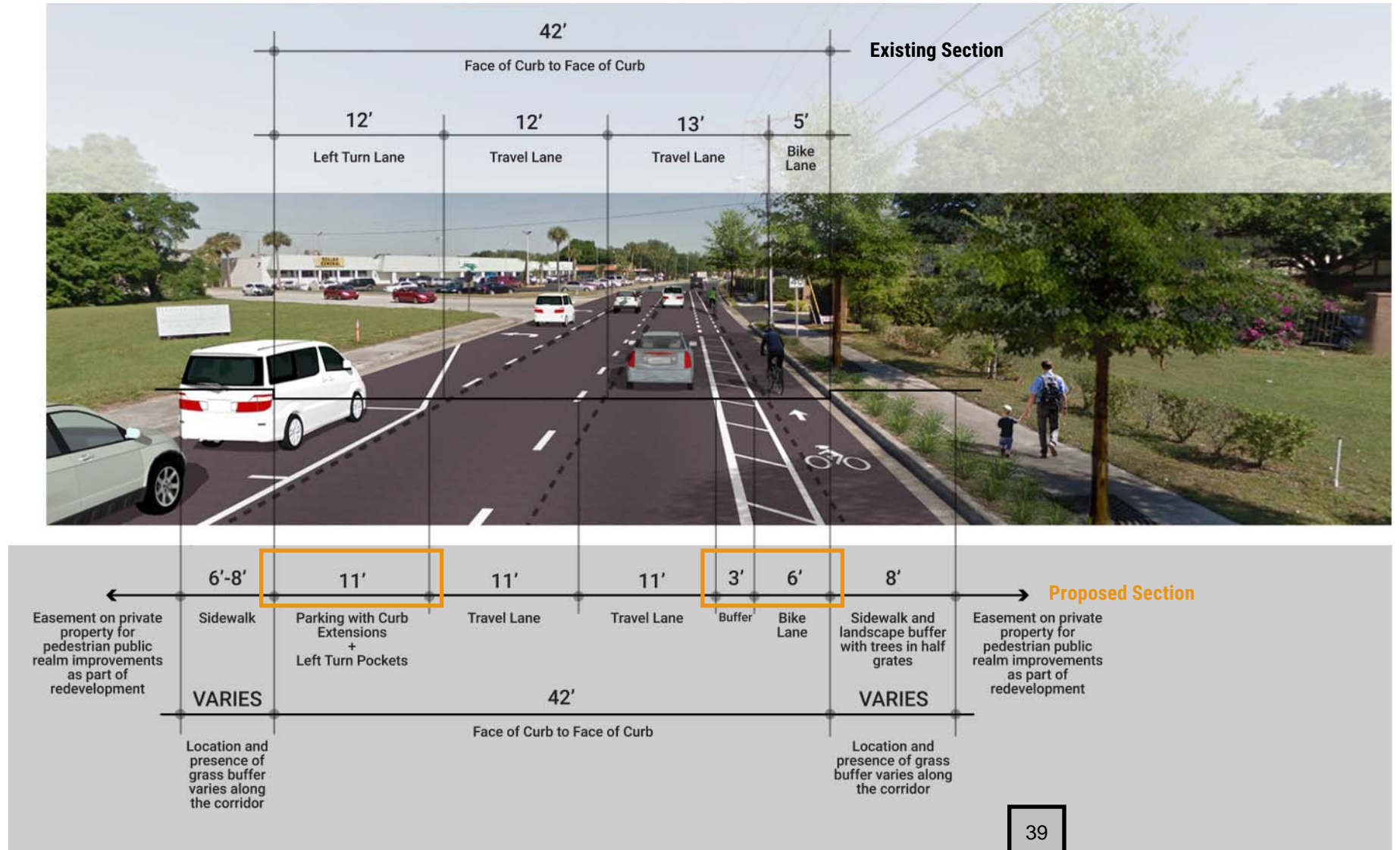
Lead Agency	Cost for Next Steps		Metric	Notes
	Concept/ Planning Study	Construction		
FDOT	\$0	\$0	N/A	Restriping already funding through FDOT
FDOT	\$0	\$0	N/A	Construction funded through FDOT Work Program
FDOT	\$0	\$0	N/A	Restriping in scoping phase through FDOT
FDOT, MetroPlan, City of Edgewood	\$36,000	\$180,000	6,000 SF	Assumes Construction Cost of \$30/SF; 20% Concept Design
FDOT, MetroPlan, City of Edgewood, Orange County, City of Orlando	\$150,000	\$0	N/A	Study to examine ROW dedication for curb-to-curb widening for 16' Median and buffered bike lanes and potential for easements* for landscape beautification (Landscape beautification may be a separate effort by the local agency and studied as part of an easement attained during redevelopment projects)
LYNX, FDOT	\$0	\$40,000	1 EA	\$40,000 cost based on Bus Shelter at Mills 50
City of Edgewood, Orange County	\$50,000	\$0	N/A	Assumed Cost for LDR Re-Write, Public Hearings, Adoption
City of Edgewood, Orange County	\$50,000	\$0	N/A	Assumed Cost for LDR Re-Write, Public Hearings, Adoption
City of Edgewood, MetroPlan, FDOT	\$650,000	\$0	N/A	PD&E Studies (15% of Estimated Construction Cost)
City of Edgewood, MetroPlan, FDOT	\$1,300,000	\$4,300,000	3.04 Miles	Assumes FDOT Construction Cost* of \$1.4 Million per Mile, Two-Way Segment: 1.76 Miles, One-Way Segments: NB: 0.68 Miles; SB: 0.64 Miles, (Uses FDOT LRE for Mill & Resurface 5-Lane Urban Roadway with Center Turn Lane and 4' Bike Lanes and Two (2) Directional, 12' Shared Use Path to accommodate bike lane widening)
City of Edgewood, MetroPlan, FDOT	\$840,000	\$2,100,000	0.30 Miles	Assumes FDOT Construction Cost* of \$6.9 Million per Mile, Holden Ave Extension East: 450 LF, South to Gatlin Ave: 800 LF, Gatlin Ave Reconstruction/Extension West: 350 LF, and North to Holden Ave: 370 LF, Assumes 40% of Construction Cost for Concept Design, Final Design, & CEI, Does NOT include other A or B Streets within Redevelopment or Right-of-Way Purchase for City Streets, *Uses FDOT LRE for New 4-Lane Urban Road with 22' Median and 4' Bike Lanes (additional lane acts as on-street parking area, 22' median acts as landscape and sidewalk area)
<b>Total Short Term</b>	<b>\$186,000</b>	<b>\$220,000</b>		
<b>Total Mid Term</b>	<b>\$750,000</b>	<b>\$0</b>		
<b>Total Long Term</b>	<b>\$2,140,000</b>	<b>\$6,400,000</b>		

### Orange Avenue – One-Way Pair Segments (Hoffner Avenue to Mandalay Road)

In the short term, and potential as a part of a FDOT 3R Project, the one-way segments (Recommendations #3) could be restriped to include on-street parking and buffered bike lanes. Within the 42' curb-to-curb space, the roadway would be restriped to remove the 12' pocket left turn lane, and the two (2) thru-lanes would be resized to 11'-0" each.

The remaining 15' would be striped as an 11' on-street parking on the left side of the street adjacent to the active uses, then the two (2) 11' travel lanes, and a buffered bike lane with a 3' buffer and a 6' bike lane.

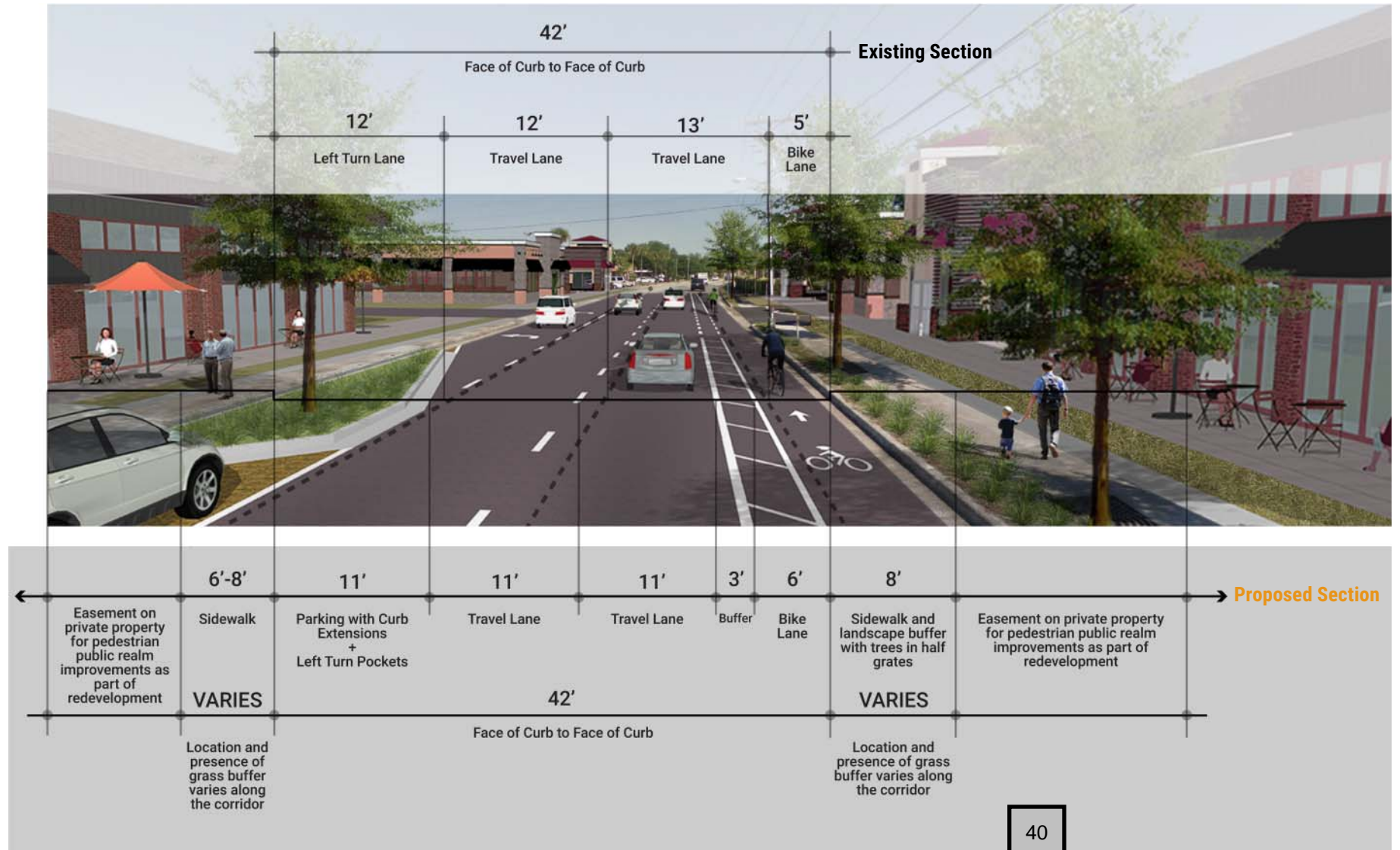
Short Term Typical Section - Orange Avenue and Hansel Avenue (Hoffner Avenue to Mandalay Road)



Over the long-term, redevelopment within the City of Edgewater that promotes a more livable and walkable environment would include new structures built up to the street and additional easement areas from the back of right-of-way for increased landscape and hardscape treatments.

The typical section for the buffered bike lane and the travel lanes would remain. However, the striped on-street parking along the left-side of the street would convert to spot curb extensions with street trees and green infrastructure such as rain gardens, as well as, left turn pockets if required.

Long Term Typical Section - Orange Avenue and Hansel Avenue (Hoffner Avenue to Mandalay Road)







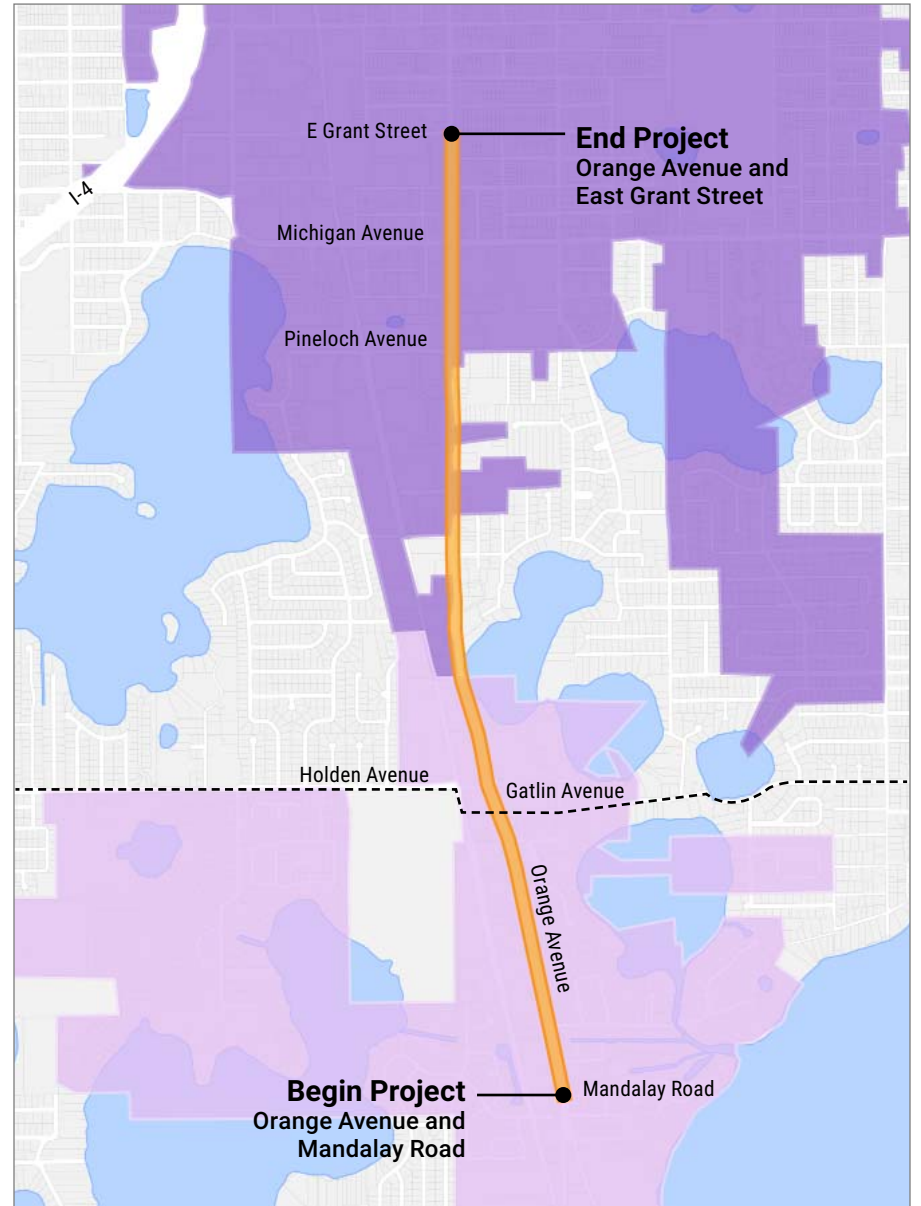
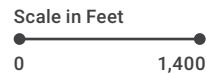


**Orange Avenue – Two-Way Segment (Mandalay Road to Pineloch Avenue)**

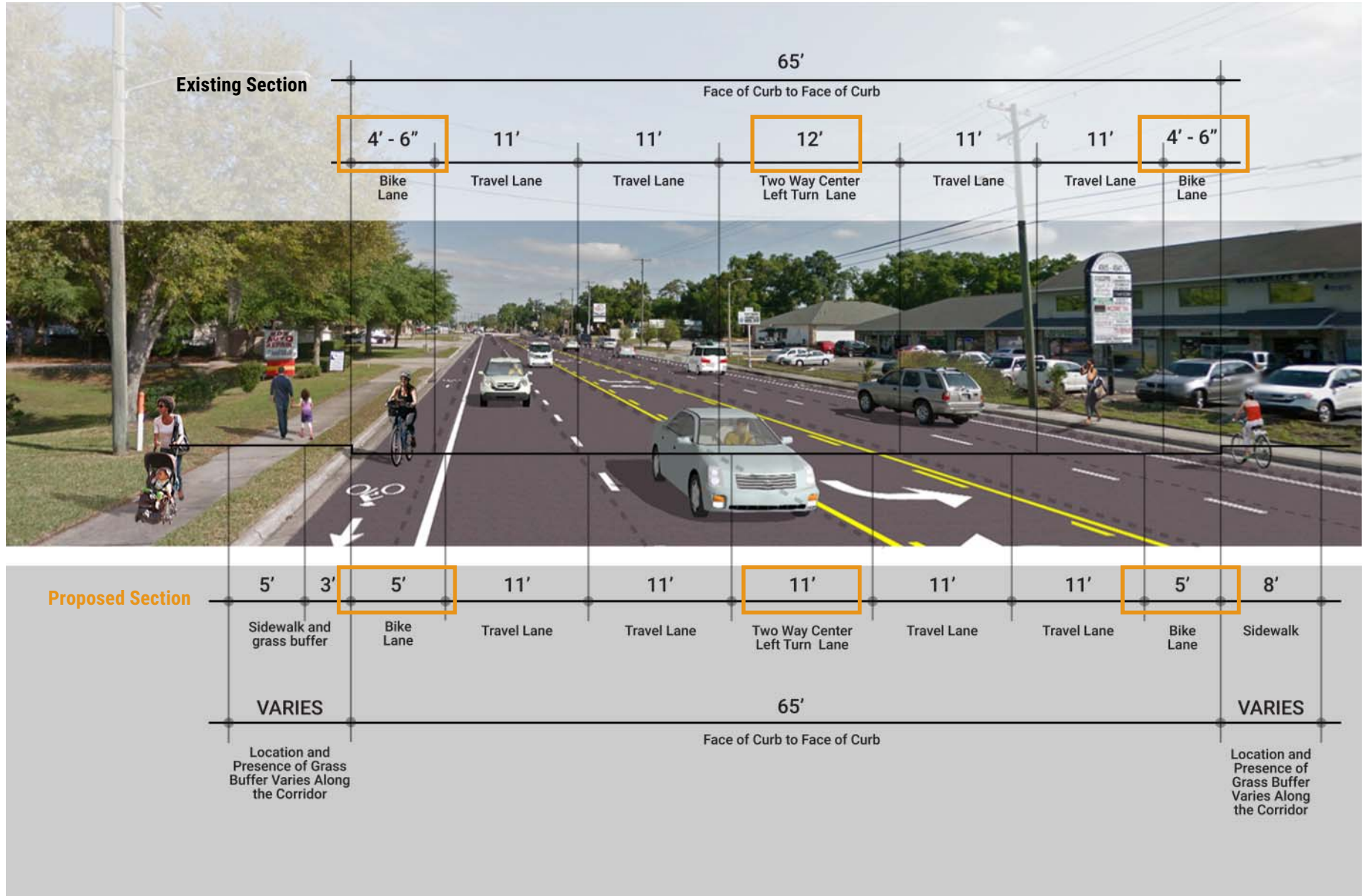
The short term solution is already underway. As part of the FDOT 3R Project (FDOT Project No.: 437330-1) from East Grant Street to approximately Mandalay Road, the two-way segment will be restriped (Recommendation #1) to narrow the existing two-way left turn lane to 11' and appropriate the remaining 1' to the bike lanes, widening them to 5' each. This project began in the Winter of 2016. It is currently in the "Design Phase" and is expected to start construction in November 2018.

**Legend**

-  Study Corridor
-  City of Edgewood
-  City of Orlando
-  Unincorporated Orange County



Scale: Orange County, City of Edgewood, and City of Orlando



It is recommended that in addition to the FDOT 3R Project, the City of Edgewood work with the FDOT to increase the size of the existing median (Recommendation #4) between Stratemeyer Drive and Mandalay Road. This median could be increased in size without limiting turning movements from either roadway.

The increased median would help to calm traffic and serve as a landscaped foreground to the "heritage" Live Oak on the median just south of Stratemeyer Drive. The trees or palms proposed will be limited to a maximum caliper width at maturity of 11" or less, and must be "frangible" or able to breakaway and collapse in a predictable and safe manner if struck by an errant vehicle.

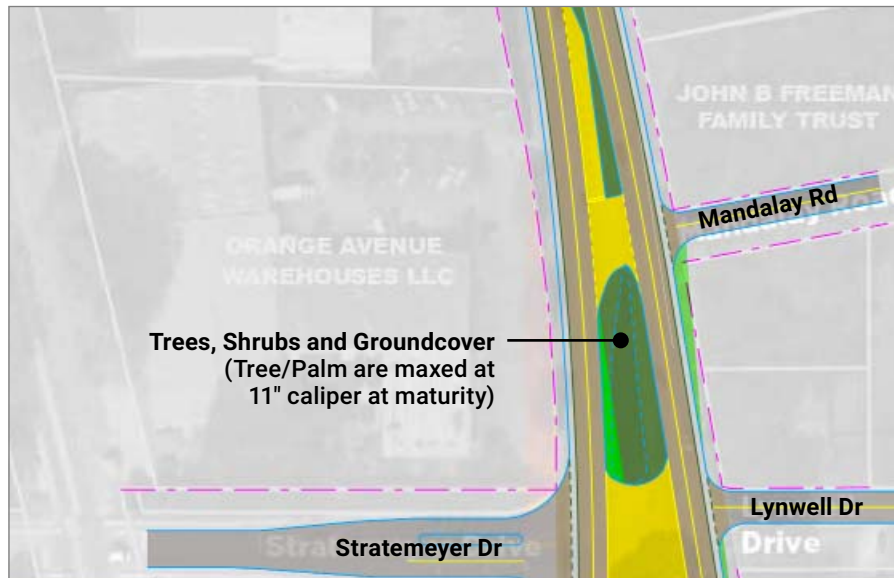


Diagram showing the widened median between Stratemeyer Drive and Mandalay Road

The long term vision for the two-way segment features a landscape median, buffered bike lanes, and landscape and hardscape improvements on each side of the right of way. As shown below, the 11' median is not achievable with the current curb-to-curb width (there is not enough width for a vehicle to make a u-turn without hitting curb and having to stop or reverse in the outside travel lane). To accommodate this extra space, it is proposed to widen the 5' bike lane from the short term alternative, to the FDOT standard buffered bike lane (2' buffer, 5' bike lane). This widening would require an additional 2' on each side of the street (4' overall) which would also make u-turn's feasible. Additionally, the median (at areas where it becomes a left-turn lane) would require an additional 5' concrete traffic separator to prevent premature mid-block left turns. This would increase the overall median width to 16'. The widening of the bike lanes and the median would require the curb-to-curb width to increase by 9' from 65' to 74' overall.

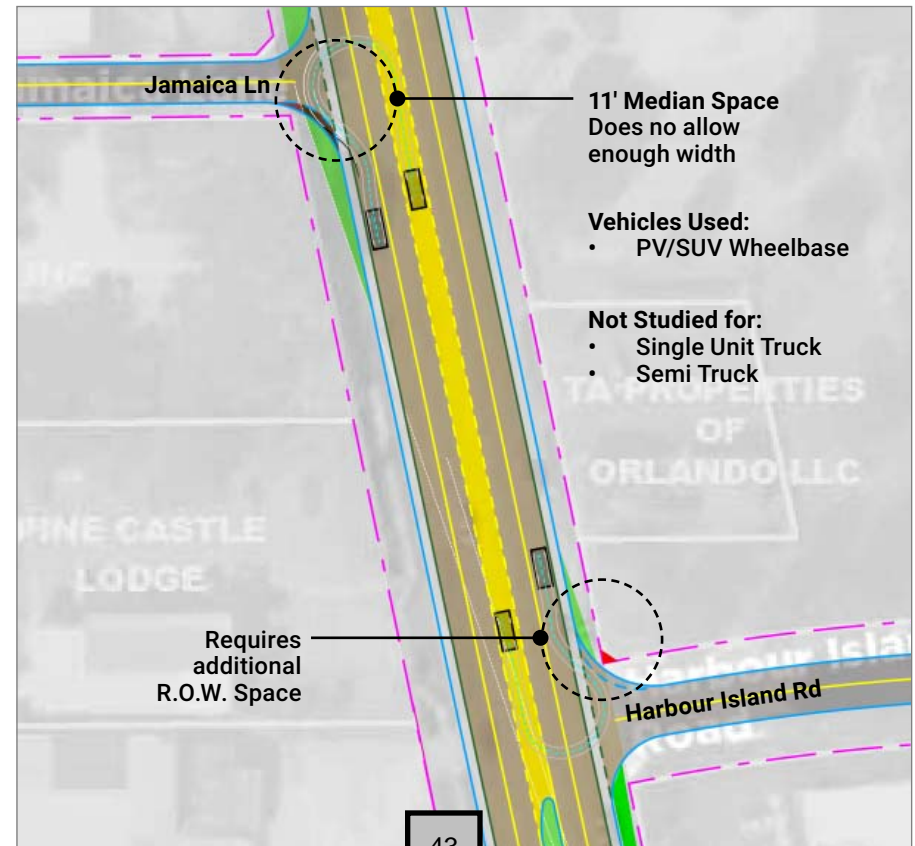
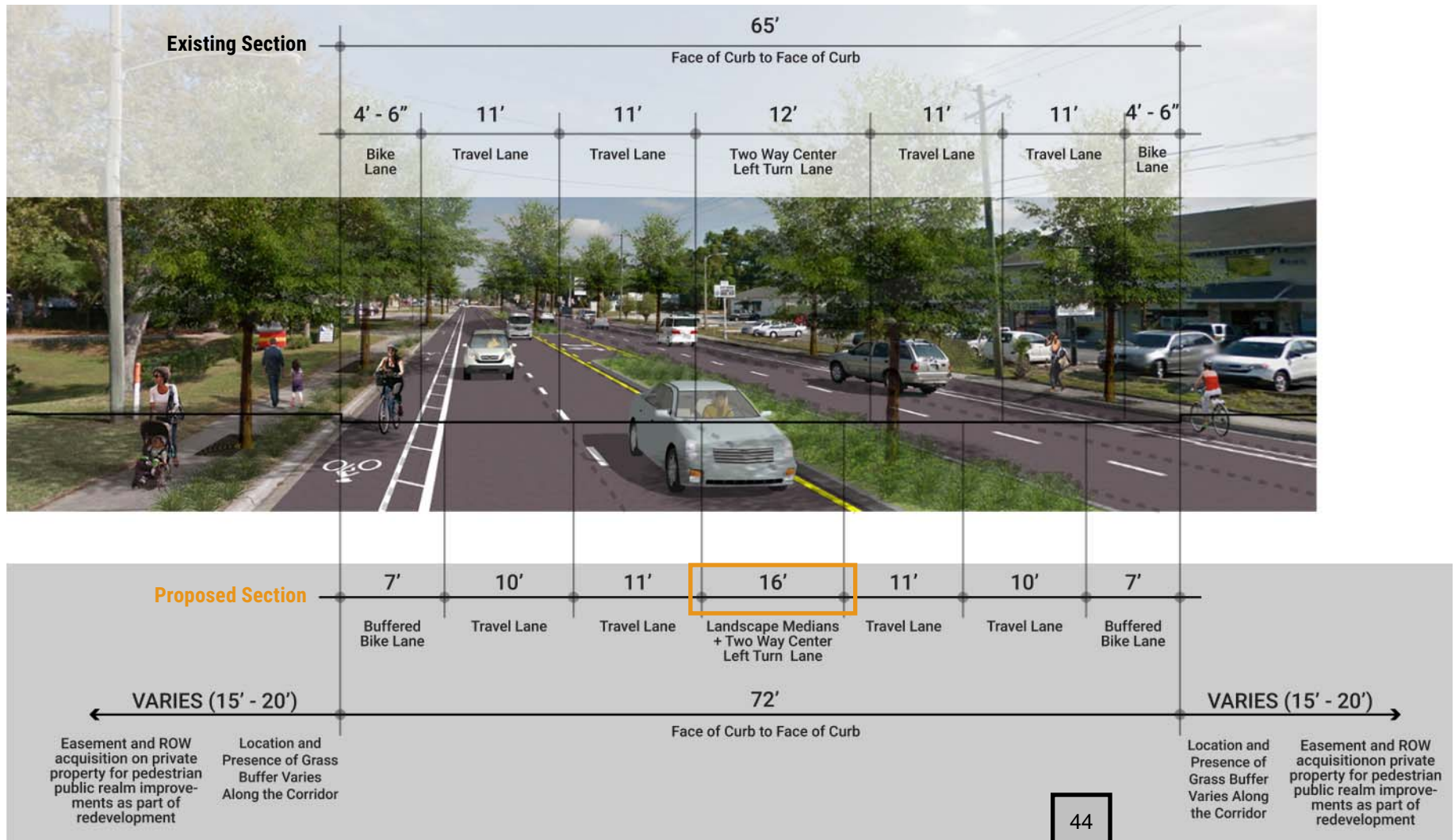


Diagram showing lack of sufficient width for U-turns on Orange Avenue

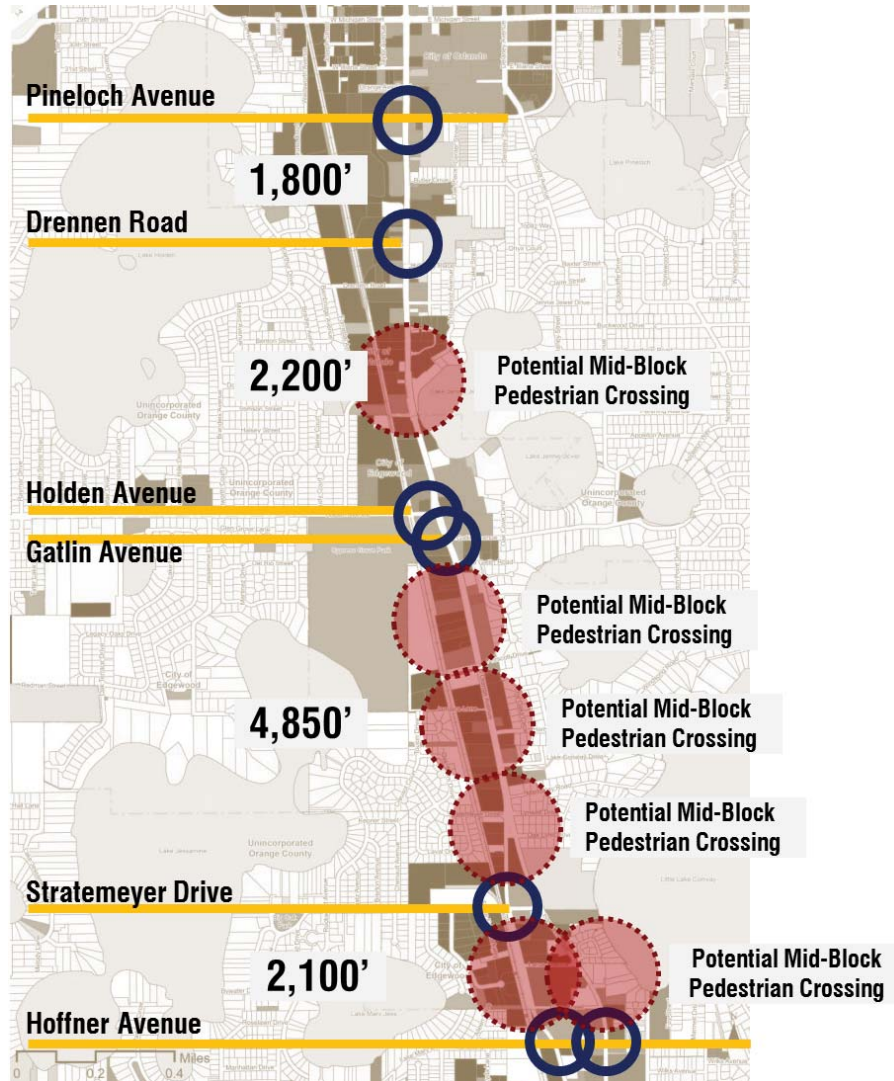
The widening of Orange Avenue to accommodate the buffered bike lane and the concrete median is not feasible in the current curb-to-curb width. The overall right-of-way width of Orange Avenue through this study area varies from 80' at the narrowest to 88' at the widest (not counting the Holden/ Orange/ Gatlin intersections and segments currently under construction). With the minimum right-of-way at 80', the new 74' curb-to-curb typical section would only leave 3' on each side to accommodate curb depth and sidewalk which is unfeasible. Based on this initial analysis, right-of-way will need to be acquired over time to implement the long-term preferred section.

It is recommended (Recommendation #5) that a right-of-way/easement dedication study be conducted to determine the actual amount of area required to implement the preferred section, including the area needed for the curb depth and the FDOT minimum 6' sidewalk. After it is determined where additional right-of-way is needed to implement the long-term preferred section, the City of Edgewood, Orange County, and the City of Orlando should adopt the right-of-way/easement dedication plan into their respective Comprehensive Master Plan (Recommendation #8) to ensure that future development - through redevelopment - accommodates this long-term vision.



### Mid-Block Crossings

Currently there are six signalized intersections that provide protected pedestrian crossings. However, only one of the segments between intersections falls with a comfortable walking distance (Considered to be a 1/4 mile or 1,320'). To accommodate a walkable environment, it is recommended that where a segment between intersections exceeds 1,800' in length, a mid-block pedestrian crossing be located at intervals of at least 1,600' apart.



Existing mid-block crossing, Orange Avenue

After the right-of-way/easement dedication plan is completed and adopted, the long-term vision for a landscaped median will be feasible. It is recommended that a full, corridor-wide concept plan (Recommendation #9, Recommendation #10) be moved forward that would include the application of the preferred alternative section and opportunities for pedestrian mid-block crossings at locations between the current signalized intersections. It is recommended that study examines specific locations for one (1) crossing between Holden Avenue and Drennen Road; three (3) crossings between Stratemeyer Drive and Gatlin Avenue; and one (1) crossing on both Orange Avenue and Hansel Avenue between Hoffner Avenue and Stratemeyer Drive.

Other considerations for implementing the long term vision include maintaining adequate site distances for vehicles turning on and off the corridor. In some cases, the required site distance will only allow sod or groundcover plants that do not exceed 2' in height at maturity – this will affect the amount of tree planted within the overall streetscape without a landscape easement.

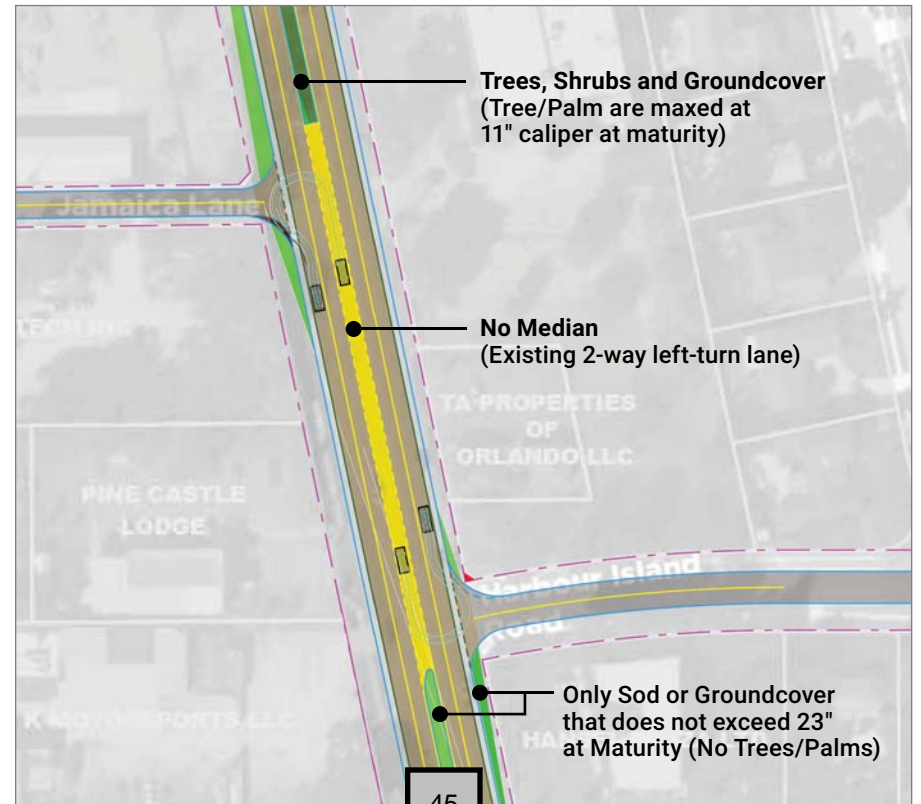
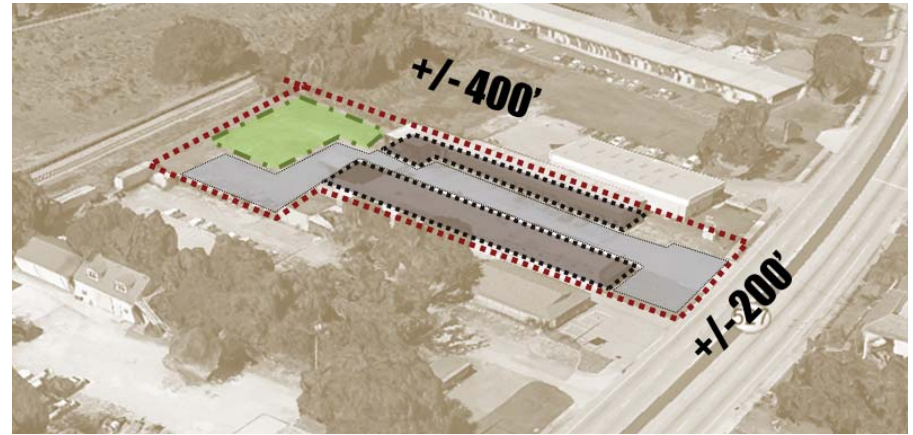


Diagram showing adequate site distance setbacks

### Urban Form and Redevelopment

There are two typical parcel types within the study area corridor: deep parcels with narrow frontages on Orange Avenue (mainly on the west side of the corridor) and shallow parcels with long frontages on Orange Avenue (primarily on the east side of the corridor). The deep parcels are characterized by historic industrial land uses where the narrow frontages create long, skinny buildings aligned east-to-west. While the parcels fit the current land use, redevelopment will be problematic. Without assembling adjacent parcels, certain setbacks and parking requirements under the current land development regulations will limit the feasibility of redevelopment. A similar problem exists with shallow parcels on the east side of the corridor. The historic use of the properties as primarily auto-oriented commercial has led to a development pattern that utilizes long, skinny buildings, aligned north-to-south with one-bay of parking in the front and an access alley and some parking behind the building. Without assembling adjacent parcels, certain setbacks and parking requirements under the current land development regulations will limit the feasibility of redevelopment.

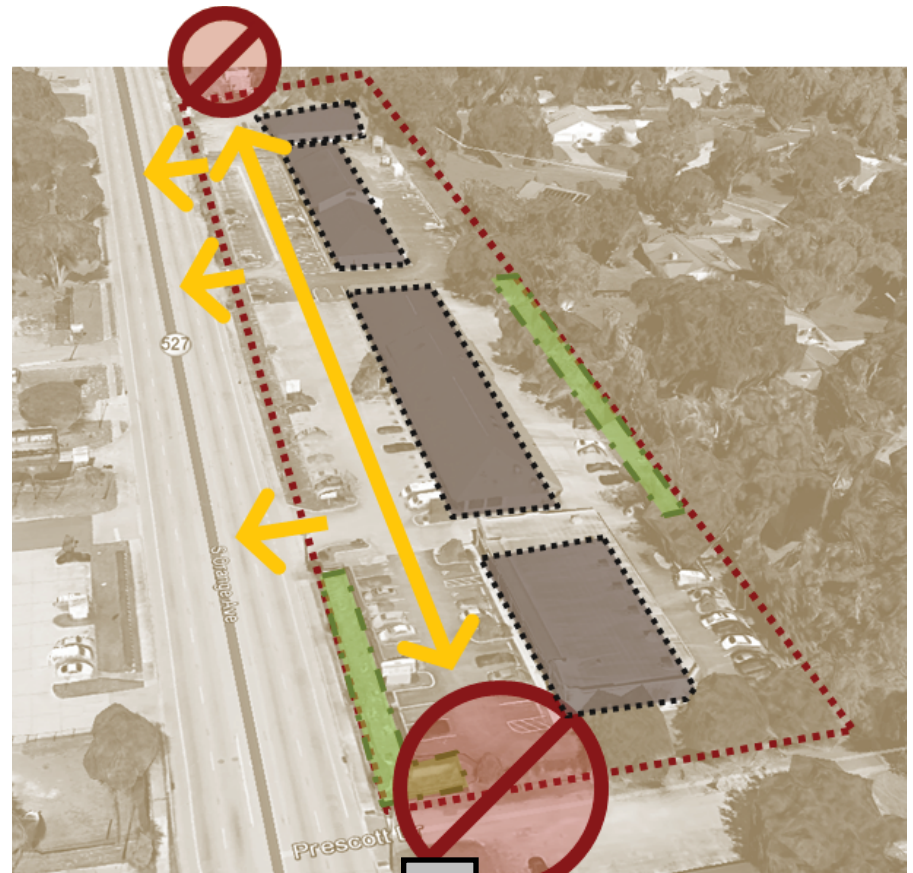
Additionally, the current ordinance for the City of Edgewood prohibits vehicles exiting commercial properties to exit on a street that connects to residential land use. Therefore, all commercial traffic must enter and exit from Orange Avenue. This ordinance forces additional access points for those properties and potentially adds more trips for users of the commercial properties coming from and going to residential areas.



Typical deep parcel on Orange Avenue



Typical shallow parcels on Orange Avenue



Current ordinances in the City of Edgewood prohibit vehicles from accessing residential streets

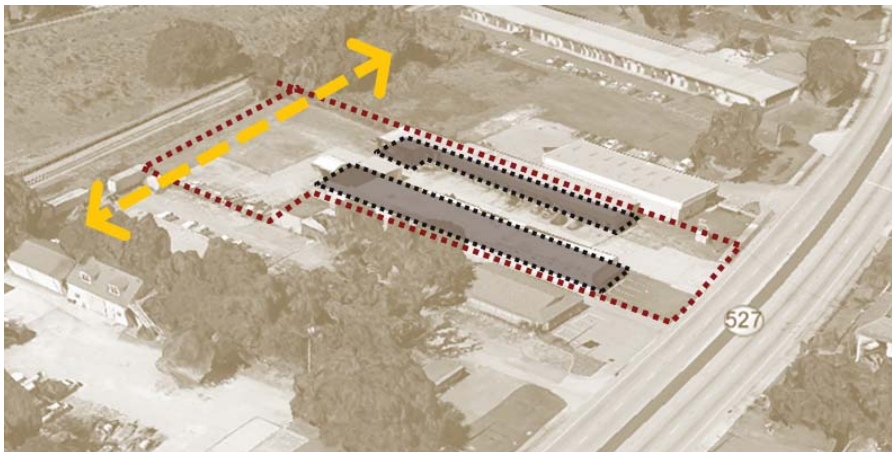
### Urban Form and Redevelopment Alternatives

During the public process for this project, the style of recent development along Orange Avenue in Orlando was preferred to the existing patterns in Orange County and within the City of Edgewood.

As a mid-term alternative, the City of Edgewood and Orange County should revisit their respective land development regulations (Recommendation #7) to encourage that cross-access easements be allowed to exist to side streets, even if they lead to residential streets and based off those new access points, encourage driveway consolidation among the many properties fronting Orange Avenue. In addition to those access based measures, each agency should consider implementing parcel standards similar to the City of Orlando, specifically requiring “build-to” limits as opposed to “setback” requirements.

Based off a series of quick tests on existing parcels on the east side of Orange Avenue, shifting the development of buildings to the front of the parcel and requiring the parking and stormwater needs to the back of the property are feasible. Additionally, the aforementioned 5' of right-of-way on each side of the street needed and the potential for a 15'-20' easement for landscape and hardscape will create the walkable and livable environment desired by the community.

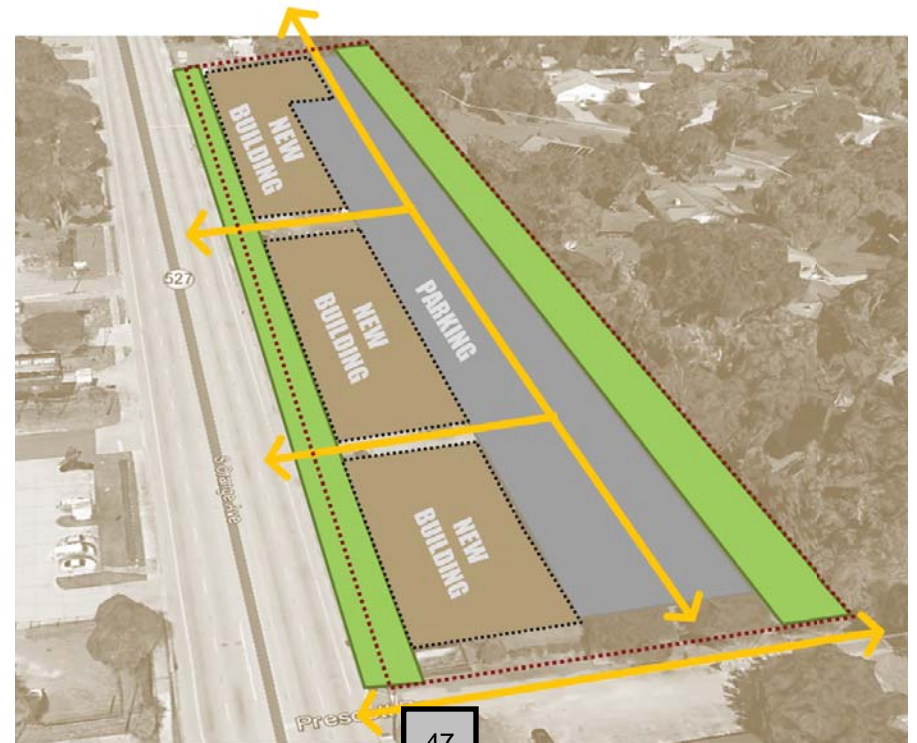
On the west side, the narrower frontages will make redevelopment harder without the accumulation of multiple properties for a single redevelopment. However, because of the east-west length of the west side parcels, there is adequate space (besides a limited number of parcels) for a secondary street to be added from Holden Avenue to Stratemeyer Drive, which would relieve many local trips on Orange Avenue and provide better access to those properties.



Example alley access standards for deep parcels



Recent redevelopment on Orange Avenue in the City of Orlando

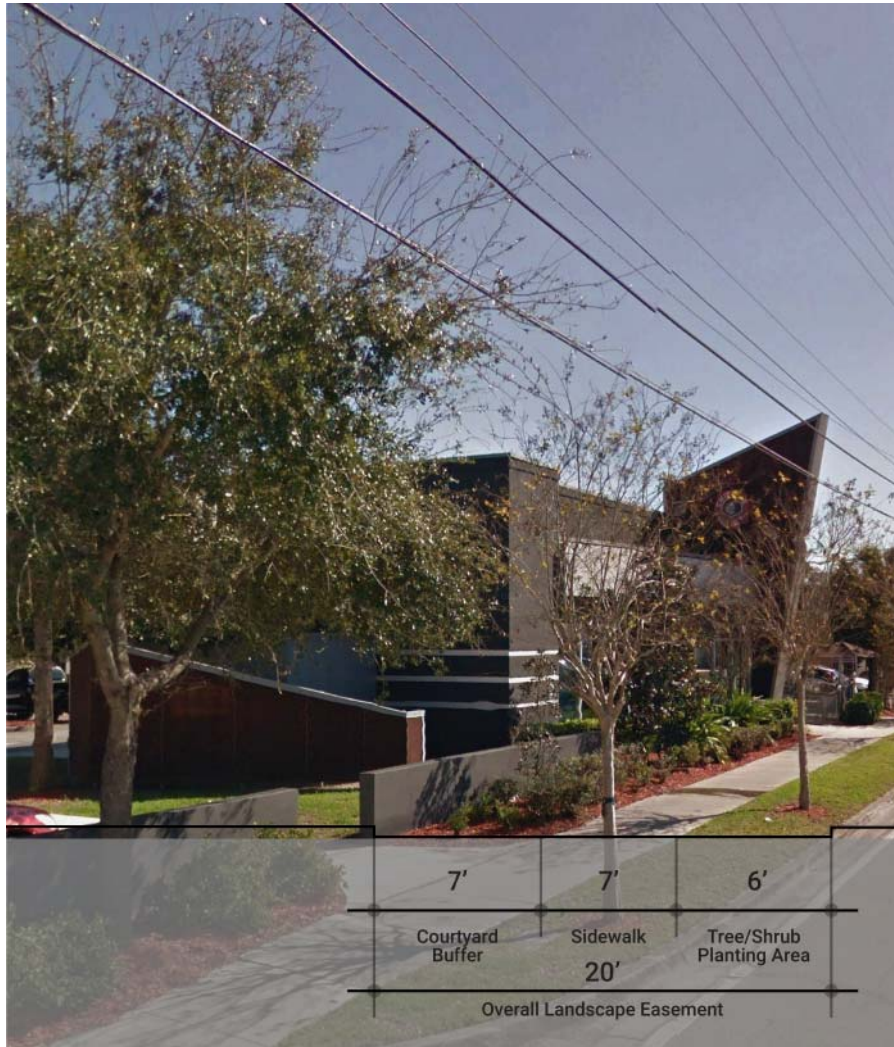


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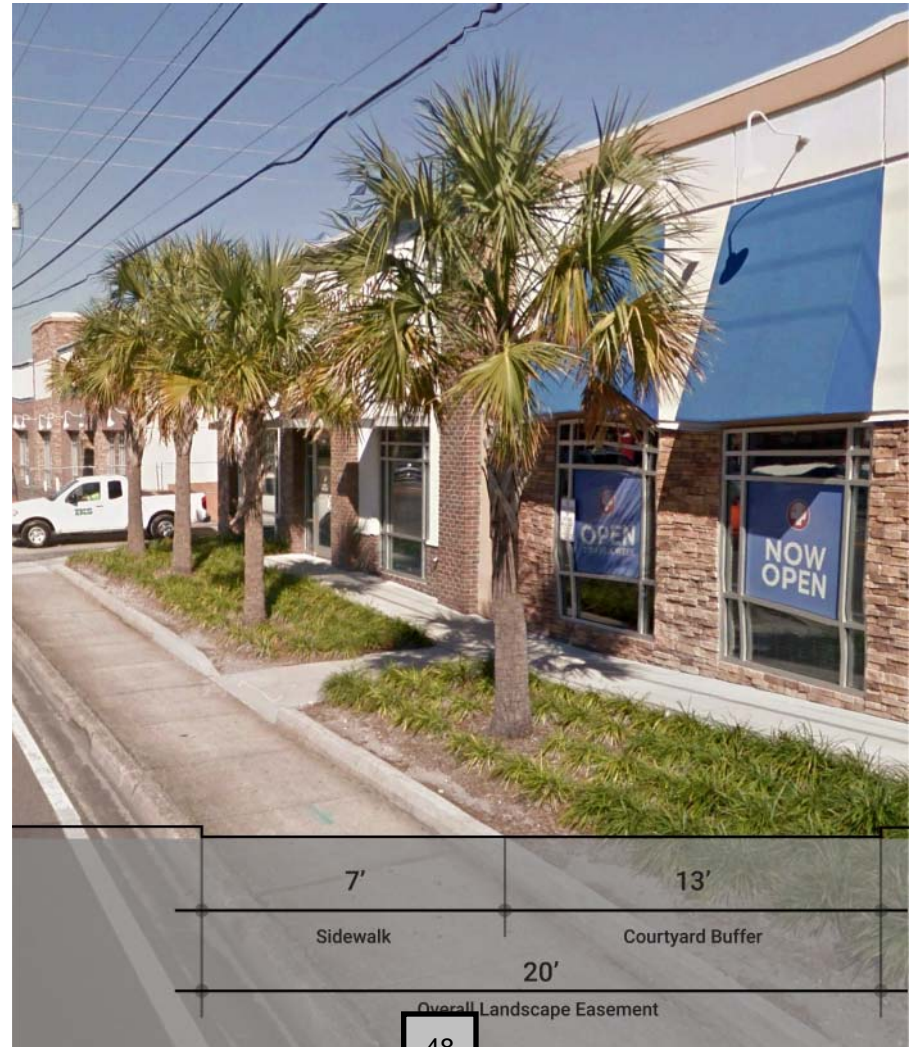
Example proposed standards for shallow parcels

## Pedestrian Standards

The proposed mid-term revisions to the land development regulations of each agency include creating and codifying easement dedications for landscape and hardscape improvements. These easements are intended to mimic the easements set forth by the City of Orlando which includes a minimum 7' sidewalk, and 13' for landscape. The sidewalk is not required to be against the back of curb, and in fact, could shift away from the curb when the landscape does not interfere with the site line requirements at various intersections.



Proposed Pedestrian Standards (with Easement) Option 1



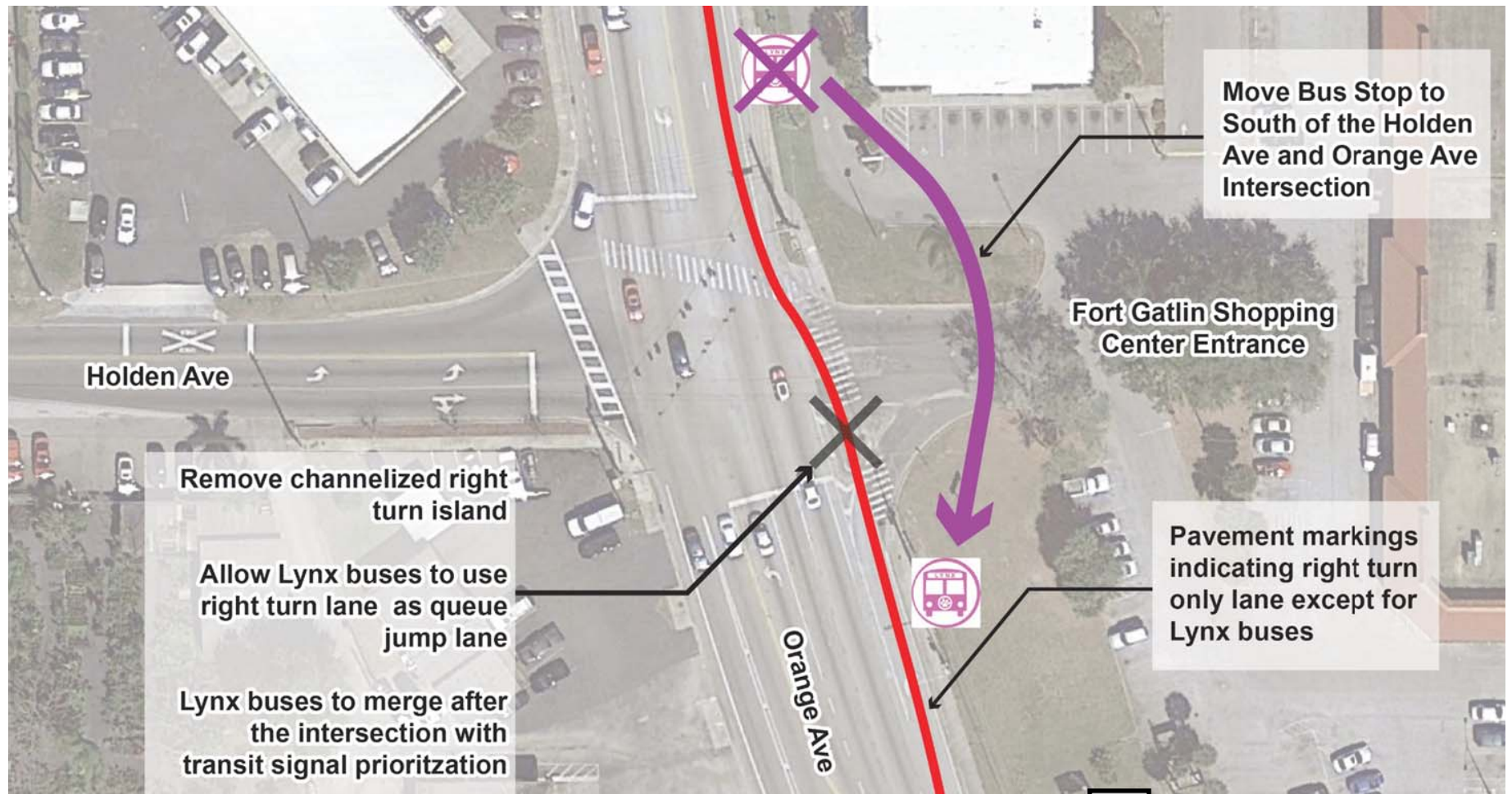
Proposed Pedestrian Standards (with Easement) Option 2



### Relocation of LYNX Bus Stop

The current FDOT improvement project for the intersections of Holden Avenue, Gatlin Avenue, and Orange Avenue will reduce queue lengths and delay through the intersections. In addition to this project, this study recommends a short-term improvement (Recommendation #6) to move the existing LYNX bus stop, just north of the Fort Gatlin Shopping Center Entrance to a location just south of the Entrance. The existing right-turn only lane would be restriped to indicate right-turns only and LYNX buses.

The existing channelized right turn island would be removed and a transit signal priority phase would be added to the existing traffic signal to allow LYNX buses to queue jump into the northbound lane.

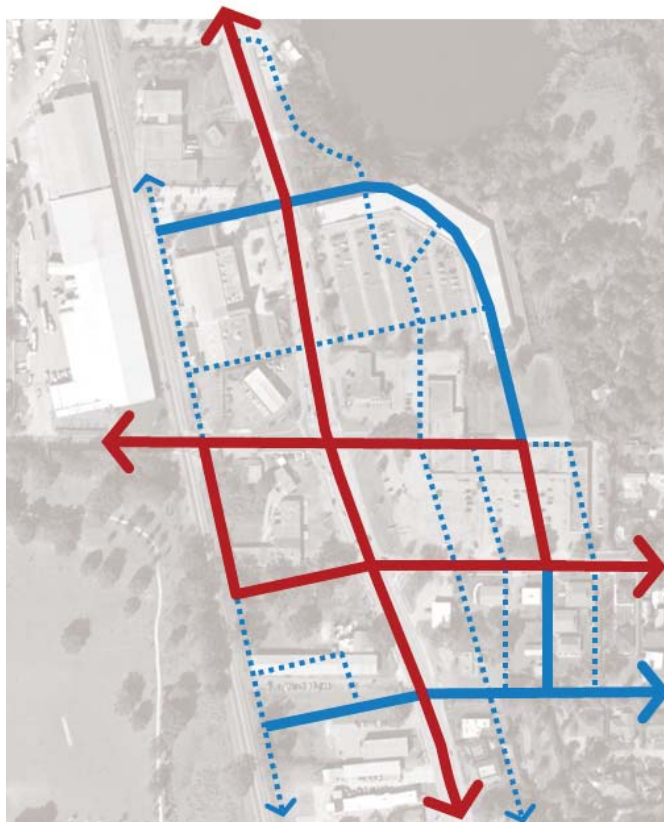


### Holden/Gatlin/Orange Intersections

Beyond the FDOT improvements to the intersections (Recommendation #2), the City of Edgewood envisions this location to be a potential space for a town center. Three of the four quadrants of the intersection are owned by three owners and overall size of each parcel allow for assembly and redevelopment to occur faster than most other properties within the study area. Since this area may see redevelopment on a larger scale and since this is also a fairly congested area, the study examined three street network alternatives based on discussion with stakeholders, the public, and the City.

#### “The Grid”

The Grid alternative examined extending Holden Avenue across Orange Avenue to a new north-south street that will connect to Gatlin Avenue. Gatlin Avenue would extend across Orange Avenue to a new north-south street that will connect to Holden Avenue.



“The Grid” alternative

This new “grid” would form the primary structure for circulation for local traffic and regional traffic. Additional new streets would be connected in concert with private redevelopment to further create a system of streets that would process all the traffic in this new town center.

#### “Connect Holden”

The Connect Holden alternative extended Holden across Orange Avenue to a roundabout that would connect additional roadways built as part of the private redevelopment, and then move southward and connect with the existing Gatlin Avenue prior to reaching the residential areas. Additional network would be required within the private redevelopment as well as a finer network of alleys and secondary streets to ensure connectivity.



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“Connect Holden” alternative

### Preferred Alternative

Based on a number of factors including phasing feasibility and overall travel time impacts, “The Grid” was selected as the preferred redevelopment alternative for the Holden Avenue, Orange Avenue, and Gatlin Avenue Intersections (Recommendation #11). The street network will allow for a wider variety of development potential because of a mix of block types that could handle various densities allowed by the City’s Comprehensive Master Plan. The potential redevelopment would be easier to phase because proposed new streets align along existing property lines. The preferred alternative also focuses both on Orange Avenue and the waterfront of Lake Jennie Jewel making it a desired location for a “downtown” Edgewood.

The proposed redevelopment master plan was created using the existing allowable densities and height restrictions in the City of Edgewood’s Comprehensive Master Plan. However, the plan also used the proposed regulations with regards to setbacks, access management, and cross-access easement connecting to the residential streets. The plan also incorporates conceptual stormwater management for all of the developable area.

From a travel time comparison, a traffic model was created using the densities and heights in the proposed plan to model the impacts of the baseline 2035 scenario and the “The Grid” alternative. For the northbound traffic, “The Grid” alternative saw an overall 19 second improvement in the AM/PM peak times and for the southbound traffic, the same alternative saw a net 27 second improvement.



## Funding Sources

The following sources can provide financial support for the implementation of the proposed projects in this study. Their use and application is function of specific project initiatives.

**Agency General Funds** – The City of Orlando, Orange County, and the City of Edgewood are sources of funds through their general funds or specifically funds for planning support through staff and consultants.

**State Agency Funding** - As Orange Avenue is a state roadway, FDOT can participate in funding portions of the proposed improvements. Additionally, MetroPlan can help set prioritization transportation investment goals related to the proposed improvements. Other state agencies like the FL Department of Economic Opportunity, FL Department of Environmental Protection, and others can help through Community Development Block Grants, urban forestry grants for street tree planting, and other such specific project aspects.

**Federal Agency Funding** – there are other numerous funding sources at the Federal level including the Transportation Investment Generating Economic Recovery (TIGER) grant program, the Surface Transportation Program (STP), and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program



## 7 Conclusion

# Conclusion

MetroPlan Orlando and the City of Edgewood initiated the Orange Avenue Corridor Study to establish Orange Avenue (SR 527) as livable and walkable multi-modal urban thoroughfare. The Orange Avenue Corridor Study was completed in collaboration with Florida Department of Transportation (FDOT) District Five, the responsible agency for the roadway, and other local and regional agency partners. This study provides a framework for improved mobility as part of a planning effort that engages residents, business owners, and others who use the Orange Avenue corridor.

The Orange Avenue Corridor Planning Study considered the impacts and benefits of each recommendation. The recommendations were generated from the purpose and needs established through the public process of the project. Those needs included:

- Relieving traffic congestion at Holden/Orange/Gatlin intersections
- Reducing the crash frequency at Holden/Orange/Gatlin intersections
- Building a more friendly environment for pedestrians and bicyclists
- Standardizing amenities throughout the corridor
- Beautifying the aesthetics of the corridor through landscape and hardscape enhancements
- Revisiting the regulatory land use policies to bring them in line with the long-term vision of the corridor.

The study encompasses the initial planning steps in the life-cycle of a project. Recommendations identified in the study will require further concept development as a separate next step in the process. Several of the recommendations can be addressed on a case by case basis and will require further concept development as a separate next step in the process. Because of the substantial scale and amount of improvements proposed in some of the recommendations, they were organized into short-, mid-, and long-term timeframes. The recommendations are summarized as follows:

## Short-Term

- Orange Avenue Restriping from Mandalay Road to Pineloch Avenue (already underway as part of an FDOT 3R project)
- Orange Avenue Intersection Improvements at Holden Avenue and Gatlin Road (already underway as part of an FDOT intersection project)
- Orange Avenue Restriping from Hoffner Ave to Mandalay Rd (already underway as part of an FDOT 3R project)
- Expansion/Beautification of the Orange Avenue Median between Stratemeyer Drive and Mandalay Road
- Orange Avenue Right-of-Way Study from Mandalay Road to Pineloch Avenue
- LYNX Bus Stop Relocation at Orange Avenue and the Fort Gatlin Shopping Center Entrance

## Mid-Term

- Modify City of Edgewood Land Development Regulations (LDR)
- Adoption of ROW/Easement Dedication Map in each Agency's Comprehensive Master Plan
- Orange Avenue Streetscape Concept Design Study (Hoffner Rd to Pineloch Ave)

## Long-Term

- Orange Avenue Streetscape & Feasibility Study (Hoffner Ave to Pineloch Ave)
- Implement Public ROW Aspect of Alternative One "The Grid" - Redevelopment at Holden/Gatlin/Orange Intersection and Adjacent Properties

The planning information and recommendations documented in this study will also be a public resource to community members, developers and others interested in transportation plans and how the area is expected to change. It will be used to track progress and follow up on recommendations made to address stated needs.

The recommendations presented in this report may be implemented through various public funding programs and private investment. Modest lower cost improvements may be considered and undertaken as funding becomes available. Recommendations that advance through private development will include right-of-way reservation, mitigation of traffic impacts of new development, and site design that incorporates local street and path connections, and other amenities, in support of bicycling, walking, and managing stormwater.

The strategic location of Orange Avenue as a conduit between the City of Orlando and the Orlando International Airport has served as both a resource and a hindrance for the abutting communities. While residents benefit from access to major economic centers, the regional function of the roadway network to move traffic has overshadowed the local role of this street as a vital public space. As it stands today, Orange Avenue does not reflect the character or quality of the rich heritage of the surrounding communities. Orange Avenue at its “heart” is the Main Street of the City of Edgewood, as well as an important link to the City of Orlando and portions of Orange County. Orlando, Edgewood, and Orange County recognize the importance of developing this vision for the future of Orange Avenue. This study establishes a vision for Orange Avenue as a multi-modal street that focuses on the improving the quality of public spaces, as well as, identifies implementation actions to address network efficiency, safety, and livability within the context of future transportation needs.











**DRAFT** October 19, 2017

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# Article I. Place Types and Zones

# Place Types and Zones

## Sec. xxx. Urban Center

### (a) Description.

The Urban Center Place Type is intended for use in developing or redeveloping areas around a new or planned transit station. Typically, the area has a high potential to transition from existing uses, such as light industrial, commercial and office to include a mix of medium density commuter, residential, and employment uses. This Place Type is served by one or more modes of transit and focused on residential and neighborhood support uses.

### (b) Application.

The Urban Center requirements apply to all parcels within the geographic area of the following districts or as identified in the Future Land Use Map Series of the Comprehensive Plan (Map 24):

Pine Castle.

### (c) Establishment of the District and Transect Zones.

The areas and boundaries of the Transect Zones listed in Sec. xxx are established on the Zoning Map and further detailed on the Regulating Plans within this document. Refer to Figure (2). Pine Castle Urban Center Regulating Plan.

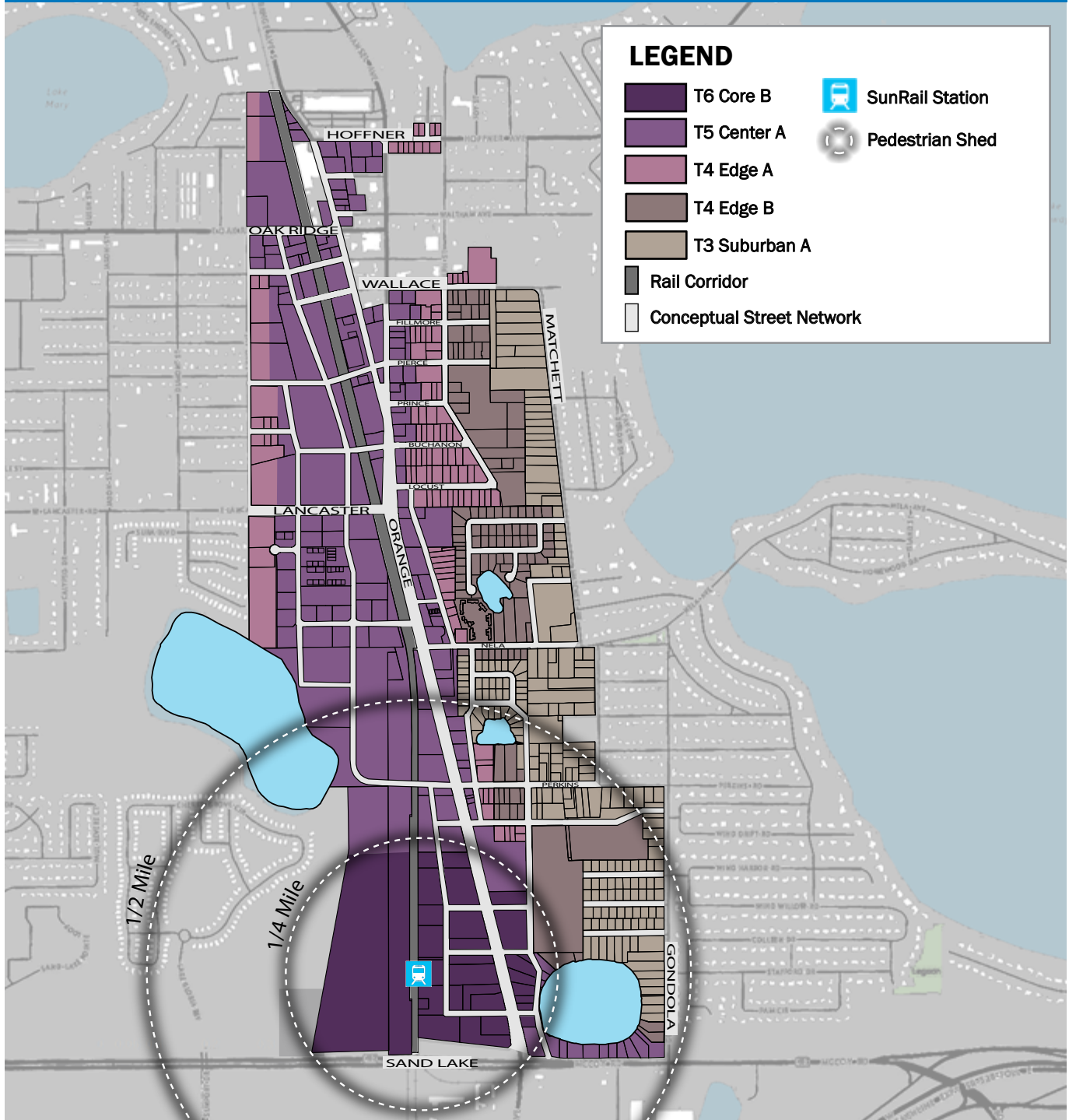
The following Transects are hereby permitted within the Urban Center to regulate uses and development standards within the Place Type.

- (1) T6 Core B
- (2) T5 Center A
- (3) T4 Edge A
- (4) T4 Edge B
- (5) T3 Suburban A
- (6) SZ Civic

Table (2).Urban Center Summary Table.

Market Area	Core	
Permitted Zones	T6 Core A	
	T6 Core B	P
	T5 Center A	P
	T5 Center B	
	T4 Edge A	P
	T4 Edge B	P
	T3 Suburban A	P
	T3 Suburban B	
	SZ Civic	P
Block Configuration	Maximum Block Perimeter Length	1,320' within a 1/2 mile of existing or planned transit stations and 2,000' outside the 1/2 mile transit shed. *  * For block faces greater than 500 ft, a pedestrian passage is required. Refer to Article II "Block Access Configurations."
	Permitted Street Types	All Street Types listed, except for the Alley and Frontage Road, count towards the maximum block perimeter detailed above.
Permitted Open Space Types	Plaza	All Transect Zones require a 15% minimum with potential bonus reductions for public access and conservation.
	Square	
	Green	
	Park	
	Pocket Park	
	Greenway	

Figure (2). Pine Castle District Regulating Plan.







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## **Article II. Block Configuration**

# Block Configuration

## Sec. xxx Block Configuration

### a. Interconnected Street Pattern.

The network of streets within the Place Type shall form an interconnected pattern with multiple intersections and resulting block sizes as designated in the requirements for the Place Type. Refer to Place Type Summary Tables for applicable standards.

- (1) The arrangement of streets shall provide for the continuation of existing streets from adjoining areas into new developments.
- (2) Cul-de-sac and dead end streets are prohibited. This prohibition does not include stub-out streets used for future connections.
- (3) Streets shall follow natural features rather than interrupting or dead-ending at the feature.
- (4) Streets shall be designed as described in Sec. xxx, Street Types.
- (5) In three way intersections, the terminating street should end in a natural feature, open space or building facade.

### b. Block Configuration.

Refer to Figure (2) for an illustration of Typical Block Elements.

- (1) The shape of a block shall be generally rectangular, but may vary due to natural features or site constraints.
- (2) Blocks shall typically be two lots deep with the exception of blocks containing open space. Blocks may also include an Alley.
- (3) Blocks shall typically be fronted with lots on at least two faces, preferably on the longest street faces.
- (4) For increased energy efficiency, block orientation should be along an east-west longitudinal axis to the greatest extent practicable. For long, central corridor buildings, this block orientation will encourage development of buildings oriented along an east-west axis, with smaller east and west facing facades, resulting in taking advantage of passive solar design.

### c. Maximum Block Size.

Block sizes shall meet the requirements outlined in the Place Type Summary Tables. A network of streets as described in Sec. xxx, Street Types, are required to meet the maximum block size requirements. Deviations may be provided for blocks within the Place Type boundary that are adjacent to parcels outside the Place Type boundary or where connections cannot be made because of physical obstacles, such as wetlands and water bodies, railroad and existing highway rights of-way. See Sec. xxx subsection h.

### d. Designate Primary Streets.

The intent of the Primary Street designation is to develop and identify a network of streets with continuous building frontage and no or limited vehicular access to reduce conflicts between pedestrians and vehicular traffic. See Figure (3).

- (1) Primary streets and secondary streets shall be designated along appropriate corridors and reviewed by Planning Staff. Refer to Sec. xxx Table 5 "Street Hierarchy." Alleys can not be designated Primary Streets.
- (2) All lots shall front on at least one primary street and that street frontage shall serve as the front of the lot, as referred to in the Transects requirements.
- (3) For lots with two or more primary street frontages, all primary street frontages shall require primary facade treatment.

Figure (2). Typical Block Elements.

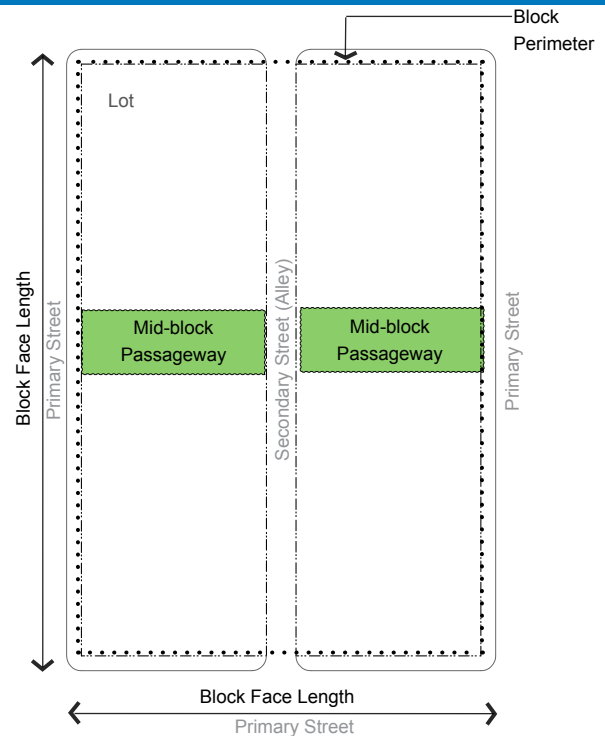
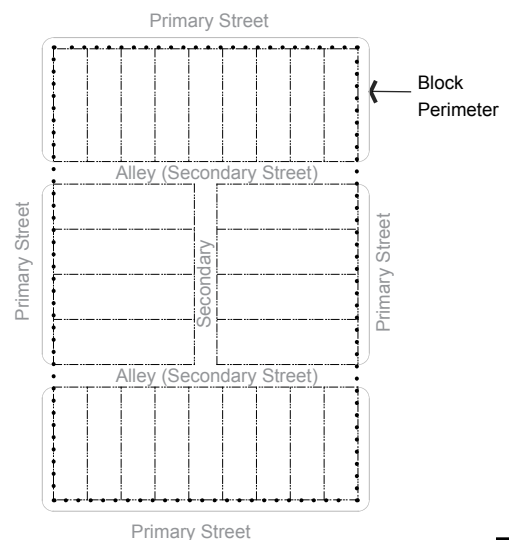


Figure (3). Example Primary and Secondary Streets.



**e. Block Access Configurations.**

- (1) Vehicular access shall not be located off a primary street, unless the parcel is fronted by more than two primary streets, in which case, **County Engineer** shall determine which is the appropriate street for vehicular access. The determination shall be based on locations of existing and proposed vehicular access points of other developments along the primary streets.
- (2) Blocks may include, but are not limited to, Alleys or driveway entrances with the following configurations. See Figure (4).
  - (A) Mid-Block Access. This configuration includes an Alley or drive running through the center of the block.
  - (B) "T" Configuration. This configuration includes two Alleys within a Block that are perpendicular to each other, forming a "T," allowing development to front on three block faces.
  - (C) "H" Configuration. Similar to the "T" configuration, this configuration allows development to front on all four block faces.
  - (D) The minimum spacing between **alley access and streets** intersections is 125 feet.
- (3) Block access points shall be aligned with other access points within the same block or across streets.
- (4) **Mid-Block Pedestrian Pathways.** Mid-Block pedestrian pathways, or a qualified Open Space Types, are required for blocks with a face 500 feet or longer. See **Figure (2) Typical Block Elements.**
  - (A) When approximately parallel to existing mid-block street crossings, these pathways shall align to facilitate easy pedestrian movements.
  - (B) Mid-Block pedestrian pathways shall be located in the middle third of a block face.
  - (C) Minimum width for mid-block pathways is 12 feet with no vehicular access.

**f. Lots.**

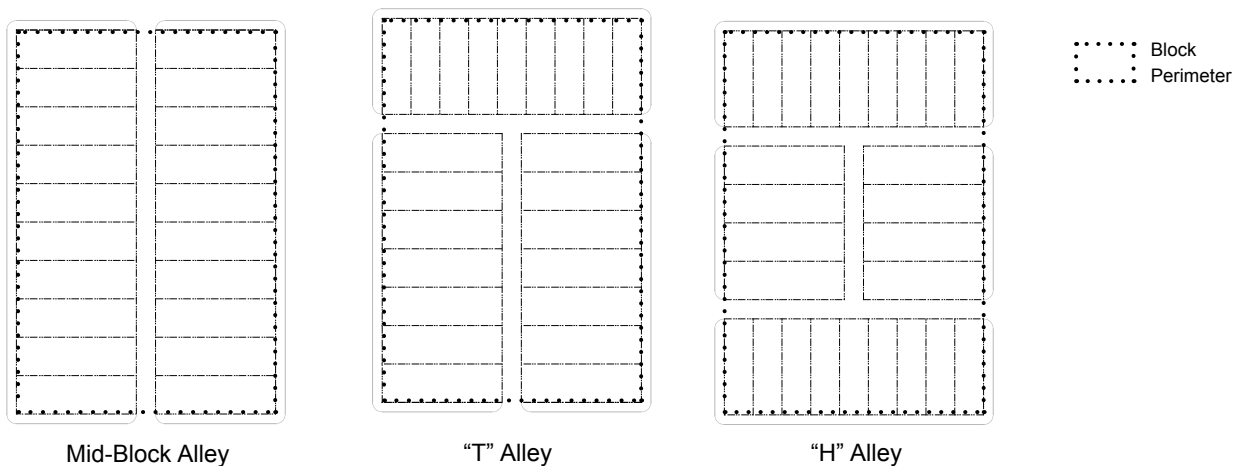
- (1) **Typical Lot Dimensions.** All lots of record shall be developed to meet the requirements outlined in Sec. **xxx**, Site and Building Requirements.
- (2) **Typical Lot Configuration.** All lots shall have frontage along a public street unless otherwise specified.
  - (A) Lot Shape. To create regular, rectangular lots, side property lines shall be perpendicular to the vehicular right-of-way to the extent practical.
  - (B) Through-Lots. Through lots have frontage on two parallel streets, excluding Alleys, and are prohibited unless both streets are treated as primary frontage and meet the appropriate transect requirements.
  - (C) Corner Lots. Corner lots have frontage on two perpendicular and intersecting streets. Buildings shall occupy the corner, per transect requirements. Consistency with adjacent corner parcels is encouraged.
  - (D) Flag Lots. Flag lots are prohibited.
- (3) **Lot Orientation.** For increased energy efficiency, the recommended lot orientation is typically along an east-west longitudinal axis. For single buildings, this lot orientation will usually encourage development of buildings with smaller east and west facades.

**g. General Transect Layout.**

The following outlines how the Transects should relate to one another.

- (1) **All Transects.** The following applies to all Transects.
  - (A) Similar intensities of uses should face each other across the street.
  - (B) More intense uses that share blocks with less intense uses should be located on block ends.
  - (C) Blocks may contain multiple Transects; however, changes in Transects should occur along an Alley, the rear property line, or at a corner parcel.

Figure (4). Potential Alley Configuration.





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## **Article III. Street Types**

# Street Types

## Sec. xxx. Street Types

### a. Intent.

The standards outlined in this section are intended to:

- (1) Create complete streets for all users and address all modes of travel, including pedestrian traffic, bicycle traffic, transit modes, and vehicular traffic.
- (2) Address all features of the street right-of-way, including sidewalks, landscaped buffers, traffic lanes, bicycle lanes, and medians.
- (3) Continue a street pattern that result in a simple, consistent and understandable pattern of blocks and lots.
- (4) Provide adequate access to all lots for vehicles and pedestrians.
- (5) Create Street Types that are appropriate for their contexts in residential, commercial, or mixed use areas and are designed to encourage travel at appropriate volumes and speeds.
- (6) Encourage streets that respect natural features by following topography and drainage systems, rather than interrupting or dead-ending at the feature.
- (7) Create streets and public rights-of-way that result in stormwater runoff quantity reduction and improved quality of stormwater.

### b. Applicability.

The standards in this section apply to all vehicular rights-of-way, **tracts or easements** within new developments. SZ Civic is exempt. New streets and their associated facilities shall meet the standards in this section. References to standards detailed in the most recent edition of the MUTCD, Florida Greenbook and all applicable state and federal laws and rules governing access by persons with disabilities, including the Americans with Disabilities Act shall be required.

### c. General Requirements.

All proposed streets, landscape or furnishings zones, and sidewalks shall be located in dedicated vehicular Rights-of-Way as a tract of land or easement.

- (1) **Street Types.** All new vehicular rights-of-way and easements shall match one of the Street Types, described in this chapter, whether publicly dedicated or privately held.
- (2) **Public Use.** All streets shall be available for public use at all times. Gated streets and streets posted as private are not permitted.
- (3) **Block Standards.** See Sec.xxx. for block configuration standards.
- (4) **Site Plan.** All site plans are required to include Street Types from this section for both primary and secondary streets. Local Streets, as depicted on both the Regulating Plan and Street Types Plan, are conceptual only. Site Plans will determine final configuration of these street types. See Sec.xxx. Approval Requirements. f. Site Plan Approval.

- (5) **Maintenance.** Aside from **state and** county-owned roadway facilities, all streets shall be maintained by the property owner, POA, HOA or similar privately administered entity. **Where appropriate, special assessments or taxing units may be utilized.**

### d. Street Types.

Street Types defined in this section outline acceptable street configurations. New streets shall be designed using the principles and characteristics defined by each Street Type.

### e. Vehicular Travel Lanes

The number and width of vehicular travel lanes are determined by the Street Type.

### f. Vehicular On-Street Parking.

On-street parking, as permitted on designated Street Types, shall meet the following requirements.

- (1) **Vehicular Parking Space Dimensions.** The appropriate dimensions for on-street parking spaces are outlined in Table (2). On-Street Parking Space Dimensions and Figure (6). On-Street Parking Layout. The width of a parking space shall be measured from the center of a stripe.
- (2) **Parking Travel Lanes.** The appropriate dimensions for travel lanes adjacent to parking are outlined in Table (3) Parking and Travel Lanes Dimensions.

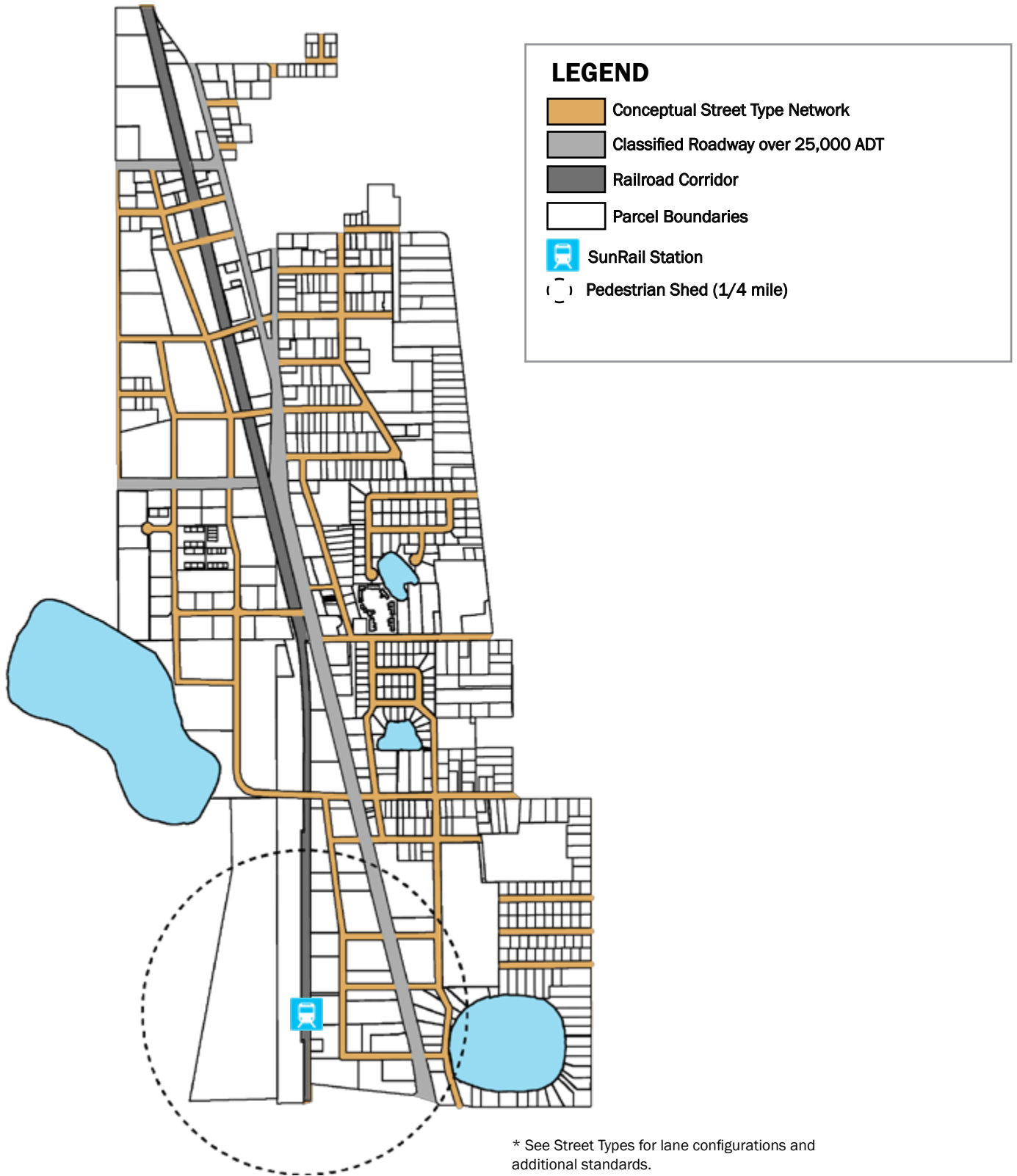
### g. Bicycle Facilities.

All required bicycle accommodations shall be provided as described below. The following types of bicycle accommodations are permitted per each Street Type. Refer to Figure (7). Bicycle Facilities.

- (1) **Cycle Track, Buffered Bike Lane.** A cycle track is a separate bicycle facility that is physically separated from vehicular traffic by a landscape buffer, parking or a barrier. It may be raised or level with the street. This track occurs on one side of the street as a two-way facility or on each side of the street as paired, one-way facilities. Minimum width for a one-way cycle track is 5' with a 3' minimum buffer. Minimum width for a two-way cycle track is 10', with a 3' minimum buffer.
- (2) **Shared Lane.** A shared lane is a lane that is shared between vehicles and bicycles on roads posted 25 MPH or less. It includes a thermoplastic bicycle marker combined with a double arrow (known as a "sharrow") **at every 250 feet or less.** Sharrow location and design require County Traffic Engineer approval. This improvement occurs in both directions. Refer to Figure (7) Bicycle Facilities for sharrow dimensions.
- (3) **Best Practices.** For additional information, reference the most current National Association of City Transportation Officials' (NACTO's) Urban Bikeway Design Guide or FHWA Separated Bike Lane Planning and Design (SBL) Guide. The County Engineer may provide interim approval for alternative designs.



Figure (5). Conceptual Street Types Plan for Pine Castle District





# Street Types

Table (2). On-Street Parking Space Dimensions

Angle (degrees)	Curb Length (feet)	Stall Depth (feet)
0 (Parallel)	22	8.5*
30	18	18
45	12	17
60	10	18
90	9	18

\* Includes gutter pan

Table (3). Minimum Parking Lane Dimensions

Angle (degrees)	One Way Travel Lane (feet)	Two Way Travel Lane (feet)
0 (Parallel)	12	22
30	12	22
45	14	22
60	18	22
90	20	22

Figure (6). On-Street Parking Layout

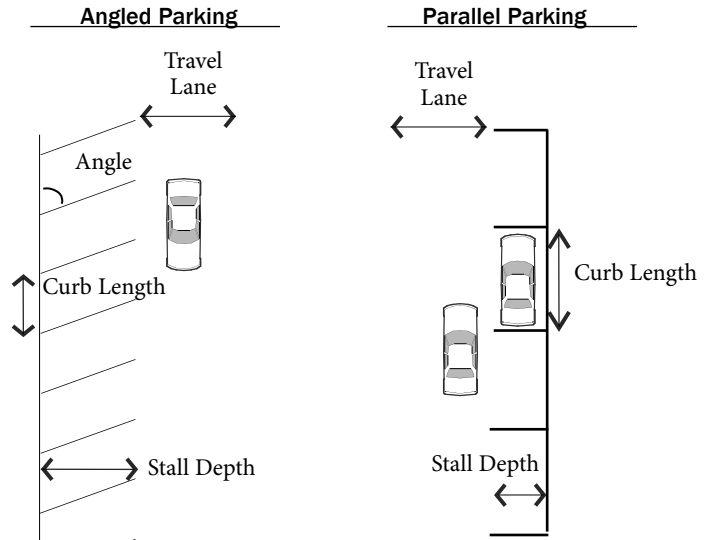
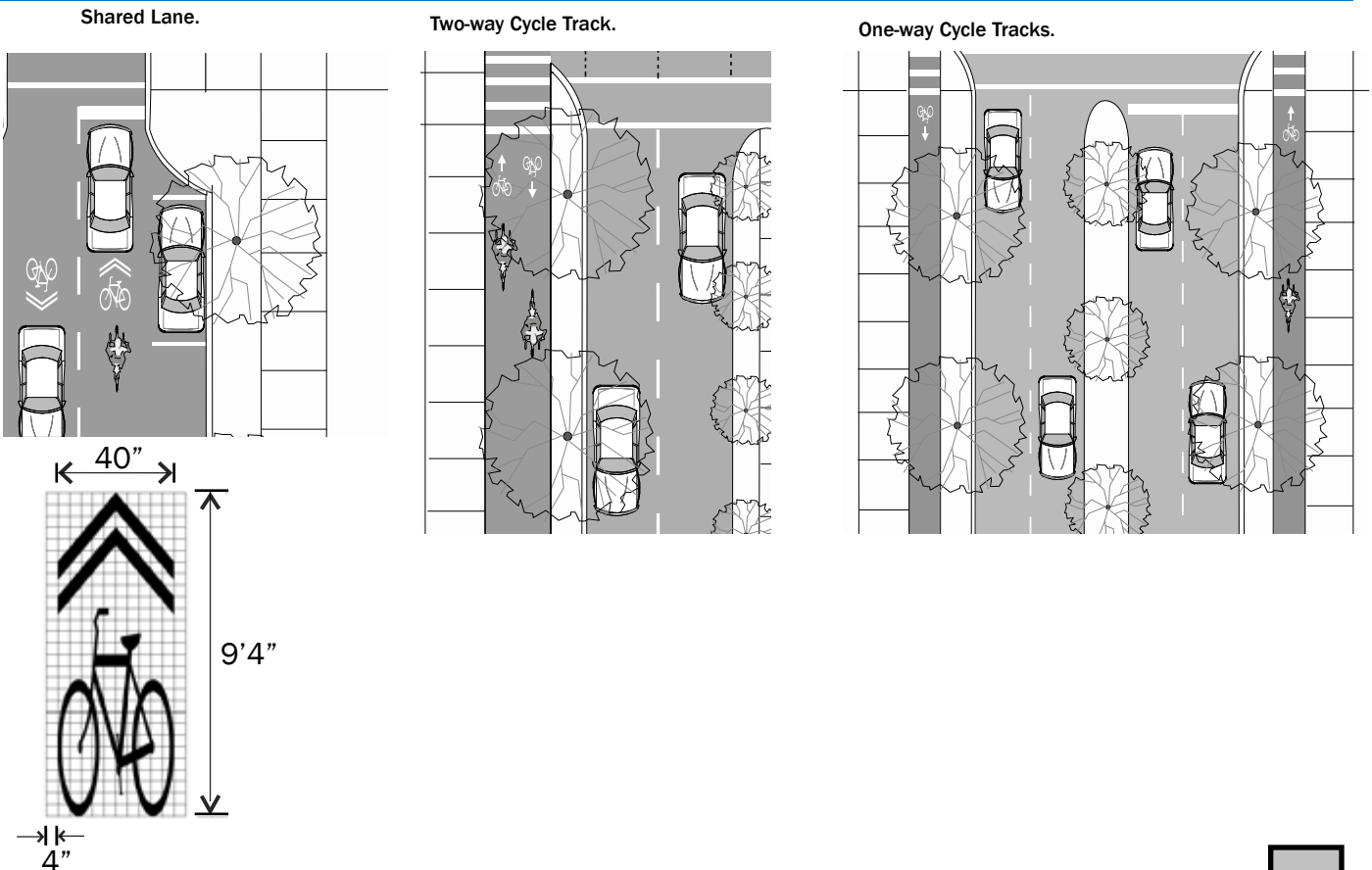


Figure (7). Bicycle Facilities



**h. Fire Access.**

Street configurations have been calculated to provided fire truck access. Where the total width of all travel lanes totaled is narrower than 20 feet, the following shall apply.

- (1) **Room to Pass.** At 120 foot increments, an opening in the on-street parking or a dedicated pull-off space at least 20 foot long must be provided to allow vehicles to pull over for a fire truck to pass.
- (2) **Driveway or Fire Hydrant Zone.** A driveway or fire hydrant zone may be utilized to fulfill the requirement.

**i. General Layout Standards.**

The following standards apply to new streets or newly platted vehicular Rights-of-Way.

- (1) **Treatment of Natural Features.** Streets shall be designed to respect natural features, such as rivers, woodlands, or slopes, by following rather than interrupting or dead-ending at the feature.
- (2) **Street Network.** The network of streets shall form an interconnected pattern with multiple intersections.
- (3) **Existing Streets.** The arrangement of streets shall provide for the continuation of existing streets from adjoining areas into new developments.

**j. Green Streets.**

Incorporation of Low-Impact Development (LID) best practices, with approval of the County Engineer, is encouraged to capture additional stormwater and reduce runoff, provided that the County does not maintain these features. See Table (4).

**k. Disconnected Streets.**

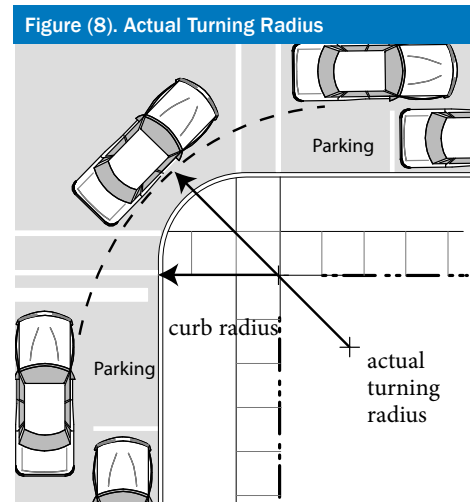
Disconnected streets may take the following form:

- (1) **Stub Streets.** Where adjoining areas are not subdivided, streets in new subdivisions shall be extended to the boundary line of the tract to make provision for the future projection of streets into adjacent areas.
  - (a) Where abutting property is not subdivided, stub streets shall be provided at intervals no greater than the maximum block length and width requirements in the Place Type Summary Table.
  - (b) Existing stub streets adjacent to a proposed subdivision shall be connected.

**l. Intersections.**

- (1) **Curb Radii.** The following curb radii shall be utilized unless otherwise authorized by the County Engineer.
  - (A) Intersections should be designed for actual turning radius of the typical design vehicle as opposed to the maximum design vehicle. Small curb radii at intersections shorten pedestrian crossing distances and reduce vehicle turning speeds, thereby balancing the ease of travel of the vehicles and pedestrians. Refer to Figure (8).
  - (B) **New Streets.** At the intersection of two streets, the following curb radii shall be utilized.
    - (i) With on-street parking refer to Table 19-1 in the most current Florida Green Book.
    - (ii) Without on-street parking, a minimum 35 foot radii shall be required. County Engineer may approve smaller curb radii.

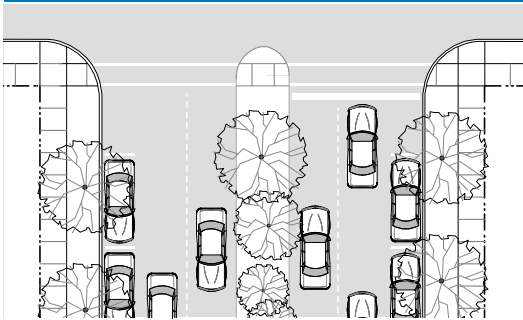
Table (4). LID Practices for Streets	
LID Practice	Stormwater Credit
Pervious Pavement	The county may provide stormwater credit where volume is retained pending approval from the County Engineer.
Shallow Retention/ Bioretention Swale	
Raingardens	
Tree Box Filter	
Curb Cuts/ Inverted Medians	



# Street Types

- (C) **Larger Radius.** When the design vehicle requires a larger curb radius and no on-street parking exists, a 30 foot radius may be utilized. Larger radii require approval of the Department of Public Works and shall follow FDOT Greenbook.
  - (D) **Alley Intersections.** The curb radius at intersections involving Alleys shall be no greater than 5 feet.
- (2) **Crosswalks.** Crosswalks shall be required at all stop-controlled intersections with an ADT of 3,000 or greater. Any proposed crosswalks at uncontrolled locations require a study.
- (A) **Dimensions.** Crosswalks shall be a minimum 10 feet in width, measured from mid-stripe to mid-stripe, per MUTCD.
  - (B) **Markings.** Crosswalks shall be appropriately indicated on the finished street surface with thermoplastic markings. Textured/colored pavement is permitted provided that it is privately maintained.
  - (C) **Crossing Distances.** To encourage pedestrian activity, typical crosswalks shall not extend over 38 feet without a landscape median, bulb-outs and/or other pedestrian refuge to mitigate the effects of vehicular traffic on crossing and to increase pedestrian safety and comfort. Refer to Figure (9).

Figure (9). Pedestrian Refuge in Median.



- (D) **Accessible ramps and warning panels, per the American Disabilities Act, are required where all sidewalks or shared use path terminate at a crosswalk or curb.**
  - (E) **Ramp Orientation.** Ramps shall be oriented perpendicular to traffic, requiring two ramps per corner at intersecting streets.
- (3) **Bulb-outs.** To shorten pedestrian crossing distances, bulb-outs shall be utilized at intersections when on-street parking is provided. Refer to Figure (10).
- (A) The depth of the bulb-out shall match the utilized on-street parking, either the width of the parallel space or the depth of the diagonal space.
  - (B) The radius of the bulb-out shall match the requirements for the intersection.

Figure (10). Bulb Out.

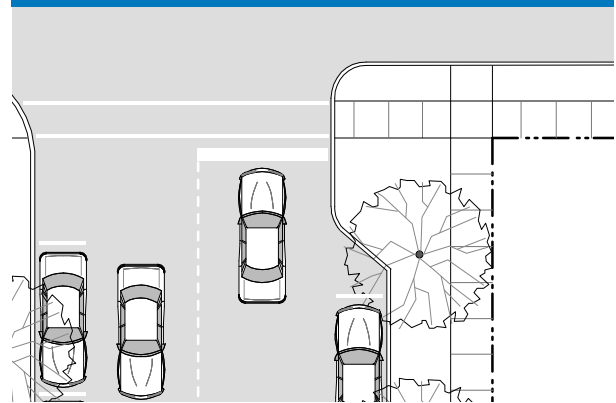


Table (5). Street Hierarchy

Street Type	Block Delineating	Primary or Secondary
Alley	No	Secondary
Frontage Road	No	Primary
Lean Street	Yes	Primary*
Neighborhood Street	Yes	Primary*
Local Street	Yes	Primary*

\* In some cases, Street Types may be designated as secondary at the Site Plan stage and reviewed by Planning staff to determine the appropriateness of the designation. By way of example, but not limitation, some secondary streets will provide access for off-street parking, loading areas, solid waste collection, and other necessary functions, but would not meet the pedestrian-oriented intent for Primary Streets, and would more appropriately be designated as Secondary Streets.

## m. Street Types Graphics and Requirements.

The following graphics and tables outline the permitted Street Types and their specific requirements. The streets described in Table (5) shall be used to achieve the maximum block perimeter standards for the applicable Place Type.

## (1) Alley.

### (A) Intent.

The Alley is a very low capacity drive located at the rear of parcels. From the Alley, access to parking facilities, loading facilities, and service areas, such as refuse and utilities is possible without a curb cut or driveway interrupting a street type. Refer to the typical plan and section in Figure (11) or Figure (12). Alleys are a mid-block treatment and do not count towards block perimeter requirements.

### (B) General Requirements.

Alleys shall be developed using the standards in Table (6).

Figure (11) Typical Alley

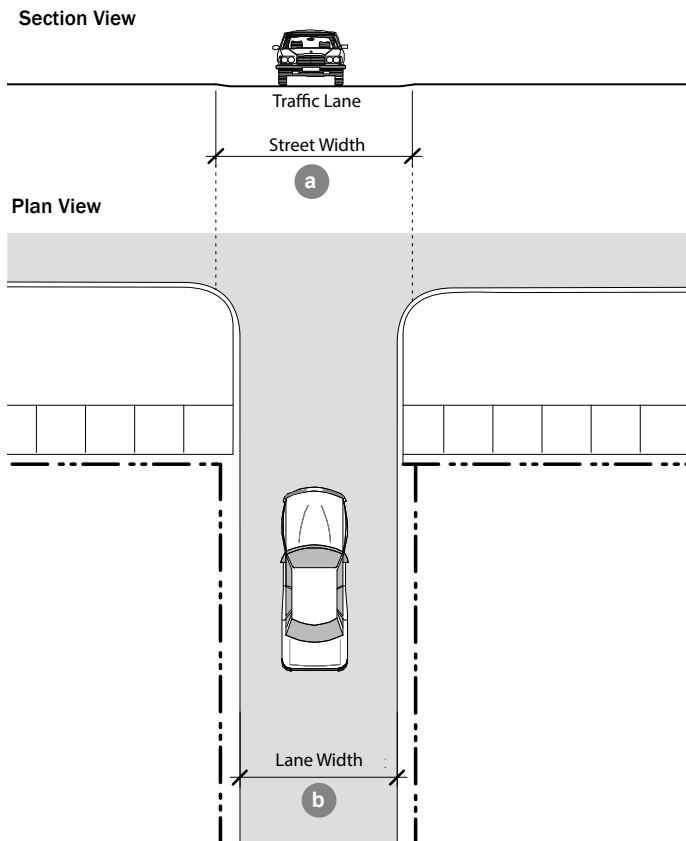
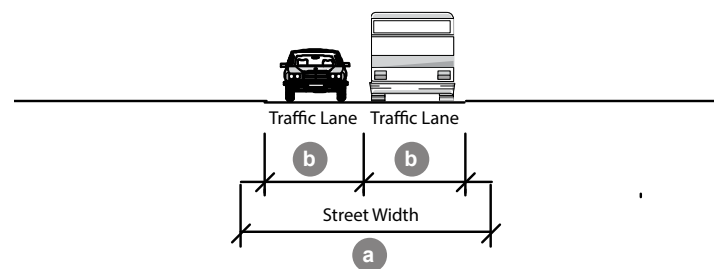


Table (6). Alley Requirements

Expected ADT	Not Applicable
<b>a</b> Typical Width	20' Typical Alley 24' Two-Way Alley
<b>Vehicular Realm</b>	
Traffic Lanes	1 yield lane 2 lane alternative
<b>b</b> Traffic Lane Width	20' minimum for two-way movements
Speed	10 mph
Allowable Turn Lanes	Not applicable
Parking Lanes	Not applicable
Median	Not applicable
Bicycle Facilities	None required; travel lanes are shared among drivers, pedestrians and bicyclists
<b>Pedestrian Realm</b>	
Sidewalk	None required; travel lanes are shared among drivers, pedestrians and bicyclists
Landscape Buffer	Not required

Figure (12). Two-Way Alley



# Street Types

## (2) Frontage Road.

### (A) Intent.

The Frontage Road is a low capacity, one-way drive only permitted parallel to major corridors. These optional streets help to calm traffic along busier corridors by adding on-street parking near store fronts, enhancing pedestrian facilities and increasing access. This parallel facility creates a multi-way boulevard. Refer to the typical plan and section in Figure (13) and the Multiway Boulevard example in Figure (14). Frontage Roads do not count towards block perimeter requirements.

### (B) General Requirements.

Frontage Roads shall be developed using the standards in Table (7).

### (C) Applicability.

Permitted parallel to roadways with 25,000 ADT or higher.

Figure (13). Typical Frontage Road

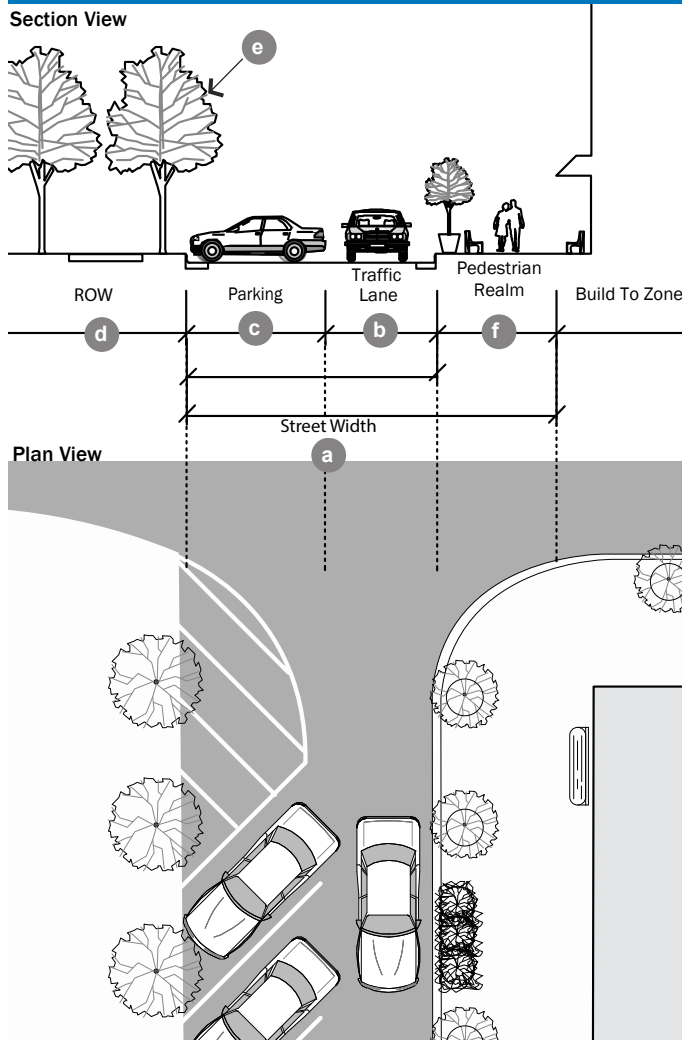


Table (7). Frontage Road Requirements

Expected ADT	Not Applicable
<b>a</b> Typical Width	40'
<b>Vehicular Realm</b>	
Traffic Lanes	1 traffic lane (one-way)
Traffic Lane Width	10' minimum 11' minimum with truck/transit traffic 12' minimum with angled parking
<b>b</b> Speed	10 mph
Allowable Turn Lanes	Not applicable
<b>c</b> Parking Lanes	Parallel or angled required on one side of street
<b>d</b> Setback from ROW	minimum 0' setback with a minimum of 60' from parallel corridor's curb to Frontage Road lane to allow for safe turn movements.
Median	Not applicable
Bicycle Facilities	None required.
<b>Pedestrian Realm</b>	
<b>e</b> Pedestrian Realm	<b>Landscape:</b> Street trees required every 40' on center. Trees planted in between parking areas. See Ch. 24 for more detail. <b>Sidewalk:</b> Minimum 10' clear sidewalk adjacent to store fronts. <b>Furnishing Zone:</b> cafe seating and furniture requires 5' clear walking path <b>Lighting:</b> Per local utility standards.

\* Caliper measurements are per the most recent Florida Grades and Standards for Nursery Plants

Figure (14). Multiway Boulevard using Frontage Road



### (3) Lean Street.

#### (A) Intent.

The Lean Street is a low capacity street for slow speeds with a standard right-of-way. It primarily serves as a through street and may be used to meet block perimeter standards. Refer to the typical plan and section, Figure (15) or Figure (16).

#### (B) General Requirements.

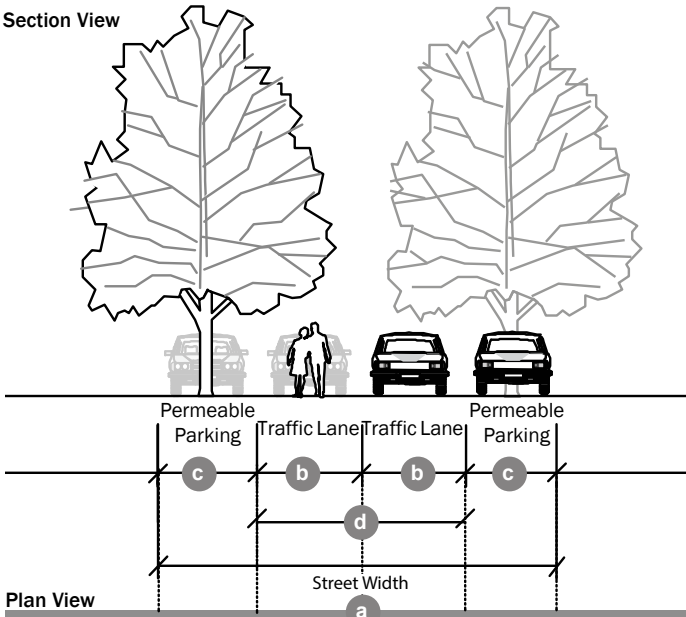
Lean Streets shall be developed using the standards in Table (8).

#### (C) Applicability.

Permitted adjacent to any residential development.

Figure (15). Typical Lean Street

Section View



Plan View

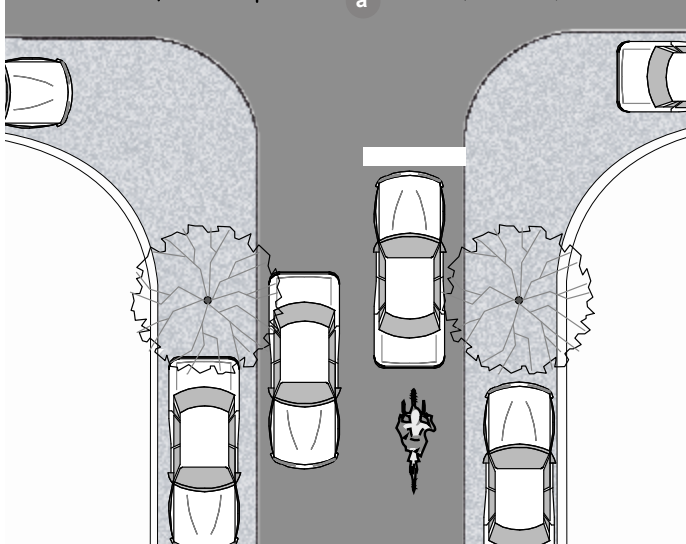
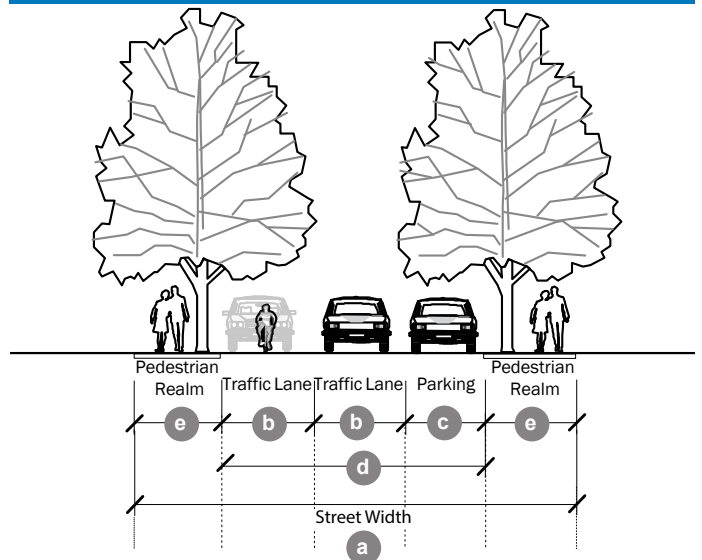


Table (8). Lean Street Requirements

Expected ADT	500 - 5,000
<b>a</b> Typical Width	50' to 55'
<b>Vehicular Realm</b>	
Traffic Lanes	1 traffic lane in each direction
<b>b</b> Traffic Lane Width	10' minimum
Posted Speed	20 mph
Allowable Turn Lanes	None
Typical Lean: Parallel Parking required on both sides of street.	
<b>c</b> Parking Lanes*	Alternative Lean: Parallel or angled permitted on one side only.  On-street parking not required when an Alley is provided.
<b>d</b> Curb to Curb Width	20' with curb at grade
Median	Prohibited
Bicycle Facilities	None required
<b>Pedestrian Realm</b>	
Landscape: Street trees required every 40' on center. Trees planted in between parking areas. See Ch. 24 for more detail.	
<b>e</b> Pedestrian Realm	Sidewalk: Not required, minimum 5' clear sidewalk if provided.  Lighting: Per local utility standards.

\* See Figure 6 for Vehicular On-Street Parking requirements

Figure (16). Alternative Lean Street



# Street Types

## (4) Neighborhood Street.

### (A) Intent.

The Neighborhood Street is a low capacity street for slow speeds with a standard right-of-way. It primarily serves as a through street for residential developments and may be used to meet block perimeter standards. Refer to the typical plan and section, Figure (15).

### (B) General Requirements.

Lean Streets shall be developed using the standards in Table (8).

### (C) Applicability.

Permitted adjacent to any residential development.

Figure (15). Typical Neighborhood Street

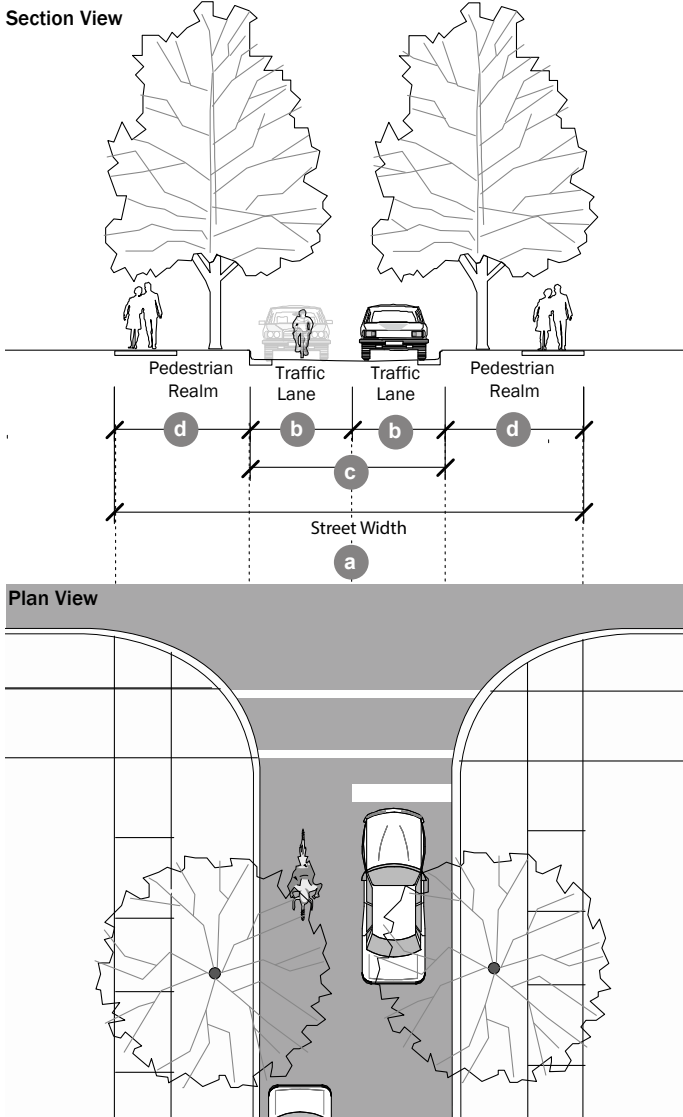


Table (8). Neighborhood Street Requirements

Expected ADT	500 - 5,000
<b>a</b> Typical Width	42' - 46'
<b>Vehicular Realm</b>	
Traffic Lanes	1 traffic lane in each direction
<b>b</b> Traffic Lane Width	10' minimum
Posted Speed	20 mph
Allowable Turn Lanes	None
<b>c</b> Parking Lanes*	Permitted
Curb to Curb Width	20' - 24'
Median	Permitted, encouraged to save existing trees.
Bicycle Facilities	None required
<b>Pedestrian Realm</b>	
<b>d</b> Pedestrian Realm	<p><b>Landscape:</b> Street trees required every 40' on center. See landscaping section for more detail.</p> <p><b>Sidewalk:</b> Not required, minimum 5' clear sidewalk if provided.</p> <p><b>Lighting:</b> Per local utility standards.</p>

\* See Figure 6 for Vehicular On-Street Parking requirements

## (5) Local Street.

### (A) Intent.

The Local Street is a medium capacity street for slow speeds with a standard right-of-way. It primarily serves as a through street and is primarily used to meet block perimeter standards as the Primary Street. Refer to the typical plan and section, Figure (15) or Figure (16).

### (B) General Requirements.

Local Streets shall be developed using the standards in Table (8).

### (C) Applicability.

Permitted adjacent to all Transect and Special Zones.

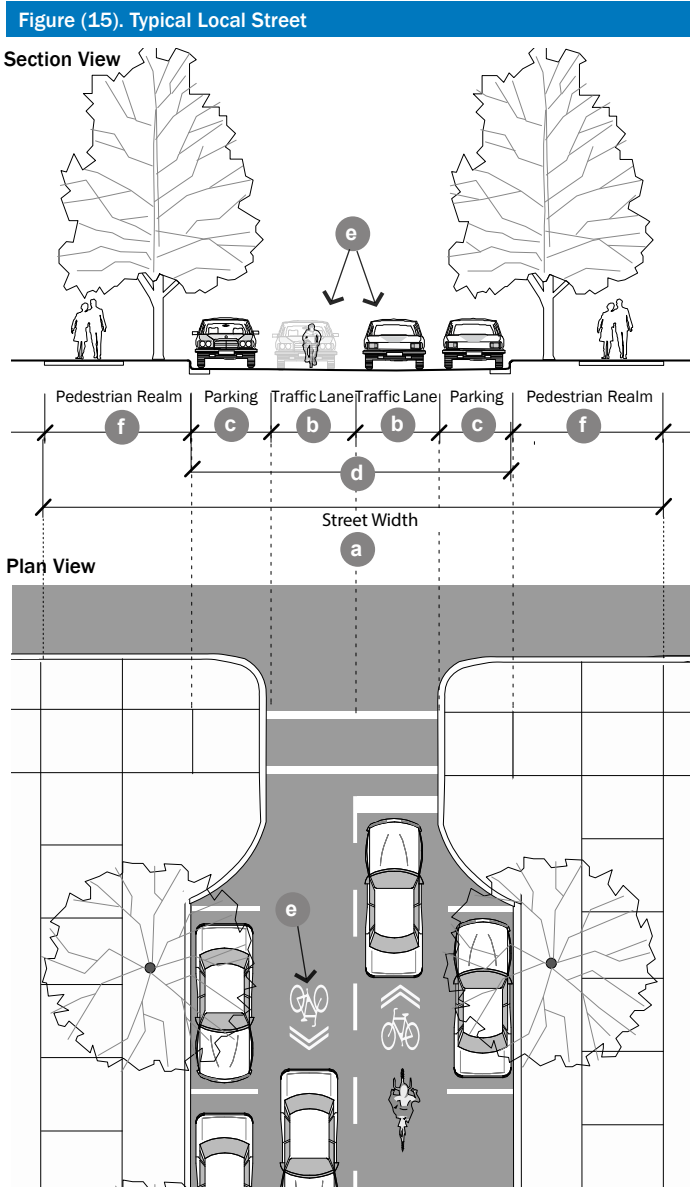
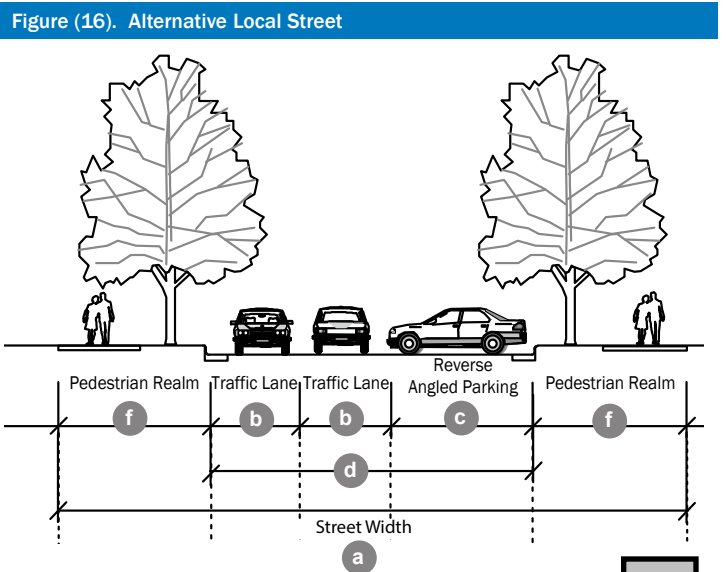


Table (8). Local Street Requirements	
Expected ADT	500 - 5,000
a Typical Width	68' to 75' maximum
<b>Vehicular Realm</b>	
Traffic Lanes	1 traffic lane in each direction
b Traffic Lane Width	10' minimum 11' with truck/transit traffic 12' when reverse angled parking is adjacent
Design Speed	25 mph
Allowable Turn Lanes	Right permitted in place of parking at intersections with county or state roads; left prohibited
c Parking Lanes*	On-street parking required on primary streets. Parallel permitted on both sides of street. Angled or reverse angled permitted on only one side of the street. On-street parking optional on secondary streets.
d Curb to Curb Width	36' Minimum, bulb-outs may be required.
Median	Prohibited
e Bicycle Facilities**	Shared Lane (sharrows) required
<b>Pedestrian Realm</b>	
f Pedestrian Realm	<b>Landscape:</b> Street trees required every 40' on center. See landscaping section for more detail. <b>Sidewalk:</b> Minimum 10' clear sidewalk on both sides of street <b>Furnishing Zone:</b> cafe seating and benches requires 5' clear walking path <b>Lighting:</b> Per local utility standards.
* See Figure 6 for Vehicular On-Street Parking requirements	
** See Figure 7 for Bicycle Facilities requirements	





# Street Types

## (6) Boulevard

### (A) Intent.

The Boulevard is a high capacity street for speeds between 25-35 mph with a wider right-of-way. It serves all types of development and provides crosstown connections. Landscaped medians are included. A Multi-way Boulevard is created by adding Frontage Roads parallel to the Boulevard, Refer to Figure (14). These access lanes front development, have slower design speeds and require on-street parking. For typical boulevards, refer to the typical plan and section, Figure (19), or Figure (20).

### (B) General Requirements.

Boulevards shall be developed using the guidelines in Table (10).

Table (10) Boulevard Requirements

Expected ADT 5,000 - 30,000

**a** Typical Widths 105' Typical Boulevard  
65' Alternative Boulevard

#### Vehicular Realm

**Traffic Lanes** 2 traffic lanes in each direction permitted .

**b** Traffic Lane Width 11' minimum  
12' with truck/bus traffic

**Design Speed** 25 to 35 mph, depending on parking

**Allowable Turn Lanes** Permitted in place of parking and bulb out at intersections

**c** Parking Lanes\* Both sides permitted, parallel only

**d** Curb to Curb Width 70' and greater

**e** Median Required, 15.5' minimum

#### Pedestrian Realm

**Landscape:** Street trees required. See Ch. 24 for more detail.

**Bicycle Facilities\*\*:** One or two-way Cycle Track permitted.

**f** Pedestrian Realm **Sidewalk:** Minimum 10' clear sidewalk on both sides of street. Minimum 10' if cycle track is adjacent and parallel to sidewalk.

**Furnishing Zone:** cafe seating and benches requires 5' clear walking path

**Lighting:** Per local utility standards.

\* See Figure 6 for Vehicular On-Street Parking requirements

\*\* See Figure 7 for Bicycle Facilities requirements

Figure (17). Typical Boulevard

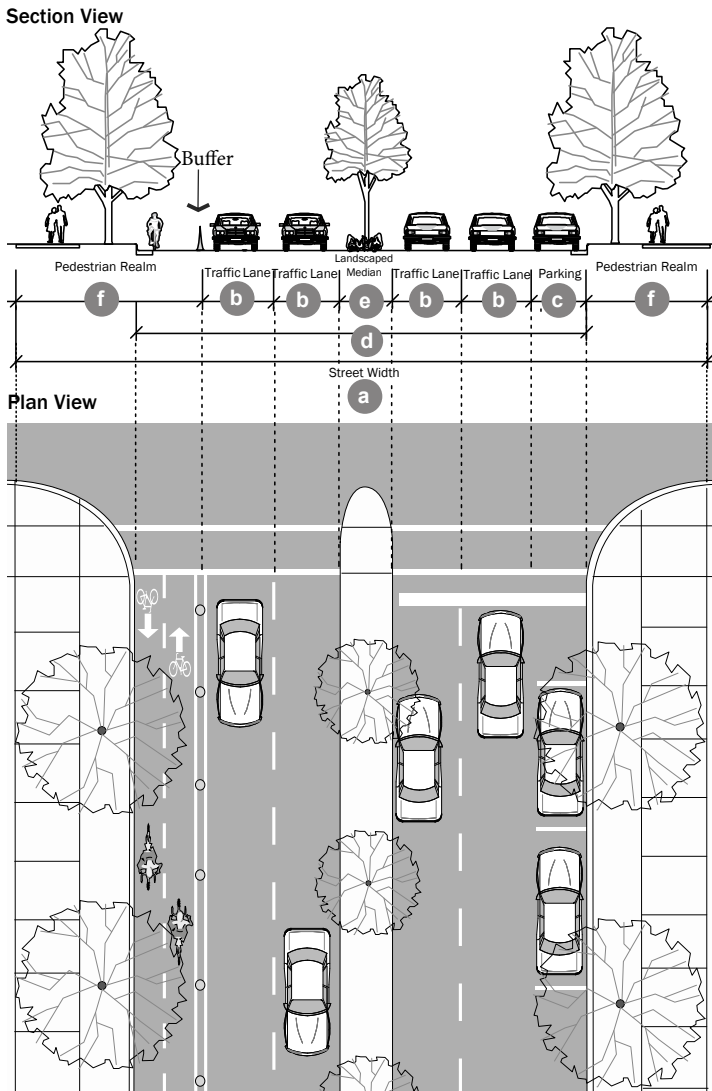
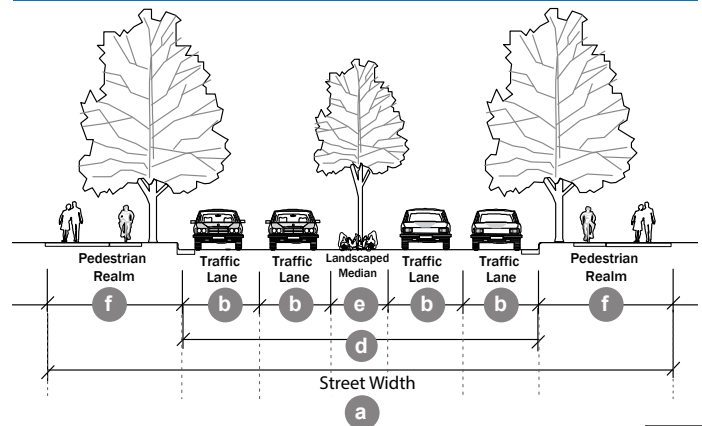


Figure (18). Alternative Boulevard







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## **Article IV. Open Space Types**

# Open Space

## Sec. xxx. Open Space Types.

### a. Intent.

To provide open space as an amenity that promotes physical and environmental health within the community and to provide access to a variety of active and passive open space types. Special features, such as fountains and public art installations, are encouraged.

### b. Applicability.

The open space standards outlined apply to all new development and supersede any conflicting code provisions in the Orange County Code. Special Zones are exempt.

### c. General Requirements.

A minimum of fifteen percent (15 %) of the project area shall be open space, unless reduced by a public access and/or conservation bonus as permitted herein. All open space shall meet the following requirements.

- (1) Required open spaces may be shared or located on any property within the Place Type, subject to review by the Planning and Zoning Managers, or Parks Manager, when applicable. The cumulative total open space area is not reduced when shared between two or more property owners.
- (2) **Types of Open Space.** All open space provided shall generally conform with one of the Open Space Types defined in this section. Alternative open space types, meeting the intent of this section, may be presented to the Planning and Zoning Managers for approval.
- (3) **Diversity of Open Space Types.** For developments proposing more than three Open Space Types to meet the open space requirement, at least two different open space types shall be provided.
- (4) **Location.** Open Space Types designated pursuant to this section shall be identified on site plans.
- (5) **Knee Walls.** Open Space Types may incorporate knee walls provided that the following requirements are met.
  - (A) **Height.** Walls shall be a maximum height of 48 inches, unless approved by the Planning and Zoning Managers for such circumstances as proximity to railroad right-of-way and use around swimming pools, ball fields, and ball courts.
  - (B) **Type.** Chain-link fencing is not permitted along any street frontage, with the exception of dedicated sports field or court fencing approved by the Planning and Zoning Managers.
  - (C) **Spacing of Openings.** Openings or gates shall be provided when facing streets. Spacing between openings can be no larger than 150 feet.
- (6) **Open Water Body.** All open water bodies, such as lakes, ponds, creeks, and streams, within an open space type shall be located to allow for pedestrian and bicycle access as well as a landscape area surrounding the water body.
- (7) **Ownership.** Open Space Types may either be publicly or privately owned.

- (8) **Parking Requirements.** Parking shall not be required for any Open Space Type, unless a use other than open space is determined by the Planning Zoning and Managers. Adjacent on-street parking is encouraged.
- (9) **Continuity.** Connections to existing or planned shared use paths, County trails or open space types shall be made when the Open Space abuts an existing or planned trail right-of-way or other open space type.

### d. Definition of Requirements.

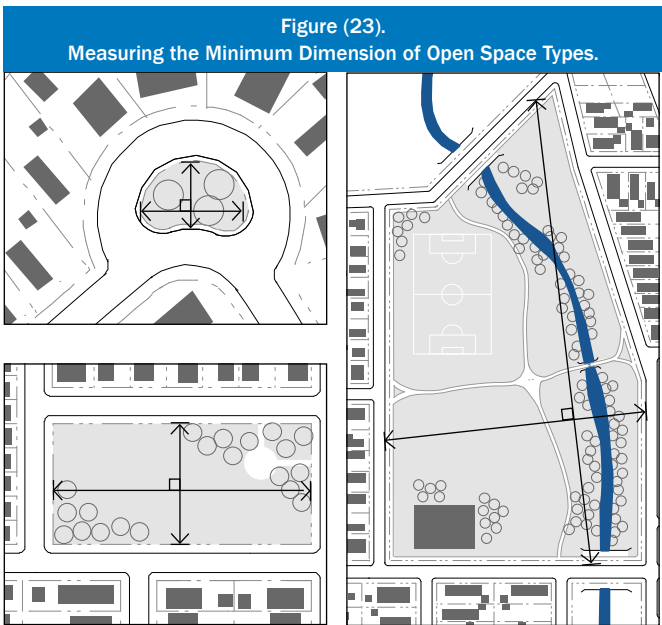
The following further explains or defines the requirements included in Tables (15) through (21) for each Open Space Type. Refer to each table for the specific requirements of each Open Space Type.

- (1) **Size.**
  - (A) **Minimum Size.** The minimum size of the Open Space Type is measured within the parcel lines of the property.
  - (B) **Maximum Size.** The maximum size of the Open Space Type is measured within the parcel lines of the property.
  - (C) **Minimum Dimension.** The minimum length or width of the Open Space Type. See Figure (23).
- (2) **Minimum Percentage of Vehicular Right-of-way Frontage Required.** The minimum percentage of the open space perimeter, as measured along the outer parcel line, that shall be located directly adjacent to a vehicular right-of-way, excluding Alley frontage. This requirement provides access and visibility to the open space and is only required when meeting the Public Access Bonus.
- (3) **Adjacent Parcels.** Parcels directly adjacent to or across the street from an Open Space Type.
  - (A) **Transects Permitted on Adjacent Parcels.** The Transects permitted directly adjacent to or across the street from a given open space.
  - (B) **Frontage Orientation of Adjacent Parcels.** The preferred orientation of the adjacent parcels' frontages to the open space. Front, corner, side, and rear refers to the property line either adjacent to the Open Space or facing the open space across the street.
- (4) **Improvements.** The following types of development and improvements may be permitted on an Open Space Type.
  - (A) **Designated Sports Fields.** Sports fields, ball courts, or structures designated for one or more particular sports including, but not limited to, baseball fields, softball fields, soccer fields, basketball courts, football fields, tennis courts, climbing walls, and skate parks.
  - (B) **Playgrounds.** Playgrounds include a defined area with play structures and equipment such as slides, swings, climbing structures.
  - (C) **Fully Enclosed Structures.** Fully enclosed structures may include such uses as park offices, maintenance sheds, restrooms, neighborhood retail and civic uses defined in Sec. xxx.
    - (i) **Maximum Area.** For some open space types, fully enclosed structures are permitted, but limited to a maximum building coverage as a percentage of the open space area.
    - (ii) **Semi-Enclosed Structures.** Open-air structures, such as



gazebos, are permitted in all open space types.

- (D) **Maximum Impervious and Semi-Pervious Surface Permitted.** The amounts of impervious and semi-pervious coverage are provided separately to allow an additional amount of semi-pervious surface, such as permeable paving, above the Impervious surfaces permitted, including, but not limited to, parking facilities, driveways, sidewalks, paths, and structures as permitted.
- (E) **Maximum Percentage of Open Water Body.** The maximum amount of area within an Open Space Type that may be covered by an open water body, including, but not limited to, ponds, and lakes.
- (F) **Landscaping.** In addition to turfed surfaces, open spaces shall also incorporate areas of groundcover, shrubs and understory trees in accordance with maximum impervious and semi-pervious surface permitted.
- (G) **Lighting.** Lighting may be required for some Open Space Types. Refer to Sec. 9-646 for all other lighting standards.



**e. Stormwater in Open Space Types.**

Stormwater management practices, such as storage and retention facilities and Low Impact Development practices, may be integrated into Open Space Types and utilized to meet stormwater requirements for surrounding parcels.

**Stormwater Features.** Stormwater features in open space may be designed as formal or natural amenities with additional uses other than stormwater management, such as an amphitheater, sports field, or a pond or pool as part of the landscape design. Stormwater features shall not be fenced and shall not impede public use of the land they occupy.

**f. Public Access Bonus.**

The 15% open space requirement shall be reduced to 10% if public access is provided for all open spaces. The Minimum Percentage of Vehicular Right-of-way Frontage standard is required for this bonus.

**g. Conservation Bonus.**

If the landscape features described in Tables (12) through (14) are implemented as described below, the open space requirement can be reduced by 2%. For example, the required 15% open space for 2.5 acres is .375 acres. Conserving 2,000 square feet of existing contiguous native plant communities on-site, per Table (13), can reduce your total required open space to 13% or .325 acres. These bonuses may reduce the minimum open space size. Below the bonuses are further defined and the appropriate requirements are described.

**Table (12). Significant Tree Bonus Requirements**

A Significant Tree is considered an on-site tree at least 24" in diameter at breast height and in fair to excellent condition, as determined by an ISA Certified Arborist.

(1) Quantity Retained	
Existing Significant Trees	Retain <sup>(a)</sup>
1 to 4 trees on site	Min. 1 tree
4 or more trees on site	Min. 25% retained

(2) Additional Design Requirements

(a) At least 3/4 of the critical root zone of each retained tree shall be undisturbed. The critical root zone is a circle extending 1 foot radius for every 1 inch in trunk diameter measured at 4.5 feet from the ground (see Ch. 24 for more detail).

**Table (13). Conservation Community Bonus Requirements**

A Conservation Community is an existing native plant community situated on-site with contiguous vegetation and protected during construction not including preservation already required.

(1) Area of Community	
Total Required Open Space	Retain <sup>(a)</sup>
< .5 acres	Min. 2,000 sq ft.
≥ .51 acres	Min. 10% of open space area.

(2) Additional Design Requirements

(a) An existing native plant community shall be at least 2,000 contiguous square feet and 20 feet in width at any given stretch at minimum. Native plant communities are comprised of native vegetation including canopy trees, understory trees, and other vegetation, such as shrubs, grasses, or vines.

(b) Manual removal of non-native, exotic species may be required. Use of herbicides is prohibited.

**Table (14). LID Bonus Requirements**

Low Impact Development practices are stormwater practices that remove pollutants from run-off, reduce peak volume on the stormwater system, irrigate landscape and are an aesthetic amenity.

(1) Low Impact Minimum Requirements	
LID Practice	Required for Bonus
Pervious Pavers or Similar	2,000 sq ft. for every .25 acres
Rain Garden, Bioswale or Similar	2,000 sq ft. for every .25 acres
Cistern or Rain Catchment	2,000 Gallons for every .25 acres

(2) Combining LID Practices

Pervious pavers, rain gardens and bioswales may be combined to meet this requirement.

# Open Space

## h. Square

**Intent.** To provide a formal Open Space of medium scale to serve as a gathering place for civic, social, and commercial purposes. Squares are rectilinear in shape and are bordered on all sides by vehicular right-of-way and building facades. See Figure (24).

Figure (24). Typical Square.



## i. Plaza

**Intent.** To provide a formal Open Space of medium scale to serve as a gathering place for civic, social, and commercial purposes. The Plaza may contain a greater amount of impervious coverage than any other Open Space Type. Special features, such as fountains and public art installations, are encouraged.

Figure (25). Typical Plaza.



Table (15) Square Requirements

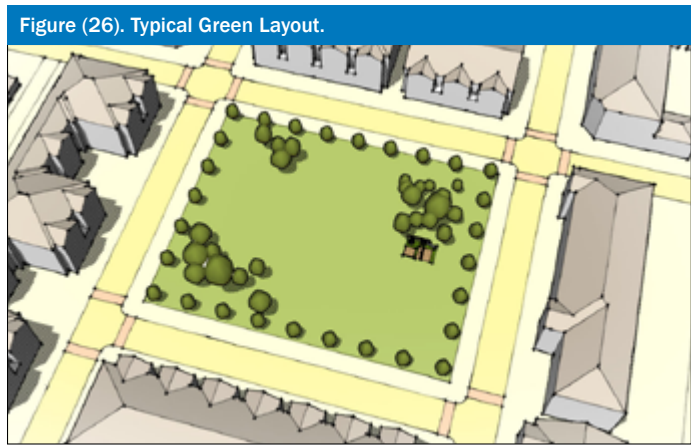
(1) Dimensions	
Minimum Size (acres)	0.25
Maximum Size (acres)	3
Minimum Dimension (feet)	80' wide
Minimum % of Vehicular ROW Frontage	100%
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted; maximum 5% of total area
Maximum Impervious Surface	60%
Maximum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

Table (16) Plaza Requirements

(1) Dimensions	
Minimum Size (acres)	0.25
Maximum Size (acres)	2
Minimum Dimension (feet)	80' wide
Minimum % of Vehicular ROW Frontage	50%; 70% building frontage required on non-street frontage
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted; maximum 10% of area
Maximum Impervious Surface	90%
Maximum % of Open Water	50%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required
(4) Additional Design Requirements	
Minimum impervious is 40%.	

**j. Green.**

**Intent.** To provide informal, medium scale active or passive recreation for neighborhood residents within walking distance, mainly fronted by streets for public access or buildings for increased privacy.



**k. Greenway.**

**Intent.** To provide informal, primarily natural linear open spaces that serve to enhance connectivity between open space types and other uses. Greenways are linear open spaces that often follow a natural feature, such as a river, stream, ravine, or man-made feature, such as a vehicular right-of-way. A greenway may border other open space types.

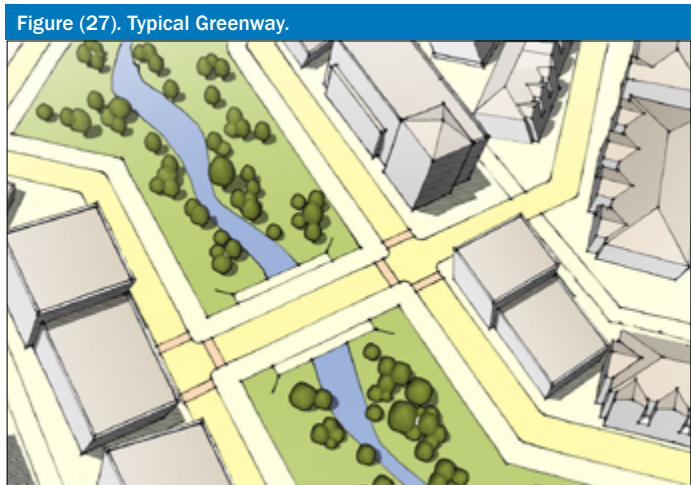


Table (17) Green Requirements	
<b>(1) Dimensions</b>	
Minimum Size (acres)	1
Maximum Size (acres)	10
Minimum Dimension (feet)	100' wide
Minimum % of Vehicular ROW Frontage	0%, 50% for Public Access Bonus
<b>(2) Adjacent Parcels</b>	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
<b>(3) Improvements</b>	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface	35%
Maximum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

Table (18) Greenway Requirements	
<b>(1) Dimensions</b>	
Minimum Size (acres)	1
Maximum Size (acres)	None
Minimum Dimension (feet)	50' wide
Minimum % of Vehicular ROW Frontage	0%; 1 access point required per 500 linear ft, minimum 20' width for Public Access Bonus
<b>(2) Adjacent Parcels</b>	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Any
<b>(3) Improvements</b>	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface	30%
Maximum % of Open Water	75%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required



# Open Space

## I. County Park.

**Intent.** To provide informal active and passive large-scale recreational amenities to local residents and the greater region. Parks have primarily natural plantings and are frequently created around an existing natural feature such as a water body or stands of trees.

Figure (28). County Park.



Table (19) County Park Requirements

(1) Dimensions	
Minimum Size (acres)	10
Maximum Size (acres)	No Max
Minimum Dimension (feet)	400' wide
Minimum % of Vehicular ROW Frontage	50%
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Any
(3) Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted, maximum 15% of total area
Maximum Impervious Surface	30%
Maximum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

## m. Mid-block Passageway.

**Intent.** To provide mid-block pedestrian access and activate courtyards, cafes and seating areas not fronting a street type. Passageways may be covered or open and should provide potted plants and similar landscaping. They may offer overhead tree canopy (or fabricated) shade; and pedestrian-scaled finished surfaces including decorative paving, seating, shop doorways and windows, and adequate pedestrian lighting. Vehicular access is prohibited

Figure (29). Typical Mid-block Passageway.



Table (20) Mid-block Passageway Requirements\*

(1) Dimensions	
Width	12' min, 50' max
Minimum Length	Block Depth
Minimum Clear Path	5' wide
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Corner, Side
(3) Improvements	
Fully Enclosed Structures	Prohibited, second story and above can encroach the passageway or fully cover it.
Maximum Impervious Surface	N/A
Landscaping	Continuous landscaping strip or potted plants required on both sides of path
Seating	1 per 1,000 sf
Lighting	Required

\*Mid-block passageways shall be privately owned and maintained.

**n. Pocket Park.**

**Intent.** To provide small scale, primarily landscaped active or passive recreation and gathering space for neighborhood residents within walking distance.

Figure (30). Typical Pocket Park.



**2. Pocket Park Requirements**

(1) Dimensions	
Minimum Size (acres)	0.10
Maximum Size (acres)	1
Minimum Dimension (feet)	None
Minimum % of Vehicular ROW Frontage Required	30%
(2) Adjacent Parcels	
Frontage Orientation of Adjacent Parcels	Any
(3) Improvements	
Designated Sports Fields Permitted	Not permitted
Playgrounds Permitted	Permitted
Fully Enclosed Structures Permitted	Not permitted
Maximum Impervious	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Maximum % of Open Water	30%

**o. Conservation Park.**

**Intent.** To provide informal active and passive large-scale conservation amenities to local residents and the greater region. Conservation Parks have all native plantings and are frequently created around an existing natural feature such as a water body or native ecosystem, such as a Cypress Dome. Native habitat is to be mostly undisturbed and enclosed structures are typically conservation education related. Raised boardwalks are often used to provide pedestrian access while protecting sensitive habitat.

Figure (30). Typical Conservation Park.



**Table (21) Conservation Park Requirements**

(1) Dimensions	
Minimum Size (acres)	.20
Maximum Size (acres)	None
Minimum Dimension (feet)	45'
Minimum % of Vehicular ROW Frontage	30%; up to 5 acres; 20% over 5 acres
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Any
(3) Improvements	
Designated Sports Fields	Prohibited
Playgrounds	Prohibited
Fully Enclosed Structures	Permitted, maximum 5% of area
Maximum Impervious Surface	20%
	All native plantings, turf prohibited
Landscaping	1 canopy tree per .01 acres required
	1 understory tree per .01 acres required
Maximum % of Open Water	75%





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# Article V. Site and Building

# Site and Building

## Sec. xxx Site and Building Requirements.

The following table outlines building siting, height, frontage, and roof requirements per transect zone.

Table (22). T6 Core Transect Zone Requirements.		
Site and Building Standards apply to principle and accessory structures.		
	T6 Core A	T6 Core B
<b>a. Building Siting</b> Refer to Figure (32).		
<b>a</b> Frontage Build-to-Zone	5' to 15' <sup>1</sup>	5' to 15' <sup>1</sup>
<b>b</b> Frontage Build-to-Zone Coverage	70% min	70% min
<b>c</b> Minimum Side Setback	0'	0'
<b>d</b> Minimum Rear Setback	5'	5'
Minimum Lot Width	16'	16'
Maximum Lot Width	none	none
Maximum Impervious Coverage	90%	90%
<b>e</b> Parking & Loading Location	Only located in rear lot on alleys or secondary streets. Parking lots shall be screened from primary streets and parking structures require a liner building if fronting a primary street. <sup>2</sup>	Only located in rear lot on alleys or secondary streets. Parking lots shall be screened from primary streets and parking structures require a liner building if fronting a primary street. <sup>2</sup>
<b>f</b> Minimum Liner Building Depth	35'	35'
<b>g</b> Vehicular Access	Permitted only on Alley or other secondary street.	Permitted only on Alley or other secondary street.
<b>b. Height</b> Refer to Figure (33).		
Minimum Overall Height	none	none
<b>h</b> Maximum Overall Height	12 story	6 story
Public Benefit Maximum Height	N/A	8 story
<b>i</b> Ground Story: Minimum Height	10' <sup>3</sup>	10' <sup>3</sup>
<b>c. Frontage</b> Refer to Figure (34).		
Permitted Frontage Types	Refer to Figure (33) Frontage Types.	Refer to Figure (33) Frontage Types.
<b>j</b> Minimum Ground Story Transparency Measured between 2' and 8' above grade	60% <sup>4</sup>	60% <sup>4</sup>
<b>k</b> Minimum Transparency upper stories	25%	25%
<b>l</b> Principal Entrance Location	Facing primary street	Facing primary street
Required Number of Street Entrances	1 per each 75' of frontage	1 per each 75' of frontage
<b>m</b> Horizontal Facade Division	Required on ground story with a minimum height of 8' and maximum height of 24' above grade	Required on ground story with a minimum height of 8' and maximum height of 24' above grade
<b>d. Roof.</b>		
Tower	permitted, maximum height is 50% of base building, maximum of 20% roof area coverage <sup>5</sup>	permitted, maximum height is 50% of base building, maximum of 20% roof area coverage <sup>5</sup>

### Notes

<sup>1</sup> Build-to-Zone may be 0' to 15' when frontage sidewalk is 15' in width or greater.

<sup>2</sup> See Landscape Sec. # for buffer requirements

<sup>3</sup> Ground story minimum height is not required for residential use.

<sup>4</sup> Ground story minimum transparency is not required for ground floor residential uses.

<sup>5</sup> A partial terrace or inhabitable tower is only permitted if reviewed and approved by County staff.

Figure (32). Building Siting.

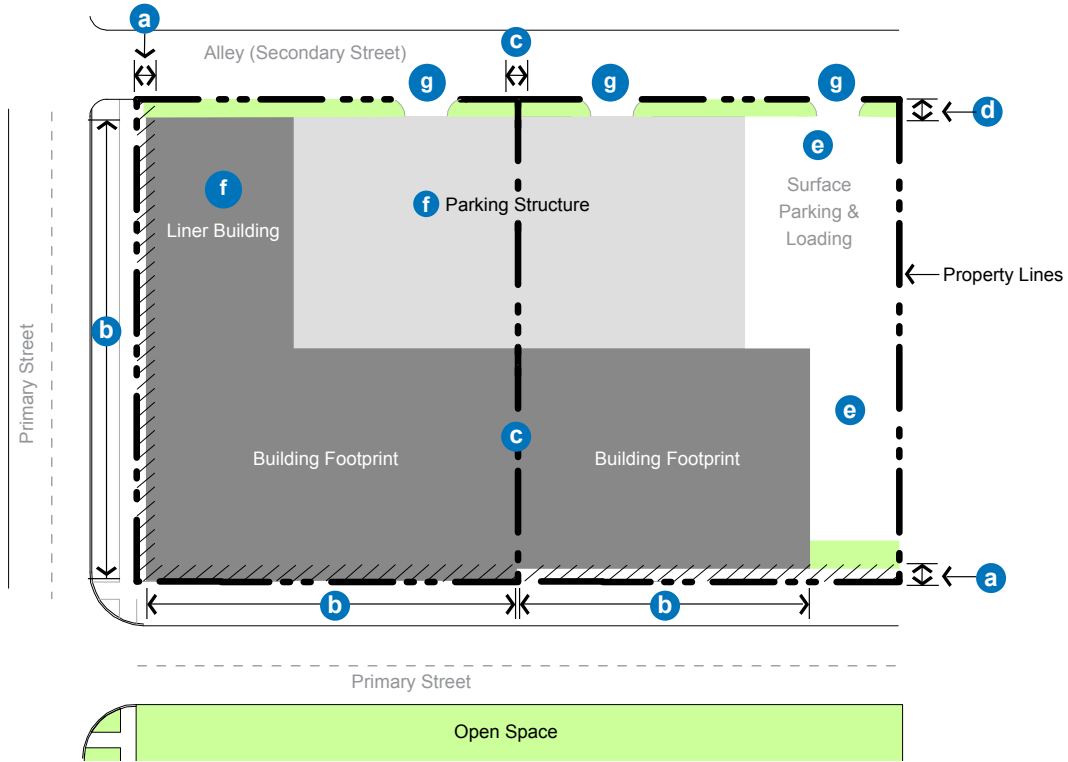


Figure (33). Height Requirements.

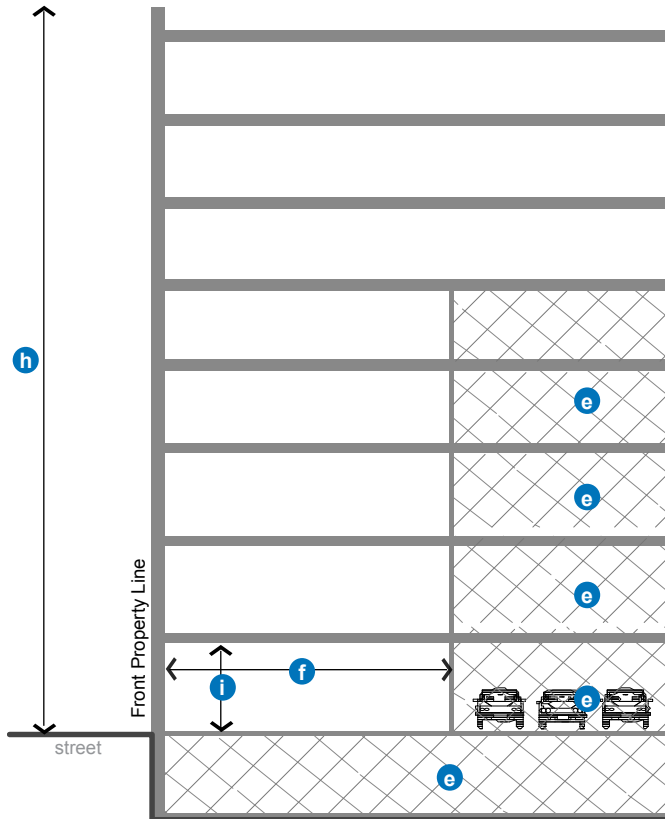
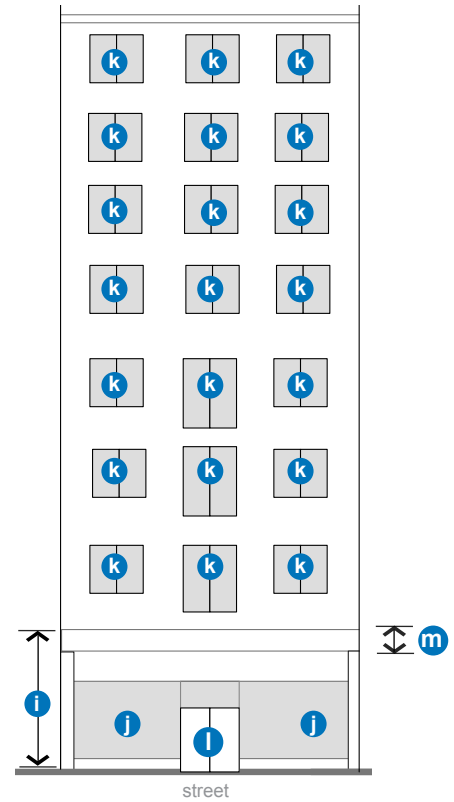


Figure (34). Frontage Requirements.



# Site and Building

**Table (22). T5 Center Transect Zone Requirements.**

Site and Building Standards apply to principle and accessory structures.

	T5 Center A	T5 Center B
<b>a. Building Siting</b> Refer to Figure (32).		
<b>a</b> Frontage Build-to-Zone	5' to 15' <sup>1</sup>	5' to 15' <sup>1</sup>
<b>b</b> Frontage Build-to-Zone Coverage	70% min	70% min
<b>c</b> Minimum Side Setback	0'	0'
<b>d</b> Minimum Rear Setback	5'	5'
Minimum Lot Width	16'	16'
Maximum Lot Width	none	none
Maximum Impervious Coverage	70%	70%
<b>e</b> Parking & Loading Location	Only located in rear lot on alleys or secondary streets. Parking lots shall be screened from primary streets and parking structures require a liner building if fronting a primary street. <sup>2</sup>	Only located in rear lot on alleys or secondary streets. Parking lots shall be screened from primary streets and parking structures require a liner building if fronting a primary street. <sup>2</sup>
<b>f</b> Minimum Liner Building Depth	35'	35'
<b>g</b> Vehicular Access	Permitted only on Alley or other secondary street.	Permitted only on Alley or other secondary street.
<b>b. Height</b> Refer to Figure (33).		
Minimum Overall Height	none	none
<b>h</b> Maximum Overall Height	5 story	4 story
Public Benefit Maximum Height	N/A	N/A
<b>i</b> Ground Story: Minimum Height	10' <sup>3</sup>	10' <sup>3</sup>
<b>c. Frontage</b> Refer to Figure (34).		
Permitted Frontage Types	Refer to Figure (33) Frontage Types.	Refer to Figure (33) Frontage Types.
<b>j</b> Minimum Ground Story Transparency Measured between 2' and 8' above grade	60% <sup>4</sup>	60% <sup>4</sup>
<b>k</b> Minimum Transparency upper stories	25%	25%
<b>l</b> Principal Entrance Location	Facing primary street	Facing primary street
Required Number of Street Entrances	1 per each 75' of frontage	1 per each 75' of frontage
<b>m</b> Horizontal Facade Division	Required on ground story with a minimum height of 8' and maximum height of 12' above grade	Required on ground story with a minimum height of 8' and maximum height of 12' above grade
<b>d. Roof.</b>		
Tower	permitted, maximum height is 50% of base building, maximum of 20% roof area coverage <sup>5</sup>	permitted, maximum height is 50% of base building, maximum of 20% roof area coverage <sup>5</sup>

## Notes

<sup>1</sup> Build-to-Zone may be 0' to 15' when frontage sidewalk is 15' wide or greater.

<sup>2</sup> See Landscape Sec. # for buffer requirements

<sup>3</sup> Ground story minimum height is not required for residential use.

<sup>4</sup> Ground story minimum transparency is not required for residential use.

<sup>5</sup> A partial terrace or inhabitable tower is only permitted if reviewed and approved by County staff.

Figure (32). Building Siting.

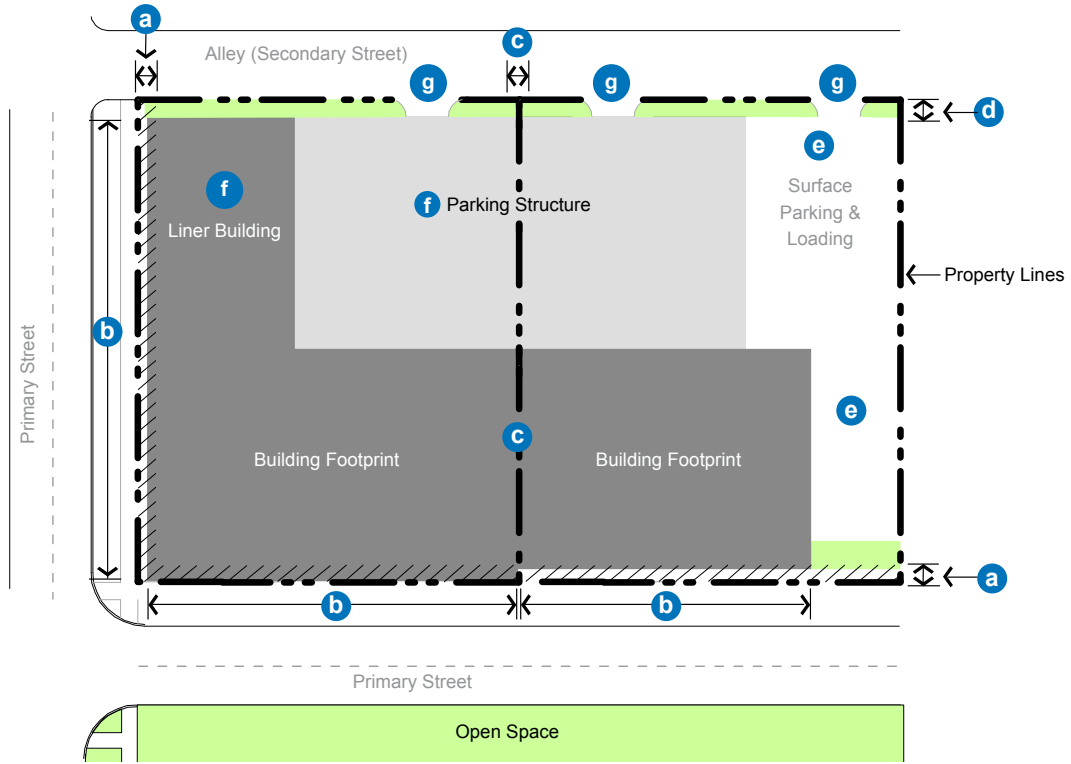


Figure (33). Height Requirements.

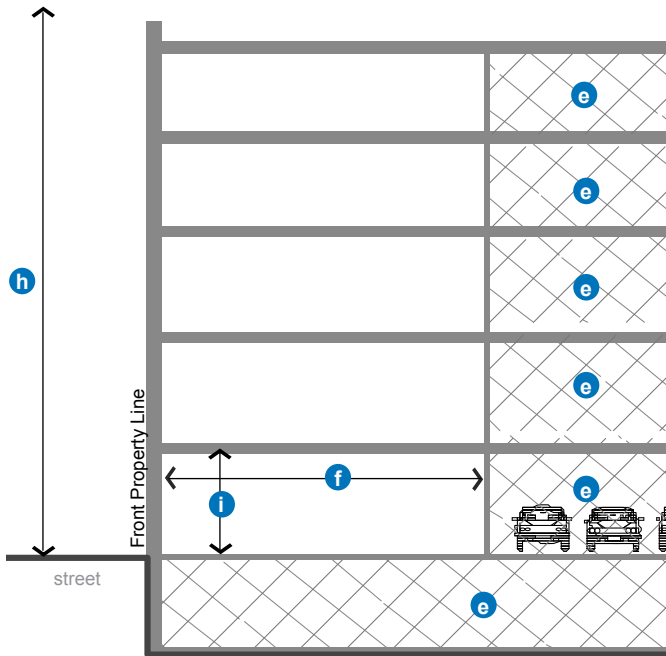
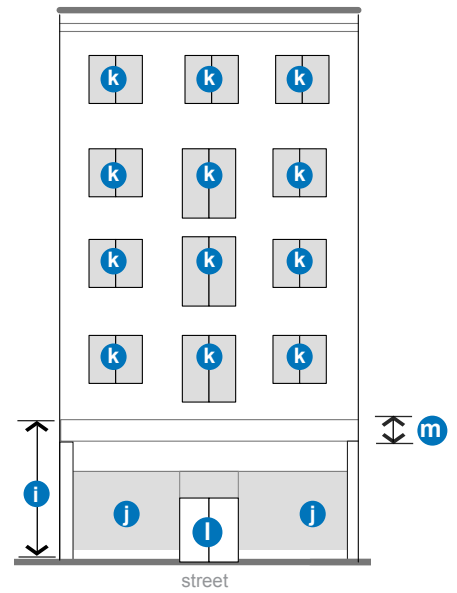


Figure (34). Frontage Requirements.





# Site and Building

**Table (22). T4 Edge Transect Zone Requirements.**

Site and Building Standards apply to principle and accessory structures.

	T4 Edge A	T4 Edge B
<b>a. Building Siting</b> Refer to Figure (32).		
<b>a</b> Frontage Build-to-Zone	5' to 15' <sup>1</sup>	5' to 25'
<b>b</b> Frontage Build-to-Zone Coverage	60% min for lots with a width of 25' or more	
<b>c</b> Minimum Corner Side Setback	5'	
<b>d</b> Minimum Interior Side Setback	0'; 10' between buildings	0'; 15' between buildings
<b>e</b> Minimum Rear Setback	9'	
<b>f</b> Minimum Lot Width	16'	
Maximum Building Width	maximum of 8 attached units or 200', whichever is lesser	maximum of 4 attached units or 100', whichever is lesser
Maximum Impervious Coverage	70%	60%
Parking & Loading Location	Parking lots shall only located in rear lot accessed using alleys or secondary streets and shall be screened from primary streets.	
<b>g</b> Vehicular Access	From alley; if no alley exists, 1 driveway per building per street. Garage, carport or similar structures shall be setback a minimum of 10' behind the building's front facade.	
<b>b. Height</b> Refer to Figure (33).		
<b>h</b> Maximum Overall Height	3.5 story	3 story
Public Benefit Maximum Height	not applicable	not applicable
<b>c. Frontage</b> Refer to Figure (34).		
Permitted Frontage Types	stoop, porch & fence, terrace or lightwell, forecourt, storefront	common yard, stoop, porch & fence, terrace or lightwell, forecourt
<b>j</b> Minimum Ground Story Transparency Measured between 2' and 8' above grade	50% <sup>2</sup>	none
<b>k</b> Minimum Transparency upper stories	25%	25%
<b>l</b> Principal Entrance Location	facing primary streets	facing primary streets
<b>m</b> Horizontal Facade Division	Buildings 3 stories or more shall provide a horizontal facade division at the top of the first story (e.g. expression line or material change)	
<b>d. Roof.</b>		
Tower	permitted, maximum height is 50% of base building, maximum of 20% roof area coverage <sup>3</sup>	

**Notes**

<sup>1</sup> Build-to-Zone may be 0' to 15' when frontage sidewalk is 15' wide or greater.

<sup>2</sup> Ground story minimum transparency is not required for residential use.

<sup>3</sup> A partial terrace or inhabitable tower is only permitted if reviewed and approved by County staff.

Figure (32). Building Siting with Rear Access Attached Garage.

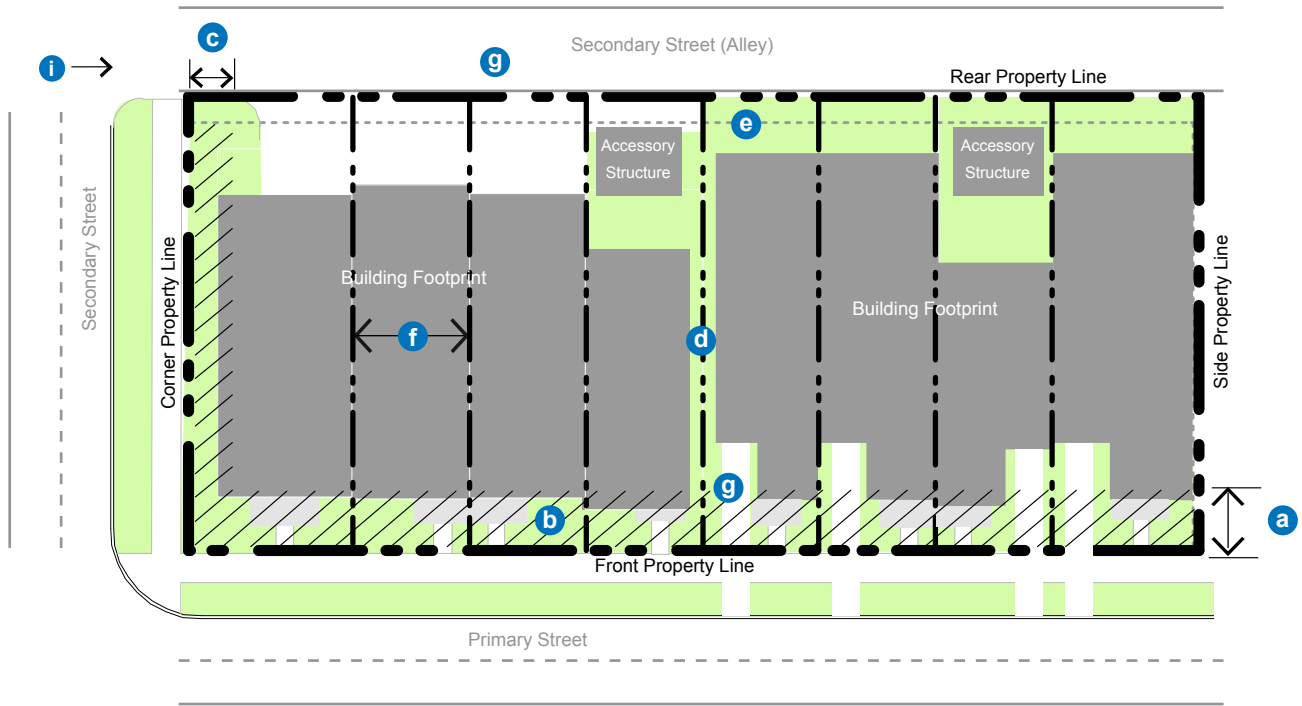


Figure (33). Height Requirements.

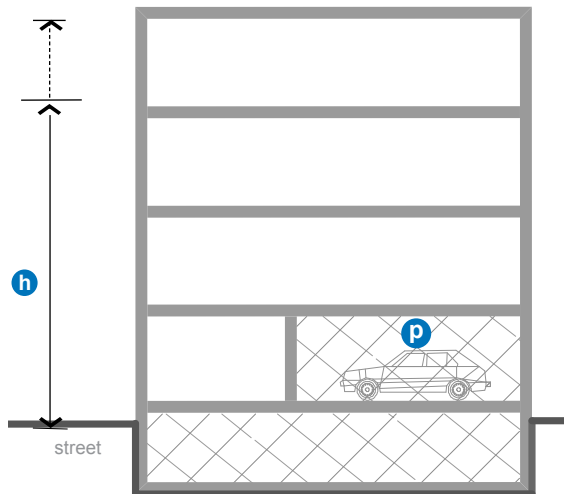


Figure (34). Frontage Requirements.



# Site and Building

Table (22). T3 Suburban Transect Zone Requirements.

		T3 Suburban A
<b>(1) Building Siting</b> Refer to Figure 5.7 (1).		
<b>a</b> Front Setback	Principal Structure	20' minimum <sup>1</sup>
	Accessory Structure	40' minimum
<b>b</b> Minimum Corner Side Setback		10'
<b>c</b> Minimum Interior Side Setback		5'
<b>d</b> Minimum Rear Yard Setback	Principal Structure	20'
	Accessory Structure	5'
<b>e</b> Minimum Lot Width		50'
<b>e</b> Maximum Lot Width		100'
<b>f</b> Maximum Impervious Coverage		60%
<b>g</b> Parking Location		rear/front/side/corner
<b>g</b> Vehicular Access		From alley; if no alley exists, 1 driveway per building per street. Garage, carport or similar structures shall be setback at least 5' past the Frontage Build-to-Zone.
<b>(2) Height</b> Refer to Figure 5.7 (2).		
<b>h</b> Maximum Overall Height	Principal Structure	3 stories
	Accessory Structure	2.5 stories
<b>(4) Frontage Requirements</b>		
<b>i</b> Minimum Transparency per each Story		none
<b>i</b> Permitted Frontage Types		Stoop, porch
<b>j</b> Principal Entrance Location per Unit		front, corner, or corner side facade

## Notes

<sup>1</sup> Awning and porches may encroach into the setback up to 10', provided they are not fully enclosed (screen material and half walls are permitted).

<sup>3</sup> A partial terrace or inhabitable tower is only permitted if reviewed and approved by County staff.

Figure (32). Site and Building Requirements for T3.

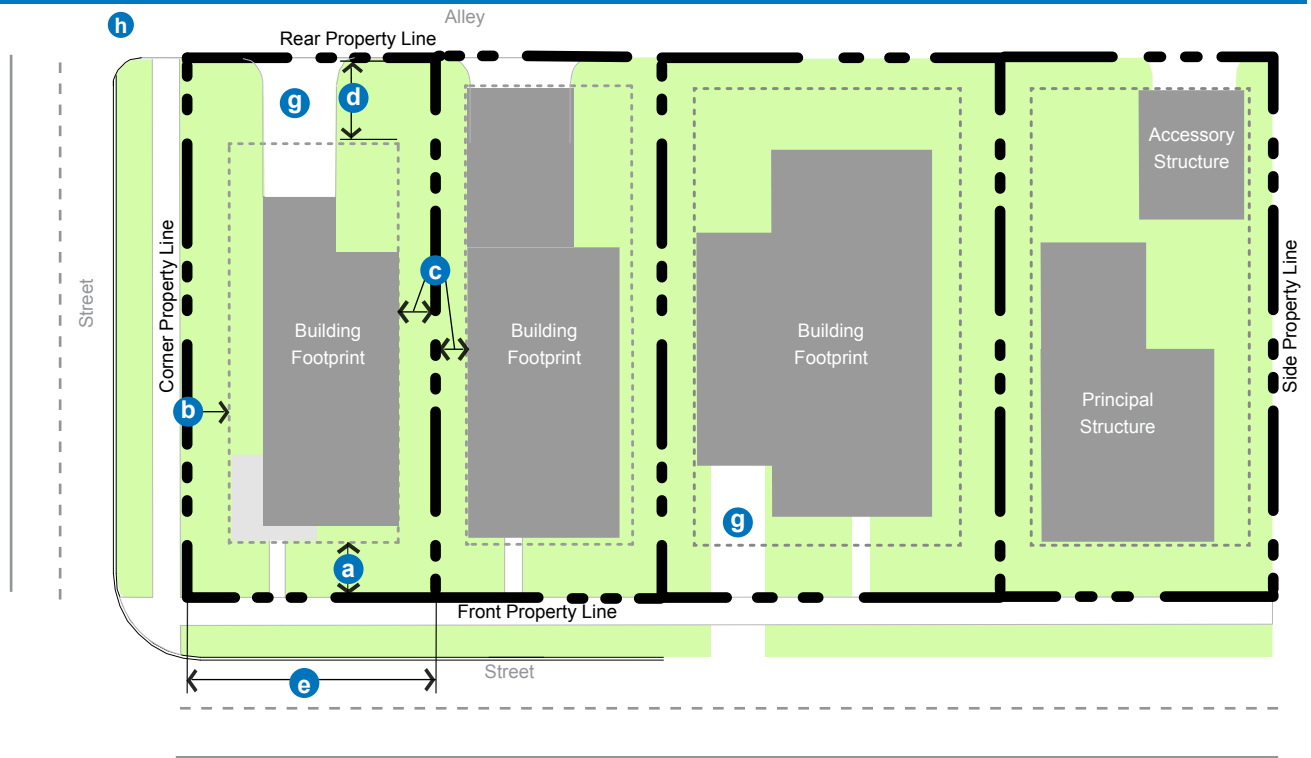
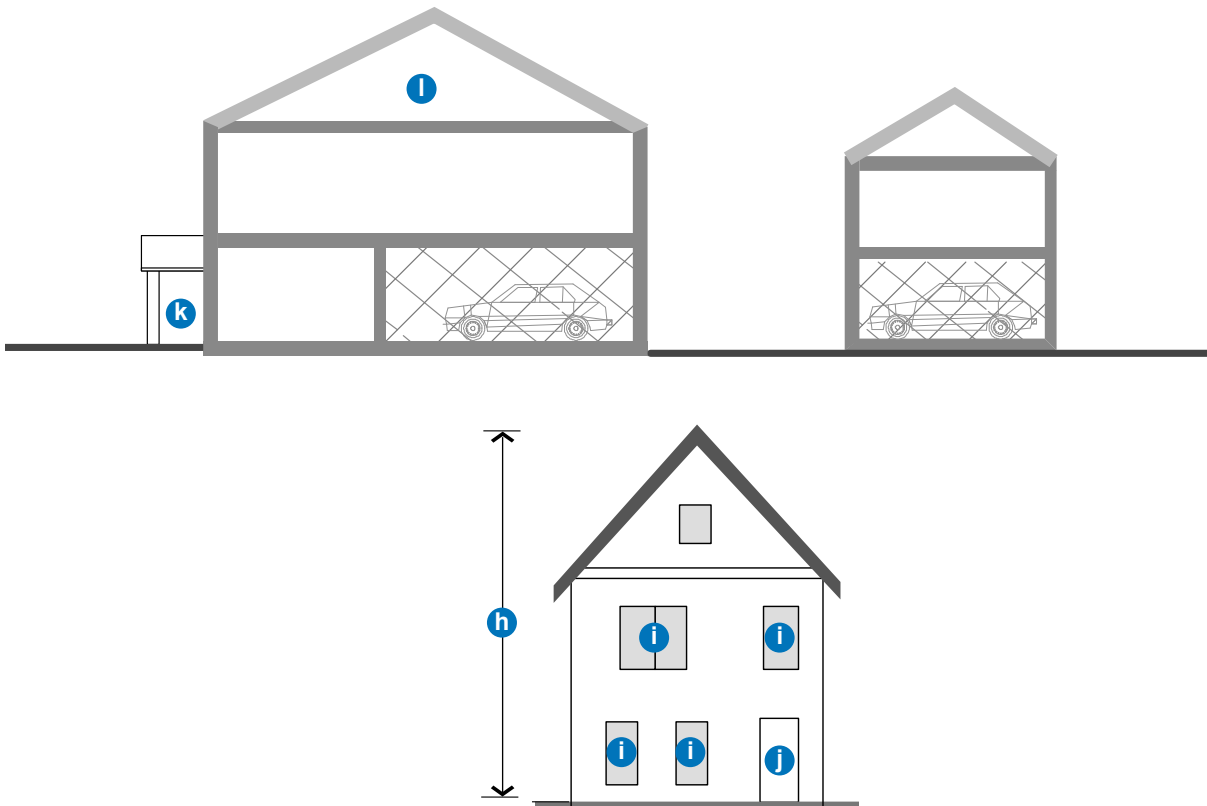


Figure (34). Site and Building Detail for T3.



# Site and Building

## a. Building Siting.

The following explains Building Siting requirements for each Transect, see Table (22). Figure (32) illustrates siting requirements.

- (1) **Frontage Build-to-Zone.** The build-to-zone or setback parallel to the front property line. Building components, such as awnings, balconies, colonnades, or signage, are permitted to encroach into the Build-to-Zone. All build-to-zone and setback areas not required to be covered by building facade must contain either landscape, patio space, or sidewalk space.
- (2) **Frontage Build-to-Zone Coverage.** Measurement defining the minimum required percentage of an occupiable building's facade that must front primary streets. The required percentage shall be measured as the width of the primary structure(s) within the Build-To-Zone divided by the total width of all lot lines parallel to primary streets. Non-occupiable structures, such as parking structures, do not count towards this requirement.
- (3) **Occupation of Corner.** Occupying the intersection of the front and corner build-to-zone with a principal structure.
- (4) **Rear Setback.** The minimum required setback along a rear property line.
- (5) **Side Setback.** The minimum required setback along a side property line not facing a primary street or mid-block passageway.
- (6) **Minimum & Maximum Lot.** The minimum and maximum width of a lot, measured at or parallel to the front property line.
- (7) **Maximum Impervious Coverage.** The maximum percentage of a lot permitted to be covered by principal structures, accessory structures, pavement, and other impervious surfaces.
- (8) **Parking & Loading Location.** The area on the lot in which surface parking, detached garage, attached garage door access, loading and unloading, and associated driveway is permitted.
- (9) **Liner Building.** A building specifically designed to mask a parking lot, parking structure or amusement uses from the primary streets.
- (10) **Vehicular Access.** The permitted means of vehicular ingress and egress to the lot.

## b. Height

The following explains Height requirements for each Transect, see Table (22). Minimum height standards are detailed below as a means of providing pedestrian enclosure, illustrated in Figure (35). Height shall be measured in stories. See Figure (33) for an example of a how to measure the Height Requirements.

- (1) **Minimum Overall Height.** The minimum overall height for the building shall be measured in number of stories located within the Build-to-Zone along primary streets; stories above the required minimum height may be setback outside of the Build-to-Zone.
- (2) **Maximum Overall Height.** The sum of a building's total number of stories.

- (3) **Ground Story and Upper Story Height.** Each transect includes a permitted range of height in feet for each story. Story height is measured in feet between the floor of a story to the floor of the story above it.

## c. Public Benefit Height Bonus Program

The Public Benefit Height Bonus Program (PBHB) allows additional building height in exchange for contribution to specified programs that provide benefits to the public. The height bonus shall be permitted if the proposed development contributes to specific public benefits in the amount and manner set forth herein.

- (1) A height bonus shall be permitted in exchange for the following public benefit contributions:
  - (A) Leadership in Energy and Environmental Design (LEED) certification of individual buildings;
  - (B) LEED for Neighborhood Development certification;
  - (C) Inclusionary Housing.
- (2) Bonus Height Standards
  - (A) Upon providing a binding commitment for the specified public benefit, the proposed development project shall be allowed to build within the restrictions of the zone, up to the Public Benefit Maximum Height as established within this section.
  - (B) Additional development rights achieved through the PBHB may be transferred to another site one time to one receiving site, provided the transferred height does not exceed the Public Benefit Maximum Height of the receiving sites applicable zone. By right height may not be transferred; only bonus height received through the BHP may be transferred.
  - (C) Height bonus transfers requests shall be reviewed based the sending sites proposed development, not the receiving site.
  - (D) No building permit shall be issued for a height bonus until the Planning Division has certified compliance with the provisions of this section, upon referral and assurance of compliance from applicable departments.
- (3) **Inclusionary Housing.** The intent of the Inclusionary Housing special benefit program established in this section is to facilitate the development of high quality, diverse, and affordable housing in the county by providing development incentives, including height bonus and parking credits.
  - (A) As a pre-requisite to qualify as a Inclusionary Housing Development eligible for any of the special benefits, the applicant shall submit the following to the Planning Division:
    - (i) Certification by the Orange County Housing Division that the proposed mixed income development will provide a minimum of fifteen percent (15%) of the dwelling units as affordable housing serving residents at or below sixty percent (60%) of the area median income (AMI) as published by the United States Department of Housing and Urban Development annually; or that the proposed mixed income development provides at least ten percent (10%) of the units as affordable housing serving residents



- 
- at or below fifty percent (50%) of AMI.
- (ii) Site plan note confirming the development is not age restricted.
  - (iii) A covenant recorded with the land and found acceptable to Orange County that confirms the property will meet the criteria in subsection (a) above for a period of no less than thirty (30) years from the date of the issuance of a final Certificate of Occupancy.



# Site and Building

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## c. Frontage

The following explains Frontage requirements for each Transect, see Figure (33). Frontages include the full linear length of building facades facing any open space type or any primary street, including corner facades. Architectural appendages, including but not limited to, porte cocheres and awnings, are permitted in conjunction with any frontage type. Awning and porches may encroach into the setback up to 10', provided they are not fully enclosed (screen material and half walls are permitted). The rear or side lot facades are not required to meet these standards.

- (1) **Frontage Types.** The Frontage Type(s) permitted for a given Transect. Frontage types guide the design of the ground story and visible basement of all buildings to relate appropriately to pedestrians on the street. For T4, T5 and T6 zones, alternative frontage types, meeting the principal entrance location and ground floor transparency, may be presented to the Planning and Zoning Managers for approval.
- (2) **Principal Entrance Location.** Principal entrances shall be located on frontages facing primary streets to optimize pedestrian access.
- (3) **Required Number of Street Entrances.** The minimum number of and maximum spacing between entrances on the ground story.
- (4) **Horizontal Facade Divisions.** The use of a horizontally oriented expression line, awning, or other form to divide portions of the facade into horizontal divisions.
- (5) **Ground Story Transparency.** Transparency includes windows and glass doors that are highly transparent with low reflectance. Mullions are also included. Ground story transparency shall be measured between two feet and eight feet from the average grade at the base of the front facade facing primary streets. A general Minimum Transparency requirement shall be measured from floor to floor of each story.

Figure (33). Frontage Types

	SECTION VIEW	PLAN VIEW	
	PRIVATE LOT ▶	▶ PUBLIC R.O.W.	PRIVATE LOT ▶
	▶ PUBLIC R.O.W.	▶ PUBLIC R.O.W.	▶ PUBLIC R.O.W.
<p><b>a. Common Yard:</b> a planted Frontage wherein the building is set back substantially from the property line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep Setback provides a buffer from the higher speed thoroughfares.</p>			T2 T3
<p><b>b. Porch &amp; Fence:</b> a planted Frontage wherein the building is set back from the property line with an attached porch permitted to encroach. An optional fence at the property line helps define the street. Porches shall be no less than 6 feet deep.</p>			T3 T4
<p><b>c. Terrace or Lightwell:</b> a Frontage wherein the building is set back from the property line by an elevated terrace or a sunken lightwell. This buffers residential use from busy sidewalks and protects the private yard from public encroachment. Terraces are suitable for conversion to outdoor cafes if a change in use occurs.</p>			T4 T5
<p><b>d. Forecourt:</b> a Frontage wherein a portion of the building is close to the property line and the central portion is set back. The Forecourt created can be suitable for vehicular drop-offs as well. Forecourts should be used in conjunction with other Frontage Types. Large trees within the Forecourts may overhang the sidewalks.</p>			T4 T5 T6
<p><b>e. Stoop:</b> a Frontage wherein the Facade is aligned close to the property line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.</p>			T4 T5 T6
<p><b>f. Storefront:</b> a Frontage wherein the Facade is aligned close to the property line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial transparency on the sidewalk level and an awning that may overlap the Sidewalk to within 2 feet of the curb.</p>			T4 T5 T6
<p><b>g. Gallery:</b> a Frontage wherein the Facade is aligned close to the property line with an attached column-supported cover or a lightweight colonnade overhanging the sidewalk. This type is conventional for retail use. The Gallery shall be no less than 10 feet wide and may overlap the sidewalk to within 2 feet of the Curb.</p>			T4 T5 T6
<p><b>h. Arcade:</b> a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within 2 feet of the Curb. See Table 8.</p>			T5 T6





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## Article VI. Uses

## Sec. xxx Uses.

### a. General Provisions.

The following general provisions apply to the uses outlined in this section.

- (1) A lot may contain more than one use.
- (2) Each of the uses may function as either a principal use or accessory use on a lot, unless otherwise specified.
- (3) Uses are either permitted by-right in a Transect or permitted by-right with additional standards.
- (4) Each use may have both indoor and outdoor facilities, unless otherwise specified.

### b. Organization.

The uses are grouped into general categories, which may contain lists of additional uses or clusters of uses.


- (1) Unlisted Similar Use. If a use is not listed but is similar in nature and impact to a use permitted within a Transect, the Planning and Zoning Managers may interpret the use as permitted. The Planning and Zoning Managers may refer to the the North American Industry Classification System (NAICS) for use interpretation. The unlisted use will be subject to any additional standards applicable to the similar permitted use.
- (2) Unlisted Dissimilar Use. If a use is not listed and cannot be interpreted as similar in nature and impact to a permitted use, the use may only be permitted if submitted to the DRC for recommendation of approval or denial and approved by the BCC.

### c. Use Table.

Table (26). Uses by Transect outlines the permitted uses in each Transect. Each use is given one of the following designations for each Transect in which that use is permitted.

- (1) **Permitted ("P").** These uses are permitted by-right in the Transects in which they are listed.
- (2) **Permitted with Additional Standards ("P\*").** These uses are permitted with additional standards listed in this section.
- (3) Listed uses that are prohibited in the Transect are indicated by a blank space.

Table (26) Uses by Zone.

Uses	Zones							
	T6 B	T6 B	T5A	T5B	T4 A	T4 B	T3A	SZ Civic
								
<b>Residential &amp; Hospitality</b>								
Multifamily Residential	P	P	P	P	P	P	P	
Townhomes/Single Family Attached	P	P	P	P	P	P	P	
Live/Works	P*	P*	P*	P*	P*	S	S	
Single Family Detached						P	P	
Accessory Dwelling Unit	P	P	P	P	P	P	P	
Short Term Rental	P	P	P	P	P	S	S	
Hotel, Resort & Inn	P	P	P	P	P			
Residential Care	P	P	P	P	P	S		
<b>Civic</b>								
Assembly	P	P	P	P	P			P
Hospital & Clinic	P	P	P	P				P
Library/Museum/Post Office	P	P	P	P	P	P	P	P
Law Enforcement & Fire	P	P	P	P	P			P
School	P	P	P	P	P	P	P	P
<b>Retail</b>								
Neighborhood Retail - Table (27)	P	P	P	P	P	S		
General Retail - Table (28)	P	P	P	P				
Craftsman Retail - Table (29)	P*	P*	P	P	P			
<b>Service</b>								
Neighborhood Service - Table (30)	P	P	P	P	P			
General Service - Table (31)	P	P	P	P				
<b>Office</b>								
Office	P	P	P	P	P	S		
<b>Infrastructure</b>								
Communication Tower	P*	P*	P*	P*				
<b>Accessory Uses</b>								
Home Occupation	P	P	P	P	P	S		
Amusement Supportive Industrial								
<b>Amusement</b>								
Recreation Indoor - Table (32)	P*	P*	P*	P*				
Recreation Outdoor - Table (33)	P*	P*	P*	P*				
Amusement Ride - Table (34)	P*	P*						
<b>Industrial</b>								
Light Industrial			P*					
Heavy Industrial								

**KEY**

- P Permitted
- P\* Permitted with Additional Standards
- S Special Exception

**Table (27). Neighborhood Retail Uses.**

Neighborhood uses occupy less than 12,000 sf.

- Alcohol Sales (off-site consumption)
- Antique Shop
- Apparel & Accessory Store
- Art & Education Supplies
- Bakery, Retail
- Bicycle Sales & Repair
- Book, Magazine,  
& Newspaper Store (Indoor/Outdoor)
- Building Materials, Hardware,  
and Garden Supply
- Camera & Photo Supply Store
- China & Glassware Shop
- Convenience Store
- Drug Store/Pharmacy
- Fabric & Craft Store
- Florist
- Gift, Novelty, & Souvenir Shop
- Grocery Store
- Hardware Store
- Hobby Shop
- Jewelry Sales & Repair
- Luggage & Leather Goods
- Music Store
- Musical Instrument Repair & Sales
- Office Supply
- Optical Goods
- Paint & Wallpaper
- Party Supply Shop
- Pet & Pet Supply
- Specialty Food Market (Butcher,  
Candy, Fish Market, Produce, etc.)
- Sporting Goods Sales & Rental
- Stationary & Paper Store
- Toy Shop
- Video/Game Sales & Rental

**Table (28). General Retail Uses.**

Includes Neighborhood Retail uses occupying greater than 12,000 sf.

- Appliance & Electronic Sales & Service
- Automotive Rental
- Automotive Supply (no service)
- Computer Software Sales & Leasing
- Department Store
- Home Furnishings & Accessories Sales  
& Rentals
- Medical Supply Store, Sales & Rental
- Motorcycle & Motor Scooter Sales
- Heating, Air Conditioning & Plumbing  
Supplies, Sales, & Service
- Cabinet Supply (display only)
- Machine Sales and Rental
- Agriculture Equipment and  
Supply
- Electrical Supplies
- Merchandise Vending Machine  
Operators

**d. Definition of Uses and Additional Standards.**

The following defines uses and provides additional standards for uses with a “P\*” in Table (26) Uses By Transect.

**(1) Residential and Hospitality Uses.**

A category of uses that include several residence types.

- (A) **Residential.** One or more dwelling units located within the principal structure of a lot, in which the units may or may not share a common wall with the adjacent (horizontally or vertically) unit or have individual entrances from the outside. In a live/work unit, the use is required to meet the following standards.
  - (i) **Hour of Operation.** Permitted hours of operation are 6:00 AM to 9:00 PM.
  - (ii) **Entrances.** Separate entrances must be provided for business and dwelling.
  - (iii) **Signage.** Refer to Ch. 31.5 for signage requirements.
  - (iv) **Percentage of Non-Residential.** In no case shall the square footage of the non-residential use exceed 49% of any units net living area.
- (B) **Short Term Rental.** A facility or dwelling where the length of stay under the rental or lease arrangement is one hundred seventy-nine (179) days or less. Examples of nonresidential uses requiring short-term rental include time-shares, condominium hotels, resort residential, resort villa, and transient rental.
- (C) **Hotel, Resort & Inn.** A facility offering temporary lodging to the general public consisting of sleeping rooms with or without in-room kitchen facilities. Secondary uses may also be provided, including but not limited to, restaurants, conference space, meeting rooms, resort amenities and entertainment venues. Secondary uses are encouraged to be located near active street frontage. Hotel rooms shall be accessed from the interior of the building.
- (D) **Residential Care.** A facility offering temporary or permanent lodging to the general public consisting of an unlimited number of sleeping rooms with or without in-room kitchen facilities. Residential care includes such uses as independent and assisted living facilities, nursing homes, residential care homes, and transitional treatment facilities. Assistance with daily activities may be provided for residents. Secondary service uses may also be provided, such as restaurants and meeting rooms. Rooms shall be accessed from the interior of the building.

**(2) Civic Uses.**

A category of uses related to fulfilling the needs of day-to-day community life including assembly, public services, educational facilities, and hospitals.

- (A) **Assembly.** A facility that has organized services, meetings, or programs to benefit, educate, entertain, or promote discourse amongst the residents of the community in a public or private setting. Assembly includes such uses as a community center, private clubs and lodges.
- (B) **Hospital & Clinic.** A licensed institution providing medical care and



**Table (29).Craftsman Retail Uses.**

Apparel & Finished Fabric Products  
Aquaponics and Aquaculture, no Processing  
Artist Studio  
Bakery & Confections  
Beverages, including Beer, Wine, Liquor, Soft Drinks, Coffee  
Botanical Products  
Brooms & Brushes  
Canning & Preserving Food  
Commercial Scale Copying & Printing  
Construction Special Trade Contractors  
Cut Stone & Cast Stone  
Dairy Products  
Electronics Assembly  
Engraving  
Electrical Fixtures  
Fabricated Metal Products  
Film Making  
Furniture & Fixtures  
Glass  
Greenhouse  
Household Textiles  
Ice  
Jewelry, Watches, Clocks, & Silverware  
Leather Products  
Meat & Fish Products, no Processing  
Musical Instruments & Parts  
Pasta  
Pottery, Ceramics, & Related Products  
Printing, Publishing & Allied Industries  
Shoes & Boots, manufacturing and repair  
Signs & Advertising  
Small Goods Manufacturing  
Seamstress  
Taxidermy  
Textile, Fabric, Cloth  
Toys & Athletic Goods  
Upholstery  
Woodworking

**Table (31).General Service Uses.**

Includes Neighborhood Service uses occupying greater than 12,000 sf.  
Animal Boarding (interior only)  
Concert Hall  
Exterminating & Disinfecting Service  
Funeral Home  
Private Museums & Exhibits  
Repair of Small Goods & Electronics

**Table (32). Recreational Indoor Uses.**

Arcade & Game Rooms  
Batting Cage  
Billiard Parlor  
Bowling Lane  
Discotheque  
Tennis & Racketball  
Skating Rink

**Table (30). Neighborhood Service Uses.**

Neighborhood uses occupy less than 12,000 sf.

Bank or other Financial Service  
Barber shops  
Bars and Clubs  
Beauty Salons  
Catering  
Counseling  
Clothing & Costume Rental  
Day Care, Adult or Child  
Dry Cleaning & Laundry  
Emergency Care Clinic  
Fitness, Dance Studio, & Gym  
Framing  
Home Furniture & Equipment Repair  
Locksmith  
Mailing Services  
Microbrewery  
Pet Grooming  
Photocopying & Printing  
Photography Studio & Supplies  
(on-site processing permitted)  
Restaurants (refer to state law for alcoholic beverage requests)  
Theater  
Travel Agency & Tour Operator  
Veterinarian without outside runs

**Table (33). Recreation Outdoors Uses.**

Athletic Facilities  
Aquatic Facilities  
Batting Cages  
Golf Driving Ranges  
Golf Courses  
Go-cart tracks  
Miniature Golf

**Table (34) Typical Amusement Ride Uses.**

Carousel  
Drop Tower  
Pendulum Ride  
Roller Coasters  
Swing Ride  
Train Ride  
Water Ride



health services to the community. These services may be located in one building or clustered in several buildings and may include laboratories, in- and out-patient facilities, training facilities, medical offices, staff residences, food service, pharmacies, and gift shop.

- (C) **Library/Museum.** A structure open to the general public housing educational, cultural, artistic, or historic information, resources, and exhibits. Food service and a gift shop may be permitted as accessory uses.
- (D) **Law Enforcement and Fire.** A facility providing public safety and emergency services; training facilities, locker rooms, and limited overnight accommodations may also be included. The facilities shall be housed in a permitted building, but shall have the following additional allowances:
  - (i) Garage doors are permitted on the front facade.
  - (ii) Exempt from maximum driveway widths.
- (E) **Post Office.** A publicly accessed facility for the selling of supplies and mail related products and the collection and distribution of mail and packages.
- (F) **School.** A public or private education facility with classrooms and offices, that may also include associated indoor facilities such as student housing, ball courts, gymnasium, theater, and food service.

### **(3) Retail Uses.**

A category of uses involving the sale of goods or merchandise to the general public for personal or household consumption.

- (A) **Neighborhood Retail.** A use in this category occupies a space of less than 12,000 square feet. Neighborhood retail includes such uses as those listed in Table (27). Typical Neighborhood Retail Uses.
- (B) **General Retail.** A use in this category includes all Neighborhood Retail uses occupying a space of greater than 12,000 square feet and such uses as those listed in Table (28). Typical General Retail Uses.
- (C) **Outdoor Sales or Display.** Outdoor sales or display of merchandise is not permitted unless approved by the Planning and Zoning Managers. Outdoor seating for eating or drinking establishments, or displays of merchandise directly in front of a retail establishment shall provide a minimum clearance of five feet for pedestrians.

### **(4) Craftsman Retail.**

A use involving small scale manufacturing, production, assembly, and/or repair with little to no noxious by-products that includes a showroom or small retail outlet. Craftsman retail includes such uses as those found in Table (29). This use may also include associated facilities such as offices and small scale warehousing where distribution is limited. The maximum overall gross floor area is limited to 12,000 square feet. In the Transects where a craftsman retail use is permitted with additional standards, the following apply:

- (A) A minimum 20% of gross floor area shall be dedicated to a

showroom adjacent to a Primary Street and directly accessible through the principal entrance.

- (B) Outdoor manufacturing activities and storage of goods are prohibited.

### **(5) Service.**

A category of uses that provide patrons services and limited retail products related to those services. Visibility and accessibility are important to these uses, as most patrons do not utilize scheduled appointments.

- (A) **Neighborhood Service.** A use in this category occupies a space of less than 12,000 square feet. Neighborhood service includes such uses as those listed in Table (30).
- (B) **General Service.** A use in this category includes all Neighborhood Service uses occupying a space of greater than 12,000 square feet and such uses as those listed in Table (31).

### **(6) Office Uses.**

A room, studio, suite or building in which a person transacts business or carries out a stated occupation. However, this term does not include any facility involving manufacturing, fabrication, production, processing, assembling, cleaning, testing, repair or storage of materials, goods and products; or the sale or delivery of any materials, goods or products which are physically located on the premises.

### **(7) Infrastructure.**

A use involving communication towers, including cell towers, shall meet all standards outlined in the code. Communication towers shall be located on the top of buildings, and are prohibited on buildings less than 4 stories in Zones permitting communication towers with additional standards.

### **(8) Accessory Uses.**

A category of uses that are not permitted to serve as the principal use on a zoning lot.

- (A) **Home Occupation.** An occupational use that is clearly subordinate to the principal use as a residence and does not require any alteration to the exterior of a building.

### **(9) Industrial Uses.**

A category of uses that are permitted for the purpose of manufacturing, processing, finishing and storing a variety of goods and equipment.

- (A) **Light Industrial.** The processing or manufacturing of finished products or parts from previously prepared materials including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales, and distribution of such products, provided that all manufacturing processes are contained entirely within a fully enclosed building. Any heat, glare, dust, smoke, fumes, odors, or vibration are confined to

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the building. A light industrial use may include a showroom or ancillary sales of products related to the items manufactured on-site. In the Transects where Light Industrial is permitted, with additional standards, the following apply:

- (i) Open storage of equipment, materials or commodities shall be limited to the rear of the lot and fully screened as described in the Table L9 and L10 of Article VIII. Landscape. The buffer shall follow the SZ - Industrial requirements. Chain link fences are not permitted.
  - (ii) Parking for commercial or passenger vehicles shall be limited to the rear of the lot.
  - (iii) Residential and Hospitality uses proposed to be within the same building of the Light Industrial use, require a Special Exception.
  - (iv) The height of the industrial use shall not exceed 4 stories or 50 feet, whichever is lesser. Building appendages taller than 50 feet require a Special Exception.
  - (v) The proposed use shall be reviewed by the Environmental Protection Division for compliance with environmental regulations.
- (B) **Heavy Industrial.** The processing, manufacturing, or compounding of materials, products, or energy, or any industrial activities which because of their scale or method of operation regularly produce noise, heat, glare, dust, smoke, fumes, odors, vibration, or other external impacts detectable beyond the lot lines of the property. Heavy industrial uses may regularly employ hazardous material or procedures or produce hazardous by-products, include outdoor storage areas, and may have activities that take place outside of structures.





## **e. Prohibited Use Overlays.**

The following list of uses are prohibited within the Pine Castle District except as may be expressly provided elsewhere in this code.

**Table (35). Pine Castle Prohibited Uses.**

- (1) Labor pools and labor halls, as defined by F.S. § 448.22(1) and (3), respectively;
- (2) Any business in which a material part of its services includes loans 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;
- (3) Any business commonly known as “check cashing,” or any business in which a material part of its services includes 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;
- (4) Pawnshops, as defined by F.S. § 539.001(2)(1);
- (5) Bail bond agencies, as defined by F.S. § 648.25(1);
- (6) Flea markets, except for those operating in conjunction with not-for-profit functions;
- (7) Bottle clubs, as defined by this chapter.
- (8) New and used automobile sales.
- (9) Outdoor display or storage as a primary use.





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## **Article VII. Off-street Parking and Loading**

# Off-street Parking and Loading

## Sec. xxx Off-street Parking and Loading.

### a. Intent.

The following provisions are established to accomplish the following:

- (1) Ensure an appropriate level of vehicle parking, loading, and storage to support a variety of land uses.
- (2) Provide appropriate site design standards to mitigate the impacts of parking lots on adjacent land uses.
- (3) Provide specifications for vehicular site access.

### b. Applicability.

This section shall apply to all new development in the County.

- (1) **Compliance.** Compliance with the standards outlined shall be attained in the following circumstances:
  - (A) Development of all new parking facilities, loading facilities, and driveways.
  - (B) Improvements to existing parking facilities, loading facilities, and driveways, including reconfiguration, enlargement, or the addition of curbs, walkways, fencing, or landscape installation.
- (2) **Damage or Destruction.** When a use that has been damaged or destroyed by fire, collapse, explosion, or other cause is reestablished, any associated off-street parking spaces or loading facilities must be reestablished based on the requirements of this section.
- (3) **Site Plan Approval Required.** Parking quantities and parking design and layout shall be approved through the Site Plan Approval process.

### c. Vehicular and Bicycle Parking Requirements.

Table (36) outlines the required off-street vehicular and bicycle parking requirements.

- (1) **Organized by Use.** The parking requirements are organized by use, in a similar fashion to Table (26) Uses By Transect. Parking rates are provided for general use categories; these numbers are applicable for all of the uses within these categories.
- (2) **Vehicular Spaces Required.** The vehicular spaces required column indicates the required off-street parking ratio, which may be subject to credits and other reductions and a maximum number, as are detailed in this section.
 

Outdoor patio seating, or similar use, is counted towards gross square footage.
- (3) **Maximum Allowable Vehicular Spaces.** When a use requires more than 20 spaces, it is not permitted to provide surface parking greater than 25% over the minimum parking requirement. There is no cap on structured parking spaces.
- (4) **Required Bicycle Parking.** Table (36) indicates the minimum bicycle parking ratio for a given use.

- (5) **Required Accessible Parking.** Parking facilities accessible for persons with disabilities shall be in compliance with or better than the standards detailed in the Florida Accessibility Code, including quantity, size, location, and accessibility.

**Table (36) Required Off-street Vehicular and Bicycle Parking.**

Use	Minimum Vehicle Spaces <sup>1</sup>	Minimum Bicycle Spaces <sup>2</sup>
Single Family Residential	2 / Dwelling Unit	none required
Multifamily Residential	1 Bedroom: 1 / Dwelling Unit, 2 Bedroom and above: 2 / Dwelling Unit	1 / Dwelling Unit
Townhomes	2/ Dwelling Unit	1 / Dwelling Unit
Hospitality	1 / 1.5 Room	2 / 10 vehicular spaces
Civic	1 / 200 gross sq. ft.	Minimum 2 spaces, 1 / additional 5,000 sf
Retail & Service	1 / 200 gross sq. ft.	Minimum 2 spaces, 1 / additional 5,000 sf
Restaurant	1 / 4 seats	Minimum 2 spaces, 1 / additional 5,000 sf
Amusement	1 / 3 patrons, plus 1 / employee	2 / 10 vehicular spaces
Office	1 / 250 gross sq. ft.	Minimum 2 spaces, 1 / additional 10,000 sf
Industrial	1 / 25,000 gross sq. ft.	Minimum 2 spaces, 1 / additional 30,000 sf

#### Notes

<sup>1</sup> Refer to Sec. xxx c. (3) Maximum Allowable Vehicular Spaces.

<sup>2</sup> In no case shall any development require more than 15 bicycle spaces.



**d. Parking Reductions and Credits.**

Vehicular parking standards in Table (36) may be reduced by achieving one or all of the following reductions and credits.

- (1) **Cooperative Vehicular Parking.** When two or more categories of uses share a parking lot and are located on the same lot or adjacent lots, the following applies:
  - (A) **General Provisions.** Cooperative parking will be approved in accordance with the following. Refer to Table (37) Cooperative Parking Factors.
    - (i) Calculate the number of spaces required for all uses to obtain a grand total of required spaces.
    - (ii) Divide the total number of required spaces by the appropriate factor provided for the applicable two uses.
    - (iii) When there are three or more uses, the highest parking requirement is applied. For example, a mixture of Retail, Hospitality & Office uses provide these potential factors: 1.2, 1.3 or 1.7. Since a factor of 1.2 requires the most parking, it is the applicable factor for this credit.
  - (B) **Location of Cooperative Parking.** Any cooperative parking must be within 660 feet from the entrance of the use to the closest parking space within the cooperative parking lot, measured along a dedicated pedestrian path.
- (2) **Public Parking Credit.** For all non-residential uses, public parking spaces available 24 hours a day, including on-street parking and structured parking, may be credited towards the parking requirement at a rate of one credit for every three public parking spaces. Spaces must be located within 660 feet from the entrance of the use and measured along a dedicated pedestrian path.
- (3) **Transit Credit.** For all uses, vehicular parking requirements may be reduced with proximity to any commuter transit station with up to 30 minute headways. Proximity is measured along a walking path from any point along the property line to the transit stop.
  - (A) Within 330 feet. A reduction of 25% of the required off-street parking.
  - (B) Within 660 feet. A reduction of 15% of the required off-street parking.
  - (C) Within 1,320 feet. A reduction of 10% of the required off-street parking.
- (4) **Other Parking Reductions.** Additional reductions may be approved by Transportation Planning with the submittal of a parking study.

**Table (37) Cooperative Parking Factors.**

Use	Residential	Hospitality	Retail & Service	Office	Industrial
Residential	1	1.1	1.2	1.4	1.4
Hospitality	1.1	1	1.3	1.7	1.7
Retail & Service	1.2	1.3	1	1.2	1.2
Office	1.4	1.7	1.2	1	1
Industrial	1.4	1.7	1.2	1	1

# Off-street Parking and Loading

## f. Vehicular Off-Street Parking Lots.

The design or redesign of all off-street parking facilities shall be subject to the site plan approval procedure.

- (1) **Vehicular Parking Space Dimensions.** The appropriate dimensions for parking spaces are outlined in Table (38) Parking Space Dimensions and Figure (43) Off-Street Parking Layout.
  - (A) The width of a parking space shall be measured from the center of a stripe.
  - (B) Each space shall have a vertical clearance of at least seven feet.
- (2) **Wheel Stops.** Install wheel stops or bumper guards when parking is adjacent to a pedestrian pathway to limit vehicle overhang that reduces the sidewalk width. Such stops or guards shall be properly anchored or secured.
- (3) **Location of Parking.** Refer to Sec. xxx Site and Building Requirements for information on the location of parking facilities.
- (4) **Access.** Each vehicular access driveway from a functionally-classified roadway shall be marked with clearly-delineated and retro-reflective special-emphasis thermoplastic crosswalk markings. All off-street parking and loading facilities shall open directly onto an aisle, Alley, or driveway designed to provide safe access to such facilities. Exceptions include:
  - (A) **Tandem Parking.** No more than two spaces may be included in a tandem parking spot, and the rear space must meet the access requirement. Permitted in townhomes only.
- (5) **Edge of Lot and Drives.** All curb and gutter shall be located a minimum of 3 feet from any adjacent property line or right-of-way.
- (6) **Landscape Requirements.** All parking areas shall meet the requirements of the Landscape section.

Figure (43). Off-Street Parking Layout

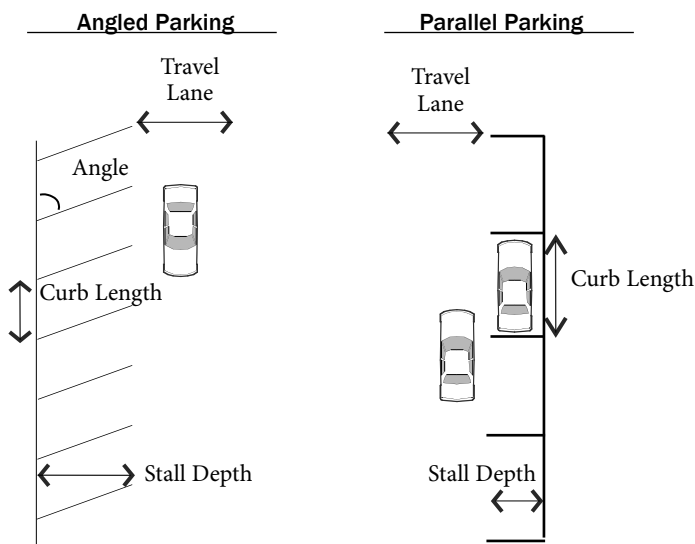


Figure (44). Parking Lot Pedestrian Walkway.

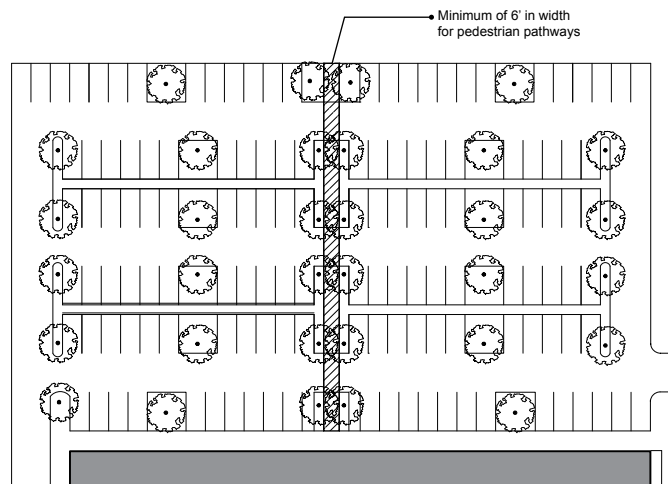


Table (38). Off-Street Parking Space Dimensions

Angle (degrees)	Curb Length (feet)	Stall Depth (feet)	One Way Travel Lane (feet)	Two Way Travel Lane (feet)
0 (Parallel)	22	8.5	12	20
30	18	18	12	20
45	12	17	14	20
60	10	18	18	22
90	9	18	20	22

### g. Pedestrian Access.

All parking lots with two or more double-loaded aisles shall provide internal pedestrian pathway(s) within the parking area and outside of the parking drive aisle.

- (1) **Dimension.** The pathway shall be a minimum of six feet in width.
- (2) **Quantity.** One pathway is required for every 250 feet of building perimeter facing the parking lot and is measured along the building edge.
- (3) **Location.** The pathway shall be centrally located within the parking area to serve a maximum number of parking stalls.
  - (A) Pathways shall provide direct connections to the principal structure(s) entrances from the spaces furthest from the entrance.
  - (B) At least one pathway shall provide a direct connection between adjacent vehicular rights-of-way and/or shared use paths and the principal structure's entrance.
- (4) **Pathway Delineation.** Pedestrian pathways should be clearly marked with thermoplastic crosswalks or striping or through the use of alternative materials, such as stamped concrete or pavers. Refer to Figure (44).
- (5) **Accessibility.** Pedestrian facilities within the parking lot, buildings access and access to adjacent areas shall comply with the applicable ADA standards.

### h. Bicycle Parking Design.

- (1) **Bicycle parking.** Bicycle parking shall be designed with the following performance standards:
  - (A) Bicycle racks shall be an inverted "U"/hoop rack, campus rack, or similar device that accommodates two (2) bicycle parking spaces per rack and enables users to lock the frame and both wheels.
  - (B) Bicycle racks shall have a minimum tube diameter of 1.9 inches and be powder coated or coated with another weather-proof surface as may be approved by the zoning manager.
  - (C) Bicycle racks shall be a maximum height of thirty-six (36) inches, a minimum of thirty (30) inches on center between horizontal rows, and a minimum of twenty-four (24) inches from any building wall. They shall be anchored to a common base or mounting surface of concrete or pavement. If more than one (1) row of bicycle racks is installed to create the required bike parking area, the installation shall provide a minimum of sixty (60) inches in an aisle in each row, assuming additional spacing for parked bicycles.
  - (D) If a building has an arcade, colonnade, awning, or other shade structure, bicycle racks shall be installed under this feature to provide shaded parking.

- (2) **Alternative bicycle rack designs.** Alternative designs may be approved, provided they comply with the following standards:
  - (A) Alternative bicycle rack designs shall accept multiple bicycle frame sizes and styles and accommodate the use of cable and U-type locks. Alternative bicycle rack designs shall support a bicycle frame at two (2) points above the wheel hubs to allow the frame and at least one (1) wheel of the bicycle to be locked to the rack without lifting the bicycle onto the device.
  - (B) Alternative bicycle rack designs shall be easy to understand and operate, with no moving parts. Alternative bicycle rack designs shall be visible to pedestrians and the visually impaired, but consistent with the scale of the bicycle locked to the device.
  - (C) Alternative bicycle rack designs shall be powder coated or coated with another weather-proof surface as may be approved by the zoning manager.





# Off-street Parking and Loading

## Loading Requirements.

All uses except in the residential and civic categories shall provide off-street loading spaces in compliance with Table (39) Required Loading Facilities.

(1) All loading facilities shall adhere to the following requirements.

- (A) **Use of Off-Street Loading Areas.** Space allocated to any off-street loading use shall not be used to satisfy the space requirements for any off-street parking facilities or portions thereof.
- (B) **Location.** Unless otherwise specified, all required loading facilities shall be located on the same lot as the use to be served. No loading space shall block or project into a street, Alley, access drive, or parking area.
- (C) **Access.** Loading facilities shall have clear access onto an Alley or be connected to an Alley or street via a driveway.
  - (i) Direct access to a public way, other than an Alley, is prohibited.
  - (ii) Each required off-street loading space shall be designed with appropriate means of vehicular access to a street or Alley in a manner which will least interfere with traffic movement.

(2) **Computation.** Loading facilities shall be calculated using the following information.

- (A) **Gross Square Footage.** Unless otherwise expressly stated, loading standards for non-residential buildings shall be computed on the basis of gross floor area in square feet.
- (B) **Fractions.** When computation of the number of required off-street loading spaces results in a fractional number, any result of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 may be rounded down to the previous consecutive whole number.
- (C) **Shared or Central Loading Facilities.** Shared or central loading facilities are permitted if the following conditions are met.
  - (i) Each lot served shall have direct access to the central loading area without crossing streets or Alleys.

- (ii) Total off-street loading spaces provided shall meet the minimum requirements herein specified, based on the sum of the several types of uses served unless reviewed and approved by the Planning and Zoning Managers through site plan review.
- (iii) No lot served shall be more than 500 feet from the central loading area.

(3) **Dimensions.** A standard off-street loading space shall be a minimum of 10 feet in width by 26 feet in length and an oversized loading space shall be a minimum of 12 in width and 40 feet in length, exclusive of aisle and maneuvering space and shall have a minimum vertical clearance of 15 feet.

(4) **Pavement Materials.** One of the following materials shall be used to reduce Urban Heat Island effect and stormwater run-off.

- (A) Paving materials with a solar reflectance index (SRI) of at least 29.
- (B) Pervious pavement or pavers.

**Table (39). Required Loading Facilities.**

Gross Floor Area (sq. ft.)	Loading Spaces Required
Under 5,000	0
5,000 to 20,000	1
20,001 to 40,000	2
40,001 to 70,000	3
70,001 to 100,000	4
100,001+	4 + 1 for each 100,000 over 100,001



**j. Site Access and Driveways Requirements.**

These standards shall supplement the provisions for access provided in Sec. xxx Site and Building Requirements. Each driveway providing site access from a street, Alley, or other vehicular right-of-way shall be designed, constructed, and permanently maintained as follows.

(1) **Quantity of Driveways.** The number of driveways permitted for each building is located in Sec. xxx Site and Building Requirements.

(2) **Dimensions and Design.**

(A) **Driveway Width at Property Line.** All driveways shall have a maximum width of 24 feet as measured at the property line except as stated below.

Maximum width for one-way driveways is 12 feet at the property line.

(B) **Maximum Width.** When a garage door is located on the front facade of the structure, the driveway shall be no more than two feet wider than the garage door at any location.

(C) **Shared Access.** When possible, adjacent developments should share points of access to minimize impervious surface.

**Shared Driveway Width.** When access is shared between three or more non-residential users, a dedicated turn lane may be constructed, allowing an increase in the maximum driveway width from 24 feet to 32 feet provided that a traffic impact study states its necessity and access must

be onto a permitted street type (refer to Sec. xxx. Street Types).

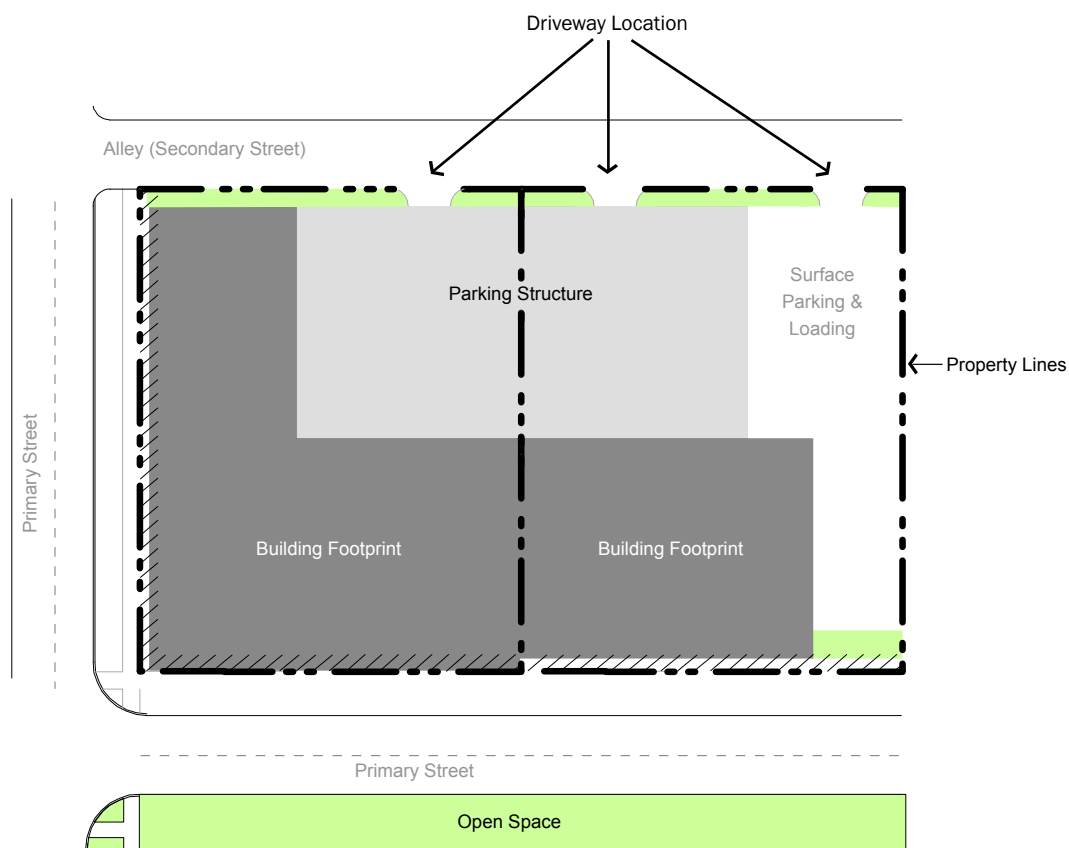
(D) **Sidewalk Pavement.** Sidewalk pavement elevation, width, design, scoring, material, and design shall extend continuously over the driveway pavement with the intent of prioritizing the sidewalk path over the driveway. If the driveway and sidewalk are of the same material, the sidewalk path shall be scored or designated linearly across the entire driveway.

(3) **Location.** Specific location information on location of site access and driveways can be found in Sec. xxx Site and Building Requirements.

(A) Driveways accessing rear yard garages are permitted within the side or rear yard setback, no closer than two feet from a side or rear property line, unless the driveway is shared.

(B) Driveways shall not be closer than 30 feet from the intersection of two streets (corner) measured from the right-of-way line..

**Figure (45). Driveway Location.**





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## **Article VIII. Landscape**

## Sec. xxx General Requirements.

### (a) Intent.

The landscape standards outlined in this section are designed to meet the following set of goals.

- (1) To provide for healthy, long-lived street trees within all public ways to improve the appearance of streets and create a buffer between pedestrian and vehicular travel lanes.
- (2) To increase the compatibility of adjacent uses and minimize the adverse impacts created by adjoining or neighboring uses. Adverse impacts include noise, unsightly structures and uses effecting air quality.
- (3) To promote the prudent use of water and energy resources by achieving and maintaining sustainable, functional landscapes.
- (4) To strengthen the health and diversity of the urban forest with a focus on expanding tree canopy coverage.
- (5) To minimize stormwater run-off and encourage stormwater infiltration and aquifer recharge

### (b) Applicability.

The landscape requirements herein shall apply to all new development within Transect Zones or Special Zones referenced on a Regulating Plan. If any requirement contained in this chapter is inconsistent with any other portion of the Orange County Code, the provision in this chapter shall govern and supersede the conflicting Code provision to the extent of the inconsistency.

### (c) Exemptions.

Compliance to this chapter shall be required unless any of the following exemptions apply:

- (1) Buffers. Landscape buffers are exempt in the following conditions:
  - (1) Shared Driveways. Buffers shall not be required along a property line where a driveway is shared between two adjoining lots.
  - (2) Points of Access. Buffering is not required at cycle tracks, walk paths, **shared use paths** or other points of access to a lot.
- (2) Temporary Uses. These provisions do not apply to temporary uses.

### (d) Penalties

- (1) Penalties. Failure to have viable landscaping consistent with the approved landscape plan shall constitute a violation subject to penal-

ties and shall be prosecuted and punished in accordance with Orange County Code section xxx. The board of county commissioners may bring suit in the circuit court to restrain, enjoin or otherwise prevent violation of and/or enforce compliance with this chapter.

### (e) Submittal Requirements.

Construction requiring site plan review shall not be permitted until a landscape plan consistent with this Chapter has been approved by the Zoning Manager. Landscape plans shall be prepared, signed and sealed by a licensed Professional Landscape Architect. Landscape plans shall be drawn at a scale of one (1) inch equals ten (10) feet, one (1) inch equals twenty (20) feet, or one (1) inch equals thirty (30) feet.

- (1) The following information shall be visually shown and labeled on the landscape plan sheets.

- (a) All elements required in this chapter and all requirements placed on applicant by the Board of County Commissioners, Planning and Zoning Commission, Development Review Committee or Board of Zoning Adjustment.

- (b) The "limit of work" or construction limit line for the subject project. This may include adjacent property landscape affected by the project.

- (c) Title, north arrow, vicinity map, date of preparation

- (d) Name, email address and phone number of landscape designer

- (e) Location and extent of the following:

- (i) Existing buildings or structures including overhang(s).

- (ii) All wetlands and appropriate upland buffers as determined by either an approved Orange County Conservation Area Determination (CAD), approved PLAT, or by EPD staff. On lakefront lots, the location of the NHWE shall be included on the survey.

- (iii) Overhead and underground utilities including but not limited to all permanent electrical, plumbing or mechanical infrastructure. (See Table (L1))

- (iv) All paving, walls and ground plane structures. (See Table (L1))

- (v) Existing trees (Tree Survey) and preserved trees and shrubs.

- (vi) Proposed trees and shrubs to be removed.

- (vii) Tree preservation barriers or other protective measure(s)

- (viii) Erosion and sedimentation control location and materials.
- (f) Existing elevation and proposed site grading with finish floor elevation.
- (g) Identification of on-site soils using the SCS Classification system.
- (h) **Location of any** proposed removal of invasive plants, as listed in the latest edition of the Florida Exotic Pest Plant Council's Invasive Plant Species List (disturbance of wetland areas is regulated under Ch 15 Article X, Conservation Ordinance of Orange County) Category I and Category II. Vegetation removal at/below the Normal High Water Elevation (NHWE) on a lakefront lot may require a separate permit from the Environmental Protection Division (EPD).
- (i) A plant schedule and planting plan using graphics and symbols for individual shrubs and trees (groundcover can be graphically patterned) to describe the following:
  - (i) All proposed plant species (common name and scientific) and their location
  - (ii) Size, spacing and quantity of plant materials
  - (iii) Tree planting detail as described in Table (L6) shall be included. The detail shall include planting depth, spacing from impervious surface, soil volume, root ball, mulch/compost and soil amendments.
  - (iv) A certification from the Landscape Architect or other qualified professional that the landscape plan is designed in accordance to this chapter.

Table (L1) Typical Infrastructure Detail	
- Transformers	- Ground-mounted lights
- Utility lines	- Light poles
- Easements	- Septic tanks drainfields
- Ground-mounted A/C units	- Fire hydrants
- Chillers	- Backflow prevention devices
- Generators	- Sidewalks, ramps and steps
- Dumpsters	- Retaining or perimeter walls
- Grease traps	- Stormwater infrastructure

**Sec. xxx Installation of Landscape.**

**(a) Intent.**

The following provisions aid in ensuring that all required landscaping is installed and maintained properly.

**(b) General Installation Requirements.**

The installation of landscaping shall adhere to the following standards.

- (1) Florida Standards. Best management practices and procedures according to the latest version of Florida Grades and Standards for Nursery Plants shall be used.
- (2) National Standards. For best management practices and procedures not addressed by Florida Grades and Standards for Nursery Plants, the most recent edition of the American Standard for Nursery Stock (ANSI Z60.1) as published by the American Association of Nurserymen shall be used.
- (3) Installation. Landscaping shall be fully installed per the best management practices referenced above (ANSI A300 and Florida Grades and Standards) prior to the issuance of a Certificate of Occupancy or Completion, whichever applies.
- (4) Maintenance and Protection. All landscaping and trees shall be maintained according to the best management practices described above, including tree protection during construction, pruning, fertilizing, support systems, lighting protection, and safety.
- (5) Plant Size Requirements. Plant material shall be sized according to Table (L2) at the time of installation.
- (6) Condition of Landscape Materials. Landscaping materials not meeting the following criteria will result in a failed inspection for Certificate of Occupancy or Completion, whichever applies:
  - (a) Healthy, free of disease and resistant to disease.
  - (b) Free of girdling, non-biodegradable materials or poor root systems.
  - (c) Protected from damage by grates, pavers, or other measures.
  - (d) Plant species approved in the Landscaping Plan.
  - (e) Plant materials meeting or exceeding "Florida No. 1" as established by the most recent publication of Florida Grades and Standards for Nursery Plants.
- (7) Compost, Mulch, and Organic Matter. Compost, mulch, or other



nutrient-rich organic matter shall be utilized within the soil mix to reduce the need for fertilizers and increase water retention.

(6) Establishment. All installed plant material shall be fully maintained to ensure establishment

(7) Econlockhatchee River. Where landscaping is required in the Econlockhatchee River Protection Area, the design shall include the use of native plant species and minimize the removal of understory vegetation to the greatest extent practical (Section 15-442)(b).

(8) Wekiwa River. Where landscaping is required in the Wekiwa River Protection Area, the design shall include the use of native plant species and removal of understory vegetation to the greatest extent practical, in order that wildlife habitat will be preserved and maintained and the landscaped areas will blend into nearby natural areas. Chapter 15, Article XIII, Sec 15-496(b)(10).

### (c) Ground Plane Vegetation.

All unpaved areas, not otherwise required to be landscaped, shall be covered by one of the following.

#### (1) Planting Beds.

(a) Planting beds may include shrubs, ornamental grasses, groundcover, vines, annuals, or perennials.

(b) Organic materials, such as pine straw or mulch, are permitted for up to 50% of a bed area.

(c) Annual beds must be maintained seasonally, replanting as necessary.

(2) Turf grass. Turf grass areas shall be consolidated and limited to those areas on the site that receive pedestrian traffic, provide for recreational uses, provide soil erosion control such as on slopes or in swales, where turf grass is used as a design unifier, or other similar practical use.

(a) Grass shall be established within 90 days of planting or the area must be reseeded, replugged, or resodded.

(b) Drought tolerant turf species capable of surviving without irrigation, beyond establishment, shall be used.

Table (L2) Plant Size Requirement	
Plant Material Type	Minimum Size
<b>Canopy Tree</b>	
Single Trunk	3" caliper
Multi Trunk	3" caliper*
<b>Understory Tree</b>	
	2" caliper
<b>Shrubbery</b>	
	Container class 5

(c) Turf grass is prohibited within parking islands.

### (d) Tree Installations.

Refer to the list of permitted tree types in Table (L4) and installation standards described in Table (L6).

(1) Tree Measurement. New trees shall be measured in caliper inches. Caliper refers to a measurement of the size of a tree equal to the diameter of its trunk. See by Florida Grades and Standards for Nursery Plants or American Standard for Nursery Stock (ANSI Z60.1) for most current standards.

(2) Tree Maintenance. Tree trimming, fertilization, and other similar work shall be performed by or under the direct supervision of an ISA Certified Arborist.

(3) Species Composition. Trees planted on a site shall be any combination of permitted species with the following exceptions.

(a) One genus shall not comprise more than 50% of trees planted on a site.

(b) One species shall not comprise more than 30% of trees planted on a site.

(4) Tree Size. All trees to be installed shall meet the minimum calipers detailed in Table (L2) at the time of installation.

(a) Canopy Trees shall be generally characterized as trees that provide 400 or more square feet of canopy coverage at maturity.

(b) Understory Trees shall be generally characterized as trees that provide less than 400 square feet of canopy coverage at maturity.

#### (5) Tree Spacing.

(a) Canopy trees shall be planted no closer than 25 feet.

(b) Understory trees may be no closer than 10 feet.

(c) No trees, measured on center, may be planted closer to any curb, sidewalk or pavement than as follows:

(i) Understory trees: minimum of two (2) feet.

(ii) Canopy trees: minimum of three (3) feet.

(iii) No canopy tree shall be planted within 10 feet of any overhead utility. In such instance, an understory trees shall be planted in lieu of canopy trees.

(iv) See Street Trees for additional spacing requirements.



(d) Landscaping adjacent to stormwater ponds and swales shall provide adequate access for maintenance equipment.

(6) Pervious Surface. For each tree preserved or planted, a minimum amount of pervious surface area is required. Pervious materials such as permeable pavers, tree grates or other materials may be used as appropriate. See to Table (L3) for requirements. The following apply to pervious area:

(a) Pervious area for one tree cannot count toward that of another tree.

(b) Street trees installed with pervious materials, such as permeable pavers, must be maintained to provide a walkable surface. If a walkable surface is not provided around the street tree, ground-cover or alternative plantings shall be provided.

(7) Soil Volume. For each tree planted adjacent to pavement, a minimum amount of soil volume shall be provided as described in Table (L3). Soil volume shall be calculated as the length, width and depth of all accessible soil allowing for root growth. Minimum depth is 2' below grade. Available soil may extend under the pavement, See Figure (L1). See Table (L3) for soil volume calculation example.

(8) Structural Soil and Cells. When required soil volume (per Table (L3) of a tree will extend below any pavement, the use of structural soil, structural cells or similar weight bearing material is required. Material must allow for root penetration and meet applicable structural standards.

**(e) Irrigation Systems.**

A permanent underground irrigation system or temporary irrigation system, as appropriate, providing uniform coverage of all landscape/buffer areas is required and shall be designed and installed so as to conform to the requirements set forth in Chapter 37 of this Code.

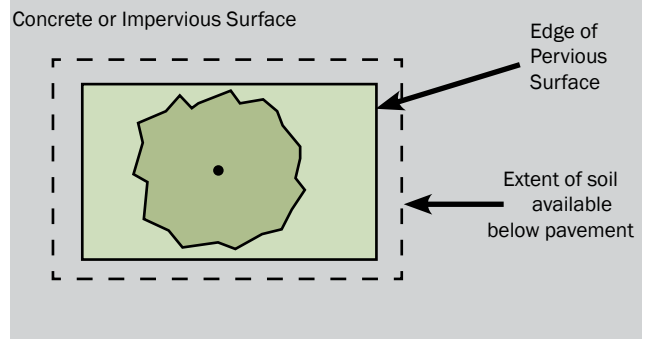
(a) The requirement for irrigation providing uniform coverage may be waived by the County Arborist under the following circumstances:

(1) When site dimensions and landscape requirements could be serviced by micro-irrigation at the base of the planter, within the drip line of the tree or by handheld hose or watering can;

(2) Where native plant habitat is retained;

(3) Where water-efficient landscaping is proposed and includes compost or similar soil amendment to improve moisture retention.

**Figure (L1) Soil Availability**



(4) No permanent underground irrigation system is permitted within any platted conservation easement. Temporary (above-ground) irrigation may be utilized (as needed) during permitted native plant restoration.

(b) All irrigation shall use reclaimed water when available as set forth by the provisions in the Orange County Water, Wastewater And Reclaimed Water Service Rules (Chapter 37-4(3)).

(c) All mechanical systems, including controllers and back-flow prevention devices, shall be fully screened from public view. Screened systems shall provide discrete access points for maintenance.

**(f) Maintenance of Landscape.**

All landscaping and materials shall be maintained in good condition at all times to ensure a healthy and orderly appearance.

(1) The County may conduct a courtesy inspection of the landscaping within 90 days of the issuance of a certificate of occupancy or completion.

(2) If any landscaping is under stress, improperly maintained or unmaintained, County staff will notify the property owner. The notice will require compliance within a time period found acceptable by the Zoning Manager.

(3) A compliance inspection may occur one (1) year after the initial installation of the landscape or after any notification of improper maintenance. County staff will notify the property owner of non-compliance and the notice will require compliance within a time period found acceptable by the Zoning Manager.

(4) The application of fertilizer is subject to the requirements of Chapter 15, Article XVII, Fertilizer Management Ordinance.

**Table (L3) Required Tree Planting Dimensions**

Tree Type	Soil Volume Available (cubic ft)	Minimum Pervious Service Area (sq ft)
Understory	200 minimum	24 (Example Dimension: 4' x 6')
Canopy Tree	700 minimum	60 (Example Dimension: 6' x 10')





# Landscape

## (g) Permitted Trees

Native and/or naturalized species are required in the landscape and include, but are not limited to, the canopy tree species and understory tree species described in Table 7.2 (3).

## (h) Prohibited Trees

Invasive species are prohibited in the landscape and include all invasive plants, as listed in the latest edition of the Florida Exotic Pest Plant Council's Invasive Plant Species List Category I and Category II.

**Table (L4) Permitted Trees**

A non-comprehensive list of permitted trees for use in the landscape is listed below. Additional species are permitted for use in the landscape if they meet the following requirements:

- 1) Native or naturalized to Florida
- 2) Wind Load tolerance appropriate for planting location
- 3) Drought-tolerant
- 4) Resistant to diseases

Potential Canopy Trees*:		Potential Understory Trees*:	
Red maple	<i>Acer rubrum</i>	Red buckeye	<i>Aesculus pavia</i>
Scrub hickory	<i>Carya floridana</i>	River Birch	<i>Betula Nigra</i>
Pignut hickory	<i>Carya glabra</i>	Coast pignut hickory	<i>Carya glabra negacarpa</i>
Pecan	<i>Carya illinoensis</i>	Red Bud	<i>Cercis canadensis</i>
Green Ash	<i>Fraxinus pennsylvanica</i>	Fringe Tree	<i>Chionanthus virginicus</i>
Southern Red Cedar	<i>Juniperus virginiana</i>	Flowering dogwood	<i>Cornus florida</i>
Sweet Gum	<i>Liquidambar styraciflua</i>	Swamp dogwood	<i>Cornus foemina</i>
Tulip Tree	<i>Liriodendron tulipifera</i>	Loblolly bay	<i>Gordonia Lasianthus</i>
Southern Magnolia	<i>Magnolia grandiflora</i>	Dahoon holly	<i>Ilex cassine</i>
Black Gum	<i>Nyssa sylvatica</i>	American holly	<i>Ilex opaca</i>
Slash Pine	<i>Pinus elliotti</i>	Crepe Myrtle	<i>Lagerstroemia indica</i>
Long Leaf Pine	<i>Pinus palustris</i>	Ligustrum	<i>Ligustrum japonicum</i>
Sycamore	<i>Platanus occidentalis</i>	Sweet bay	<i>Magnolia virginiana</i>
Southern Red Oak	<i>Quercus falcata</i>	Wild olive-Devilwood	<i>Osmanthus americanus</i>
Sand live oak	<i>Quercus geminata</i>	Chickasaw plum	<i>Prunus angustifolia</i>
Turkey oak	<i>Quercus laevis</i>	Blackjack oak	<i>Quercus incana</i>
Laurel oak	<i>Quercus Laurifolia</i>	Scrub oak	<i>Quercus inopina</i>
Swamp Chestnut Oak	<i>Quercus michauxii</i>	Myrtle oak	<i>Quercus myrtifolia</i>
Water oak	<i>Quercus nigra</i>	Sabal or Cabbage Palm	<i>Sabal Palmetto</i>
Spanish oak; Shumard Oak	<i>Quercus shumardii</i>	* These lists are not meant to be comprehensive, additional tree species are permitted.	
Live oak	<i>Quercus virginiana</i>		
Pond cypress	<i>Taxodium ascendens</i>		
Bald cypress	<i>Taxodium distichum</i>		
Winged elm; Cork elm	<i>Ulmus alata</i>		
Chinese Elm	<i>Ulmus parvifolia</i>		

**Sec. xxx Street Trees and Streetscape Design.**

**(a) Intent.**

To line all new streets with a consistent and appropriate planting of trees, pavement design, and identity to establish tree canopy for environmental benefit and a sense of identity for all new streets.

**(b) Minimum Street Tree Installation Requirements.**

The following standards apply to the installation of street trees.

- (1) Exception. Street Trees are not required on Alleys.
- (2) Clear Branch Height. Minimum clear branch height is eight (8) feet above mean grade of sidewalk.
- (3) Street Tree Species. Canopy trees are required to be installed as street trees. When the physical characteristics of a street (e.g. overhead utilities, building obstructions) prohibit canopy trees, understory trees may be planted if approved by the County Arborist. Understory trees shall be spaced every 20' measured on center. Refer to the list of permitted tree types in Table (L4).

(4) Street Tree Cut Outs. Street trees in T4, T5 and T6 zones shall be planted in Tree Cut-Outs ( see Figure (L3)) if both of the following apply:

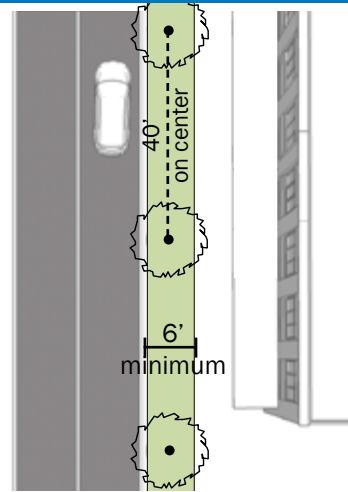
- (a) Street Trees are adjacent to on-street parking, and
- (b) The adjacent ground floor use is non-residential

(4) Required Street Trees. Each Lot is required to have one canopy tree for every 40 feet of street frontage with a minimum of one street tree per street frontage. Alleys are exempt from this requirement.

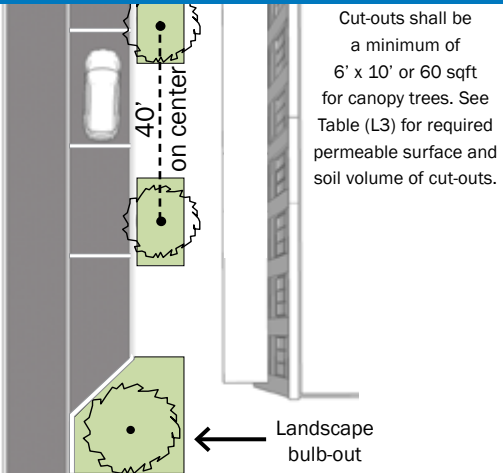
(5) Street Tree Spacing. Street Trees shall be spaced as described in Figure (L4).

(6) Walkable Surface. For tree cut-outs adjacent to sidewalks five feet wide or less, an open tree pit is not permitted. The opening must be covered, at sidewalk grade, with a tree grate or pervious pavement. The opening in a tree grate for the trunk must be expandable and designed as to not injure the tree trunk.

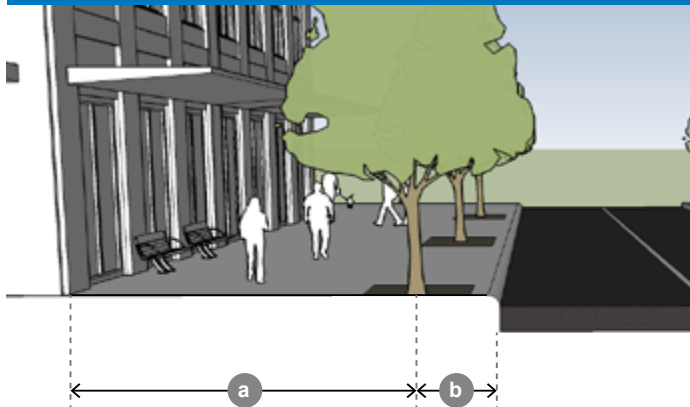
**Figure (L2) Continuous Planting Strip**



**Figure (L3) Tree Cut-Outs**



**Figure (L4) Street Tree Spacing Detail**



- a** Spacing from building face shall be a minimum of 15' for canopy trees. Distance is measured on center to building base.
- b** Spacing for canopy trees from the curb shall be 3' minimum and is measured on center to the back of curb. Understory tree spacing minimum is 2'.

# Landscape

(7) Intersection Visibility. For intersections with a posted speed of 30 MPH or greater, the proper visibility distance outlined in the most **current FDOT Florida Green Book shall be required**. For all other intersections, landscaping near intersections, as described in Figure (L5) shall provide an unobstructed clear sight zone at a level between three (3) feet in height and eight (8) feet in height.

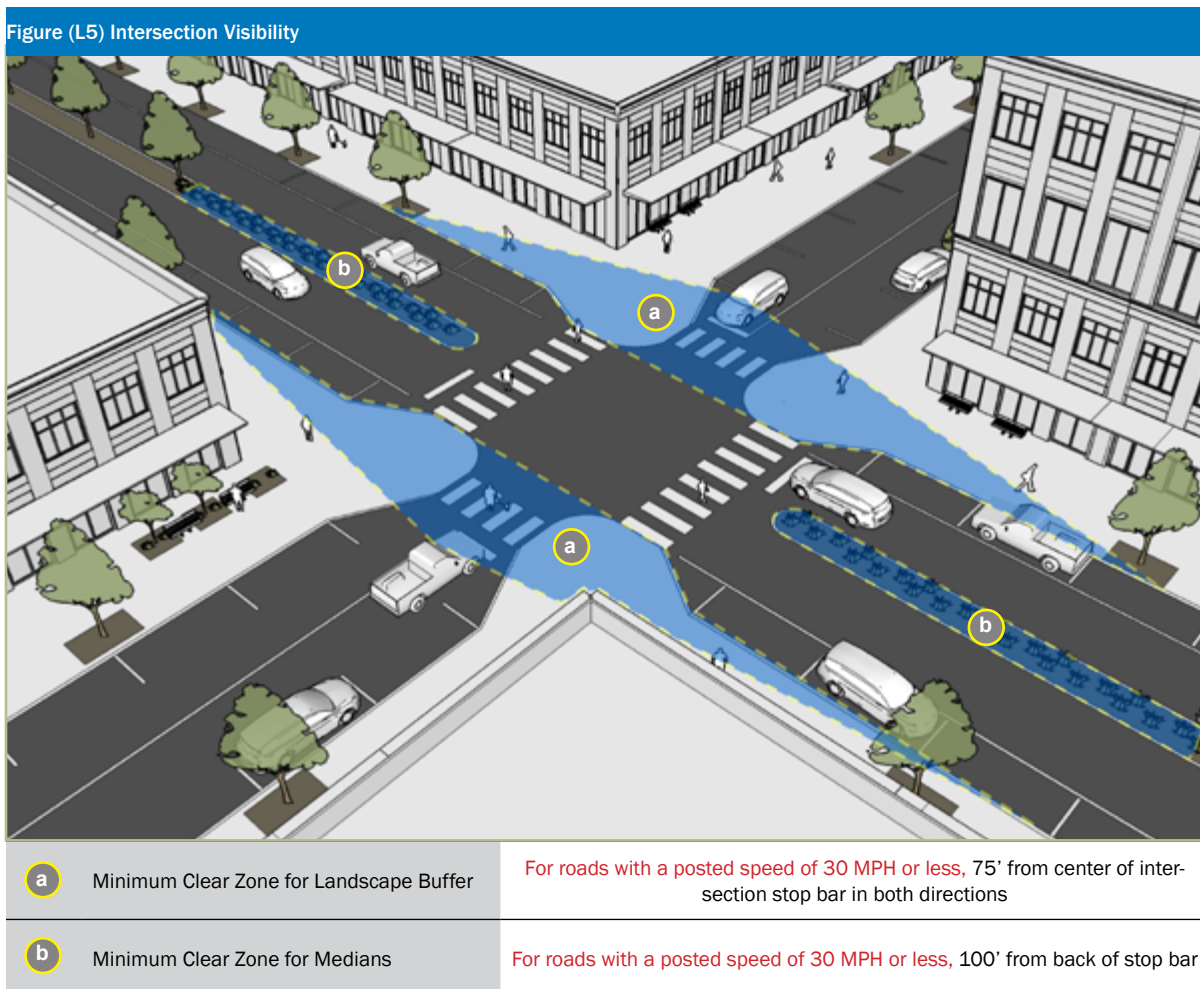
(a) Maintaining Visibility. Trees and foliage shall be periodically pruned and trimmed so that no limbs or foliage obscure the clear sight zone.

(b) Edge of Driveway. Landscaping, except for grass and similar low ground cover, shall not be located closer than three (3) feet from the edge of any driveway.

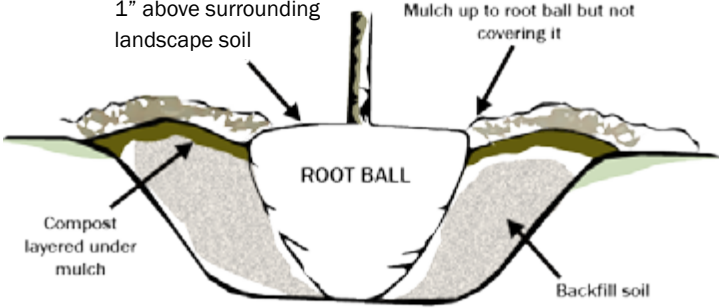
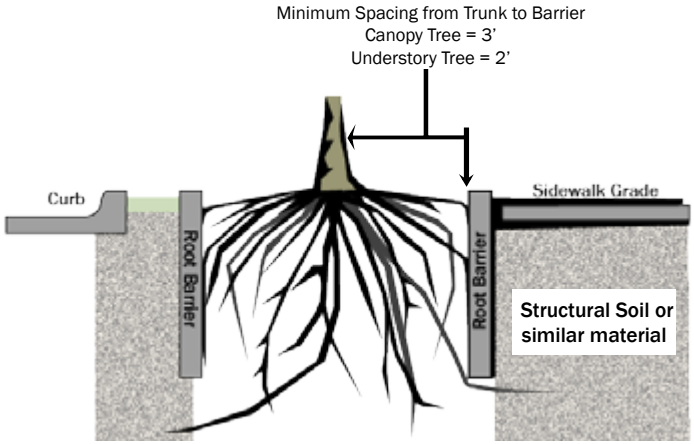
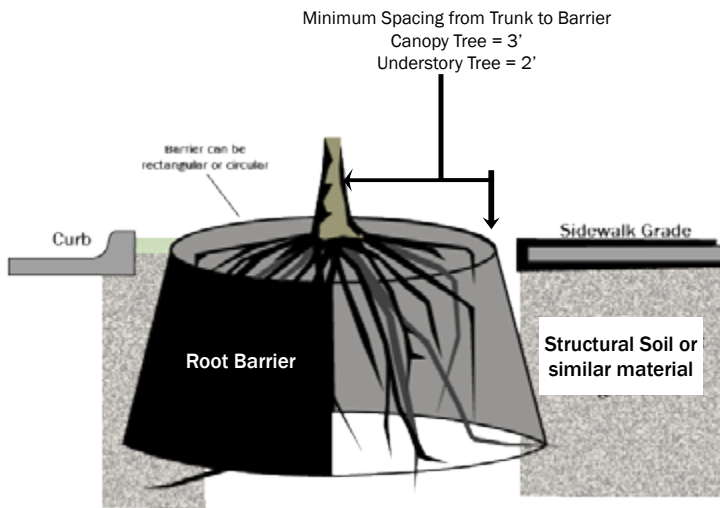
(c) Exemptions. The Sight Triangle referenced in Figure (L5) shall satisfy all dimensional requirements, except to the extent deemed unnecessary by the County Engineer.

## (c) Maintenance of Streetscape

(1) All streetscape elements required in this section shall be privately maintained through a Master POA, HOA or similar administrative entity. **Where appropriate, special assessments or taxing units may be utilized.**



**Table (L6) Installation of Trees**

Applicable Transects	Structural Requirements					
<p>T-1 T-2 T-3</p>	<p><b>Open Planting Area:</b> trees are planted in natural and open spaces with mulch and compost to aid in establishment.</p>  <p>Labels in diagram: 1" above surrounding landscape soil, Mulch up to root ball but not covering it, ROOT BALL, Compost layered under mulch, Backfill soil.</p> <table border="1" data-bbox="1166 409 1438 485"> <tr><th>Root Barrier</th></tr> <tr><td>N/A</td></tr> </table> <table border="1" data-bbox="1166 516 1438 592"> <tr><th>Soil Volume Calculations</th></tr> <tr><td>Per ANSI standards.</td></tr> </table>	Root Barrier	N/A	Soil Volume Calculations	Per ANSI standards.	
Root Barrier						
N/A						
Soil Volume Calculations						
Per ANSI standards.						
<p>T-3 T-4</p>	<p><b>Continuous Tree Planting Strip:</b> root barriers and a design meeting the pervious surface standards and soil volumes outlined in Table (L3)</p>  <p>Labels in diagram: Minimum Spacing from Trunk to Barrier, Canopy Tree = 3', Understory Tree = 2', Curb, Root Barrier, Sidewalk Grade, Structural Soil or similar material.</p> <table border="1" data-bbox="1166 898 1438 1060"> <tr><th>Root Barrier</th></tr> <tr><td>Root Barrier shall be a minimum of 18" deep and contain vertical rib, or similar product, that guides root growth downward.</td></tr> </table> <table border="1" data-bbox="1166 1115 1438 1190"> <tr><th>Soil Volume Calculations</th></tr> <tr><td>Per ANSI standards.</td></tr> </table>	Root Barrier	Root Barrier shall be a minimum of 18" deep and contain vertical rib, or similar product, that guides root growth downward.	Soil Volume Calculations	Per ANSI standards.	
Root Barrier						
Root Barrier shall be a minimum of 18" deep and contain vertical rib, or similar product, that guides root growth downward.						
Soil Volume Calculations						
Per ANSI standards.						
<p>T-4 T-5 T-6</p>	<p><b>Tree Cut Outs:</b> circular or rectangular tree pits with approved root restraint techniques and a design meeting the pervious surface standards and soil volumes outlined in Table (L3)</p>  <p>Labels in diagram: Minimum Spacing from Trunk to Barrier, Canopy Tree = 3', Understory Tree = 2', Curb, Root Barrier, Sidewalk Grade, Structural Soil or similar material, Barrier can be rectangular or circular.</p> <table border="1" data-bbox="1166 1398 1438 1560"> <tr><th>Root Barrier</th></tr> <tr><td>Root Barrier shall be a minimum of 18" deep and contain vertical rib, or similar product, that guides root growth downward.</td></tr> </table> <table border="1" data-bbox="1166 1577 1438 1869"> <tr><th>Soil Volume Calculations</th></tr> <tr><td>Per ANSI standards. Soil Volume calculation includes all area that has available soil for the tree, whether the soil extends below adjacent paving or not.</td></tr> <tr><td>Total Soil Volume = Total Area of Available Soil * Depth of Available Soil</td></tr> </table>	Root Barrier	Root Barrier shall be a minimum of 18" deep and contain vertical rib, or similar product, that guides root growth downward.	Soil Volume Calculations	Per ANSI standards. Soil Volume calculation includes all area that has available soil for the tree, whether the soil extends below adjacent paving or not.	Total Soil Volume = Total Area of Available Soil * Depth of Available Soil
Root Barrier						
Root Barrier shall be a minimum of 18" deep and contain vertical rib, or similar product, that guides root growth downward.						
Soil Volume Calculations						
Per ANSI standards. Soil Volume calculation includes all area that has available soil for the tree, whether the soil extends below adjacent paving or not.						
Total Soil Volume = Total Area of Available Soil * Depth of Available Soil						

## Sec. xxx Private Lot Tree Requirements.

### (a) Intent.

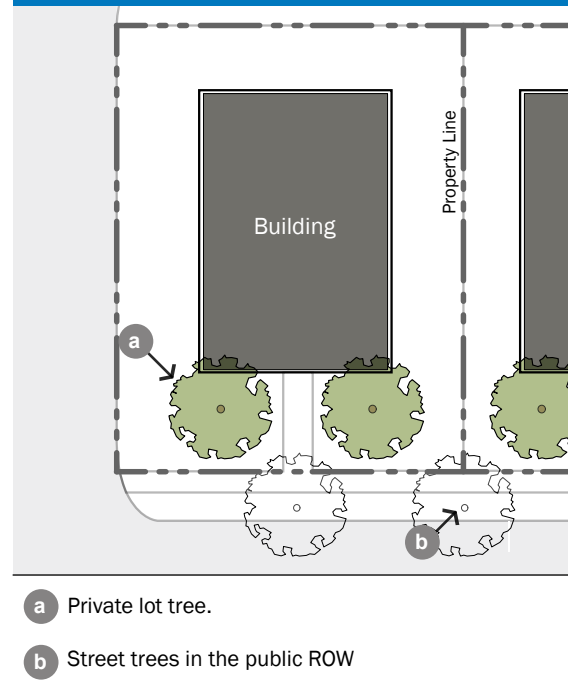
To ensure all new residential lots are planted with canopy trees that provide shade, clean air, mitigate stormwater and provide a sense of place for the neighborhood.

### (b) Applicability

Prior to issuance of the certificate of occupancy, all residential lots within T2, T3 and T4-B Transect Zones shall contain the required minimum number of canopy trees, See Table (L7). These trees must meet the size requirements outlined in this chapter.

	Canopy Trees Required
T2, T3	2
T4-B	1
T4-A, T5, T6	none, see Building Base Landscaping requirements.

Figure (L6) Trees Required per Lot



- a Private lot tree.
- b Street trees in the public ROW

## Sec. xxx Building Base Landscaping.

### (a) Intent.

To ensure that all building foundations incorporate appropriate landscaping.

### (b) Applicability

Applicable to all T4A, T5, and T6 transect zones.

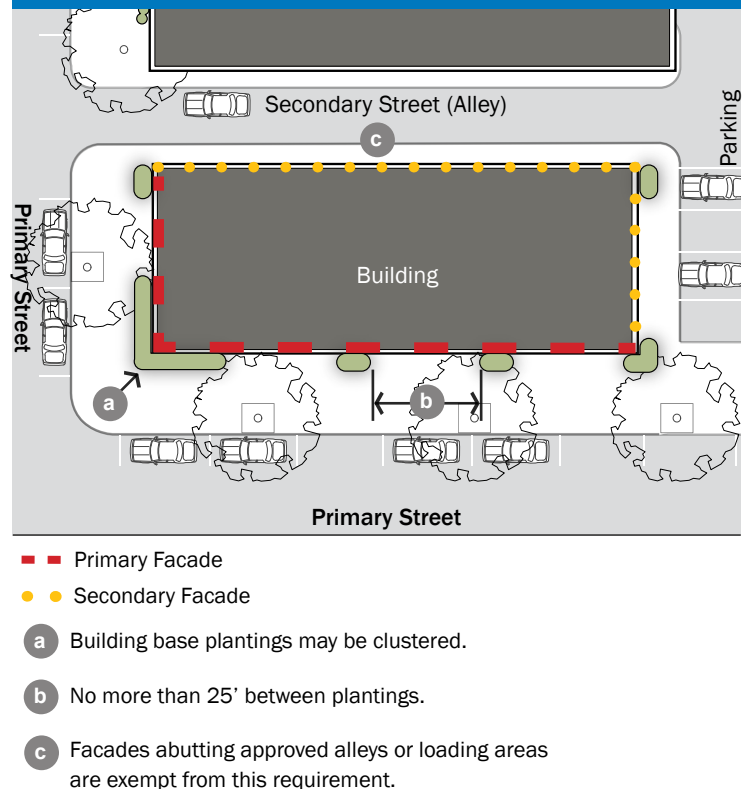
### (c) Build Base Landscaping Requirements

All buildings in T4, T5, and T6 shall provide landscape planters (raised or at-grade) immediately adjacent to, and dispersed along the full linear length of the Primary and Secondary facades ( facades along approved alleys or abutting loading areas are exempt; see Street Types).

Building base planters shall measure no less than 2' deep (measured front to back) and 4' wide to count towards this requirement.

Each façade's required plantings may be clustered. However, no segment of unplanted building base may exceed 25' in width. See Table (L7)

Figure (L7) Building Base Landscaping



- Primary Facade
- Secondary Facade
- a Building base plantings may be clustered.
- b No more than 25' between plantings.
- c Facades abutting approved alleys or loading areas are exempt from this requirement.

**Sec. xxx Frontage Buffer.**

**(a) Intent & Applicability.**

(1) Intent. To lessen the visual impact of vehicular areas visible from the street.

(2) General Applicability. Applies to properties in all Transect Zones where a vehicular area is located adjacent to a right-of-way.

(a) Exceptions. Vehicular areas along alleys, except when a residential zone is located across the alley; Single and two family residences.

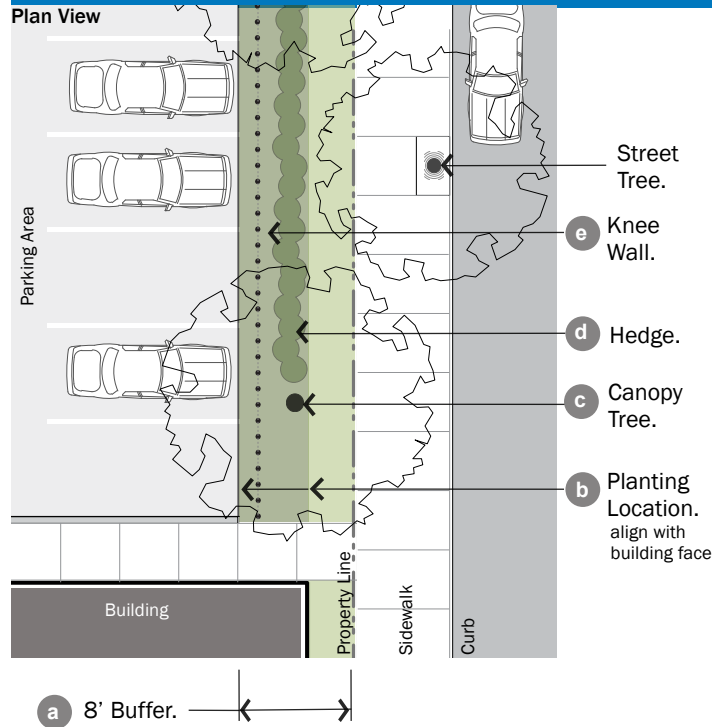
Table (L8) Frontage Buffer Requirements	
<b>1. Buffer Depth &amp; Location <sup>1</sup></b>	
<b>Depth</b>	8' <span style="float: right;">(a)</span>
<b>Location on the Site</b>	Between street facing property line(s) and parking area(s) <sup>2</sup> <span style="float: right;">(b)</span>
<b>2. Buffer Landscape Requirements</b>	
<b>Uses &amp; Materials</b>	Uses and materials other than those indicated are prohibited in the buffer
<b>Canopy Trees</b>	Canopy tree required at least every 40' on center or, when utility easements prohibit canopy trees, understory trees are required every 20' on center; Locate on the street side of the fence; Spacing shall alternate with street trees <span style="float: right;">(c)</span>
<b>Hedge</b>	Required continuous hedge on street side of wall, between canopy trees & in front of vehicular areas <span style="float: right;">(d)</span>
<b>Hedge Composition</b>	Individual shrubs with a minimum width of 24", spaced no more than 36" on center.
<b>Existing Vegetation</b>	May be credited toward buffer area
<b>3. Knee Wall Requirements</b>	
<b>Location</b>	2' from wheel stop <span style="float: right;">(e)</span>
<b>Materials</b>	Masonry wall, wrought iron, pre-cast or similar materials
<b>Minimum Height</b>	3'
<b>Maximum Height</b>	4'
<b>Opacity</b>	Minimum 30%
<b>Gate/Opening</b>	Gates permitted one per 100' of street frontage. Maximum width 6'.

**Notes:**

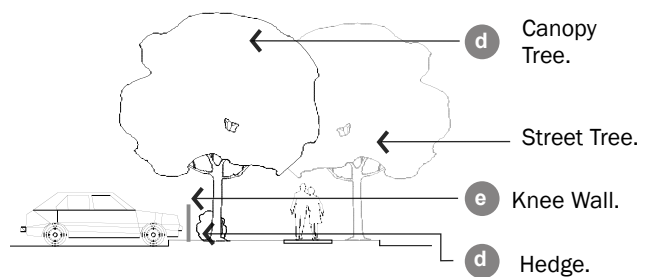
<sup>1</sup> This screening requirement does not prohibit the installation of or provision for openings necessary for allowable access drives and walkways connecting to the public sidewalk.

<sup>2</sup> In front, side, and rear yards, when the parking area is located adjacent to any pedestrian, cycle or multi-use trail, a buffer as described above is required.

**Figure (L8) Front Buffer Plan**



**Section View**



## Sec. xxx Side and Rear Buffer.

### (a) Intent & Applicability.

(1) Intent. To minimize the impact that one Transect Zone may have on a neighboring Transect Zone and to provide a transition between Transect Zones.

(2) General Applicability. Applies to directly adjoining properties as described by Table (L10).

(3) Buffer Property. When required, Side and Rear buffers shall occur on the property with the higher Transect Zone.

**Table (L9) Side & Rear Buffer Requirements**

#### 1. Buffer Depth & Location a

**Depth** Varies based on transect zone of the lot and the adjacent lot; see Table (L10).

**Location on the Site** Locate buffers on the lot with more intensive transect zone; Buffer is measured from side and rear property lines.

#### 2. Required Landscape Screen <sup>1</sup>

**Location** Directly adjacent to the rear or side property line

**Hedge** Continuous double row of shrubs required between shade trees b

**Hedge & Screen Composition**  
**General to All Zones:** Double row of shrubs, alternatively planted, spaced no more than 36" on center; Mature height in one year of 30".  
**Specific to Special Zone - Industrial:** Hedges must be paired with a continuous masonry wall that screens at a minimum height of six (6) feet.

**Hedge Frequency** Minimum of 15 shrubs per 100' of property line is required

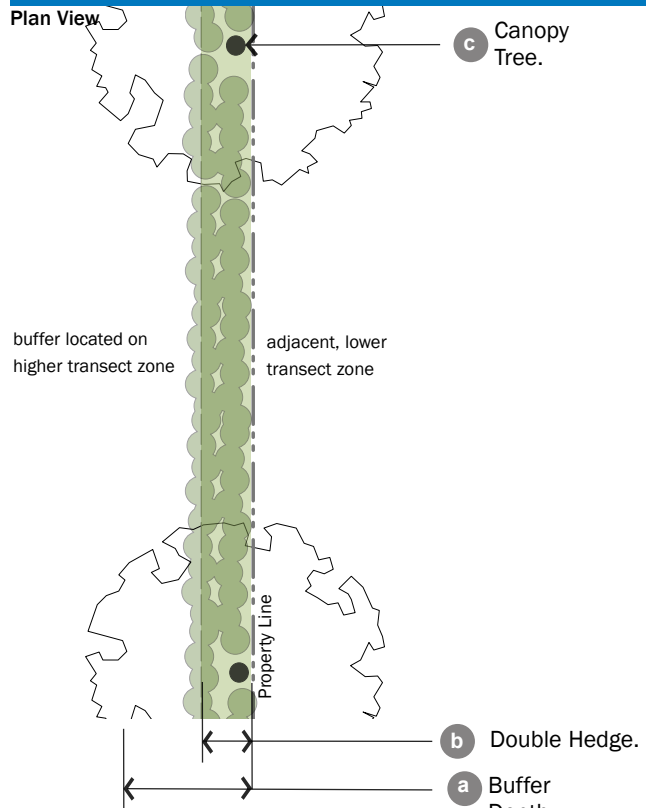
**Canopy Trees** At least 1 canopy tree per every 40' within the buffer. When physical barriers prohibit the planting of canopy trees, 1 understory tree shall be planted per every 20' of buffer. c

**Uses and Materials** Alternative uses and materials other than those indicated must be approved by the Zoning Manager.

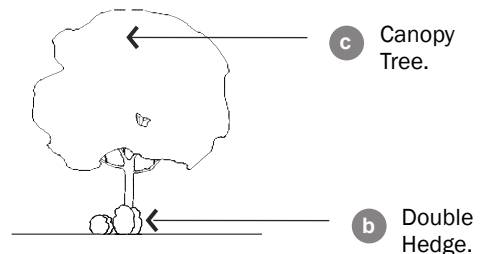
**Existing Vegetation** May be credited toward buffer area if they are determined to be adequately preserved by a County Arborist

Notes:  
<sup>1</sup> Existing landscaping may count towards buffer requirement.

**Figure (L9) Landscape Screen Plan**



**Section View**



**Table (L10) Buffer Depth Required between Zones**

	SZ-Industrial	T6	T5	T4	T3, T2
T6 Core	10'	not required	not required	not required	10'
T5 Center	10'	not required	not required	not required	10'
T4 Edge	30'	5'	5'	not required	5'
T3, T2	50'	10'	10'	5'	not required
SZ Industrial	not required	10'	10'	30'	50'

**Sec. xxx Interior Parking Lot Landscape.**

**(a) Intent & Applicability.**

(1) Intent. To provide shade, minimize paving & associated stormwater runoff, & improve the aesthetic look of parking lots.

(2) General Applicability. All open-air, off-street parking lots in all Transect Zones.

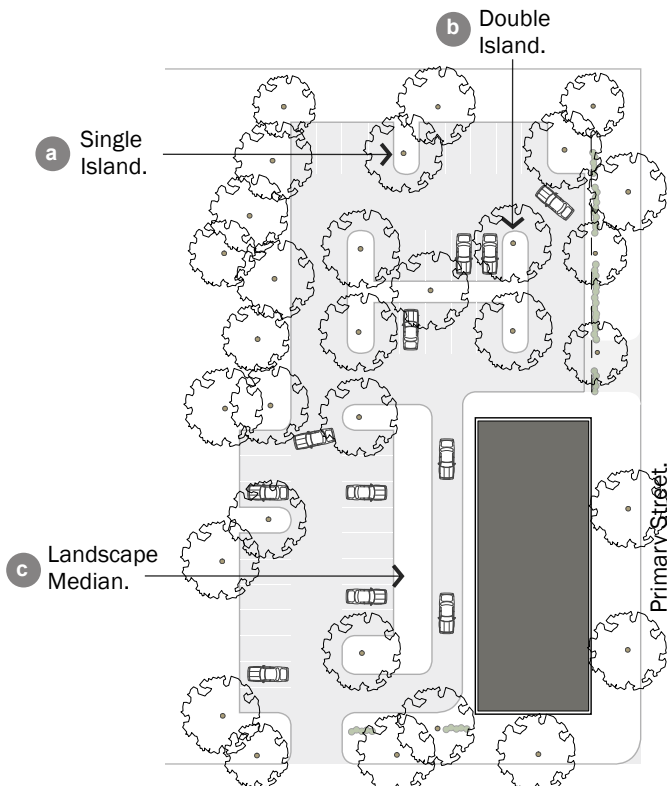
(3) Other Internal Parking Lot Areas. Internal areas not dedicated to parking or drives shall be landscaped.

(4) Existing Vegetation. Existing vegetation may be credited toward these requirements if they are determined to be adequately preserved by the County Arborist.

**Table (L11) Interior Parking Lot Landscape Requirements<sup>1</sup>**

1. Landscape Requirements	
<b>Canopy Tree Requirement</b>	Minimum of 1 canopy tree must be planted for every 6 parking spaces. This calculation includes any tree planted within 6' of the parking lot's edge and is measured from back of curb to existing or planted tree trunk.
<b>Required Island Locations</b>	There shall be no more than 10 continuous parking spaces in a freestanding row without a landscape island. <sup>2</sup>
<b>Minimum Width of Islands</b>	6' minimum width. Islands must meet pervious surface and soil volume requirements outlined in Table (L3).
<b>Required Trees Within Islands</b>	Minimum of 1 canopy tree per island and 2 canopy trees in double islands. See Table (L2) for minimum caliper requirements.
2. Landscape Median Requirements	
<b>Required Median Location</b>	Required in each free-standing bay <sup>2</sup> of parking that abuts a driveway, alley or road internal to the parking lot
<b>Minimum Width</b>	6' minimum; Landscaped medians must meet the pervious surface and soil volume requirements as described in Table (L3)

**Figure (L10) Interior Parking Lot Landscaping**



<sup>1</sup> Parking lot interior is defined as the area dedicated to parking on a given parcel as measured from face of curb to face of curb.  
<sup>2</sup> Freestanding rows or bays of parking are those not abutting the parking lot perimeter or building face, and may have a single or double row of parking.



# Landscape

## Sec. xxx Screening of Open Storage and Refuse.

### (a) Intent & Applicability.

(1) Intent. To reduce the visibility of open storage, refuse areas, and utility appurtenances from public areas and adjacent properties.

(2) General Applicability. All dumpsters, open storage, refuse areas, and utility appurtenances in Transect Zones. See Table (L12) for requirements.

Figure (L11) Screening of Open Storage & Refuse Areas

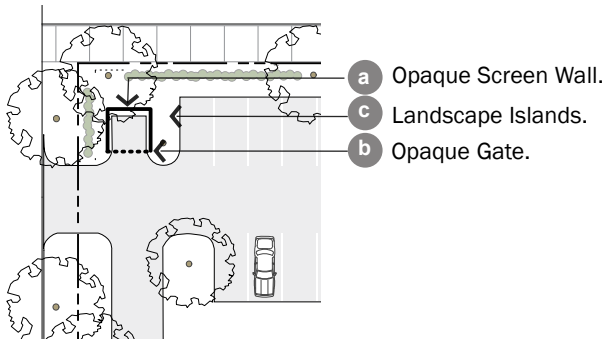


Table (L12) Screening Requirements of Open Storage and Refuse Areas

<b>Location on the Site</b>	Not permitted in front or corner side yards
<b>a Opaque Screen Wall</b> <sup>1</sup>	Required around 3 sides of the dumpster and trash bin area with similar trim and finish as the associated building.
<b>Screen Wall Height</b>	Height shall be the higher of the following: 1. 3' 2. Height of use to be screened 3. Height as determined by Zoning Manager to accomplish objective of the screen
<b>b Visible Openings</b>	Openings visible from the public way or adjacent properties must be furnished with opaque gates
<b>c Landscape Requirement</b>	If refuse area is located within larger paved area, such as a parking lot, landscape islands must be located on 3 sides of the area, with at least 1 canopy tree within 20'.

<sup>1</sup> Vertical structured barrier providing screening at all times, such as a masonry wall.

## Sec. xxx Screening of Utility Appurtenances.

### (a) Intent & Applicability.

(1) Intent. To reduce the visibility of utility appurtenances from public areas and adjacent properties while still providing maintenance access.

(2) General Applicability. All utility appurtenances in Transect Zones. See Table (L13) for requirements.

Table (L13) Screening Requirements of Utility Appurtenances

<b>Large Private Mechanical Equipment</b> <sup>1</sup>	Shall be screened with opaque wood or masonry wall on all sides facing right-of-way with discrete access for utility maintenance.
<b>Small Private Mechanical Equipment</b> <sup>2</sup>	Shall have fully opaque landscape screening with continuous shrub plantings with discrete access for utility maintenance.

<sup>1</sup> Large private mechanical equipment is equal to or greater than 4' in height

<sup>2</sup> Small private mechanical equipment is smaller than 4' in height





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## **Article IX. Approval Requirements**

# Approval Requirements

## Sec. xxx Approval Requirements.

### a. Scope of Regulations.

- (1) **New development.** Unless otherwise exempt or vested pursuant to subsection b., c. or d. below, all development undertaken by, and all actions taken in regard to, development orders shall be consistent with the code.
- (2) **Nonconforming structures and uses; alterations.** All buildings and uses in existence on January 10, 2017 that do not comply with the code and that are not exempt or vested pursuant to subsection b., or c. or d. below shall be considered nonconforming, and, except as otherwise provided below, shall be subject to the requirements relating to nonconforming structures and uses in Article III, Chapter 38, Orange County Code. Notwithstanding the foregoing and anything to the contrary in Article III of Chapter 38, the following shall apply to renovations or alterations of buildings and uses in existence on January 10, 2017:
  - (A) Renovations or alterations of buildings exclusively interior in nature are not subject to this Code.
  - (B) Nonconforming uses and structures in existence on January 10, 2017 may be continued, altered, renovated or expanded, subject to the following:
    - (i) **Building Expansion.** Where the gross building square footage in existence on January 10, 2017 is expanded by more than 50% (individually or cumulatively), or an expansion combined with the reconstruction of any square footage that was intentionally razed amounts to more than 50% of the gross building square footage in existence on January 10, 2017, the expansion or the expansion with reconstruction, whatever the case may be, shall conform with the site and building requirements of this Code, to the maximum extent practicable.
    - (ii) **Site Expansion or Alteration.** Where (a) an expansion or alteration of a site affects 50% or more of a parking area in existence as of January 10, 2017, or (b) vehicular access or driveways are being relocated, added or removed, the portion of the site that is being altered shall, to the maximum extent practicable, conform with the block configuration, street types and off-street parking requirements of this Code.
    - (iii) **Building Façade Improvements.** Substantial renovations or alterations of the front building façade, such as the relocation of entry doors or windows, shall comply with the minimum ground story transparency and the principal entrance location requirements (reference Sec. xxx, Table (22) subsection c), to the maximum extent practicable.
    - (iv) **Destruction, Damage, Demolition.** Where more than 50% of the gross building square footage in existence on January 10, 2017 is destroyed, damaged or demolished by fire, flood, explosion, or other casualty, the replacement or rebuilt use or structure and the redeveloped portion of the site shall comply with all requirements of this Code, to the

maximum extent practicable.

- (v) **Intentional Razing.** Where more than 50% of the gross building square footage in existence on January 10, 2017 is intentionally razed, the replacement or rebuilt use or structure and the redeveloped portion of the site shall comply with all requirements of this Code.
  - (vi) **Site Constraints.** A nonconforming structure or use on a physically constrained site (e.g., limited size, topography, environmental considerations, or location of existing buildings and improvements) that is required to comply with some or all of this Code in connection with any proposed alterations, renovations, expansions, or redevelopment, shall comply with this Code to the maximum extent practicable.
- (C) Any alteration, renovation, expansion, or redevelopment that does not meet the thresholds for Code compliance set forth above shall not be required to comply with this Code in connection with such alteration, renovation, expansion or redevelopment. The County shall consider any application for an alteration, renovation, expansion, or redevelopment in accordance with the County's applicable development approval process, without regard to the provisions of this Code.

### b. Planned Developments; Conditionally Exempt.

- (1) A Planned Development (PD) in existence on January 10, 2017, or portion thereof, shall be exempt and remain exempt from the code, subject to the following terms and conditions:
  - (A) With respect to a PD, or portion thereof, without a Development Plan (DP) or Preliminary Subdivision Plan (PSP) as of January 10, 2017, the developer shall have until January 10, 2020 to submit a complete application with the Development Review Committee (DRC) for a DP or PSP, whatever the case may be, that, at the developer's option, does not conform to the code in one or more respects, provided that (i) the DP or PSP does not necessitate a substantial change to the PD; (ii) the application continues to be processed by the developer after submittal and is approved, if at all, within one year after it is submitted; and (iii) construction of the project or of at least the first phase, as applicable, commences pursuant to the approved DP or PSP within two years from the date of its approval (or construction commences within such other period of time that may hereafter be added to the Orange County Code for an approved DP or PSP in a PD, whichever period is longer). The developer may apply for, and the DRC may grant, a single one-year extension of the January 10, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.
  - (B) With respect to a PD, or portion thereof, with a DP or PSP as of January 10, 2017:
    - (i) if construction pursuant to the DP or PSP has not



commenced as of that date, the developer shall have until January 10, 2020 to commence construction of the project or of at least the first phase, as applicable, pursuant to the approved DP or PSP. The developer may apply for, and the DRC may grant, a single one-year extension of the January 10, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

- (ii) the developer shall have until January 10, 2020, to submit a complete application with the DRC to amend the DP or PSP in a manner that constitutes a substantial change to the DP or PSP and that, at the developer's option, does not conform to the code in one or more respects, provided that:
  - (I) the amendment to the DP or PSP does not necessitate a substantial change to the PD;
  - (II) the application continues to be processed by the developer after submittal and is approved, if at all, within one year after it is submitted; and
  - (III) construction commences pursuant to the amended DP or PSP within two years from the date of its approval (or construction commences within such other period of time that may hereafter be added to the Orange County Code for an approved DP or PSP in a PD, whichever period is longer).

The developer may apply for, and the DRC may grant, a single one-year extension of the January 10, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

- (iii) if construction pursuant to the DP or PSP commenced or was completed for any portion of the development by January 10, 2017, the entire development covered in the DP or PSP is exempt and shall remain exempt from the code, and the developer is not subject to the January 10, 2020 deadline unless the developer applies for a substantial change to the DP or PSP.
- (2) As of January 10, 2017, the PDs identified on Figure (46) are undergoing environmental remediation or are subject to a Consent Agreement, Remediation Agreement or other agreement with a regulatory agency requiring remediation to be completed. Accordingly, for those PDs only, the three (3) year deadline set forth in subsection (1)(A) and (B) above shall be abated until such remediation has been completed. (For example, if remediation for a particular PD is completed on July 1, 2018, the three year deadline to submit a complete application or commence construction, whatever the case may be, shall be July 1, 2021 instead of January 10, 2020).
- (3) Failure to satisfy the terms and conditions of subsection (1)(A) or (B) shall cause the PD to lose its conditional exempt status, and the PD shall then become subject to the requirements of the

code.

- (4) Notwithstanding a PD's conditional exempt status, to the maximum extent practicable, a developer of a PD, or portion thereof, is encouraged to comply with the code.
- (5) After January 10, 2017, new PDs and substantial changes to PDs, DPs and PSPs approved prior to January 10, 2017, shall not be permitted, except as provided under Section b.(1)(B)(ii) for DPs and PSPs. However, changes to a DP, PSP, Land Use Plan or to conditions of approval of a PD approved prior to January 10, 2017, that would otherwise be deemed a substantial change to the DP, PSP, PD or Land Use Plan shall be deemed a non-substantial change if such change is consistent with the intent of the code, as determined by the Planning Manager. Any nonsubstantial change to a PD, DP, PSP or Land Use Plan may be permitted at any time after January 10, 2017, and need not comply with the code.

#### **c. Vested rights application; determination.**

In recognition that the rights of some property owners to develop their land may be vested, despite the particular development being inconsistent with the code, any person may request from the County a determination of whether the person's right to complete a development in existence as of January 10, 2017 is vested pursuant to this subsection c., notwithstanding that all or a portion of a development is inconsistent with the code. Such an application, along with a non-refundable application fee in an amount approved by the Board of County Commissioners, shall be submitted to the Planning Manager on an application form as the County may prescribe, and the application shall be reviewed and granted or denied in accordance with the procedures described in this subsection c.

- (1) The applicant shall submit all relevant supporting information, including other development orders or permits, contracts, letters, appraisals, reports, or any other documents upon which the vested rights application is based, with the Planning Manager. The applicant shall identify the provisions of the code that the applicant believes should not apply because of vesting.
- (2) The Planning Manager, based on consultations with the County Attorney's Office, shall render a written determination granting a vested rights certificate or denying the vested rights application within forty five (45) calendar days after the applicant submits a complete and sufficient application, unless the applicant agrees in writing to an extension of time.
- (3) **Vested rights criteria.** A development shall be entitled to a vested rights certificate if, as of January 10, 2017:
  - (A) The County has issued a development order or the County has otherwise taken official action with respect to development of the property; and
  - (B) Extensive obligations or expenses (other than land purchase costs and payment of taxes) including, but



# Approval Requirements

not limited to, legal and professional expenses related directly to the development have been incurred or there has otherwise been a substantial change in position; and

- (C) Such obligations, expenses, and change in position were undertaken by the property owner in good faith reliance on the actions of the County; and
  - (D) It would be unfair to deny the property owner the opportunity to complete the project.
- (4) **Required compliance with other laws, ordinances, etc.**  
The purpose of this subsection c. is only to specify the circumstances under which a property owner may undertake or continue development despite the inconsistency of the development with the code. Therefore, nothing in this subsection acts to create rights that otherwise do not exist. Any development that is granted a vested rights certificate is not exempt or vested from any other laws, ordinances, regulations, or conditions of approval as may be applicable to the development, shall continue to be subject in all respects to all other laws, ordinances, and regulations, and shall continue to be subject to all terms, conditions, requirements and restrictions contained in any development order or permit or approval pertaining to the particular development. Also, a vested rights certificate does not entitle the holder of the certificate to the issuance of any development order, permit or approval not specified in the vested rights certificate, and does not exempt the holder from paying any impact or other fees assessed by the County after the effective date of such determination (or any increases thereto). A vested rights certificate may include criteria, standards, thresholds and/or guidelines, such as conditions regarding phasing, original conditions of approval or other appropriate development requirements, as may be specifically applicable to the particular project, provided that such conditions and requirements shall be based upon the original development approval on which the vested rights certificate is granted.
- (5) **Substantial change or deviation.** Additional impacts generated by any substantial change from the terms of the development order upon which a vested rights certificate is predicated shall be subject to the code to the extent of the additional impacts generated by the substantial change over and above the previously approved development order.
- (6) **Expiration of vested rights certificate.** A vested rights certificate issued pursuant to this subsection c. shall expire and become null and void in either of the following circumstances:
- (A) Upon the expiration of the development order or permit or approval that served as the predicate for the property owner's vested rights certificate; or
  - (B) Three (3) years from the date of issuance of the vested rights certificate, if no further physical development takes place after issuance of the vested rights certificate.

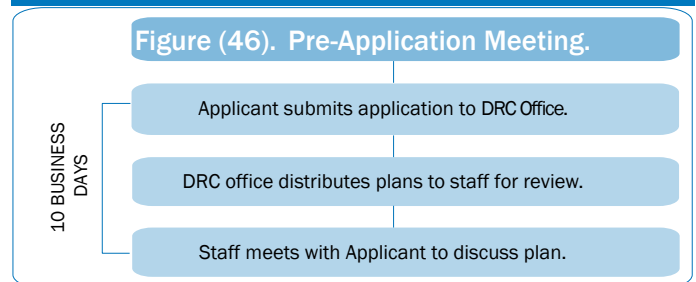
The developer may apply for, and the DRC may grant, a single one-year extension of the three year time frame upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

## d. Impairment of Contract.

- (1) It is not the intent of the County that the code impair any valid, existing and bona fide contract rights contrary to Article I, Section 10, Florida Constitution ("Prohibited laws").
- (2) Accordingly, any person may submit a statement to the Planning Manager as to an alleged impairment of contractual rights, which shall specifically identify the provision(s) of the code that the applicant believes cause the impairment, and evidence of such contractual rights that were valid and in effect as of January 10, 2017, including but not limited to contracts, agreements, and covenants. The statement and supporting materials, along with a non-refundable application fee in an amount approved by the Board of County Commissioners, shall be submitted to the Planning Manager, who shall review the statement and supporting materials in consultation with the County Attorney's Office. Within sixty (60) calendar days of receipt of the complete and sufficient statement and supporting materials, the Planning Manager shall issue a written determination, unless the applicant agrees in writing to an extension of time.
  - (A) If the determination finds an impermissible impairment of contract, the determination shall identify the provisions of the code causing the impairment, and shall grant or approve such waivers or deviations as necessary to avoid such impairment, with such waivers or deviations being valid for only the length of time that the contract or other document giving rise to the impairment remains valid and in effect.
  - (B) If the determination does not find an impermissible impairment of contract, the determination shall explain the rationale for the determination.

## e. Pre-Application Meeting.

Figure (47). Pre-Application Meeting.



- (1) The purpose of this subsection e. is to afford the applicant an opportunity to receive the advice and assistance of the professional staff before preparing formal plans and making an official application. Those applicants that are familiar with the regulating plan requirements and approval process may choose to forego the pre-application meeting.
- (2) The applicant must apply for a pre-Application meeting with the DRC Office prior to submitting an application for Site Plan Approval or Subdivision Plan Approval.
- (3) The applicant shall submit the following.
  - (A) Application, Form, and Applicable Fees.
  - (B) **Sketch Plan.** A sketch plan or plans shall detail the proposal, including the following.
    - (i) Draft layout of blocks, street types, open space types lots, and buildings.
    - (ii) Existing conditions such as topography, water bodies, aerial photograph, and flood plain.
    - (iii) Location of Transects and Uses consistent with the Regulating Plan.
    - (iv) Anticipated method of achieving parking requirements.
    - (v) Site survey.
- (4) **Pre-Application Meeting.** Staff shall schedule to meet with the Applicant to discuss the proposed plan within 10 business days of receipt of the complete application.

#### **f. Subdivision Plan Approval and Recording.**

Refer to Sec. 34-48 and Sec. 34-133 for information on the subdivision plat approval and recording process. Any proposed Subdivision Plans that are located within an approved Regulating Plan shall also be reviewed by the regulating review staff in accordance with this section.

#### **g. Site Plan Approval.**

- (1) The purpose of this subsection g. is to establish a process that allows County staff to administratively review development and redevelopment of sites, buildings, uses, and other site requirements to ensure that the full standards and intent of this code are met.
- (2) All development located within this regulating plan area shall submit for Site Plan approvals.
- (3) The following information shall constitute a complete application. The application shall be submitted digitally in PDF.
  - (A) Complete Application, Form, and Applicable Fees.
  - (B) Applicant shall submit the following in compliance with the requirements of this code when submitting an application for development. All maps and plans shall include project title, date of preparation, north arrow, scale on 24" X 36" sheet size.
    - (i) Site Location Map, Legal Description/Limits of Plan, Parcel Identification number(s).
    - (ii) Owner & Applicant Name & Contact Information. Provide

- phone number and email address.
- (iii) Site Aerial Photograph. Provide aerial photo at readable scale and indicate general project limits.
- (iv) Survey Plat. Dimensions of property lines, easements, rights-of-way.
- (v) Development Boundaries and Proposed Phasing, if applicable.
- (vi) Existing Conditions Survey. Existing on-site and adjacent off-site structures, streets, utilities, easements, pavement noted either on site survey.
- (vii) Existing Natural Conditions Survey. Existing topography, vegetation, drainageways, floodplain/way, or other unique features on site survey.
- (viii) Proposed Deviations. All proposed deviations and justification for deviations.
- (ix) Site Plan. A Site Plan delineating all proposed buildings, overhangs, planter areas, free standing walls, steps, streets, drive surfaces, parking stalls, ponds, fencing, impervious/pervious surface etc.
- (x) Preliminary Subdivision Plan. A plan of proposed subdivision of property if applicable.
- (xi) Street Types Plan with Cross Sections. Provide a map and cross section of all proposed street types, including all required programming elements, consistent with the Regulating Plan.
- (xii) Building Plan(s). Floor plans, square footages, height and siting for all buildings illustrating compliance with the requirements of the Transects section.
- (xiii) Table of Uses. A table of uses is required on the Building Plan delineating locations and gross square footages of categories of uses, number of residential units, and number of hotel rooms in compliance with Table 26 Uses by Transect.
- (xiv) Building Elevations. Building elevations of all facades, rendered to illustrate compliance with the site and building requirements.
- (xv) Conservation Area Determination of all wetlands.
- (xvi) Landscape Plan. Landscape Plan illustrating compliance with the requirements of the Landscape section. For sites with less than ten percent landscape area, the Landscape Plan may be combined with the Site Plan.
- (xvii) Parking Plan. Parking layout plan with table of spaces keyed to plan, illustrating compliance with the Parking section. Driveways, shared parking arrangements, cooperative parking, and any other parking reductions shall be included and noted for compliance with Sec. xxx Off-street Parking and Loading.
- (xviii) Master Signage Plan. Signage Plan illustrating compliance with the requirements of Chapter 31.5. Refer to Sec. 31.5-190. Minimum development size is 15 acres.
- (xix) Lighting Plan. Lighting Plan illustrating compliance with the requirements of Chapter 9, Article XVI, Exterior Lighting Standards.
- (xx) Open Space Plan, if Open Space is included. Open Space Plan shall define all paving, structures, site furnishings,





# Approval Requirements

and landscape areas illustrating compliance with the requirements of Sec. xxx Open Space Types.

- (xxi) Final Drainage Plan. Plans and details describing final stormwater system with Low-Impact Development (LID) practices. Refer to Sec. 30-282. Drainage Plan Requirements and Orange County LID Manual.
  - (xxii) Preliminary Engineering Plans. Plans and details describing water, wastewater and other utility systems throughout area covered in Regulating Plan.
  - (xxiii) **Proof of compliance with the County's Concurrency Management System unless located in a County designated transportation concurrency exception area.**
- (4) Application Process Timeline. Upon submittal of a complete application, the site plan will be reviewed using the following process and timeline.
- (A) Staff shall review and make recommendations within 10 business days. Each revised site plan shall be reviewed within 10 business days after receipt.
  - (B) If the Site Plan is found in compliance, the applicant may submit for construction permits. Subdivision plans shall be forwarded to the DRC for PSP under the PSP approval process in Ch. 34.

## h. Deviations from Regulations and Proposed Alternatives.

- (1) Deviations from Regulations. If a development standard within the code or a regulation not addressed is requested to be modified or altered, such alternate standards shall be submitted with the site plan and reviewed by appropriate staff relative to the nature of the regulation or standard in question, with final decision by the Planning and Zoning Managers (and the County Engineer if applicable). If the proposed deviation is considered consistent with the intent of the code and the Comprehensive Plan, it may

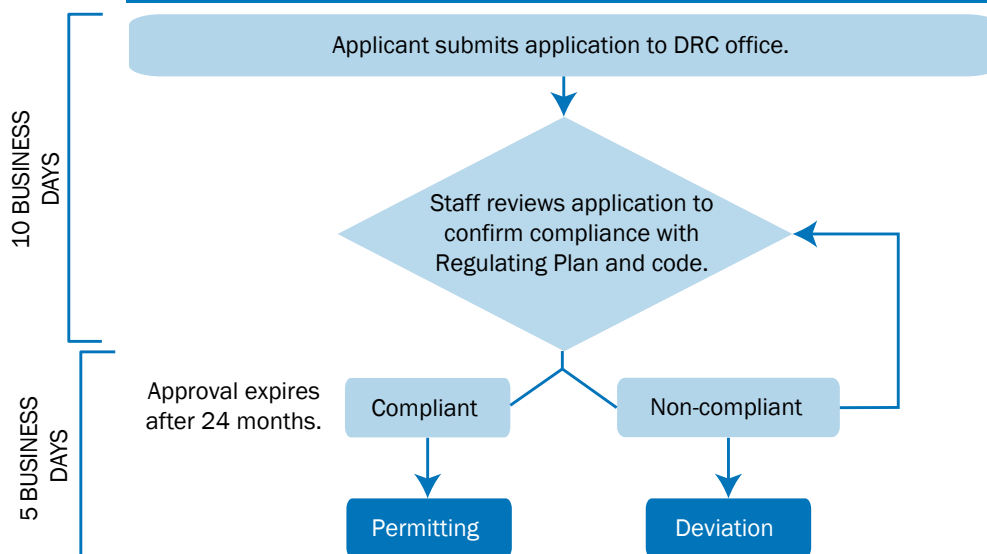
be accepted as non-substantial and appropriate to proceed without the need of further approvals. If the proposed deviation is considered inconsistent with the code or the Comprehensive Plan, it will be considered a substantial change and may be appealed to the DRC for further evaluation and consideration for approval.

- (2) Regulations Not Addressed. If a particular development standard is determined to have not been addressed within the scope of this code, the most relevant applicable Orange County standard shall be employed.
- (3) Appeals to DRC. Any decisions appealed to the DRC shall require a separate DRC application following the change determination application process. The DRC will evaluate the proposed Regulating Plan and/or code alteration(s) and either require changes, approve as non-substantial, or deny as substantial. Any DRC decisions may be appealed to the BCC following DRC Change Determination regulations.

## i. Transect Zone Changes, Rezoning.

- (1) This subsection is intended to describe the process by which the owners of properties may seek to change their transect or Special Zone designation.
- (2) The property owner shall apply for a rezoning on a form created by the County. The application shall pay an associated fee in an amount to be approved by the Board of County Commissioners.
- (3) The PZC shall review the proposed rezoning to the Zoning Map for consistency with the Comprehensive Plan and shall recommend approval or denial to the BCC.
- (4) The BCC shall review the application in a public hearing, and shall approve or deny the request based on consistency with the intent of the Comprehensive Plan.

Figure (48). Site Plan Approval.



- (5) If the application is approved by the BCC, the Zoning Map shall be amended by ordinance.
- (6) An expansion of Place Type boundaries to include any new parcels, and to assign the new parcel(s) a Transect Zone or Special Zone designation, shall also require an amendment to the Future Land Use Map in the Comprehensive Plan and to the Code.
- (7) The creation of new Transects or Special Zones requires an amendment to the Comprehensive Plan and to the Code.

**j. Appeals.**

- (1) Any party aggrieved by a decision of the Planning Manager and/or the Zoning Manager pursuant to Section 38-868 may notify the Planning Manager in writing that such party is appealing the decision. The notification shall be delivered to the Planning Manager no later than thirty (30) days after the decision on the application is delivered to the applicant; otherwise, the applicant shall be deemed to have waived all rights to challenge the decision. Upon receipt by the Planning Manager of a timely notice of appeal, the Planning Manager shall submit the appeal to the DRC, which shall consider the appeal no later than ninety (90) days following receipt or at such later date to which the applicant may consent.
- (2) Any decision of the DRC pursuant to this section may be appealed to the board of county commissioners by submitting a letter to the chairman of the DRC within thirty (30) days of the DRC's decision.
- (3) The board of county commissioners shall review the application or decision on the same basis and in accordance with the procedures and criteria in this section. The board of county commissioners may approve (with or without conditions) or

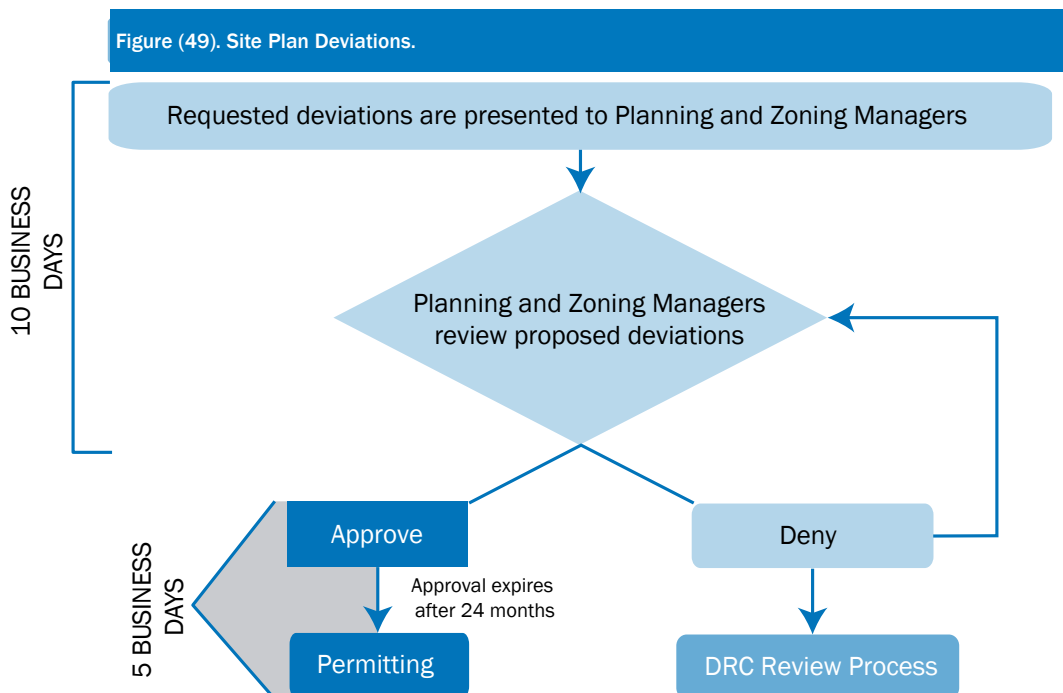
deny the application, return the application to the appropriate committee or staff for further consideration with or without comments or directions, or uphold or overturn the decision of the Planning Manager, as appropriate. An approval issued by the board of county commissioners shall enable the Planning Manager to issue a determination, as appropriate, which in any case may contain such conditions as the board of county commissioners may require.

- (4) A person aggrieved by a decision of the board of county commissioners pursuant to Section 38-868 may challenge the decision in the Circuit Court for the Ninth Judicial Circuit. If the aggrieved person decides to challenge the decision, he/she shall file a petition for writ of certiorari with the clerk to the circuit court not later than thirty (30) days after the decision is rendered by the board of county commissioners. The record before the circuit court shall consist of the complete record of the proceedings before the board of county commissioners.
- (5) Judicial review shall not be available unless and until the procedures set forth in this section have been exhausted.

**Sec. xxx Definitions.**

**a. Graphics.**

The graphics, tables, and text utilized throughout this code are regulatory. In case of a conflict, text shall control over tables and graphics and tables shall control graphics.





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## Article X. Definitions

# Definitions

## b. Defined Terms.

For the purposes of Sections 38-860 through 38-875, the following terms shall have the following meanings.

- (1) **Accessory Use or Structure.** A use or structure customarily, incidental, and subordinate to the principal use or structure and located on the same lot with such principal use or structure.
- (2) **Applicant.** A developer or an authorized agent of a developer.
- (3) **Block.** The aggregate of lots, passages, lanes, and Alleys bounded on all sides by streets.
- (4) **Block Depth.** A block measurement that is the horizontal distance between the front property line on a block face and the front property line of the parallel or approximately parallel block face.
- (5) **Block Ends.** The lots located on the end of a block; these lots are often larger than the lots in the interior of the block or those at the opposite end of the block and can be located on a more intense street type. They are typically more suitable for more intensive development, such as multiple family or mixed use development.
- (6) **Block Face.** The aggregate of all the building facades on one side of a block.
- (7) **Block Length.** A block measurement that is the horizontal distance along the front property lines of the lots comprising the block.
- (8) **Build-to-Zone.** An area in which the front or corner side facade of a building shall be placed; it may or may not be located directly adjacent to a property line. The transect dictates the minimum and maximum distance a structure may be placed from a property line. When a sidewalk is not provided within the right-of-way, the setback shall be measured from the back of sidewalk. Refer to Figure (51) Build-to-Zone vs. Setback Line.
- (9) **Coverage, Building.** The percentage of a lot developed with a principal or accessory structure.
- (10) **Coverage, Impervious.** The percentage of a lot developed with principal or accessory structures and impervious surfaces, such as driveways, sidewalks, and patios.
- (11) **Dedication.** The intentional appropriation of land by the owner to the county for public use and/or ownership.
- (12) **Density.** The number of dwelling units located in an area of land, usually denoted as units per acre.
- (13) **Dwelling Unit.** A building or portion thereof, designed or used exclusively for residential occupancy, but not including hotels, lodgishouses, motels, or mobile homes.
- (14) **Easement.** A legal interest in land, granted by the owner to another person or entity, which allows for the use of all or a portion of the owner's land for such purposes as access or placement of utilities.
- (15) **Expression Line.** An architectural feature. A decorative, three dimensional, linear element, horizontal or vertical, protruding or

indented at least two inches from the exterior facade or a building typically utilized to delineate floors or stories of a building.

- (16) **Facade.** The exterior face of a building, including but not limited to the wall, windows, windowsills, doorways, and design elements such as expression lines. The front facade is any building face adjacent to the front property line.
- (17) **Frontage Type.** The permitted treatment types of the ground floor facade of a building. Refer to the Transects section for more information and a list of permitted Entrance Types.
- (18) **Grade.** The average level of the finished surface of the ground story adjacent to the exterior walls of a building.
- (19) **Gross Floor Area.** The sum of all areas of a building, including accessory storage areas or closets within sales spaces, working spaces, or living spaces and any basement floor area used for retailing activities, the production or processing of goods, or business offices. It shall not include attic space having headroom of seven feet or less and areas devoted primarily to storage, balconies, off-street parking and loading areas, enclosed porches, roof decks, roof gardens, or basement floor area other than specified above.
- (20) **Impervious Surface.** Also referred to as impervious material. Any hard surface, man-made area that does not absorb water, including building roofs, sidewalks, parking, driveways, and other paved surfaces.
- (21) **Landscape Area.** Area on a lot not dedicated to a structure, parking or loading facility, frontage buffer, side and rear buffer, or interior parking lot landscaping.
- (22) **Lot.** A parcel of land occupied or intended for occupancy by a use permitted in this chapter. Refer to Figure (50) Lots.
- (23) **Lot, Corner.** A parcel of land abutting at least two vehicular rights-of-way, excluding an Alley, at their intersection. Refer to Figure (50) Lots.
- (24) **Lot, Flag.** A parcel of land having its only access to the adjacent vehicular right-of-way, excluding an Alley, through a narrow strip of land. Refer to Figure (50) Lots.
- (25) **Lot, Interior.** A parcel of land abutting a vehicular Right-of-way, excluding an Alley, along one (1) Property Line; surrounded by Lots along the remaining Property Lines.
- (26) **Lot, Through.** Also referred to as a double frontage lot. An interior lot having frontage on two approximately parallel vehicular rights-of-way, excluding an Alley. Refer to Figure (50) Lots.
- (27) **Lot Area.** The computed area contained within the property lines; it is typically denoted in square feet or acres.
- (28) **Lot Depth.** The distance measured from the midpoint of the front line to the midpoint of the opposite rear line of the lot. Refer to Figure (50) Lots.
- (29) **Lot Frontage.** The horizontal distance between the Side Property Lines, measured at the Front Property Lines. Through lots may



- have two frontages. Refer to Figure (50) Lots.
- (30) **Nonconformance.** A structure, use, lot, or site characteristic that was legally constructed or operated prior to the effective date of or Amendment to this code, but that cannot be constructed, platted, or operated after the effective date of or Amendment to this code.
- (31) **Occupancy.** The portion of a building or premises owned, leased, rented, or otherwise occupied for a given use.
- (32) **Open Space Type.** The permitted and regulated types of open spaces in this code.
- (33) **Open Water.** A pond, lake, reservoir, or other water feature with the water surface fully exposed.
- (34) **Passageway.** A pathway designed for use by pedestrians; it can be located mid-block allowing pedestrian movement from one street to another without traveling along the block's perimeter.
- (35) **Pervious Surface.** Also referred to as pervious material. A material or surface that allows for the absorption of water into the ground or plant material, such as permeable pavers or a vegetated roof.
- (36) **Plat.** A map, drawing, or delineated representation of the division or subdivision of lands, being a complete and exact representation of the division or subdivision and other information in compliance with the requirements of all applicable provisions of any applicable ordinance and Part I, Chapter 177, Florida Statutes
- (37) **Primary Street.** A street designated on the Regulating Plan that receives priority over other streets in terms of setting front property lines and locating building entrances.
- (38) **Principal Use or Structure.** Also referred to as the principal building. A building that contains the dominant use of the Lot. It is typically located toward the front of the Lot in the front Build-to Zone or behind the Front Yard Setback.
- (39) **Property Line.** Also referred to as lot line. A boundary line of a parcel of land or lot. Refer to Figure (50) Lots.
- (40) **Property Line, Corner.** A boundary of a lot that is approximately perpendicular to the front property line and is directly adjacent to a public right-of-way, other than an Alley or railroad. Refer to Figure (50) Lots.
- (41) **Property Line, Front.** The boundary abutting a right-of-way, other than an Alley, from which the required setback or build-to transect is measured, with the following exceptions.
- (A) Corner and Through Lots that abut a Primary Street shall have the front property line on that Primary Street.
- (B) Corner and Through Lots that abut two Primary Streets or do not abut a Primary Street shall utilize the orientation of the two directly adjacent lots, or shall have the front property line determined by the Zoning Administrator.
- (42) **Property Line, Rear.** The boundary of a lot that is approximately parallel to the front property line; this line separates lots from one another or separates a lot from an Alley. Refer to Figure (50) Lots.
- (43) **Property Line, Side.** The boundary of a lot that is approximately perpendicular to the front and rear property lines; it is not adjacent to the public right-of-way. Refer to Figure (50) Lots.
- (44) **Right-of-way.** A strip of land acquired by the state, county or any municipality by reservation, dedication, forced dedication, prescription, or condemnation, and intended to be occupied or occupied by a road, crosswalk, sidewalk, bike path, electric transmission lines, oil or gas pipeline, water pipeline, sanitary sewer, storm sewer, or other similar uses.
- (45) **Roof Type.** The detail at the top of a building that finishes a Facade, including a pitch roof with various permitted slopes and a parapet. Refer to the Transects section for more information and a list of the permitted Roof Types.
- (46) **Scale.** The relative size of a building, street, sign, or other element of the built environment.
- (47) **Setback.** The horizontal distance from a property line inward, beyond which a structure may be placed. Structures or other impervious surfaces are not permitted within a setback, unless specifically permitted in this code (e.g. sidewalks). Refer to Figure (51) Build-to Zone vs. Setback Line.
- (48) **Sign.** See Ch. 31.5, Orange County Code.
- (49) **Solar Reflectance Index (SRI).** A measure of a constructed surface's ability to reflect solar heat, as shown by a small temperature rise. The measure utilizes a scale from 0 to 100 and is defined so that a standard black surface is 0 and a standard white surface is 100. To calculate for a given material, obtain the reflectance value and emittance value for the material; calculate the SRI according to ASTM E 1980-01 or the latest version.
- (50) **Story.** A habitable level within a building measured from finished floor to finished floor.
- (51) **Story, Ground.** Also referred to as ground floor. The first floor of a building that is level to or elevated above the finished grade on the frontage, excluding basements or cellars.
- (52) **Story, Half.** A story either in the base of the building, partially below grade and partially above grade, or a story fully within the roof structure with transparency facing the street.
- (53) **Story, Upper.** Also referred to as upper floor. The floors located above the ground story of a building.
- (54) **Street Face.** The facade of a building that faces a public right-of-way.
- (55) **Street Frontage.** Also refer to lot frontage. The portion of a building or lot directly adjacent to a vehicular right-of-way.
- (56) **Street Type.** The permitted and regulated types of streets in this code. Refer to the Street Types section for more information and a list of the permitted Street Types.
- (57) **Structure, Principal.** Also referred to as the principal building. A building that contains the dominant use of the Lot. It is typically located toward the front of the Lot in the front Build-to Zone or behind the Front Yard Setback.



# Definitions

- (58) **Swale.** A low lying, naturally planted area with gradual slopes that facilitate the transport, absorption, and/or filtration of stormwater.
- (59) **Transect.** A zoning designation given to each lot within the jurisdiction that dictates the standards for development on that Lot. Refer to the Transects section for more information and a list of permitted Transects.
- (60) **Transit Shed.** An area that is centered around an existing, or planned and funded, transit stop using a quarter mile or half mile distance meant to demonstrate 5-10 minute walking distances. Also referred to as the "Pedestrian Shed."
- (61) **Tree Canopy.** The uppermost area of spreading branches and leaves of a tree.
- (62) **Tree Canopy Coverage.** The area of ground covered or shaded by a tree's canopy, measured in square feet.
- (63) **Use.** Also referred to as land use. A purpose or activity that may occur within a building or a lot.
- (64) **Visible Basement.** A half story partially below grade and partially exposed above with required transparency on the street facade.
- (65) **Water Body.** A body of water, such as a river, pond, or lake that may be man-made or naturally occurring.

Figure (51). Setback Line vs. Build-to-Zone.

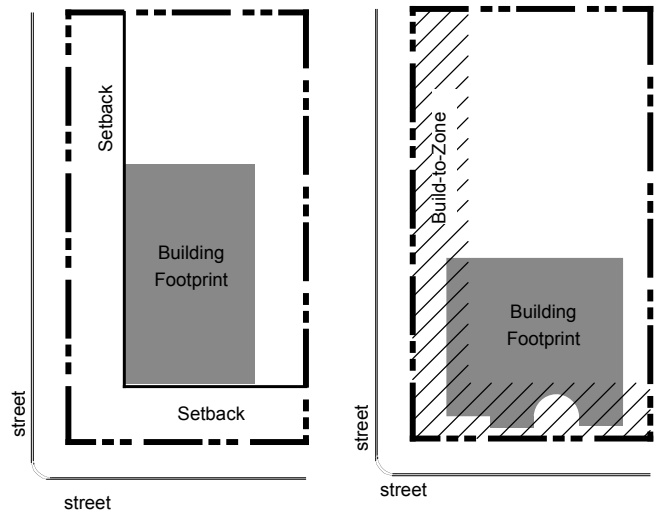
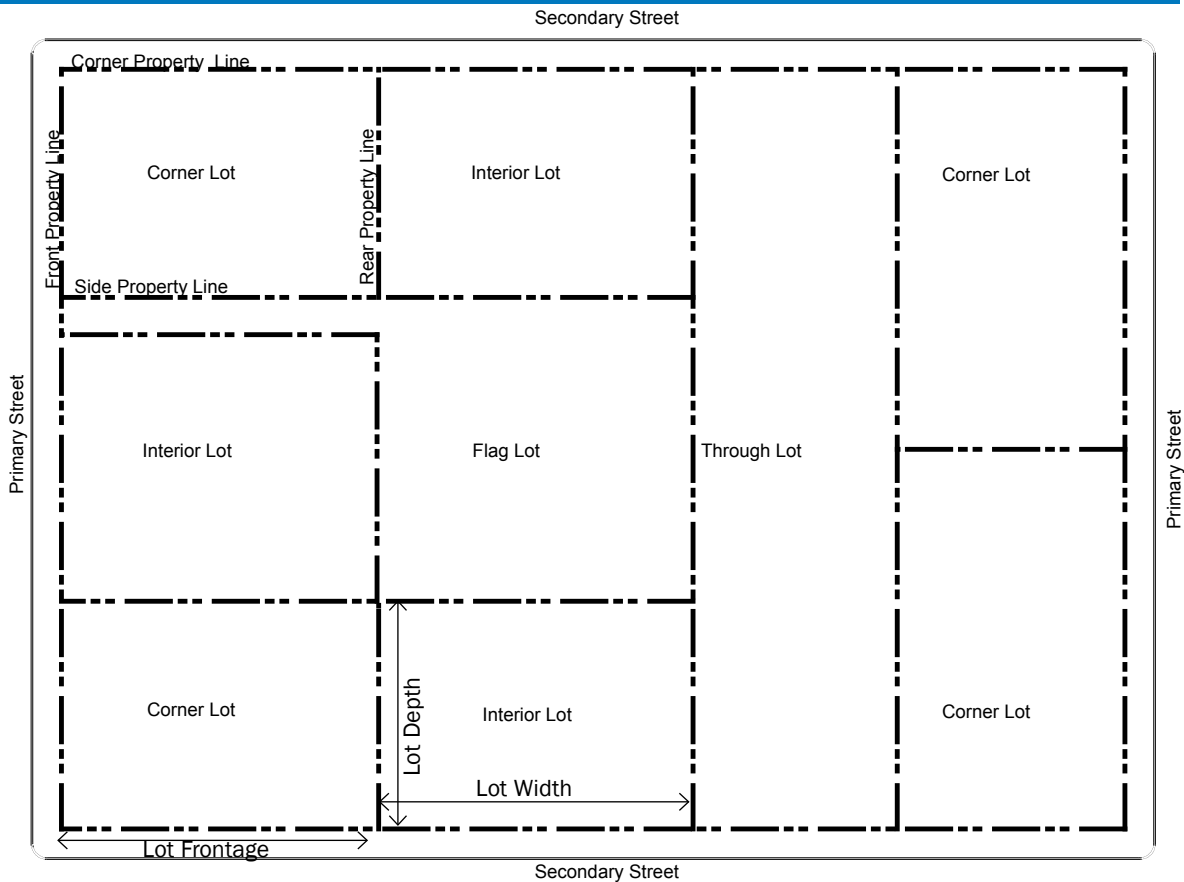


Figure (50). Lots.







APPROVED  
BY ORANGE COUNTY BOARD  
OF COUNTY COMMISSIONERS

AUG 20 2002 *gg/hh*  
Effective Date:  
August 27, 2002

**ORDINANCE NO. 2002-11**

**AN ORDINANCE PERTAINING TO THE CHARTER FOR ORANGE COUNTY FLORIDA; AMENDING THE ORANGE COUNTY CHARTER (A) TO CREATE THE PINE CASTLE URBAN PRESERVATION DISTRICT, AND (B) TO REQUIRE APPROVAL BY BOARD OF COUNTY COMMISSIONERS AND REGISTERED ELECTORS RESIDING WITHIN SUCH PRESERVATION DISTRICT REGARDING ANY PROPOSED VOLUNTARY ANNEXATION WITHIN SUCH PRESERVATION DISTRICT; PROVIDING FOR REFERENDUM ON THE CHARTER AMENDMENT; CONDITIONING THE EFFECTIVENESS OF THE CHARTER AMENDMENT ON APPROVAL AT REFERENDUM; PROVIDING FOR OTHER RELATED MATTERS; AND PROVIDING AN EFFECTIVE DATE**

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ORANGE COUNTY:

**Section 1. Board of County Commissioners' Findings and Declaration of Intent.** The area depicted within the bold boundary line on the color map attached hereto as Appendix "A" and described in greater detail at Appendix "B" attached hereto is predominantly urban in character, and has existing historical and residential communities which form a cohesive whole.

**Section 2. Amendment to Orange County Charter.** Section 505 of the Orange County Charter is amended to read as follows, with added words and letters being shown by the underlines and deleted words being shown by the strike-throughs:

**Sec. 505. Voluntary annexation.**

A. 1. The board of county commissioners may designate as “preservation districts” any areas of Orange County that are not within municipalities and that have existing historical and cohesive residential communities located within rural settlements as identified by the county’s comprehensive plan (or within such successor land use categories as the board may from time to time use in the comprehensive plan).

2. There is created as a preservation district the “Dr. Phillips Urban Preservation District” in unincorporated Orange County. It has existing historical and residential communities which form a cohesive whole. Its boundaries and description are respectively set forth at Appendixes “A” and “B” to Orange County Ordinance No. 98-08.

3. There is created as a preservation district the “Taft Urban Preservation District” in unincorporated Orange County. It has existing historical and residential communities which form a cohesive whole. Its boundaries and description are respectively set forth at Appendixes “A” and “B” to Orange County Ordinance No. 2000-18.

4. There is created as a preservation district the “Pine Castle Urban Preservation District” in unincorporated Orange County. It has existing historical and residential communities which form a cohesive whole. Its boundaries and description are respectively set forth at Appendixes “A” and “B” to Orange County Ordinance No. 2002-11.

B. Voluntary annexation in a preservation district may occur only if it is approved by a majority of the board of county commissioners after an advertised public hearing and by a majority of the registered electors residing within the boundaries of the preservation district in which the property or properties lie and voting on the question. The vote by the registered electors residing within the preservation district shall be conducted in accordance with Florida laws pertaining to annexation elections, and the board of county commissioners may adopt regulations and procedures to implement this method of voluntary annexation.

C. The annexation requirements in subsection B shall not apply to the Dr. Phillips Urban Preservation District, ~~or the Taft Urban Preservation District,~~ or the Pine Castle Urban Preservation District if and to the extent their application would impair contractual

rights under any agreement existing prior to the date the district in question was created.

**Section 3. Referendum.** The Orange County Supervisor of Elections is authorized and directed to place on the ballot for the election to be held on November 5, 2002, the following ballot title and question:

**COUNTY CHARTER AMENDMENT TO  
CREATE THE "PINE CASTLE URBAN  
PRESERVATION DISTRICT"**

Shall the Orange County Charter be amended to create the "Pine Castle Urban Preservation District" in certain specified parts of south central Orange County wherein "voluntary" annexation may occur only if it is approved both by a vote of the board of county commissioners after an advertised public hearing and a majority of the district electors voting on the question (and only if such requirements do not impair pre-existing contractual rights)?

Yes \_\_\_\_\_

No \_\_\_\_\_

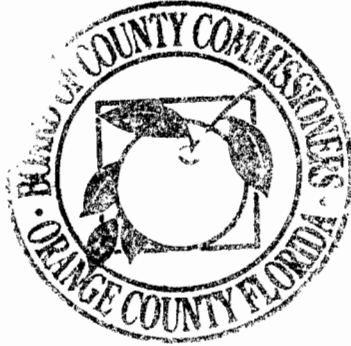
**Section 4. Codification.** Section 2 shall be codified in the Orange County Code, but only if approved at a referendum as provided by Section 3. No other section shall be codified, but shall remain in full force and effect nonetheless.

**Section 5. Severability.** If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared severable.

**Section 6. Effective date.** Sections 1, 3, 4, 5, and 6 of this ordinance shall take effect, as provided by general law, when the clerk of the Board of County Commissioners receives official acknowledgment from the Department of State that this ordinance has been filed with that office. Section 2 of this ordinance shall take effect only if the ballot question is approved by vote of a

majority of the qualified electors of Orange County, Florida, voting on the question.

ADOPTED THIS 20<sup>TH</sup> DAY OF AUGUST, 2002.

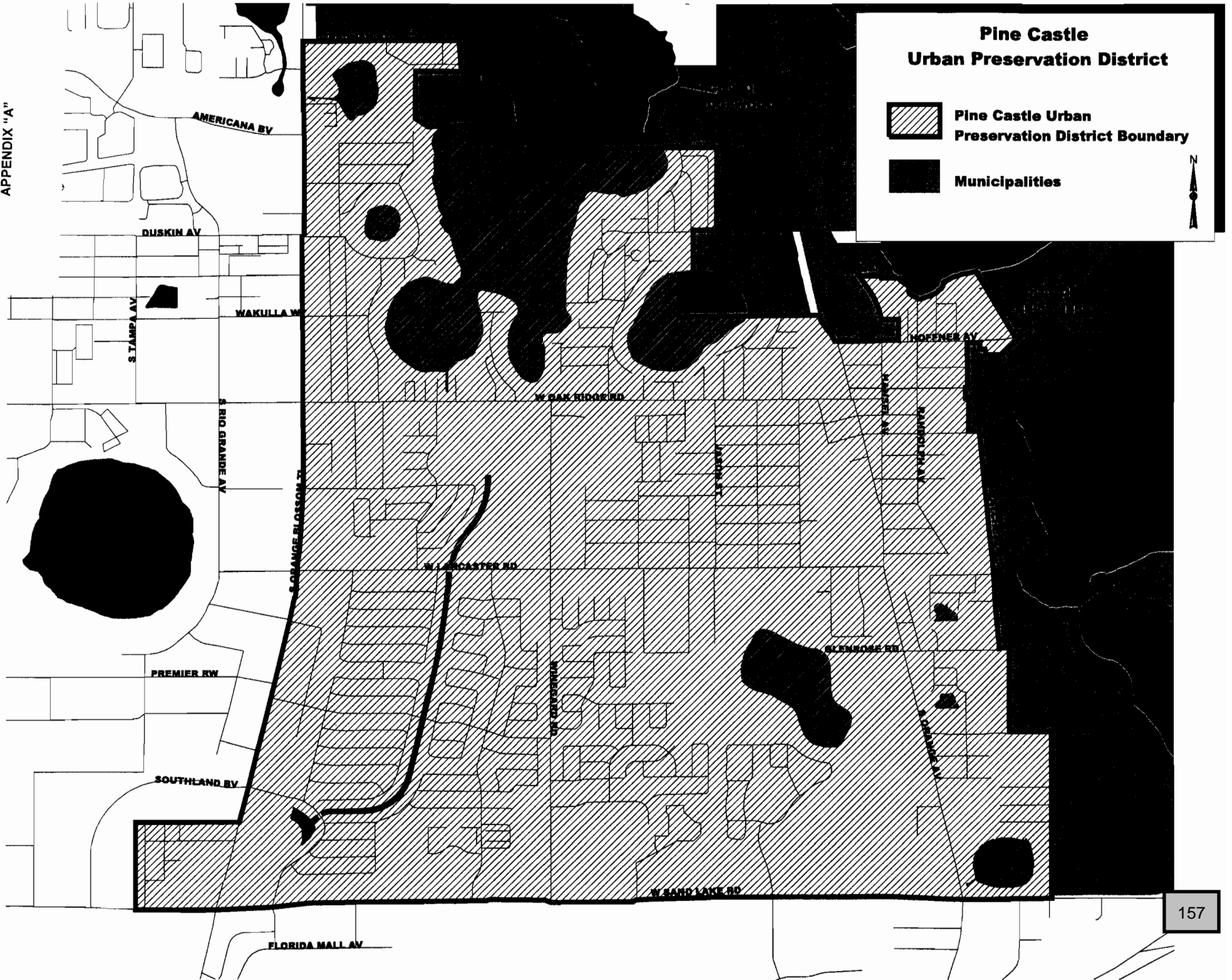


ORANGE COUNTY, FLORIDA  
By: Board of County Commissioners

BY: *Richard Crotty*  
Richard Crotty, County Chairman

ATTEST: Martha O. Haynie, County Comptroller  
As Clerk of the Board of County Commissioners

By: *Martha O. Haynie*  
Deputy Clerk



## APPENDIX "B"

### Pinecastle/Skylake Preservation District

All of the following described parcel of land lying within unincorporated Orange County as of 07/25/2002:

For a Point of Beginning, begin at the point of intersection of the centerline of Right-of-Way of Sandlake Road with the southerly projection of the west boundary of Oak Ridge Manor Annex according to the plat thereof as recorded in Plat Book "S", Page 124 of the Public Records of Orange County, Florida; said Oak Ridge Manor Annex being and lying in the Southwest  $\frac{1}{4}$  of Section 27, Township 23 South, Range 29 East. From said Point of Beginning run northerly along aforesaid southerly projection and west boundary to the Northwest corner of said Oak Ridge Manor Annex; thence run easterly along the north boundary of said Oak Ridge Manor Annex to the Northwest corner of Oak Ridge Manor according to the plat thereof as recorded in Plat Book "S", Page 85 of the Public Records of Orange County, Florida. Thence run easterly along the north boundary of said Oak Ridge Manor and easterly projection thereof to the point of intersection with the centerline of Right-of-Way of South Orange Blossom Trail (also known as State Road 441 and US Highway 17-92). Thence run northeasterly and northerly along the centerline of Right-of-Way of South Orange Blossom Trail to the point of intersection with the westerly projection of the north boundary line of that parcel of land described in the first two paragraphs of Exhibit A of Official Record Book 5637, Page 4830 of the Public Records of Orange County, Florida. Said north boundary line lying north of and adjacent to Redman Street, a private road. Run thence easterly along aforesaid westerly projection and north boundary line to the Northeast corner of aforementioned parcel of

land; thence run southerly along the east boundary of said parcel to the Southeast corner thereof; thence run westerly along the south boundary of said parcel approximately 770 feet, more or less, to the Northeast corner of that parcel of land described in the first two paragraphs of Exhibit "A" of Official Record Book 3927, Page 2265 of the Public Records of Orange County, Florida. Thence run southerly along the east boundary of said parcel of land to the Northwest corner of that parcel of land described in Official Record Book 4979, Page 4946 of the Public Records of Orange County, Florida. Said Northwest corner lying 150 feet north of the Northwest corner of Lot 1, Block "A" of Lake Jessamine Shores, according to the plat thereof as recorded in Plat Book "R", Page 41 of the Public Records of Orange County, Florida; Thence run southeasterly and easterly along the north boundary of said parcel to the Northeast corner thereof. Thence run southerly, along the east boundary of said parcel and east boundary of Lake Jessamine Shores to the Northwest corner of that parcel of land described in the third paragraph of Schedule A of Official Record Book 2886, Page 648 of the Public Records of Orange County, Florida; said parcel being described therein as the Southeast  $\frac{1}{4}$  of the Southwest  $\frac{1}{4}$  of Section 14, Township 23 South, Range 29 East. Thence run easterly along the north boundary of said parcel to the Northeast corner thereof. Thence run easterly to the Southwest corner of Lake Jessamine Estates, according to the plat thereof, as recorded in Plat Book "18", Page 17 of the Public Records of Orange County, Florida; thence run easterly along the south boundary of said Lake Jessamine Estates to the Northeast corner of Rockwood Estates, according to the plat thereof as recorded in Plat Book "X", Page 20 of the Public Records of Orange County, Florida. Thence run southerly along the east boundary of said Rockwood Estates to a point on the north

Right-of-Way of West Mary Jess Road; thence run westerly along the north Right-of-Way of West Mary Jess Road to the point of intersection with the northerly projection of the west boundary of Lake Mary Court, according to the plat thereof as recorded in Plat Book "Z", Page 64 of the Public Records of Orange County, Florida. Thence run southerly along aforesaid northerly projection and west boundary of said Lake Mary Court to the Southwest corner of said Lake Mary Court. Thence run westerly along the north boundary of that parcel of land described in Official Record Book 4185, Page 1926 of the Public Records of Orange County, Florida, to the Northwest corner thereof. Said parcel of land described as the "S1/2 of NE ¼ of NE ¼ of Section 23, Township 23 South, Range 29 East, LESS the West 800 feet". Thence run southerly along the west boundary of said parcel to the Southwest corner thereof. Thence run easterly along the south boundary of said parcel to the Northwest corner of Lake Mary Manor, according to the plat thereof, as recorded in Plat Book "S", Page 34 of the Public Records of Orange County, Florida. Thence run easterly along the north boundary of said Lake Mary Manor and easterly projection thereof to a point of intersection with the centerline of Right-of-Way of South Orange Avenue; Thence run southeasterly along the centerline of Right-of-Way of South Orange Avenue to the point of intersection with the centerline of Right-of-Way of Hoffner Avenue. Thence run easterly along the centerline of Right-of-Way of Hoffner Avenue to a point of intersection with the southerly projection of the east boundary of Hansel Replat according to the plat thereof as recorded in Plat Book "J", Page 45 of the Public Records of Orange County, Florida. Thence run northerly along aforesaid southerly projection and east boundary to the Northeast corner of said Hansel Replat. Thence run northerly along the east boundary of Second WM Hansel Replat,



according to the plat thereof as recorded in Plat Book "L", Page 74 of the Public Records of Orange County, Florida, to the Northeast corner thereof. Thence run westerly along the north boundary of said Second WM Hansel Replat and westerly projection thereof to a point of intersection with the east Right-of-Way line of Hansel Avenue. Thence run northwesterly along the east Right-of-Way line of Hansel Avenue to the Southwest corner of Edgewood Village On Lake Conway, according to the plat thereof as recorded in Plat book "30", Page 80 of the Public Records of Orange County, Florida. Thence run easterly along the south boundary of said Edgewood Village On Lake Conway (and easterly projection if necessary) to a point of intersection with the edge of sovereign waters of Lake Conway. Thence run southeasterly, easterly and northeasterly along said edge of waters to a point lying on (or on a northerly projection of) the westerly boundary of Highlands At Lake Conway according to the plat thereof as recorded in Plat Book "45", Page 11, of the Public Records of Orange County, Florida. Thence run generally southeasterly along said westerly boundary to the "Point of Beginning Overall Tract" as shown on the plat of said Highlands at Lake Conway. Thence run southeasterly to the Point of Intersection of the south Right-of-Way line of Hoffner Avenue with the north Right-of-Way line of Wilks Avenue. Thence run southwestly and westerly along the north Right-of-Way line of Wilks Avenue to the Southwest corner of that parcel of land described in Official Record Book 5149, Page 1737 of the Public Records of Orange County Florida. Thence run northwesterly along the west boundary of said parcel to the southeast corner of that parcel of land described in Official Record Book 4432, Page 1738 of the Public Records of Orange County, Florida. Thence run westerly along the south boundary of said parcel to the Southwest corner thereof; thence run northerly along

the west boundary of said parcel and northerly projection thereof to the centerline of Right-of-Way of Hoffner Avenue. Thence run westerly along said centerline to the Point of Intersection with the centerline of Right-of-Way of Marinell Drive. Thence run Southerly along said centerline of Marinell Drive to the Point of Intersection with the centerline of Right-of-Way of Waltham Avenue. Thence run southerly roughly 276.5 feet more or less to the Southwest corner of that parcel of land described in Official Record Book 6202, Page 4319 of the Public Records of Orange County, Florida. Thence run easterly along the southern boundary of said parcel of land to the western most boundary of that parcel of land described in Official Record Book 5220, Page 220 of the Public Records of Orange County, Florida. Thence run southerly along said western most boundary to the Northwest corner of Waller Subdivision, according to the plat thereof, as recorded in Plat Book "26", Page 105 of the Public Records of Orange County, Florida. Thence run southerly along the west boundary of said Waller Subdivision to the Southwest corner thereof; thence run Easterly along the south boundary of said Waller Subdivision to a point of intersection with the northerly projection of the centerline of Right-of-Way of Matchett Road; Thence run southeasterly along said northerly projection and centerline of Matchett Road to the Point of Intersection with the centerline of Right-of-Way of Nela Avenue; thence run easterly along said centerline of Nela Avenue to the Point of Intersection with the centerline of Right-of-Way of (the continuation of) Matchett Road. Thence run southerly along said centerline of Matchett Road to the Point of Intersection with the centerline of Right-of-Way of Perkins Road; thence run easterly along said centerline of Perkins Road to the Point of Intersection with the centerline of Right-of-Way of Gondola Drive; thence run

southerly along said centerline of Gondola Drive to the Point of Intersection with the centerline of Right-of-Way of McCoy Road; thence run westerly along said centerline of McCoy Road to the Point of Intersection with the centerline of Right-of-Way of South Orange Avenue. From said Point of Intersection run along said centerline of South Orange Avenue (if necessary) to the Point of Intersection with the centerline of Right-of-Way of Sand Lake Road; thence run westerly along said centerline of Sand Lake Road to the Point of Beginning.

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## PINE CASTLE CORRIDOR STUDY

### Overview of County Presentation

1. South Orange Avenue from Hoffner Avenue at the north and Sand Lake Road at the south
  2. Commercial parcels east and west of the CSX rail line and Commercial parcels east along South Orange
  3. Review Group meetings held from 4Q, 2016 through 2AQ, 2017
  4. Purpose – implement Pine Castle’s vision shaped through previous efforts focused on the revitalization of South Orange Avenue corridor and the SunRail Station area
  5. Results
    - a. Transportation
      - i. Pedestrian Safety
      - ii. Reduction of truck traffic
      - iii. South Orange Avenue median – impact on businesses
    - b. Environmental
      - i. Include wetlands west of SunRail station for master retention
      - ii. Improve stormwater and lake water quality
      - iii. Increase open space, landscaping and beautification
    - c. Green Infrastructure
      - i. Stormwater parks
      - ii. Improved water quality
      - iii. Landscaping
      - iv. Low impact development
      - v. Financing structure
    - d. Brownfield Designation
      - i. Incentives for redevelopment
      - ii. Job creation
      - iii. Financial assurance
  6. Preliminary Cost Estimate
    - a. Master Retention \$4MM
    - b. Green Infrastructure \$4.1MM
    - c. South Orange Corridor \$11.27MM
    - d. Brownfield Designation County Allocation
- 

### EXECUTIVE SUMMARY

During the 2016-2017 fiscal year, ULI Central Florida structured its Mentor/Mentee Program to focus on an actual corridor study to expose the Mentees to the important aspects of such a study: horizontal infrastructure, vertical improvement, public/private financing and the implementation of form-based code. Given Orange County’s study of other commercial corridors in other sectors, the unincorporated

area of Pine Castle was chosen for its proximity to nearby study areas and manageability of size and scope. The Pine Castle area is strategically located to take advantage of the new comprehensive plan amendments and zoning codes to allow the transition for mixed-use and transit-oriented development. With this transition, however, focus and consideration must be given to the placement of these developments in relation to existing uses, quality and design of the existing infrastructure and finance mechanism to transform vision into reality.

The goal of the 2016-2017 Mentor/Mentee Program was to provide real-world experience and exposure to the Mentees in identifying and addressing critical issues, assess viability, and ultimately produce vision recommendations to Orange County based upon the expertise and experience in the private sector.

The participants of the Mentor/Mentee Program were divided into three groups:

1. Public-Private Partnership to focus government incentives, public input, bond and tax-increment financing and the partnership between government and private stakeholders under the common economic vitality
2. Horizontal Infrastructure to focus on traffic, land design, streetscapes and non-vehicular connectivity
3. Vertical Development to focus on the local vernacular site-specific design elements and a proposed plan to execute the highest and best uses

## **DISCUSSION AND RECOMMENDATIONS**

### **PUBLIC-PRIVATE PARTNERSHIP**

The Public-Private Partnership Group (the “P3 Group”) was formed to focus and review creative ways under the auspices of P3 to finance the public infrastructure and improvements for the use by, and to service the needs of, the public within the Pine Castle Corridor. In 2016, the Florida legislature passed two bills to further advance the State’s existing P3 framework and to facilitate various bond financing mechanisms, private capital and other funding sources for the development and operation of qualifying projects to meet a public need.

The County studied the Pine Castle corridor in full view of the revitalization of South Orange Avenue to the north under an approved Vision Plan implemented by the City of Orlando and the study of development impacts and tax increases stimulated by transit-oriented development (“TOD”) around the SunRail stations. The public improvements necessary for a TOD mirror the public improvements discussed and approved by the property owners within the Pine Castle corridor. The need for these common public improvements will advance the opportunities and willingness for these improvements to become a reality. Both studies speak to the “regional connection” of SunRail to surrounding points of interest; i.e., the Florida Mall, the Airport and Downtown, as well as the major employers to the North and South of the Sand Lake Station. The stakeholders within the corridor and around SunRail Stations speak to the local desires for increased accessibility and mixed uses around the Stations, as well as upgraded streetscapes and pedestrian/cyclist-friendly infrastructure. Orange County, along with the stakeholders within the Pine Castle corridor, can advance public improvements under a TOD model while also emphasizing that such is a long-term investment and commitment.

In 2008, the County showed early support for the SunRail-related TOD standards by approving Ordinance No. 2008-02, establishing standards and guidelines encouraging TOD around the Sand Lake Road SunRail Station, and by establishing a TOD Overlay Zone within a half-mile radius of the Station. Although the overlay is established with guidelines in place, there is no funding mechanism to advance the development and construction of the needed infrastructure. Without a funding mechanism for the public infrastructure, the private mixed-use developments will not happen.

In addition to the existing bond financing programs and negotiated structures of private capital without public input and guidance, the P3 Group discussed ways in which the resultant public improvements throughout the study corridor can be funded through incremental tax dollars under the direction and guidance of Orange County and the property owners and end users within the corridor. The final resolution was a formation of a “district”, governed by the County and stakeholders to influence and consider the capital project items within the corridor and to administer the incremental tax dollars for the funding of same.

The P3 Group reasoned that, prior to the County’s investment into an area, an organized, active group of stakeholders needs to exist within the corridor with a common voice to communicate the implementation of its goals. The following is the structure of this organized, grass-roots group and the funding mechanism for the Pine Castle corridor.

**The Main Street Program** – The success of a Main Street Program can be seen through the operations of the Downtown South Main Street Program, the boundaries of which are approximately one-mile north of the Pine Castle study area. The Main Street Program is a national platform under a time-tested framework to promote community-driven, comprehensive revitalization. The Main Street framework is practicable and adaptable for initiatives that can be easily tailored to local conditions. The members of a Main Street Program can reach outside of the Pine Castle study corridor to include adjacent residential stakeholders; these residential stakeholders need a voice and a vote in the development of the public infrastructure.

Under its transformation strategy, the Main Street Program generates meaningful community engagement leading to the improvement of the market position. An effective transformation strategy, serves a stakeholder segment, responds to an underserved market demand and creates a differentiated destination and a sense of place. The four-point approach of this transformation strategy is:

1. Economic Vitality
2. Design
3. Promotion
4. Organization

The national platform of the Main Street Program will guide in the start-up of the organization; however, support from the County, both in personnel and start-up funding, is vital to the success of the Main Street Program. The program will need seed money for the:

1. Employment of an executive director
2. Payment of national dues
3. Organizational documents
4. Establishment of member dues and sponsorship levels

## 5. Seed capital for community programs

Support of the County can be phased-out over time as the Main Street Program gains members, holds community fundraisers and builds its operating account. Over time, leaders from the residents and business owners within the corridor will be made known and recognized, and all members of the Main Street program will be acting as a unified front to the County.

As the County acknowledges the strength in the numbers of the Main Street members, and begins to work with the Main Street leaders, the natural progression will be the consideration of a special taxing district to organize and bring forth a referendum calling for a self-imposed, incremental tax to remain within the district to provide the seed funding of the resultant and needed public infrastructure. In addition to the incremental tax, opportunities will open for federal, state and private grants, as well the bonding capabilities of future incremental taxes.

The structure of the special taxing district can be discussed by the community leaders and the County. As with the support of the County in the organization of a Main Street program, support of the County will also be vital in the creation of a neighborhood/business improvement district within the corridor. Under the current structure of a taxing district, the Board of County Commissioners will act as the Board of Directors of the taxing district with an Advisory Board to advise the County Commissioners of both the needs and wants of the stakeholders and the timing of capital funding.

The P3 Group acknowledges the effort by the County thus far in working with the stakeholders of the Pine Castle corridor, but the County's willingness to support the grass-roots, local drivers to be made a part of the creative funding process will make the visions of the corridor plan and the SunRail study reality. The creation of the Main Street program, and ultimately the neighborhood/business improvement district, will bring unity among the stakeholders and organized platforms upon which to control their destiny.

## HORIZONTAL INFRASTRUCTURE

This Group's effort has examined and discussed Orange County's form-based code and all aspects of a horizontal nature. That is; we are making observations and suggestions to Orange County on community design, road design, transit, other infrastructure and Civil engineering aspects.

It seems desirable to incorporate historically sensitive designs in the attempts to improve the future of Pine Castle. When we look at pictures from the 1890's, for example, the roads are narrow and gently crowned. Drainage is handled in shallow swales with very gradual grades. In short, what they did back then was very low impact. That suggests, for the local streets with low-volume traffic, using sand colored concrete streets with two ten-foot wide lanes, flush ribbon curbs and five-foot wide swales on each side. Then we suggest a railing that might mimic a horse rail, perhaps, or a green wall arrangement to separate the vehicular section from the non-vehicular section. If those paths / trails are ten feet wide on either side of the street, the total R/W would be fifty feet in width.

Form-based code seems to favor block grid streets and high density. We have been wondering how to best pursue profitable development in such a layout. It appears that virtually no condominiums are being built here in Central Florida, with a few exceptions. Our take is: General contractor liability is



the main issue outside of pent-up market demand. The general contractors will, in fact, be sued by the condo association for defects within the ten-year litigation window. Given this situation, the alternative is three- or four-story town homes with “lock out” units on each floor. The owner of the fee interest in the town home could have a shop, a studio, an office or some other nonresidential use on the ground floor. A retailer might benefit by having a covered sidewalk adjoining the front porch. Owner might live on the second floor, or the top floor, with homestead exemption for that space. Then owner is free to rent out, or have family occupy. the other units. An investor might rent out all floors. The block layout would be sized so that each building fit optimally with an alley for garages down the middle. We suggest drawing one up with units that are generally 36 feet (or less) wide, 50 feet deep, so 1,800 SF per floor. Tapering to the top with lots of porches and balconies would make the overall appearance fit nicely.

Another interest stems from older, transformed neighborhoods. Many of the STOP signs were gone, replaced by YIELD signs and, where a local street intersected with a busier collector road, there were two STOP signs on the same pole with a very prominent STOP line painted on the roadway. Often, we witness drivers rolling through STOP signs, without incident. We suggest that Orange County do a review and begin the process of determining where there needs to be a FULL STOP, as opposed to a situation where changing to a YIELD sign would be more appropriate.

Slower traffic can move more volume through an area due to closer following distances, especially if the intersections allow them to move through without stopping. Drivers slow down when they perceive narrowness and confined space. We support striping the lanes much more prominently, at narrower widths with reflective markers that confine the vehicles, slowing them down.

We have characterized Orange Avenue traffic in various ways. It is a very high volume major arterial, one that carries considerable truck and semi-trailer traffic. The businesses in Pine Castle depend on these trucking activities. The current vehicle-per-day count is in excess of 40,000. In reality, Orange Avenue divides Pine Castle into east and west sectors, as there are few pedestrian-friendly crossings. FDOT, Orlando, Edgewood and Orange County are designing improvements from Anderson to south of Sand Lake Road.

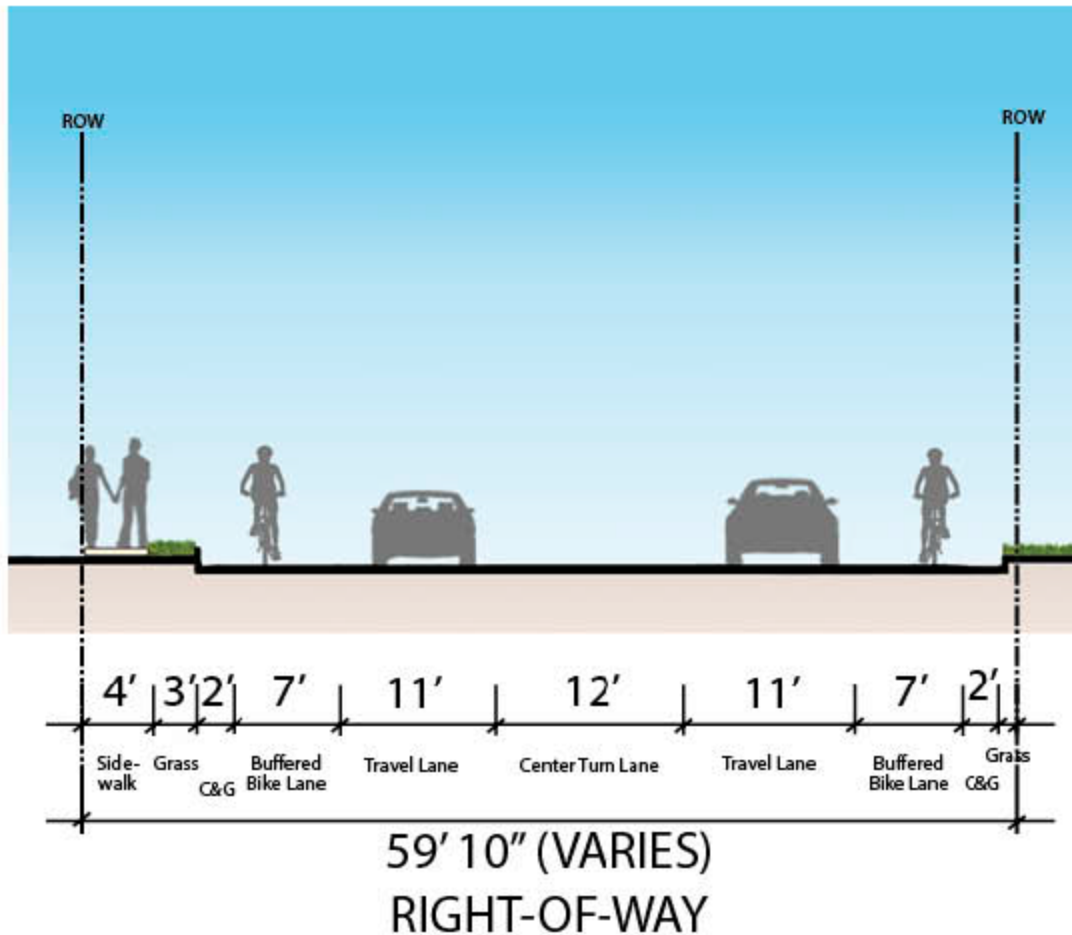
We strongly encourage consideration of a Round-About at Lancaster. Such an improvement slows the speed of the vehicles, allowing closer following distances, thereby having a positive effect on through-put capacity. Vehicle collisions tend to be much less violent, a huge safety factor. Intersections where there are three, not four, roads flow very well. At such three-way intersections there is one half the number of left turning movements compared with four-way intersections.

There is strong advocacy for properly designed round-abouts and other traffic devices that can increase the through-put capacity of a roadway, enhance safety and increase inter-connectivity.



There is the recommendation to Orange County to discuss treating the Orange Avenue lane design in a new way. There is considerable through traffic, both commercial vehicles and private autos. We have frequently observed these vehicles racing past us up to the next stop light and then sitting there for one or more light change cycles. We have used the term “vehicular sewer”, which brings a smile most times. However, it seems the two inner lanes, the “force lanes” if you will, adjacent to the median, ought to be 12 feet wide and given high priority. A round-about at Lancaster and Orange, for example, might be designed so that the force lanes move through with priority, at a slower speed but without stopping.

## Proposed



The above is one of many iterations of sections that utilize narrower lanes.

The outside lanes in a five-lane configuration might be slimmer, encouraging slower speeds and more local turning movements. We suggest we look at 10 – 11-foot lane widths, with prominent paint delineating the lanes and creating the impression of narrowness and confined space. People drive slower under those conditions. Slower traffic can actually have higher throughput capacity due to closer following distances. The outside lanes also need to promote commercial viability in the real properties they serve. Think of it as addition by subtraction. All work being done by Metro Plan with regard to Complete Streets and Road Diets must be considered for each right-of-way in the study area, on a case-by-case basis. An added benefit of slower traffic and proper design is better safety with regard to non-vehicular traffic such as pedestrian and bicycle.

Non-vehicular connectivity is a significant factor with regard to the health of a community. Bike trails and adequate pedestrian access improvements enhance the well-being of an area. Home buyers these days want to be near community activity, what we characterize, in one word, as “nightlife.” Pine

Castle is currently deficient in that regard. There needs to be more to do there. One remedy might be a trail along the WEST edge of the RR right-of-way. Such a trail would safely connect businesses and residences with the Pine Castle SunRail station without having to interface with Orange Avenue. We also think it would spur interesting new development all along the west side of Orange Avenue. Throughout Pine Castle, sidewalks, bike path, trails and other non-vehicular improvements should be a part of a Complete Streets inquiry.

#### VERTICAL DEVELOPMENT

After significant review and collaboration, this group offers the following recommendations:

**Use** -- When considering the site's highest and best use, major consideration was given to the infill location relative to South of Downtown (SoDo) and Orlando International Airport (OIA) as well as major transportation corridors including Orange Avenue and SunRail. Due to the strategic location, existing market conditions, and perception of the community's needs of the subject property our focus was narrowed to Education, Healthcare and Housing.

The overall area of Pine Castle as highlighted in the horizontal development and public private partnership sections is on the cusp of undergoing significant change to its infrastructure. More efficient travel lanes, an increase in connectivity, and a focus on pedestrian safety will help to energize Pine Castle. The updated infrastructure also intensifies SunRail's already large impact in the area. This will lay the ground work for an influx of new development.

Pine Castle stands to benefit from the adjacency of SoDo's sphere of influence. Over time this will become more interconnected as the growth boundary of the successful SoDo area expands. Orange Avenue is a long-established corridor which directly links to downtown Orlando which is poised for revitalization. One can already see this taking place specifically between SoDo and Pine Castle. With a popular high growth area to the north and new infrastructure earmarked for the near future, Pine Castle begins to stand out as a future destination for education, healthcare and housing in close proximity to major transportation hubs, job centers, and retail destinations.

From an educational prospective our proposal focuses specifically on vocational learning. With trends shifting and more technical skills needed in technology and healthcare, our subject site seems ripe for an educational-oriented development. Due to the site's size, ample space is available for living and learning within the master development. This is critical for the viability of educational development as it provides efficiencies and increased retention for various stakeholders. Furthermore, this creates a unique opportunity to partner with one of Central Florida's industry leaders in which they can collaborate with the community to establish direct workforce solutions. Given Pine Castle's history as an area anchored by industrial-oriented development, it seems natural for a new high tech industrial user to locate here with a modern facility and workforce. Examples of mixed-use developments with integrated educational components are prevalent in established urban settings in the form of public grade schools or universities. Many master-planned communities seek to incorporate satellite college campuses, public schools, or private educational users to expand the complimentary uses beyond housing, retail, and office components.



Stetson University - Celebration Campus



School of Cooperative Technical Education – New York City (Proposed)

A development focused on healthcare is another great tool to energize the subject site and Pine Castle. Healthcare is a vast and high growth industry. Our focus is to create a linkage to Orlando Health's SoDo campus. Bringing Orlando Health to Pine Castle will create synergies between the Pine Castle and SoDo districts therefore establishing a cohesive identity of south Orlando. With a significant acreage in a distinct setting, the McCoy site allows for a variety of Healthcare uses. As a micro-scaled health village, a variety of activities could occur ranging from manufacturing to services and beyond. Our vision would allow for fostering of research and development for senior care services which focus not only on the administration, but training of employees. This follows a shifting demographic trend of urbanization of elder care in which seniors increasingly desire to locate in closer proximity to doctors and hospitals, retail services, and family members. An example right in our own backyard would be Lake Nona's Medical City and its array of users including the Sanford Burnham Prebys Medical Discovery Institute at Lake Nona or the University of Central Florida Medical Institute. Nationally, the Science and Technology Park at Johns Hopkins is planned to provide a dense mixture of office, retail, housing, and a K-8 school within an 88-acre campus.



University of Central Florida Medical Institute



Science and Technology Park at Johns Hopkins

Ideally the educational and healthcare components will co-exist with housing opportunities. Housing is the single biggest and most important aspect of reviving an area. With new residents comes new demand for a myriad of services. Workers locating on or nearby job centers will help to transform the Pine Castle area therefore creating a catalyst for adjacent re-development opportunities. In the example we set forth with education, a live-work environment is envisioned therefore reducing traffic and promoting an expanding community culture centered around cornerstone characteristics. This is critical to the transformation of Pine Castle. Without students or workers living onsite there would continue to be a transient nature to the area. Though it would be an improvement to the current site, we are most interested in the highest and best use. Creating a partnership with Orlando Health or a

major education user to develop affordable housing as part of the development at-large would be an optimal utilization of the site. This would again generate consistent positive traffic to Pine Castle and bring with it new demand. Google and Facebook announced earlier this year they would be creating housing for employees to subsidize rapidly increasing costs for their workers. Whereas this trend has not come to Central Florida yet, it appears increasingly likely given housing unaffordability for much of the labor force.

The engine that makes these development strategies go is finding a partner like Orlando Health or OIA that aim to create places people want to be. A large organization with significant resources and a desire to provide a world-class experience is the key to building the fabric of our community. Without the influence of an organization like this, a significant impact to the Pine Castle area will take significantly longer and be increasingly difficult to realize the vision as described. An example of this strategy is Amazon. Though overused today due to the hype around their second headquarters and the intrigue to know what city it will call home, it highlights the importance to have a large comprehensive stakeholder which drives influence and change for an area. Pine Castle needs to find their Amazon and we believe the Educational, Healthcare and Housing models have an opportunity to be just that.

## CONCLUSION

The participants of the 2016-2017 ULI Mentor/Mentee Program applaud the County's foresight and proactive work in setting the guidelines for the future of the Pine Castle area. The stage can be set for Pine Castle to grow into a place sought out by people and businesses outside the area, convenient to Orlando's Central Business District while preserving its history and meeting its potential.

The common aspects from the study are:

1. The partnership between the County government and the private stakeholders within the Pine Castle area working toward common economic vitality
2. The focus on traffic, land design, streetscapes and non-vehicular connectivity
3. The creation of local vernacular and site-specific design elements to execute the highest and best uses
4. The enforcement of the County's form-based code with the flexibility and vision needed for the Pine Castle area to achieve its potential over the passage of time

It will be important for the County leaders and the local stakeholders to understand this is not a short-term project, but a long-term undertaking to span over a decade or more. For the County to move forward with a project of this magnitude, it will need the unity, support and investment of the stakeholders.

# The Florida Municipal Officials' Manual



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INSTITUTE OF  
GOVERNMENT

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# Section 2-4

## Annexation

The Municipal Annexation or Contraction Act of 1974, which, with amendments, is codified as Chapter 171, Florida Statutes, governs municipal annexation and contraction (except in Miami-Dade County, where home-rule charter provisions apply). An annexation proceeding may take place only within the boundaries of a single county.

### **A. ANNEXATION BY PETITION**

Property owners may petition a municipality for annexation. The property to be considered for annexation must meet statutory requirements, and all owners of property in the area proposed for annexation must have signed the petition. If satisfied that these criteria have been met, the council may, at a regular meeting, adopt a non-emergency ordinance to annex said property and to redefine the boundary lines of the municipality to include said property. This ordinance may be passed only after notice of it has been published or posted for four consecutive weeks. The notice shall contain, among other items, a brief general description of the area proposed to be annexed and a map clearly showing the area. Voluntary annexation methods other than that specified above may be enacted by special law, and the method specified here is superseded by county charter provisions for an exclusive method.

### **B. ANNEXATION BY REFERENDUM**

In the absence of 100-percent support by the affected property owners, annexation may still occur through "dual referendums." A non-emergency ordinance proposing to annex the area shall be adopted by the council. Each such ordinance shall address annexation of one reasonably compact area only. The ordinance shall then be submitted to separate votes of the electors of the municipality and of the area proposed to be annexed. The city shall conduct this dual referendum and shall bear the cost of it. The referendum shall be held at the next regularly scheduled election or at a special election, but not sooner than 30 days after council approval of the ordinance. Notice of the referendum shall be published in a general-circulation newspaper at least once a week for the two consecutive weeks immediately preceding the referendum. The notice shall contain, among other items, the time and places for the referendum, a brief general description of the affected area, and a map which clearly shows the area. In most cases, passage of the annexation ordinance requires separate majority votes in favor of annexation in the affected area and within the municipality, commonly referred to as the "dual-majority" requirement.

A dual vote is not always required for annexation. If the area to be annexed is a very small area or territory, no municipal vote is involved. The Legislature has recognized that enclaves can create significant problems in planning, growth management and service delivery; therefore, state statutes provide that a municipality may annex:

1. an enclave of 10 acres or less by interlocal agreement with the county having jurisdiction, or
2. an enclave with fewer than 25 registered voters by municipal ordinance when the annexation is approved in a referendum by at least 60 percent of the voters residing in the enclave.

If more than 70 percent of the land in the affected area is owned by non-electors of said area, the area shall be annexed only if the owners of more than 50 percent of the land consent to annexation, this consent to be obtained prior to a referendum.

Under certain conditions an annexation referendum may be conducted by mail. Other details of the annexation procedure include the requirement of an urban-services report detailing how the municipality will provide services to the area.

### **C. CRITERIA FOR ANNEXATION**

A municipality may annex an area only if it satisfies the following criteria (standards for these criteria are provided):

1. the area must be contiguous to the municipality's boundaries;
2. the area must be reasonably compact;
3. the area must be wholly unincorporated; and
4. the area must be developed for urban purposes, at least in part, or must be so situated that it constitutes a necessary land connection between urbanized areas.

### **D. EFFECTS OF ANNEXATION**

Annexation of an area has the following effects:

1. The annexed area shall immediately be subject to the debts and taxes of the municipality, except that it shall not be subject to city property taxes for the current year if levied prior to the effective date of the annexation.
2. The annexed area shall be subject to all laws, ordinances, and regulations in force in the city, and shall also be entitled to all privileges and benefits.
3. In the annexed area, the county land-use plan and zoning or subdivision regulations shall remain in force until the area is included in city planning and zoning provisions.
4. If a solid-waste collection service was previously serving an annexed area and complies with certain conditions, it may continue to provide the service for five years or the remainder of the franchise term, whichever is shorter. If the franchisee does not agree to comply with said conditions within 90 days of annexation, the city may terminate the franchise.

### **E. INCORPORATION OR ANNEXATION OF A DISTRICT**

After achieving the population standards for incorporation, a community-development district wholly contained within the unincorporated area of a county may hold a referendum on the question of incorporation. All standards and procedures for incorporation included in Chapter 165, F.S., apply, including the requirement of a charter adopted by special act of the Legislature.

Any community-development district contiguous to the boundary of a municipality may be annexed to such municipality pursuant to Chapter 171, Florida Statutes.

### **F. CONTRACTION PROCEDURES**

Procedures for contraction of municipal boundaries are provided in s. 171.051, F.S.

## REFERENCES

Florida Statutes: Chapter 171, Sections 101.6102(5) and 190.047. For background and options to current Florida law, see Robert Bradley and Edward Montanaro, "Annexation in Florida: Issues and Options," *Florida Municipal Record*, parts I-III, vol. 57, nos. 5-7, and "Florida Legislative Council on Intergovernmental Relations Recommendations on Annexation," *Florida Municipal Record*, vol. 57, no. 8.

# The Florida Senate

## 2011 Florida Statutes

<u>Title XII</u> MUNICIPALITIES	<u>Chapter 171</u> LOCAL GOVERNMENT BOUNDARIES  <u>Entire Chapter</u>	<b>SECTION 031</b> <b>Definitions.</b>
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**171.031 Definitions.** — As used in this chapter, the following words and terms have the following meanings unless some other meaning is plainly indicated:

- (1) "Annexation" means the adding of real property to the boundaries of an incorporated municipality, such addition making such real property in every way a part of the municipality.
- (2) "Contraction" means the reversion of real property within municipal boundaries to an unincorporated status.
- (3) "Municipality" means a municipality created pursuant to general or special law authorized or recognized pursuant to s. 2 or s. 6, Art. VIII of the State Constitution.
- (4) "Newspaper of general circulation" means a newspaper printed in the language most commonly spoken in the area within which it circulates, which is readily available for purchase by all inhabitants in its area of circulation, but does not include a newspaper intended primarily for members of a particular professional or occupational group, a newspaper whose primary function is to carry legal notices, or a newspaper that is given away primarily to distribute advertising.
- (5) "Parties affected" means any persons or firms owning property in, or residing in, either a municipality proposing annexation or contraction or owning property that is proposed for annexation to a municipality or any governmental unit with jurisdiction over such area.
- (6) "Qualified voter" means any person registered to vote in accordance with law.
- (7) "Sufficiency of petition" means the verification of the signatures and addresses of all signers of a petition with the voting list maintained by the county supervisor of elections and certification that the number of valid signatures represents the required percentage of the total number of qualified voters in the area affected by a proposed annexation.
- (8) "Urban in character" means an area used intensively for residential, urban recreational or conservation parklands, commercial, industrial, institutional, or governmental purposes or an area undergoing development for any of these purposes.
- (9) "Urban services" means any services offered by a municipality, either directly or by contract, to any of its present residents.
- (10) "Urban purposes" means that land is used intensively for residential, commercial, industrial, institutional, and governmental purposes, including any parcels of land retained in their natural state or kept free of development as dedicated greenbelt areas.
- (11) "Contiguous" means that a substantial part of a boundary of the territory sought to be annexed by a municipality is coterminous with a part of the boundary of the municipality. The separation of the territory sought to be annexed from the annexing municipality by a publicly owned county park; a right-of-way for a highway, road, railroad, canal, or utility; or a body of water, watercourse, or other minor geographical division of a similar nature, running parallel with and between the territory sought to be annexed and the annexing municipality, shall not prevent annexation under this act, provided the presence of such a division does not, as a practical matter, prevent the territory sought to be annexed and the annexing municipality from becoming a unified whole with respect to municipal services or prevent their inhabitants from fully associating and trading with each other, socially and economically. However, nothing herein shall be construed to allow local rights-of-way, utility easements, railroad rights-of-way, or like entities to be annexed in a corridor fashion to gain contiguity; and when any provision or

provisions of special law or laws prohibit the annexation of territory that is separated from the annexing municipality by a body of water or watercourse, then that law shall prevent annexation under this act.

(12) "Compactness" means concentration of a piece of property in a single area and precludes any action which would create enclaves, pockets, or finger areas in serpentine patterns. Any annexation proceeding in any county in the state shall be designed in such a manner as to ensure that the area will be reasonably compact.

(13) "Enclave" means:

(a) Any unincorporated improved or developed area that is enclosed within and bounded on all sides by a single municipality; or

(b) Any unincorporated improved or developed area that is enclosed within and bounded by a single municipality and a natural or manmade obstacle that allows the passage of vehicular traffic to that unincorporated area only through the municipality.

**History.**—s. 1, ch. 74-190; s. 1, ch. 75-297; s. 75, ch. 81-259; s. 1, ch. 84-148; s. 15, ch. 93-206.

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# The Florida Senate

## 2011 Florida Statutes

<p><u>Title XII</u> MUNICIPALITIES</p>	<p><u>Chapter 171</u> LOCAL GOVERNMENT BOUNDARIES  <u>Entire Chapter</u></p>	<p><b>SECTION 042</b> <b>Prerequisites to annexation.</b></p>
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### 171.042 Prerequisites to annexation.—

(1) Prior to commencing the annexation procedures under s. 171.0413, the governing body of the municipality shall prepare a report setting forth the plans to provide urban services to any area to be annexed, and the report shall include the following:

(a) A map or maps of the municipality and adjacent territory showing the present and proposed municipal boundaries, the present major trunk water mains and sewer interceptors and outfalls, the proposed extensions of such mains and outfalls, as required in paragraph (c), and the general land use pattern in the area to be annexed.

(b) A statement certifying that the area to be annexed meets the criteria in s. 171.043.

(c) A statement setting forth the plans of the municipality for extending to the area to be annexed each major municipal service performed within the municipality at the time of annexation. Specifically, such plans shall:

1. Provide for extending urban services except as otherwise provided herein to the area to be annexed on the date of annexation on substantially the same basis and in the same manner as such services are provided within the rest of the municipality prior to annexation.

2. Provide for the extension of existing municipal water and sewer services into the area to be annexed so that, when such services are provided, property owners in the area to be annexed will be able to secure public water and sewer service according to the policies in effect in such municipality for extending water and sewer lines to individual lots or subdivisions.

3. If extension of major trunk water mains and sewer mains into the area to be annexed is necessary, set forth a proposed timetable for construction of such mains as soon as possible following the effective date of annexation.

4. Set forth the method under which the municipality plans to finance extension of services into the area to be annexed.

(2) Not fewer than 15 days prior to commencing the annexation procedures under s. 171.0413, the governing body of the municipality shall file a copy of the report required by this section with the board of county commissioners of the county wherein the municipality is located. Failure to timely file the report as required in this subsection may be the basis for a cause of action invalidating the annexation.

(3) The governing body of the municipality shall, not less than 10 days prior to the date set for the first public hearing required by s. 171.0413(1), mail a written notice to each person who resides or owns property within the area proposed to be annexed. The notice must describe the annexation proposal, the time and place for each public hearing to be held regarding the annexation, and the place or places within the municipality where the proposed ordinance may be inspected by the public. A copy of the notice must be kept available for public inspection during the regular business hours of the office of the clerk of the governing body.

*History.—*s. 1, ch. 74-190; s. 3, ch. 75-297; s. 1, ch. 78-19; s. 13, ch. 81-167; s. 13, ch. 83-55; s. 5, ch. 84-241; s. 2, ch. 2006-218.

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<u>Title XII</u> MUNICIPALITIES	<u>Chapter 171</u> LOCAL GOVERNMENT BOUNDARIES  <u>Entire Chapter</u>	<b>SECTION 043</b> <b>Character of the area to be annexed.</b>
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**171.043 Character of the area to be annexed.** — A municipal governing body may propose to annex an area only if it meets the general standards of subsection (1) and the requirements of either subsection (2) or subsection (3).

(1) The total area to be annexed must be contiguous to the municipality's boundaries at the time the annexation proceeding is begun and reasonably compact, and no part of the area shall be included within the boundary of another incorporated municipality.

(2) Part or all of the area to be annexed must be developed for urban purposes. An area developed for urban purposes is defined as any area which meets any one of the following standards:

(a) It has a total resident population equal to at least two persons for each acre of land included within its boundaries;

(b) It has a total resident population equal to at least one person for each acre of land included within its boundaries and is subdivided into lots and tracts so that at least 60 percent of the total number of lots and tracts are 1 acre or less in size; or

(c) It is so developed that at least 60 percent of the total number of lots and tracts in the area at the time of annexation are used for urban purposes, and it is subdivided into lots and tracts so that at least 60 percent of the total acreage, not counting the acreage used at the time of annexation for nonresidential urban purposes, consists of lots and tracts 5 acres or less in size.

(3) In addition to the area developed for urban purposes, a municipal governing body may include in the area to be annexed any area which does not meet the requirements of subsection (2) if such area either:

(a) Lies between the municipal boundary and an area developed for urban purposes, so that the area developed for urban purposes is either not adjacent to the municipal boundary or cannot be served by the municipality without extending services or water or sewer lines through such sparsely developed area; or

(b) Is adjacent, on at least 60 percent of its external boundary, to any combination of the municipal boundary and the boundary of an area or areas developed for urban purposes as defined in subsection (2).

The purpose of this subsection is to permit municipal governing bodies to extend corporate limits to include all nearby areas developed for urban purposes and, where necessary, to include areas which at the time of annexation are not yet developed for urban purposes whose future probable use is urban and which constitute necessary land connections between the municipality and areas developed for urban purposes or between two or more areas developed for urban purposes.

**History.** — s. 1, ch. 74-190; s. 2, ch. 76-176.

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<u>Title XII</u> MUNICIPALITIES	<u>Chapter 171</u> LOCAL GOVERNMENT BOUNDARIES  <u>Entire Chapter</u>	<b>SECTION 0413</b> <b>Annexation procedures.</b>
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**171.0413 Annexation procedures.**— Any municipality may annex contiguous, compact, unincorporated territory in the following manner:

(1) An ordinance proposing to annex an area of contiguous, compact, unincorporated territory shall be adopted by the governing body of the annexing municipality pursuant to the procedure for the adoption of a nonemergency ordinance established by s. 166.041. Prior to the adoption of the ordinance of annexation, the local governing body shall hold at least two advertised public hearings. The first public hearing shall be on a weekday at least 7 days after the day that the first advertisement is published. The second public hearing shall be held on a weekday at least 5 days after the day that the second advertisement is published. Each such ordinance shall propose only one reasonably compact area to be annexed. However, prior to the ordinance of annexation becoming effective, a referendum on annexation shall be held as set out below, and, if approved by the referendum, the ordinance shall become effective 10 days after the referendum or as otherwise provided in the ordinance, but not more than 1 year following the date of the referendum.

(2) Following the final adoption of the ordinance of annexation by the governing body of the annexing municipality, the ordinance shall be submitted to a vote of the registered electors of the area proposed to be annexed. The governing body of the annexing municipality may also choose to submit the ordinance of annexation to a separate vote of the registered electors of the annexing municipality. The referendum on annexation shall be called and conducted and the expense thereof paid by the governing body of the annexing municipality.

(a) The referendum on annexation shall be held at the next regularly scheduled election following the final adoption of the ordinance of annexation by the governing body of the annexing municipality or at a special election called for the purpose of holding the referendum. However, the referendum, whether held at a regularly scheduled election or at a special election, shall not be held sooner than 30 days following the final adoption of the ordinance by the governing body of the annexing municipality.

(b) The governing body of the annexing municipality shall publish notice of the referendum on annexation at least once each week for 2 consecutive weeks immediately preceding the date of the referendum in a newspaper of general circulation in the area in which the referendum is to be held. The notice shall give the ordinance number, the time and places for the referendum, and a brief, general description of the area proposed to be annexed. The description shall include a map clearly showing the area and a statement that the complete legal description by metes and bounds and the ordinance can be obtained from the office of the city clerk.

(c) On the day of the referendum on annexation there shall be prominently displayed at each polling place a copy of the ordinance of annexation and a description of the property proposed to be annexed. The description shall be by metes and bounds and shall include a map clearly showing such area.

(d) Ballots or mechanical voting devices used in the referendum on annexation shall offer the choice "For annexation of property described in ordinance number \_\_\_ of the City of \_\_\_" and "Against annexation of property described in ordinance number \_\_\_ of the City of \_\_\_" in that order.

(e) If the referendum is held only in the area proposed to be annexed and receives a majority vote, or if the ordinance is submitted to a separate vote of the registered electors of the annexing municipality and the area proposed to be annexed and there is a separate majority vote for annexation in the annexing municipality and in the area proposed to be annexed, the ordinance of annexation shall become effective on the effective date specified therein. If



there is any majority vote against annexation, the ordinance shall not become effective, and the area proposed to be annexed shall not be the subject of an annexation ordinance by the annexing municipality for a period of 2 years from the date of the referendum on annexation.

(3) Any parcel of land which is owned by one individual, corporation, or legal entity, or owned collectively by one or more individuals, corporations, or legal entities, proposed to be annexed under the provisions of this act shall not be severed, separated, divided, or partitioned by the provisions of said ordinance, but shall, if intended to be annexed, or if annexed, under the provisions of this act, be annexed in its entirety and as a whole. However, nothing herein contained shall be construed as affecting the validity or enforceability of any ordinance declaring an intention to annex land under the existing law that has been enacted by a municipality prior to July 1, 1975. The owner of such property may waive the requirements of this subsection if such owner does not desire all of the tract or parcel included in said annexation.

(4) Except as otherwise provided in this law, the annexation procedure as set forth in this section shall constitute a uniform method for the adoption of an ordinance of annexation by the governing body of any municipality in this state, and all existing provisions of special laws which establish municipal annexation procedures are repealed hereby; except that any provision or provisions of special law or laws which prohibit annexation of territory that is separated from the annexing municipality by a body of water or watercourse shall not be repealed.

(5) If more than 70 percent of the land in an area proposed to be annexed is owned by individuals, corporations, or legal entities which are not registered electors of such area, such area shall not be annexed unless the owners of more than 50 percent of the land in such area consent to such annexation. Such consent shall be obtained by the parties proposing the annexation prior to the referendum to be held on the annexation.

(6) Notwithstanding subsections (1) and (2), if the area proposed to be annexed does not have any registered electors on the date the ordinance is finally adopted, a vote of electors of the area proposed to be annexed is not required. In addition to the requirements of subsection (5), the area may not be annexed unless the owners of more than 50 percent of the parcels of land in the area proposed to be annexed consent to the annexation. If the governing body does not choose to hold a referendum of the annexing municipality pursuant to subsection (2), then the property owner consents required pursuant to subsection (5) shall be obtained by the parties proposing the annexation prior to the final adoption of the ordinance, and the annexation ordinance shall be effective upon becoming a law or as otherwise provided in the ordinance.

*History.*—s. 2, ch. 75-297; s. 1, ch. 76-176; s. 44, ch. 77-104; s. 1, ch. 80-350; s. 76, ch. 81-259; s. 1, ch. 86-113; s. 15, ch. 90-279; s. 16, ch. 93-206; s. 1, ch. 93-243; s. 1, ch. 94-196; s. 1448, ch. 95-147; s. 12, ch. 99-378.

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<u>Title XII</u> MUNICIPALITIES	<u>Chapter 171</u> LOCAL GOVERNMENT BOUNDARIES  <u>Entire Chapter</u>	<b>SECTION 044</b> <b>Voluntary annexation.</b>
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#### 171.044 Voluntary annexation.—

(1) The owner or owners of real property in an unincorporated area of a county which is contiguous to a municipality and reasonably compact may petition the governing body of said municipality that said property be annexed to the municipality.

(2) Upon determination by the governing body of the municipality that the petition bears the signatures of all owners of property in the area proposed to be annexed, the governing body may, at any regular meeting, adopt a nonemergency ordinance to annex said property and redefine the boundary lines of the municipality to include said property. Said ordinance shall be passed after notice of the annexation has been published at least once each week for 2 consecutive weeks in some newspaper in such city or town or, if no newspaper is published in said city or town, then in a newspaper published in the same county; and if no newspaper is published in said county, then at least three printed copies of said notice shall be posted for 4 consecutive weeks at some conspicuous place in said city or town. The notice shall give the ordinance number and a brief, general description of the area proposed to be annexed. The description shall include a map clearly showing the area and a statement that the complete legal description by metes and bounds and the ordinance can be obtained from the office of the city clerk.

(3) An ordinance adopted under this section shall be filed with the clerk of the circuit court and the chief administrative officer of the county in which the municipality is located and with the Department of State within 7 days after the adoption of such ordinance. The ordinance must include a map which clearly shows the annexed area and a complete legal description of that area by metes and bounds.

(4) The method of annexation provided by this section shall be supplemental to any other procedure provided by general or special law, except that this section shall not apply to municipalities in counties with charters which provide for an exclusive method of municipal annexation.

(5) Land shall not be annexed through voluntary annexation when such annexation results in the creation of enclaves.

(6) Not fewer than 10 days prior to publishing or posting the ordinance notice required under subsection (2), the governing body of the municipality must provide a copy of the notice, via certified mail, to the board of the county commissioners of the county wherein the municipality is located. The notice provision provided in this subsection may be the basis for a cause of action invalidating the annexation.

**History.**—s. 1, ch. 74-190; ss. 4, 5, ch. 75-297; s. 3, ch. 76-176; s. 2, ch. 86-113; s. 1, ch. 90-171; s. 16, ch. 90-279; s. 16, ch. 98-176; s. 3, ch. 2006-218.

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<p><u>Title XII</u> MUNICIPALITIES</p>	<p><u>Chapter 171</u> LOCAL GOVERNMENT BOUNDARIES  <u>Entire Chapter</u></p>	<p><b>SECTION 046</b> <b>Annexation of enclaves.</b></p>
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**171.046 Annexation of enclaves. —**

(1) The Legislature recognizes that enclaves can create significant problems in planning, growth management, and service delivery, and therefore declares that it is the policy of the state to eliminate enclaves.

(2) In order to expedite the annexation of enclaves of 10 acres or less into the most appropriate incorporated jurisdiction, based upon existing or proposed service provision arrangements, a municipality may:

- (a) Annex an enclave by interlocal agreement with the county having jurisdiction of the enclave; or
- (b) Annex an enclave with fewer than 25 registered voters by municipal ordinance when the annexation is approved in a referendum by at least 60 percent of the registered voters who reside in the enclave.

(3) This section does not apply to undeveloped or unimproved real property.

*History.*—s. 18, ch. 93-206.

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<u>Title XII</u> MUNICIPALITIES	<u>Chapter 171</u> LOCAL GOVERNMENT BOUNDARIES  <u>Entire Chapter</u>	<b>SECTION 081</b> <b>Appeal on annexation or  contraction.</b>
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#### 171.081 Appeal on annexation or contraction.—

(1) Any party affected who believes that he or she will suffer material injury by reason of the failure of the municipal governing body to comply with the procedures set forth in this chapter for annexation or contraction or to meet the requirements established for annexation or contraction as they apply to his or her property may file a petition in the circuit court for the county in which the municipality or municipalities are located seeking review by certiorari. The action may be initiated at the party's option within 30 days following the passage of the annexation or contraction ordinance or within 30 days following the completion of the dispute resolution process in subsection (2). In any action instituted pursuant to this subsection, the complainant, should he or she prevail, shall be entitled to reasonable costs and attorney's fees.

(2) If the affected party is a governmental entity, no later than 30 days following the passage of an annexation or contraction ordinance, the governmental entity must initiate and proceed through the conflict resolution procedures established in chapter 164. If there is a failure to resolve the conflict, no later than 30 days following the conclusion of the procedures established in chapter 164, the governmental entity that initiated the conflict resolution procedures may file a petition in the circuit court for the county in which the municipality or municipalities are located seeking review by certiorari. In any legal action instituted pursuant to this subsection, the prevailing party is entitled to reasonable costs and attorney's fees.

**History.**—s. 1, ch. 74-190; s. 3, ch. 78-95; s. 916, ch. 95-147; s. 5, ch. 2006-218.

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# ORANGE AVENUE

CORRIDOR STUDY



## CORRIDOR MASTER PLAN SUMMARY | AUGUST 2017

Prepared by:



Prepared for:



# Executive Summary

## Introduction

MetroPlan Orlando and the City of Edgewood initiated the Orange Avenue Corridor Study to establish Orange Avenue (SR 527) as a livable and walkable multi-modal urban thoroughfare. This study establishes a corridor vision and identifies implementation actions to address network efficiency, safety, and livability within the context of future transportation needs. The study was completed in collaboration with Florida Department of Transportation (FDOT) District Five and other local and regional agency partners. This study provides a framework for improved mobility as part of a planning effort that engages residents, business owners, and others who use the Orange Avenue corridor.

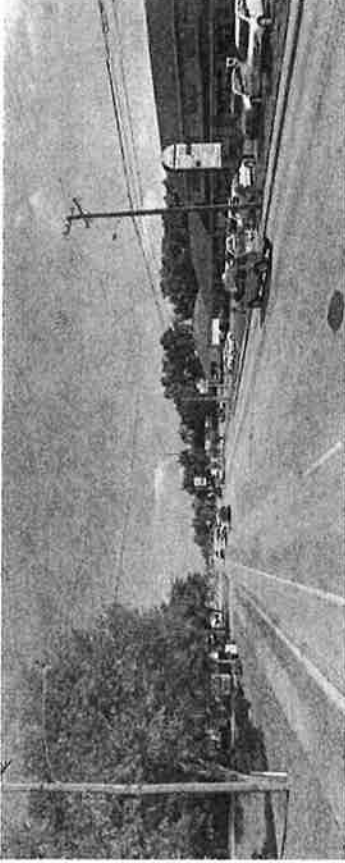
The corridor study area is 2.4 miles and includes Orange Avenue (SR 527) from Pineloch Avenue in the City of Orlando (northern limit) to Hoffner Avenue in unincorporated Orange County (southern limit). FDOT District Five has responsibility for the roadway for the entire length of the study area. Beyond the roadway itself, the study area falls within three jurisdictions: the City of Orlando (0.3 miles), unincorporated Orange County (0.4 miles) and the City of Edgewood (1.7 miles), with the majority of the corridor frontage within the City of Edgewood.

The study process engaged the project stakeholders, including residents, business owners, elected and appointed officials, and partner agencies. A project visioning team (PVT) was established to facilitate interagency coordination and provide input regarding the corridor analysis, improvement alternatives and recommendations. The PVT members consisted of representatives from Florida Department of Transportation, LYNX, City of Edgewood, City of Orlando and Orange County.

In addition to the PVT meetings, a series of public forums were held at the City of Edgewood Farmer's Market in October of 2015, a series of one-on-one interviews with residents and merchants along the corridor, public meetings with the Edgewood City Council and Planning and Zoning Board, and a series of public meetings with the MetroPlan Orlando Committees and Boards.

## Corridor Planning Background

A series of previous studies were reviewed and summarized to help guide previous efforts within and adjacent to the study area. The City of Edgewood completed a master plan in 2001 and the plan focused planning efforts for the City to become "a more livable Edgewood, where pedestrians, cyclists, transit users and motorists peacefully coexist."



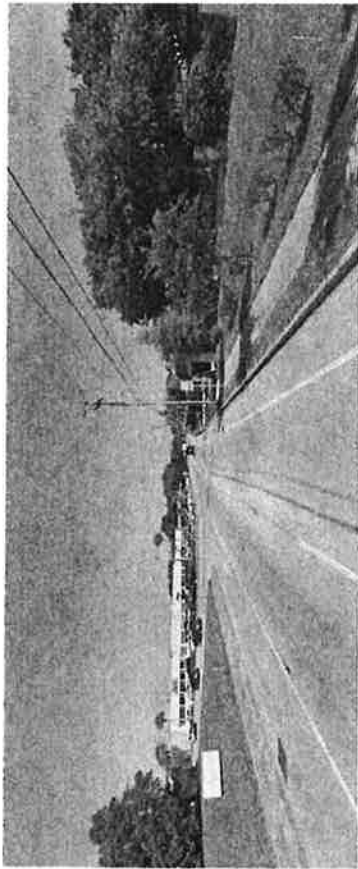
Existing Conditions / Two-Way Typical Section

Among the many things identified in the master plan that were still relevant for this project include the formation of a town center adjacent to the Holden Avenue, Orange Avenue, and Gatlin Avenue Intersections, and the beautification of Orange Avenue. In 2014, the City of Edgewood worked with the Urban Land Institute's TAP to update the master plan to include aspects of market viability, enhanced connectivity, and sound funding strategies.

Similar corridor planning studies have been completed for segments of Orange Avenue to the north (within the City of Orlando) and to the south (within Pine Castle, Belle Isle and unincorporated Orange County). Both plans focused on enhancing safety, aesthetics, and multimodal mobility. The purpose of the projects was to provide a safe and efficient multi-modal transportation corridor that serves a wide array of users, including the business community, while providing and enhancing livability consistent with the future vision for the area. They both also included specific improvements that can be advanced near-term through local agency participation and/or by FDOT as 3-R (Resurfacing, Restoration and Rehabilitation) projects, safety enhancements or push-button projects.

Finally, the FDOT conducted an intersection study for the Holden Avenue, Orange Avenue, and Gatlin Road intersections. This implementation plan proposes to widen the pavement for lengthened side-by-side left turn lanes along Orange Ave to service Gatlin Ave and Holden Ave. Other improvements include: the removal of the outside southbound continuous lane on Orange Avenue, pavement widening, milling and resurfacing of the roadway, introducing mast arm signals, upgrading pedestrian features, and drainage improvements.





*Existing Conditions / One-Way Typical Section*

#### **Existing Conditions Review**

The existing land use and transportation conditions in the corridor study area were examined. Between Mandalay Road and Pineloch Avenue, Orange Avenue has a five-lane typical section, with two 11' through lanes in each direction, a 12' two-way left turn lane, and 4.5' bike lanes in both directions. From Hoffner Avenue to Mandalay Road the corridor consists of a one-way pair, with Orange Avenue carrying southbound traffic and Hansel Avenue carrying northbound traffic.

Within this portion of the corridor, the typical section for both streets consists of two 12' through lanes, a 13' left-turn lane, and 5' bike lanes in both directions. Additional traffic analysis is detailed below:

**Volumes/Freight Traffic** – Orange Avenue serves as a primary north-south arterial connecting downtown Orlando (and Interstate 4 via Michigan Avenue) with industrial areas in Taft. Orange Avenue is also a primary freight corridor. Traffic counts collected in 2015 show an average daily volume of 36,900 vehicles north of the Holden/Gatlin intersections, and 41,500 vehicles south of the Holden/Gatlin intersections. Approximately 7.8 percent of the total traffic along Orange Avenue is from heavy vehicles.

**Speed** – Orange Avenue has a posted speed limit of 40 miles per hour throughout the study area. The speed data showed that southbound Orange Avenue between Drennen Road and Holden Avenue has a high occurrence of excessive speeding, with almost 13 percent of drivers traveling at 50 miles per hour or greater (i.e., 10+ miles per hour above the speed limit).

**Level of Service** - The comprehensive plans for Edgewood, Orlando and Orange County have established a Level of Service (LOS) standard of "E" for Orange Avenue.

All signalized intersections with the exception of the Holden/Gatlin intersections operate at LOS D or better for existing conditions. The Holden/Gatlin intersections operate at LOS E and F, with queues from that can extend ½ mile in each direction during the morning and afternoon peak periods.

**Safety Analysis** – Crash data for the period from January 2012 to October 2015 was analyzed for the corridor. During this period, there were 587 reported crashes. The Holden/Gatlin intersections are the most common location for vehicle crashes, accounting for over 20% of the total.

**Pedestrian and Bicycle Analysis** – While sidewalks are present along both sides of the corridor for its length, there are several locations with deficiencies that include substandard sidewalk widths, significant cracks in the sidewalk, and obstructions such as signs and utility poles. Orange Avenue has bike lanes along both sides of the street that range in width from 4.5' to 5'. Data regarding cycling trips along the corridor was collected from Strava, a mobile GPS app for recording cycling and running activity, and shows that Orange Avenue has a higher number of bicycle trips when compared to parallel north-south corridors.

**Transit Conditions** – The Orange Avenue corridor is served by three LYNX bus routes: Route 7 (S. Orange Avenue/Florida Mall), Route 11 (S. Orange Avenue/Orlando International Airport) and Route 18 (S. Orange Avenue/Kissimmee).

Together, these three routes provide four buses per hour in each direction. While the SunRail corridor runs parallel to Orange Avenue within the study area, there are no SunRail stops within the study area. Based on LYNX standards, three bus stop locations lack facilities that are warranted: south of Pineloch Avenue, west side of street (shelter), north of Suddath Road, east side of street (shelter), and north of Mary Jess Road, east side of Hansel Avenue (bench).

**Access Management** – While some cross-access connections exist between parcels, the City of Edgewood currently does not allow commercial driveways to connect to residential streets. Additionally, many parcels maintain multiple curb cuts or a continuous driveway apron along the Orange Avenue frontage which not only contributes to the congestion and some of the rear-end crashes on Orange Avenue, it also makes the walking environment less comfortable and limits the space available for landscaping, either within a median or adjacent to the right of way.

**Land Use** – The majority of the frontage along the Orange Avenue corridor is for commercial land uses, consisting of a mixture of office, strip retail and industrial. Similar land uses are found along the adjacent segments of Orange Avenue to the north and south of the study area.

**Purpose and Need**

Based on the existing conditions analysis and stakeholder input, the project's purpose is defined to address the following problems:

- Traffic congestion at Holden/Gatlin intersections
- Crash frequency at Holden/Gatlin intersection
- Unfriendly environment for pedestrians and bicyclists
- Inconsistent amenities for transit users
- Lack of consistent aesthetics and landscaping
- Inconsistent land use policies

These identified problems have been used as part of the development and evaluation of improvement alternatives along the corridor. The following table summarizes the evaluation measures associated with each need.

Need	Evaluation Measure
1. Reduce vehicle speeds between traffic signals.	<ul style="list-style-type: none"> <li>• Vehicle lanes are not wider than the FDOT minimum standard.</li> <li>• Long-term land use patterns support reducing the posted speed limit below 40 mph.</li> </ul>
2. Improve the safety and comfort of pedestrians and bicyclists traveling along and through the corridor.	<ul style="list-style-type: none"> <li>• Number of sidewalk obstructions</li> <li>• Number of signalized and/or marked pedestrian crossings</li> <li>• Average spacing between driveway openings</li> <li>• Number of wide driveway openings (&gt;30')</li> <li>• % of bike lane with buffer from travel lane</li> </ul>
3. Reduce vehicle delays through the Holden and Gatlin intersections.	<ul style="list-style-type: none"> <li>• Current corridor travel time</li> <li>• Year 2035 corridor travel time</li> </ul>
4. Provide consistent, safe and comfortable facilities for transit users.	<ul style="list-style-type: none"> <li>• Number of transit stops within 100 feet of a marked pedestrian crossing</li> <li>• Number of high-ridership bus stops with a transit shelter</li> <li>• Number of bus stops receiving ADA improvements</li> </ul>
5. Use streetscape improvements to establish a corridor identity and promote redevelopment.	<ul style="list-style-type: none"> <li>• Length of corridor able to accommodate street trees</li> <li>• Total median length</li> <li>• Number of gateway opportunities</li> <li>• Number of cross access easements</li> <li>• Number of driveway closures</li> </ul>

**A Plan for Change – Recommended Improvements**

Based on the existing conditions, the issues and concerns, and utilizing the evaluation measures, the following recommended improvements were proposed within a structure of short-, mid-, and long-term implementation timeline.

*Short-Term*

**Orange Avenue – One-Way Pair Segments (Hoffner Avenue to Mandalay Road)**  
As a part of the FDOT 3R Project, the one-way segments could be restriped to include on-street parking and buffered bike lanes.

**Orange Avenue – Two-Way Segment (Mandalay Road to Pineloch Avenue)**

As part of the FDOT 3R Project from East Grant Street to approximately Mandalay Road, the two-way segment will be restriped to narrow the existing two-way left turn lane to 11' and appropriate the 1' to the bike lanes, widening them to 5' each.

**Holden/Gatlin/Orange Intersections and the LYNX Bus Stop Relocation**

The current FDOT improvement project for the intersections of Holden Avenue, Gatlin Avenue, and Orange Avenue will reduce queue lengths and delay through the intersections. In addition to this project, this study recommends a short-term improvement to move the existing LYNX bus stop, just north of the Fort Gatlin Shopping Center Entrance to a location just south of the Entrance.

**Streetscape Beautification Gateway**

It is recommended that in addition to the FDOT 3R Project, the City of Edgewood work with the FDOT to increase the size of the existing median between Stratemeyer Drive and Mandalay Road.

**Orange Avenue Right-of-Way Study**

Based on the long term vision for Orange Avenue additional right-of-way will be needed to implement the proposed concept design. The existing right-of-way within the two-way segment varies, therefore a more detailed right-of-way study is recommended to conduct a short-term study to survey and evaluate the feasibility of attaining the required right-of-way for the long term vision.

*Mid-Term*

**Modification of Land Development Regulations**

The historic use of the properties as primarily auto-oriented commercial has led to a development pattern that utilizes long, skinny buildings, typically with one-bay of parking in the front addressing Orange Avenue. The style of recent development along Orange Avenue in Orlando was preferred to the existing patterns in Orange County and within the City of Edgewood. Both the City of Edgewood and Orange County have been working on updating their respective land development regulations to include more urban form patterns observed in the study area.

Particular focus should be given to land development regulations that encourage cross-access easements that allow users to exit to side streets, and encourage driveway consolidation on fronting properties.



In addition to those access-based measures, each agency should consider implementing parcel standards similar to the City of Orlando, specifically requiring “build-to” limits as opposed to “setback” requirements.

**Adoption of Right-of-Way and/or Easement Dedication in the Comprehensive Master Plan**

The study recommends that in concert with the right-of-way and easement study, each agency adopt a plan for the required space as part of their Comprehensive Master Plan. This will codify the desire for beautified landscape corridor and assist the various agencies in attaining funding from various State and Federal sources to implement corridor master plan.

**Mid-Term and Long-Term**

**Orange Avenue – (Hoffner Avenue to Pineloch Avenue)**

Beginning in the mid-term, it is recommended that the City of Edgewood adopt the previously mentioned urban form standards, the long-term master plan “The Grid,” and the Right-of-Way Dedication Plan. A master plan and the acquisition of right-of-way through the redevelopment / land development process is needed to fully implement the long term solutions proposed in this study, including landscaped medians, wider / safer pedestrian elements, and redevelopment in the City of Edgewater that promotes a more livable and walkable environment with new structures built up to the street and additional easement areas from the back of right-of-way for increased landscape and hardscape treatments. The typical section for one-way pair segment would maintain the buffered bike lane and the travel lanes, but remove some of the striped on-street parking along the left-side of the street in favor of spot curb extensions with street trees and green infrastructure such as rain gardens. The two-way segment features a landscape median, buffered bike lanes, and landscape and hardscape improvements on each side of the right of way. To accommodate these features, the curb-to-curb width would need to increase by 13’ from 65’ to 78’ overall. In the mid-term, a more refined conceptual design should be completed using the short-term Right-of-Way Study to determine the full impact of desired planted median and additional landscape and buffered bike lane elements. Over the long term, this project will be implemented through the acquisition of landscape easements, the purchasing of right-of-way, and the eventual redevelopment of properties throughout the corridor.

**Long-Term**

**Implementation of the Public Portion of the “The Grid” Redevelopment Alternative**

Beyond the FDOT improvements to the intersections, the City of Edgewood envisions this location to be a potential space for a town center. This area was discussed numerous times during the stakeholder outreach and the City of Edgewood Council meetings as a location that will see redevelopment on a larger scale and since this is also a fairly congested area, the study recommends the

“The Grid” street network alternative. This alternative examined extending Holden Avenue across Orange Avenue to a new north-south street that will connect to Gatlin Avenue. Gatlin Avenue would extend across Orange Avenue to a new north-south street that will connect to Holden Avenue. This new “grid” would form the primary structure for circulation for local traffic and regional traffic.

Additional new streets would be connected in concert with private redevelopment to further create a system of streets that would process all the traffic in this new town center. The proposed street network will allow for a wider variety of development potential because of a mix of block types that could handle various densities allowed by the City’s Comprehensive Master Plan.

Cost for Next Steps		
	Concept/ Planning Study	Construction
Total Short Term	\$186,000	\$220,000
Total Mid Term	\$744,833*	\$0
Total Long Term	\$2,474,704	\$7,261,481

**Conclusions**

The study encompasses the initial planning steps in the life-cycle of a project. The recommendations presented are based on the purpose and needs identified as part of the study. Several of the recommendations can be addressed on a case by case basis and will require further concept development as a separate next step in the process. The planning information and recommendations documented in this study will also be a public resource to community members, developers and others interested in transportation plans and how the area is expected to change. It will be used to track progress and follow up on recommendations made to address stated needs. Modest lower cost improvements may be considered and undertaken as funding becomes available. Recommendations that advance through private development will include right-of-way reservation, mitigation of traffic impacts of new development, and site design that incorporates local street and path connections, and other amenities, in support of bicycling, walking, and managing stormwater. Most improvements will be implemented over several years. The recommendations presented will also be reevaluated at the time of funding availability, to ensure that the best transportation solution is developed based on changes to land-use, traffic operations or prevailing best practice.

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## PINE CASTLE CORRIDOR STUDY

### Overview of County Presentation

1. South Orange Avenue from Hoffner Avenue at the north and Sand Lake Road at the south
  2. Commercial parcels east and west of the CSX rail line and Commercial parcels east along South Orange
  3. Review Group meetings held from 4Q, 2016 through 2AQ, 2017
  4. Purpose – implement Pine Castle’s vision shaped through previous efforts focused on the revitalization of South Orange Avenue corridor and the SunRail Station area
  5. Results
    - a. Transportation
      - i. Pedestrian Safety
      - ii. Reduction of truck traffic
      - iii. South Orange Avenue median – impact on businesses
    - b. Environmental
      - i. Include wetlands west of SunRail station for master retention
      - ii. Improve stormwater and lake water quality
      - iii. Increase open space, landscaping and beautification
    - c. Green Infrastructure
      - i. Stormwater parks
      - ii. Improved water quality
      - iii. Landscaping
      - iv. Low impact development
      - v. Financing structure
    - d. Brownfield Designation
      - i. Incentives for redevelopment
      - ii. Job creation
      - iii. Financial assurance
  6. Preliminary Cost Estimate
    - a. Master Retention \$4MM
    - b. Green Infrastructure \$4.1MM
    - c. South Orange Corridor \$11.27MM
    - d. Brownfield Designation County Allocation
- 

### EXECUTIVE SUMMARY

During the 2016-2017 fiscal year, ULI Central Florida structured its Mentor/Mentee Program to focus on an actual corridor study to expose the Mentees to the important aspects of such a study: horizontal infrastructure, vertical improvement, public/private financing and the implementation of form-based

code. Given Orange County's study of other commercial corridors in other sectors, the unincorporated area of Pine Castle was chosen for its proximity to nearby study areas and manageability of size and scope. The Pine Castle area is strategically located to take advantage of the new comprehensive plan amendments and zoning codes to allow the transition for mixed-use and transit-oriented development. With this transition, however, focus and consideration must be given to the placement of these developments in relation to existing uses, quality and design of the existing infrastructure and finance mechanism to transform vision into reality.

The goal of the 2016-2017 Mentor/Mentee Program was to provide real-world experience and exposure to the Mentees in identifying and addressing critical issues, assess viability, and ultimately produce vision recommendations to Orange County based upon the expertise and experience in the private sector.

The participants of the Mentor/Mentee Program were divided into three groups:

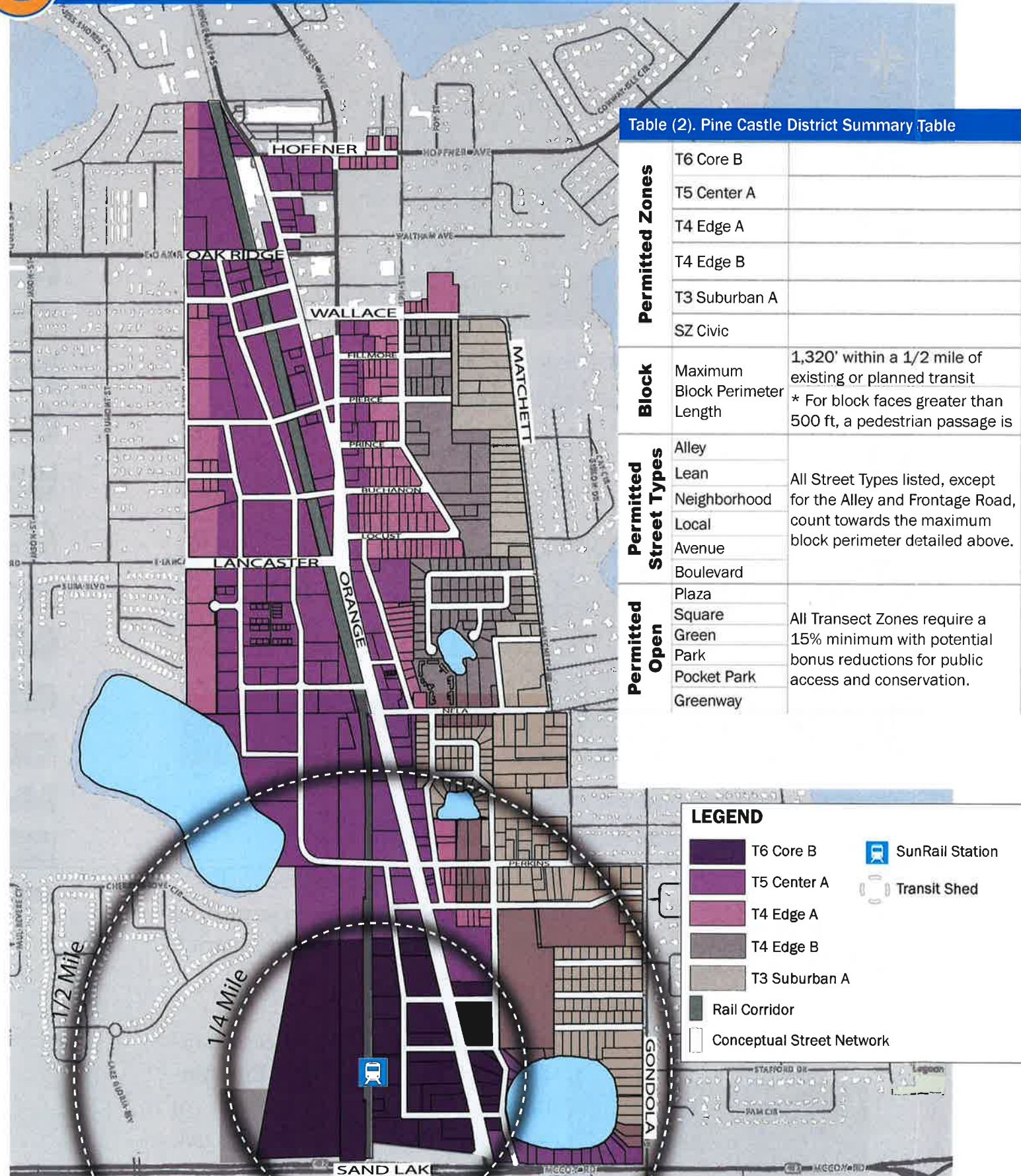
1. Public-Private Partnership to focus government incentives, public input, bond and tax-increment financing and the partnership between government and private stakeholders under the common economic vitality
2. Horizontal Infrastructure to focus on traffic, land design, streetscapes and non-vehicular connectivity
3. Vertical Development to focus on the local vernacular site-specific design elements and a proposed plan to execute the highest and best uses

## **DISCUSSION AND RECOMMENDATIONS**

### **PUBLIC-PRIVATE PARTNERSHIP**

The Public-Private Partnership Group (the "P3 Group") was formed to focus and review creative ways under the auspices of P3 to finance the public infrastructure and improvements for the use by, and to service the needs of, the public within the Pine Castle Corridor. In 2016, the Florida legislature passed two bills to further advance the State's existing P3 framework and to facilitate various bond financing mechanisms, private capital and other funding sources for the development and operation of qualifying projects to meet a public need.

The County studied the Pine Castle corridor in full view of the revitalization of South Orange Avenue to the north under an approved Vision Plan implemented by the City of Orlando and the study of development impacts and tax increases stimulated by transit-oriented development ("TOD") around the SunRail stations. The public improvements necessary for a TOD mirror the public improvements discussed and approved by the property owners within the Pine Castle corridor. The need for these common public improvements will advance the opportunities and willingness for these improvements to become a reality. Both studies speak to the "regional connection" of SunRail to surrounding points of interest; i.e., the Florida Mall, the Airport and Downtown, as well as the major employers to the North and South of the Sand Lake Station. The stakeholders within the corridor and around SunRail Stations speak to the local desires for increased accessibility and mixed uses around the Stations, as well as upgraded streetscapes and pedestrian/cyclist-friendly infrastructure. Orange County, along with the

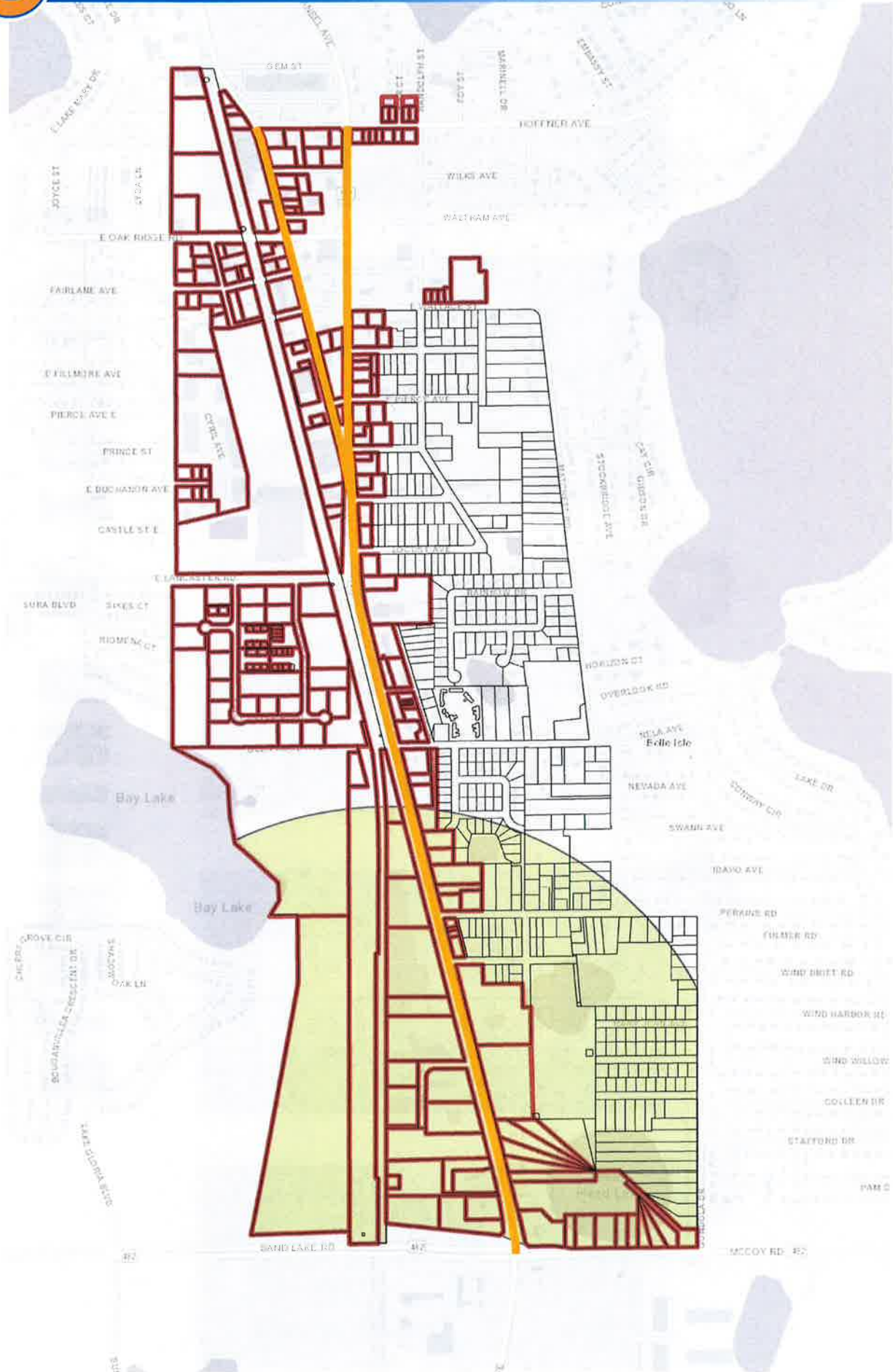


# PLANNING & ZONING

## PINE CASTLE DISTRICT



## INFRASTRUCTURE PROJECTS



## GREEN INFRASTRUCTURE PLAN - LAUNCHED FALL 2017



## ORANGE AVE IMPROVEMENTS - FDOT



## BROWNFIELD DESIGNATION



Financial assistance may be provided to clean-up potentially contaminated commercial or industrial properties within the district.



For more information, please contact Orange County's Environmental Protection Division at (407) 836-1400 or [EPD@ocfl.net](mailto:EPD@ocfl.net).



# INFRASTRUCTURE PINE CASTLE DISTRICT