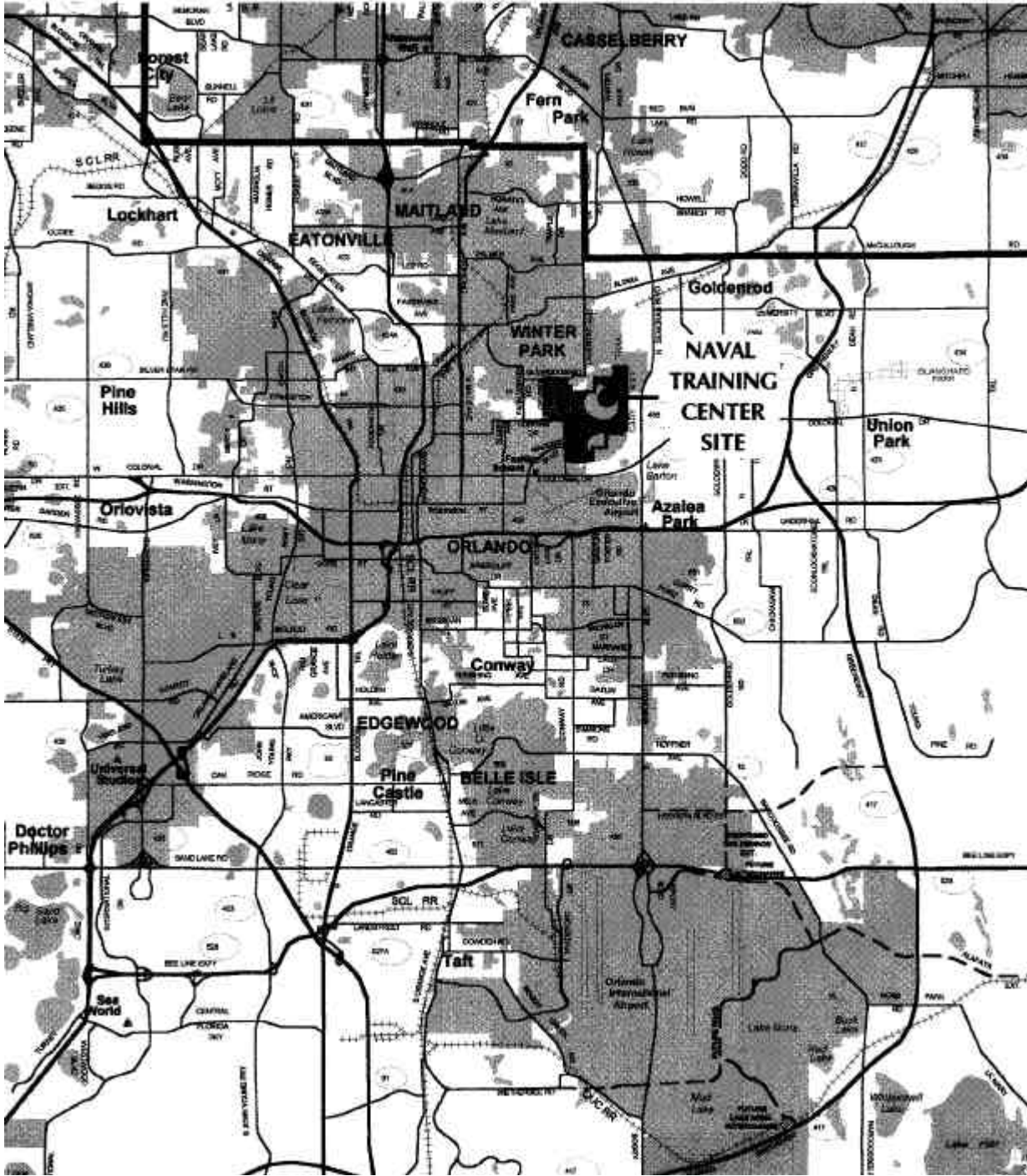
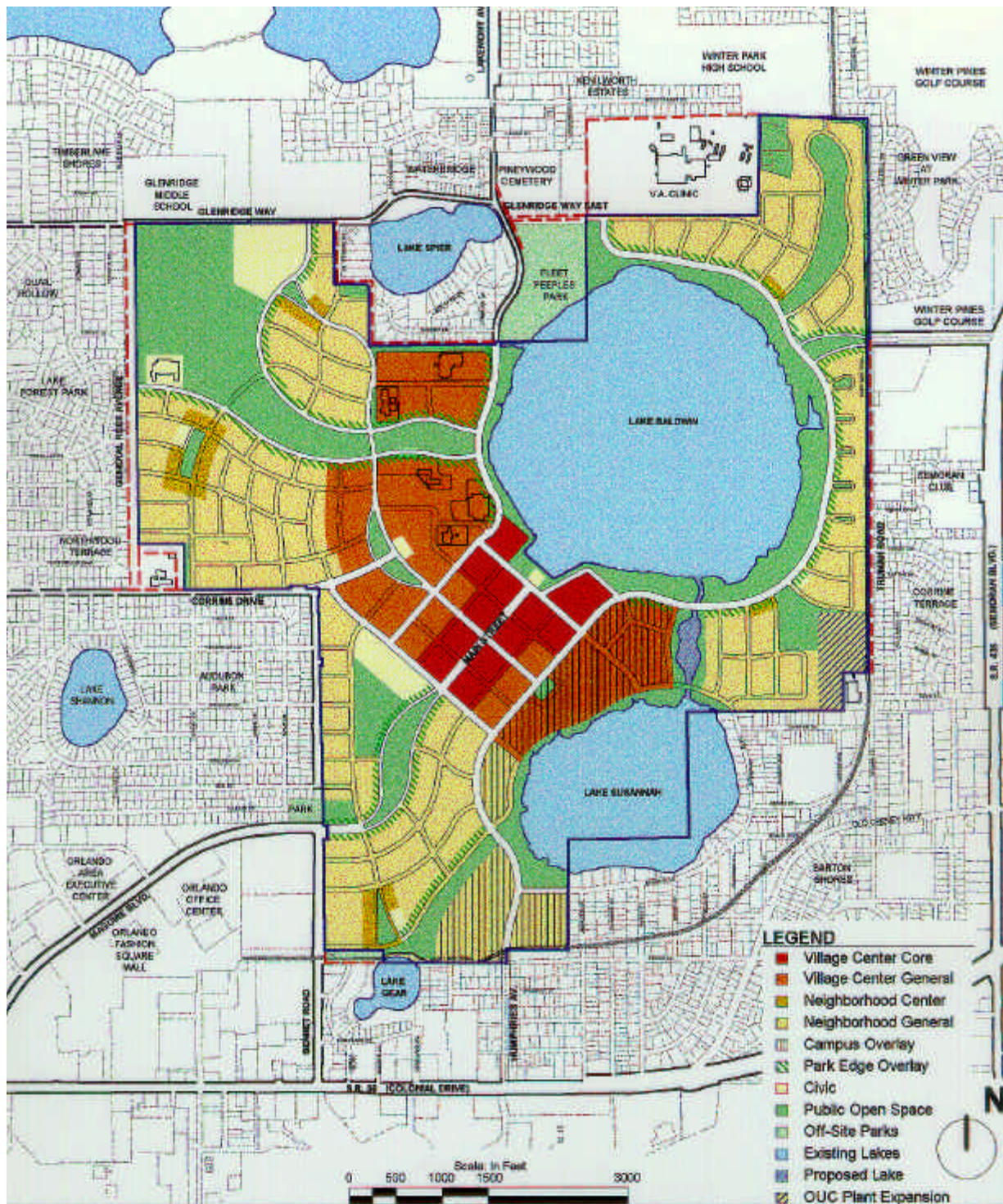

REGULATORY PLAN

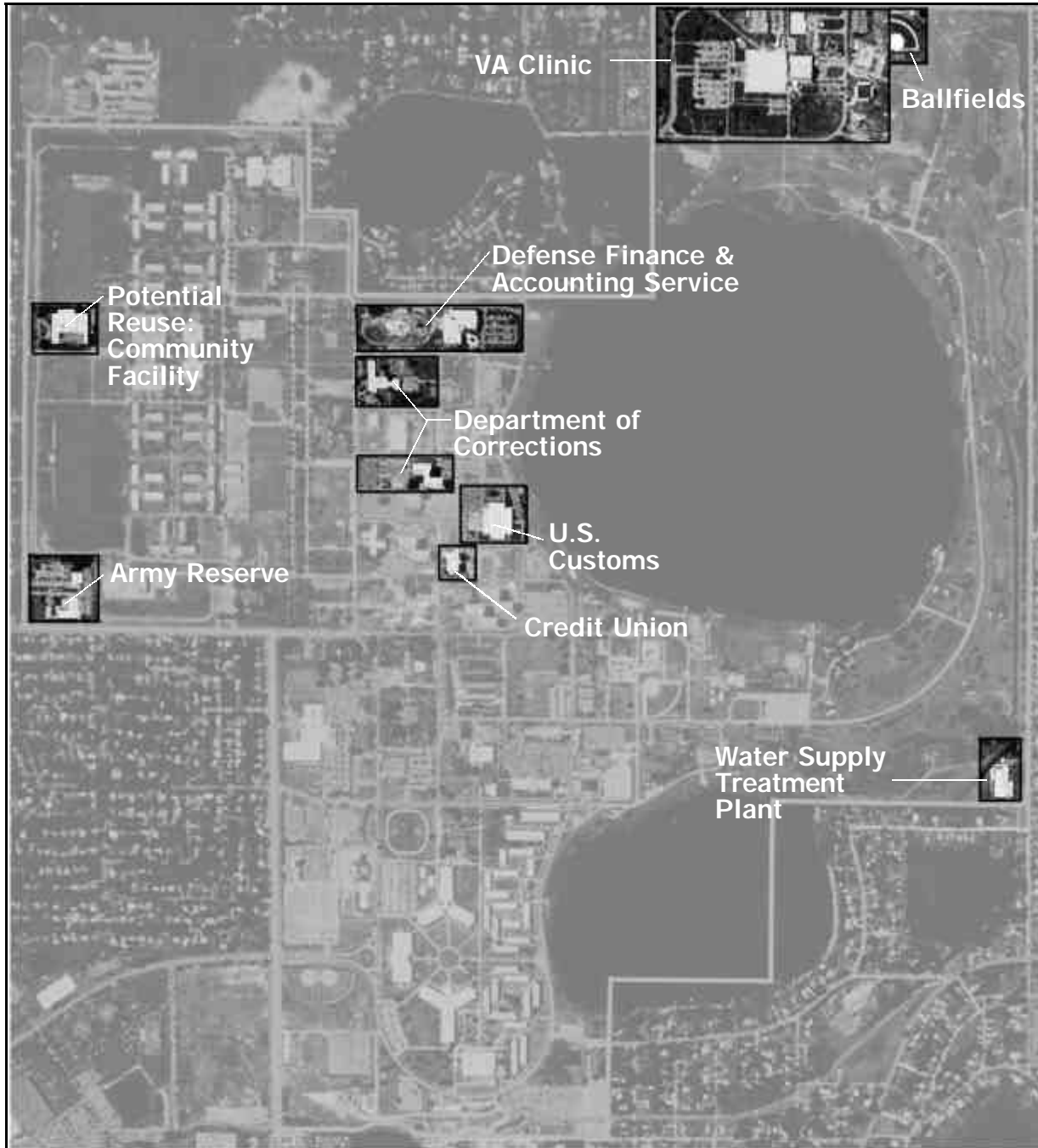
REGIONAL CONTEXT PLAN
REGULATORY PLAN
EXISTING BUILDINGS TO REMAIN
COMPATIBLE LAND USE WITH SURROUNDING NEIGHBORHOOD
CONNECTIONS TO EXISTING STREETS IN SURROUNDING NEIGHBORHOODS
ENVIRONMENT/OPEN SPACE FRAMEWORK
TRANSPORTATION FRAMEWORK- MAJOR STREETS
TRANSPORTATION FRAMEWORK- RECREATIONAL BIKEWAYS
TRANSIT ROUTES
VILLAGE CENTER CORE
VILLAGE CENTER GENERAL
CAMPUS DISTRICT OVERLAY
NEIGHBORHOOD CENTERS
NEIGHBORHOOD GENERAL
PARK EDGE OVERLAY
CIVIC SITES
PROGRAM SUMMARY
LAND USE PLAN
DEVELOPMENT STANDARDS SUMMARY
USE STANDARDS
SETBACKS STANDARDS
STREET STANDARDS



3.1 Regional Context Plan



3.2 Regulatory Plan



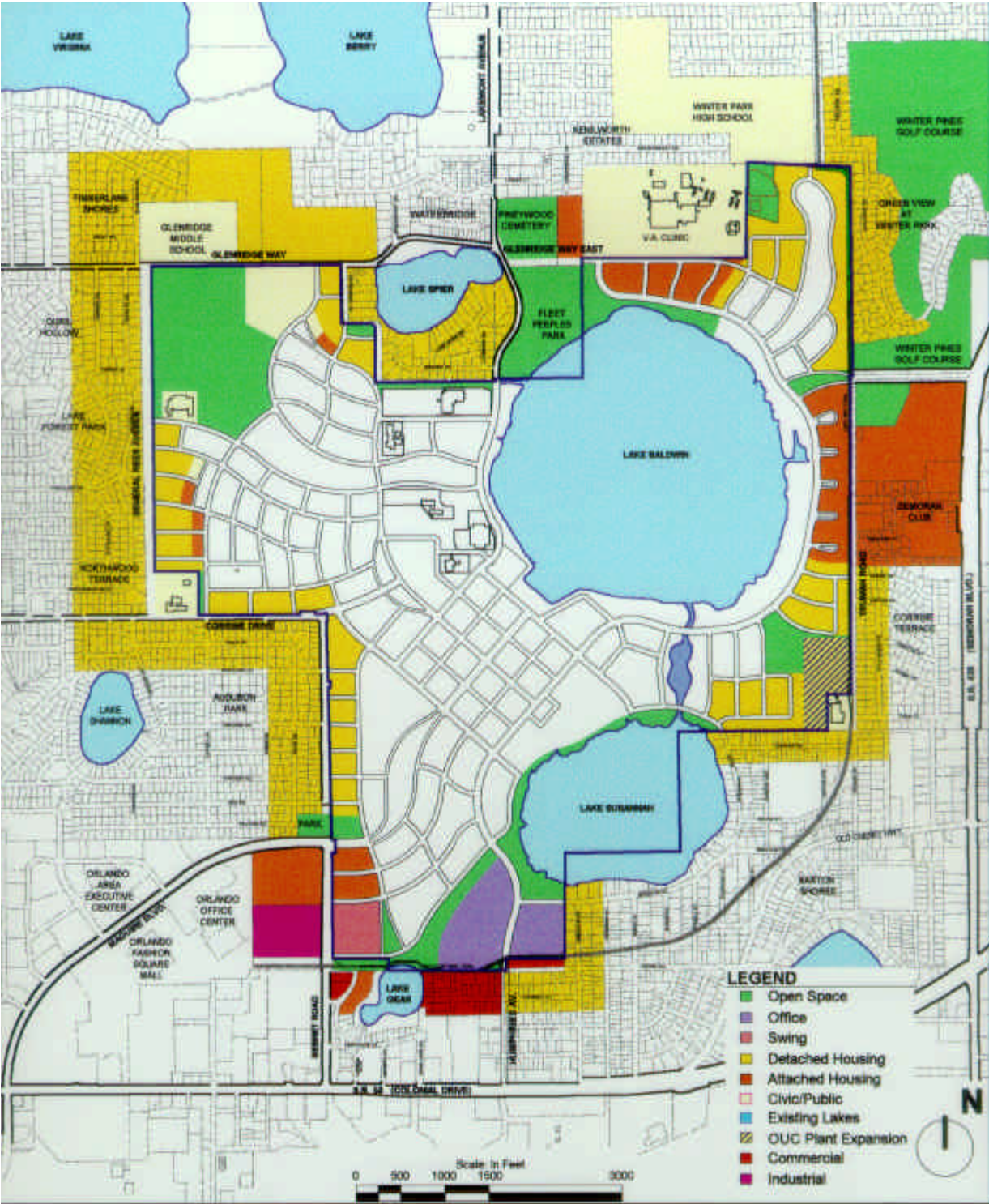
Existing Buildings to Remain

REGULATORY PLAN

3.3 Existing Buildings to Remain

Several buildings currently on the N.T.C. site will remain including: U.S. Customs, VA Clinic, Defense Finance & Accounting Service, Department of Corrections, the credit union, and the water supply treatment plant. The water supply treatment plant requires an expansion.

A site also exists for potential reuse as a future community facility along General Rees Avenue.



Compatible Land Use

REGULATORY PLAN

3.4 Compatible Land Use with Surrounding Neighborhoods

The master plan includes land use designations that are compatible with the surrounding existing neighborhoods, as follows:

- **General Rees Avenue**

Along General Rees Avenue, housing and open space is proposed across from the existing single-family neighborhood.

- **Glenridge Way**

Along Glenridge Way, single-family housing, a potential middle school site, and open space is proposed.

- **Lake Spier Neighborhood**

Adjacent to the existing single-family neighborhood, single-family housing and a green space along the northern edge of the existing Defense Finance & Accounting Service facility is proposed.

- **VA Hospital**

Adjacent to the existing VA hospital, multi-family and single-family housing is proposed.

- **Green View at Winter Park**

Adjacent to the existing Green View single-family neighborhood, single-family housing is proposed.

- **Semorán Club & Corrine Terrace**

Adjacent to the existing single- and multi-family neighborhood, single- and multi-family housing is proposed. The Cady Way Bike Trail open space will serve as a buffer between neighborhoods.

- **Barton Shores & Lake Susannah Neighborhoods**

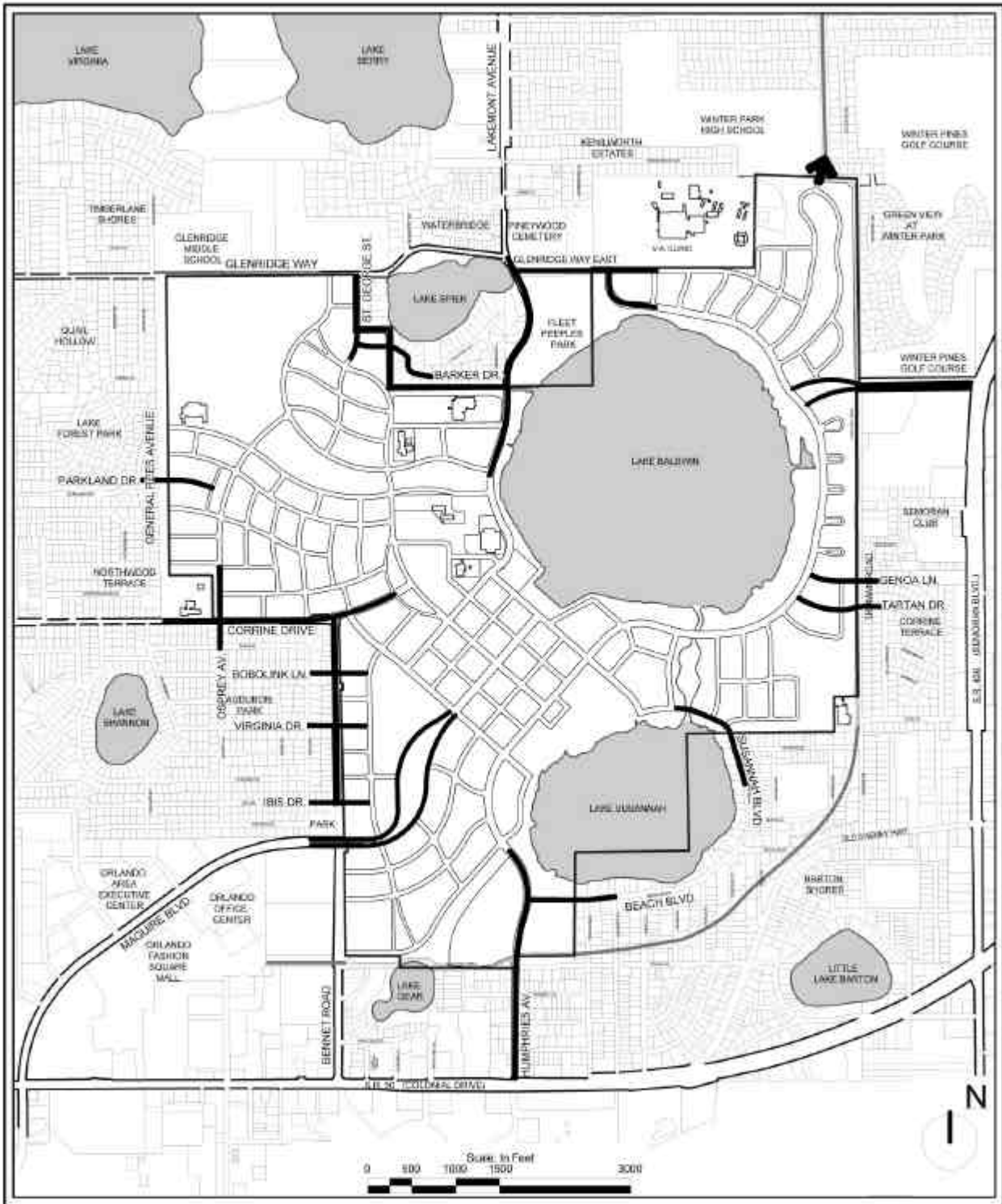
East of Lake Susannah, single-family housing is proposed next to the existing single-family housing. West of Lake Susannah, office is proposed.

- **Orlando Office Center / Bennet Road Multi-Family**

Multi-family and office are proposed along Bennet Road, south of Maguire Boulevard.

- **Audubon Park**

Single-family housing is proposed along Bennet Road.



Connections To Existing Streets

REGULATORY PLAN

3.5 Connections to Existing Streets in Surrounding Neighborhoods

The master plan proposes a street system that will connect to many existing streets surrounding the N.T.C. site, allowing an evenly distributed interchange of pedestrian, bicycle, transit and automobile trips between similar land uses. The existing streets to which the new framework will connect include:

Major Streets

- Maguire Blvd.
- Corrine Drive
- Lakemont Avenue
- Humphries Avenue

Local Streets

Audubon Park

- Ibis Drive
- Virginia Drive
- Bobolink Lane
- Osprey Avenue

Barton Shores

- Susannah Boulevard
- Beach Boulevard

Lake Spier

- Barker Drive
- St. George Street
- Glenridge Way

Corrine Terrace

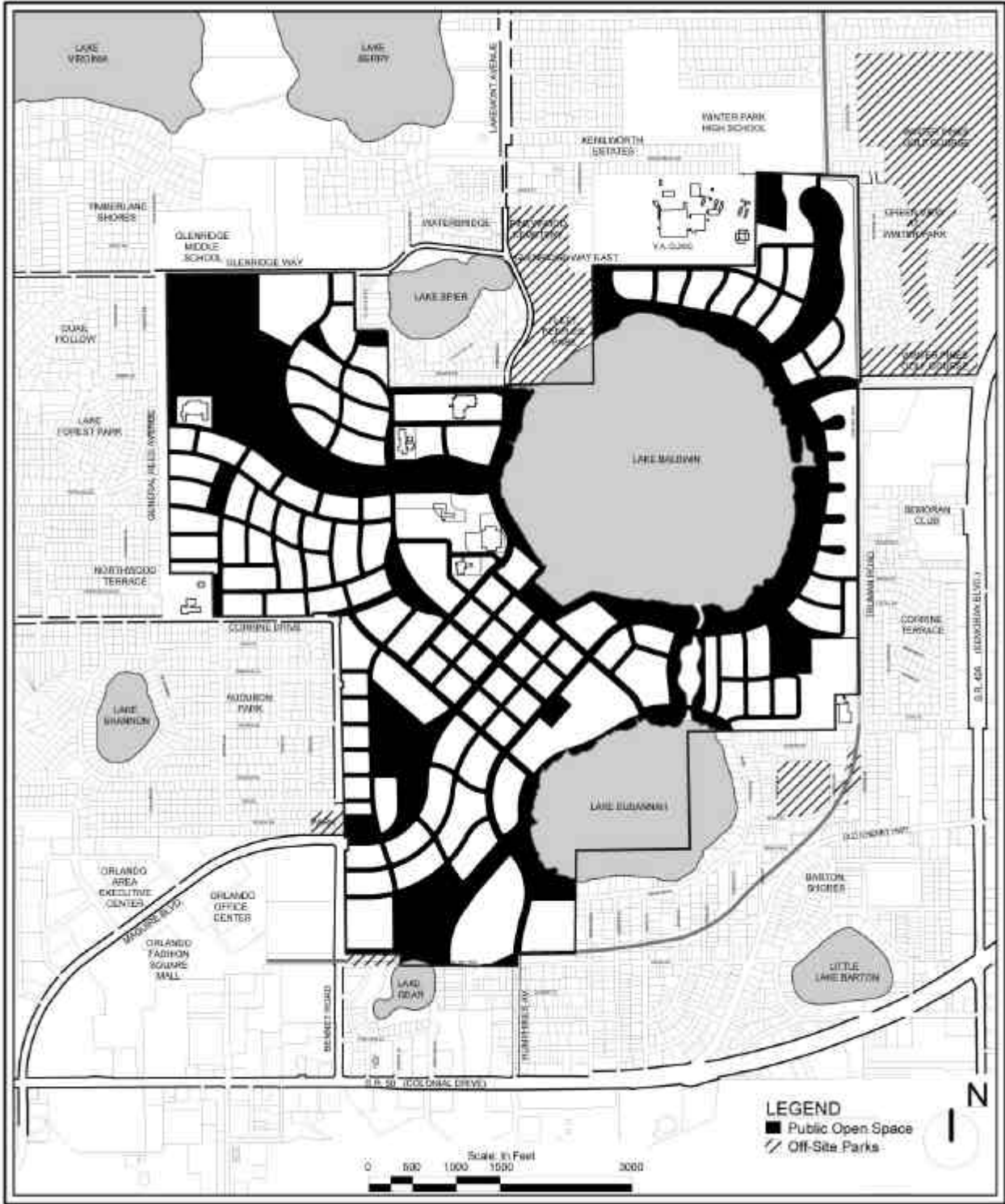
- Genoa Lane
- Tartan Drive (potential connection)

Lake Forest Park

- Parkland Drive

A potential link to Winter Park High School can be accommodated for school bus access from the site (subject to agreement between the City of Orlando, City of Winter Park, and the Orange County School Board). A pedestrian and bicycle connection will be provided to the High School.

In summary, four major streets and eleven local streets are intended to be connected with the N.T.C. site. A connection to an additional local street is a possibility in the future.



Open Space System

REGULATORY PLAN

3.6 Environmental/Open Space Framework

The master plan proposes the creation of a Great Park System which will meander through the site, address all neighborhoods, and connect Lakes Gear, Susannah and Baldwin together. The Great Park System shall develop an overall ecosystem approach to landscape design. The streets will combine with the Great Park System to establish the overall public open space framework for the community.

The Great Park System will be a rich and varied landscape that should feature all of the best of Orlando's natural landscape and urban landscape traditions. The City has established a tradition of providing public viewing or access to community lakes. The master plan will continue this tradition by insuring public access and views to the lakes and wetland areas.

The Great Park System will be composed of:

- Resource-Based Parks

The native landscape will be enhanced by preserving and expanding the bald cypress groves, the pine flatwoods, and the freshwater marshes. Expanded wetland plantings will provide for greatly increased animal and bird habitat areas. Native gardens focused on the plant life of Central Florida will be included. Greenway paths for walking, jogging and bicycling will be provided within the Great Park System.

- Activity-Based Parks

Recreation fields including softball and soccer will be included in some of the greenways. The large park at the northwest corner of the site is referred to as the "sports park" which will house recreational facilities and sports fields for the community and adjacent schools.

- Village Green & Harbor

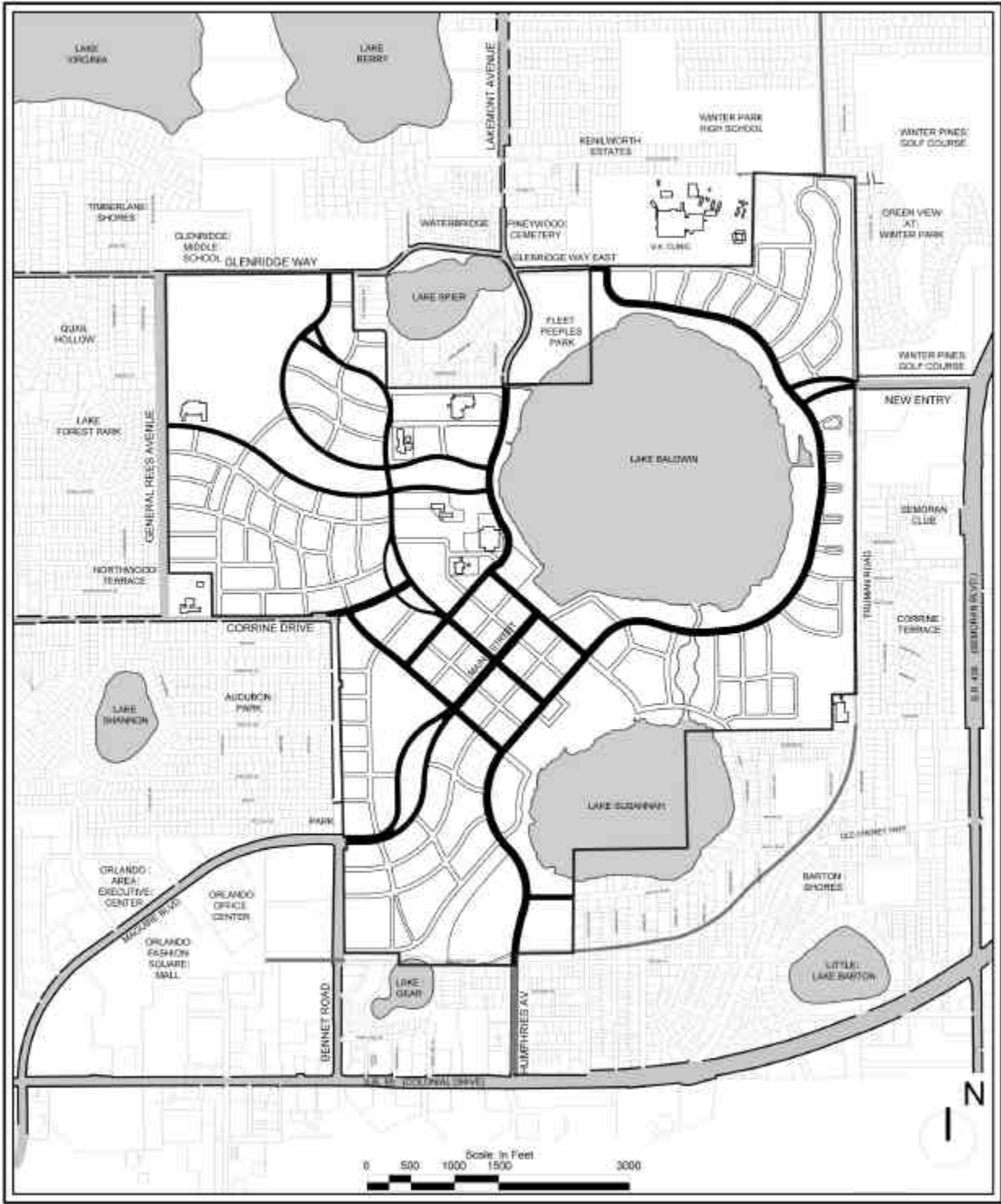
A harbor for small boats will also be included at the Village Center. A village green will be provided at the harbor's edge where Main Street meets the lake. This green space will provide continuity to the open space ring around Lake Baldwin.

- Neighborhood Parks

At least four neighborhood parks are also provided within the plan. These parks are positioned to create the focus and center for each neighborhood. Children's playgrounds, special gardens, paths and benches are envisioned for these small parks.

- Refer to Chapter 4 for additional regulations and requirements regarding the Great Park System.

- Refer to Chapter 5 for additional regulations and requirements regarding the Roadway Framework.



Major Streets

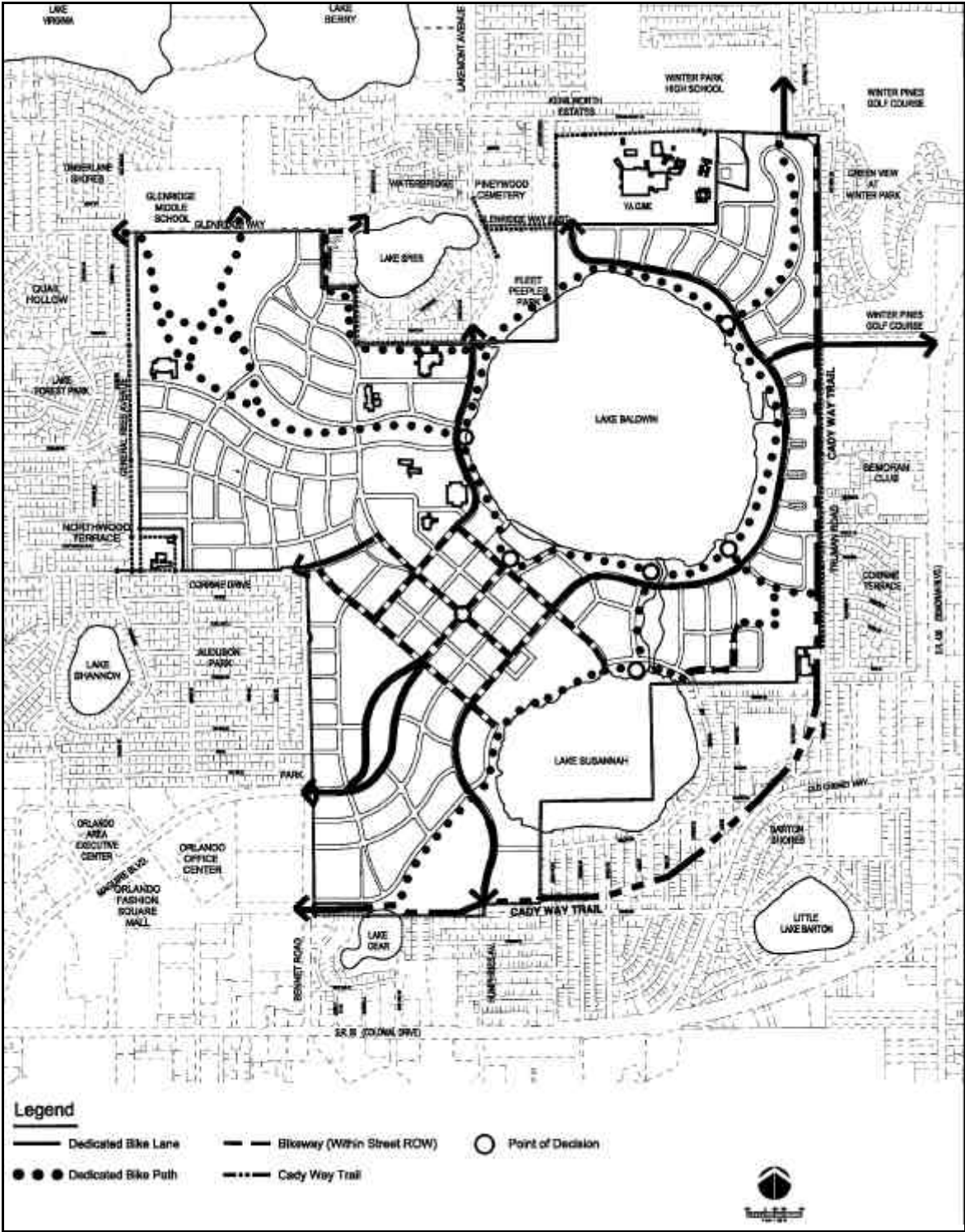
3.7 Transportation Framework

Major Streets

Major streets are defined as the committed streets which will provide access to the Village Center or one or more neighborhoods from the surrounding city street system. The major streets include streets within all three street types Boulevards, Village Center and Residential. Major streets will enter the site from all four directions, connecting the new neighborhoods and parks with the surrounding communities. Major streets will be designed to discourage fast-moving, through traffic. Maguire Boulevard will continue into the site as Main Street through the Village Center, terminating at Lake Baldwin. Corrine Drive will continue into the site and terminate at the north portion of the Village Center. Lakemont Avenue and Humphries Avenue will define the two outer streets of the Village Center. A lake boulevard will follow the shoreline and scribe Lake Baldwin. Two curvilinear residential streets will connect General Rees Avenue and Glenridge Way with Lake Baldwin. A new park boulevard will connect SR 436 with Lake Baldwin. An increase of the existing Humphries Avenue right-of-way will create a new boulevard entry to the community from Colonial Drive (SR 50).

Major streets will be constructed in the general locations as shown.

- Refer to Chapter 5 for additional regulations and requirements.



Bikeways

3.8 Transportation Framework Recreational Bikeways

Although all streets should have slow vehicle speeds and accommodate bicycles, special bike paths will be located within the park system. These paths will connect all neighborhoods to the lakes and to the Village Center. Bikeways can pair with jogging trails to create a multi-purpose pathway system. The new bike paths will connect to the existing Cady Way Trail. Dedicated bike paths (within the parks) will be a minimum of 8'-0" wide. Dedicated bike lanes (5'-0" wide) will be included in the design of the Boulevards. On Village Center and Residential Street types, bikes will share the street with other vehicles.

The Cady Way Trail will be extended to the east along the East Boulevard Entry, from SR 436. This will be 15'-0" wide and will provide an opportunity to connect to the Little Econ Greenway Multi-Use Trail open space system in the future.

- Refer to Chapter 5 for additional regulations and requirements.



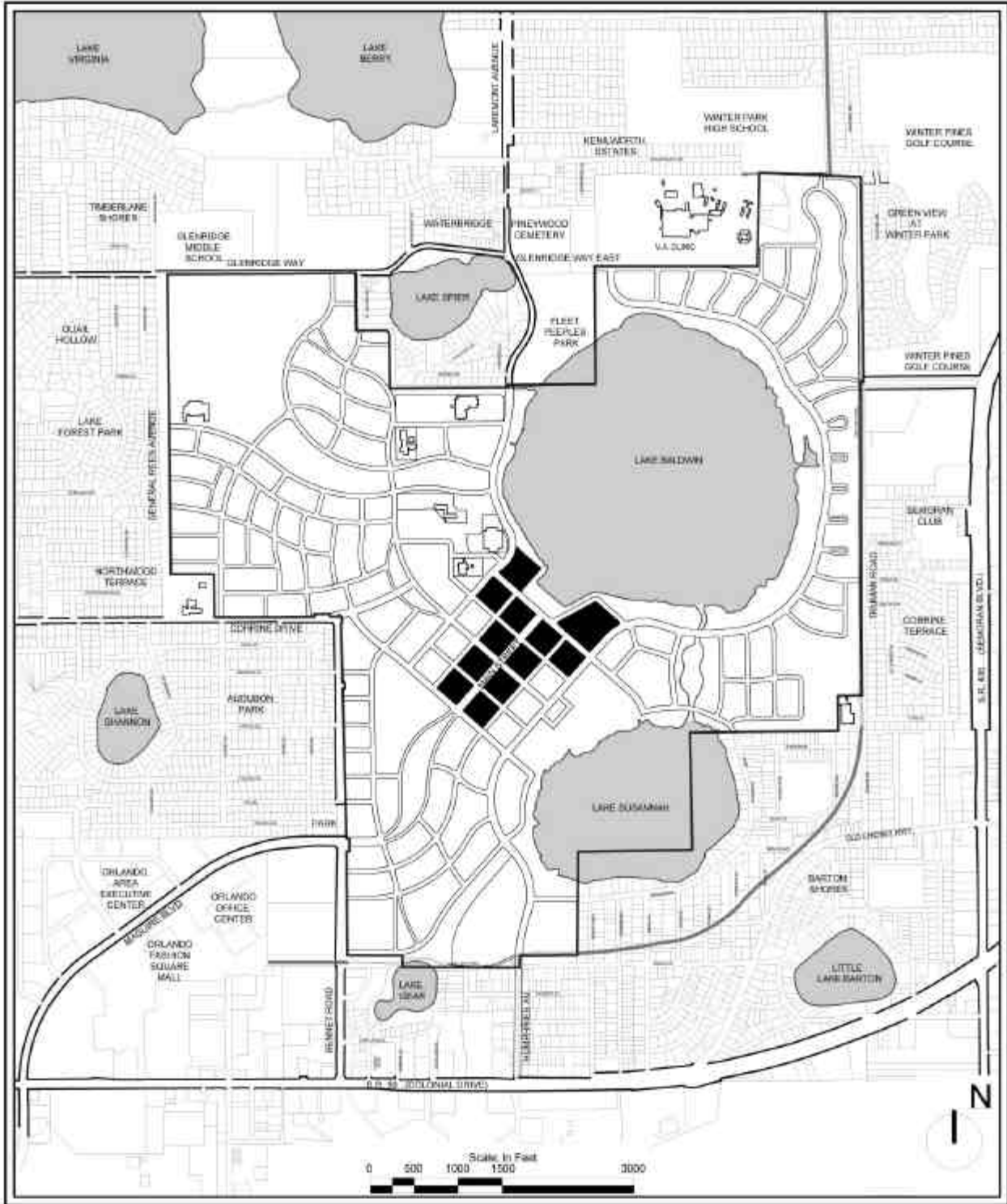
Transit Routes

REGULATORY PLAN

3.9 Transit Routes

The major streets will accommodate city buses and possibly rubber tire trolleys. Corrine Drive, Lakemont Avenue, Humphries Avenue, and Maguire Boulevard will serve as potential bus routes. Final bus routes and transit stops will be coordinated with LYNX. Areas will be provided for future transit shelters in the Village Center and Neighborhood Centers. Bus lines will not require exclusive right-of-way lanes.

Potential future light rail connections can also be accommodated within the N.T.C. site.



Village Center Core

REGULATORY PLAN

3.10 Village Center - Core

Introduction

The “core” of the Village Center is primarily a retail, office and residential district oriented toward Main Street, which leads to Lake Baldwin. The core area will define both sides of Main Street, as well as three sides of the proposed harbor and village green. This will be the signature place within the proposed community for both residents and visitors to gather, shop and stroll.

Urban Design Character

All buildings will generally build to a build-to line along Main Street, and all buildings will incorporate active ground level uses including access to upper level uses, retail and commercial services. The proposed buildings will reinforce the pedestrian character of Main Street by holding the street edge, shading the sidewalks with trees, awnings, canopies, or arcades, and activating it with ground floor uses.

Transportation

A simple grid of streets oriented to Lake Baldwin and Lake Susannah will provide vehicular access to all development blocks. On-street parking is required on Village Center Core streets. The Village Center Core will be served by city bus routes. Village Center Core Streets will provide transit shelters as required.

Open Space

The Village Center Core is marked by two key open spaces, a large resource-based park on the southwest side and the village green and harbor on the northeast side.

The Village Green and Harbor will be the primary civic focal point for the community. A fully appropriate public space, representative of the significance of this area, shall be established as part of the Great Park System Master Planning process. Also, in conjunction with the Village Center Master Planning process, definition of this public space shall be complete with minimum building separations from the lake edge and proper building relationships recognizing the importance of the Village Green.

Sidewalks within the core area will generally include street trees.

- Refer to Chapter 6 for additional regulations and requirements.

REGULATORY PLAN

3.11 Village Center - General

Introduction

The Village Center General Area will include retail, office and attached housing components of the program. The Village Center will extend from Lake Susannah to the resource-based park connection and from the proposed elementary school to Lake Baldwin.

Urban Design Character

Outside of the “core” area, buildings will be constructed to a specific build-to line designed to create a strong street edge and to accommodate additional landscape, stoops, or porches. Building height will be generally lower than in the Village Center Core.

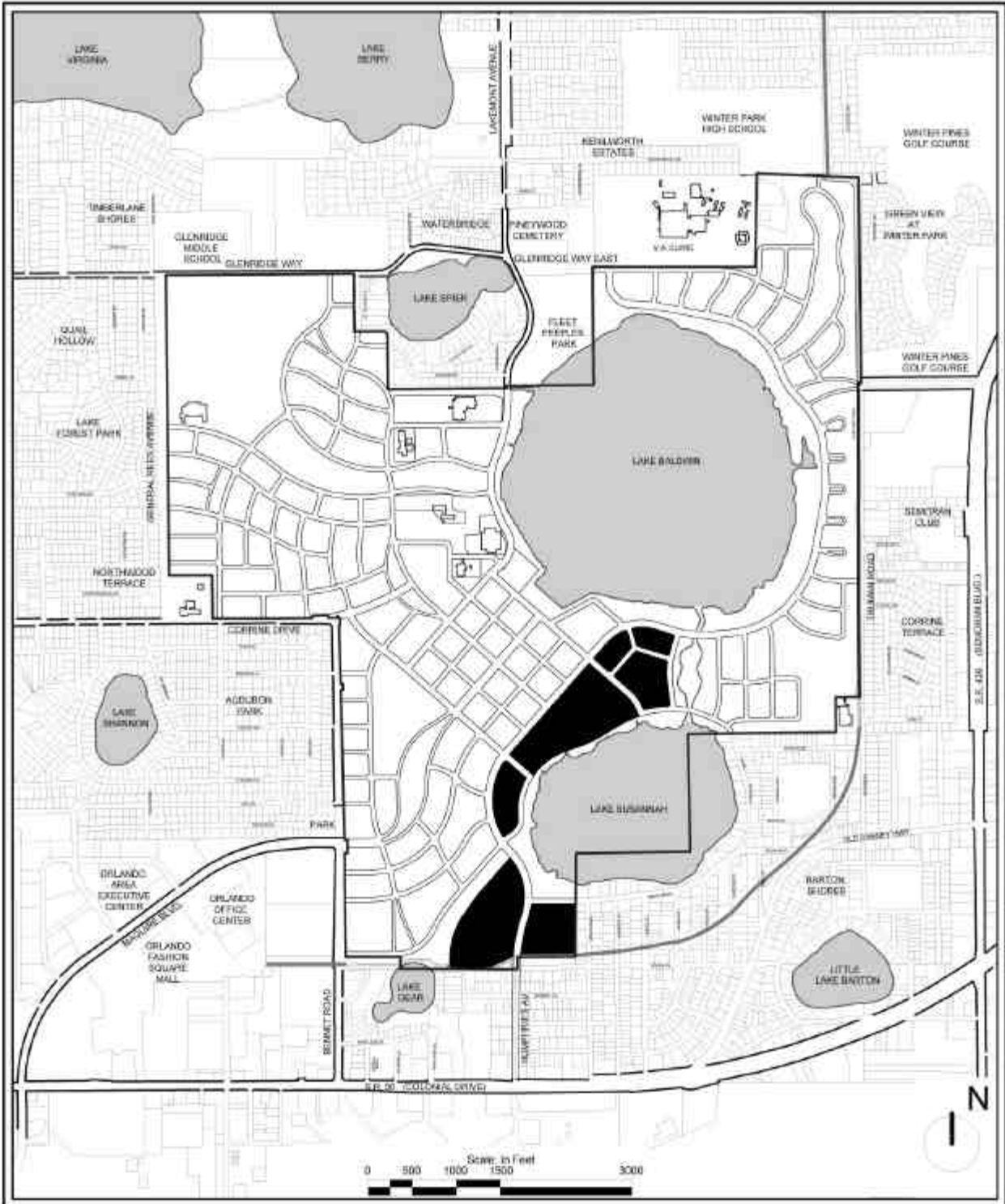
Transportation

The small development blocks and a grid of streets will extend throughout the Village Center. The grid will “warp” or bend as it extends to the Great Park System’s edges. The small blocks are intended to create a Village Center easily accessible from all surrounding neighborhoods. The grid of streets will also help to distribute traffic throughout the Village Center. On-street parking is required. The Village Center Streets will be served by city bus routes. Village Center Streets will provide transit shelters as required.

Open Space

In addition to the harbor and the village green, the Village Center will include a park at the terminus to Corrine and a resource-based park along Lake Susannah. Sidewalks within the core area will generally include street trees.

- Refer to Chapter 7 for additional regulations and requirements.



Campus District Overlay

REGULATORY PLAN

3.12 Campus District Overlay

Introduction

This overlay reflects a special district for development adjacent to Lake Susannah. The Campus District will provide a complimentary yet alternative environment to the Village Center Core. The intent of the Campus District is to achieve a campus community in character similar to an academic setting, such as Rollins College. The concept is one of academic or office campus adjacent to a village center. Fundamental principles for this district include:

- A variety of building massing, including larger buildings located in a garden setting
- Buildings clustered around courtyards, small gardens, public greens and the Great Park System
- Buildings connected to each other by arcades, pergolas, walls or hedges.
- Parking located in the mid block areas, and screened from the street view
- Buildings which front the Humphries Avenue and the Village Center as well as Lake Susannah
- A reserved public open space/park edge along Lake Susannah providing continuous public access
- Housing integrated within the campus developments

Urban Design Character

Buildings should be arranged around public open space or courtyards and be connected by pergolas, hedged walls, arcades or covered walkways. Buildings and entrances should front Humphries Avenue, Lake Susannah, or adjacent courtyards when used as vehicular drop off. Where density does not allow buildings to be placed along the frontage line at Humphries Avenue, that edge should be reinforced by means of pergolas, arcades, garden walls or other urban edges to screen parking behind. Within the setback reserved along the Lake Susannah public open

space, a continuous covered walkway should be provided between buildings to shield views of surface parking.

Courtyards, gardens or other public spaces should be used to terminate streets leading from the Village Center. These termination areas may be used as one way loops to serve as drop off points for buildings surrounding these spaces, as areas to facilitate entry into the district, or as access to surface parking behind. Campus buildings, or public space ancillary buildings such as gazebos, pergolas or statuary may be used to terminate views.

Transportation

The proposed transportation plan anticipates the coordination and confluence of all modes of transportation, i.e. walking, bicycling, automotive, bus and shuttle bus, to connect to the Campus District.

Open Spaces

The Campus District area includes an area along Lake Susannah designated as public open space. Pedestrian paths are proposed along Lake Susannah and between buildings within the Campus District and should provide continuous public access. The Campus District Overlay shall provide a pedestrian friendly permeability from the Village Center providing views and access to Lake Susannah. The edge of Lake Susannah shall be reserved as public open space, and may include open air structures such as gazebos, pergolas or trellises. It is encouraged that areas at the end of streets from the Village Center leading to the Campus District also be developed as public open space to facilitate entrances and to terminate views. Open space or gardens with enclosing walls, trellises, colonnades or plantings should be used to reinforce the edge of Humphries Avenue.



Neighborhood Centers

3.13 Neighborhood Centers

Introduction

The Neighborhood Centers provide a focus to each residential area. Most housing will be located within a five-minute walk of a Neighborhood Center. The center will generally include a small open space, civic uses, religious institutions, housing and a small amount of neighborhood-serving retail or commercial services.

It is important that the Neighborhood Centers not compete with the Village Center for commercial uses, since the Village Center is within a 10-minute walk of most neighborhoods.

Urban Design Character

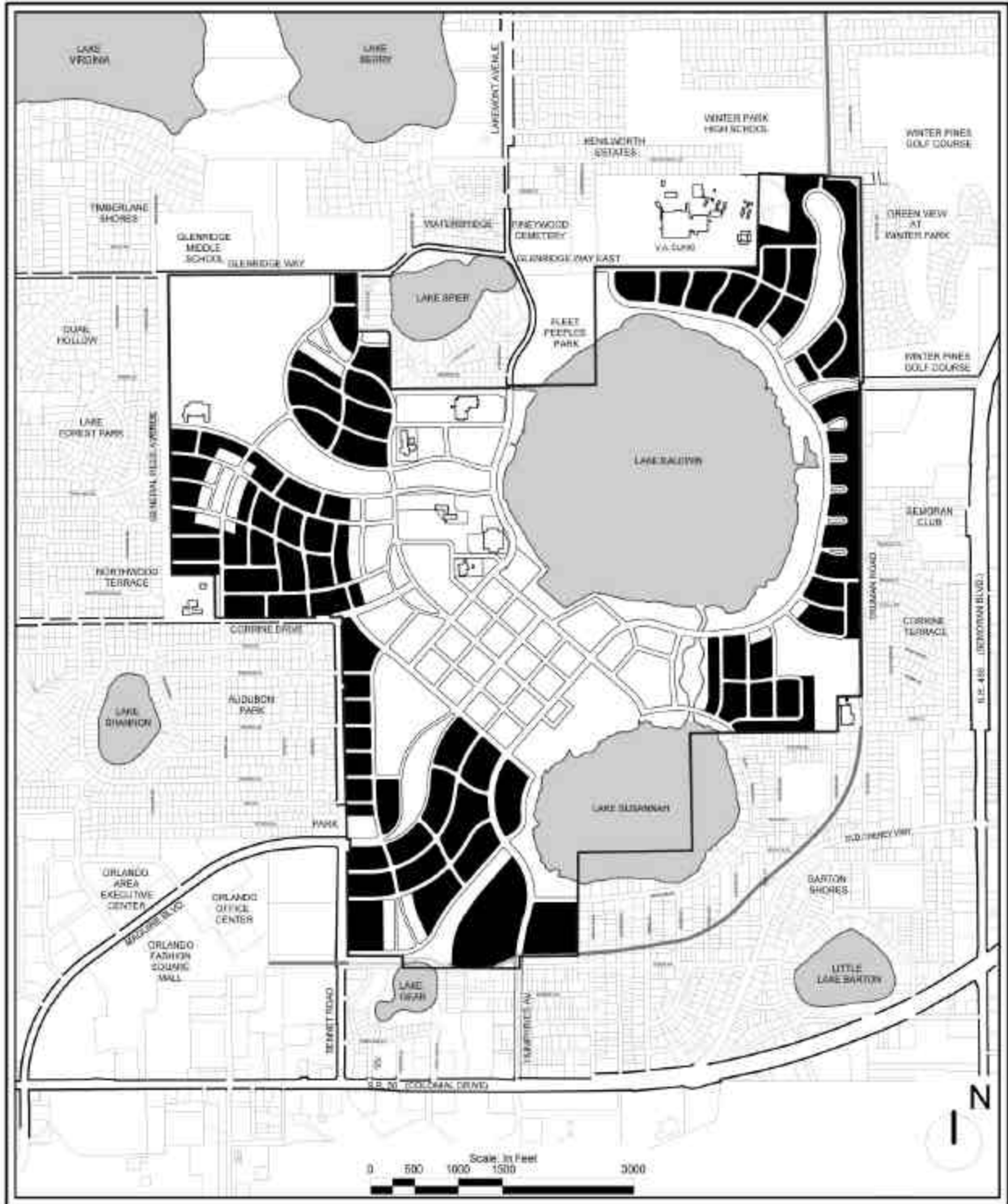
All buildings will build to a frontage line to define the Neighborhood Center and distinguish it from the surrounding lower-density neighborhoods.

Transportation

On-street parking is required on all streets. Bus routes and stops should occur within a Neighborhood Center. Final locations will be coordinated with LYNX.

Open Space

Neighborhood Centers shall include or be adjacent to a small neighborhood park.



Neighborhoods - General

REGULATORY PLAN

3.14 Neighborhoods — General

Introduction

Five residential neighborhoods surround the Village Center. Each neighborhood is a 10-minute walk from end to end, and each will include a Neighborhood Center. All neighborhoods will address the Great Park System.

Urban Design Character

The neighborhoods are made up of small blocks and a grid of narrow streets. Residential neighborhoods will not be walled or gated and the local streets will connect from one neighborhood to the next. Within each neighborhood residential development will be undertaken to provide diversity. Diversity in a residential neighborhood will be achieved through a mix of housing types, design, and tenure. To ensure a mix of housing design is achieved, different designers and/or design services shall be utilized.

Each residential neighborhood will be developed around a fundamental design framework. This framework will include similar intensities fronting across streets with changes in scale along the rear lot lines or alleys. The design will also recognize the presence of strategic neighborhood anomalies that provide opportunities for deviation from the standard.

Office Use

Limited office use will be permitted in Neighborhood #3. This use will follow the regulations and requirements of the Campus District.

Transportation

Neighborhoods will be characterized by slow-moving cars and narrow, low-volume streets with on-street parking. Tree-lined parkways separating sidewalks from the street will include handicap access and conveniently located transit stops. Bicycle paths will connect neighborhoods, recreation areas and centers of activity and interest.

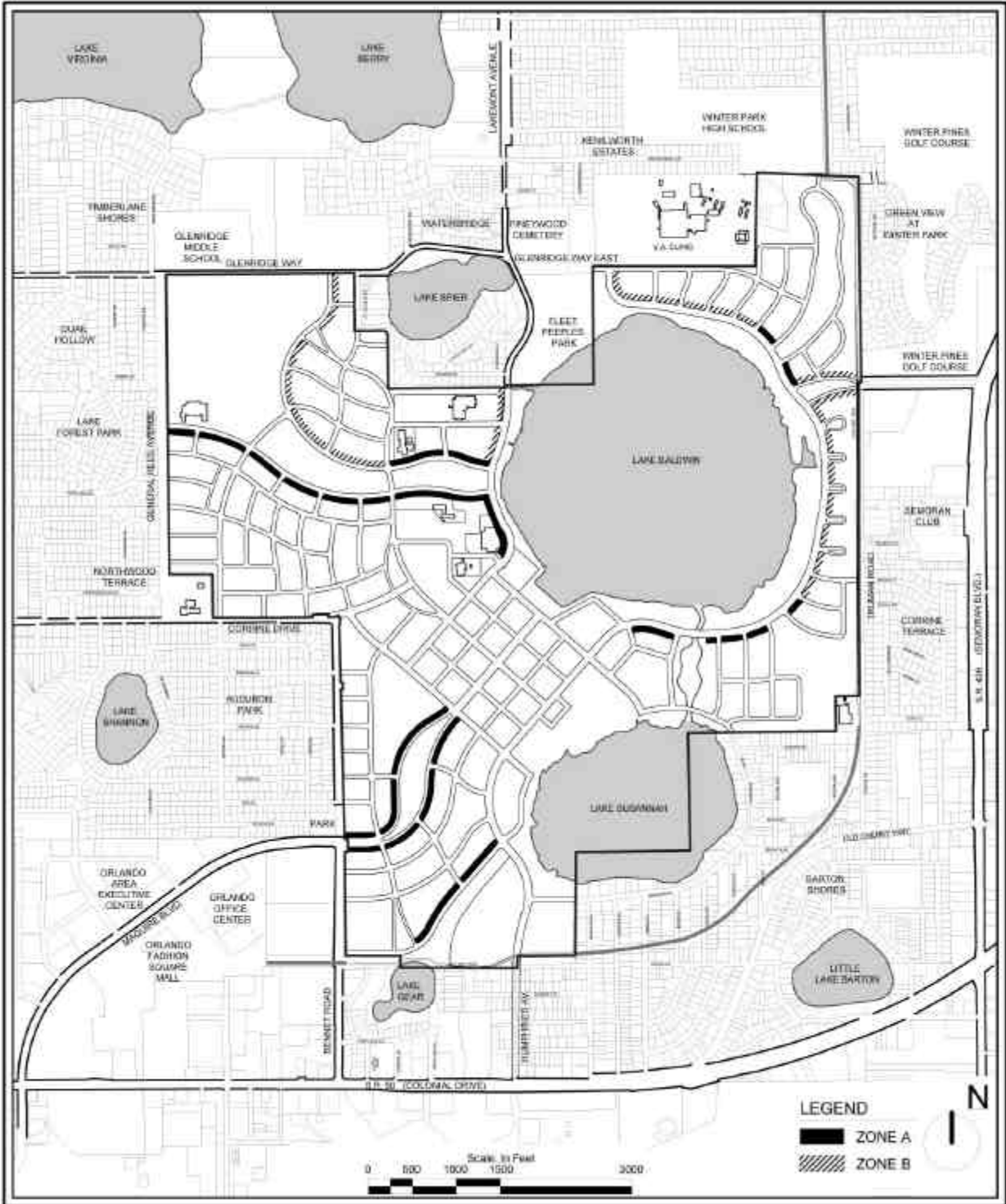
Open Space

Open space within each neighborhood will be provided by the neighborhood parks and the adjacent Great Park System. All streets will include continuous parkways with canopy trees and lawn or ground cover.

Potential Middle School Site

If the Glenridge Middle School does not move onto the NTC site, the area presently reserved for the middle school will revert to the Neighborhood General Development Standards.

- Refer to Chapter 9 for additional regulations and requirements.



Park Edge Overlay

3.15 Park Edge Overlay

Introduction

The Park Edge Overlay reflects a special setback condition for development adjacent to park edges.

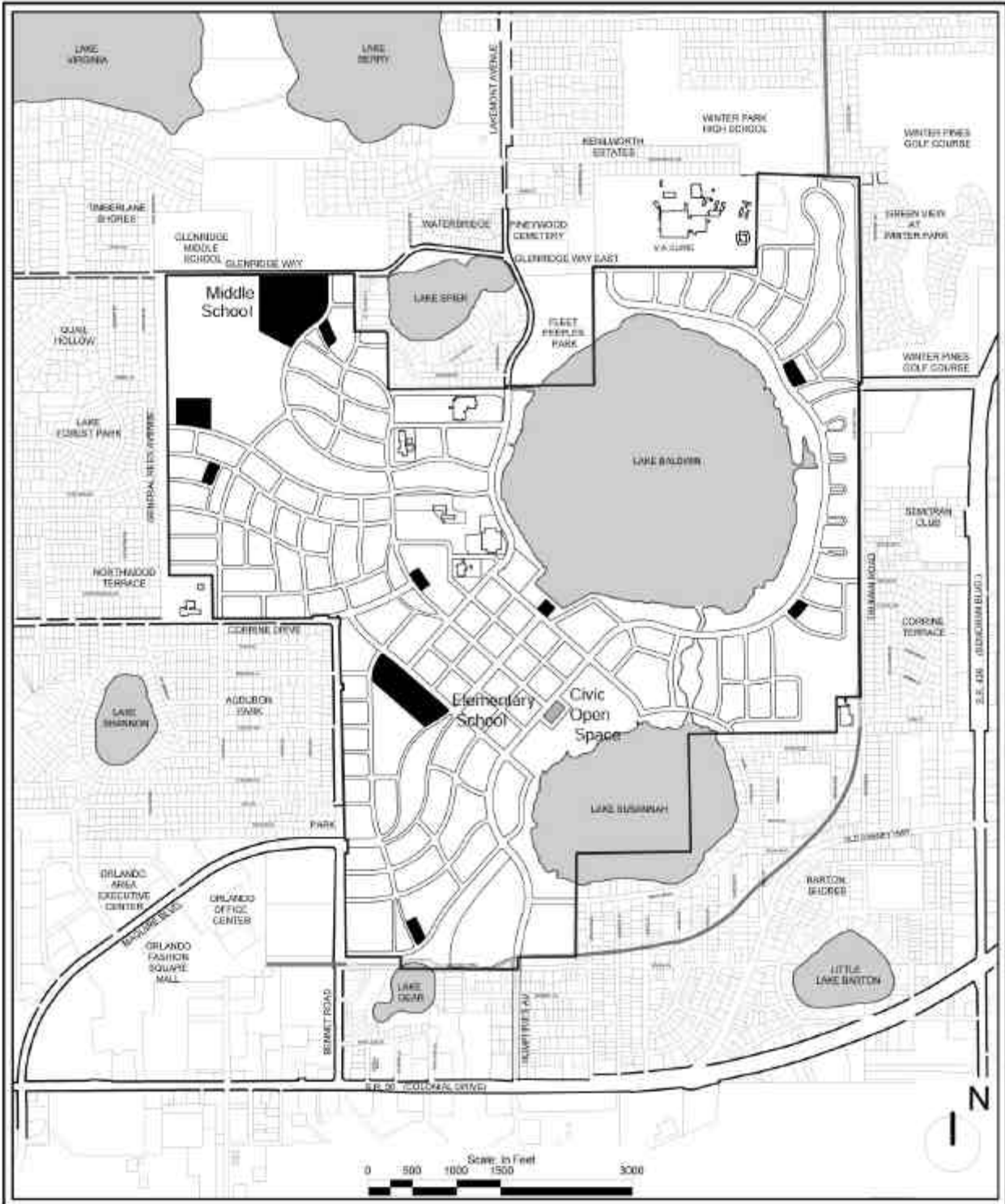
These setback requirements will override only the front setback requirement stated in the various regulatory plan categories. For all other requirements (i.e. coverage, encroachments, building heights, etc.), refer to the regulations and requirements of each specific category.

Zone A

Development adjacent to the parks in this zone will define a strong urban edge and utilize distinctive architecture. The setback/build-to line for buildings will be a minimum of 12' from the right-of-way.

Zone B

Development adjacent to the park edges in this zone will reflect the large landscaped setback and expansive garden concept found in older lakefront neighborhoods in Orlando. The setback line for buildings will be a minimum of 25'-30' from the right-of-way. Setbacks in this zone may vary. Xeriscaping landscape techniques will be provided where possible to promote efficient and economic use of water.



Civic Sites

3.16 Civic Sites

Introduction

Community and public facilities within the plan will play an important role in the master plan. These will include major public facilities such as an elementary school, religious institutional sites, recreation centers, and a branch library. An additional site is reserved for the potential relocation of the Glenridge Middle School. In addition, civic sites may include special public/private partnership projects.

- Building entrances will address the local neighborhood park or addressing street.

These guidelines call for appropriately sized sites for religious institutions or community facilities related to each neighborhood center. In addition, a potential community facility is proposed to locate within the sports park. Other facilities, such as a branch library or branch post office should be located in the Village Center.

Urban Design Character

Civic buildings should act as community landmarks utilizing key sites and architectural emphasis through materials, massing and detail.

- Building sites will be identified and reserved within each neighborhood in key locations to terminate vistas, or strengthen public spaces.
- Buildings will build to a build-to line with parking behind.
- Religious institutions will also create community landmarks.
- Buildings will be well-scaled and compatible with adjacent residential buildings.

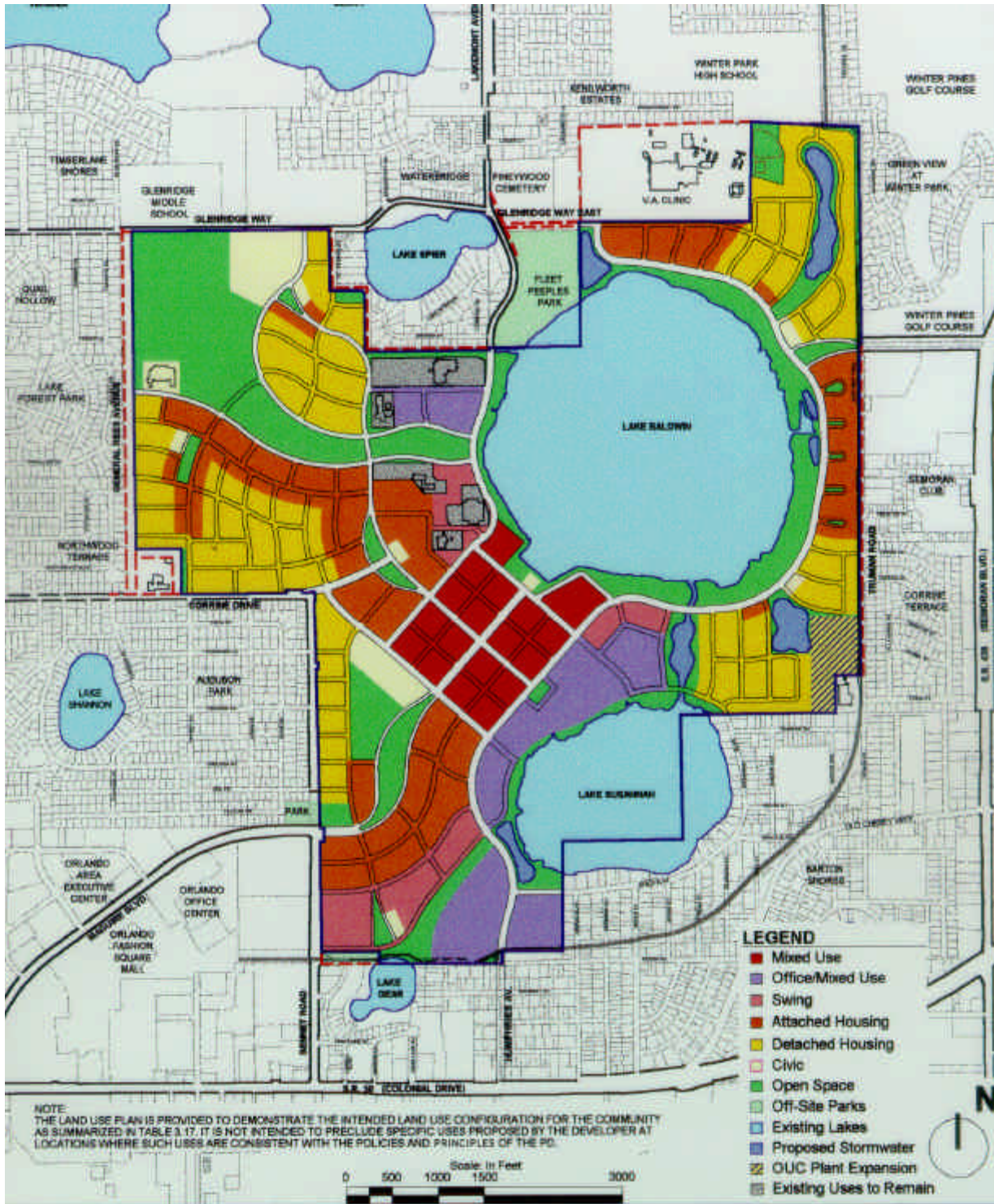
3.17 Land Use Program Summary

(July 27, 1998)

- The Program Summary is intended to illustrate the anticipated development program. Actual development may exceed the program summary provided development is consistent with the entitlements contained in City of Orlando Growth Management Plan Future Land Use Element Subarea Policy 16.4.

LAND USE	AMOUNT	ACREAGE
THE GREAT PARK/ OPEN SPACE		204.99
ACRES		
Village Green & Harbor		
Neighborhood Parks		
Activity-Based Parks		
Resource-Based Parks		
VILLAGE CENTER/ MIXED USE		47.93
ACRES		
Commercial	350,000 sq. ft.	
Office	200,000 sq. ft.	
Attached Housing	550 units	
<i>(housing units number included in attached housing total)</i>		
OFFICE/ MIXED USE		66.97
ACRES		
Free-standing office buildings	1,300,000 sq. ft.	
HOUSING	3228 UNITS TOTAL	309.57 ACRES
Detached	928 units (178.56 acres)	
Attached	2300 units (131.01 acres)	
SWING SPACE		34.75 ACRES
Office or Attached housing		
CIVIC FACILITIES		27.93 ACRES
Elementary School		
Potential Site for Relocated Middle School		
Community Facilities <i>(churches, library, etc.)</i>		
TOTAL DEVELOPABLE AREA		692.15
ACRES		
INFRASTRUCTURE (MAJOR STREETS)		63.54 ACRES
EXISTING LAKES		247.64 ACRES
TOTAL REDEVELOPMENT LAND AREA		1003.33
ACRES		
OUT PARCELS/EXISTING FACILITIES TO REMAIN		91.72 ACRES
VA Clinic	44.32 acres	
Defense Finance & Accounting Service	8.67 acres	
U.S. Customs	3.30 acres	
Credit Union	1.56 acres	
Army Reserve	1.90 acres	
Water Supply Treatment Plant <i>(expansion)</i>	10.00 acres	
Department of Corrections	5.71 acres	
General Rees <i>(right-of-way)</i>	8.96 acres	

ORLANDO NAVAL TRAINING CENTER
 ORLANDO, FLORIDA



Land Use Plan

3.18 General Notes

Perimeter Boundaries

The minimum site boundary principal building setback shall be 20' for principal structures.

Residential Ownership Mix

The development of residential use shall be designed to produce an initial residential ownership minimum of 60% owner-occupied units.

Residential Sprinklers

All development shall be protected through the use of an in-building sprinkler system.

Signage

Signage shall be as set forth in the LDC Traditional City requirements except as may be established through the neighborhood design process.

Gated Communities

Gated or walled development shall not be permitted.

Development Standards

The development standards in Chapters 6 - 10 (Sections 6.4, 7.3, 8.2, 9.3, 10.2) replace all of the standards contained in Chapter 58, Figure 1 of the Land Development Code.

Use Standards

In the event of uncertainty, the Planning Official shall be authorized to make use determinations for permitted and prohibited uses.