

# Sunshine Meeting briefing

## Vision 2050

Tuesday, July 18 from 3:30pm to 5:30pm

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### Summary

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#### Overview

The purpose of this meeting is to dive deeper into the valuable feedback that we have collected during previous Vision 2050 sessions. We aim to explore the growth strategies that are being implemented in different districts. Through this discussion, we hope to gain a better understanding of the challenges and opportunities that lie ahead.

#### Objective

Commissioner Bonilla's objective is to review the progress made during Vision 2050 town halls, analyze community feedback, and strategize the next steps for successful implementation of the initiatives.

#### Agenda

- I. Recap of Vision 2050 Town Halls– led by Commissioner Bonilla
  - II. Public Comments and Discussion – led by Commissioner Bonilla
  - III. Progress made on Vision 2050 Goals – led by Commissioner Bonilla
  - IV. Community Feedback Analysis – led by Commissioner Bonilla
  - V. Address Concerns and Unresolved Issues – led by Commissioner Bonilla
  - VI. Next Steps and Action Plans – led by Commissioner Bonilla
  - VII. Closing Remarks – led by Commissioner Bonilla
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#### Background/Research

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**Background:** On April 11, 2023, Commissioner Bonilla requested a delay in the Vision 2050 Transmittal Public Hearing vote to facilitate more town halls and gather additional citizen input. The delay aimed to collect public input on the Vision 2050 plan, leading to a series of 20 town halls hosted by the Planning Division and each Commission district throughout the County. These town halls utilized various channels, such as the website, interactive map, email, and in-person interactions, to receive and address questions, comments, and feedback. District 5 organized 4 Town Hall meetings and a Vision 2050 workshop as part of this effort.

**Next Steps:** The July 25, 2023, Transmittal Public Hearing will include the Staff-Initiated Map and Text Comprehensive Plan Amendment to the state. If further time is needed to discuss/review the amendment, the BCC is able to continue the case. The Vision 2050 Comprehensive Plan update is a Regular Cycle Staff-Initiated Map and Text Amendment, and also a Evaluation and Appraisal (EAR)-based amendment. The EAR is required by the state to determine if plan amendments are necessary to reflect changes in state statutory requirements in Chapter 163, Part II, F.S. since the last EAR in 2018. The Planning Division sent a letter to the Department of Economic Opportunity (DEO) on May 12, 2023, notifying the agency that Orange County has completed its EAR

evaluation, and plan amendments are necessary to reflect changes in local conditions and ensure compliance with current statutory requirements. Orange County anticipates transmittal of the EAR-based amendment within the statutorily mandated one-year time frame.

**Main concerns by the public in D5:**

1. Implementation of Rural hamlets and Villages
2. Lake Pickett North Study Area
3. Wetland Impact
4. Transportation Safety and Improvement
5. Urban Sprawl
6. Sustainability
7. Water Retention and Stormwater Runoff
8. Advanced Septic Tanks

**Attachments and resources:**

- [www.ocfl.net/vision2050](http://www.ocfl.net/vision2050)
- BCC Vision 2050 7-25-23 Transmittal Briefing Sheet
- Staff Responses to ALL D5 Public Comments
- Vision 2050 Staff-recommended edits
- Vision 2050 User Guide





## Vision 2050 BCC Briefing Sheet

### **Meeting Purpose:**

Brief the Board of County Commissioners on the outline of the July 25 Vision 2050 Transmittal Public Hearing.

### **Background:**

On April 11, 2023, the Board of County Commissioners decided to continue the Transmittal Public Hearing to the date certain of July 25, 2023. The purpose of continuing the Transmittal Public Hearing was to continue to collect public input on the Vision 2050 plan. As a result, the Planning Division and each Commission district hosted a series of 20 town halls in throughout every commission district in the County, while collecting and responding to questions, comments, and feedback from its website, interactive map, email, and in-person engagements.

The July 25, 2023 Transmittal Public Hearing will include the Staff-Initiated Map and Text Comprehensive Plan Amendment to the state. If further time is needed to discuss/review the amendment, the BCC is able to continue the case. The Vision 2050 Comprehensive Plan update is a Regular Cycle Staff-Initiated Map and Text Amendment, and also a Evaluation and Appraisal (EAR)-based amendment. The EAR is required by the state to determine if plan amendments are necessary to reflect changes in state statutory requirements in Chapter 163, Part II, F.S. since the last EAR in 2018. The Planning Division sent a letter to the Department of Economic Opportunity (DEO) on May 12, 2023 notifying the agency that Orange County has completed its EAR evaluation, and plan amendments are necessary to reflect changes in local conditions and ensure compliance with current statutory requirements. Orange County anticipates transmittal of the EAR-based amendment within the statutorily mandated one-year time frame.

### Public Engagement Efforts Since April 11, 2023:

After the April 11, 2023 Board of County Commissioners Transmittal Public Hearing, the Planning Division held 20 in-person town hall meetings across the County from May through July of 2023. A summary of the 20 town hall meeting is listed in the chart below

Commission District	Town Hall Meetings Held	General Areas Covered
District 1	4	<ul style="list-style-type: none"><li>• Lake Avalon Rural Settlement</li><li>• Gotha Rural Settlement</li><li>• Doctor Phillips</li></ul>
District 2	2	<ul style="list-style-type: none"><li>• Tangerine/Zellwood</li><li>• N. Pine Hills</li><li>• S. Apopka</li><li>• Clarcona Rural Settlement</li><li>• Wekiva Springs</li><li>• Lockhart</li></ul>
District 3	5	<ul style="list-style-type: none"><li>• Taft</li><li>• Pine Castle</li><li>• Conway</li><li>• Holden</li><li>• Rio Pinar/Ventura</li></ul>
District 4	3	<ul style="list-style-type: none"><li>• Meadow Woods</li><li>• Avalon Park</li></ul>
District 5	4	<ul style="list-style-type: none"><li>• Winter Park</li><li>• Goldenrod</li><li>• Downtown</li><li>• UCF/University</li><li>• Waterford Lakes</li><li>• Bithlo/Rural East</li></ul>
District 6	2	<ul style="list-style-type: none"><li>• Pine Hills</li><li>• Holden Heights</li><li>• West Colonial</li></ul>

Residents were engaged at the town hall meetings with an overview presentation explaining the Vision 2050 comprehensive plan update, and were given the opportunity to interact at four stations with County staff from the following divisions: Planning, Sustainability, Zoning, Public Works, Transportation Planning, Neighborhood Services, Housing and Community Development, Economic Development, Parks and Recreation, Arts and Culture, Utilities, Environmental Protection, and Fire Rescue.

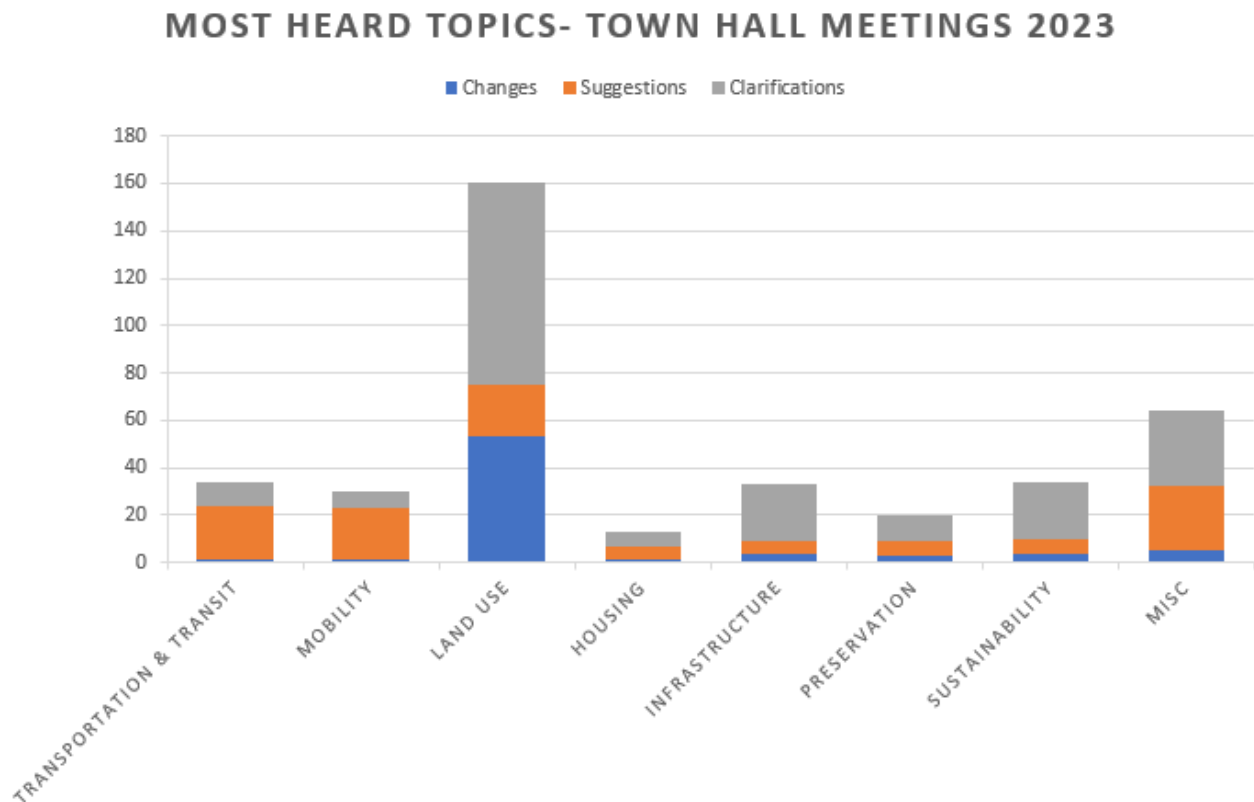
Residents were able to ask questions about the Vision 2050 update and its 10 chapters; learn more about Orange Code and the proposed correlating transect maps; and were given multiple opportunities to provide written and oral comments.

### Input From Public Engagement Efforts:

As of the 16th town hall meeting held on Wednesday, July 12, 2023, the Planning Division has received 259 written and oral comments, and 310 people have attended the 16 meetings across all six districts. In order to provide responses to comments and questions, the Planning Division has been sending follow-up emails after each town hall to residents who attended. These emails responded directly to questions and comments that were submitted during each respective town hall meeting. The responses were then posted on the Vision 2050 website for general public review.

Alongside the Town Hall efforts, the Planning Division has continued to maintain the Vision 2050 website and interactive map, where residents are able to read the Vision 2050 plan, explore the interactive map, and leave comments/ask questions. The Planning Division has also maintained a dedicated Vision 2050 email address, where residents are able to send in questions and comments. As of July 13, 2023 the Planning Division has received 127 comments from the Vision 2050 website, interactive map, and email address, a majority of which have been directly responded to.

The chart below is an analysis of the data collected at the 16 town hall meetings held prior to Wednesday, July 12 and through the Vision 2050 websites and email. Comments were organized by general topic, and categorized as either clarifications, suggestions, or changes. The analysis of these comments was instrumental in making updates and changes to the proposed Vision 2050 maps and language.



**Notable Vision 2050 Edits (Largely Resulting from Town Hall Meetings):**

1) Creation of Vision 2050 User Guide

The Guide is intended to serve as an addendum to the adopted Vision 2050 document and highlights key plan components and assists the reader in navigating the document.

2) Removal of Rural Hamlet & Rural Village Concepts

- Changes affect nine (9) Policies, including correlation table and cut-sheets
- Rural Cluster concept is retained, but limited to the NW Market Area

3) Chapter 1, Policy LMN 1.5.7

Refined density calculation description and removed references to specific wetland classifications (consistent with pending Chapter 15 updates).

Added criteria for residential densities that fall below prescribed minimums, all of which require Planning Manager approval:

- When minimum density would adversely impact character of surrounding properties
- When minimum density cannot be achieved due to existing site conditions (i.e., property size)
- When minimum density cannot be achieved without an administrative or Board waiver

4) Chapter 1, Policy LMN 1.5.8

Revision to existing alternative student housing density calculation requirement due to increased UCF-Regional Center densities. Criteria for required mobility plan has been retained.

5) Rural Center Place Type Residential Density (Rural Settlements)

Previously proposed maximum density of 2 du/ac amended to a maximum of one (1) integrated dwelling unit per commercial building.

6) Mixed Use Place Type Cut Sheets

Inserting language to recognize that existing single-use projects and limited expansions that are not expected to immediately evolve into mixed use sites are permitted.

7) Suburban Mixed Neighborhood Place Type

Removal of commercial and office land from list of allowable uses in both the Correlation Table and Cut Sheet

- In response to both potential “Live Local” ramifications and concerns of residents in adjacent neighborhoods

8) Minor revisions to Mobility & Transportation-Related Policies

Various Goals, Objectives and Policies in Chapter 1 under Goal 6 and in Chapter 7 were modified or relocated to better align with general Chapter 1 mobility provisions vs. Chapter 7 transportation improvement provisions.

9) Minor revisions to Public School-Related Policies

Minor edits or clarifications to 8 policies in Chapter 8 (Public Schools) and 1 policy in Chapter 10 (Implementation & Property Rights) as coordinated with OCPS staff and County Attorney’s office.

10) Updates to all exhibits in the Transportation Map Series

- Edits are consistent with completed Transportation Chapter Data & Analysis

# District 5 / Vision 2050 & Orange Code Townhall Meetings

## Received Resident & Attendee Comments with Formal Planning Division Staff Responses

- 1) The length of the plan plays as an inhibitor for people to comprehend or have time to read.

**Staff Response:** Staff has created a Vision 2050 Users Guide which highlights key plan components and assists the reader in navigating the document. Although the plan's Goals, Objectives, and Policies contain over 600 pages, it differs from today's Destination 2030 plan by featuring an abundance of graphics, images, cut-sheets, and topic-specific spreads intended to broaden the reader's knowledge and understanding of important concepts.

- 2) The plan has many wonderful, trendy, philosophical planning concepts. However, the implementation of all those philosophies is not practical in our market. The general planning concepts are not contextualized in our market conditions.

**Staff Response:** Vision 2050 has been specifically calibrated to meet Orange County's proposed development framework and will be implemented by a new form-based code. Aside from the previously proposed "Rural Hamlets and Villages" which are being recommended for removal, each of the proposed Vision 2050 Place Type designations have been specifically crafted to reflect the context of existing or planned communities.

- 3) The plan does not incorporate what/how the new affordable housing bill will be implemented in Orange County.

**Staff Response:** The Live Local Act requires all Florida jurisdiction to permit any affordable housing projects that meet State defined criteria on any parcel zoned for residential, commercial, industrial, or mixed-use. The Act (which became effective on July 1, 2023) would affect the Vision 2050 plan in the same manner as today's Comprehensive Plan. Aside from variable densities and building heights, Live Local projects proposed after Vision 2050 adoption would be subject to all other new Orange Code development standards.

- 4) Staff has indicated that Lake Pickett North will be designated as "Intended Sector". This completely negates public participation or desire of where we want to live our vision. The Lake Pickett North property must be removed from the map overlay.

**Staff Response:** In 2016, the Board of County Commissioners (BCC) adopted a Comprehensive Plan amendment to establish the Lake Pickett Study Area and to allow consideration of new development within the study area boundary when proposed through a privately-initiated Future Land Use Map (FLUM) amendment and contingent upon additional public outreach, an approved Transportation Term Sheet (or other transportation mitigation framework), corresponding Infrastructure Agreements, and a concurrent Planned Development – Regulating Plan (PD-RP) rezoning application.

To date, only one project ("The Grow") has received Board approval based on the above-described criterion. All other properties with the Lake Pickett Study Area continue to reflect a "Rural / Agricultural" FLUM designation and are limited to a maximum density of 1 dwelling unit per 10

developable acres. This includes the Lake Pickett North (aka "Sustanee") property, and will not change until and unless the Board adopts an application to change the property's FLUM designation to "Lake Pickett" along with the required PD-RP and other agreements.

Vision 2050's "Intended Sector" reflects the location of all master-planned planned communities or study areas within the County that are subject to unique development criteria and code standards. This includes Horizon West, Avalon Park, Innovation Way, Growth Centers, and the Lake Pickett Study Area. While staff recognizes many residents oppose the Board's previous action to include the Lake Pickett North property in the Study Area, reducing the study area boundary will require clear Board direction.

- 5) The plan has no financial funding resources to reference where the money will come from for the infrastructure or that will be needed with the adoption of the plan.

**Staff Response:** As with today's Comprehensive Plan, the Vision 2050 plan includes a Capital Improvements Schedule that identifies various projects (transportation, utilities, stormwater, parks, schools, etc.) needed to implement the plan over time and to ensure that the adopted level-of-service standards for public facilities are achieved and maintained for a 5-year planning period. In addition, the County is required to identify funding sources for each project within the 5-Year Capital Improvements Schedule. This schedule is updated annually.

- 6) I do not see the revision on the wetland ordinance that does not allow for the infill of lower wetland classes without a hearing.

**Staff Response:** Consistent with pending updates to Orange County Code Chapter 15 (Environmental Control), staff will be recommending revisions to Vision 2050 Policy LMN 1.5.7 to eliminate references to specific wetland classifications (Class I, Class II, Class III) and to describe the new process for approving any type of wetland impact.

- 7) The Plan does not address policy on increasing water quality.

**Staff Response:** This topic is addressed throughout Vision 2050 Chapter 9 (Community Facilities and Services / Water Resource Conservation).

- 8) More specific policy is needed on what can be developed in rural settlements.

**Staff Response:** Extensive Vision 2050 Goals, Objectives, and Policies addressing Rural Settlements, can be found under Goal LMN 4 (Chapter 1). More specifically, Objective LMN 4.7 and subsequent Policies 4.7.1 – 4.7.10 address the general intent and description of Rural Settlements and the various land uses designations and activities that may be permitted or considered.

- 9) No definition of rural.

**Staff Response:** "Rural" is a highly subjective term, but has been indirectly defined by the various Rural Future Land Use Map (FLUM) designations (i.e. Rural, Rural Cluster, Rural Center, Rural Settlement, etc.).

- 10) No policy addresses a community attribute rezoned. For example, a community farm or golf rezoned to homes.

**Staff Response:** The point of this comment is unclear. However, all rezoning requests are reviewed to determine consistency with the Comprehensive Plan and to assess any potential impacts to surrounding property's according to the uses and standards permitted by the requested zoning district.

- 11) No clear policy about Airbnb in our communities to protect residential communities.

**Staff Response:** The regulation of short-term vacation rentals is a function of Orange Code. Such uses are considered a form of commercial lodging and are permitted by Orange Code only in the T5 and T6 Transect Zones and the SZ-EN (Entertainment and Resort) Special Zone.

- 12) Does not address policy to help representation in annexation.

**Staff Response:** Subject to specific State contiguity and compactness requirements, any unincorporated County property that is adjacent to other cities and within the overall County boundary, may be annexed by those jurisdictions if the annexation avoids the creation of unincorporated enclaves that are enclosed within and bounded on all sides by City lands. In addition, Orange County has executed Joint Planning Area (JPA) agreements with certain cities that limit where and when annexations can occur, and approved certain "Preservation Districts" where more stringent annexation criterion apply. While annexations are not precluded by Vision 2050, certain proposed land use changes or provisions are intended to reduce the pressure by property owners who are contemplating annexation.

- 13) Context classification should be identified for each transect, and roadway designations should match certain corridors identifiers (urban corridor vs minor/ major / arterial).

**Staff Response:** Each proposed Orange Code Transect Zone has different performance standards that help create a distinct "sense of place" consistent with the underlying Vision 2050 Place Type / FLUM designation. In addition, and dependent upon their functional classification, roadways are also subject to a context-sensitive design classification system that better integrates land use and multimodal transportation while enhancing pedestrian and bicycle safety (see Obj. LMN 6.2 – Vision 2050 / Chapter 1).

- 14) Generally, the transportation element does not tie into the transects and does not generally support the mobility portion.

**Staff Response:** Since the first Vision 2050 Transmittal Public Hearing before the Board on April 11, 2023, staff has prepared revisions to both Chapter 1 (Land Use, Mobility, and Neighborhoods) and Chapter 7 (Transportation) to better align general mobility-related provisions with Chapter 1 and transportation improvement provisions with Chapter 7. In addition, both Vision 2050 and Orange Code are highly reflective and supportive of the Florida Department of Transportation (FDOT) Preliminary Current Context Classification System which denotes the criteria for roadway design elements for safer streets, that promote safety, economic development, and quality life.

More specifically, Orange Code Section 5-2.2.1 correlates FDOT context classifications with transect zones.

- 15) The Targeted Sector density should not be greater than 10 du/ac.

**Staff Response:** Geographically, the Targeted Sector represents a relatively small portion of the County that is supported by either existing or planned urban-scale infrastructure and services that historically has been limited from achieving optimum development capacity due to low densities and intensities. A density of 10 du/ac is more reflective of “suburban” development pattern and if applied in the designated Targeted Sector would only proliferate urban sprawl.

- 16) Work with District 5 on vision for rural communities.

**Staff Response:** There have been four (4) Vision 2050 / Orange Code Town Hall meetings in District 5 since the last Transmittal Public Hearing on April 11, 2023. As a result of those and the other 14 meetings in another districts and the feedback received, staff has prepared notable edits to the Vision 2050 Plan and will be recommending them to the Board on July 25, 2023.

- 17) I would like to see large lot (various sizes) in a rural lifestyle.

**Staff Response:** The Vision 2050 Plan has been revised to exclude proposed Rural Hamlets and Villages, which retains the Rural / Agricultural (R) Future Land Use Map (FLUM) designation and permits a maximum density of one residential unit per 10 developable acres in most rural areas. However, smaller lots are still permitted in Rural Settlements and can be considered in Board-approved projects located within the Lake Pickett Study Area Boundary. Also, conservation communities in the form of “Rural Clusters” remain a part of the Vision 2050 development framework and if adopted, may be considered by the Board through future privately initiated Future Land Use Map (FLUM) amendments. Also, staff will be recommending to the Board on July 25, 2023, that Rural Clusters be limited to the Northwest Market Area only.

- 18) Audubon Park Garden District Main Street Program enhances our neighborhood and surrounding areas. Will the Vision 2050 Project be reaching out to APGD about the properties along Corrine Dr in APGD? Orlando Main Street Programs are under the city of Orlando’s umbrella to exist. These Programs are full of people who their business districts and neighborhoods could be a valuable resource for endorsing mixed zoning for demographic information. Here is the contact Executive Director of APGD: Jennifer Marvel- [director@audubonparkgardens.com](mailto:director@audubonparkgardens.com)- National Award Winning Main St Program along Corrine Drive, Orlando.

**Staff Response:** The Planning Division has and will continue to include and invite many private organizations to upcoming Vision 2050 and Orange Code public engagement activities.

- 19) What is the website for Vision 2050? Please share during the presentation.

**Staff Response:** [www.ocfl.net/vision2050](http://www.ocfl.net/vision2050)

- 20) How does Orange County vision interfaces with other counties? Changes in one can affect the others. Is Orange County taking into consideration the need to maintain and upgrade the infrastructure to support growth? Specially stormwater management.



**Staff Response:** The Planning Division has maintained a high-level of communication and engagement with all other Orange County jurisdictions and adjacent counties throughout the 6-year Vision 2050 production period. Orange County has adopted a capital improvements plan and implemented concurrency management system provisions to ensure that roads and mass transit; schools; water, wastewater, and stormwater utilities; solid waste services; and parks are provided with any new development to achieve and maintain adopted level-of-service standards for such facilities and services. In the event such capacity does not exist – or is not accounted for in the capital improvements plan, a developer may have to withdraw an application, scale-back the project, or agree to implement conditions or mitigation options that will make the project “concurrent”.

21) Is the County considering what to do with all the solid waste during the next 30 years?

**Staff Response:** Yes. Pursuant to Chapter 163, Florida Statutes, the County continues to monitor and evaluate available capacity at the Orange County Landfill for purposes of meeting concurrency management system requirements, and to ensure that adopted level of standards are met. The County is also preparing a Sustainable Materials Management Plan with the goal of addressing future waste reduction and diversion.

22) Please require that “Envision” review all projects that are adjacent to rural areas, impact wetlands or require zoning change of any kennel. Envision is a framework that rates the sustainability of infrastructure projects (like LEED).

**Staff Response:** As currently drafted in Orange Code, kennels are only permitted by right within the SZ-LI Transect Zone (Special Zone – Light Industrial), or by a Special Exception Permit in Rural Transects (T2.1, T2.2, and T2.3). While the Vision 2050 Plan does not reference “Envision”, its proposed development framework emphasizes the need for more sustainable development patterns, especially considering supportive infrastructure.

23) I am a supporter of allowing more small and locally owned businesses in mixed-use neighborhoods.

**Staff Response:** The Vision 2050 plan promotes and encourages greater mixed-use development opportunities throughout the Targeted Sector, in strategic locations within the Intended and Established Sectors, and very limited rural locations that support existing Rural Settlements only.

24) Please require development projects to contain elements of sustainability by giving them a checklist and suggestions (i.e., energy efficiency, landscaping, appliances, etc.). We can be a sustainable county if we put some of these in our development code. Baseline when redoing our Comp Plan, incorporate goals for these.

**Staff Response:** Scattered throughout the Vision 2050 plan are numerous Policy provisions aimed at promoting sustainable development actions. This includes new Smart Growth development practices addressing development form and building placement; energy and climate related provisions; and polices that emphasize the importance of providing more sustainable public health, housing, and social services. While Vision 2050 highlights or calls for greater sustainability

actions, they will be carried out in large part by new form-based development regulations in Orange Code.

- 25) Affordable housing for people with disabilities. Communicate landlords of apartment complexes of discomfort units.

**Staff Response:** The Vision 2050 Housing Chapter focuses on the housing needs of all residents, including those at or near the poverty level, the elderly, and persons with disabilities, while also addressing financial strategies and other incentives to provide safe, affordable, and quality homes for County residents, whether they chose to rent or own.

- 26) It's a brilliant plan to put whatever new development is needed in specific/ target areas, leaving the established areas untouched.

**Staff Response:** Thank you. Likely the most important strategy of Vision 2050 and the proposed development framework compared to the current Comprehensive Plan is the designation of growth Sectors that distinguish where new development and growth should occur vs. those places where very limited or no growth should occur. While the existing Comprehensive Plan has a designated Urban Service Area, it is not supported by land use densities and intensities that encourage new development to occur in proper places. Vision 2050 will change that practice.

- 27) Concerned that water retention and stormwater runoff associated with infill development (less permeable surfaces) will negatively impact adjacent areas.

**Staff Response:** Both the existing Comprehensive Plan and proposed Vision 2050 Plan contain policies requiring new projects to provide for the safe handling of all stormwater runoff that flows into, across, and is discharged from the site without creating any additional flooding to adjacent property owners. In addition, there are numerous regulations in Orange County Code (i.e., Chapters 15, 24, and 38) to further ensure that stormwater management systems are designed appropriately and effectively.

- 28) Need an emergency management plan that specifically addresses ways in which communities can become more resilient.

**Staff Response:** Chapter 9 in Vision 2050 (Community Facilities and Services, and specifically Goal FR 4, Objective 4.1, and Policies 4.1.1 – 4.1.7) have been created to address numerous Emergency Management Plan provisions aimed at the County's preparedness for delivering mitigation services to its residents.

- 29) Help the homeless change laws to allow a controlled tent. We have the program built/mapped to bring them to sustainability.

**Staff Response:** Aside from any Board directives regarding specific programs or initiatives, Vision 2050 Chapter 2 (Housing and Community Services) Objective HCS 6.3 and subsequent Policies HCS 6.3.1 – 6.3.3 outline County efforts to support activities aimed at eliminating homelessness, particularly among homeless families with children.

30) Change laws to allow construction of tiny homes to alleviate homelessness and the housing crisis.

**Staff Response:** The existing County Code was recently amended to permit tiny homes in the form of Accessory Dwelling Units (ADUs) within any residentially zoned parcel. However, within the proposed Orange Code, tiny home communities can be considered within the Targeted and Established Sectors, but only within the general urban transect zones (T4) or higher.

31) Complete a robust bike / walk network connecting residential and commerce. We need more infill development to ensure lessen pressure to development in other areas.

**Staff Response:** Vision 2050 has been intentionally crafted to prioritize and strengthen the public realm, by constructing and designing infrastructure for pedestrians and cyclists and disseminating best practices and design strategies. The proposed development framework also incentivizes new development and redevelopment to occur in underutilized urban areas in lieu of suburban/rural fringe areas.

32) I like the plan. I like that it simplifies the old to create flexibility & opportunity to support population growth. Growth is inevitable and we need to do “more grow up” instead of out. We need more high-density corridors to have a symbiotic relationship with mass transit.

**Staff Response:** The proposed Targeted Sector has been largely determined by both existing and planned transit service.

33) Many of our communities are built around cars and private transportation. Developers typically build around existing infrastructure. We know which areas will be targeted for development and which ones will experience population growth. Are we looking at ways to expand walkability, specially through bike trails, smaller streets, BRT and dedicated bus lanes?

**Staff Response:** Yes. The proposed Vision 2050 development framework cannot be fully realized until and unless our transportation network evolves into a more sustainable and efficient system. Unlike the current development framework which promotes our reliance on the automobile, Vision 2050 and Orange Code will eventually lead to a more diverse and innovative transportation network.

34) Expand community workforce forum involvement in developing and establishing more affordable and convenient Lynx bus routes.

**Staff Response:** The County remains committed to working with LYNX and other agencies or entities to provide the most effective and feasible transportation network. The Vision 2050 plan contains numerous policies that promote a variety of transportation choices and aims to overcome identified deficiencies in the multimodal transportation network.

35) Prioritize student housing in the UCF/Valencia East Target Areas. Student housing is done, student transportation will affect the colonial area.

**Staff Response:** The Vision 2050 plan, and more specifically the “UCF Regional Center” Place Type designation, promotes and encourages a broader mix of university-supportive land uses and transportation modes.

- 36) Need to increase housing supply significantly, not afraid of building higher, denser, and lesser parking, especially in UFC area. Bus Rapid Transit on Colonial + Alafaya with developments built on these roads, having little but ideally no parking. More Mixed-Use, new parks as well. Also create areas that are car- free, super walkable like Disney Springs. End parking minimums.

**Staff Response:** As previously stated, the UCF Regional Center Place Type designation encourages a broader mix of university-supportive land uses, and increases allowable residential densities and non-residential intensities to maximize appropriately designed development projects. While parking minimums are not proposed to be fully eliminated, they are being reduced by Orange Code in places where existing transit routes exist or are planned.

- 37) Hamlets and villages should be removed.

**Staff Response:** Planning staff will be recommending to the Board on July 25, 2023, that the proposed Rural Hamlet and Rural Village concepts be removed from the Vision 2050 plan. While this action excludes “Rural Clusters”, staff will be recommending that their applicability be limited to the Northwest Market Area only (refer also to the Comment #17 staff response above).

- 38) Need Rural Boundary defined.

**Staff Response:** While the Board has historically and periodically adopted exceptions to existing policies that preclude urban development beyond the established Urban Service Area (i.e., certain Rural Settlements, Horizon West, and the Lake Pickett Study Area), the current Comprehensive Plan and proposed Vision 2050 Plan will continue to recognize intended rural development and activities in the Rural Service Area (RSA).

- 39) Why are we allowing the Econ areas east of Lake Mary Jane to be developed as neighborhoods (i.e., Innovation way). Development of these areas will cause flooding of the Econ downstream.

**Staff Response:** The referenced area is located with the Innovation Way Study Area where new development proposals can be considered only when certain procedural, design, and development standards are followed. More specifically, within the Innovation Way Study Area, the County envisions a transit-ready, multimodal mixed-use, walkable community with sustainable economic development, adequate public infrastructure, and the protection and resource management of environmentally sensitive areas. In addition, the Innovation Way Policies and Environmental Land Stewardship Program (“ELSP”) ordinance provides the foundation necessary to support, guide, and implement the Board-approved vision. The overlay does not change the underlying land use, as individual property owners must apply to change their Future Land Use designation to Innovation Way (IW) and rezone to PD-RP (Development-Regulating Plan).

- 40) I think we higher density in urban areas, while lower in rural areas. UCF area should have 200+ development around UCF and university.

**Staff Response:** Although a residential density of 200 units per acre is not proposed, Vision 2050 would increase maximum residential densities within the UCF Regional Center Place Type designation to 50 dwelling units per acre, with a flexible density of up to 100 dwelling units per acre when certified affordable/attainable housing criteria is met.

- 41) Will Vision 2050 address Shingle Creek flooding issues? There is a lot of development going on around Big Sand Lake and International Drive that puts Shingle Creek and surrounding residential areas all the way down to Osceola County at risk.

**Staff Response:** Yes. The Vision 2050 includes new policies and maps that establish the Shingle Creek Protection Area and limits development through new Place Type designations.

- 42) Can we set residential occupancy limits?

**Staff Response:** Maximum home occupancy standards are federally regulated. According to HUD Federal Occupancy Standards, a maximum of six people can live in a 3-bedroom home. A four-bedroom home can house up to eight people, and a five-bedroom can house up to ten people. The guidelines are adopted per number of beds per person. Additionally, each person should have a minimum of 165 square feet of living space.

- 43) What can we do to limit more septic tanks?

**Staff Response:** With Vision 2050's emphasis on directing new growth towards and within the Urban Service Area (USA) – especially within the Targeted Sector - pressure to develop in the Rural Service Area (RSA) where private septic systems are required, should be reduced.

- 44) Protect Rural Settlements and do not allow any more clustering of residential units, and no Rural Hamlets or Villages.

**Staff Response:** The Vision 2050 plan continues to recognize and protect all adopted Rural Settlements. While the practice of clustering residential units for the purpose of creating or protecting vital natural open space remains, the conservation community concepts of "Rural Hamlets" and "Rural Villages" are being recommended for removal from the Vision 2050 plan (please see responses to Comments 17 and 37 above).

- 45) Require earlier public notices.

**Staff Response:** Orange County has employed one of the most robust public notification programs in the state. At a minimum, mailed notification regarding any privately initiated land use or zoning related public hearings or community meetings are sent to surrounding property owners a minimum of 2-weeks prior. In addition to mailed notification, required newspaper advertisements, and on-site public posters, all public notices are posted onto and accessible from the County's website (calendar).

- 46) Create larger buffers within the Econ. Protection Area.

**Staff Response:** Revision or updates to Orange County Code Chapter 15 ((Environmental Control) are being processed separately from the current Vision 2050 and Orange Code efforts. As part of this update, Environmental Division Protection (EPD) staff is evaluating potential minimum / wetland buffer adjustments.

- 47) My concern is growth in the Rural areas. If we do not preserve a portion, there will be nothing left. The wild animals are already pushed to almost nowhere to go.

**Staff Response:** In addition to the development limitations within the Rural Service Area (RSA) resulting from prescribed density and intensity thresholds, the Board of County Commissioners (BCC) has committed to an ambitious goal of acquiring an additional 23,000 acres of environmentally sensitive lands by 2030. More specifically, and through the County's "Green Place Program", the Board has set aside 100 million dollars for the identification, evaluation, acquisition, and management of land with the intent of preserving our natural resources and protecting their diverse flora and fauna.

- 48) If growth is inevitable, it needs to be affordable housing. \$400,000 houses are not going to do it (too expensive). The homeless are being pushed out day-by-day towards vacant Bithlo lands.

**Staff Response:** The County's Housing for All Action Plan reflects high-priority recommendations that focus on the needs of Orange County residents to sustain and accommodate the County's growing population. The 10-year Action Plan addresses housing affordability and supply by removing regulatory barriers, creating new financial resources, targeting areas of access and opportunity, as well as engaging the community and industry.

- 49) We need to address the road issue before more developments.

**Staff Response:** Until and unless alternative transportation funding sources are secured, the County will continue to employ a Concurrency Management System that only requires needed transportation improvements to be available "concurrent" with the impacts of new development, and not necessarily prior to new development.

- 50) Low-Impact Dev. Language alongside densification. Drainage issues and transition with density.

**Staff Response:** In conjunction with and complimentary to Vision 2050 Comprehensive Plan and Orange Code, the County is preparing a new Low Impact Development (LID) Stormwater Manual that introduces LID, discusses our unique characteristics, assesses site constraints, and summarizes other statewide LID practices. In addition, the manual provides more specific LID practices that are uniquely applicable to Orange County, including design details, operation and maintenance guidelines, and monitoring guidance.

- 51) Reducing parking requirements. Create more pedestrian friendly environments. More housing and density and more transit options- BRTs.

**Staff Response:** While parking minimums are not proposed to be fully eliminated, they are being reduced by Orange Code in places where existing transit routes exist or are planned. Unlike the current development framework which promotes our reliance on the automobile, Vision 2050

and Orange Code will eventually lead to a more diverse and innovative transportation network, including but not limited to Bus Rapid Transit (BRT).

- 52) The roads that serve Innovation Way and Avalon Park need to be better maintained (i.e., lighting and fencing to protect wildlife).

**Staff Response:** This comment has been forwarded to the County's Roads & Drainage Division which is responsible for roadway and right-of-way maintenance.

- 53) What will protect or ensure that the rural area will not change over time?

**Staff Response:** While the County's Comprehensive Plan and Code are intended to preserve or limit residential densities and non-residential intensities in the rural area, there is no guarantee or certainty that existing or future Boards will uphold such provisions. Therefore, residents are encouraged to stay engaged in all land use and growth management activities and to hold elected officials accountable for their actions.

- 54) No Rural Hamlets or Villages. Keep the 1 home per 10-acre density.

**Staff Response:** Please see responses to Comments 17, 37 and 44 above.

- 55) The County should buy Hal Scott from the St. Johns River Water Management District (SJRWMD) and designate it as preservation in perpetuity. No Rural Clusters, Rural Hamlets, Rural Villages. This is just a back doorway to allow development. There is no infrastructure to support this.

**Staff Response:** The acquisition of lands for purposes of preservation is an administrative policy decision and not a function of Vision 2050. Regarding Rural Hamlets and Villages, please see responses to Comments 17, 37 and 44 above.

- 56) The Lake Pickett Study Area should not be included in the Intended Sector since there is not infrastructure to support new development.

**Staff Response:** Vision 2050's "Intended Sector" reflects the location of all master-planned planned communities or study areas that are subject to unique development criteria and code standards. This includes Horizon West, Avalon Park, Innovation Way, Growth Centers, and the Lake Pickett Study Area. While staff recognizes many residents oppose the Board's previous action to include the Lake Pickett North property in the Study Area, reducing the study area boundary will require clear Board direction (please see response to comment #4 above as well).

- 57) New development only worsens existing flooding issues. New homes require flood insurance and increases sinkholes. We need to preserve rural to continue and show our next generation different growth.

**Staff Response:** Both the existing Comprehensive Plan and proposed Vision 2050 plan contain policies requiring new projects to provide for the safe handling of all stormwater runoff that flows into, across, and is discharged from the site without creating any additional flooding to adjacent property owners. In addition, there are numerous regulations in Orange County Code (i.e.,

Chapters 15, 24, and 38) to further ensure that stormwater management systems are designed appropriately and effectively.

58) We do not want Clusters, Hamlets, or Villages in the Rural East Market Area. The roads, water table and other infrastructure cannot handle it. And widening road + upgrading infrastructure will ruin the rural agriculture of our area. We do not want rural sprawl, in any way. We do not want rural sprawl in any way. I am a pioneer settler descendant from 1836.

**Staff Response:** Please see responses to Comments 17, 37 and 44 above.

59) What will happen to the infrastructure of people currently living in Rural East Orange County? I wish to preserve the current design in the Rural East Market Area. The development proposed does not clearly define the road access, infrastructure, and conservation water supply/drainage/utilities requirements.

**Staff Response:** With staff's pending recommendation to remove the conservation community concepts of Rural Hamlets and Rural Villages from the Vision 2050 plan, all remaining areas in the Rural East Market Area (excluding Innovation Way, Lake Pickett South, and Rural Settlements) will retain the Rural / Agricultural Future Land Use Map (FLUM) designation. No significant roadway and infrastructure improvements are anticipated within this portion of the Rural Service Area.

60) The Rural Center place type designation should allow short-term rental residential. This will ensure the existing short-term rental properties within the Wedgefield Rural Settlement conforms to the Plan?

**Staff Response:** The referenced Wedgefield Rural Settlement property is currently zoned "C-1 / Restricted" with the specific use of short-term rental recognized as a permitted use. While the use of short-term rental at this location was legally permitted, it is not permitted by right in Rural Settlements.

61) Public transportation would be nice for the Bithlo Community. Many people use bikes and the area is way too dark!

**Staff Response:** While people in rural areas usually have a greater need for transport than urban dwellers, low rural population density generally makes viable public transportation difficult and fiscally inefficient.

62) Keep the Rural East Market Area "RURAL"! The more established areas within the urban service area can accommodate far more infill development.

**Staff Response:** With the exception of certain Rural Settlements and other areas within the Intended Sector where the Board has approved alternative development patterns and study areas, the Vision 2050 plan will direct most new development through the 2050 planning horizon to the Targeted Sector and Urban Service Area (USA).

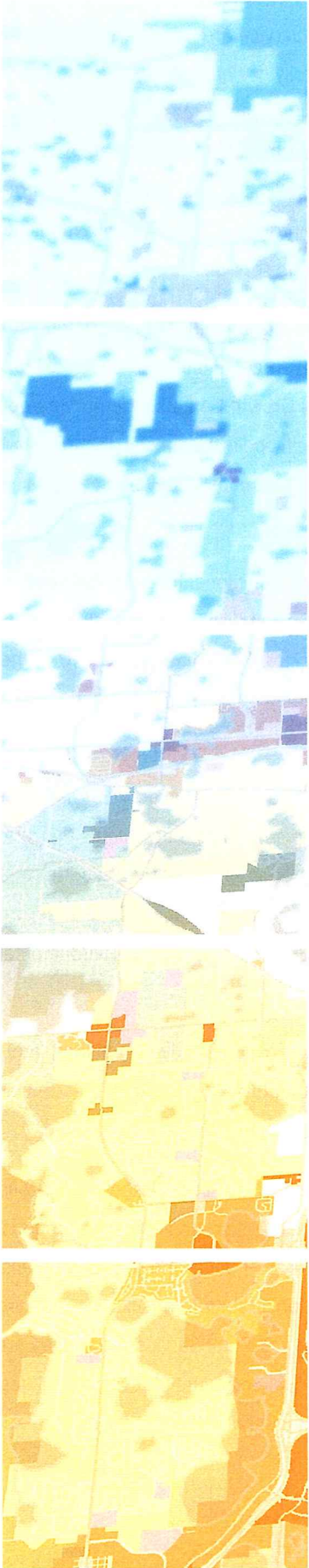
63) Bithlo needs water and sewer. We need existing Code enforced!



**Staff Response:** Both the existing Comprehensive Plan and proposed Vision 2050 Plan intentionally limits or restricts the extension of public water and wastewater lines beyond the USA. However, exceptions have been granted by the Board for areas within the Lake Pickett Study Area, for the provision of potable water service only within rural settlements that have experienced a State documented economic decline, or where the Board has made an affirmative finding that the facilities are necessary and available to remedy or prevent contamination of ground or surface water.

64) We need to get rid of junk yards in Bithlo.

**Staff Response:** Only existing and vested heavy commercial activities in the Bithlo Rural Settlement that were legally permitted are recognized by today's Comprehensive Plan and the proposed Vision 2050 Plan.



# ORANGE COUNTY FLORIDA



## COMPREHENSIVE PLAN 2020-2050 **GOALS, OBJECTIVES, & POLICIES**

*Notable staff-recommended edits resulting  
from Town Hall meeting series*

For July 25, 2023 BCC Transmittal Public Hearing

**PREPARED BY:**

ORANGE COUNTY PLANNING, ENVIRONMENTAL  
AND DEVELOPMENT SERVICES DEPARTMENT

**ORANGE COUNTY PLANNING DIVISION**

**ESTABLISHED SECTOR:** The Established Sector shall be applied to lands within the Urban Service Area, comprised primarily of existing suburban residential neighborhoods and supporting uses. While consisting primarily of single-family or low-density neighborhoods, the level of connectivity and adjacency to transit, services and amenities may vary. Most of the neighborhoods within the Established Sector are connected to essential Orange County services. Growth within the Established Sector is generally infill or redevelopment, where the character of the area will not change significantly, and new road capacity infrastructure is limited. The primary objective is to maintain the neighborhood character while improving interconnectivity, housing accessibility, walkability and accessibility to transit, parks and trails, neighborhood schools and services.

**INTENDED SECTOR:** The Intended Sector requires planning for future infrastructure and transportation needs associated with new development in a systematic and coordinated fashion. These previously master-planned communities include Horizon West Special Planning Area, the Innovation Way Overlay Area, Lake Pickett Study Area and Growth Centers. The primary objective of the Intended Sector is that development will occur consistent with their area specific policies, special area planned developments and/or regulating plans. To see these areas develop according to their adopted master/development plans, pre-planned areas shall require adequate infrastructure to support them.

**SPECIAL SECTOR:** The Special Sector applies to large areas of land uses supporting a single functional purpose that require special rules. They are usually Industrial or Institutional uses across the County; power plants, landfills, major industrial areas, sports facilities, and airports are among the types of land uses included in the Special Sector. The primary objective of the Special Sector is to maintain an adequate supply of special area lands where these uses may operate with minimal conflict with incompatible uses.

**RURAL SECTOR:** The Rural Sector shall be applied to lands within the Rural Service Area, where agricultural activities, large lot rural development, and very limited development may occur. Specifically, clustered development that complements the rural character may occur within existing Rural Settlements or in designated Rural Clusters located in the Northwest Market Area only where Hamlets, and Villages when large amounts of permanently protected natural open space or agricultural lands are protected and/or preserved. The primary objective is to protect and maintain long-term agricultural activities, environmental quality, and rural character within the Rural Service Area.

**PRESERVED SECTOR:** The Preserved Sector shall be applied to environmentally-sensitive publicly- or privately-owned lands that have been preserved or conserved for environmental protection. Located primarily in the Rural Service Area, these areas are protected from development in perpetuity. The primary objective is to maintain its natural character.

**LMN 1.4.3:** The Urban Service Area includes three Sectors of various scales of development. These include areas targeted for urban infill and redevelopment, and for maintaining the established residential “fabric” of the immediate and surrounding neighborhoods, while accommodating areas intended or committed for future growth according to special area master plans and regulating plans. Two remaining Sectors are included, one for the preservation of natural lands, and the other for rural and agricultural lands are located primarily within the Rural Service Area. While large preservation areas exist primarily in the Rural Service Area, they are also found within the Urban Service Area. A Special Sector designation for uses such as landfills, water treatment facilities, utilities, airports, and other special areas set aside for industrial uses, may primarily occur within the Urban Service Area.



**LMN 1.4.8: RURAL SECTOR;** Recognize existing Rural Settlements or Rural Residential Enclaves and provide for limited development in designated Rural Clusters located within the Northwest Market Area only, Hamlets, and Villages where land is set aside as natural landscapes, conservation, or agriculture. Development types and land uses associated with the Rural Sector generally include rural or low-density residential neighborhoods within existing Rural Settlements (including non-residential uses within Rural Centers); rural conservation neighborhoods or communities within any designated Rural Clusters, Hamlets, and Villages and where significant land areas are primarily reserved for passive open space, conservation, and agriculture; The and vast rural areas of the county designated Rural on the Future Land Use Map are reserved for agriculture, conservation, and extremely low-density residential activity with scattered ranches and homesites.

**LMN 1.4.8.1:** Promote the management and stewardship of assets and values of rural land uses within the Rural Sector, including environmental lands, natural resources, agricultural lands, and historic and cultural resources.

**LMN 1.4.8.2:** Orange County shall designate that portion of the County outside the Urban Service Area as the Rural Service Area. The intended rural character and assets of the Rural Sector shall be promoted. (OBJ FLU6.1)

**Table LMN 1.4.8.2 (a) RURAL SECTOR PLACE TYPES**

Centers	Neighborhood	Other Future Land Use (FLU) Designations
Rural Center	Rural Cluster	Rural
	Rural Hamlet	Rural Settlement
	Rural Village	Rural Enclave (Lake Mabel)
		Educational
		Institutional
		Parks and Recreation

**LMN 1.4.9: PRESERVED SECTOR;** The objective of the Preserved Sector is to conserve, protect, and enhance the County’s natural resources, including air, surface water, groundwater, vegetative communities, imperiled species, soils, recharge areas, floodplains, and wetlands, to ensure that these resources are preserved for the benefit of present and future generations. Lands located within the Wekiva Study Area and Econlockhatchee River Protection Area shall be considered high priority for protection.

**LMN 1.4.9.1:** The future land use designations permitted within the Preserved Sector include:

**Table LMN 1.4.9.1 (a) PRESERVED SECTOR PLACE TYPES**

Future Land Use (FLU) Designation	Applicable Development Regulations
Preservation	FAR 0.10

**LMN 1.5.4:** Neighborhood Place Types vary by Sector, but also by density, housing types, and land use mix. In the Targeted and Established Sectors, Neighborhood Place Types often represent historic Orange County neighborhoods or undeveloped and underdeveloped areas that can support an interconnected grid of streets and walkable blocks. The Established Sector however, is mostly comprised of Neighborhood Place Types that reflect conventional single-family subdivisions with curvilinear street patterns, but where future mobility, access, and connectivity improvements may occur. To a limited extent, Neighborhood Place Types may also be applied to designated Growth Centers within the Intended Sector.

**LMN 1.5.5:** Corridor Place Types are primarily located within the Targeted and Established Sectors, as well as within designated Growth Centers of the Intended Sector, but to a limited extent. Most Corridor Place Types are located along major streets, roadways, and transit lines; help connect other centers and neighborhoods; and are defined by adjacent districts while providing entries into them. More specifically, the Corridor Place Types in Orange County include the “Urban Corridor” the “Main Street Corridor”; and the “Suburban Corridor”. All Corridor Place Types place greater design emphasis on creating an enhanced and safe pedestrian experience, building frontages that accommodate strategically placed open space and landscaping and context-scaled parking and multimodal transportation options.

**LMN 1.5.6:** Development within all Vision 2050 Place Types shall be designed to meet specific pedestrian sheds standards that ensure a safe and convenient walking experience. The size and radius of pedestrian sheds vary by Place Type, but should provide easy access to key destinations like shops, work places, public open space, civic uses, and transit without the reliance on the automobile.

**LMN 1.5.7:** Density and Floor Area Ratio (FAR) calculation is determined are calculated by dividing the total number of units/ square footage by the developable land area. The Developable land area for density and FAR calculation (intensity) is defined as the gross land area, excluding less all wetlands and surface waters and certain conservation areas from the land area calculations. In order to include Class I, II and III conservation areas Wetlands and surface waters may only be considered as developable land area when the affected parcel(s) has in the density and FAR calculations, the parcels shall have an approved and valid Conservation Area Determination (CAD) and when an approved Conservation Area Impact permit for such natural resources has been approved by from the Orange County Environmental Protection Division or Board of County Commissioners. Orange County may, in its Land Development Code, identify standards and criteria for alternative density compliance consistent with the intent of this policy. Specifically, minimum density standards may be reduced by the Planning Manager on parcels limited to less than one developable acre if conditions and constraints prohibit development in accordance with the adopted density of the future land use designation and if the project otherwise promotes infill and redevelopment.

The Planning Division Manager may grant a reduced minimum residential density on any parcel(s) as otherwise reflected in LMN Table 1.6.2(a) when one of the following circumstances exist:

- Density/yield would adversely impact the character of the surrounding built environment and when perceived incompatibilities cannot be effectively mitigated by building placement and form;
- Density/yield cannot be reasonably achieved due to existing site conditions or constraints, including but not limited to property size; and
- Density/yield cannot be achieved without an administrative or Board-approved waiver from the otherwise applicable zoning standards.



Minimum density reductions shall not be considered as a means of avoiding appropriate infill and redevelopment opportunities, including missing middle housing (FLU1.1.2(B) and FLU1.1.2(C))

**LMN 1.5.8:** Orange County shall adopt standards and criteria for alternative density compliance to include the following:

- A. Accessory dwelling units (ADUs) and accessory structures shall not be included in density calculations. They are permitted in Place Types that permit residential dwelling units provided they comply with the code requirements.
- B. “Missing middle” housing such as duplexes, townhomes, and quadraplexes of up to 4 dwellings designed and fitting within the envelop of a single-family dwelling, those missing middle units will be equivalent to 1 dwelling unit for density purposes.
- C. Student housing may be permitted only within the Targeted Sector and within the UCF Regional Center and Centers other “Center” place type designations within the East Market Area.
  - Student housing density shall be calculated based on the number of bedrooms, with four (4) bedrooms equal to one (1) multi-family unit. (FLU1.1.2E(2))
  - Student housing projects may use the flexible densities provided under Policy LMN 1.6.3 and Table 1.6.2(a) for the UCF Regional Center or any other “Center” place type designation when located within the area extending one (1) mile east and west of the Alafaya Trail corridor, between McCulloch Road and State Road 408. Developers must also commit to a mobility plan to be implemented with the development of the student housing projects. An alternative density calculation may be permitted upon the approval of the Board of County Commissioners, provided the developer has committed to a mobility plan to be implemented with the development of the student housing project, has demonstrated a need for the additional units, or has proposed a redevelopment project located within the area extending one (1) mile east and one (1) mile west of the Alafaya Trail corridor, between McCulloch Road and State Road 408. (FLU1.1.2E(2))
  - Any conversion of student housing to unrestricted housing shall require a Comprehensive Plan amendment and/or the approval under the provisions of Orange Code. If the conversion is approved, school impact fees in effect at the time shall be paid, and the project shall comply with any school capacity regulations in effect at the time of the proposed change. (Added 5/13, Ord. 2013-11) (POL 1.11.8) (FLU1.1.2E(3))
- D. A Community Residential Home (CRH) is defined in §419.001(1)(a), Florida Statutes as “a dwelling unit licensed to serve residents who are clients of the Department of Elderly Affairs, the Agency for Persons with Disabilities, the Department of Juvenile Justice, or the Department of Children and Families or licensed by the Agency for Health Care Administration which provides a living environment for 7 to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents”. The definition of a Community Residential Home (CRH) can include uses such as Assisted Living Facilities, Adult Family Care Homes, group homes, and other similar uses.
  - A CRH that serves six (6) or fewer residents, which otherwise meets the definition of a CRH, shall be deemed a permitted use in the Suburban Neighborhood Place Type, allowing 6 du/ac.
  - A CRH serving seven (7) to fourteen (14) residents shall be permitted in any Place Type allowing residential uses at 10 du/ac and above.

- A CRH, such as an Assisted Living Facility, serving greater than fourteen (14) residents shall be permitted in any Place Type allowing residential uses at 20 du/ac and above. In residential districts, density for such uses shall be calculated based on the number of beds, with two (2) beds equal to one (1) residential unit. Facilities located in non-residential districts shall be regulated based on the Floor Area Ratio (FAR) consistent with the Future Land Use designation. (Added 09/2020, Ord. 2020-04) (FLU1.1.3(F))

**OBJ LMN 1.6: FUTURE LAND USE/TRANSECT ZONE CORRELATION;** Orange County's Land Development Code, Transect Zones, Regulating Plans, and Planned Development (PD) process only where applicable (changes to existing PDs only) will continue to be implementing tools for ensuring compatible, and integrated land development that promotes the public health, safety, and welfare in Orange County. (FLU8.1)

**LMN 1.6.1:** The following Transect Zones are created to regulate the location of distinct mixes of building forms and uses. The zones are organized into six categories representative of a typical traditional neighborhood structure: T6 - Core, T5 - Center, T4 - General Urban, T3 - Suburban, T2 - Rural, T1 - Natural zones. Each zone consists of a series of sub-zones at different intensities.

Zones that are not representative of a typical neighborhood structure are listed under Special Districts including the UCF Campus, Industrial, Institutional, Educational and Parks and Open Spaces.

**T6 CORE ZONES:** Core Zones are the most dense and intense zones and include the majority of the shops and workplaces within the neighborhood, along with the public gathering spaces such as libraries, squares, and plazas. The storefront building and civic building create the form of the neighborhood core in varying degrees. The storefront building defines a street wall along the primary streets of the area with storefront glass windows. Upper stories of the storefront building may be utilized for living and working.

**T5 CENTER ZONES:** Center Zones are located in neighborhood centers, near transit, and along corridors and provide a balance of uses and urban form similar to the Core Zone but with lower densities and a more limited height. Uses may include shops and workplaces within the neighborhood, along with the public gathering spaces such as libraries, squares, and plazas. The storefront building and civic building create the form of the neighborhood core in varying degrees. The storefront building defines a street wall along the primary streets of the area with storefront glass windows. Upper stories of the storefront building may be utilized for living and working. Center Zones differ from the Core by capping building heights and smoothly transitioning down to the General Urban and Suburban Zone scale.

**T4 GENERAL URBAN ZONES:** General Urban Zones provide a transition between the higher density Core and Center Zones and the lower density Suburban Zone. The General Urban Zone allows a mix of housing types including townhomes, small lot houses, duplexes, triplexes, quadruplexes, and live-work units. The T4 General Urban A allows some mix of small-scale retail, office, and neighborhood service uses while the T4 General Urban B is limited to residential uses only. Building massing is also regulated to ensure the scale is appropriate for adjacency to single-family. The level of intensity should vary depending on the context, hence the development of several General Urban Zones.

**T3 SUBURBAN ZONES:** Suburban Zones consist of low-density residential areas with single-family detached homes, adjacent to General Urban Zones and, in rare cases, Center Zones. Home occupations and out-buildings are permitted. Planting is naturalistic and setbacks are relatively deep allowing for front yards and porches. Blocks may be larger and the roads irregular to accommodate natural conditions. Suburban Zones can be adjacent to mixed-use to encourage walkability.



Table LMN 1.6.3 (c) CORRELATION TABLE

USA / RSA	SECTOR	PLACE TYPES	PRIMARY TYPOLOGIES	SUPPLEMENTAL TYPOLOGIES	BASE DENSITY / FAR	FLEXIBLE DENSITY	ZONING / TRANSECTS
Urban Service Area & Rural Service Area	Intended	Master Planned Communities	Horizon West - RSA		Density / FAR: varies (See MA 1: Southwest Market Area)		PD or PD-RP
			Avalon Park (TND) - USA		Density: varies (See MA 5: East Market Area) FAR: Office 1.7; Commercial 1.0; Industrial 0.5		PD
			Innovation Way - USA		Density / FAR: varies (See MA 4: South Market Area and specific PD-RPs)		PD-RP
			Lake Pickett - RSA		Density / FAR: varies (See MA 3: Rural East Market Area and specific PD-RPs)		PD-RP
	Centers	Growth C.	Urban Center		Density: Min. 20 du/ac - Max. 50 du/ac FAR 3.0 (Residential, Commercial, Office & Mixed Use)	Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, T5.3, T6.1, T6.2, T6.3 PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Civic Zone
				Neighborhood Center (High)	Density: Min. 10 du/ac - Max. 40 du/ac FAR: 3.0 (Residential, Commercial & Mixed Use)	Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T3.2, T3.3, T4.2, T4.3, T5.2, T5.3 PD (existing prior to Code adoption), Civic Zone
		Corridors	Growth C.	Urban Corridor	Density: Min. 10 du/ac - Max. 50 du/ac FAR: 3.0 (Residential, Commercial & Mixed Use)	Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, T5.3 PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Civic Zone
	Main Street Corridor			Density: Min. 10 du/ac - Max. 40 du/ac FAR 3.0 (Residential, Commercial & Mixed Use)	Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T4.3, T5.1, T5.2, T5.3 PD (existing prior to Code adoption), Civic Zone	
	Suburban Corridor			Density: Min. 10 du/ac - Max. 20 du/ac FAR 1.5 (Residential, Commercial & Mixed Use)	Max. 40 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T3.2, T3.3, T4.3, T5.1, T5.2 PD (existing prior to Code adoption), Civic Zone	
	Neighborhoods	Growth C.	Traditional Neighborhood	Density: Min. 10 du/ac - Max. 30 du/ac FAR 1.5 (Residential, Commercial & Mixed Use)	Max. 40 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T4.1, T4.2, T4.3, T5.1, T5.2 PD (existing prior to Code adoption), Civic Zone	
			Suburban Mixed Neighborhood	Density: Min. 6 du/ac - Max. 12 du/ac FAR 1.5 (Commercial & Mixed Use)	Max. 20 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T3.2, T3.3, T4.1, T4.2, T4.3 PD (existing prior to Code adoption), Special Zone - Mobile Home Parks, Civic Zone	
			Suburban Neighborhood	Density: Max. 6 du/ac Note: Properties within the Shingle Creek Protection Area shall be limited to a maximum residential density of 4 du/ac and are not eligible for the higher residential density as otherwise provided, including the flexible density.	Max. 8 du/ac for "Missing Middle Housing" in the T4.2 Transect Zone Only	T3.1, T3.2, T3.3, T4.1, T4.2 PD (existing prior to Code adoption), Special Zone - Mobile Home Parks, Civic Zone	
	Special	Other	Major Educational	N/A		PD (existing prior to Code adoption), Special Zone - Education	
Major Industrial - Single Use			FAR: 0.75		Special Zone - Craft and Light Industrial, Special Zone - Heavy Industrial		
Major Institutional			N/A		Any		



Table LMN 1.6.3 (d) CORRELATION TABLE

USA / RSA	SECTOR	PLACE TYPES	PRIMARY TYPOLOGIES	SUPPLEMENTAL TYPOLOGIES	BASE DENSITY / FAR	FLEXIBLE DENSITY	ZONING / TRANSECTS
Rural Service Area	Rural	Neighborhoods	Rural	Rural		Density: Max. 1 du/10 ac FAR: 0.15	T1, T2.1, T2.2 PD (existing prior to Code adoption) SZ Civic
			Rural	Lake Mabel Rural Residential Enclave		Density: Max. 1 du/ac (Minimum Lot Size of 1 Acre)	T2.1, T2.2* (*Subject to min. density req's.)
			Rural	Orlando-Kissimmee Farms Rural Residential Enclave		Density: Max. 1 du/2 ac (Minimum Lot Size of 2 Acres)	T2.1, T2.2* (*Subject to min. density req's.)
			Rural	Rural Cluster		Density: Max 1 du/ac (including 1 potential residential unit in the Rural Reserve and all other units clustered within the Cluster Core). A minimum of 60% of the Rural Cluster must be designated as Rural Reserve. FAR 1.0 (within the Cluster Core)	T1, T2.1, T2.2, in the Rural Reserve, T3.1, T3.2, T3.3, T4.1, T4.2, T5.1, SZ-ED, CZ in the Cluster Core
			Rural	Rural Hamlet		Density: Max 1.5 du/ac (including 1 potential residential unit in the Rural Reserve and all other units clustered within the Hamlet Core). A minimum of 70% of the Rural Hamlet must be designated as Rural Reserve FAR 1.0 (within the Hamlet Core)	T1, T2.1, T2.2 in the Rural Reserve T3.1, T3.2, T3.3, T4.1, T4.2, T5.1, SZ-ED, CZ in the Hamlet Core
			Rural	Rural Village		Density: Max 2 du/ac (including 1 potential residential unit in the Rural Reserve and all other units clustered within the Village Core). A minimum of 70% of the Rural Village must be designated as Rural Reserve. FAR 1.0 (within the Village Core)	T1, T2.1, T2.2 in the Rural Reserve, T3.1, T3.2, T3.3, T4.1, T4.2, T4.3, T5.1, SZ-ED, CZ in the Village Core
		Other		Parks & Recreation		N/A	Civic Zone
				Educational		N/A	PD (existing prior to Code adoption), Special Zone - Education
				Institutional		N/A	Any
		Neighborhoods	RS	1/1		Density: Max. 1 du/ac	
			RS	1/2		Density: Max. 1 du/2 ac	
	RS		1/5		Density: Max. 1 du/5 ac	T2.1, T2.2*, T2.3*, T3.1, T3.2., T3.3, Civic Zone, *Subject to min. density requirements	
	RS		Suburban Neighborhood		Density: Max. 2 du/ac		
	RS		Suburban Mixed Neighborhood		Density: Max. 10 du/ac Development within the Rural Settlement – Suburban Mixed Neighborhood is limited to residential uses only		
	Centers	RS	Rural Center		Density: 2 du/ac Varies (limited to a maximum of one (1) integrated dwelling unit per commercial building) FAR: 0.15 (Non-residential)	T4.3, T5.1	
	Other	RS	Parks & Recreation		N/A	Civic Zone	
		RS	Educational		N/A	PD (existing prior to Code adoption), Special Zone - Education	
		RS	Industrial		FAR: 0.75	Special Zone - Craft and Light Industrial, Special Zone - Heavy Industrial	
		RS	Institutional		N/A	Any	
	Preserved	Other	Preservation		N/A	Any	



## LMN 2.1.2: UCF REGIONAL CENTER

### Description and Purpose

The University of Central Florida (UCF) Regional Center includes the University Campus Special District and surrounding properties that provide other university-related and supportive uses, including medium to high-density residential housing and student housing, retail, professional office and research facilities, institutions, civic spaces, and recreation. While a vertical mix of land uses are envisioned within the UCF Regional Center, it may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.

The UCF Regional Center Place Type also accommodates and supports multiple public transit and alternative modes of transportation. Throughout the Center, denser and more compact development patterns that feature integrated plazas, quadrangles, park spaces, and pedestrian passageways are provided. Parking garages should include ground level retail and professional office spaces.



### Place Type Characteristics

Allowable Uses	University-related, research park, retail, office, single-family residential, multi-family residential, student housing, institutions, civic space, and recreation
Development Density / Intensity	Min. 20 du/ac - Max. 50 du/ac* *Max. 100 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.
Pedestrian Shed	FAR 3.0 (Residential, Commercial, Office & Mixed Use)
Civic Space	Long
	Frequent civic spaces, typically in the form of quadrangles, greens, plazas, and greenways.

### Design Characteristics

Building Placement	Buildings are located to define outdoor rooms, such as quadrangles, lining a combination of open spaces and streets. While buildings may not be immediately along sidewalks, they are located to create edges, activating and engaging pedestrian-centric spaces. Buildings are typically separated from each other.
Building Height	Typically 3 to 12 stories, as controlled by zoning.
Parking	A mixture of parking garages, on-street parking, and surface parking.

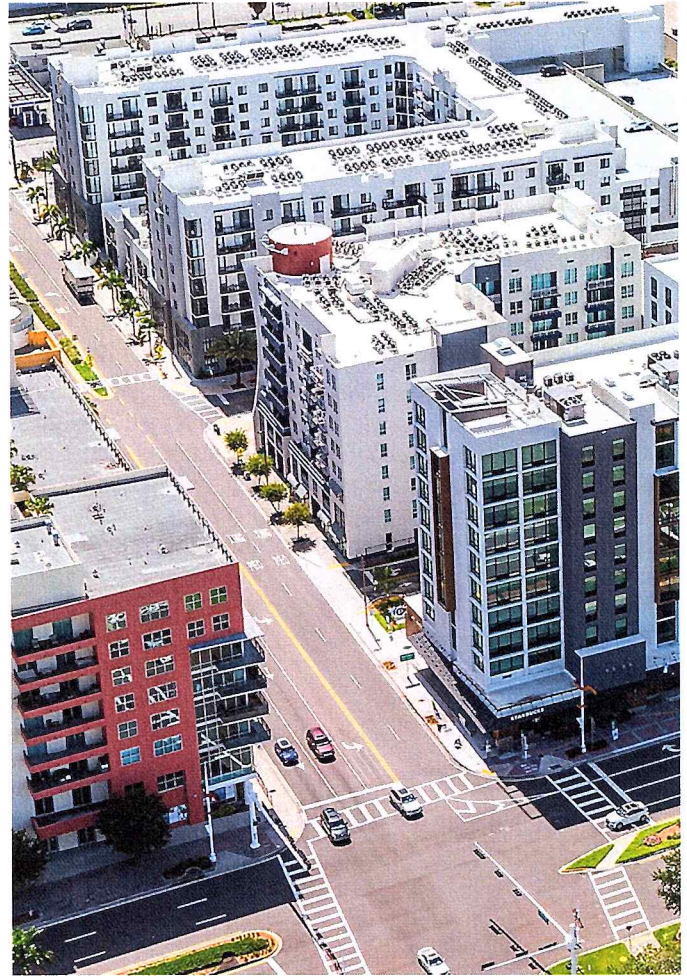


**LMN 2.1.3: TOURIST ACTIVITY CENTER**

**Description and Purpose**

The Tourist Activity Center (TAC) Place Type recognizes a mixture of tourist related development, which provides a transition area between the established suburban neighborhoods of the area and the International Drive Regional Center (IDD-RC).

The TAC includes a mix of commercial, office, institutional uses, and short- and long-term residential uses. The TAC may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment. The TAC aims to include a development pattern which encourages pedestrian activity, minimize travel distance and time between uses, ensure adequate infrastructure programming, and achieve environmental protection and compatibility with existing neighborhoods.



**Place Type Characteristics**

Allowable Uses	<p>Residential, commercial, office, lodging, and institutional uses alongside or in mixed-use buildings with multi-family residential. Townhomes and stand-alone multi-family residential along side streets or away from the main street frontage</p> <p>Min. 12 du/ac - Max. 50 du/ac*/ **                  *Max. 70 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.</p> <p>**Note: Properties within the Shingle Creek Protection Area shall be limited to a maximum residential density of 30 du/ac and are not eligible for the higher flexible density as otherwise provided.</p>
Development Density / Intensity	<p>FAR 3.0 (Residential, Commercial, Office &amp; Mixed Use)</p> <p>Notwithstanding the minimum residential density and vertical mixed-use criteria established for the IDD-RC, the County shall allow for the adaptive reuse of existing non-residential buildings and underutilized properties for residential purposes in order to help satisfy needed housing demand as addressed in the Orange County Housing for All / 10 Year Action Plan, dated November 2019</p>

Pedestrian Shed	Standard and Long
Civic Space	Civic spaces in the form of plazas, squares, and compact greens, including a single primary civic space feature are common. As controlled by zoning and dependent upon the size of a subject property, one plaza or square should be located within 1,320 feet of each building, and a smaller civic space should be located within 800 feet of each building.
<b>Design Characteristics</b>	
Building Placement	Buildings are located along sidewalks, passages, and open spaces to support pedestrian activity, the vibrancy of streets, and enclosure of civic spaces. Buildings are located near each other and area frequently attached.
Building Height	Typically 3 to 12 stories, as controlled by zoning.
Parking	Parking is typically located in parking structures serving one or more property. Surface parking is primarily on street. Where parking lots occur, they are located behind buildings relative to streets, passages, and open spaces.



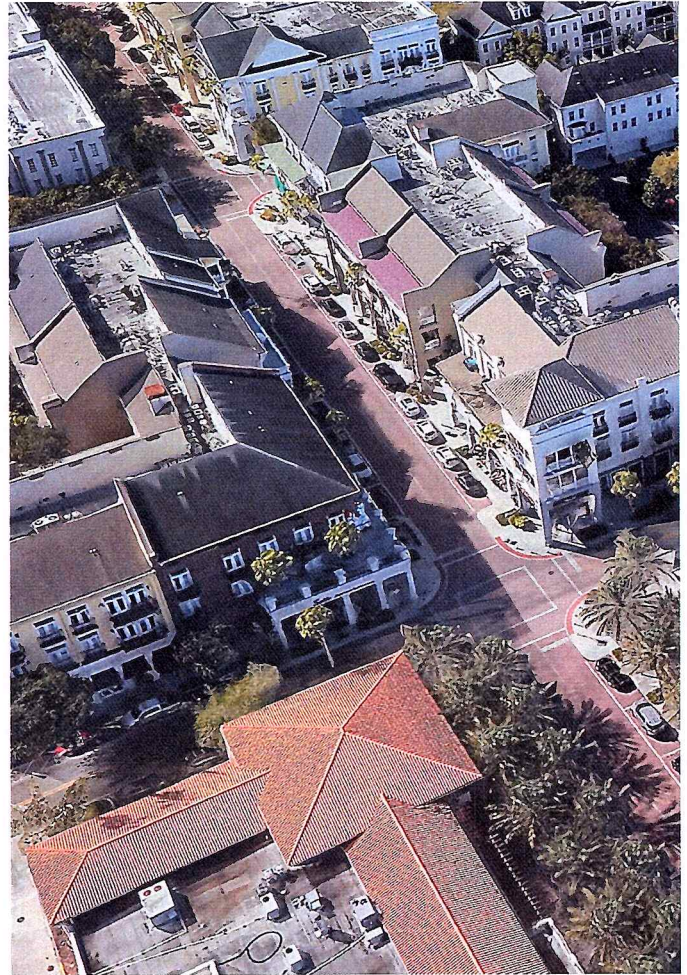
## LMN 2.1.6: NEIGHBORHOOD CENTER - HIGH

### Description and Purpose

The Neighborhood Center (High) Place Type provides for neighborhood-serving retail shops, services, small workplaces, and institutions that are centrally located within a neighborhood or grouping of neighborhoods in the Targeted Sector. Neighborhood Center (High) Place Types are supported by an interconnected pattern of streets and are typically anchored by a civic plaza or square.

Although the integration of residential units in mixed-use buildings are encouraged, non-residential uses found in Neighborhood Center (High) Place Types are primarily supported by residents of adjacent neighborhoods that are located within a 1-mile market area. **Neighborhood Centers may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.** Neighborhood Center (High) Place Types include a main street where commercial and service uses are concentrated to encourage cross-traffic between businesses. They are active places during the day and the early evening, compatible with surrounding residential uses.

Neighborhood Center (High) Place Types are typically located at the intersection of collector roads or in places where existing neighborhood-service commercial uses are located. Frequent pedestrian and bicycle connections to surrounding neighborhoods are encouraged along with vehicular access.



### Place Type Characteristics

Allowable Uses	Residential, commercial, office, and institutional as stand alone uses or in mixed-use buildings with multi-family residential. Townhomes and stand-alone multi-family residential along side streets or away from the main street frontage.
Development Density / Intensity	Min. 10 du/ac - Max. 40 du/ac* *Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met. FAR 3.0 (Residential, Commercial & Mixed Use)
Pedestrian Shed	Standard
Civic Space	One primary plaza or square is common in Neighborhood Center (High) Place Types, along with other compact greens and small civic space features. As controlled by zoning, and dependent upon the size of a subject property, one plaza or square should be within 1,320 feet of each building and a smaller civic space within 800 feet.

### Design Characteristics

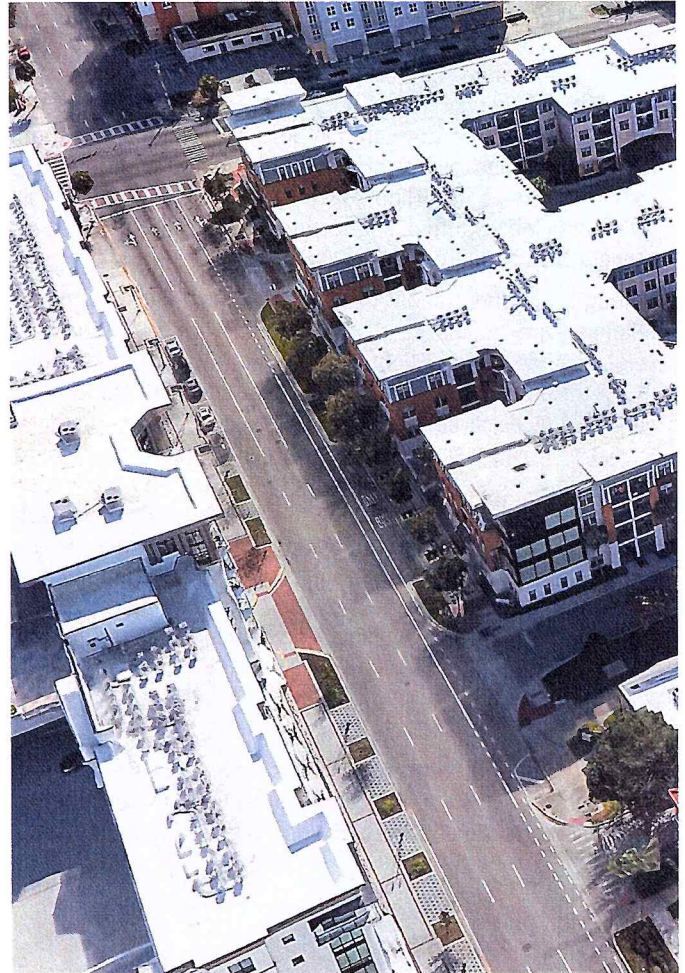
Building Placement	Buildings are located along sidewalks, passages, and open spaces to support a neighborhood main street character. Buildings are located near each other and frequently attached.
Building Height	Typically up to 5 stories, as controlled by zoning.
Parking	Parking is located on-street and behind buildings relative to the street. Occasionally parking may be located beside buildings.



## LMN 2.2.1: URBAN CORRIDOR

### Description and Purpose

Corridors reflect the location of major transit routes, stations or transfer points that support high-density residential and intense mixed-use development activity. Urban Corridor Place Types are intended to support urban development and future transit service between Urban Core and Urban Center Place Type, while managing traffic congestion by sustaining safe, convenient and affordable transportation options. Urban Corridors consist principally of high-density housing and provides residents with convenient access to existing and future transit. Limited non-residential uses may be located along Urban Corridors, but a majority of such uses are directed to and concentrated within anchoring center place types. **While a mix of land uses are encouraged within Urban Corridors, they may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.** Redevelopment in Urban Corridors provides an opportunity to add through-connections to parallel roadways, building a more robust and resilient street network. Bicycle and micro-mobility access along the corridor and to adjacent roadways provides easy access to nearby job centers, retail, and services.



### Place Type Characteristics

Allowable Uses	Residential, commercial and multi-family residential, offices, lodging, and institutional uses primarily in mixed-use buildings, but sparingly within single-use and townhome buildings.
Development Density / Intensity	Min. 10 du/ac - Max. 50 du/ac* *Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met. FAR 3.0 (Residential, Commercial & Mixed Use)
Pedestrian Shed	Standard or Long
Civic Space	Civic spaces in the form of plazas and squares are common. As controlled by zoning, and dependent upon the size of a subject property, one plaza or square should be located within 1,320 feet of each building, and a smaller civic space should be located within 800 feet of each building.

### Design Characteristics

Building Placement	Buildings are located along sidewalks and passages, and frequently provide entry courtyards along the street. Buildings are located near each other and frequently attached.
Building Height	Typically up to 5 stories, as controlled by zoning.
Parking	Parking is typically located in parking structures serving one or more property. Surface parking lots are located behind buildings relative to streets and passages.



## LMN 2.2.2: MAIN STREET CORRIDOR

### Description and Purpose

Main Street Corridor Place Types coordinate street design and land use in order to support existing or emerging commercial main streets. Uses along the corridor are a mix of small shops, restaurants, services, and entertainment providing cross-shopping opportunities and encouraging people to discover new businesses. Offices and housing may be located above the ground floor along the corridor, and housing and small workplaces may be located nearby, just off of the corridor. **While a mix of land uses are encouraged within Main Street Corridors, they may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.**

Streetscape character is a prominent feature of Main Street Corridors. The main street should be designed for slower speeds and travel lanes that are lined by parallel parking and well-maintained street trees. Sidewalks should be of sufficient width to support frequent pedestrians and outdoor dining. Bicycles should be carefully accommodated, with consideration for protected lanes or sidewalk adjacent lanes to retain a narrow path for cars. Altogether, the streetscape is a high quality and carefully designed outdoor room with buildings lining its' edges.



### Place Type Characteristics

Allowable Uses	Small format commercial and institutional ground floor uses with office or multi-family above, and additional multi-family, townhomes, and small single unit detached residential located away from the main street frontage.
Development Density / Intensity	Min. 10 du/ac - Max. 40 du/ac* *Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met. FAR 3.0 (Residential, Commercial & Mixed Use)
Pedestrian Shed	Standard
Civic Space	Civic spaces in the form of plazas and/or compact greens are common. As controlled by zoning, and dependent upon the size of a subject property, a smaller civic space should be located within 800 feet of each building.

### Design Characteristics

Building Placement	Buildings are located along sidewalks and passages, creating an active street space. Buildings are located near each other and frequently attached.
Building Height	Typically up to 5 stories, as controlled by zoning.
Parking	Parking is located on-street and behind buildings relative to the street, and occasionally located along the side of buildings.



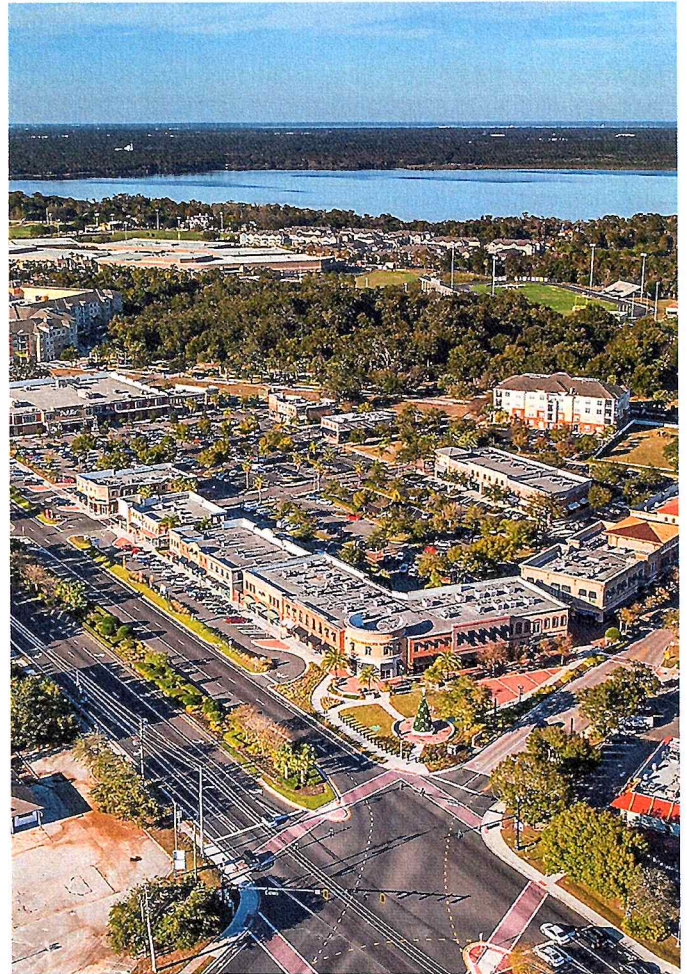
### LMN 2.3.2: NEIGHBORHOOD CENTER - LOW

#### Description and Purpose

The Neighborhood Center (Low) Place Type provides for neighborhood-serving retail shops, services, small workplaces, and institutions that are centrally located within a neighborhood or grouping of neighborhoods in the Established Sector. Neighborhood Centers are supported by an interconnected pattern of streets and are typically anchored by a civic plaza or square

Although the integration of residential units in mixed-use buildings are encouraged, non-residential uses found in Neighborhood Center (Low) Place Types are primarily supported by residents of adjacent neighborhoods that are located within a 1-mile market area. **Neighborhood Centers may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.** Neighborhood Center (Low) Place Types include a main street where commercial and service uses are concentrated to encourage cross-traffic between businesses. They are active places during the day and the early evening, compatible with surrounding residential uses.

Neighborhood Center (Low) Place Types are typically located at the intersection of collector roads or in places where existing neighborhood-service commercial uses are located. Frequent pedestrian and bicycle connections to surrounding neighborhoods are encouraged along with vehicular access.



#### Place Type Characteristics

Allowable Uses	A mixture of dwelling types, supportive institutions, and small neighborhood retail or cafes, including small multi-family, courtyard buildings, duplex, small and medium single-unit detached, townhomes, live-work units, and accessory dwellings.
Development Density / Intensity	<p>Max. 20 du/ac*</p> <p>*Max. 50 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.</p> <p>FAR: 1.5 (Residential, Commercial, Office &amp; Mixed Use)</p>
Pedestrian Shed	Standard
Civic Space	One primary plaza or square is common in Neighborhood Center (High) Place Types, along with other compact greens and small civic space features. As controlled by zoning, and dependent upon the size of a subject property, one plaza or square should be within 1,320 feet of each building and a smaller civic space within 800 feet.

#### Design Characteristics

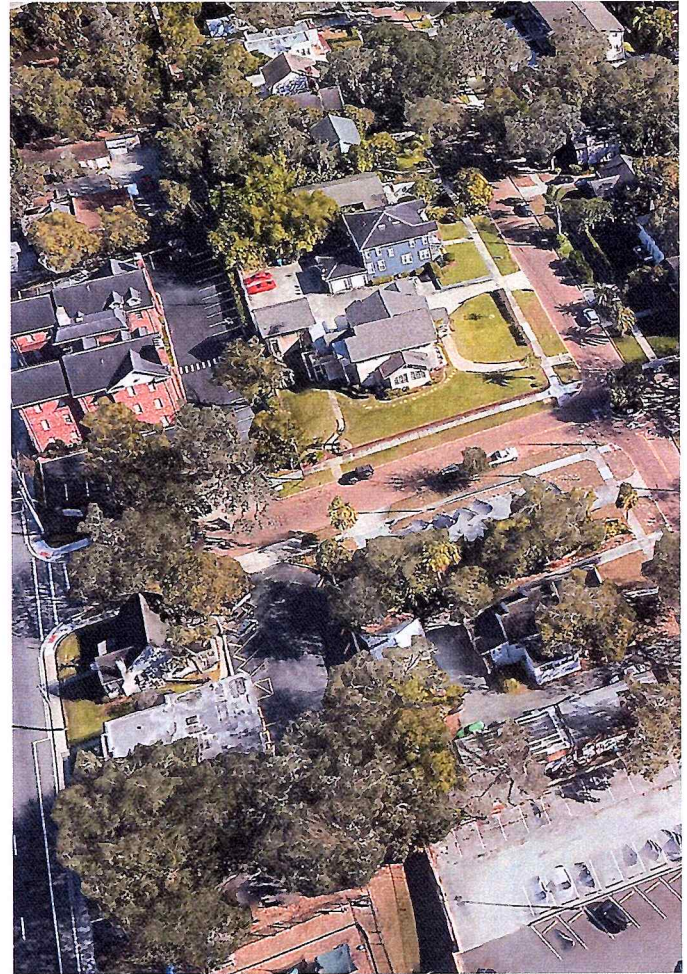
Building Placement	Buildings are located along sidewalks, passages, and open spaces to support a neighborhood main street character. Buildings are located near each other and frequently attached.
Building Height	Up to 3.5 stories, as controlled by zoning.
Parking	Parking is located on-street and behind buildings relative to the street. Occasionally parking may be located beside buildings.



### LMN 2.3.4: SUBURBAN MIXED NEIGHBORHOOD

#### Description and Purpose

Suburban Mixed Neighborhood Place Types are found throughout the county and provide for a mix of single-family detached residential units and attached townhomes on variety of lot sizes, and are typically located near collector and arterial roadways. Suburban Mixed Neighborhoods also represent ideal locations for missing middle housing types due to the mixed nature of existing housing supply. While many Suburban Mixed Neighborhoods have an adequate street network, new street connections and civic spaces are necessary to support the access, health, and safety of their residents.



#### Place Type Characteristics

Allowable Uses	A mixture of dwelling types and supportive institutions, including small multi-family homes, courtyard buildings, duplexes, small and medium single-unit detached houses, townhomes, five-work units, and accessory dwellings.
Development Density / Intensity	Min. 6 du/ac - Max. 12 du/ac* *Max. 20 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.
Pedestrian Shed	Standard
Civic Space	Civic spaces are a prominent feature of Suburban Mixed Neighborhoods, typically consisting of greens, greenways, and multiple compact greens distributed throughout. Small sites and individual buildings sites do not require civic space, but larger development sites are required to provide space for area-wide use. One square or green should be within 1,320 feet of each building and a smaller civic space with play features should be within 800 feet of each residence.

#### Design Characteristics

Building Placement	Buildings have moderate setbacks from sidewalks and open spaces and shallow setbacks from each other. Buildings are located near each other and are occasionally attached.
Building Height	Typically up to 3.5 stories, as controlled by zoning.
Parking	Parking is located on-street and behind buildings relative to the street, including residential garages accessed by alleys, next to parking courts, or front or side driveways.



**Table LMN 4.1.1 (a) RURAL SERVICE AREA FUTURE LAND USE DESIGNATIONS**

Growth Sector	Place Types/ <u>Future Land Use</u>	<u>Max. Density/Intensity</u>
Rural	Rural	1 DU/10 AC
	Rural Residential Enclave	Min. lot sizes of either 1 or 2 developable acres, depending on location
	Rural Cluster	1 DU/1 AC clustered (60% Preserved)
	Rural Hamlet	2 DU/1 AC clustered (70% Preserved)
	Rural Village	4 DU/1 AC clustered (70% Preserved)
	Rural Settlement Low Density (RSLD 4/1)	4 DU/1 AC
	Rural Settlement 1/1 (RS 1/1)	1 DU/1 AC
	Rural Settlement 1/2 (RS 1/2)	1 DU/2 AC
	Rural Settlement 1/5 (RS 1/5)	1 DU/5 AC
	Rural Settlement <del>Suburban Neighborhood</del> 2/1 (RS <del>SN</del> 2/1)	2 DU/1 AC
	Rural Settlement Suburban Neighborhood 4/1 (RS-SN 4/1)	4 DU/1 AC
	Rural Settlement Suburban Mixed Neighborhood 10/1 (RS-SMN 10/1)	10 DU/AC
	Rural Center	<del>2 DU/1 AC</del> Varies (limited to a maximum of one (1) integrated dwelling unit per commercial building) 0.15 FAR
	Parks & Recreation	N/A
Intended	Educational	N/A
	Institutional	N/A
	Horizon West	Density / FAR varies (See OBJ LMN 3.4)
	Lake Pickett	Density / FAR varies (See OBJ LMN 3.5)
Preserve	Preservation	N/A
Special	Major Industrial	N/A
	Major Institutional	N/A

**LMN 4.1.2:** Where required for protection of significant environmental features such as Wekiva Study Area, Class I conservation areas, or rare upland habitat, additional conservation and open space may be required within the RSA. Clustering of residential units for this purpose or for retaining important agriculture and open space shall be permitted only within Rural Settlements and Board-approved Rural Clusters Rural Hamlets, and Rural Villages in the Northwest Market Area. (Added 11/99, Ord. 99-19; Amended 10/10, Ord. 2010-13, Policy 2.2.4-r) (FLU6.1.3)

**LMN 4.1.3:** Public facilities, such as wastewater treatment and landfill facilities, whether operated by a local government or private enterprise, while allowed in the RSA shall not be an impetus for additional urban development in the RSA. (Policy 2.3.2) (FLU6.1.4)

**LMN 4.1.4:** Orange County shall promote agribusiness within the RSA to accommodate uses such as vegetable and fruit packaging, ornamental horticulture operations, fish culture, and other new and innovative agribusiness and support functions. (Added 12/00, Ord. 00-25, Policy 2.2.2-r) (FLU6.1.6)

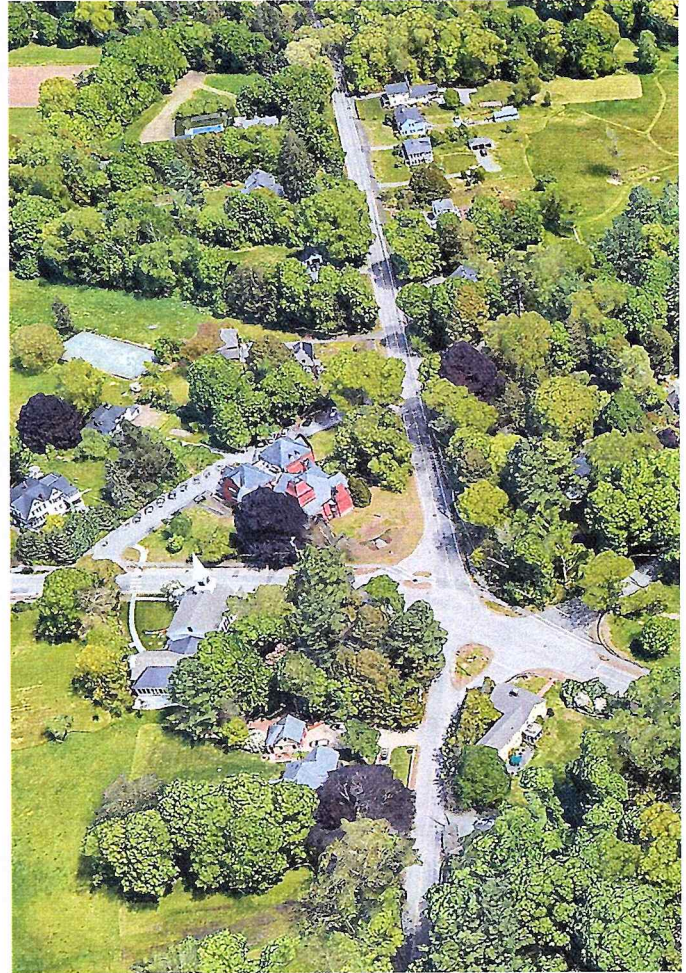
**LMN 4.1.5:** Orange County shall support the goals of the Rural Land Stewardship program as presented in Chapter 163.3248, F.S., and consider cooperative implementation of this program where there are interested property owners, and adjoining entities willing to participate in this effort. (Amended 06/17, Ord. 2017-12) (FLU6.1.10)



**LMN 4.2.3: RURAL HAMLET**

**Description and Purpose**

A Rural Hamlet is a distinct, free-standing and walkable community in the countryside – and principally residential in use and rural in character. Hamlets are surrounded by open land generally reserved for environmental and agricultural purposes. Each Rural Hamlet is comprised of a compact “Hamlet Core” that contains a majority of all residential units and very limited commercial uses. Areas beyond the Hamlet Core are identified as the “Rural Reserve” and preserve rural lands for agriculture, open space, conservation, and very low-density residential uses. Rural Hamlets are designed to include a Short Pedestrian Shed where walkable, small, and often informal community open spaces are provided in a rural context.



**Place-Type Characteristics**

Allowable Uses	Agricultural uses and up to one (1) residential unit for a property or farm manager in the Rural Reserve area, and single-family residential (including townhomes), and rural-scale commercial, live-work units, and civic spaces in the Hamlet Core.  Max 1.5 du/ac (including 1 potential residential unit in the Rural Reserve and all other units clustered within the Hamlet Core). A minimum of 70% of the Rural Hamlet must be designated as Rural Reserve.
Development Density / Intensity	Min. land area: 150 acres  Max. land area: 400 acres  FAR 1.0 (within the Hamlet Core)
Pedestrian Shed	Short or Standard Pedestrian Shed
Civic Space	Minimum 5% of Hamlet Core

**Design Characteristics**

Building Placement	Within the Hamlet Core, buildings are located close to roads and civic spaces. Within the Rural Reserve, buildings are located further from roads, reflecting a rural character.
Building Height	Up to 2.5 stories, as controlled by zoning.
Parking	Located behind or beside buildings relative to roads and civic spaces.





Transect Zones / Zoning Districts

Transect Zones /  
Zoning Districts

T1, T2.1, T2.2, T2.2 in the Rural Reserve  
T3.1, T3.2, T3.3, T4.1, T4.2, T5.1,  
SZ-ED,  
CZ in the Hamlet Core

Mobility

FDOT Context

C2T in the Hamlet Core; C2 and  
C1 in the Rural Reserve

Mobility

Within the Hamlet Core, streets are narrow,  
slow speed, and walkable. Within the Rural  
Reserve, streets are rural in character,  
principally dedicated to automobiles. Greenways  
and multi-use trails provide bicycle and pedestrian  
connections to areas outside of the Hamlet.

Transit

N/A

Notes

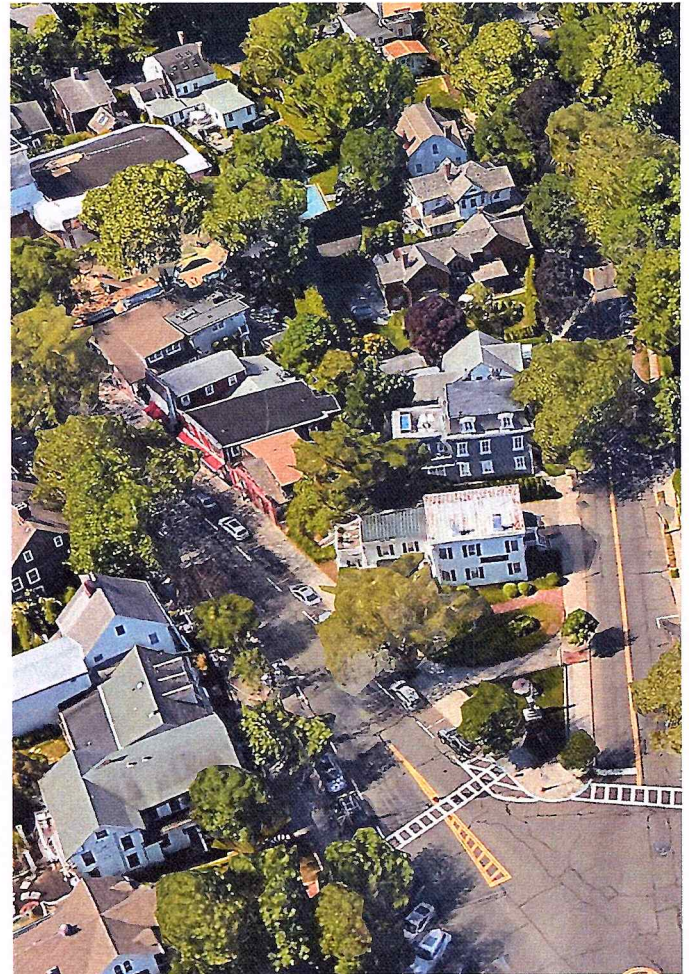
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**LMN 4.2.4- RURAL VILLAGE**

**Description and Purpose**

A Rural Village is a complete, mixed-use rural community, standing free in the countryside, and surrounded by open land that is generally reserved for environmental and agricultural purposes. Each Rural Village is also comprised of a compact “Village Core” that contains a majority of all residential units as well as any commercial, office, and institutional uses. Civic space in the form of playgrounds, parks or small greens or plazas are primarily dispersed within the Village Core. Beyond the Village Core is a “Rural Reserve” area made up of very low-density residential development, agriculture, preserved natural areas, and limited civic space that supports or compliments the Village Core. A Rural Village is structured by a Standard Pedestrian Shed, whereby fully walkable neighborhoods with a small mixed-use district are established in a rural context.



**Place-Type Characteristics**

Allowable Uses	Agricultural uses and up to one (1) residential unit for a property or farm manager in the Rural Reserve area, and single-family residential (including townhomes), and rural-scale commercial, live-work units, and civic spaces in the Village Core.
Development Density/ Intensity	Max. Density: 2 du/ac (including 1 potential residential unit in the Rural Reserve and all other units clustered within the Village Core). A minimum of 70% of the Rural Village must be designated as Rural Reserve. Min. land area: 400 acres FAR 1.0 (within the Village Core)
Pedestrian Shed	Standard Pedestrian Shed
Civic Space	Min. 5% of Village Core. A main civic space is required, in the form of a square or green

**Design Characteristics**

Building Placement	Within the Village Core, buildings are located close to roads and civic spaces. Within the Rural Reserve, buildings are located further from roads, reflecting a rural character.
Building Height	Up to 2.5 stories, as controlled by zoning
Parking	Located behind buildings relative to roads and civic spaces.





Transect Zones / Zoning Districts

Transect Zones/  
Zoning Districts

T1, T2.1, T2.2 in the Rural Reserve, \_\_\_\_\_  
T3.1, T3.2, T3.3, T4.1, T4.2, T4.3 T5.1, \_\_\_\_\_  
SZ-ED, \_\_\_\_\_  
CZ in the Village Core—

Mobility

FDOT Context

C2T and C4 in the Village Core; C2 and C1 in the Rural Reserve

Mobility

Within the Village Core, streets are narrow, slow speed, and walkable. Within the Rural Reserve, streets are rural in character, principally dedicated to automobiles. Greenways and multi-use trails provide bicycle and pedestrian connections to areas outside of the Village.

Transit

Planned transit may be available to the Village Core

Notes

[1] Developable Acreage: gross acreage, less natural waterbodies and classified wetlands.



**LMN 4.2.5: RURAL CENTER**

**Description and Purpose**

Rural Centers are generally located at existing or proposed intersections within a designated Rural Settlement, and may contain a mixture of rural neighborhood-scale residential and non-residential uses. With only a few existing exceptions, the extent of Rural Centers is generally limited to areas around rural roadway intersections, and development must complement the character of the existing Rural Settlement community with regard to scale, architecture, and materials, while maintaining a rural “sense of place”. Where appropriate, and based on the context of surrounding properties, a mix of uses are encouraged within Rural Centers, including residential and neighborhood-serving commercial, office, public assembly, civic, and institutional uses.



**Place Type Characteristics**

Allowable Uses	Rural-scale neighborhood commercial, office, <del>single-family detached or attached</del> , and institutional uses, with limited residential use in the form of one (1) integrated (attached) dwelling unit per commercial building.
Development Density / Intensity	Max. 2 du/ac (further limited by building height and site development standards) <del>Varies</del> (limited to a maximum of one (1) integrated dwelling unit per commercial building) FAR 0.15 (Non-residential)
Pedestrian Shed	n/a
Civic Space	Public civic spaces are infrequent

**Design Characteristics**

Building Placement	Building designs are compatible with the area’s rural setting and building setbacks from the road may vary.
Building Height	Not to exceed 2.5 stories
Parking	Parking areas may be located in front, besides, or behind buildings, but designed in the context of the area’s rural character.



**LMN 4.3.12:** Industrial uses in the Rural Service Area shall be permitted only as shown on the Future Land Use Map within the Rural Settlements of Bithlo, Christmas, and Zellwood, or within the designated Special Sector as shown on the Planning Scales – Sectors Map. Any development order permitting industrial uses within a Rural Settlement or Special Sector shall be consistent with the Orange County Individual On-site Sewage Disposal System (OSDS) Ordinance, Chapter 37, Article XVII, of the Orange County Code and shall be contingent upon the provision of adequate fire flows. Furthermore, such industrial uses shall be limited to those that do not produce hazardous, toxic, or industrial waste. Further industrial designations shall be prohibited from all Rural Settlements including Bithlo, Christmas, and Zellwood. (Added 12/00, Ord. 00-25, Policy 2.1.13) (FLU6.2.14)

**LMN 4.3.13:** Expansion of existing water and wastewater facilities providing service to Rural Settlements (including Rural Centers), and Rural Clusters—Rural Villages, and Rural Hamlets shall be consistent with policy C1.4.2, Potable Water, objectives WAT 1.5 and WAT 1.6, and applicable Land Use, Mobility, and Neighborhoods policies. The Existing water and wastewater capacity shall not be used as a reason for increased densities within the Rural Settlements (and Rural Centers), Rural Villages, and Rural Hamlets or Rural Clusters. (Added 12/00, Ord. 00-25, Policy 2.1.15) (FLU6.2.15)

#### **GOAL LMN 5: COUNTYWIDE FUTURE LAND USES**

**Maintain distinct land use designations that promote health, safety, and welfare and minimize negative impacts posed by hazards, nuisances, incompatibility, and environmental degradation.**

**OBJ LMN 5.1: OPEN SPACE PLACE TYPES;** Orange County uses two Future Land Use designations and one Overlay designation to permanently establish open space: Parks and Recreation/Open Space Future Land Use, Preservation Future Land Use, and Conservation Overlay. In addition, Civic and Open Spaces will be established through code provisions in Article 5 Division 4 of Orange Code. These include plazas, squares, greens, playgrounds, pocket parks, parks, community gardens, and sports facilities.

a. The Preservation Future Land Use category is located within the Preservation Sector. The Preservation Future Land Use category is intended for the preservation of publicly and privately-owned lands important for maintaining valuable natural areas—such as wildlife habitats and water supply sources—and to channel development away from these locations to more appropriate locations. Lands located within the Wekiva Study Area, the Econlockhatchee River Protection Area, and those areas necessary for lake, wetland, and rare upland habitat protection shall be considered high priority for preservation.

b. Parks and Recreation/Open Space Future Land Use category refers to undeveloped or developed lands as passive and active parks.

c. The Conservation Overlay can be adopted within all Place Types for the protection of wetland systems and conservation lands, including privately-owned and managed lands placed in dedicated tracts or recorded easements to ensure their perpetual preservation or conservation. The Conservation Overlay also serves as an indicator of wetlands or other environmentally-sensitive land.

**LMN 5.1.1:** There are two types of Open Space Future Land Use designations permitted in the Comprehensive Plan: Parks and Recreation/Open Space Future Land Use and Preservation Future Land Use, and one Overlay, the Conservation Overlay.



**LMN 5.2.4.11:** For those projects that submitted a legally sufficient application for a Capacity Enhancement Agreement (CEA) prior to July 1, 2019, if the Orange County School Board determines that a CEA is required, the applicant must deliver to the Planning Division, a copy of a fully-executed CEA at least two weeks prior to the BCC adoption public hearing for the respective large scale or small scale Future Land Use Map amendment. If a CEA is required, but the applicant is receiving an assignment or transfer of school capacity credits in lieu of executing a CEA, a copy of the executed transfer or assignment document must be delivered to the Planning Division at least two weeks prior to the BCC adoption public hearing. If the applicant has negotiated a postponement agreement with the Orange County School Board, delaying the CEA to the rezoning stage, a copy of the executed postponement agreement must be delivered to the Planning Division at least two weeks prior to the adoption public hearing.

If the applicant does not deliver a copy of a fully-executed CEA, transfer document, assignment document, or postponement agreement at least two weeks prior to the BCC adoption public hearing, the Future Land Use Map amendment application may be continued to the next Future Land Use Map amendment cycle. If the application is continued to the next cycle, the applicant is still required to submit the necessary documents to the Planning Division at least two weeks prior to the scheduled BCC adoption public hearing for that Future Land Use Map amendment cycle.

Any Future Land Use Map amendment application continued under this policy is subject to the refund policy in effect at that time. (Amended 6/14, Ord. 2014-12) (FLU8.7.11)

#### **GOAL LMN 6: LAND USE AND MOBILITY**

**A multimodal transportation system that integrates land use, transportation strategies, and the provision of infrastructure will be established to provide a sustainable transportation and mobility infrastructure for all users. (T.3)**

**OBJ LMN 6.1: CONTEXT SENSITIVE DESIGN;** The land development regulations will integrate a system of Complete Streets and a convenient and efficient mobility system for all users of the transportation system based upon the land use and development context. (OBJ 2.1-r)

**LMN 6.1.1:** The County shall require densities, intensities, and mixed uses that integrate and support all modes of transportation, enhance the feasibility of transit, decrease trip lengths, reduce greenhouse gas emissions through reduced VMT, and promote internal capture of vehicle trips where feasible. (Added 05/04, Ord. 04-06, Policies 1.6.10-r, 1.6.11-r, 2.1.4-r, 2.1.5-r, 2.1.8) (T3.1.1)

**LMN 6.1.2:** The Future Land Use Map will reflect a correlation between densities and intensities of development, the mobility options and interconnectivity of the transportation network, and level of service. (Policy 3.6.2) (FLU2.3.2)

**LMN 6.1.3:** The County shall promote pedestrian-friendly, compact, mixed-use, transit-ready, and transit-oriented development in designated activity centers with existing or programmed high-frequency transit service for more efficient use of land, infrastructure, and services within the Urban Service Area boundary. (T3.1.2)

**LMN 6.1.4:** Complete Street design will consider the needs of all roadway users, including motorists, freight, and service operators ~~while prioritizing the needs of vulnerable communities, including~~ pedestrians, cyclists, transit users, and disadvantaged populations. (Added 11/16, Ord. 2016-28) (T3.3.7) (Revised for clarity)

**LMN 6.1.5:** Roads will be designed considering the safe, convenient access, and mobility needs of all users by incorporating context-sensitive design that reflects local development patterns and future land use designations, aesthetics and green infrastructure, Quality and Level of Service standards, and the functional classification of roads. (Policy 3.6.1) (FLU2.3.1) (UD4.2.4)



**LMN 6.1.6:** The County will continue to coordinate with the Florida Department of Transportation (FDOT), MetroPlan Orlando, Central Florida Expressway Authority, LYNX, local governments, and private entities to identify needed multimodal and intermodal transportation projects. These include projects identified on the Orange County Five-Year Capital Improvements Program and Ten-Year Capital Improvements Schedule, MetroPlan Orlando Transportation Improvement Program, State Transportation Improvement Program, LYNX Transit Development Plan, and MetroPlan Orlando Metropolitan Transportation Plan. (Objective 1.3-r, Policies 1.3.1-r, 1.3.4-r, 3.1.1-r, 3.1.3-r, Amended 11/15, Ord. 2015-20; T3.4.2) (T3.4.2) (Relocated to Chapter 7, T 1.3.1)

**LMN 6.1.76:** The County shall support land use strategies in the Land Use, Mobility and Neighborhoods Chapter of the Comprehensive Plan that promote a convenient and efficient mobility system for all users of the transportation system based upon the development context. (Objective 2.1-r) (OBJ T3.1) (Revised for clarity)

**LMN 6.1.8:** The County will plan, design, operate, and maintain County roadways to promote safety for people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, and freight and service operators, through the adoption of Complete Streets policies and implementation guidelines. (Added 11/16, Ord. 2016-28; T3.3.7) (T3.3.7) (Relocated to Chapter 7, T 4.2.2)

**OBJ LMN 6.2: MULTIMODAL CORRIDORS;** Orange County will use the Florida Department of Transportation (FDOT)'s context-sensitive design classification system in order to better integrate land use and multimodal transportation and enhance pedestrian and bicycle safety. This context classification system helps to emphasize the need to support all users within a complete network of streets, according to each street's existing and desired future context and transportation characteristics. (Revised for clarity)

**LMN 6.2.1:** Orange County will employ the latest methodologies established by FDOT, such as the Florida Design Manual and the Florida Green Book, to all County owned and maintained roadways. (Replaced in-part by Chapter 7, T 2.1.3)

**LMN 6.2.21:** Plan amendments, rezonings, and development projects that require a transportation study will consider the availability of multimodal transportation, impacts to adopted Quality / Level of Service standards, and the appropriate context-based design standards.

**LMN 6.2.32:** The County supports the development of multimodal transportation corridors to increase the viability of walking, biking, and transit along these corridors as well as protect wildlife crossings and habitat. Transportation improvements shall focus on operational Transportation Systems and Management and Operations (TSM&O) enhancements, intersection improvements that provide for safe movement of pedestrians and bicyclists, and design that supports transit-oriented development. Considerations should include, but are not limited to, high-visibility pavement markings and pedestrian refuge islands, shared use paths, landscaping, green infrastructure, shade trees, bicycle facilities, increased transit service and bus shelters, and facilities and design that support transit-oriented development. Development within these corridors shall be subject to design standards as determined by a transportation impact study.

**LMN 6.2.43:** Investments in the Targeted Sector in transit, non-motorized transportation, and infrastructure will support multimodal network connectivity, access that is safe and comfortable for transit users, pedestrians, and bicyclists, as well as ensure wildlife corridors and contiguous natural lands for preservation are protected, where applicable. Development design standards will ensure an attractive streetscape and parking designed to avoid conflicts with pedestrian, transit, automobile, and truck traffic. (Amended 06/10, Ord. 2010-07; Amended 03/13, Ord. 2013-07) (T2.3.1)

**LMN 6.2.54:** The County supports increased urban densification to better utilize existing and proposed investments in transit and highway **roadway** infrastructure and will implement appropriate land use changes to encourage redevelopment and infill development to reduce suburban sprawl. (Revised for clarity)

**OBJ LMN 6.3: DEVELOPMENT STANDARDS;** Orange County will require the construction of street, pedestrian, and bicycle networks that provide regional, community, and neighborhood interconnectivity and ensure direct access to existing and planned multimodal transportation facilities, activity centers and corridors, community services, and public amenities where appropriate. (Policies 2.11-r, 2.1.1.1-r, 2.1.1.4; Amended 06/17, Ord. 2017-11) (OBJ T3.2)

**LMN 6.3.1:** Proposed communities are to provide an interconnected grid street pattern, where feasible, providing connections to adjacent roadways and such communities may not gate their entrances or otherwise restrict public access, except in certain locations and under limited certain circumstances. (Policy 2.1.1.4) (T3.2.1)

**LMN 6.3.2:** Where feasible, new and redevelopments will be required to provide an interconnected transportation grid with pedestrian and bicycle networks and should include additional measures such as cross-access easements, public rights-of-way, and transportation facility stub-outs to adjacent parcels. (Amended 06/17, Ord. 2017-11) (T3.2.1)

**LMN 6.3.3:** The County will ensure that existing and new developments are connected by pedestrian, bikeways, and roadway systems unless prevented by physical or environmental barriers, such as limited access roadways, railroads, and environmental features. Where full street connections are not possible, bicycle and pedestrian connections may be required by the County. (Amended 06/17, Ord. 2017-11) (T3.2.2)

**LMN 6.3.4:** The County shall require an interconnected transportation network to develop and maintain transportation networks that accommodate local and regional travel demand to allow access between neighborhoods. Residential streets should be designed to limit excessive speeds on neighborhood streets, including traffic calming measures where appropriate to ensure the protection of residential properties. (Policies 2.1.1.2-r, 2.1.1.3, 2.1.1.4; Amended 11/15, Ord. 2015-20; Amended 06/17; 2017-11) (T3.2.3)

**LMN 6.3.5:** To promote multimodal transportation choice and encourage an interconnected street network, the County shall not close or vacate streets except under the following conditions:

- A. The loss of the street will not forestall reasonably foreseeable future bicycle/pedestrian use;
- B. The loss of the street will not forestall non-motorized access to adjacent land uses or transit stops;
- C. The loss of the street is necessary for the construction of a high-density, mixed-use project containing both residential and non-residential uses;
- D. There is no reasonably foreseeable need for any type of transportation corridor for the area in the future; and
- E. At the direction of the BCC. (Amended 03/13, Ord. 2013-07) ( T3.2.4)

~~T 1.2.5~~ **LMN 6.3.6:** The County shall promote connectivity, mobility, and accessibility within and between neighborhoods, employment and retail centers, schools, medical facilities, parks, community centers, and cultural venues to facilitate transportation options for people of all ages and abilities. (New Policy. Relocated from Chapter T 1.2.5)



~~LMN 6.5.12-6.3.7:~~ The County shall work with all appropriate entities to plan for land uses that complement a comprehensive multimodal network that connects regional and neighborhood employment centers and high-density and intensity land use areas to each other by appropriate modes. (Policy 1.6.1-r; ~~Amended 11/15, Ord. 2015-20;T3.4.9 ) (T3.4.9) (Relocated. Formerly Policy LMN 6.5.12)~~

~~OBJ LMN 6.4: PUBLIC TRANSIT;~~ The County's land use designations and regulations will support high-frequency public transit and the transition to cleaner energy, where appropriate. The County will support high-frequency public transit including, but not limited to: commuter rail, Light Rail Transit (LRT), circulator systems, Bus Rapid Transit (BRT), and supporting the transition to cleaner energy, where appropriate. (Policy 1.7r) (T3.3.1) ~~(Revised for clarity)~~

~~LMN 6.4.1:~~ The County will continue to ~~pursue land use strategies that~~ support the SunRail Commuter Rail System and will establish ~~T~~ Transit-Oriented Development Overlay Districts. (FLU2.3.12) ~~(Revised for clarity)~~

~~LMN 6.4.2:~~ ~~To support higher density and intensity Place Types, the County will encourage~~ The County will support the provision of intermodal stations which include electric charging infrastructure to facilitate safe and accessible transitions between appropriate travel modes, including pedestrians, bicycles, electric bicycles and scooters, rail, buses, and automobiles. (Added 05/04, Ord. 04-06, Policy 1.7.4-r; Amended 11/16, Ord. 2016-28) (T3.3.6) ~~(Revised for clarity)~~

~~LMN 6.4.3:~~ ~~The County's land use strategies will leverage local, regional, and state investments in trails to enhance equity, support mobility options, and provide place-based economic development.~~ (New Policy)

~~OBJ LMN 6.5: INFRASTRUCTURE AND SERVICES IMPROVEMENTS;~~ The County will support the infrastructure and service improvements necessary to increase mobility options for all users, address costs associated with usage, promote safety for all modes of the transportation system, and promote the use of transit, bicycle, and pedestrian facilities, including multi-use trails. (Amended 11/16, Ord. 2016-28) (OBJ T3.3) ~~(Relocated to Chapter 7, OBJ T 1.4)~~

~~LMN 6.5.1:~~ The County shall include the appropriate pedestrian facilities on any new or reconstructed street in accordance with applicable federal accessibility laws and with Florida Department of Transportation (FDOT) guidance or other engineering standards determined appropriate by the County Engineer. (Amended 11/16, Ord. 2016-28) (T3.3.4) ~~(Relocated to Chapter 7, T 4.2.1)~~

~~LMN 6.5.2:~~ Public roads should provide multimodal opportunities for all users by including sidewalks, multi-use trails, bike lanes, and transit stops where feasible. (UD5.1.1) ~~(Deleted. Addressed by other Policies)~~

~~LMN 6.5.3:~~ The County shall, where appropriate, ensure that design features associated with major roadway projects promote safe and convenient bicycle travel in accordance with Florida Department of Transportation (FDOT) guidance or other engineering standards determined appropriate by the County Engineer. (Added 05/04, Ord. 04-06, Policies 1.6.8, 1.6.8.1-r, Amended 11/16, Ord. 2016-28) (T3.3.2) ~~(Relocated to Chapter 7, T 1.4.1)~~

~~LMN 6.5.4:~~ The County shall continue to use the Orange County Trails Master Plan to implement a countywide multi-use trail system. (Added 05/04, Ord. 04-06, Policy 1.6.8.2-r; Amended 11/13, Ord. 2013-22) (T3.3.3) ~~(Relocated to Chapter 7, T 1.4.4)~~



~~**LMN 6.5.5:** The County shall consider the special mobility and transit needs of the transportation disadvantaged in association with the construction or retrofit of sidewalks, signalized intersections and roadways at the collector level or above, including design and installation of midblock crossings, beacons, and/or other safety features, as warranted as it pertains to infrastructure within county right-of-way in accordance with Title VI requirements. (Policy 2.2.6-r; Amended 11/16, Ord. 2016-28) (T3.3.5) (Relocated to Chapter 7, T 1.4.6)~~

~~**LMN 6.5.6:** The County will coordinate with local governments, government agencies, public and private entities to develop a regional multimodal transportation system. (Goal 3-r; Objective 3.1-r) (OBJ T3.4) (Deleted. Relocated to Chapter 7, OBJ T 1.3)~~

~~**LMN 6.5.7:** The County will continue to coordinate with the Florida Department of Transportation (FDOT), MetroPlan Orlando, Central Florida Expressway Authority, local governments, and private entities to address capacity and operational project needs identified in state and regional freight plans. (Added 11/16, Ord. 2016-28; T3.4.2.1) (T3.4.2.1) (Relocated to Chapter 7, T 1.3.5)~~

~~**LMN 6.5.8:** The County will work with MetroPlan Orlando to develop and implement County and regional freight routing plans to ensure freight efficiency, leverage transportation investments, and ensure compatibility with other land uses in the County. (Added 11/16, Ord. 2016-28; T3.4.2.2) (T3.4.2.2) (Relocated to Chapter 7, T 1.3.4)~~

~~**LMN 6.5.9:** The County shall coordinate with MetroPlan Orlando to ensure that air quality and carbon emissions, tourism, and freight movement are issues considered in the development of the regional Metropolitan Transportation Plan and in related project development activities. (Added 05/04, Ord. 04-06, Policies 1.5.1, 3.1.1-r, 3.4.3-r; Amended 03/13, Ord. 2013-07; Amended 11/16, Ord. 2016-28; T3.4.3) (T3.4.3) (Relocated to Chapter 7, T 1.3.3)~~

~~**LMN 6.5.10:** The County shall continue to coordinate with LYNX, the Florida Department of Transportation (FDOT), MetroPlan Orlando, and other local governments and agencies to identify, design and develop transportation facilities that promote safety for all users of the transportation system and the use of all modes of transportation. (Policies 1.6.6-r, 3.2.2-r, Amended 11/16, Ord. 2016-28) (T3.4.4) (Relocated to Chapter 7, T 1.4.2)~~

~~**LMN 6.5.11:** The County shall coordinate with MetroPlan Orlando and local governments to implement the regional connectivity of the Trails Master Plan, to plan State and Regional trail networks and projects, and to promote the development of recreational trails and other forms of active transportation. (Policies 1.6.8.3-r, 1.6.8.4-r; Amended 11/13, Ord. 2013-22; Amended 11/15, Ord. 2015-20) (T3.4.8) (Relocated to Chapter 7, T 1.4.3)~~

~~**LMN 6.5.12:** The County shall work with all appropriate entities to develop a comprehensive multimodal improvement strategy that includes the connection of regional employment centers and other economic assets and high-density and intensity land use areas to each other by appropriate modes. (Policy 1.6.1-r; Amended 11/15, Ord. 2015-20; T3.4.9) (T3.4.9) (Relocated to Chapter 7, T 6.3.7)~~

**OBJ LMN 6.5: MULTIMODAL TRANSPORTATION NETWORKS;** Where appropriate, the County shall create Multimodal Transportation Networks (MMTN) where priority is placed on providing a safe, comfortable, and attractive environment for pedestrians, bicyclists, and automobiles, with potential access to transit. (Added 09/11, Ord. 2009-28; Amended 11/12, Ord. 2012-20; Amended 01/16, Ord. 2016-04) (OBJ T2.5)

**LMN 6.5.1: DESIGNATION CRITERIA;** Existing areas with multimodal characteristics or proposed new areas for multimodal developments (e.g. greenfield developments) may be designated as an Multimodal Transportation Network (MMTN) consistent with the following criteria.

- A. **PRESERVATION OF STRATEGIC INTERMODAL SYSTEM (SIS) FACILITIES:** A Multimodal Transportation Network (MMTN) shall not significantly degrade the adopted level of service standards for facilities designated as part of the Florida – Strategic Intermodal System – major arterial roadways that have the primary function of moving high volumes of statewide and regional traffic – without appropriate mitigation. Any impacts outside the MMTN shall be mitigated within the MMTN to the extent possible. (Amended 11/12, Ord. 2012-20)
- B. **REQUIRED DESIGN ELEMENTS:** A Multimodal Transportation Network (MMTN) shall exhibit the following community design elements:
  - a. An interconnected network of streets and paths designed to encourage walking, bicycle biking, and micro-mobility use where appropriate, with traffic calming where desirable;
  - b. A complementary mix and range of land uses, including residential, employment, educational, recreational, and cultural as provided for within the Future Land Use designation;
  - c. Appropriate densities and intensities of Future Land Use designation within walking distance of transit stops;
  - d. Daily activities within walking distance of residences and public uses, streets and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with all transportation modes. (Added 09/11, Ord. 2009-28; Amended 01/16,) (T2.5.1) (Revised for clarity)

**LMN 6.5.2:** Level of service shall be consistent with Policy T 2.1.1. The County establishes the following minimum quality/level of service standards for transit, bicycle, and pedestrian facilities and roadways within a Multimodal Transportation Network (MMTN). The Level of Service (LOS) shall be measured in accordance with professionally-accepted methodologies detailed in Florida Department of Transportation (FDOT) publications, handbooks, and/or software implementing multimodal quality of service, as they may be updated from time to time. (T2.5.2)

**Table LMN 6.5.2 (a) Level of Service Standards**

	Pedestrian	Bicycle	Automobile
Transit-oriented	C	D	E
Bicycle/Pedestrian-oriented	C	C	-

Capacities shall be determined by using the guidelines established by the most recent edition of the FDOT Multimodal Quality/Level of Service Handbook or other County-accepted methodologies.

**LMN 6.5.3:** Transportation concurrency within a Multimodal Transportation Network (MMTN) shall be evaluated based upon a financially feasible capital improvements plan as defined by the County and applicable policies in the Comprehensive Plan. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04) (T2.5.3)

**LMN 6.5.4:** When appropriate, the County shall identify and work with other service providers, to implement transportation demand management strategies into the transportation planning process for a Multimodal Transportation Network (MMTN) to alleviate congestion. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04) (T2.5.4)

**LMN 6.5.5:** The County shall coordinate with the Florida Department of Transportation, MetroPlan Orlando, LYNX, and other affected agencies and jurisdictions to assess land use and transportation polices that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04) (T2.5.5)



**LMN 7.3.6:** Parking requirements for new development or redevelopment projects within the appropriate established pedestrian shed of ¼- or ½-mile of premium transit or Transit-Oriented Developments (TODs) will be subject to reduced parking requirements and may apply for shared parking agreements. (UD1.4.4)

**LMN 7.3.7:** Transit-Oriented Development (TOD) within the Urban Core will be, to the greatest extent possible, physically integrated into the surrounding neighborhood and adjacent street and sidewalk corridors. (OBJ UD1.6)

**LMN 7.3.8:** Traffic calming measures such as narrowed roadway and lane widths, on-street parking, reduced posted speeds, horizontal deflection, speed cushions, roundabouts, raised crosswalks, continuous walking and bicycling routes, or other measures recommended in Section 202 on Speed Management in the FDOT Design Manual shall be encouraged. (UD1.4.3)

~~**LMN 7.3.9:** Employ Complete Streets principles in new development, infill and redevelopment initiatives, and existing neighborhoods. (Deleted. Covered by other policies under LMN Goal 6)~~

~~**LMN 7.3.10:** Support the incorporation of community and neighborhood services—including schools, parks, hospitals, libraries, community centers, and access to healthy food and broadband—into new and existing neighborhoods. (Deleted. Covered by other policies under LMN Goal 6)~~

**OBJ LMN 7.4: NEIGHBORHOOD SCHOOLS;** Make public schools an integral component of neighborhoods and communities through the joint use of educational facilities by encouraging the colocation of such public facilities as parks, libraries, and community and recreation centers in conjunction with school sites. (GOAL PS2 AND OBJ PS2.1)

**LMN 7.4.1:** Orange County Public Schools (OCPS) and Orange County will work jointly to collocate public facilities such as parks, libraries, and community centers with public schools, whether on OCPS or Orange County property. (Added 06/08, Ord. 8/11) (PS2.1.2)

**LMN 7.4.2:** To enhance its communities and neighborhoods, the County will participate with OCPS in the school siting, design, and development processes so that schools serve as models and catalysts for innovative urban design while maintaining consistency with the Future Land Use Map and compatibility with surrounding land uses. (Amended 11/17, Ord. 17-19) (PS2.2.1) (ICE 1.15.4)

**LMN 7.4.3:** Unless precluded by existing development patterns, the County will coordinate with the School Board to provide school sites and facilities within planned neighborhoods and communities. (Duplicated in FLU8.7.3) (Added 12/00, Ord. 00-25, Policy 3.2.19.1) (PS2.2.2 and FLU 8.7.3)

**LMN 7.4.4:** Support and coordinate with the School Board to locate new elementary schools within reasonable walking distance of the dwelling units they serve. (PS2.2.5)

**LMN 7.4.5:** Link schools, parks, libraries, and other public facilities with bikeways, trails, and sidewalks. (PS2.1.6)

**LMN 7.4.6:** Program community development improvements in older or distressed neighborhoods near schools. (PS3.1.8)

**LMN 7.4.7:** To the extent feasible, public schools will be accessible from sidewalks, trails, and bikeways. (Policy 3.2.20; Amended 11/17, Ord. 2017-19) (FLU8.7.4)

**LMN 7.4.8:** Provide assistance in developing traffic circulation plans to serve schools and their surrounding neighborhoods with a focus on the safety of students walking, biking, or in car queues. (PS3.1.5)

**GOAL C 4: ECOSYSTEMS PRESERVATION, PROTECTION, AND MANAGEMENT****Orange County shall protect and minimize adverse impacts to biological communities and their habitats.**

**OBJ C 4.1: WETLANDS AND UPLAND BUFFERS;** Orange County shall protect wetland areas, associated upland buffers, and native flora and fauna and their habitat to ensure their long-term environmental, economic, and recreational values and to enhance environmental resiliency.

**C 4.1.1:** The County will seek to determine the current extent of wetlands within unincorporated areas of Orange County and periodically evaluate how the extent of wetlands changes over time in an effort to determine the effectiveness of wetland protection ordinances, policies, and programs.

**C 4.1.2:** Orange County shall continue to adopt and enforce regulations that protect and conserve wetlands and surface waters. When encroachment, alteration, or removal of a wetland or surface water is permitted, habitat compensation or mitigation shall be required as a condition of development approval. The amount of mitigation shall be determined by using Uniform Mitigation Assessment Method (UMAM), Chapter 62-345 F.A.C., as the basis for evaluation. (C1.4.1)

**C 4.1.3:** Orange County shall identify wetlands and surface waters of most significant value based on acreage, functionality, connectivity to wildlife corridors, groundwater recharge capacity, floodplain position, location on or near public lands and other factors (Refer to Future Land Use Map Series Map 15). The County shall discourage impacts to wetlands or surface waters that have significant value and shall incorporate regulations into County Code that limit impacts to these systems.

**C 4.1.4:** Orange County shall coordinate with the United States Army Corps of Engineers, the Florida Department of Environmental Protection (FDEP), and the St. Johns River and South Florida Water Management Districts to facilitate interagency regulation of wetland areas under their jurisdiction. (C1.4.2)

**C 4.1.5:** Orange County shall establish regulations in the Land Development Code concerning upland buffer areas adjacent to wetlands and surface waters, in order to protect water quality, preserve natural wetland or surface water functions, and preserve wildlife and plant species listed as imperiled, threatened, endangered, or species of special concern by state and federal agencies. (Added 12/00, Ord. 00-25; Amended 6/10, Ord. 10-07) (C1.4.5)

**C 4.1.6:** ~~The Conservation/Wetlands designation on the Future Land Use Map shall serve as a conceptual indicator of conservation and wetland areas.~~ The precise delineation of these **wetland and surface waters** areas shall be determined through the development application process (site specific studies and field determinations that assess the extent of wetland vegetation), consistent with Conservation Policy C 4.1.2. ~~If an area designated as Conservation/Wetlands on the Future Land Use Map is determined to be developable uplands,~~ The underlying Future Land Use designation **of any determined developable uplands** shall control the type of allowable development. (Added 12/00, Ord. 00-25) (C1.4.5)

**C 4.1.7:** All attempts should be made to mitigate unavoidable wetland or surface water impacts within the County. Off-site mitigation or out-of-County mitigation for all wetlands or surface waters will be considered only when, 1) the mitigation site is deemed as appropriate (i.e., functionally equal or like-for-like), 2) is located within the same hydrologic basin as the impact or 3) the applicant can demonstrate that mitigation area will have spillover benefits to the basin where the impact is to occur, unless the proposed mitigation is otherwise allowed by preemptive state statutes (e.g., mitigation banks). This policy includes Orange County Capital Improvement Projects. (Added 6/95, Ord. 95-13; Amended 12/00, Ord. 00-25; Amended 10/10, Ord. 2010-13) (C1.4.6)



**ROS 1.2.2:** Public park or recreation areas operated or maintained by Orange County will not be converted to other uses, except by determination of the Board of County Commissioners that such conversion is in the public interest. Orange County will seek appropriate compensation or replacement land if such land is taken. (R1.1.4)

**ROS 1.2.3:** Orange County's priority for acquisition of future public activity-based recreation sites will be in areas identified in the Parks and Recreation and Trails Master Plans as lacking in the provision of activity-based parks. Particular importance will be placed on those areas within the Urban Service Area; however, this should not preclude opportunities for park acquisition in the Rural Service Area. (Amended 11/13; Ord. 2013-22) (R1.1.5)

**ROS 1.2.4:** Orange County will continue to identify additional sites for public activity-based park acquisition and funding mechanisms to acquire these sites in conjunction with the adopted latest Parks and Recreation and Trails Master Plans. (Amended 12/00, Ord. 00-25; Amended 11/13; Ord. 2013-22) (R1.1.6) (Revised for clarity)

**ROS 1.2.5:** Orange County will continue to update the Parks and Recreation and the Trails Master Plans every seven years to accommodate the needs of our diverse and changing population. (Added 12/00, Ord. 00-25; Amended 11/13; Ord. 2013-22) (R1.1.6.1)

**ROS 1.2.6:** The Orange County Parks and Recreation Division will maintain an up-to-date inventory of all Orange County maintained activity-based park and recreation facilities and will provide the Planning Division with said inventory to ensure the minimum level of service is met. (Amended 12/00, Ord. 00-25) (R1.1.7 and R1.1.8)

**ROS 1.2.7:** The Orange County Land Development Code will clearly address the provisions of public and private activity-based recreation space in developments. (Amended 12/00, Ord. 00-25) (R1.1.9)

**ROS 1.2.8:** Orange County will adopt a needs map as part of the Parks and Recreation Master Plan that will depict future recreation needs for the planning horizon. (Amended 11/13; Ord. 2013-22) (R1.1.10)

**ROS 1.2.9:** Orange County will amend the Comprehensive Plan as necessary to include all pertinent information from the Parks and Recreation and the Trails Master Plans, and their updates subsequent to adoption of the master plans. (Amended 11/13; Ord. 2013-22) (R1.1.11) (Revised for clarity)

**OBJ ROS 1.3: RESOURCE-BASED PARKLAND;** Orange County will ensure that resource-based parkland is adequately and efficiently provided to meet the needs of the residents of unincorporated Orange County. (Added 12/00, Ord. 00-25) (R1.2)

**ROS 1.3.1:** Orange County will maintain the adopted level of service of 6.0 acres of publicly-owned resource-based parkland per 1,000 residents of unincorporated Orange County. This level of service will not preclude opportunities to acquire resource-based parkland. (Added 12/00, Ord. 00-25) (R1.2.1)

**ROS 1.3.2:** Orange County will continue to investigate opportunities for the development of nature interpretive centers and programs to take advantage of unique natural resources and to provide educational experiences to residents. (Amended 12/00, Ord. 00-25) (R1.2.3)

**ROS 1.3.3:** Orange County will accommodate field trips, with hands-on activities and outdoor experiences to provide learning about nature and environmental stewardship, STEM-related learning, and promote the connection to place.



## TRANSPORTATION

### GOAL T 1: MULTIMODAL TRANSPORTATION SYSTEM

~~A **Orange County will design a** safe, accessible, convenient, efficient, cleaner, and financially **financially** feasible multimodal transportation system **for roadways, rail, transit, major bicycle and pedestrian facilities, trails, and aviation** for Orange County will be designed with the goal to **eliminate all traffic-related fatalities and serious injuries (Vision Zero) while** increasing safe healthy and equitable mobility for all **and reduce** while minimizing environmental impacts and **reduce** greenhouse gas emissions. ~~The multimodal system will promote equitable access to all communities, accommodate new transportation technologies, respect the context of areas traversed by the transportation corridor, and prioritize a safe, comfortable, and attractive pedestrian environment.~~ (Revised for clarity, including relocation of certain provisions to other Goals)~~

**OBJ T 1.1: LONG-RANGE TRANSPORTATION PLAN (LRTP);** The County adopts the Long-Range Transportation Plan (LRTP), through the County's long-term transportation improvement program, as Map 1 of the Transportation Element. This **transformational** plan includes the 10-year Capital Improvement Schedule, a 5-year Capital Improvement Program, state roadway **transportation** projects, and other needed County transportation improvement projects inclusive of proposed partnership projects. This annually-updated plan represents a cost-feasible project plan that addresses current and future roadway deficiencies within the planning horizon. (Added 05/04, Ord. 04-06, Objective 1.2-r; Amended 09/13, Ord. 2013-19) (Revised for clarity)

**T 1.1.1:** The planning, design, construction, and operation of roadway corridors shall be consistent with the adopted Planning Sector/ Future Land Use designation and Roadway Context Classification of the communities and will consider environmental impacts. Through the Roadway Conceptual Analysis (RCA) process, or other appropriate method, the County will seek public input throughout the process, including measures to mitigate adverse impacts to adjacent land uses and established neighborhoods to the extent feasible. (Added 05/04, Ord. 04-06, Policy 2.1.6; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20; T1.1.1.2)

**T 1.1.2:** The roadway component of the Long Range Transportation Plan (LRTP) will be implemented by utilizing the following four-step process: Roadway Conceptual Analysis (RCA); Roadway Design and Permitting; Right-of-Way Acquisition; and Roadway Construction. (Added 05/04, Ord. 04-06, Policy 1.2.1-r; Amended 11/12, Ord. 2012-20)

**T 1.1.3:** A Roadway Conceptual Analysis (RCA) will be completed as part of proposed County roadway projects as directed by the County. Partnership projects, when appropriate, shall perform a Preliminary Design Study (PDS) instead of an RCA. The RCA process includes a public participation element, including a Board of County Commissioners (BCC) public hearing. Following BCC approval of the RCA, the project can then proceed to final design and permitting, right-of-way acquisition, and construction phases. The PDS may follow a similar process. (Added 05/04, Ord. 04-06, Policy 1.2.2-r; Amended 11/12, Ord. 2012-20; T1.1.1.1)

**T 1.1.4:** Whenever reasonably possible, future roadways shall be designed to promote livability and land use-transportation integration, in part by avoiding or minimizing the severing or fragmenting of existing neighborhoods. The County will coordinate with the Florida Department of Transportation (FDOT), the Central Florida Expressway Authority, and other appropriate entities to help ensure that limited access and other roadway projects that are constructed by them are developed consistent with the Context Classification of Orange County and avoid or minimize negative impacts to existing neighborhoods, wildlife corridors, and sensitive natural areas, and to coordinate these projects with conservation and land use decisions. (Added 12/07, Ord. 2007-20, Policy 2.1.7; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20; T1.1.1.3)



**T 1.1.5:** ~~The County shall coordinate with the Florida Department of Transportation (FDOT), the Central Florida Expressway Authority, Florida's Turnpike Enterprise, other agencies and municipalities to help ensure roadway construction and associated improvements are done in a sustainable, cost-effective, and environmentally sensitive manner. The County shall encourage the use of parkway-associated stormwater management facilities, including green infrastructure for aquifer recharge, wetland and habitat restoration, as irrigation sources in lieu of groundwater. (Added 12/07, Ord. 2007-20; Policy 3.1.7; Amended 11/15, Ord. 2015-20; T3.4.12)~~ The County shall plan, design, construct, and operate transportation corridors to support emergency evacuation, emergency response, and post disaster recovery activities. The County will ensure that corridor improvements intended to enhance emergency evacuation and response are not used to promote additional development in hazardous areas or areas not planned for growth. (Added 11/15; Ord. 2015-20; T3.6.10) (New Policy from T 1.1.6)

**T 1.1.6:** ~~The County shall plan, design, construct, and operate transportation corridors to support emergency evacuation, emergency response, and post disaster recovery activities. The County will ensure that corridor improvements intended to enhance emergency evacuation and response are not used to promote additional development in hazardous areas or areas not planned for growth. (Added 11/15; Ord. 2015-20; T3.6.10)~~ The County shall plan enhanced or new transportation corridors, where appropriate, to accommodate multiple modes of transportation, including opportunities for recreational trails and other forms of active transportation, and to accommodate multiple uses, including broadband, electrification, and utility infrastructure. (Added 11/15; Ord. 2015-20; T3.6.5) (New Policy)

**OBJ T 1.32: IMPLEMENTATION;** ~~Achieve adopted level of service standards by implement~~ The County shall implement a financially-feasible multimodal transportation system in coordination with government agencies and public and private entities that is supported by a diverse portfolio of revenue sources. (Added 05/04, Ord. 04-06, Objective 4.1-r; Amended 05/04, Ord.04-06, Policy 4.1.3-r; Amended 11/12, Ord. 2012-20) (OBJ T1.3) (Revised for clarity and for consistency with State Transportation plan.)

**T 1.32.1:** The County shall continue to use an annually-updated, financially feasible, and phased Five-Year Capital Improvement Program and a 10-year Capital Improvement Schedule to implement the identified transportation improvements required to maintain the designated level of service and quality of service. (Added 05/04, Ord. 04-06, Policy 4.1.1-r; Amended 11/12, Ord. 2012-20; Amended 06/17, Ord. 2017-12) (T1.3.1) (Revised for State Requirements)

**T 1.32.2:** To ensure the Capital Improvements Program is responsive to transportation demands, priority for funding County transportation improvement projects shall be based on factors such as:

- A. Safety for all users;
- B. Capacity or level of service deficiency;
- C. Right-of-Way availability/preservation;
- D. Partnership potential;
- E. Consistency with the Future Land Uses designations and Context Classification and other policies of the Comprehensive Plan and coordination with MetroPlan Orlando's Metropolitan Transportation Plan and Transportation Improvement Program and the Florida Department of Transportation's adopted work program;
- F. Promotes the use of transportation modes other than the automobile where applicable;

- G. Located within the County's Urban Service Area or Targeted Sector;
- H. Provides congestion relief on backlogged facilities, to the extent possible;
- I. Provides optimal use of existing facilities;
- J. Promotes transportation resiliency, including support for emergency evacuation, response, and/or post-disaster recovery; and
- K. Promotes transportation equity, including compliance with Title VI of the Civil Rights Act, the Americans with Disabilities Act, and all applicable state and federal regulations.

(Policy 4.1.10; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20) (T1.3.2)

**T 1.32.3:** The County shall consider all available funding sources, including, but not limited to; those at the State and Federal levels, gasoline **and fuel** taxes, impact fees, development-related fees, **and** public/private initiatives for transportation projects, **additional user fees (car rental surcharge), higher license and tag fees, and other appropriate options.** (Added 05/04, Ord.04-06, Policy 4.1.2-r; Amended 11/12, Ord. 2012-20) (T1.3.3, **T1.3.5**) *(Revised to include new source and related language from former Policy T1.3.5)*

**T 1.32.3.1:** The County shall use revenues generated from Transportation Impact Fees to provide new road capacity and other multimodal transportation improvements. (Added 05/04, Ord. 04-06, Policy 4.1.4; Amended 11/12, Ord. 2012-20) (T1.3.3.1)

**T 1.32.3.2:** In addition to paying impact fees or other applicable development-related fees, new and redevelopment shall be responsible for the costs of all internal subdivision transportation infrastructure, as required by the Land Development Code, and pedestrian access improvements at project entrances to facilitate safe and accessible connections to the transportation network. (Policy 4.1.6; Amended 11/12, Ord. 2012-20, Amended 11/16, Ord. 2016-28) (T1.3.3.2)

**T 1.32.43.3:** The County shall fund maintenance and operating costs with revenues generated from the Constitutional Gas Tax, Local Option Gas Tax, and other appropriate funding sources. (Added 05/04, Ord. 04-06, Policy 4.1.5) (T1.3.4)

**T 1.32.44:** The County shall continue to utilize special assessments as a means of paving streets and providing traffic calming improvements in existing neighborhoods. (Policy 4.1.11; Amended 11/12, Ord. 2012-20) (T1.3.4.1)

~~**T 1.3.5:** The County shall investigate and pursue all additional funding sources including, but not limited to, additional user fees (car rental surcharge), higher license and tag fees, and other appropriate options. (Policy 4.1.8-r; Amended 11/12, Ord. 2012-20) (T1.3.5)~~  
*(Deleted. Now covered by Policy T 1.2.3)*

**T 1.32.65:** To provide for an efficient and cost-effective transportation system, the County shall continue to acquire rights-of-way for timely management or acquisition of property to the extent financially practical and permitted by law. (Objective 4.2-r; Policies 4.2.1-r, 4.2.2-r; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20) (T1.3.6)



**LMN 6.5.6** **OBJ T 1.3: REGIONAL COORDINATION:** The County will coordinate with local governments, government agencies, public and private entities to develop a regional multimodal transportation system. (Goal 3-r; Objective 3.1-r) (OBJ T3.4) (New Objective. Relocated from Chapter 1, LMN 6.5.6)

**LMN 6.5.6 T 1.3.1:** The County will continue to coordinate with the Florida Department of Transportation (FDOT), MetroPlan Orlando, Central Florida Expressway Authority, LYNX, local governments, and private entities to identify needed multimodal and intermodal transportation projects. These include projects identified on the Orange County Five-Year Capital Improvements Program and 10-Year Capital Improvements Schedule, MetroPlan Orlando Transportation Improvement Program, State Transportation Improvement Program, LYNX Transit Development Plan, and MetroPlan Orlando Metropolitan Transportation Plan. (Objective 1.3-r, Policies 1.3.1-r, 1.3.4-r, 3.1.1-r, 3.1.3-r; Amended 11/15, Ord. 2015-20; T3.4.2) (T3.4.2) (New Policy. Relocated in-part from chapter 1, LMN 6.1.6 and LMN 6.5.7)

**T 1.37.2:** The County shall continue to participate in Interlocal Agreements, Joint Participation Agreements (JPA), and other coordinated funding efforts with other local jurisdictions and public/private partnerships with private developers as a means of funding necessary transportation projects identified in the Long Range Transportation Plan (LRTP) that are consistent with the County's adopted Comprehensive Plan and coordinated with MetroPlan Orlando's Metropolitan Transportation Plan and Transportation Improvement Program and the Florida Department of Transportation's adopted work program. (Added 05/04, Ord. 04-06, Policy 4.1.7-r; Policy 1.4.1-r, Amended 11/12, Ord. 2012-20) (T1.3.7)

**LMN 6.5.9 T 1.3.3:** The County shall coordinate with MetroPlan Orlando to ensure that air quality and carbon emissions, tourism, and freight movement are issues considered in the development of the regional Metropolitan Transportation Plan and in related project development activities. (Added 05/04, Ord. 04-06, Policies 1.5.1, 3.1.1-r, 3.4.3-r; Amended 03/13, Ord. 2013-07; Amended 11/16, Ord. 2016-28; T3.4.3) (T3.4.3) (New Policy. Relocated from Chapter 1, LMN 6.5.9)

**LMN 6.5.8 T 1.3.4:** The County will work with MetroPlan Orlando to develop and implement County and regional freight routing plans to ensure freight efficiency, leverage transportation investments, and ensure compatibility with other land uses in the County. (Added 11/16, Ord. 2016-28; T3.4.2.2) (T3.4.2.2) (New Policy. Relocated from Chapter 1, LMN 6.5.8)

**LMN 6.5.7 T 1.3.5:** The County will continue to coordinate with the Florida Department of Transportation (FDOT), MetroPlan Orlando, Central Florida Expressway Authority, local governments, and private entities to address capacity and operational project needs identified in state and regional freight plans. (Added 11/16, Ord. 2016-28) (New Policy. Relocated from Chapter 1, LMN 6.5.7)

**T 1.3.86:** The County will continue to assess the investment of County funds in selected State roadway projects to ensure the timely construction of needed transportation improvements. (Policy 1.2.5; Policy T1.4.4-r, Amended 11/12, Ord. 2012-20) (T1.3.10)

**T 1.3.97:** The County shall oppose the transfer of Florida Department of Transportation (FDOT) jurisdictional roadways to Orange County jurisdiction unless the roads are improved by the State to meet County adopted level of service and design standards and additional State funds for adequate maintenance and alleviation of deficiencies are made available. (Policy 4.1.9; Policy 1.4.5-r, Amended 11/12, Ord. 2012-20) (T1.3.11)

**T 1.3.108:** Based on annexation activity or other factors, the County shall coordinate with municipalities to pursue the appropriate jurisdictional transfer of roadways and associated drainage facilities to municipalities, consistent with Ch. 335, Florida Statutes, and relevant Joint Planning Area Agreements and/or developer's agreements, as applicable. (Added 11/12, Ord. 2012-20) (T1.3.12)



**T 1.3.419:** The County shall continue to support the construction of transportation projects, including improvements by the Central Florida Expressway Authority, the Florida Department of Transportation (FDOT), and Florida's Turnpike Enterprise, to the greatest extent feasible. (Added 12/07, Ord. 2007-20; Policy 1.3.5-r; Amended 11/15, Ord. 2015-20; T3.4.11)

**T 1.3.4210:** The County shall continue to support the planning and construction of "Beyond the Ultimate" I-4 improvements from US 27 in Polk County and to SR 472 in Volusia County. (Added 06/15, Ord. 2015-07; T3.4.13)

**OBJ LMN 6.5 T 1.4: MULTIMODAL INFRASTRUCTURE ;** The County will support the infrastructure and service improvements necessary to increase mobility options for all users, address costs associated with usage, promote safety for all modes of the transportation system, and promote the use of transit, bicycle, and pedestrian facilities, including multi-use trails. (Amended 11/16, Ord. 2016-28) (OBJ T3.32) (New Objective. Relocated from Chapter 1, OBJ LMN 6.5)

**LMN 6.5.3 T 1.4.1:** The County shall, where appropriate, ensure that design features associated with major roadway projects promote safe and convenient bicycle travel in accordance with Florida Department of Transportation (FDOT) guidance or other engineering standards determined appropriate by the County Engineer. (Added 05/04, Ord. 04-06, Policies 1.6.8, 1.6.8.1-r, Amended 11/16, Ord. 2016-28) (T3.3.2) (New Policy. Relocated from Chapter 1, LMN 6.5.3)

**LMN 6.5.10 T 1.4.2:** The County shall continue to coordinate with LYNX, the Florida Department of Transportation (FDOT), MetroPlan Orlando, and other local governments and agencies to identify, design and develop transportation facilities that promote safety for all users of the transportation system and the use of all modes of transportation. (Policies 1.6.6-r, 3.2.2-r, Amended 11/16, Ord. 2016-28) (T3.4.4) (New Policy. Relocated from Chapter 1, LMN 6.5.10)

**LMN 6.5.11 T 1.4.3:** The County shall coordinate with MetroPlan Orlando and local governments to implement the regional connectivity of the Trails Master Plan, to plan an integrated system of high-quality trail networks, and to promote the development of recreational trails and other forms of active transportation. (Policies 1.6.8.3-r, 1.6.8.4-r; Amended 11/13, Ord. 2013-22; Amended 11/15, Ord. 2015-20) (T3.4.8) (Relocated from Chapter 1, LMN 6.5.11. Revised for clarity and for consistency with State Transportation)

**LMN 6.5.4 T 1.4.4:** The County shall continue to use the Orange County Trails Master Plan to implement a countywide multi-use trail system. ~~to help meet the identified needs of recreational traffic.~~ (Added 05/04, Ord. 04-06, Policy 1.6.8.2-r; Amended 11/13, Ord. 2013-22) (T3.3.3) (New Policy. Relocated from Chapter 1, LMN 6.5.4 and revised for consistency with State Statutes.)

**T 1.4.5:** The County will coordinate with all relevant state and federal agencies to advance the state trail network, including, but not limited to, the Shared-Use Nonmotorized (SUN) Trail network and the Florida Coast-to-Coast Trail, and to seek appropriate state and federal funding for Orange County segments of state trails. (New Policy)

**LMN 6.5.5 T 1.4.6:** The County shall consider the special mobility and transit needs of the transportation disadvantaged in association with the construction or retrofit of sidewalks, signalized intersections and roadways at the collector level or above, including design and installation of midblock crossings, beacons, and/or other safety features, as warranted as it pertains to infrastructure within county right-of-of-way in accordance with Title VI requirements. (Policy 2.2.6-r; Amended 11/16, Ord. 2016-28) (T3.3.5) (New Policy. Relocated from Chapter 1, LMN 6.5.5)



**OBJ T 1.4.5: TRANSIT;** The County will Partner with LYNX, SunRail and other established transit providers to implement a comprehensive multimodal transit system that offers efficient, convenient, and reliable travel options to residents, employees, and visitors throughout Orange County. (Revised for Clarity)

**T 1.4.5.1:** The County shall support high-frequency public transit including, but not limited to; commuter rail, light rail, high-speed rail, circulator systems, and Bus Rapid Transit (BRT), where appropriate. (Policy 1.7-r; T3.3.1)

**T 1.4.5.2:** The County shall conduct all transit coordination, transit-oriented land use and transportation planning, and related capital projects in Orange County using LYNX's Transit Development Plan and Orange County Transit Plan, including its designated high-capacity corridors and planned improvements. (Revised for Clarity)

**T 1.4.5.3:** The County will support LYNX in seeking appropriate dedicated transit funding sources and shall continue to support mass transit and paratransit; for people with disabilities, through the appropriation of funds on an annual basis. (Added 05/04, Ord. 04-06, Policy 4.1.15; Policy 1.4.3-r, Amended 11/12, Ord. 2012-20) (T1.3.9)

**T 1.4.5.4:** The County shall continue to collaborate with the Florida Department of Transportation (FDOT), MetroPlan Orlando, LYNX, local governments, and the private sector to promote the use of Travel Demand Management (TDM), Transportation Systems Management and Operations (TSMO), and Intelligent Transportation Systems (ITS) strategies leverage transit capacity improvements and transit services by promoting technologies such as, but not limited to, Passenger Information System, Automated Speed Enforcement, Traffic Surveillance, Signal Synchronization and Transit Signal Priority, and; Electronic Toll Collection, where feasible. (Added 05/04, Ord. 04-06, Policies 1.3.2, 1.6.4, 1.6.5, 1.6.7; T3.4.5)

**T 1.4.5.5:** The County shall continue to coordinate with LYNX and MetroPlan Orlando to accommodate the special needs of the transportation disadvantaged in accordance with Federal, State, and local regulations and definitions. This includes the provision of safe, accessible, and convenient public transportation service and facilities; through financial and technical assistance and through inter-agency agreements. (Objective 2.2-r; Policies 2.2.1-r, 2.2.2-r, 2.2.3, 2.2.4; Amended 11/16, Ord. 2016-28; T3.4.6) (Revised for clarity)

**T 1.4.5.6:** The County shall continue to work with the Orange County School Board and LYNX to facilitate transportation of students to and from school, promote Safe Routes to School and the use of all modes of transportation, and to identify and address hazardous walking conditions consistent with statutory requirements. (Policy 2.2.5; Amended 11/16, Ord. 2016-28; T3.4.7) (Revised for clarity)

**OBJ T 1.5.6: AVIATION;** Existing and future aviation facilities within Orange County shall be integrated into the overall transportation system. (Objective 1.9-r; OBJ T3.5)

**T 1.5.6.1:** The County shall coordinate with the Greater Orlando Aviation Authority (GOAA), the City of Orlando, LYNX, MetroPlan Orlando, the Florida Department of Transportation (FDOT), the Central Florida Expressway Authority, and private entities, as applicable, to promote multimodal and intermodal transportation systems that connect the Orlando International Airport (OIA) and the Orlando Executive Airport (OEA) to the overall transportation network. (Policy 3.2.4-r; T3.5.1)



**T 1.56.2:** The County, through its role on MetroPlan Orlando and the Greater Orlando Aviation Authority (GOAA) governing boards and other appropriate means, shall continue to ensure that GOAA's aviation improvements and operations are coordinated with area transportation agencies and projects, are supported by appropriate land use and airport noise regulations, are reviewed for potential transportation and environmental impacts and required mitigation, and are consistent with the Comprehensive Plan. (Objective 1.8-r; Policy 1.8.7-r; T3.5.2)

**T 1.56.3:** The County shall coordinate with any proposed new general aviation facility to provide technical assistance as needed and to ensure aviation development is consistent and compatible with surrounding land use and community context to address transportation and environmental impacts and required mitigation consistent with applicable plans and regulations; to implement appropriate land use and airport noise regulations; and coordinate surface transportation access and projects consistent with local, regional, and state transportation plans. (Added 05/03, Ord. 03-03, Objective 1.10, Policies 1.10.1, 1.10.2, 1.10.3, 1.10.4; T3.5.5)

**T 1.56.4:** Orange County will encourage the continued provision of commercial air carrier and general aviation facilities that efficiently meet the needs of passengers, commercial airlines, and general aviation users.

#### **GOAL T 2: ~~CONCURRENCY~~ MOBILITY STANDARDS**

The County shall establish and maintain a concurrency management system and mobility strategies that ensures the **multimodal** transportation network and services needed to support the ~~Future Land Use~~ **land use** designations established in the Land Use, Mobility, and Neighborhoods Chapter of the Comprehensive Plan are available concurrent with development **and respect the context of areas traversed by transportation corridors.** (GOAL T2) (Revised for clarity, including relocated text, Goal T 1)

**OBJ T2.1: MULTIMODAL LEVEL OF SERVICE;** The County shall continue to ensure minimum **quality and** level of service standards on County roads and State roads within unincorporated Orange County are maintained to the extent feasible. (Added 05/04, Ord. 04-06, Objective 1.1) (T2.1.1) (Revised for clarity)

**T 2.1.1:** The minimum peak-hour roadway level of service standards for Orange County shall be as follows (Added 06/07, Ord. 2007-06, Policy 1.1.2-r; Amended 09/13, Ord. 2013-19; Amended 12/14, Ord. 2014-30):



Table LMN 2.1.1 (a) Level of Service Standards

Type	STATE AND COUNTY			
	Rural	Urban Non-SIS and Non-TRIP	SIS Facilities	TRIP Funded Facilities
Principal Arterial, Urban (Class I)	N/A	E	E	E
Principal Arterial, Urban (Class II)	N/A	E	E	E
Principal Arterial, Rural	D	N/A	N/A	N/A
Minor Arterial, Urban	N/A	E	E	E
Minor Arterial, Rural	D	N/A	N/A	N/A
Collector, Major and Minor Urban	N/A	E	E	E
Collector, Rural	D	N/A	N/A	N/A

County roadway capacities shall be determined by using the context-based guidelines established by the most recent edition of the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook or other County-accepted methodologies. (T2.1.1) (Revised for clarity)

**T 2.1.2:** Quality of service standards for Multimodal Transportation Networks (MMTNs) as adopted in Land Use, Mobility, and Neighborhoods Policy LMN 6.6.2 shall be maintained to avoid current and future deficiencies. (Replaced 09/13, Ord. 2013-19) (T2.1.2)

T 2.1.3: On a countywide basis, the County will use Level of Traffic Stress measures to assess pedestrian and bicycle quality of service and appropriate performance measures for transit, as detailed in the most recent edition of the FDOT Quality/Level of Service Handbook. (New Policy)

**OBJ T 2.2: CONCURRENCY MANAGEMENT SYSTEM;** The County shall maintain a concurrency management system that ensures that transportation facilities and services needed to support new and redevelopment are available concurrent with the impacts of such development. (Objective T1.4) (OBJ T.2)

**T 2.2.1:** The County shall Rreview the impacts of development in conjunction with the issuance of all development permits to ensure the following:

- A. Consistency with the Context Classification and adopted Level of Service/Quality of Service is maintained.
- B. Financially-feasible roadways scheduled to begin construction on or before the first year of the County's current Five-Year Capital Improvements Program and meet all statutory and/or rule requirements or that are facilities included in the first year of the Florida Department of Transportation (FDOT) Five-Year Transportation Plan shall be included in the roadway capacity analysis of the Concurrency Management System.
- C. Developer-funded projects shall be included in the transportation analysis, if the project's capacity is available when the impacts of development occur, as stipulated within an executed developer's agreement.

(Added 05/04, Ord. 04-06; Amended 06/07, Ord. 2007-06, Policy 1.4.1-r; Amended 09/13, Ord. 2013-19) (T2.2.1)

**T 2.2.2:** Development permits shall not be issued for new and redevelopment that degrade the roadway level of service below the adopted level of service standard, unless the County calculates a proportionate share contribution, based on the formula provided in Orange County Code. (Added 03/08, Ord. 2008-05, Policy 1.4.2; Amended 09/13, Ord. 2013-19) (T2.2.2)

**T 2.2.5~~3~~:** Proposed partnership projects cannot be used to satisfy traffic concurrency unless necessary interlocal agreements or joint participation agreements have been executed. (Policy 1.2.7) (T2.2.5)

**T 2.2.6~~4~~:** The transportation impact area for all concurrency applications, including Comprehensive Plan Future Land Use Map (FLUM) Amendments, shall include all roadway segments and signalized intersections located within the project's impact area defined by the latest Orange County Concurrency Management System (CMS) or Comprehensive Plan Amendment (CPA) methodology. (Amended 12/14, Ord. 2014-30, Policy T1.3.8-r) (T2.2.6)

**T 2.2.7~~5~~:** The County shall coordinate with all counties and local governments in, or adjacent to, the County, as appropriate, to ensure that development impacts that traverse jurisdictional boundaries will not cause the level of service in the adjacent jurisdiction to diminish below the adopted standard. This shall be done through the comprehensive plan amendment and review process, by providing up-to-date information and data sets regarding proposed and future developments, and through scheduled coordination meetings. (Policies 3.1.4-r, 3.1.5-r; Amended 09/13; Ord. 2013-19, Policy T2.2.8-r) (T2.2.7)

**T 2.2.8~~6~~:** The Concurrency Management System shall maintain traffic count data on limited access facilities for informational purposes and to aid coordination efforts. Implementation of the Concurrency Management System shall continue to ensure the appropriate distribution and assignment of trips from limited access facilities to other roadway facilities in the impact area in review of development-related transportation studies. (Amended 09/13; Ord. 2013-19, Policy T2.2.8.2-r) (T2.2.8.1): The Concurrency Management System shall maintain traffic count data for State and City roadways located within a municipal boundary for informational purposes and to aid coordination efforts. New and redevelopment that impacts these roadways shall be subject to the mobility requirements of the relevant jurisdiction, in coordination with Orange County and the County's Concurrency Management System, as applicable. (Amended 09/13; Ord. 2013-19, Policy T2.2.8.1-r) (2.2.8)

**T 2.2.8~~17~~:** The Concurrency Management System shall maintain traffic count data on limited access facilities for informational purposes and to aid coordination efforts. Implementation of the Concurrency Management System shall continue to ensure the appropriate distribution and assignment of trips from limited access facilities to other roadway facilities in the impact area in review of development-related transportation studies. (Amended 09/13; Ord. 2013-19, Policy T2.2.8.2-r) (T2.2.8.1)

**OBJ T 2.3: CONSTRAINED CORRIDORS:** The County will plan and implement multimodal facilities and the use of non-vehicular modes to increase transportation options and accessibility. (New Objective)

**T 2.2~~31~~:** The County shall enforce multimodal transportation standards and applicable concurrency regulations on new and redevelopment development permits for non-vested development that adversely impact constrained or backlogged facilities. A constrained roadway is defined as a facility to which adding two or more through lanes to meet current or future traffic needs is not possible because of location within the boundary of a municipal jurisdiction, existing development and right-of-way limitations, policy barriers and/or hydrological features. A backlogged roadway is defined as a facility where the level of service standard adopted in the Orange County Comprehensive Plan is not being met, the facility is not constrained, and improvements for the roadway segment are not programmed for construction. (Added 5/04, Ord. 04-06, Policies 1.1.2.1(A)(B), 1.1.2.3-r; Amended 09/13, Ord. 2013-19) (T2.2.3)



~~T 2.3.2.3.4:~~ Constrained and backlogged facilities shall be included in regular updates to the Implementation and Property Rights Chapter, to address and be incorporated into the Concurrency Management System, based on available funding. (Amended 09/13, Ord. 2013-19; Amended 12/14, Ord. 2014-30; Amended 6/16, Ord. 2016-15; Amended 06/17, Ord. 2017-11) (T2.2.31)

~~T 2.2.43:~~ New and redevelopment applications impacting backlogged and constrained facilities shall be subject to concurrency and, if needed, a proportionate share agreement will be required. A comprehensive transportation study shall be required, and if the adopted level of service cannot be met under current conditions, or if the improvement is not funded for construction in the five-year Capital Improvements Program, the applicant and County must agree upon mitigating improvements. Private developers shall contribute to the County’s multimodal transportation system through the County’s transportation concurrency and proportionate share regulations. As parcels are developed or redeveloped, the site design shall conform to applicable standards and requirements in the County’s Land Development Code, transportation impact analysis requirements, and concurrency requirements. (T2.2.4)

~~T 2.2.9:~~ The County supports new and redevelopment of multimodal transportation corridors to accommodate all modes of transportation along these corridors. Transportation improvements shall focus on operational (TSM&O) enhancements, intersection improvements that provide for safe movement of pedestrians and bicyclists, and design that supports transit-oriented development. Considerations should include, but are not limited to; high-visibility pavement markings and pedestrian refuge islands, shared use paths, landscaping, bicycle facilities, increased transit service and bus shelters, and facilities and design that support transit-oriented development. Development within these corridors shall be subject to design standards as determined by a transportation impact study. Orange County’s designated multimodal corridors include:

**Table LMN 2.2.9 (a) Orange County Designated Multimodal Corridors**

Facility	Segment
Atafaya Trail	Seminole County Line to Innovation Way
Econlockhatchee Trail	University Boulevard to Lake Underhill Road
Innovation Way	Atafaya Trail to SR 528
International Drive	Sand Lake Road to Central Florida Parkway
Oak Ridge Road	International Drive to Orange Avenue
Orange Avenue	Hoffner Avenue to Sand Lake Road
University Boulevard	Semoran Boulevard to Atafaya Trail
Valencia College Lane	Goldenrod Road to Econlockhatchee Trail

~~Additional multimodal corridors may be designated where premium or high-frequency transit service is either existing or programmed. (Amended 09/13; Ord. 2013-19; Amended 12/14, Ord. 2014-30) (T2.2.9) (Deleted Policy)~~

**T 2.5.3:** Transportation concurrency exceptions granted under this objective shall not relieve development from meeting performance standards set forth to ensure the appropriate mix of land use and accommodating infrastructure are provided. (Added 05/09, Ord. 2009-15, Policy T2.6.3; Amended 06/12, Ord. 2012-14; Amended 03/13, Ord. 2013-07; T2.8.3)

**T 2.5.4:** Proposed transit-oriented projects shall be reviewed based on the results of a study conducted by the applicant, which shall be consistent with County-approved methodologies. (Added 05/09, Ord. 2009-15, Policy T2.6.4; Amended 06/12, Ord. 2012-14; Amended 03/13, Ord. 2013-07; T2.8.4)

**T 2.5.5:** Compliance with performance standards shall be subject to the final approval by the County during the development review process based upon the following:

- Place Types shall be organized in such a way that the densities and intensities promote transit use, with higher density and intensity commercial offices, multi-family residential, and institutions located within walking distance to transit stations/stops and connected by pedestrian and bicycle circulation systems, consistent with all County-adopted Land Development Code standards for transit-oriented development.
- Vehicle parking supply shall be based on average demand, not peak demand, using shared vehicle parking to accommodate demand peaks. It is preferred that parking be located on the street, behind buildings, and in carefully designed and located parking structures.
- Buildings are, to the extent practicable, to be located and oriented in a manner that accommodates all modes of travel and with facades and design features that contribute to an active street scene and create pedestrian-oriented environments, consistent with Orange Code.

(Added 05/09, Ord. 2009-15, Policy T2.6.5; Amended 06/12, Ord. 2012-14; T2.8.5)

### **GOAL T 3: TECHNOLOGY AND SUSTAINABILITY**

**The County shall use state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies, where financially feasible, to develop and operate transportation corridors that increase efficiency within the multimodal transportation network, enhance safety, accommodate new transportation technologies and facilitate the movement of goods and people. (Revised for clarity, including relocated text from Goal T 1)**

**OBJ T 3.1: ACES;** The County will plan, design, construct, and maintain surface transportation infrastructure to support Automated, Connected, Electric, and Shared vehicles (ACES) and other emerging technologies.

**T 3.1.1:** **The County will** provide infrastructure that supports Autonomous/Automated Vehicles (AV) technology and the safe integration of AVs into the transportation network, where feasible, which may include pavement strength, roadway markings, and other elements to improve safety and mobility for all roadway users. (Revised for clarity)

**T 3.1.2:** The County will continue to evaluate and incorporate Connected Vehicle (CV) technology, where feasible, in the transportation network to enable cars, trucks, buses, and other vehicles' communication to share important safety and mobility information related to traffic signals, work zones, school zones, and other infrastructure.



**T 3.1.3:** The County may provide infrastructure and facilities that support electrification of the transportation system and the adoption of electric vehicles (EV), consistent with the County's Sustainable Operations and Resilience Action Plan and applicable Florida Department of Transportation (FDOT) EV plans.

**T 3.1.4:** The County will include ACES-supportive infrastructure investment for functionally-classified roadways in the Capital Improvements Program, where feasible and based on available funding.

**T 3.1.5:** The County will monitor and evaluate adopted transportation technology systems, equipment, and components to determine their compatibility, efficiency, resiliency, cost effectiveness, and ability to support the safe and efficient movement of people and goods within the County.

**LMN 6.4.2 T 3.1.6:** The County will support the provision of intermodal stations which include electric charging infrastructure to facilitate safe and accessible transitions between appropriate travel modes, including pedestrians, bicycles, **electric bicycles and scooters**, rail, buses, and automobiles. (Added 05/04, Ord. 04-06, Policy 1.7.4-r; Amended 11/16, Ord. 2016-28) (T3.3.6) **(New Policy. Relocated with minor edits from Chapter 1, LMN 6.4.2)**

**OBJ T 3.2: MULTIMODAL CORRIDORS;** The County will coordinate infrastructure planning for next-generation transportation corridors that include multiple transportation modes and emerging technologies with all appropriate local, regional, and **S**state agencies.

**T 3.2.1:** The County shall continue to collaborate with the Florida Department of Transportation (FDOT), MetroPlan Orlando, LYNX, local governments, Central Florida Expressway Authority, and the private sector, to plan the development and operation of viable and financially feasible transportation systems on a local and regional scale which use state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies, where economically feasible. (Added 05/04, Ord. 04-06, Policies 1.7.1-r, 1.7.3-r, 3.1.1-r, 3.1.2-r, Objective 3.2-r, Policy 3.4.1; Amended 11/15, Ord. 2015-20; T3.4.1)

**T 3.2.2:** The County will promote Travel Demand Management (TDM) and Transportation Systems Management Operations (TSMO) strategies and conduct related studies, as needed, to improve capacity, traffic operations, and efficiency where appropriate and will ensure coordination with related agencies, such as LYNX, MetroPlan Orlando, Central Florida Expressway Authority, the Florida Department of Transportation (FDOT), municipalities, and adjacent counties. (Added 05/04, Ord. 04-06, Policies 1.2.4-r, 1.3.2, 1.6.5; Amended 11/12, Ord. 2012-20; T1.1.2)

**T 3.2.3:** The County shall evaluate infrastructure investments for interoperability to ensure appropriate coordination with local, regional, and state agency systems and operations.

**T 3.2.4:** The County's transportation plans, designs, and operations will provide for continuity of operations by identifying and mitigating cybersecurity **and data security** issues within the transportation network. **(Revised for clarity)**

**OBJ T 3.3: MULTIMODAL SYSTEM;** The County will coordinate land use and infrastructure planning to support multiple modes and emerging technologies, in order to facilitate the safe and efficient movement of goods and people.

**T 3.3.1:** The County will assess current freight and logistics trends, technologies, and implications for transportation and land use to develop an urban freight plan that supports distribution systems that maintain freight deliveries at a scale appropriate for the roadway network and land uses, while ensuring community compatibility and appropriate infrastructure.



**T 3.3.2:** The County shall consider a range of commercial vehicle classifications as defined by the Federal Highway Administration, including buses and trucks, in the planning and design of the County's transportation system's capacity and operations to ensure freight mobility and efficiency. (Added 05/04, Ord. 04-06, Objective 1.5; Policies 1.5.1, 1.5.2, 1.5.3; Amended 11/16, Ord. 2016-28; T11.5)

**T 3.3.3:** The County will support the Florida Department of Transportation's efforts to plan and construct truck parking facilities to encourage the safe and efficient delivery of goods to the County's residents, visitors, and businesses.

**T 3.3.4:** The County will develop and enhance standards for curb zone management to address freight, electric vehicle charging, and designated on-street drop-off/pick-up zones for transit and goods and services based on the functional classification of the roadway, consistent with Federal Highway Administration guidelines and other best practices.

**T 3.3.5:** The County recognizes that the concentration of mobility services at a designated location within a mobility hub will facilitate transit service, support shared and autonomous vehicle services, provide electric vehicle charging infrastructure, and support community transportation choices and mobility. The County will explore potential locations, minimum standards, and amenities for mobility hubs, where appropriate, in coordination with LYNX and other agencies.

**OBJ T 3.4: SUSTAINABILITY;** The County will ensure that transportation investments, including roadway construction and associated improvements, contribute to the sustainability and resilience of Orange County and its communities. (New Objective)

**T 3.4.1:** The County shall coordinate with the Florida Department of Transportation (FDOT), the Central Florida Expressway Authority, Florida's Turnpike Enterprise, other agencies and municipalities to help ensure roadway construction and associated improvements are done in a sustainable, cost effective, and environmentally sensitive manner. The County shall encourage the use of parkway-associated stormwater management facilities, including green infrastructure for aquifer recharge, wetland and habitat restoration, as irrigation sources in lieu of groundwater. (Added 12/07, Ord. 2007-20; Policy 3.1.7; Amended 11/15, Ord. 2015-20; T3.4.12)

T 3.4.2: The County will retrofit existing facilities where possible to restore impacts to the environment from prior investments, such as restoring natural water flow or wildlife connectivity. (New Policy per State Transportation Plan)

T 3.4.3: The County will encourage early, large-scale coordination of transportation, land use, and conservation decisions to identify solutions that advance multiple goals, such as coordination on land purchases and easements and water storage, treatment, and drainage. (New Policy per State Transportation Plan)

T 3.4.4: The County will support more efficient system management, multimodal options, and clean energy alternatives that reduce net energy consumption and associated emissions of air quality pollutants and greenhouse gases and contribute to improved public health. (New Policy per State Transportation Plan)

T 3.4.5: The County will adapt transportation planning, design, construction, and maintenance techniques to increase sustainability, reduce vulnerability, and improve resilience of existing and new transportation facilities, such as use of emerging technologies and advanced materials, stormwater management, and infrastructure modifications. (New Policy per State Transportation Plan)



T 3.4.6: The County will enhance the sustainability and agility of the transportation system during emergencies and disruptions by expanding real-time information sharing, enhancing system management, providing more multimodal options, and supporting greater redundancy for critical infrastructure. (New Policy per State Transportation Plan)

#### **GOAL T 4: VISION ZERO AND SAFETY**

**Orange County will design a safe and accessible multimodal transportation system to eliminate all traffic fatalities and severe injuries (Vision Zero). The multimodal system will promote equitable access to all communities and prioritize a safe, comfortable, and attractive pedestrian environment. (New Goal. Relocated from Goal T 1)**

**OBJ T 4.2.4: VISION ZERO;** The County shall continue to develop policies, construct multimodal improvements, and implement safety countermeasures on the transportation network to achieve its Vision Zero goal of preventing serious injuries and all traffic-related fatalities and serious injuries and while ensuring the safety of all roadway users.

**T 4.2.4.1:** The County shall partner with the Florida Department of Transportation (FDOT), MetroPlan Orlando, LYNX, local governments, and other regional and local entities, as appropriate, in regional and local initiatives focused on engineering, evaluation, enforcement, education, and encouragement of activities to improve pedestrian and bicyclist safety to reduce crashes. (Added 11/16, Ord. 2016-28; T3.4.4.1)

T 4.1.2: The County will engage a broad range of partners including first responders, technology providers, insurance companies, and health care institutions in developing and implementing safety solutions. (New Policy per State Transportation Plan)

T 4.1.3: The County will strategically allocate and align resources to advance Vision Zero, including higher funding priority for projects with an anticipated safety benefit. (New Policy per State Transportation Plan)

**T-1.2.3****4.1.4:** The County shall proactively review transportation conditions and implement safety treatments to avoid crashes, as well as identify high crash-frequency locations and review crash data, to prioritize roadway, pedestrian and bicycle improvements that help ensure the safety of all users. (Added 05/04, Ord. 04-06, Policy 2.1.2-r; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20; T1.1.3)

**LMN 7.3.8****T 4.1.6:** Traffic calming measures such as narrowed roadway and lane widths, on-street parking, reduced posted speeds, horizontal deflection, speed cushions, roundabouts, raised crosswalks, continuous walking and bicycling routes, or other measures recommended in Section 202 on Speed Management in the FDOT Design Manual shall be encouraged. (UD1.4.3) **(New Policy. Relocated with minor edits from Chapter 1, LMN 7.3.8)**

**T 3.3.6****4.1.6:** The County shall continue to research, monitor, and evaluate emerging trends in micro-mobility and impacts to the safe and efficient movement of people within the County's transportation network to address any identified safety needs, including on heavily-traveled streets consistent with s. 316.008 (1)(n), Florida Statutes. **(New Policy. Relocated from T 3.3.6)**



**OBJ T 1-2.4.2: SAFETY AND EQUITY;** Orange County shall continue to provide and promote a safe integrated network of transportation options for all roadway users, including roadway and transit users, pedestrians, and bicyclists, underserved populations and the transportation disadvantaged, with adjacent municipalities and other transportation providers to enhance transportation equity and environmental justice.

**LMN 6.5.1** ~~T 4.2.1~~: The County shall include the appropriate pedestrian facilities on any new or reconstructed street in accordance with applicable federal accessibility laws and with Florida Department of Transportation (FDOT) guidance or other engineering standards determined appropriate by the County Engineer. (Amended 11/16, Ord. 2016-28) (T3.3.4) (New Policy. Relocated from Chapter 1, LMN 6.5.1)

~~T 1.2.5~~: The County shall promote connectivity, mobility, and accessibility within and between neighborhoods, employment and retail centers, schools, medical facilities, parks, community centers, and cultural venues to facilitate transportation options for people of all ages and abilities. (Relocated to Chapter 1, LMN 6.3.6)

**LMN 6.1.8** ~~T 4.2.2~~: The County will plan, design, operate, and maintain County roadways to promote safety for people of all ages and abilities, including pedestrians, cyclists, transit users, motorists, and freight and service operators, through the adoption of Complete Streets policies and implementation guidelines. (Added 11/16, Ord. 2016-28; T3.3.7) (New Policy. relocated from Chapter 1, LMN 6.1.8)

T 4.2.3: The County will focus on removing barriers to transportation for persons with disabilities, low income, and limited English proficiency, such as improved signage and wayfinding, enhanced coordination of services across jurisdictions and between public and private partners, and technology solutions. (New Policy per State Transportation Plan)

T 4.2.4: The County will enhance transportation options for traditionally underserved communities and socioeconomic groups, focusing on rural areas, urban core areas, and other neighborhoods with accessibility gaps. (New Policy per State Transportation Plan)

~~T 1.4.2.65~~: The County shall provide the opportunity for the public to participate in the transportation planning process through public meetings, public workshops, small group meetings, websites, press releases, and other public forums. Public input shall be solicited at the Roadway Conceptual Analysis or other initial stage of planning through public meetings held in the affected geographic area of the project. These meetings shall be scheduled and conducted in accordance with County guidelines, including public notification, Title VI compliance, and accessibility. (Objective 3.3-r; Policies 3.3.1-r, 3.3.2-r; T3.4.10)



## PUBLIC SCHOOLS

### GOAL PS 1: SCHOOLS AND COMMUNITY SUPPORT

**Provide a community of support for the positive development and growth of all children. (Added 10/97, Ord. 97-18)**  
(GOAL PS1)

**OBJ PS 1.1: COMMUNITY PARTNERSHIPS;** Further Orange County School Board programs and initiatives through the combined involvement of local government, community agencies, businesses, and citizen volunteers in a range of programs and activities that benefit children and families. (OBJ PS1.1)

**PS 1.1.1:** Encourage and promote community and business partnerships that further children's education through such initiatives as magnet programs, mentoring opportunities, internships, vocational training, and job placement. (PS1.1.2 and PS1.1.3)

**PS 1.1.2:** Continue partnering with the School Board to provide a range of social services for children and families at school facilities. (PS1.1.4)

**PS 1.1.3:** Support and enhance community-based programs for children's athletics, arts education, volunteer service, and after-school enrichment in conjunction with school personnel and facilities. (PS2.1.7)

**PS 1.1.4:** Create and enhance partnerships to develop programs for students and parents to understand, experience, and appreciate the environment, including programs about sustainable practices and natural resource protection.

### GOAL PS 2: SCHOOL PLANNING AND DESIGN

**Make public schools an integral component of community planning and design. (GOAL PS2)**

**OBJ PS 2.1: NEIGHBORHOOD SCHOOLS;** ~~Employ urban design techniques and principles in the siting and design of school facilities to enhance neighborhoods and communities.~~ Enhance communities and neighborhoods through school facility and design and siting standards. (OBJ PS2.2) (Revised for clarity)

**PS 2.1.1:** Support the School Board in identifying, assessing, and entitling appropriate sites for schools and ancillary facilities and providing and maintaining necessary infrastructure throughout the County. (PS2.2.7)

**PS 2.1.2:** Coordinate with School Board members, school faculty, staff, and advisory committees, and citizen groups on neighborhood planning and community development initiatives. (PS5.1.9)

**PS 2.1.3:** Link schools, parks, libraries, and other public facilities with bikeways, trails, and sidewalks. (PS2.1.6)

**PS 2.1.4:** Work jointly with Orange County Public Schools (OCPS) to co-locate such public facilities as parks, libraries, and community centers with public schools, whether on OCPS or Orange County property. (Added 06/08, Ord. 8/11) (PS2.1.2)

**PS 2.1.5:** Where such colocation occurs, the County and OCPS will maintain an ongoing management relationship via written agreement that permits the schools' use of County public facilities and the public's use of school facilities for such purposes as community meetings and sports activities. (ICE 1.9.11)

**PS 2.1.6:** Coordinate with the School Board, other government agencies, the business community, and private organizations to jointly fund and design new school facilities for joint-use, such as public meeting sites, visual and performing arts space, and facilities for community-based recreation activities and programs. (PS2.1.4 and PS2.1.5)

**PS 2.1.7:** Enhance neighborhoods and communities through coordination with OCPS in the school siting, design, and development processes to ensure that schools serve as neighborhood and community focal points compatible with surrounding land uses. (Added 06/08, Ord. 0811) (PS2.2.8)

**PS 2.1.8:** Upon notice from the School Board that it is considering contracting for a school site, the County will promptly notify the School Board of the County's interest, if any, in joint acquisition for other public facilities. (PS2.1.3)

**PS 2.1.9:** Coordinate the timing of all supporting infrastructure improvements, including those for which OCPS is responsible pursuant to PS3.1.5, to ensure they are in place when school facilities are constructed or substantially renovated. (PS5.3.4) (Revised for clarity)

**PS 2.1.10:** Where central water and sewer service is not available to a public-school site, a temporary on-site water and sewer system may be approved, consistent with adopted County policy, provided that connection to public utilities will be required when they are available to serve the site. (Amended 11/17, Ord. 17-19) (PS5.3.5)

**PS 2.1.11:** Orange County and Orange County Public Schools (OCPS) shall, throughout the planning period, coordinate the siting of new public schools to ensure to the extent possible public school facilities are located to address the needs of future residential development, are coordinated with necessary services and infrastructure development, provide for safe learning environments, are consistent with the County's adopted Future Land Use Map and with other provisions of the Comprehensive Plan. (Added 6/08, Ord. 08-11) (PS5.2.7)

**PS 2.1.12:** New school sites in residential subdivisions shall be of suitable shape, size, grade and location to facilitate the policies of Objective PS 2.1. (PS2.2.4)

**PS 2.1.13:** New school sites in residential subdivisions shall not create remnant parcels not suitable in size, shape and location for the uses depicted on the Future Land Use Map or permitted by the existing zoning transect designation. (PS2.2.6)

**OBJ PS 2.2: SCHOOL SITING;** Ensure effective processes for reserving, developing, and improving school sites and facilities. (OBJ PS5.4)

**PS 2.2.1:** Coordinate with the School Board to establish and implement procedures and standards for school siting as a component of areawide planning studies and Orange Code. (PS5.4.2)

**PS 2.2.2:** Consider entering into a developer's agreement whereby a portion of property dedicated to the County may be donated or leased to the School Board to develop public school facilities. (PS5.4.3)

**PS 2.2.3:** Review and update reservation requirements for school sites as needed to ensure that appropriate sites are identified prior to changes in future land use and zoning, expansions of the Urban Service Area, and approval of projects generating new students. (PS5.4.1)



**PS 2.2.4:** In concert with OCPS, consider developing incentives (such as priority with capital improvement projects and expedited development review) for developers who donate land (or cash in lieu of land) for new schools or substantial renovations of existing OCPS facilities. (PS5.4.4)

**PS 2.2.5:** Support the School Board by giving priority consideration to development applications that donate, reserve, or sell school sites at predevelopment prices, construct new facilities, renovate existing facilities, and provide transportation alternatives and/or enhancements that improve access management and safety in the vicinity of school campuses. (PS4.2.4)

**PS 2.2.6:** Support the School Board's efforts to allow local governments and the private sector to construct school facilities and/or lease land or facilities to the School Board. (PS4.2.7)

**PS 2.2.7:** Encourage the School Board and the private sector to work cooperatively with the County to identify and implement creative solutions in developing and integrating school facilities into residential developments. (PS4.2.2) (Revised for clarity)

**PS 2.2.8:** Support the School Board's efforts to identify long-range school site needs and to select sites based on the criteria established in this chapter and in the Public School Siting Ordinance. (Added 6/08, Ord. 08-11) (PS5.4.7)

**PS 2.2.9:** Coordinate with the School Board to ensure the identified proposed new school sites are based on the best available growth and development data and analysis. (Added 6/08, Ord. 08-11) PS5.4.8

### **GOAL PS 3: SECURITY AND SAFETY**

#### **Provide safe and secure schools. (GOAL PS3)**

**OBJ PS 3.1: BIKE AND PEDESTRIAN SAFETY;** Ensure the security and safety of students and school personnel. (OBJ PS3.1)

**PS 3.1.1:** Coordinate with the School Board to ensure that both existing educational facilities and proposed school sites are accessible from and integrated into a planned system of sidewalks, trails, and bikeways to provide direct access to school sites and drop-off locations. (PS3.1.2)

**PS 3.1.2:** OCPS reserves the right to impose reasonable restrictions on school access and site design to ensure the safety and security of students and school personnel. (Added 06/08, Ord. 8/11) (PS2.1.2)

**PS 3.1.3:** Provide an annual program of improvements to ensure safe pedestrian/bicycle access to schools through the Student-Pedestrian Safety Committee. (PS3.1.3)

**PS 3.1.4:** In cooperation with the School Board, develop and adopt design standards for school bus stops and turnarounds in both new and existing residential developments and mixed-use projects with a residential component. (PS3.1.6)

**PS 3.1.5:** Turn lanes, signalization, and school zones will be provided at school entrances and at other locations near directly adjacent to schools, where warranted, to ensure safe access for students and the public. Responsibility for the construction of school-related turn lanes, signalization, school zones, and road construction at school entrances will be the responsibility of OCPS. (Added 06/08, Ord. 8/11) (PS3.1.7) (Revised for clarity)

**PS 6.1.2:** The County shall utilize the Orange County Public Schools (OCPS) calculation of school capacity, which is annually determined by OCPS using the Adjusted Florida Inventory of School Houses (FISH) Capacity for each school and Concurrency Service Area (CSA) within the school district. Consistent with the Interlocal Agreement, Adjusted FISH Capacity shall be defined as the number of students who can be served in a permanent public school facility as provided in FISH adjusted to account for the design capacity of Modular or In-Slot Classrooms on the campuses designed as Modular or In-Slot schools, but not to exceed Core Capacity. (Added 6/08, Ord. 08-11) (PS6.1.2)

**PS 6.1.3:** Any changes or modifications to the adopted Level of Service (LOS) shall follow the process and guidelines as outlined in the Interlocal Agreement referenced in Policy IMP 5.14.8. (Added 6/08, Ord. 08-11; amended 11/17, Ord. 17-19) (PS6.1.4)

**PS 6.1.4:** Orange County shall support Orange County Public School's (OCPS') efforts to initiate any of the following strategies to ensure compliance with adopted level of service (LOS) standard:

- A. Building new schools to relieve over capacity schools in (Concurrency Service Areas) (CSAs) that exceed the adopted LOS.
- B. Renovating over capacity schools to add permanent capacity and replace on campus portables,
- C. Rezoning students from over capacity schools to under capacity schools,
- D. Moving special programs from over capacity schools to under capacity schools to utilize excess permanent capacity where it exists. (PS6.1.5)

**PS 6.1.5:** Concurrency shall be evaluated and determined within the geographical boundaries of the established Concurrency Service Area (CSA). (Added 6/08, Ord. 08-11) (PS6.1.6)

**PS 6.1.6:** The number of elementary, middle, and high school students generated by a residential development shall be calculated by multiplying the number of dwelling units by the student generation rates by school type as set forth in the current Orange County Public Schools School Impact Fee Study Update. (Added 6/08, Ord. 08-11) (PS6.1.8)

**OBJ PS 6.2: CAPACITY;** Orange County and Orange County Public Schools (OCPS) shall develop and maintain throughout the planning period a joint process for the implementation of School Concurrency as provided for in the adopted Interlocal Agreement. (Added 6/08, Ord. 08-11) (OBJ PS 6.3)

**PS 6.2.1:** The review and issuance of OCPS capacity determinations for developer-initiated Comprehensive Plan amendment or rezoning that would increase residential density shall be conducted in accordance with the applicable provisions of the Orange County Charter as implemented by the Orange County Code, and the Interlocal Agreement, all as may be amended. Any discrepancies between the Code and the Interlocal Agreement shall be resolved in favor of the Code. (New from OCPS) (PS6.3.1.1) (Revised for clarity)



**PS 6.2.2:** ~~If a project with a Comprehensive Plan Amendment and/or Rezoning that is increasing residential density receives a school capacity determination from OCPS indicating that there is insufficient school capacity and that there are one or more significantly affected local governments, as such term is defined in Chapter 30, Article XV, Orange County Code (the "Code"), then such Comprehensive Plan Amendment and/or Rezoning shall be handled in accordance with the multi-jurisdictional approval process set forth in the Orange County Charter, as implemented by the Code, and the Interlocal Agreement, as may be amended. Any discrepancies between the process set forth in the Interlocal Agreement and the Code shall be resolved in favor of the Code.~~ If the OCPS-issued capacity determination for a developer-initiated Comprehensive Plan amendment or rezoning that would increase residential density meets the thresholds for the Joint Approval Process stipulated in Section 10.2 of the Interlocal Agreement, as may be amended, the Comprehensive Plan amendment or rezoning may not proceed to its final hearing until the Joint Approval Process is completed. (New From OCPS) (PS6.3.1.2)

**PS 6.2.3:** Orange County will determine if a development is vested or exempt from school concurrency. Unless the development is determined to be vested or exempt from concurrency, Orange County shall not approve a site plan, final subdivision plan, or its functional equivalent, until a school concurrency recommendation has been provided by Orange County Public Schools (OCPS) and a school Concurrency Certificate has been issued for the development consistent with the provisions of the adopted Interlocal Agreement. (Added 6/08, Ord. 08-11) (PS 6.3.2)

**PS 6.2.4:** School concurrency shall not apply to property within a Development of Regional Impact (DRI) for which a Development Order was issued prior to July 1, 2005, or for which a DRI application was submitted prior to May 1, 2005, unless the developer elects otherwise or unless the developer files a Notice of Proposed Change (NOPC) and/or Substantial Deviation to increase the total number of residential dwelling units. (Added 6/08, Ord. 08-11) (PS6.3.3)

**PS 6.2.5:** For Developments of Regional Impacts (DRIs) that include residential development and are submitted after July 1, 2005, the County shall include Orange County Public Schools (OCPS) planning staff on the review team for the DRI, and shall ensure that DRI Development Orders, and DRI Development Order amendments that increase the total number of residential dwelling units, address the issue of school capacity. Where existing school capacity is exceeded, mitigation for school impacts shall be included in any mitigation agreements, Development Orders, and agreements in accordance with applicable laws. (Added 6/08, Ord. 08-11) (PS6.3.4) (Revised for clarity)

**PS 6.2.6:** Any proposed Comprehensive Plan Amendment or Rezoning that ~~does not meet the student generation threshold in accordance with Section 10.2 of the Interlocal Agreement, as may be amended,~~ creates an impact of less than one student shall be considered de minimis and therefore exempt from school capacity review. (Added 06/08, Ord. 08-11) (PS6.3.5) (Revised for clarity)

**PS 6.2.7:** Vested rights and exemptions with respect to concurrency and consistency shall be in accordance with applicable law. (Added 06/08, Ord. 08-11) (PS6.3.6)

**PS 6.2.8:** Consistent with the Interlocal Agreement referenced in Policy IMP 5.14.8, the following residential uses shall be exempt from the requirements of school concurrency:

- A. Any proposed residential development considered de minimis as defined by Public Schools Chapter, Policy PS 6.2.6.
- B. One single-family house, one duplex, and/or one accessory dwelling unit being developed on an existing platted residential lot of record.

M. Group living facilities that do not generate students and including residential facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse sleeping quarters, dormitory-type facilities for post-secondary students, and religious non-youth facilities, regardless of whether such facilities may be classified as residential uses. (Added 06/08, Ord. 08-11; amended 11/17, Ord. 17-19) (PS6.3.7)

**OBJ PS 6.3: PROPORTIONATE SHARE;** Upon completion of an Orange County Public Schools (OCPS) Concurrency Review, a development that fails to meet level of service (LOS) requirements, or to mitigate its impacts via proportionate share, as set forth in policies PS 6.4.1, PS 6.4.2, PS 6.4.3, and PS 6.4.4 may be postponed until adequate public school capacity is created. (Added 6/08, Ord. 08-11) (OBJ PS6.4)

**PS 6.3.1:** A development shall be deemed to meet concurrency if there is available capacity in the Concurrency Service Area (CSA) where the development is located or where available capacity exists in one or more contiguous CSAs, so long as the level of service (LOS) in the adjacent zone does not exceed 95% of the LOS and the School District does not exceed 100% of capacity on a district-wide basis for the school type. (Added 6/08, Ord. 08-11) (PS6.4.1)

**PS 6.3.2:** Proportionate share, when used for mitigation, shall be calculated based on the number of elementary, middle, and high school students generated by the development at build out. As provided for in the adopted Interlocal Agreement, proportionate share shall be calculated based on reasonable methods of estimating cost of school construction, including, but not limited to, the cost of land, equipment, and school buses. Any Proportionate Share Mitigation must be directed by Orange County Public Schools (OCPS) to a school capacity improvement identified in the capital improvement schedule in the financially feasible five (5) year district work plan of the District Facilities Work Program, and in the Capital Improvements Element in the Comprehensive Plan of the County and the Orange County Municipalities to maintain financial feasibility based upon the adopted level of service (LOS) standards. ~~If a school capacity improvement does not exist in the District Facilities Work Program, OCPS may, in its sole discretion, add a school capacity improvement to mitigate the impacts from a proposed residential development, so long as the financial feasibility of the District Facilities Work Program can be maintained and so long as the County agrees to amend its Capital Improvements Element to include the new school capacity improvement.~~ (Added 06/08, Ord. 08-11) (PS6.4.2) (Revised for clarity)

**PS 6.3.3:** Proportionate Share Mitigation may include payments of money, construction of schools, donations of land, expansion of permanent capacity of existing school campuses, payment of funds necessary to advance schools contained in the ten (10) year District Capital Outlay Plan (DCOP), establishment of charter schools that meet State Requirements for Educational Facilities (SREF) standards, payments into mitigation banks, establishment of an Educational Facilities Benefit District, Community Development District, or other methods identified in the Interlocal Agreement referenced in Policy **PSIMP** 5.14.8 and as may be negotiated between developer and Orange County Public Schools (OCPS) and, as appropriate, Orange County. (Added 06/08, Ord. 08-11; amended 11/17, Ord. 17-19) (PS6.4.3)(Revised for clarity)

**PS 6.3.4:** Any of the Proportionate Share options set forth in Policy PS 6.4.3 that are utilized by developers as mitigation are eligible for school impact fee credits, on a dollar for dollar basis at fair market value, as provided by Florida Statutes. (Added 96/08, Ord. 08-11) (PS6.4.4)



Notwithstanding the foregoing, to the extent that any proposed educational facility in the 10-Year Plan does not currently have the requisite future land use (place type) designation, zoning (transect), or any other legally required development permit (collectively, “Development Approvals”), the County’s incorporation by reference of the 10-Year Plan shall not be construed to mean that such facility is approved by the County or that the facility’s proposed location will receive approval of any requested Development Approvals in the future. Orange County reserves its right to make a decision on any such requested Development Approvals at a duly advertised and noticed public hearing. Furthermore, by virtue of Orange County’s incorporation of the 10-Year Plan, Orange County is not taking a position, and legally cannot bind its staff or elected officials to take any position in the future, on the potential success of any Development Approvals requested in the future. (Added 6/08, Ord. 08-11; Amended 4/11, Ord. 11-03; Amended 02/13, Ord. 2013-03; Amended 6/16, Ord. 2016-15) (CIE1.3.14)

**IMP 4.3.13:** The County may cooperate with the School Board to ensure that future needs are addressed consistent with the adopted Level of Service (LOS) standards for public schools. (Added 06/08, Ord. 08-11) (CIE1.3.15)

**IMP 4.3.14:** The level of service (LOS) standards, ~~except for backlogged facilities as provided in IMP 4.3.17,~~ to implement school concurrency shall be calculated as a percentage of the Adjusted Florida Inventory of School Houses (FISH) Capacity as follows: (Added 6/08, Ord. 08-11)

- A. Elementary: 110% of Adjusted FISH using Modified Middle School Attendance Zones as Concurrency Service Areas (CSAs)
- B. Middle: 100% of Adjusted FISH using Middle School Attendance Zones as CSAs
- C. High, including ninth grade centers: 100% of Adjusted FISH using High School Attendance Zones as CSAs.

The LOS for OPCS’ K-8 schools shall be incorporated in the adopted LOS for elementary and middle school CSAs in the following manner: Grades K-5 of Arbor Ridge K-8 and Windy Ridge K-8 shall be incorporated in the adopted LOS for elementary schools. For all other K-8 (and any PS-8 schools), grades kindergarten through five shall be included in the adopted LOS for elementary schools and grades six through eight shall be included in the adopted LOS for middle schools. (Added 04/10, Ord. 10-03) (PS6.1.3) (CIE1.3.16)  
(Revised for clarity)

**IMP 4.3.15:** Consistent with Section 15 of the First Amended and Restated Interlocal Agreement, the Level of Service (LOS) standards shall be applied consistently within Orange County and by the School Board to all schools of the same type. All Concurrency Service Areas (CSAs) must achieve the adopted LOS standards identified in IMP 4.3.15 by the end of the 5th year of the Capital Improvements Schedule, with the exception of the backlogged CSAs which have been placed in a long term concurrency management system. Each backlogged CSA must meet the adopted LOS within the 10-year period identified within the respective adopted Long Term Concurrency Management System for Schools (LTCMSS). (Amended 4/11, Ord. 11-03) (CIE1.3.18)

**OBJ IMP 4.4: REVENUE SOURCES;** Orange County shall continue to investigate and identify sources of revenue and promote the adoption of non-ad valorem based revenue sources. (Amended 12/00, Ord. 00-25) (OBJ CIE1.4)

**IMP 4.4.1:** Orange County shall continue to impose impact fees as a means of establishing and paying for future development’s proportional cost of capital improvements. (CIE1.4.1)

**IMP 4.4.2:** To the maximum extent feasible, the “user pays” philosophy shall be incorporated into the revenue structure of all major public improvements and infrastructure systems which do not provide substantially equal benefit to all County residents on a Countywide basis. (CIE1.4.2)

**IMP 5.14.4:** Pursuant to Section 163.3174(1), Florida Statutes, Orange County’s Local Planning Agency (LPA) shall include a representative of Orange County Public Schools (OCPS) appointed by the School Board as a nonvoting member of the LPA to attend those meetings at which the LPA considers Comprehensive Plan amendments and rezonings that would, if approved, increase residential density on the property that is the subject of the application. (Amended 11/17, Ord. 17-19) (PS 5.1.5)

**IMP 5.14.5:** The County shall maintain the First Amended and Restated Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency (the “Interlocal Agreement”), adopted in 2011, , consistent with Sec. 163-31777 Florida Statutes and is intended to satisfy the applicable requirements of Section 163.3177(6)(h)2, F.S. Amended 11/17, Ord. 2017-19) (ICE1.14.4)

**IMP 5.14.6:** Pursuant to the Interlocal Agreement, the School Board will annually provide to Orange County a general educational-facilities report, containing the following information:

- A. School Board facilities and leases;
- B. Sites owned by the School Board, sites under option, lease or reservation, and sites for which preliminary negotiations have been undertaken;
- C. The School Board’s approved program for capital improvements;
- D. Summary of all five-year joint use programs conducted on school campuses or jointly on schools and adjacent property controlled by other governmental agencies;
- E. An identification of educational facility needs and areas in the County which the School Board has identified as potentially suitable for site acquisition to meet those needs;
- F. A listing of school properties declared surplus and of school facilities scheduled for replacement or demolition. (Added 6/08, Ord. 08-11) (PS 5.1.8) (ICE1.15.9)

~~**IMP 5.14.7:** For purposes of coordinating planning efforts, assisting in the development of a long-range planning model to project student enrollment, and developing long-range capital programs for schools and ancillary facilities; Orange County shall annually provide to the School Board and the OCPS Facilities Planning Department the data and reports identified below. (ICE1.15.7)~~

- ~~A. Information on approved developments, including maps, phases of development, and estimated build-out by phase;~~
- ~~B. Listing and maps showing all major capital improvements programmed for parks, recreation, pedestrian and bicycle trails, libraries, children’s services, and related improvements impacting schools or suitable for joint planning and design of improvements;~~
- ~~C. A bicycle and pedestrian plan for student access for each school in the County showing the improvements needed to serve students within two miles of all existing and proposed school sites and a schedule for construction of such projects; and~~
- ~~D. For each school facility in the County, a schedule for all public construction impacting the campus. (Added 6/08, Ord. 08-11)~~

~~(PS5.1.6, PS5.1.12 and ICE 1.14.2)~~(Deleted, Covered in Policy PS 5.1.1)



**IMP 5.14.8:** Pursuant to the Interlocal Agreement listed in POL IMP 5.14.5 above, a Technical Advisory Committee comprised of representatives from Orange County, the Municipalities, Orange County Public Schools (OCPS) and the East Central Florida Regional Planning Council has been established to discuss issues of mutual concern. The Technical Advisory Committee shall meet quarterly, or as needed, to discuss issues and formulate recommendations regarding coordination of land use and school facilities. OCPS shall be responsible for arranging meetings, providing notification, and maintaining a written summary of meeting actions. Specific areas addressed by the committee shall include:

- A. Short and long-range plans and models, population and student projections, and future development trends;
- B. Co-location and joint-use opportunities, and ancillary infrastructure improvements needed to support the school facilities and ensure safe student access to schools;
- C. Planning for needed utilities and other supporting infrastructure for schools, such as utilities, roads, and sidewalks to support future public education facilities; (PS5.1.10). (Amended 7, Ord. 2017-19) (ICE1.15.2)
- D. The need for new schools to meet the adopted level of service (LOS) within the adopted Concurrency Service Areas (CSAs) and the coordination of annual revisions to the ten (10) year District Capital Outlay Plan (DCOP); and
- E. Update of the DCOP for inclusion in Orange County's Comprehensive Plan. (Added 6/08, Ord. 08/11) (PS 5.1.10 AND PS 5.1.11 AND ICE 1.16.3) (OBJ ICE 1.14) *(Revised for clarity)*

**IMP 5.14.9:** The County will designate a representative to serve on the Technical Advisory Committee to discuss development issues and formulate recommendations regarding the coordination of land use and schools and review Orange County Public Schools (OCPS) model projections for consistency with the County's projections and, if necessary, shall recommend additions or modifications to the model results. (Added 06/08, Ord. 2008-11 (Added 06/08, Ord. 2008-11)) (ICE 1.14.1 and ICE 1.14.3)

**IMP 5.14.10:** Before disposing of its surplus property, Orange County will offer the School Board right of first refusal. (PS 5.4.6)

**IMP 5.14.11:** Where feasible, OCPS and the County shall work jointly to co-locate such public facilities as parks, libraries, and community centers with public schools. Where such co-location occurs, both entities shall maintain an ongoing management relationship via written agreement that permits the school's use of the public facilities and the public's use of school facilities for such activities as community meetings and sports programs. (ICE 1.9.10 AND ICE 1.9.11)

**IMP 5.14.12:** The County shall continue to coordinate joint population projections, public school siting and the timing of infrastructure with the School Board, per the requirements of the Interlocal Agreement referenced in Policy IMP 5.14.8. (Amended 11/17, Ord. 2017-19) (ICE1.15.3)

**MA 4.11.3:** Water, wastewater, and reclaimed water transmission and collection infrastructure shall be sized to accommodate the ultimate flows at build-out associated with each Future Land Use Map Amendment Area (e.g., ICP, IWE, and Camino Reale). Sizes and connection points to existing utilities shall be in accordance with a detailed Master Utility Plan approved by Orange County Utilities. Water, wastewater and reclaimed water systems shall be designed to facilitate future extensions. (Added 01/16, Ord. 2016-04) (FLU5.12.3)

**OBJ MA 4.12: SOUTH MARKET AREA RURAL SETTLEMENTS;** Orange County shall protect and preserve the Rural Settlement(s) within the South Market Area and their established neighborhoods. This objective shall be made measurable by implementing the following policies for the Rural Settlements within the South Market Area. (Added 05/01, Ord. 01-11, Obj. 2.4) (OBJ FLU6.3)

**MA 4.12.1:** Orange County shall continue to address development impacts to the Lake Hart/Lake Whipoorwill Rural Settlement from adjacent properties in the City of Orlando via agreements or studies. (Added 5/01, Ord. 01-11, Policy 2.4.1-r) (FLU6.3.1)

**MA 4.12.1.1:** The Narcoossee Road-Lake Hart/Lake Whipoorwill Rural Settlement Study refers to properties fronting the eastern side of Narcoossee Road from Kirby Smith Road to Tyson Road. A map depicting this Study Area shall be incorporated into the Future Land Use Map Series as Map 20. (Added 10/09, Ord. 2009-28; Amended 11/15, Ord. 2015-20) (FLU6.3.1.1)

**MA 4.12.1.2:** To recognize the importance of protecting the visual, residential and environmental character of the Lake Hart/Lake Whipoorwill Rural Settlement and Lake Whipoorwill, which both adjoin the Study Area to the east, Orange County and the City of Orlando have entered into an interlocal agreement, approved by the Board of County Commissioners (BCC) on September 22, 2015, to provide general planning principles for the Narcoossee Roadway Corridor Study Area (depicted on Map 20 of the Future Land Use Map Series) in the event the City annexes or has annexed any portion of this Study Area and considers an application to amend the City's Growth Management Plan or an application for a development order for the area annexed. The interlocal agreement provides standards that ensure a transition from higher densities and intensities along the properties immediately abutting the east side of Narcoossee Road to lower densities and intensities abutting the Rural Settlement and Lake Whipoorwill, which are largely similar to standards outlined in Policies MA 4.12.2 through MA 4.12.4.2. (Added 11/15, Ord. 2015-20) (FLU6.3.1.2)

**MA 4.12.2:** On November 18, 2008, the Narcoossee Road-Lake Hart/Lake Whipoorwill Rural Settlement Study was presented to the Board of County Commissioners. The study's intent was to provide sound planning guidelines along the east side of Narcoossee Road in keeping with development occurring in the City of Orlando to the west, and to transition the intensity of land uses from Narcoossee Road east to the Rural Settlement in order to protect the Rural Settlement and Lake Whipoorwill. Policies MA 4.12.2.1 through MA 4.12.4.2 shall apply only to properties with direct frontage on the east side of Narcoossee Road between Kirby Smith Road and Tyson Road in the Lake Hart/Lake Whipoorwill Rural Settlement. Nothing in these policies shall be construed to convey entitlements of development rights.

To address the specific and unique issues affecting the Lake Hart/ Lake Whipoorwill Rural Settlement, applications for development approval for property fronting on Narcoossee Road in the Lake Hart/Lake Whipoorwill Rural Settlement shall be processed as Planned Developments (at both the Comprehensive Plan Amendment and the rezoning stage) to ensure compatibility with the Rural Settlement. (Added 5/01, Ord. 01-11; Amended 10/09, Ord. 2009-28, Policy 2.4.2-r; Amended 11/15, Ord. 2015-20) (FLU6.3.2)



- a. Maintain, and supplement, where possible, the height and opacity of existing tree canopy and understory vegetation;
- b. Remove or manage invasive vegetation; and
- c. Reduce the direct flow and increase the quality of stormwater to Lake Whippoorwill.

F. **STORMWATER MANAGEMENT:** Stormwater retention and detention facilities designed to serve urban development may be permitted in the 'rural settlement zone', provided that all design standards for stormwater management facilities are met and such facilities are not located closer than 100 feet from the normal high water elevation of Lake Whippoorwill. However, a secondary system, such as a bioswale, may be allowed within that 100 feet in order to prevent overland stormwater flow from discharging into Lake Whippoorwill. In addition, the use of one or more Low Impact Development (LID) techniques approved by the County shall be strongly encouraged for all urban development within the Study Area. The purpose of utilizing Low Impact Development stormwater design techniques is to reduce pollutants entering Lake Whippoorwill by: capturing those pollutants close to the source; utilizing existing natural features and resources as stormwater filtering systems; and ensuring that stormwater retention and detention facilities are integrated into the overall project plan and designed, constructed, and maintained as project amenities.

(Original Policy FLU6.3.2.2 added 10/09, Ord. 2009-28; Policy deleted 11/15, Ord. 2015-20; new Policy FLU6.3.2.2 added 11/15, Ord. 2015-20) (FLU6.3.2.2)

**MA 4.12.2.3:** Allowable uses as part of the Planned Development shall be as follows:

- A. **PROFESSIONAL OFFICE:** Professional office uses including, but not limited to, doctor's offices, attorney's offices, real estate offices, mortgage and finance offices and tax consultant services;
- B. **COMMERCIAL:** Limited neighborhood and community-scale commercial and office development, such as small neighborhood-serving retail, eating and drinking places, and personal services.

Professional office and commercial (C-1) uses may be allowed subject to the following:

- a. The maximum intensity (Floor Area Ratio) for any site where professional office and/or retail commercial may be allowed shall be limited to 0.35;
  - b. Retail commercial uses shall be restricted to sites within the 'frontage zone' that have direct access (one of the approaches to the intersection is either internal to the subject property or abuts the subject property) to: an existing signalized intersection with Narcoossee Road; or direct access to an intersection that is consistent with minimum spacing standards for signalized intersections;
  - c. Retail commercial uses shall be limited to the amount of square feet of non-residential use consistent with a neighborhood center, as defined through Comprehensive Plan Policy FLU1.4.6 (per intersection).
  - d. Strip commercial shall be prohibited; and
  - e. The size and shape of sites where professional office/retail commercial uses may be allowed shall be compact and oriented to a signalized intersection.
- C. **RESIDENTIAL:** Residential uses shall be permitted consistent with the following criteria:
- a. The maximum density within the 'frontage zone' and 'transition zone' shall be limited to 10 dwelling units per acre that permitted under the Low-Medium Density Residential (LMDR) future land use designation. The maximum density within the

'frontage zone' may be increased to 20 dwelling unit per acre the Medium-Density Residential (MDR) when the 'transition zone' is used as a sending area and the units are transferred out of the 'transition zone' to the 'frontage zone' and tracked on a subsequent Preliminary Subdivision Plan (PSP) or Development Plan (DP) using the conversion matrix identified in the corresponding overlay district. Once the units are transferred out of the 'transition zone', that area can only be used for stormwater, parking, or open space.

- b. The total number of dwellings permitted under the adopted Future Land Use Map (FLUM) designation(s) and approved zoning district(s) may be developed as single-family detached, attached or multi-family housing types, subject to the limitations described below.
- Multi-family three stories or higher shall be restricted to the 'frontage zone'.
  - Where residential dwellings are planned in the 'transition zone' to abut lands remaining within the 'rural settlement zone', single-family detached or attached dwellings are permitted. The number of attached units within a single building shall be limited, and buildings shall generally be oriented toward the 'rural settlement zone'. In addition, attached dwelling buildings shall be spaced in a manner compatible with the spacing of residential dwellings within the Rural Settlement.

(Added 10/09, Ord. 2009-28; Amended 11/15, Ord. 2015-20) (FLU6.3.2.4)

**MA 4.12.3:** Development of property in the Lake Hart/Lake Whippoorwill Rural Settlement consistent with Policy MA 4.12.2 and/or existing or planned central utility services on or near Narcoossee Road or in the Lake Hart Planned Development shall not be the sole justification to allow increased land use intensity. Future adjacent uses with greater density or intensity shall be designed to produce minimal impact on local roads within the Lake Hart/Lake Whippoorwill Rural Settlement. (Added 5/01, Ord. 01-11; Amended 10/09, Ord. 2009-28, Policy 2.4.3) (FLU6.3.3)

**MA 4.12.4:** New development fronting on Lakes Hart or Whippoorwill shall take into consideration existing tree canopy and wetland areas in project design. The County may apply reasonable performance standards to address impacts of building height and lighting on adjacent development and on view corridors from the lake. The County also may require connectivity of recreational facilities, such as equestrian and multi-use trails, between the properties included in the Study Area and development north and south of the study area. Orange County shall impose restrictions on the use of watercraft and access to lakes. Restrictions on lake access are not intended to apply to the development of a single-family home on a lot of record in the Rural Settlement, so long as applicable Land Development Code and State standards are met. (Added 5/01, Ord. 01-11; Amended 10/09, Ord. 2009-28, Policy 2.4.4; Amended 11/15, Ord. 2015-20) (FLU6.3.4)

**MA 4.12.4.1:** The County will establish a community identification signage program for the Narcoossee Road – Lake Hart/Lake Whippoorwill Rural Settlement Study Area that will recognize the physical boundaries of the area and will be used for identification of landmarks and historically significant features. The signage program shall be adopted by ordinance and shall apply to properties within the Study Area Boundary, as identified in Policy MA 4.12.2 (Added 10/09, Ord. 2009-28; Amended 11/15, Ord. 2015-20) (FLU6.3.4.1)





# VISION 2050

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**A Smart, Thriving, and Healthy Region**

## **USER GUIDE**

COMPREHENSIVE PLAN 2020-2050

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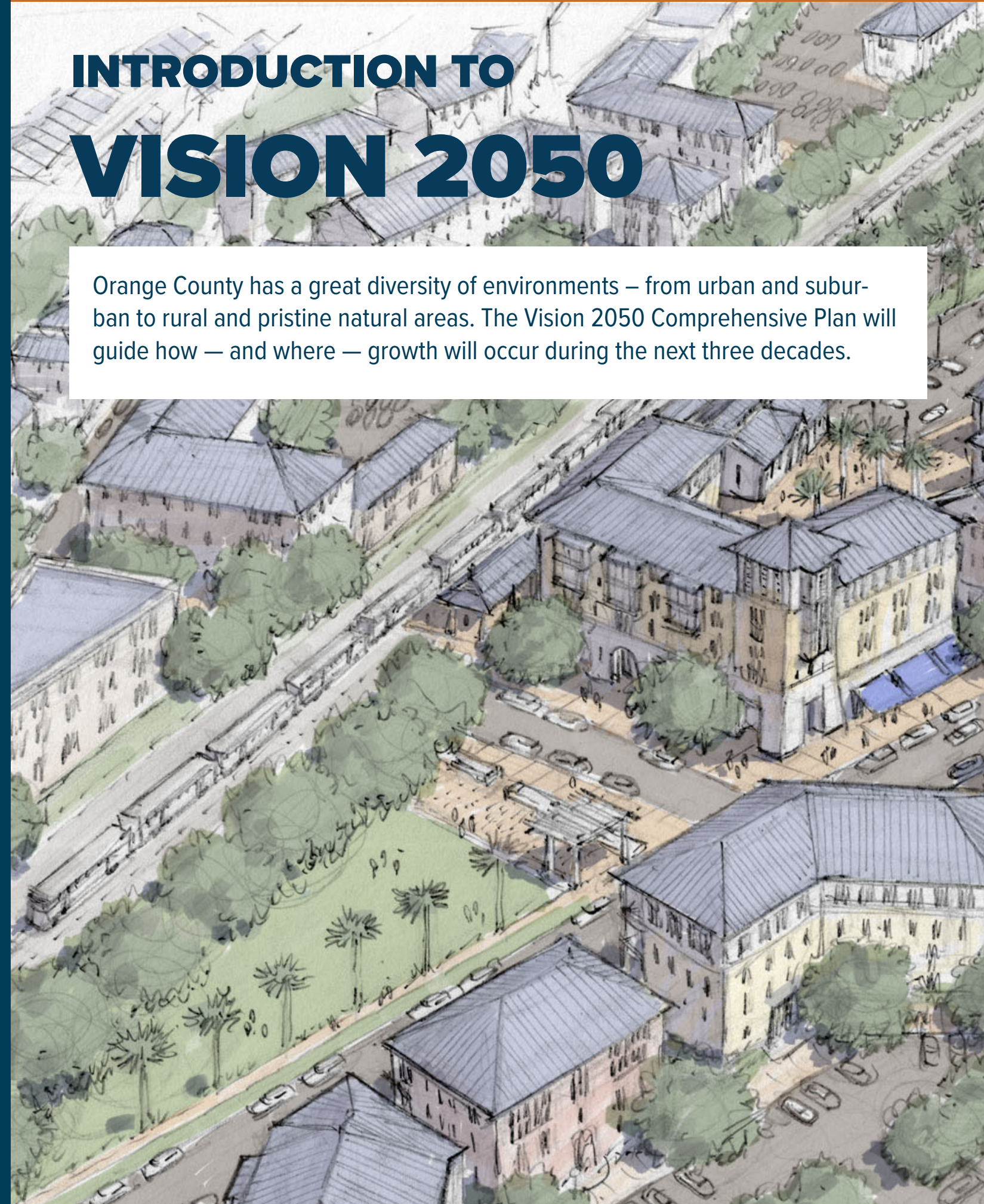
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# INTRODUCTION TO VISION 2050

Orange County has a great diversity of environments – from urban and suburban to rural and pristine natural areas. The Vision 2050 Comprehensive Plan will guide how – and where – growth will occur during the next three decades.





# WHAT IS VISION 2050?

Vision 2050 restructured the Orange County Comprehensive Plan, reorganizing policies with a focus on resiliency, placemaking, affordability, context-driven planning and performance-based development.

To meet the needs of the 21st century, Vision 2050 adopted a new planning framework, which reframes policies to focus on resiliency, placemaking, affordability, context-driven planning, and performance-based development while remaining compliant with Florida Statutes Chapter 163.

As Orange County’s population continues to grow over the next years, this updated roadmap will set us on a more sustainable and equitable path for the next 30 years.

Vision 2050 is divided in 10 chapters that outline goals, objectives, and policies that will shape our community.



Vision 2050’s new planning framework focuses on the characteristics of development, the standards for the built environment, and integration of uses to create more predictable development and desirable neighborhoods and communities.

The use of appropriate planning scales is at the core of context-sensitive planning. These distinct scales provide planners, public officials, and the public a better set of tools to understand and craft long-range policies, sector-wide strategies and place-specific standards. The Vision 2050 framework is organized around three planning scales: **Market Areas**, **Planning Sectors**, and **Place Types**. Together, these three planning types create a cohesive framework for walkable and resilient places.

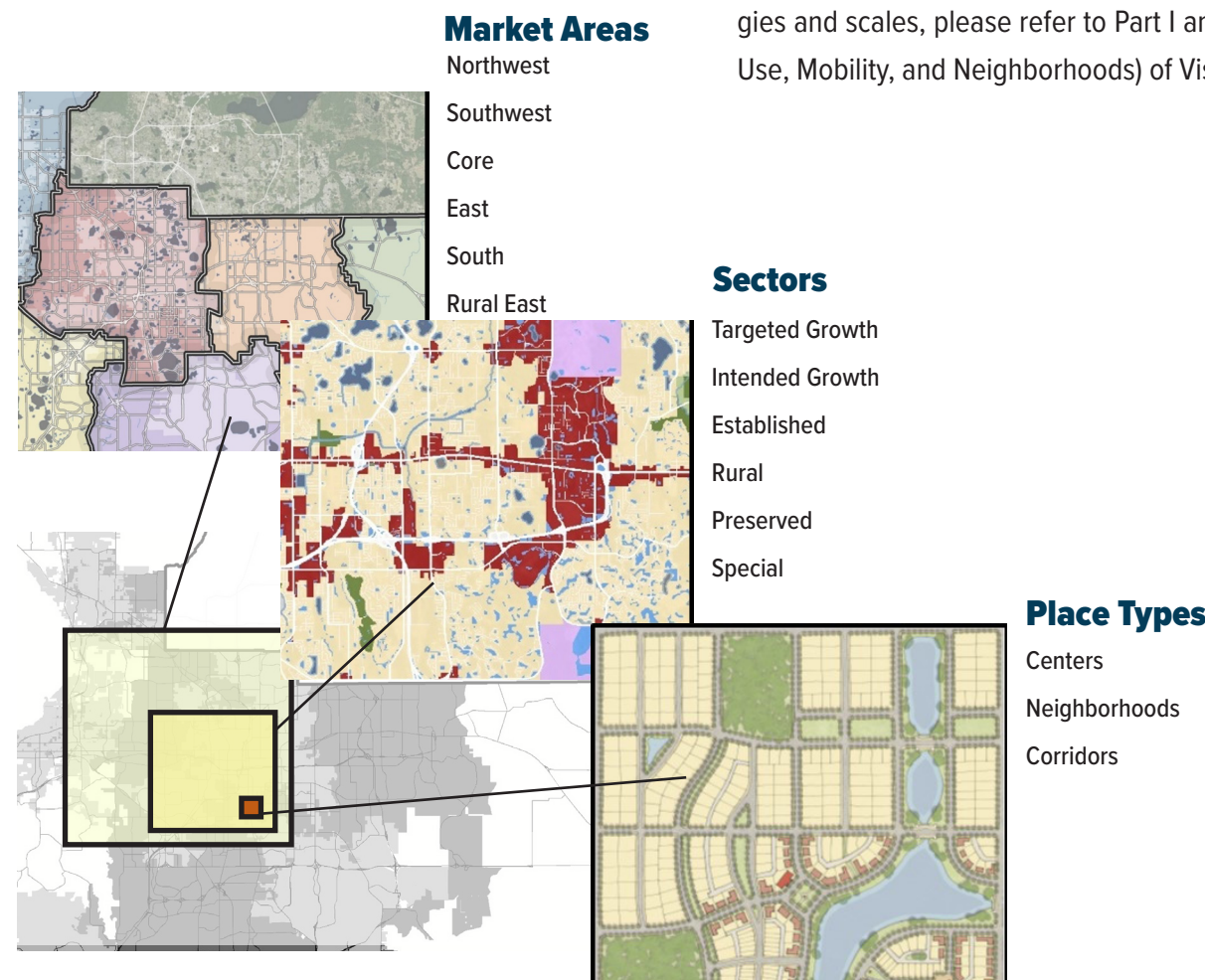
**Market Areas** describe the general character of geographical areas within the County. They inform and influence the structure of subsequent planning layers.

**Planning Sectors** are associated with specific long-range planning strategies that indicate whether an area should develop, redevelop or stay largely unchanged within the planning horizon.

**Place Types** define existing and future planning areas, including appropriate development densities and intensities. These typologies are classified as Centers, Corridors, and Neighborhoods.

For more information about the County’s planning strategies and scales, please refer to Part I and Chapter 1 (Land Use, Mobility, and Neighborhoods) of Vision 2050.

## THE SCALES OF PLANNING

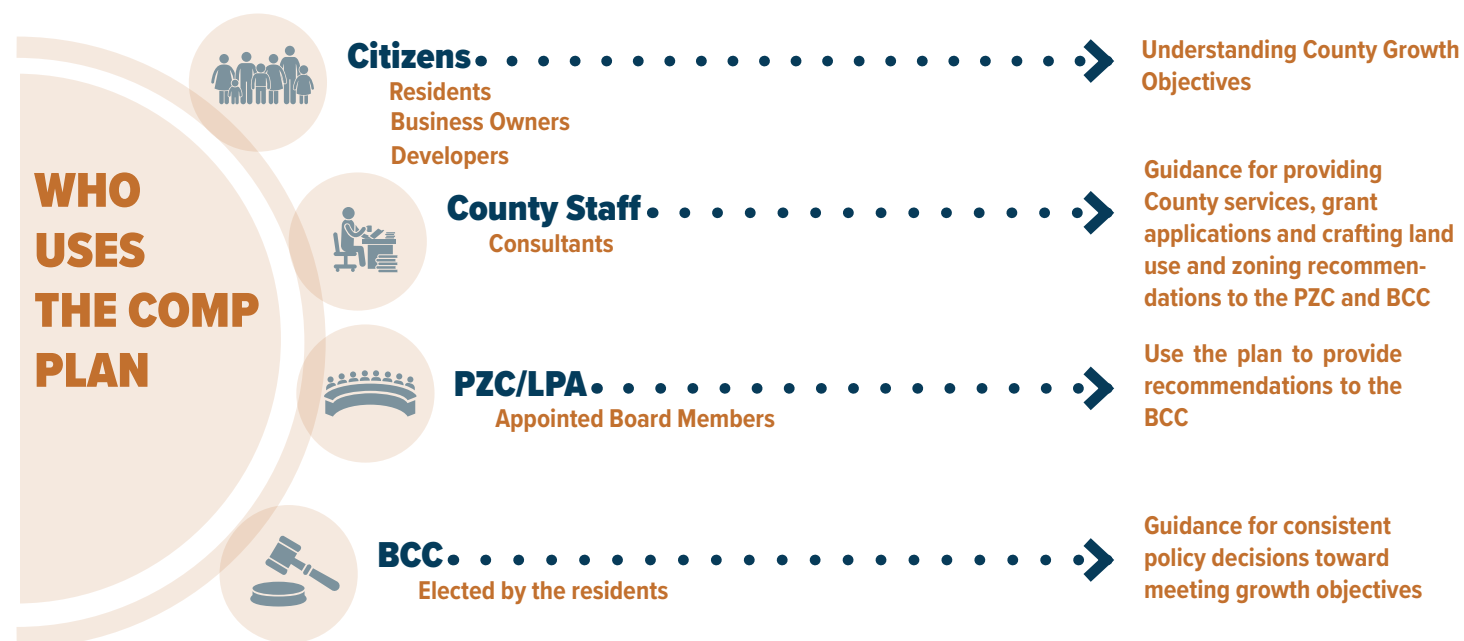


# VISION 2050 AS A TOOL FOR ALL

The Vision 2050 Comprehensive Plan is a community tool that is used for future planning and to track accountability of our common goals.

Community members are encouraged to use the Plan to monitor County projects and decisions. Community members may choose to use the Comprehensive Plan to:

- Advocate for projects and programs to be included in the annual County budget.
- Review, evaluate, and comment on proposed legislative projects.
- Review, evaluate, and comment on Comprehensive Plan-related projects and programs.
- Review, evaluate, and comment on site-specific land use reviews that are subject to Comprehensive Plan review.
- Support or appeal approved land use reviews and legislative projects.
- Apply for a change to the Vision 2050 Comprehensive Plan map designation for a property they own, apply for a street vacation, or apply for any other land use approval for which a project must be reviewed for compliance with the Comprehensive Plan.
- Serve as background information when applying for grants, funding, or other programs.



# COMMUNITY ENGAGEMENT

Public participation has been an integral component throughout the preparation of Vision 2050.

The County began engaging with the public in 2020 to gather feedback that would shape a common vision and Orange County's ideal. The visioning phase of outreach involved social media and billboard marketing, a website and surveys, in-person community meetings, and virtual Town Halls. The feedback from residents, community leaders, and the business community informed the direction taken when writing Vision 2050. A strong preference for livable, walkable communities took shape, and from that came the Smart Growth approach seen throughout the Vision 2050 Plan.



## PUBLIC OUTREACH EFFORTS:

### COMMUNITY MEETINGS

- 18 virtual Town Hall Meetings
- 20 in-person Town Hall Meetings
- 6 focus group events

### VISION 2050 WEBPAGE

- Comments received via Vision 2050 webpage
- Comments received via interactive mapping tool
- Surveys responses received in 2020
- Emails campaigns
- Weekly newsletters

### MEDIA

- Social Media Campaigns: facebook, instagram, twitter, next door
- News Engagement
- Billboards



## VISION 2050 GUIDING PRINCIPLES

With a Smarth Growth framework approach, the Vision 2050 Guiding Principles reflect Orange County's needs and aspirations, while creating a strategic vision to guide its growth and evolution during the next 30 years.

### MIXED LAND USES

By intermingling uses like homes, office, parks, cafes and schools, neighborhoods will become vibrant and individuals can become independent.

### PRESERVED GREEN SPACES & NATURAL BEAUTY, & CRITICAL ENVIR. AREA

Open space preservation bolsters local economies, preserves critical environmental areas, improves community quality of life, and guides new growth into existing communities.

### HOUSING OPPORTUNITY & CHOICE

Housing choice will be increased, not only by encouraging new land-use patterns on newly developed land, but also by increasing the supply in existing neighborhoods and on land served by existing infrastructure.

### DIRECTED DEVELOPMENT TOWARDS EXISTING COMMUNITIES

The County will benefit from a stronger tax base, closer proximity of a range of jobs and services, increased efficiency of already-developed land and infrastructure, and preserving open space and rural communities.

### WALKABLE NEIGHBORHOODS

When goods and services are located within an easy and safe walk, a streetscape can be created for a range of users – pedestrians, bicyclists, transit riders, and drivers.



Credit: FL Department of Environmental

Credit: Loopnet.com

Credit: Ronald Ziolkowski; RE/MAX

Credit: ShareOrlando.com

### COMPACT LAND USE DESIGN

Dense, compact development allows for complete streets, transit, greenspace, and overall livability.

### A STRONG SENSE OF PLACE

Interesting, unique communities reflect the values and cultures of our residents, while fostering physical environments that support a more interconnected community fabric.

### A VARIETY OF TRANSPORTATION CHOICES

Smart Growth is dependent on land use and transportation coordination, high-quality transit service, and connectivity between pedestrian, bike, transit, and road facilities.

### PREDICTABLE AND FAIR DEVELOPMENT DECISIONS

Strategic infrastructure investments and simplified land-use standards provide a clear vision for growth, which makes development decisions predictable, and thereby creates a cost-effective and fair regulating system.

### COMMUNITY COLLABORATION IN DEVELOPMENT DECISIONS

Encouraging community and stakeholder collaboration early and often can lead to creative and efficient resolution of development issues.



# CHAPTER 1: LAND USE, MOBILITY AND NEIGHBORHOODS



With livable and resilient communities as our goal, robust planning and urban design are essential to achieve a sustainable mix of land uses and, in turn, a strong and diverse economy that serves a broad population.

## GOALS

### LMN 1: GROWTH FRAMEWORK FOR COMMUNITY PLACEMAKING

Vision 2050 is the County’s new comprehensive plan that creates places that include walkable, resilient, and sustainable communities that enable the long-term, cost effective provision of public services and facilities, and economically resilient future land development patterns while protecting the County’s unique natural resources.

## OBJECTIVES

- LMN 1.1: Framework
- LMN 1.2: Market Areas
- LMN 1.3: Service Areas: Urban Service Area (USA) And Rural Service Area (RSA)
- LMN 1.4: Sectors
- LMN 1.5: Place Types
- LMN 1.6: Future Land Use/Transect Zone Correlation

### LMN 2: URBAN PLACE TYPES

The Urban Service Area shall be the area for which Orange County is responsible for providing infrastructure and services to support urban development. Urban densities and intensities will be directed to this area using Urban Place Type Future Land Uses to concentrate growth and create compact, transit-oriented, walkable places.

- LMN 2.1: Urban Service Area: Place Types

### LMN 3: INTENDED SECTOR FUTURE LAND USES

The Intended Sector requires planning for future infrastructure and transportation needs associated with new development in a systematic and coordinated fashion. These previously master-planned communities include the Horizon West Special Planning Area, the Innovation Way Overlay Area, Avalon Park, the Lake Pickett Study Area, and the Growth Centers. The primary objective of the Intended Sector is that development will occur consistent with their area specific policies, special area planned developments and/or regulating plans. These pre-planned areas require adequate infrastructure to support development according to their adopted master/development plan.

- LMN 3.1: Intended Sector Future Land Uses
- LMN 3.2: Avalon Park Traditional Neighborhood Development (TND)
- LMN 3.3: Innovation Way
- LMN 3.4: Village Horizon West
- LMN 3.5: Lake Pickett

## GOALS

### LMN 4: RURAL SERVICE AREA PLACE TYPES & FUTURE LAND USE DESIGNATIONS

Orange County shall designate areas beyond the Urban Service Area (USA) as the Rural Service Area (RSA). RSA Place Types and Future Land Use designations within the RSA are characterized by open spaces, agricultural uses, and very low-density residential development that does not require urban services. Protection and conservation of environmental resources and wildlife are a primary goal of maintaining the RSA.

## OBJECTIVES

- LMN 4.1: Protection of Rural Land Resources and Other Assets
- LMN 4.2: Rural Future Land Uses And Place Types
- LMN 4.3: Rural Settlements

### LMN 5: COUNTYWIDE FUTURE LAND USES

Maintain distinct land use designations that promote health, safety, and welfare and minimize negative impacts posed by hazards, nuisances, incompatibility, and environmental degradation.

- LMN 5.1: Open Space Place Types
- LMN 5.2: Special Future Land Uses

### LMN 6: LAND USE AND MOBILITY

A multimodal transportation system that integrates land use, transportation strategies, and the provision of infrastructure will be established to provide a sustainable transportation and mobility infrastructure for all users.

- LMN 6.1: Context Sensitive Design
- LMN 6.2: Multimodal Corridors
- LMN 6.3: Development Standards
- LMN 6.4: Public Transit
- LMN 6.5: Mobility
- LMN 6.6: Multimodal Transportation Networks

### LMN 7: NEIGHBORHOOD CHARACTER AND DEVELOPMENT

Our neighborhoods will be shaped by smart growth, sustainable development, and green infrastructure.

- LMN 7.1: Desirable, Safe, And Diverse Neighborhoods
- LMN 7.2: Compatibility
- LMN 7.3: Livable Neighborhood Design
- LMN 7.4: Neighborhood Schools
- LMN 7.5: Neighborhood Open Space And Parks
- LMN 7.6: Implement Low Impact Development LID
- LMN 7.7: Urban Canopy
- LMN 7.8: Sidewalks, Bike Paths, And Multi-Use Trails
- LMN 7.9: Crime Prevention Through Envir.Design
- LMN 7.10: Wayfinding And Signage
- LMN 7.11: Identification Of Historic Resources
- LMN 7.12: Urban Agriculture And Food Systems
- LMN 7.13: Rural Sector Agriculture And Food Systems

### LMN 8: SUSTAINABLE AND RESILIENT DEVELOPMENT

Sustainable development practices are incorporated into elements of design and construction throughout the County.

- LMN 8.1: Resource Conservation
- LMN 8.2: Natural Resource Protection
- LMN 8.3: Sustainable and Resilient Buildings



## CHAPTER 2: HOUSING AND COMMUNITY SERVICES



Creating a large and diverse housing stock will be imperative to meeting the needs of current and future County residents, maintain affordability, and consider equitable solutions.

### GOALS

#### HCS 1: HOUSING CHOICE AND AFFORDABILITY

Orange County will continue to ensure that an ample supply of safe and decent housing will be available, within a broad range of types and price levels, to meet the current and anticipated housing needs of all residents of Orange County.

### OBJECTIVES

- HCS 1.1: Affordable and Attainable Housing Units
- HCS 1.2: Housing Strategies for Climate Disasters
- HCS 1.3: Land Inventory for Housing Development

#### HCS 2: PRIVATE SECTOR, HOUSING PRODUCTION, AND COMMUNITY PARTNERSHIPS

With continued support from Orange County, the private sector will produce affordable and attainable housing units.

- HCS 2.1: Land Development Code for Diversified Housing

#### HCS 3: HOUSING PROGRAMS, GRANTS, AND FUNDING

Orange County will incentivize the production and preservation of affordable and attainable housing through the administration of housing programs, processing of applications, and distribution of grants and other funding.

- HCS 3.1: Incentives and Resources for Housing Production and Preservation

#### HCS 4: SUBSTANDARD HOUSING, REHABILITATION, AND PRESERVATION

The housing stock in the County is maintained, improved, and preserved, thereby enhancing the character of existing neighborhoods.

- HCS 4.1: Strategies to Reduce Substandard Housing

### GOALS

#### HCS 5: ACCESS TO AFFORDABLE AND ATTAINABLE HOUSING, ENGAGEMENT AND COLLABORATION

Residents are engaged and informed regarding housing programs, funding, and training opportunities to enhance public access and availability of affordable and attainable housing.

### OBJECTIVES

- HCS 5.1: Coordination with the Public and Private Sectors

#### HCS 6: PUBLIC HEALTH, HOMELESSNESS, AND SOCIAL SERVICES

Orange County will work to ensure that its low to moderate-income residents, including displaced residents from climate disasters, experience an improved quality of life through sustained access to safe and decent housing, adequate healthcare, healthy food, and social service programs.

- HCS 6.1: Community Dev. and Revitalization Efforts
- HCS 6.2: Housing for Persons with Special Needs
- HCS 6.3: Programs to Eliminate Homelessness
- HCS 6.4: Effects of Extreme Heat on Vulnerable Populations

#### HCS 7: CRIME PREVENTION AND PUBLIC SAFETY

Orange County will work to create and maintain safe and secure neighborhoods.

- HCS 7.1: Neighborhood Level Crime Prevention and Public Safety
- HCS 7.2: Improvement and Beautification of Neighborhoods

#### HCS 8: PRESERVATION OF RESIDENTIAL COMMUNITIES

As neighborhoods improve and property values increase, the County will help existing residents remain in their communities, maintain neighborhood composition and integrity, and prevent gentrification.

- HCS 8.1: Neighborhood Revitalization
- HCS 8.2: Relocation and Displacement Plan



Credit: Orange County Housing Division



# CHAPTER 3: TOURISM, ARTS, AND CULTURE



Innovative community-based arts in Orange County’s facilities, neighborhoods, and cultural centers enhance the quality of life for all our residents, educates our youth, and attracts visitors.

## GOALS

### TAC 1: ARTS AND CULTURAL RESOURCES

Orange County continues to recognize that arts and culture are essential to Orange County’s economic vitality and quality of life.

## OBJECTIVES

- TAC 1.1: Cultural Resources and Arts Community

### TAC 2: TOURISM & ARTS AND CULTURE VENUES

Elevate the status of Central Florida’s arts and culture to that befitting a world-class community.

- TAC 2.1: Arts and Culture Funding and Resources

### TAC 3: ARTS AND CULTURAL EDUCATION

Orange County shall maintain an education system that provides opportunities for youth to explore their talents and interests for artistic expression through exposure and access to performing and visual arts from Pre-K through High School.

- TAC 3.1: Arts and Cultural Programs for Youth

### TAC 4: EQUITY AND DIVERSITY

The County will ensure that all residents and visitors have access to creative, high-quality, and diverse arts and cultural opportunities.

- TAC 4.1: Arts and Cultural Programs and Resources

### TAC 5: ART IN PUBLIC PLACES

The County shall promote the creation of public art, finding that public art is interwoven into the fabric of the community, and contributes to and enhances vibrant neighborhoods while providing other social and economic benefits.

- TAC 5.1: Investments and Programs in Public Art

## GOALS

### TAC 6: CARING FOR OUR CREATIVES

Our creative class is valued, supported, and has a high quality of life.

## OBJECTIVES

- TAC 6.1: Local Creators and Arts-Related Workers
- TAC 6.2: Seniors in Creative Industries

### TAC 7: COMMUNITY AND CULTURAL TOURISM

Orange County encourages cultural tourism as a sustainable component to our tourism industry, and important sites, buildings, and venues are spread throughout the communities and neighborhoods of the County.

- TAC 7.1: Neighborhood-Level Heritage and Cultural Tourism



Credit: Fusion/Fest



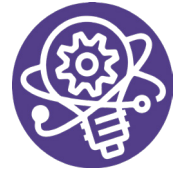
Credit: Fusion/Fest



Credit: Hulki Okan Tabak / Unsplash



## CHAPTER 4: ECONOMY, TECHNOLOGY, & INNOVATION



A thriving economy is diversified, resilient, and supported by an educated and trained workforce that earns a living wage.

### GOALS

#### ETI 1: ECONOMIC DIVERSIFICATION

Orange County continues to recognize the importance of a thriving economy that is diversified, resilient, supported by an educated and trained workforce that earns a living wage and sensitive to its regional, national, and global role in climate change.

### OBJECTIVES

- ETI 1.1: Economic Development Partners
- ETI 1.2: Globally Competitive Workforce
- ETI 1.3: Diversification of the County's Economy

#### ETI 2: NEIGHBORHOOD-SCALE ECONOMIC DEVELOPMENT

The County will continue to ensure that its neighborhood business corridors and centers are safe, economically sustainable, and aesthetically pleasing.

- ETI 2.1: Commercial Infill and Redevelopment
- ETI 2.2: Urban Infill and Redevelopment Areas

#### ETI 3: WORKFORCE AND QUALITY OF LIFE

Orange County will ensure that the County's highly-skilled and educated workforce earns a living wage and has access to quality housing and services.

- ETI 3.1: Workforce Quality of Life
- ETI 3.2: Youth Education and Adult Labor Force Training

#### ETI 4: INCENTIVES, GRANTS, AND PARTNERSHIPS

Create a resilient economy that has the ability to foresee, withstand, respond, and adapt to changing market conditions.

- ETI 4.1: Businesses in Key Industry Sectors
- ETI 4.2: Small Business Growth

## CHAPTER 5: NATURAL RESOURCES AND CONSERVATION



Conservation, protection, and enhancement of the County's natural resources and ecological systems is essential to maintain our quality of life.

### GOALS

#### C 1: COMPREHENSIVE MANAGEMENT OF NATURAL RESOURCES AND SYSTEMS

Orange County shall conserve, protect, and enhance the County's natural resources including air, surface water, groundwater, vegetative communities, imperiled species, soils, floodplains, recharge areas, wetlands, uplands adjoining wetlands, environmentally sensitive lands, priority habitats, and energy resources to ensure that these resources are managed for the benefit of current and future generations.

### OBJECTIVES

- C 1.1: Guiding Principles

#### C 2: AIR QUALITY

Orange County shall continue to monitor, regulate and improve ambient air quality in order to ensure a healthy environment for all residents, visitors and natural resources.

- C 2.1: Meet National Ambient Air Quality Standards
- C 2.2: Reduce Air Emissions from Open Burning
- C 2.3: Dust and Odors Nuisance Impacts

#### C 3: WATER RESOURCE MANAGEMENT

Orange County shall promote the functions of natural systems and the overall current level of surface and ground water quality. Orange County shall improve and restore the quality of waters not presently meeting water quality standards, and will take proactive steps to prevent the degradation of natural water resources of all kinds. Orange County will seek to evaluate and manage water resources in an integrated and holistic manner.

- C 3.1: Consistent with the Community Facilities and Services Chapter

**GOALS**

**C 4: ECOSYSTEMS PRESERVATION, PROTECTION, AND MANAGEMENT**

Orange County shall protect and minimize adverse impacts to biological communities and their habitats.

**OBJECTIVES**

- C 4.1: Wetlands and Upland Buffers
- C 4.2: Shoreline Protection
- C 4.3: Floodplain Management
- C 4.4: Priority Uplands
- C 4.5: Land Acquisition, Partnerships, and Preservation
- C 4.6: Agricultural Lands Conservation
- C 4.7: Vegetative Resources, Tree Canopy, and Urban Forestry
- C 4.8: Imperiled Plants and Wildlife

**C 5: SOILS, MINERALS, OIL AND GAS**

Orange County shall encourage management of soil health, and minimize adverse impacts to the environment, including but not limited to impacts from erosion, and extraction of minerals, oil and gas.

- C 5.1: Soil Conservation and Erosion Prevention
- C 5.2: Mining, Oil and Gas Extraction

**C 6: POTENTIAL POLLUTANT RAW MATERIALS AND WASTES**

Orange County shall ensure that products and wastes with the potential to pollute are managed in an appropriate manner to minimize their threat to public health and the environment, including the air and water, and to protect Orange County’s natural resources.

- C 6.1: Storage and Handling of Products with Significant Potential To Pollute
- C 6.2: Storage, Handling, and Remediation of Wastes With Significant Potential To Pollute
- C 6.3: Redevelopment of Potentially Contaminated Property

**C 7: GEOGRAPHIC REGIONS OF SPECIAL CONCERN**

Orange County’s goal is to protect, enhance and maintain the unique and irreplaceable values, functions, diversity, and benefit of the natural resources within unique geographic regions, including the Econlockhatchee River Basin, Wekiva River Protection Area, Wekiva River Basin, the Lake Apopka Drainage Basin, the Shingle Creek Basin and Environmental Land Stewardship Program Area.

- C 7.1: Econlockhatchee River Basin
- C 7.2: Wekiva River Basin, Wekiwa and Rock Springs Springsheds, and Associated Areas
- C 7.3: Environmental Land Stewardship Program Area (Innovation Way Overlay)
- C 7.4: Lake Apopka Basin
- C 7.5: Shingle Creek Basin

**C 8: ENVIRONMENTAL ASPECTS OF RESILIENCE, SUSTAINABILITY, AND QUALITY OF LIFE**

Orange County’s goal is to promote environmental resiliency, enhance sustainability, and foster an exceptional quality of life for all our residents and visitors through developments that provide harmony between the built and natural environment and enhance the health and wellbeing of people and the environment on which their lives depend.

- C 8.1: Environmental Aspects of Land Use Compatibility
- C 8.2: Greenhouse Gas Reduction
- C 8.3: Sustainable Materials Management

**WEKIVA RIVER, WEKIWA, AND ROCK SPRINGS**

**GOALS**

**WEK 1: FUTURE LAND USES**

Protect the resources of the Wekiva River, Wekiwa, and Rock Springs springsheds through Future Land Use policies

**OBJECTIVES**

- WEK 1.1: Maintain Rural Characteristics
- WEK 1.2: Orange County Land Development Code
- WEK 1.3: Wekiva Interchange Land Use Plan Overlay Designation
- WEK 1.4: Growth Centers

**WEK 2: TRANSPORTATION**

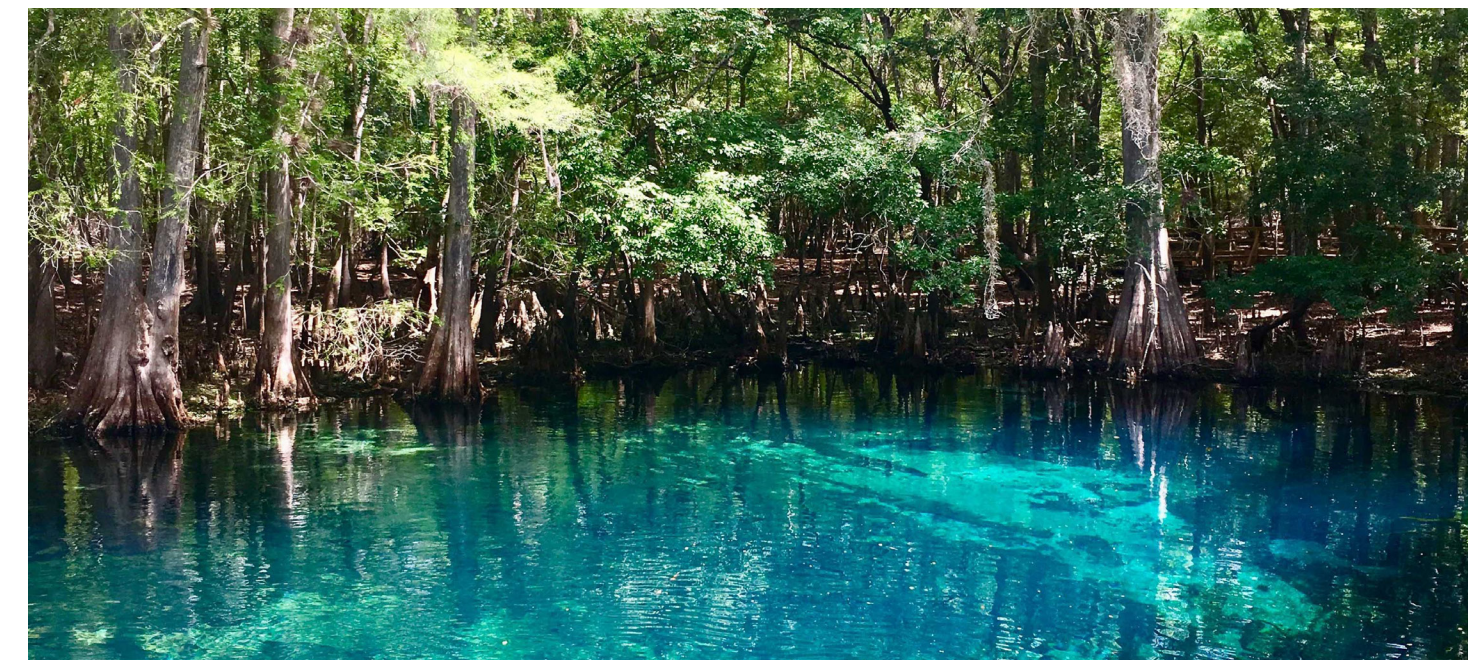
Transportation planning in the Wekiva Study Area encourages a safe, accessible, convenient, and efficient multimodal system that is protective of the environment.

- WEK 2.1: Wekiva Regional Transportation Interagency Planning

**WEK 3: CONSERVATION**

Orange County conserves, protects, and enhances the natural resources of the Wekiva River Basin, Wekiwa and Rock Springs Springsheds, and Associated Areas. Natural resources within these boundaries; including air, surface water, groundwater, vegetative communities, imperiled and non-imperiled species, soils, floodplains, recharge areas, wetlands, and energy resources, are preserved for the benefit of present and future generations.

- WEK 3.1 Conservation and Protection of Wekiva Natural Resources



Credit: Lesley Bertolotti



## WEKIVA RIVER, WEKIWA, AND ROCK SPRINGS

### GOALS

#### WEK 4: OPEN SPACE

Open space is required to be protected and maintained in the Wekiva Study Area to provide recreational benefits for residents and enhance the beauty and environmental quality of the region.

### OBJECTIVES

- WEK 4.1: Open Space in the Wekiva Study Area

#### WEK 5: POTABLE WATER, WASTEWATER AND RECLAIMED WATER

An efficient and adequate level of water, wastewater, and reclaimed water service and facilities are provided in a cost-effective manner while protecting ground and surface water quality, and ensuring groundwater conservation in the Wekiwa & Rock Springs Springsheds.

- WEK 5.1: Nutrients from Wastewater and Wastewater Treatment Facilities

#### WEK 6: STORMWATER

Stormwater in the Wekiva Study Area is managed to prevent flood damage and protect Floridan Aquifer and Wekiva River water quality.

- WEK 6.1: Stormwater Pollution

#### WEK 7: SOLID WASTE

Orange County protects the health, safety, and welfare of the public and of the environment from the harmful effects of hazardous waste.

- WEK 7.1: Hazardous Wastes

#### WEK 8: INTERGOVERNMENTAL AND INTERAGENCY COORDINATION

Orange County maintains coordination efforts between all Wekiwa Springs and Wekiva River regional stakeholders.

- WEK 8.1: Wekiva-Region Cooperation

## CHAPTER 6: RECREATION AND OPEN SPACE



The physical and mental health of residents of all ages and abilities will be supported by a variety of parks, activity-based programming, trails, and open spaces

### GOALS

#### ROS 1: RECREATION

Orange County will strive to provide all of the residents of unincorporated Orange County with sufficient resource based and activity-based parkland and recreation facilities to satisfy their health, safety, and welfare needs.

### OBJECTIVES

- ROS 1.1: Values of Parks and Recreation Master Plan
- ROS 1.2: Park and Trail Level of Service
- ROS 1.3: Resource-Based Parkland
- ROS 1.4: Funding of Park and Recreation Lands
- ROS 1.5: Accessibility
- ROS 1.6: Intergovernmental Coordination
- ROS 1.7: Diversity of Needs

#### ROS 2: OPEN SPACE

It is a goal of Orange County to protect and preserve valuable open space and green space resources.

- ROS 2.1: Coordination with Development
- ROS 2.2: Open Space Land Acquisition



Credit: Mason Dahl / Unsplash

## CHAPTER 7: TRANSPORTATION



A safe, accessible, and convenient multimodal transportation is designed for all users while emphasizing complete streets and connectivity between uses.

### GOALS

#### T 1: MULTIMODAL TRANSPORTATION SYSTEM

Orange County will strive to provide all of the residents of unincorporated Orange County with sufficient resource based and activity-based parkland and recreation facilities to satisfy their health, safety, and welfare needs.

### OBJECTIVES

- T 1.1: Long Range Transportation Plan
- T 1.2: Equity
- T 1.3: Implementation
- T 1.4: Transit System
- T 1.5: Aviation

#### GOAL T 2: MOBILITY STANDARDS

It is a goal of Orange County to protect and preserve valuable open space and green space resources.

- T 2.1: Multimodal Level of Service
- T 2.2: Concurrency Management System
- T 2.3: Long-Term Concurrency Management System
- T 2.4: Projects That Promote Public Transportation

#### GOAL T 3: TECHNOLOGY

It is a goal of Orange County to protect and preserve valuable open space and green space resources.

- T 3.1: ACES
- T 3.2: Multimodal Corridors
- T 3.3: Multimodal System



Credit: Orlando Business Journal



Credit: Orange County Planning Division

## CHAPTER 8: PUBLIC SCHOOLS



The strength of Orange County’s public schools is central to the region’s high quality of life, sustainable communities, and economic success.

### GOALS

#### PS 1: SCHOOLS AND COMMUNITY SUPPORT

Provide a community of support for the positive development and growth of all children.

### OBJECTIVES

- PS 1.1: Community Partnerships

#### PS 2: SCHOOL PLANNING AND DESIGN

Make public schools an integral component of community planning and design.

- PS 2.1: Neighborhood Schools
- PS 2.2: School Siting

#### GOAL PS 3: SECURITY AND SAFETY

Provide safe and secure schools.

- PS 3.1: Bike and Pedestrian Safety
- PS 3.2: Juvenile Justice

#### GOAL PS 4: CAPITAL FACILITIES AND TECHNOLOGY

Orange Support Orange County School Board efforts to ensure that adequate capital facilities and technology resources are available to support the educational mission of public schools.

- PS 4.1: Capital Funds
- PS 4.2: Non-Capital Funds

#### GOAL PS 5: INTERGOVERNMENTAL COOPERATION

Promote and optimize intergovernmental cooperation for effective operation of the public school system in a multi-jurisdictional environment.

- PS 5.1: Data Sharing
- PS 5.2: Site Development

#### GOAL PS 6: FUTURE AVAILABILITY OF PUBLIC SCHOOL FACILITIES

Orange County shall establish plans, regulations and programs, in conjunction with Orange County Public Schools (OCPS) to facilitate the future availability of public school facilities to serve residents, consistent with the adopted level of service for public schools and with State of Florida concurrency statutes and regulations. (Added 6/08, Ord. 08-11) (GOAL PS6)

- PS 6.1: Concurrency
- PS 6.3: Capacity
- PS 6.4: Proportionate Share



## CHAPTER 9: COMMUNITY FACILITIES AND SERVICES



Orange County’s community facilities and services provide for a basic level of health, safety, and welfare, while also providing for physical, economic, and social improvement of the County and its surrounding region.

### STORMWATER MANAGEMENT

#### GOALS

##### SM 1: STORMWATER MANAGEMENT

Orange County shall manage stormwater to prevent flood damage and protect water quality.

#### OBJECTIVES

- SM 1.1: Flood Protection
- SM 1.2: Stormwater Pollution Prevention and Treatment
- SM 1.3: RESERVED
- SM 1.4: Stormwater Deficiencies
- SM 1.5: Stormwater Review and Implementation
- SM 1.6: Stormwater Management Facilities and Capacity
- SM 1.7: Stormwater Management Systems
- SM 1.8: Floodplain Management

### WATER RESOURCES CONSERVATION

##### WRC 1: WATER RESOURCES CONSERVATION

Orange County shall assure the availability of an adequate supply of water for all competing uses deemed reasonable and beneficial and shall maintain the functions of natural systems and the overall present level of surface and ground water quality. Orange County shall improve and restore the quality of waters not presently meeting water quality standards, and will take proactive steps to prevent the degradation of water resources of all kinds. Orange County will seek to address water resources in an integrated and holistic manner.

- WRC 1.1: Meet Federal and State Standards
- WRC 1.2: Surface Water Protection and Stormwater Runoff Pollution Control
- WRC 1.3: Wetlands and Upland Buffers
- WRC 1.4: Groundwater
- WRC 1.5: Water Supply Conservation

### GROUNDWATER AQUIFER RECHARGE

#### GOALS

##### AR 1: AQUIFER PROTECTION

The Floridan Aquifer, Intermediate Aquifer and surficial aquifer shall be protected and conserved to ensure that Orange County and other Central Florida residents and businesses have an adequate supply of potable water now and in the future.

#### OBJECTIVES

- AR 1.1: Aquifer Recharge Programs
- AR 1.2: Groundwater Pollution

##### AR 2: AQUIFER CONTAMINATION PREVENTION

Orange County shall put programs in place to prevent and address the contamination of the Floridan Aquifer and surficial aquifer. Contamination shall be defined as any violation of State, regional or local water quality standards.

- AR 2.1: Groundwater Protection Programs

##### GOAL AR 3: WATER SUPPLY FACILITIES WORK PLAN

RESERVED (See GOAL WTR-WAT 3) (Goal 3).

- AR 3.1: Water Supply Facilities Work Plan
- AR 3.2: Water Sources to Recharge the Aquifers

### POTABLE WATER SUPPLY, WASTEWATER, AND RECLAIMED WATER

#### WAT 1: ADEQUATE LEVEL OF SERVICE

To provide an efficient and adequate level of water, wastewater, and reclaimed water service and facilities in a cost-effective manner to accommodate existing and future development.

- WAT 1.1: Monitor and Correct System Deficiencies
- WAT 1.2: Future Water, Wastewater and Reclaimed
- WAT 1.3: Maximize the Use of Existing Capacity
- WAT 1.4: Consistency with Future Land Use Element
- WAT 1.5: Potable Water Serving Rural Settlements
- WAT 1.6: Wastewater Systems Service in Rural Settlements
- WAT 1.7: Municipal and Private Agency Coordination
- WAT 1.8: Unaccounted for Water
- WAT 1.9: Provision of Services to Development

## POTABLE WATER SUPPLY, WASTEWATER, AND RECLAIMED WATER

### GOALS

#### WAT 2: ENVIRONMENTAL CONSERVATION AND REGULATORY COMPLIANCE

To provide water, wastewater and reclaimed water service and facilities which are environmentally sound, promote water conservation and reclaimed water reuse, and protect the quality of the water supply.

### OBJECTIVES

- WAT 2.1: Water Well Regulations
- WAT 2.2: Septic Tank Regulations
- WAT 2.3: Potable Water Conservation
- WAT 2.4: Wastewater Treatment Facilities
- WAT 2.5: Reclaimed Water

#### WAT 3: WATER SUPPLY FACILITIES WORK PLAN

Develop and maintain a Water Supply Facilities Work Plan and to coordinate with the St. Johns River Water Management District, the South Florida Water Management District, and other local, regional, state, and federal agencies, as well as other municipal or private suppliers of water and wastewater services, in the implementation of effective traditional and alternative water supply programs, including utilization of reclaimed water sources and aquifer recharge projects, and in the implementation of effective linkages between water resource management and growth management in Orange County.

- WAT 3.1: Water Supply Facilities Work Plan
- WAT 3.2: Alternative Sources of Water
- WAT 3.3: Compatibility

#### GOAL WAT 4: WEKIVA STUDY AREA

It is Orange County's goal to protect ground and surface water quality within the Wekiva Study Area by using the necessary wastewater treatment processes to help ensure water quality within the Wekiwa Springs system.

- WAT4.1: Wastewater Effluent Within the Wekiva River

## SOLID WASTE

### GOALS

#### SW 1: SOLID WASTE AND RECYCLING MANAGEMENT

Orange County shall provide efficient and environmentally sound end-of-life resource management (e.g., solid waste disposal and recycling service) to accommodate existing and future demand

### OBJECTIVES

- SW 1.1: Resource Recovery Facilities
- SW 1.2: Solid Waste Diversion
- SW 1.3: Intergovernmental Coordination
- SW 1.4: Environmental Safety
- SW 1.5: Private Facilities
- SW 1.6: Compatibility

#### SW 2: HAZARDOUS WASTE MANAGEMENT

Orange County shall protect the health, safety, and welfare of the public from the harmful effects of hazardous waste.

- SW 2.1: Hazardous Waste Disposal



Credit: Brian Gailey



Credit: Brian Gailey



Credit: Telifsz Stok



## FIRE RESCUE

### GOALS

#### FR 1: SYSTEM EVALUATION – EMERGENCY RESPONSE

To provide effective fire rescue emergency services within a comprehensive program that is responsive to the needs of residents and visitors to Orange County.

### OBJECTIVES

- FR 1.1: Resource Evaluation – Emergency Response
- FR 1.2: Service Standard – Fire Rescue Emergency Response
- FR 1.3: Interlocal and Mutual Aid Agreements
- FR 1.4: Fire Communications

#### FR 2: SYSTEM EVALUATION – NON-EMERGENCY SERVICES

To provide non-emergency review and enforcement services through programs aimed at ensuring that the community complies with fire safety requirements and emergency prevention efforts.

- FR 2.1: Resource Evaluation – Non-Emergency Services
- FR 2.2: Service Standard – Non-Emergency Services
- FR 2.3: Vehicle/Apparatus Replacement Plan

#### FR 3: PUBLIC EDUCATION AND AWARENESS

To promote fire safety and basic health awareness in the community.

- FR 3.1: Public Education – Safety Issues
- FR 3.2: Public Education and Assistance – Basic Health Issues

#### FR 4: DISASTER PREPAREDNESS AND COORDINATION

To provide comprehensive emergency management, preparedness and mitigation services to Orange County residents and visitors.

- FR 4.1: Emergency Management

## ENERGY

### GOALS

#### E 1: ENERGY GENERATION, USAGE, AND FUTURE DEMAND

Orange County will capture data about current Countywide energy generation and usage to help plan for future demand.

### OBJECTIVES

- E 1.2: Energy Usage
- E 1.3: Energy Burden
- E 1.4: Future Demand

#### E 2: CONSERVATION AND EFFICIENCY

Orange County will support a transition from fossil fuels to renewable energy sources that are clean, sustainable, and cost-competitive, particularly solar.

- E 2.1: Reduced Consumption
- E 2.2: Increased Energy Efficiency
- E 2.3: Land Use and Energy Consumption
- E 2.4: Tree Canopy and Energy Consumption
- E 2.5: Collaboration

#### E 3: RENEWABLE ENERGY SOURCES

Orange County will support a transition from fossil fuels to renewable energy sources that are clean, sustainable, and cost-competitive, particularly solar.

- E 3.1: Expanded Use

#### E 4: NEXUS OF ENERGY AND WATER

Orange County will implement best practices for water conservation to reduce energy demand and generation.

- E 4.1: Reduced Water Consumption

#### E 5: ENERGY EDUCATION

Orange County will provide residents, businesses, and visitors opportunities to acquire the knowledge and skills to reduce energy consumption..

- E 5.1: Promoting Reduced Consumption

#### E 6: ENERGY SYSTEM RESILIENCE

Orange County will provide residents, businesses, and visitors opportunities to acquire the knowledge and skills to reduce energy consumption.

- E 6.1: Prevention of Damages
- E 6.2: Assessment and Recovery
- E 6.3: Survivability During Impacts

#### E 7: LEADERSHIP AND ADVOCACY

Orange County will provide leadership and advocacy throughout the region aimed at creating and enforcing policies for a cleaner energy future with reduced energy dependence.

- E 7.1: Economic Benefits
- E 7.2: Collaboration
- E 7.3: Advocacy

## CHAPTER 10: IMPLEMENTATION AND PROPERTY RIGHTS



Vision 2050 serves as a policy guide and includes implementation tools such as capital investments, regulations, incentives, educational programs, citizen engagement, and stakeholder partnerships.

### GOALS

#### IMP 1: ADMINISTRATION

Orange County will use its codes, ordinances, programs, and practices to implement the goals, objectives, and policies outlined in the Vision 2050 Comprehensive Plan in order to ensure the health, safety, and wellbeing of the general public.

### OBJECTIVES

- IMP 1.1: Vision 2050 And Orange Code Correlation
- IMP 1.2: Compatibility
- IMP 1.3: Comprehensive Plan Amendments
- IMP 1.4: Sector Map Amendments
- IMP 1.5: Urban Service Area Expansion

#### IMP 2: PRIVATE PROPERTY RIGHTS

Private property rights are considered and respected in local decision-making.

- IMP 2.1: State Requirements
- IMP 2.2: Vested Development Rights
- IMP 2.3: Planned Developments
- IMP 2.4: Lots of Record

#### IMP 3: CAPACITY BUILDING AND CITIZEN ENGAGEMENT

Orange County residents will be well informed on issues that impact their communities and have the capacity to advocate for positive change in their neighborhoods.

- IMP 3.1: County and Neighborhood Engagement
- IMP 3.2: Neighborhood Services and Programs
- IMP 3.3: Capacity Building
- IMP 3.4: Housing Programs
- IMP 3.5: Residents Input for Recreation and Open Space
- IMP 3.6: Residents Input for Transportation
- IMP 3.7: Public Notification and Public Input for Planning

### GOALS

#### IMP 4: CAPITAL IMPROVEMENTS, CONCURRENCY, AND LEVEL OF SERVICE

Orange County shall plan for and manage the provision of public facilities and services in a fiscally prudent and responsible manner to adequately serve existing and new residents and continue to provide a quality environment.

### OBJECTIVES

- IMP 4.1: Capital Improvements Program
- IMP 4.2: Debt Management Strategy
- IMP 4.3: Level of Service
- IMP 4.4: Revenue Sources
- IMP 4.5: Concurrency
- IMP 4.6: Developer-Funded Capital Improvements
- IMP 4.7: Future Capital Needs
- IMP 4.8: Transportation Concurrency Management System

#### IMP 5: REGIONAL COOPERATION AND GOVERNMENTAL COORDINATION

To promote fire safety and basic health awareness in the community.

- IMP 5.1: Coordination of Local Plans
- IMP 5.2: Consolidation of Services with Orlando
- IMP 5.3: Joint Planning Area Agreements
- IMP 5.4: Services Through Interlocal Agreements
- IMP 5.5: Facilities and Level of Service Standards
- IMP 5.6: Data Sharing
- IMP 5.7: Water Supply
- IMP 5.8: Stormwater Management
- IMP 5.9: Solid Waste
- IMP 5.10: Environmental Protection
- IMP 5.11: Groundwater
- IMP 5.12: Recreation and Open Space
- IMP 5.13: Transportation and Mobility
- IMP 5.14: Public Schools
- IMP 5.15: School Capacity
- IMP 5.16: Housing
- IMP 5.17: University of Central Florida



## MARKET AREAS

Part III of Vision 2050 compiles policies from various area plans, studies, and Master Planned Developments adopted prior to the 2023 adoption of the Vision 2050 Comprehensive Plan. The purpose of this section is to consolidate into one place all the area-specific policies and actions that inform land use and zoning decisions. The policies are organized by Market Area, according to their geographic location.

### SOUTHWEST MARKET AREA

#### GOALS

##### MA 1: SOUTHWEST MARKET AREA

It is Orange County's goal to ensure sustainable, quality development in Southwest Orange County to allow a transition from rural to urban uses while protecting environmental quality.

#### OBJECTIVES

- MA 1.1: Horizon West
- MA 1.2: Horizon West Adequate Public Facilities and Services
- MA 1.3: Horizon West Transportation System
- MA 1.4: Horizon West Schools
- MA 1.5: Horizon West Environment
- MA 1.6: Horizon West Village Development Code
- MA 1.7: Horizon West Employment and Housing
- MA 1.8: Southwest Market Area Rural Settlements
- MA 1.9: US Hwy 192 Tourist/Commercial Growth Center
- MA 1.10: Butler Chain of Lakes
- MA 1.11: Development of I-Drive District Regional Center and Tourist Activity Center
- MA 1.12: IDD-RC and TAC Transportation Systems
- MA 1.13: I-Drive District Regional Center
- MA 1.14: Tourist Activity Center
- MA 1.15: Tourist Activity Center Compatibility

### NORTHWEST MARKET AREA

##### MA 2: NORTHWEST MARKET AREA

The goal of the Northwest Market Area is to support the historic cities and towns while preserving its agriculture and natural features, including Lake Apopka and Wekiva Springs. This will be done by increasing density and services in established towns and cities, while protecting surrounding rural areas.

- MA 2.1: Northwest Market Area Rural Settlements
- MA 2.2: Northwest Growth Centers

### RURAL EST MARKET AREA

#### GOALS

##### MA 3: RURAL EAST MARKET AREA

The goal of the Rural East Market Area is to largely preserve natural lands and rural landscapes interspersed with large-lot suburban communities. Preservation of the Rural East's character will be supported through policies that limit residential and commercial growth, and emphasize agriculture and environmental protection.

#### OBJECTIVES

- MA 3.1: Rural East Rural Settlements
- MA 3.2: Lake Pickett Future Land Use Designation
- MA 3.3: Lake Pickett Future Land Use Amendment

### SOUTH MARKET AREA

##### MA 4: SOUTH MARKET AREA

The goal of the South Market Area is to support development and redevelopment along specific corridors and transit lines, while utilizing transportation networks that also support Orlando International Airport, warehousing and distribution operations, tourism, and historic and large-scaled master planned communities. At the same time, rural resource protections in Innovation Way offer a balance to the planned communities envisions for the area.

- MA 4.1: Innovation Way Overlay
- MA 4.2: Innovation Way Future Land Use Map Amendment and Regulating Plan
- MA 4.3: Innovation Way Housing
- MA 4.4: Innovation Way Environmental Resource Management
- MA 4.5: Innovation Way Environmental Land Stewardship Program
- MA 4.6: Innovation Way Green Infrastructure
- MA 4.7: Innovation Way Economic Development
- MA 4.8: Innovation Way Trail System
- MA 4.9: Innovation Way Funding
- MA 4.10: Innovation Way Public Schools
- MA 4.11: Innovation Way Water, Wastewater, And Reclaimed Water
- MA 4.12: South Market Area Rural Settlements

### EAST MARKET AREA

##### MA 5: EAST MARKET AREA

Orange County will project and build on the liability of existing single-family communities in the East Market Area, allow thoughtful infill development that enhances its diverse neighborhood cultures and institutions, and design infrastructure that strengthens its connectivity and vibrancy.

- MA 5.1: Avalon Park Traditional Neighborhood

### CORE MARKET AREA

There is no goals or objectives for Core Market Areas.













# MAPS

## PLANNING SCALES - MARKET AREAS MAP

### MARKET AREAS

The Market Area framework helps us to understand and plan for this diversity by subdividing the County into distinct geographic regions that are defined by commonalities in history, environmental features, transportation systems, land use patterns, and economic drivers. The Market Area Map is used as a planning tool and is not intended to be regulatory.

### MARKET AREAS LEGEND

	NORTHWEST		EAST
	SOUTHWEST		SOUTH
	CORE		RURAL EAST
	COUNTY BORDER		ROADS
	WATER BODIES		
	INCORPORATED AREAS		

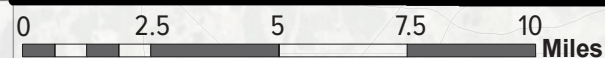
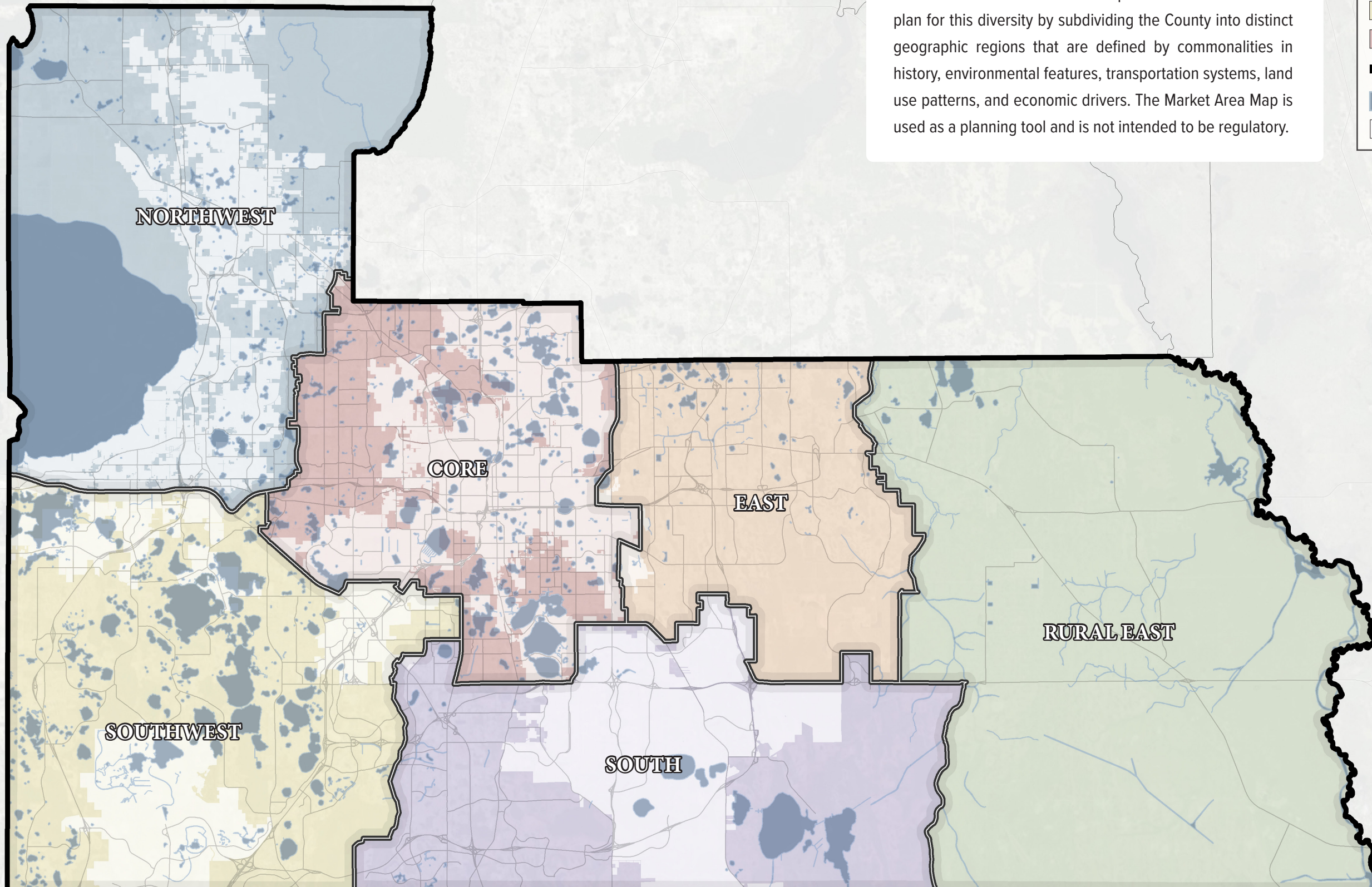
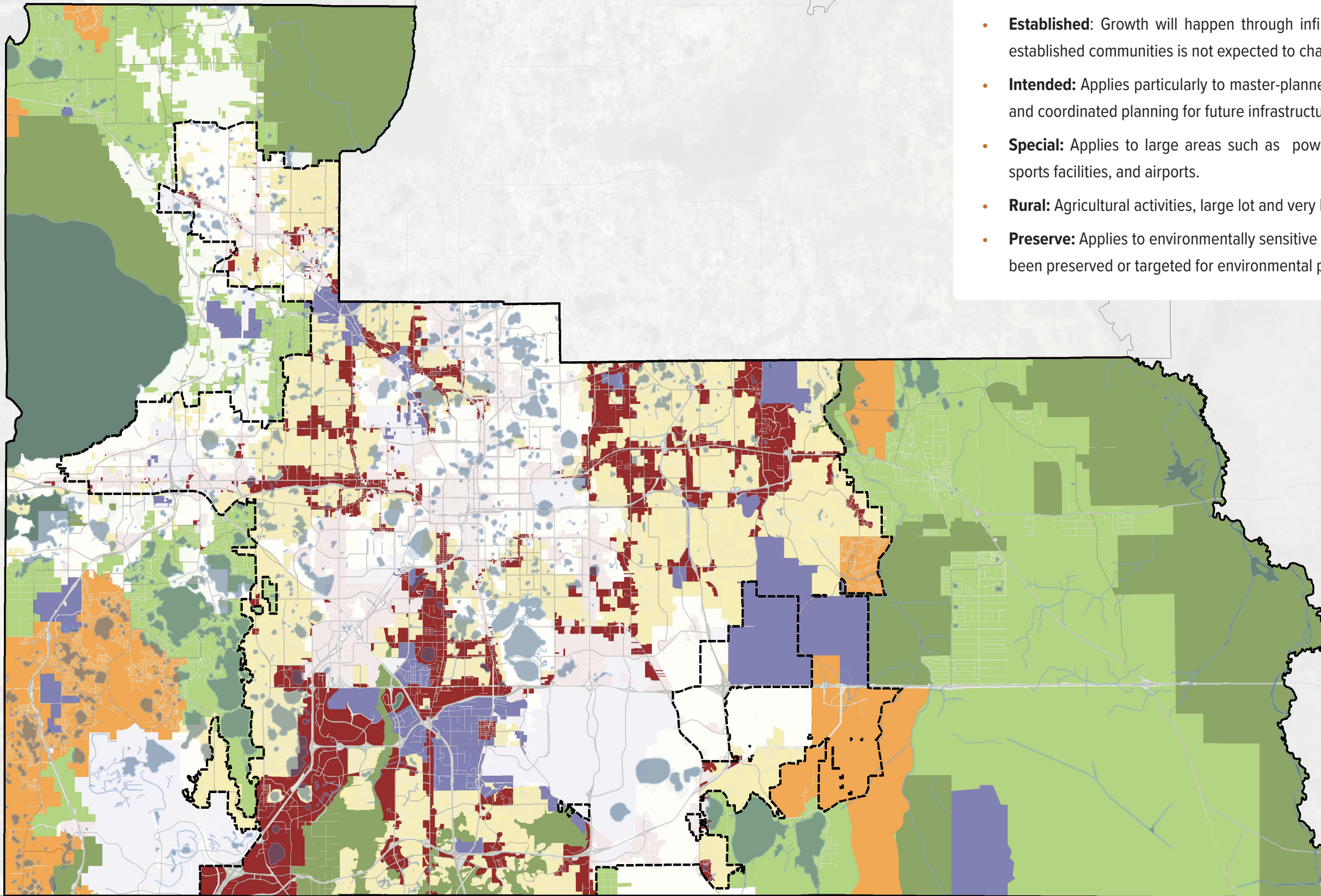


Illustration for general reference only. Refer to [Future Land Use Map Series Map 1](#) for further information.



# MAPS

## PLANNING SCALES - SECTOR MAP



### SECTOR AREAS

- **Target:** New and intensified developments can occur.
- **Established:** Growth will happen through infill or redevelopment, but the character of established communities is not expected to change significantly.
- **Intended:** Applies particularly to master-planned communities which requires systematic and coordinated planning for future infrastructure.
- **Special:** Applies to large areas such as power plants, landfills, major industrial areas, sports facilities, and airports.
- **Rural:** Agricultural activities, large lot and very limited development.
- **Preserve:** Applies to environmentally sensitive publicly or privately owned lands that have been preserved or targeted for environmental protection.

**SECTORS MAP LEGEND**












 RURAL	 INCORPORATED
 SPECIAL	 ESTABLISHED
 TARGETED	 INTENDED
 WATER BODIES	 PRESERVED
 COUNTY BORDER	 ROADS
 URBAN SERVICE AREA	

Illustration for general reference only. Refer to [Future Land Use Map Series Map 1](#) for further information.



# MAPS

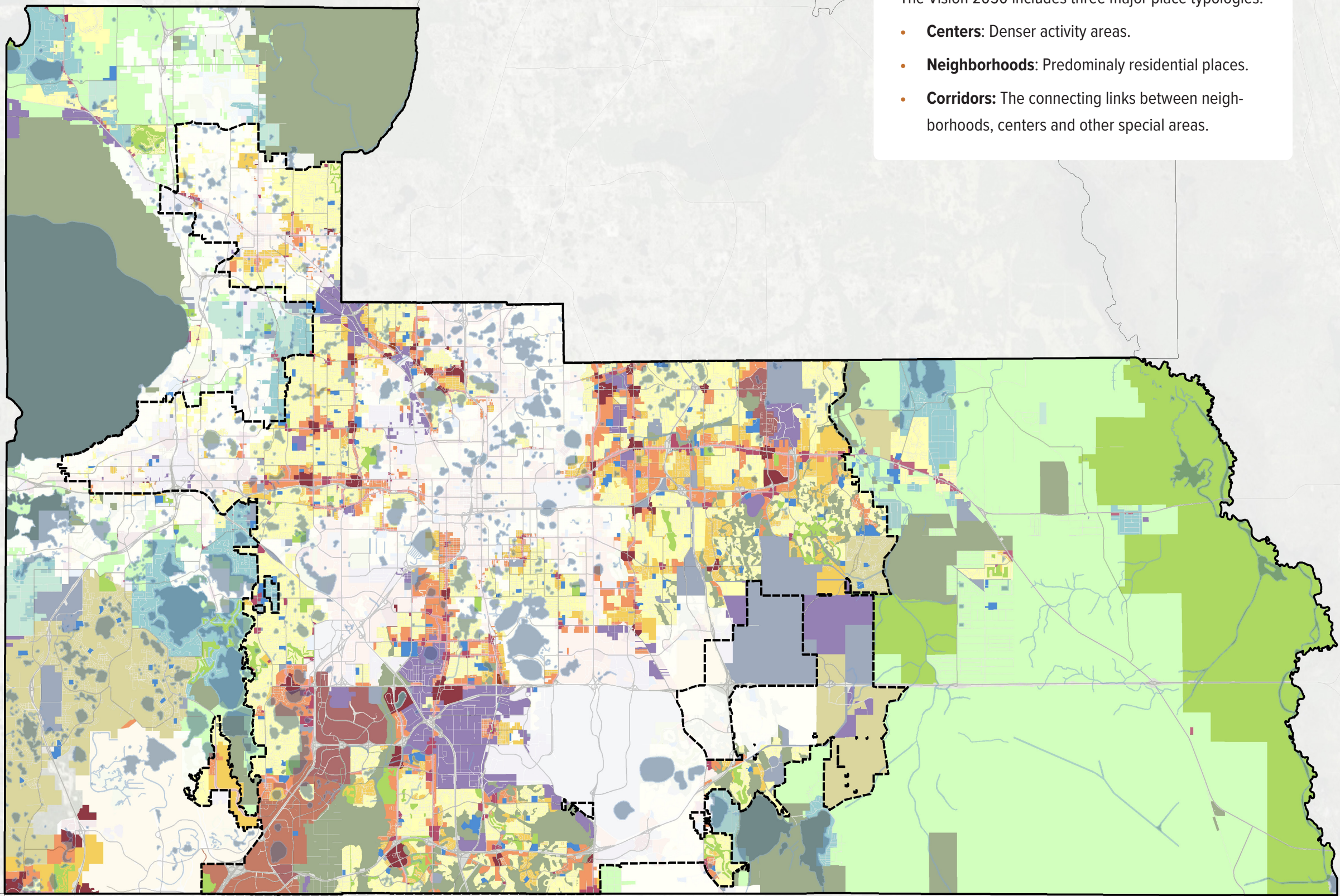
## PLANNING SCALES - FUTURE LAND USE MAP

**PLACE TYPES**

The Vision 2050 includes three major place typologies:

- **Centers:** Denser activity areas.
- **Neighborhoods:** Predominly residential places.
- **Corridors:** The connecting links between neighborhoods, centers and other special areas.

FUTURE LAND USE MAP LEGEND	
	REGIONAL CENTER
	TOURIST ACTIVITY CENTER
	URBAN CORE
	URBAN CENTER
	NEIGHBORHOOD CENTER
	RURAL CENTER
	URBAN CORRIDOR
	MAIN STREET CORRIDOR
	SUBURBAN CORRIDOR
	TRADITIONAL NEIGHBORHOOD
	SUBURBAN MIXED NEIGHBORHOODS
	SUBURBAN NEIGHBORHOOD
	RURAL SETTLEMENTS 1/1
	RURAL SETTLEMENTS 1/2
	RURAL SETTLEMENTS 1/5
	RS SUBURBAN RESIDENTIAL
	RS SUBURBAN MIXED
	RURAL
	INSTITUTIONAL
	EDUCATIONAL
	INDUSTRIAL
	PARKS/ RECREATION/ OPEN SPACE
	PRESERVATION
	HORIZON WEST
	INNOVATION WAY
	AVALON PARK
	LAKE PICKETT
	ROADS
	WATER BODIES
	URBAN SERVICE AREA
	INCORPORATED
	COUNTY BORDER



0 2.5 5 7.5 10 Miles

Illustration for general reference only. Refer to [Future Land Use Map Series Map 1](#) for further information.



# CORRELATION TABLE

USA / RSA	SECTOR	PLACE TYPES	PRIMARY TYPOLOGIES	SUPPLEMENTAL TYPOLOGIES	BASE DENSITY / FAR	FLEXIBLE DENSITY	ZONING / TRANSECTS
Urban Service Area	Targeted	Centers	Regional C.	I-Drive District - Regional Center	Density: Min. 35 du/ac - Max. 70 du/ac FAR: 4.0 (Residential, Commercial, Office & Mixed Use)	Max. 150 du/ac If the Housing Division's certified Affordable/Attainable Housing criteria is met, and provided that any project with a density greater than 70 du/ac includes a minimum height of 7 stories and an attached parking garage that may be designed within the 7+ stories.	See I-Drive District Overlay Zone: T6 I-Drive, T6-Universal, T6 General, PD (existing prior to Code adoption), Special Zone - Civic, Special Zone - Theme Park
			Regional C.	UCF - Regional Center	Density: Min. 20 du/ac - Max. 50 du/ac FAR 3.0 (Residential, Commercial, Office & Mixed Use)	Max. 100 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T4.2, T4.3, T5.1, T5.2, T5.3, T6.1, T6.2, T6.3, PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Special Zone - Education, Civic Zone
			Regional C.	Tourist Activity Center	Density: Min. 12 du/ac - Max. 50 du/ac FAR: 3.0 (Residential, Commercial, Office & Mixed Use) Note: Properties within the Shingle Creek Protection Area shall be limited to a maximum residential density of 30 du/ac and are not eligible for the higher flexible density as otherwise provided.	Max. 70 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	Special Zone - Entertainment and Resort, Special Zone - Education, Civic Zone
			Urban Core	Urban Core	Density: Min. 35 du/ac - Max. 70 du/ac FAR: 3.0 (Residential, Commercial, Office & Mixed Use) Generally limited to areas within a 1/4 mile of a designated premium transit station (BRT, LRT, CRT, or HSR service)	Max. 120 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, T5.3, T6.1, T6.2, T6.3 PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Civic Zone
			Urban Center	Urban Center	Density: Min. 20 du/ac - Max. 50 du/ac FAR: 3.0 (Residential, Commercial, Office & Mixed Use) Generally limited to areas between a 1/4 mile and 1/2 mile of a designated premium transit station (BRT, LRT, CRT, or HSR service)	Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, T5.3 PD (existing prior to Code adoption), Civic Zone
			Neighborhood	Neighborhood Center (HIGH)	Density: Min. 10 du/ac - Max. 40 du/ac FAR: 3.0 (Residential, Commercial & Mixed Use)	Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, T5.3 PD (existing prior to Code adoption), Civic Zone
		Corridors	Urban Corridor	Density: Min. 10 du/ac - Max. 50 du/ac FAR: 3.0 (Residential, Commercial & Mixed Use)	Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, T5.3, PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Civic Zone	
			Main Street Corridor	Density: Min. 10 du/ac - Max. 40 du/ac FAR: 3.0 (Residential, Commercial & Mixed Use)	Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T4.3, T5.1, T5.2, T5.3 PD (existing prior to Code adoption), Civic Zone	
		Neighborhoods	Traditional Neighborhood	Density: Min. 10 du/ac - Max. 30 du/ac FAR: 1.5 (Residential, Commercial, Office & Mixed Use) Note: Properties within the Shingle Creek Protection Area shall be limited to a maximum residential density of 30 du/ac and are not eligible for the higher flexible density as otherwise provided.	Max. 50 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T4.1, T4.2, T4.3, T5.1, T5.2 PD (existing prior to Code adoption), Civic Zone	
		Other	Parks & Recreation	Density: N/A FAR: 2.0		Civic Zone	
			Educational	Density: N/A FAR: 2.0		PD (existing prior to Code adoption), Special Zone - Education	
			Industrial - Single Use	FAR: 0.75		Special Zone - Craft and Light Industrial, Special Zone - Heavy Industrial	
			Institutional	N/A		Any	

USA / RSA	SECTOR	PLACE TYPES	PRIMARY TYPOLOGIES	SUPPLEMENTAL TYPOLOGIES	BASE DENSITY / FAR	FLEXIBLE DENSITY	ZONING / TRANSECTS
Urban Service Area	Established	Centers	Neighborhood Center (LOW)		Density: Max. 20 du/ac FAR: 1.5 (Residential, Commercial, Office & Mixed Use)	Max. 50 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, PD (existing prior to Code adoption), Civic Zone
			Corridors	Suburban Corridor	Density: Min. 10 du/ac - Max. 20 du/ac FAR: 1.5 (Residential, Commercial, Office & Mixed Use)	Max. 40 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T3.2, T3.3, T4.3, T5.1, T5.2, PD (existing prior to Code adoption), Civic Zone
		Neighborhoods	Suburban Mixed Neighborhood	Density: Min. 6 du/ac - Max. 12 du/ac	Max. 20 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T3.2, T3.3, T4.1, T4.2, T4.3 PD (existing prior to Code adoption), Special Zone - Mobile Home Parks, Civic Zone	
			Suburban Neighborhood		Density: Max. 6 du/ac Note: Properties within the Shingle Creek Protection Area shall be limited to a maximum residential density of 4 du/ac and are not eligible for the higher residential density as otherwise provided, including the flexible density.	Max. 8 du/ac for "Missing Middle Housing" in the T4.1 Transect Zone Only	T3.1, T3.2, T3.3, T4.1, PD (existing prior to Code adoption), Special Zone - Mobile Home Parks, Civic Zone
				Chickasaw Rural Residential Enclave	Density: Max. 1 du/ac (Minimum Lot Size of 1 Acre)		
				Berry Dease Rural Residential Enclave	Density: Max. 1 du/2ac (Minimum Lot Size of 2 Acres)		T2.1, T2.2, and T2.3, as controlled by zoning
			Rocking Horse Rural Residential Enclave	Density: Max. 1 du/2ac (Minimum Lot Size of 2 Acres)			
			Other	Parks & Recreation	Density: N/A FAR: 2.0		Civic Zone
		Educational		Density: N/A FAR: 2.0		PD (existing prior to Code adoption), Special Zone - Education	
		Industrial - Single Use		FAR: 0.75		Special Zone - Craft and Light Industrial, Special Zone - Heavy Industrial	
Institutional	N/A			Any			

# CORRELATION TABLE

USA / RSA	SECTOR	PLACE TYPES	PRIMARY TYPOLOGIES	SUPPLEMENTAL TYPOLOGIES	BASE DENSITY / FAR	FLEXIBLE DENSITY	ZONING / TRANSECTS	
Urban Service Area & Rural Service Area	Intended	Master Planned Communities	Horizon West - RSA		Density / FAR: varies (See MA 1: Southwest Market Area)		PD or PD-RP	
			Avalon Park (TND) - USA		Density: varies (See MA 5: East Market Area) FAR: Office 1.7; Commercial 1.0; Industrial 0.5		PD	
			Innovation Way - USA		Density / FAR: varies (See MA 4: South Market Area and specific PD-RPs)		PD-RP	
			Lake Pickett - RSA		Density / FAR: varies (See MA 3: Rural East Market Area and specific PD-RPs)		PD-RP	
		Centers	Growth C.	Growth Center Urban Center		Density: Min. 20 du/ac - Max. 50 du/ac FAR 3.0 (Residential, Commercial, Office & Mixed Use)	Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, T5.3, T6.1, T6.2, T6.3 PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Civic Zone
				Neighborhood Center (High)		Density: Min. 10 du/ac - Max. 40 du/ac FAR: 3.0 (Residential, Commercial & Mixed Use)	Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T3.2, T3.3, T4.2, T4.3, T5.2, T5.3 PD (existing prior to Code adoption), Civic Zone
			Growth C.	Urban Corridor		Density: Min. 10 du/ac - Max. 50 du/ac FAR: 3.0 (Residential, Commercial & Mixed Use)	Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T5.1, T5.2, T5.3 PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Civic Zone
		Corridors	Growth C.	Main Street Corridor		Density: Min. 10 du/ac - Max. 40 du/ac FAR 3.0 (Residential, Commercial & Mixed Use)	Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T4.3, T5.1, T5.2, T5.3 PD (existing prior to Code adoption), Civic Zone
				Suburban Corridor		Density: Min. 10 du/ac - Max. 20 du/ac FAR 1.5 (Residential, Commercial & Mixed Use)	Max. 40 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T3.2, T3.3, T4.3, T5.1, T5.2 PD (existing prior to Code adoption), Civic Zone
			Growth C.	Traditional Neighborhood		Density: Min. 10 du/ac - Max. 30 du/ac FAR 1.5 (Residential, Commercial & Mixed Use)	Max. 40 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T4.1, T4.2, T4.3, T5.1, T5.2 PD (existing prior to Code adoption), Civic Zone
	Neighborhoods	Growth C.	Suburban Mixed Neighborhood		Density: Min. 6 du/ac - Max. 12 du/ac FAR 1.5 (Commercial & Mixed Use)	Max. 20 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	T3.2, T3.3, T4.1, T4.2, T4.3 PD (existing prior to Code adoption), Special Zone - Mobile Home Parks, Civic Zone	
			Suburban Neighborhood		Density: Max. 6 du/ac Note: Properties within the Shingle Creek Protection Area shall be limited to a maximum residential density of 4 du/ac and are not eligible for the higher residential density as otherwise provided, including the flexible density.	Max. 8 du/ac for "Missing Middle Housing" in the T4.2 Transect Zone Only	T3.1, T3.2, T3.3, T4.1, T4.2 PD (existing prior to Code adoption), Special Zone - Mobile Home Parks, Civic Zone	
		Growth C.	Major Educational		N/A		PD (existing prior to Code adoption), Special Zone - Education	
	Special	Other	Major Industrial - Single Use		FAR: 0.75		Special Zone - Craft and Light Industrial, Special Zone - Heavy Industrial	
			Major Institutional		N/A		Any	

USA / RSA	SECTOR	PLACE TYPES	PRIMARY TYPOLOGIES	SUPPLEMENTAL TYPOLOGIES	BASE DENSITY / FAR	FLEXIBLE DENSITY	ZONING / TRANSECTS	
Rural Service Area	Rural	Neighborhoods	Rural		Density: Max. 1 du/10 ac FAR: 0.15		T1, T2.1, T2.2 PD (existing prior to Code adoption) SZ Civic	
			Rural	Lake Mabel Rural Residential Enclave		Density: Max. 1 du/ac (Minimum Lot Size of 1 Acre)		T2.1, T2.2* (*Subject to min. density req's.)
			Rural	Orlando-Kissimmee Farms Rural Residential Enclave		Density: Max. 1 du/2 ac (Minimum Lot Size of 2 Acres)		T2.1, T2.2* (*Subject to min. density req's.)
			Rural	Rural Cluster		Density: Max 1 du/ac (including 1 potential residential unit in the Rural Reserve and all other units clustered within the Cluster Core). A minimum of 60% of the Rural Cluster must be designated as Rural Reserve. FAR 1.0 (within the Cluster Core)		T1, T2.1, T2.2, in the Rural Reserve, T3.1, T3.2, T3.3, T4.1, T4.2, T5.1, SZ-ED, CZ in the Cluster Core
			Rural	Rural Hamlet		Density: Max 1.5 du/ac (including 1 potential residential unit in the Rural Reserve and all other units clustered within the Hamlet Core). A minimum of 70% of the Rural Hamlet must be designated as Rural Reserve FAR 1.0 (within the Hamlet Core)		T1, T2.1, T2.2 in the Rural Reserve T3.1, T3.2, T3.3, T4.1, T4.2, T5.1, SZ-ED, CZ in the Hamlet Core
		Rural	Rural Village		Density: Max 2 du/ac (including 1 potential residential unit in the Rural Reserve and all other units clustered within the Village Core). A minimum of 70% of the Rural Village must be designated as Rural Reserve. FAR 1.0 (within the Village Core)		T1, T2.1, T2.2 in the Rural Reserve, T3.1, T3.2, T3.3, T4.1, T4.2, T4.3, T5.1, SZ-ED, CZ in the Village Core	
		Other	Parks & Recreation		N/A		Civic Zone	
			Educational		N/A		PD (existing prior to Code adoption), Special Zone - Education	
			Institutional		N/A		Any	
		Neighborhoods	RS	1/1		Density: Max. 1 du/ac		
	RS		1/2		Density: Max. 1 du/2 ac			
	RS		1/5		Density: Max. 1 du/5 ac		T2.1, T2.2*, T2.3*, T3.1, T3.2., T3.3, Civic Zone, *Subject to min. density requirements	
	RS		Suburban Neighborhood		Density: Max. 2 du/ac			
	RS		Suburban Mixed Neighborhood		Density: Max. 10 du/ac Development within the Rural Settlement – Suburban Mixed Neighborhood is limited to residential uses only			
	Centers	RS	Rural Center		Density: 2 du/ac FAR: 0.15 (Non-residential)		T4.3, T5.1	
		RS	Parks & Recreation		N/A		Civic Zone	
	Other	RS	Educational		N/A		PD (existing prior to Code adoption), Special Zone - Education	
		RS	Industrial		FAR: 0.75		Special Zone - Craft and Light Industrial, Special Zone - Heavy Industrial	
		RS	Institutional		N/A		Any	
	Preserved	Other	Preservation		N/A		Any	