INTRODUCTION

The primary intent of these design guidelines and standards is to create a sustainable and balanced community in Southeast Orlando with the characteristics of traditional "Orlando": where streets are convenient and comfortable for walking, where parks are a focus for public activity, and where the life and vitality of a mid-sized town can be enjoyed by its residents and visitors.

A full range of uses, services, amenities, and activities are planned in Southeast Orlando to fill the needs of the ultimate population of roughly 65,000. Along these lines, a hierarchy of places has been proposed, ranging from a Town Center that will serve as one of the primary destination and job centers within the community, to Village and Neighborhood Centers that provide local shopping and civic spaces for Residential Neighborhoods, to Airport Support Districts that include a variety of industrial, office, and supportive commercial uses.

The size of Southeast Orlando, as well as the coordinated effort underway to plan for the area, provide an opportunity to create a unique image and character that is immediately identifiable to visitors and residents. Like some older communities, Southeast Orlando should be immediately identifiable by the pattern of residential districts that focus on village and neighborhood centers; by the design of homes and commercial buildings; by the trees planted along major boulevards and the scale of local streets; and by the proximity to nature. These design guidelines and standards establish a framework for such a community to evolve.

PLANNING PRINCIPLES

Establish an Identifiable Regional Edge and Infill with Urban Development

Virtually all of the Orlando region is surrounded by environmentally sensitive lands. Though some growth has already hopscotched beyond this natural edge, the majority of the region is defined by the regional system of drainageways and protected habitat. In areas where growth is progressing, regulatory efforts or strategic land purchases can help to create and reinforce an identifiable regional edge and help to limit urban sprawl.

Conversely, the majority of regional growth should be directed to developable lands within the urban area. Funding for roads, infrastructure, services, and schools should support compact development patterns.

The Southeast area represents a substantial new growth area which should be planned and developed with these principles in mind.

Plan a Community, Not a Bedroom Suburb

The 19,300 acres represented by the Southeast Orlando area is the size of a mid-size town. A full range of uses, services, amenities, and activities should be planned to fill the needs of the new Southeast Orlando citizens. Along these lines, a hierarchy of places has been proposed, ranging from a Town Center that will serve as the "downtown" for the community, to Village and Neighborhood Centers that provide local shopping and civic spaces for Residential Neighborhoods, to Airport Support Districts that include a variety of job-generating uses. Each of the centers will take on their own identity over time. For example, one center may focus on retail and entertainment, another on business, and another on civic uses.

Reinforce Linkages to Regional Activities

The Orlando International Airport is a strong and growing economic engine within the region. The Greater Orlando Airport Authority, GOAA, plans to construct a fourth runway, expand terminal facilities, build new on-site roadways, pursue regional rail transit linkages, and actively market airport-related industrial, office and commercial development.

The Southeast Orlando area is directly adjacent to this significant regional center and has the potential to benefit by serving as a prime location for new office and industrial development. In addition, the Southeast Orlando area's location can capitalize on traffic to the airport through strategically placed commercial / lodging activities, and by providing a full range of housing that is both affordable and convenient for airport employees.

Similarly, the Southeast Orlando area is also within a 10 to 20 minute driving distance of many of the region's entertainment attractions, as well as other regional job and education centers. The mix of uses and housing types within the Southeast Orlando area should strengthen these linkages and fill market niches to the greatest extent possible.

Protect and Strengthen Primary Ecological Systems

Southeast Orlando is situated between two regionally significant systems: the Econlockhatchee River (The Econ) and Boggy Creek. The site itself includes portions of two major drainage basins (Boggy Creek and Lake Hart), a connected system of lakes and small water bodies, high concentrations of wetlands, and a great diversity of plants and wildlife, many of which are protected by the City's GMP Conservation Element as well as Federal and State regulations. Though much of this habitat forms contiguous corridors, some areas have been altered by roadways, agricultural conversion, ditching, and cattle grazing.

An opportunity exists in the Southeast Orlando area to create a permanently protected ecological system that is both regionally significant and maintains the integrity of on-site drainage and wildlife corridors. Envisioned as a Primary Conservation Network, or PCN, this area can also become a "mitigation bank" that allows smaller wetland areas outside the network to be transferred to areas of increased importance and viability. As the Primary Conservation Network becomes the mitigation receiving zone, gaps in the system could be recaptured, helping to reinforce the overall integrity of this ecology. Careful siting of trails, parks, and ponds would also allow the PCN to serve as an integrated community amenity.

Create Identity and Sense of Community

Identity and community are often lost in the faceless growth of many suburban areas. Typically, each developer works on a separate track to build and market their property. Public facilities and civic spaces are often placed on the left over, least expensive land. The result is a disjointed series of subdivisions, rather than a community of people and places.

The size of the Southeast Orlando area, as well as the coordinated effort that has been put forth and will continue in planning for the area, provide an opportunity to create a unique image and character that is immediately identifiable to visitors and residents. Like some older communities[1], Southeast Orlando should be immediately identifiable by the trees planted along major boulevards and the scale of local streets[2]; by the pattern of residential districts that focus on village and neighborhood centers; by the design of homes and commercial buildings; and by the proximity to nature.

A sense of community can be nurtured through the town's physical structure. Each residential district should be scaled to the pedestrian, making casual interactions among neighbors possible. Schools and parks should be focal points for neighborhood activities, rather than anonymous institutions and large no-man's lands. Commercial districts should integrate public facilities and spaces, creating a civic atmosphere typical of more traditional downtowns.

1 Winter Park has been suggested as a good example of a community that has a distinct identity.

2 The landscape improvements to Narcoosee Road are an important first step in developing an identity for the community.

Develop a Model Small School System Based on Innovation and Excellence

For Southeast Orlando to grow in a competitive and community-oriented manner, a new approach to the school system must be considered. Large schools that force children into an anonymous setting and require parents to become chauffeurs, inevitably work against our goal to create a sense of community.

Small schools give children the attention they need to build a sense of identity and self-esteem. Schools that are within a short walk of most homes help to nurture neighborhood pride. Schools that build innovative linkages to local industries and educational institutions bring the hope of reestablishing a commitment to education excellence and building a long-term future for the next generation.

A coordinated schools strategy should be prepared for Southeast Orlando area that addresses school size, funding, phasing, and management.

Build to Support Transit, Walking and Bicycling

Pedestrian travel is the basic building block for developing a balanced transportation system. Streets will provide direct connections to local destinations, such as Village and Neighborhood Centers. These trips should not require driving onto the arterial network or the freeway system. The mix of uses at commercial centers should encourage "trip linking" so that several errands can be accomplished in one stop. In addition, travel within neighborhoods should be distributed among several "connector streets" that lead to local parks, schools, and commercial centers. High volume collector streets that divide neighborhoods and discourage walking or bicycling should not be permitted. A goal of the planning effort is to create a plan with no arterials larger than four lanes – an interconnected local and connector street system will help achieve this goal.

Neighborhood streets must be safe for children, comfortable for bicycling, and pleasant to walk along. Narrow and tree-lined streets should be lined with building entries and living spaces so that residents can know their neighbors and keep streets safe. Traffic calming is an essential ingredient for creating a pedestrian and bicycle friendly street network. In order for an interconnected street network to provide desirable residential environments, streets widths and corner curb radii should be as small as possible, while providing for legitimate safety and emergency vehicle considerations. Curb and gutter design, street lighting, park strips, and street trees are important aspects of townscape and should reflect the unique character of individual neighborhoods.

The possibility of local rail service using the existing OUC rail line should also be considered over time. In the interim, transit service to Southeast Orlando will be limited to Lynx bus service. Stops should be located at village and neighborhood centers to provide a centrally-located connection within walking distance of most homes. Rail service, most likely an extension of an airport connection, is a long term prospect that has the potential to link Southeast Orlando's Town Center to other regional destinations.

Ensure that the Plan is Implementable

While the intent of the Southeast Orlando Sector Plan is to create a visionary approach to building a new community, the plan is also grounded in practicality. This will aid in the smooth implementation of the plan over time. A potent yet flexible framework makes the Plan capable of transcending time and changing market conditions.

THE SOUTHEAST ORLANDO MASTER PLAN

The Southeast Orlando Sector Plan establishes a comprehensive development framework for this growing region in central Florida. The Southeast Orlando Sector Plan - Master Plan Map works in conjunction with the Design Guidelines and Standards to visually illustrate the concepts of the overall planning effort. The Master Plan Map provides a tool for public and private parties to approach the physical structure and building of this new community. The Master Plan Map shows locations of major natural and ecological features; existing and proposed highways and roads; proposed locations for Town, Village, and Neighborhood Centers; as well as various land uses proposed within the study area.

While the locations of many of the elements in the plan are conceptual, the number and relative size of the uses are should be seen as accurate. For example, the location of schools may vary slightly within each neighborhood, however, the individual number of elementary, middle, and high schools is accurate for the expected population of the entire study area.

How to Use These Guidelines and Standards

This Illustrated Guidebook provides a comprehensive summary of the guidelines and standards which pertain to the Southeast Orlando Sector Plan. However, this Illustrated Guidebook is not an officially adopted document. The City's Growth Management Plan and Chapter 68 of the Land Development Code provide the specific policy and land development standards applicable to the Southeast Plan area. Where conflicts exist, the adopted GMP and LDC Chapter 68 shall prevail.

Applicants are encouraged to familiarize themselves with the pertinent GMP goals, objectives and policies which affect the Southeast Orlando Sector Plan area (Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies). In reviewing projects in the Southeast Plan area, applicants shall review the appropriate GMP goals, objectives and policies, the Future Land Use Map and the Zoning Map, before attempting to determine how these guidelines and standards shall be applied.

INTERPRETATION

Shall; Should; May; Includes

The words "shall" or "must" are mandatory; the word "should" is directive but not necessarily mandatory; the word "may" is permissive. The word "includes" shall not limit a term to the specific examples, but it intended to extend its meaning to all other instances and circumstances of like kind or character.

Conflicts

The particular shall control the general. In case of any difference of meaning or implication between the text of and/or any caption, figure, illustration, summary table, or illustrative table presented in this Illustrated Guidebook and the officially adopted LDC Chapter 68, the text of Chapter 68 shall control.

Interpretation of Undefined Terms

Terms not otherwise defined herein shall be interpreted first by reference to the City's GMP, if specifically defined therein; second, by the City of Orlando LDC; third, by the Congress of the New Urbanism Lexicon; and fourth; by reference to generally accepted engineering, planning, or other professional terminology if technical; and otherwise according to common usage, unless the context clearly indicates otherwise. Specific definitions are presented at the end of this Illustrated Guidebook.

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Growth Management Plan Policy Framework

The City's Growth Management Plan Future Land Use Element has been amended to address the development of the Southeast Orlando Sector Plan area. Following are the pertinent goals, objectives and policies which relate to Southeast Orlando.

Future Land Use Element Policy 2.4.4 (Establishes the Urban Village Concept)
In order to encourage long term sustainable development practices, the Urban Village future land use designation shall be encouraged and applied to the Future Land Use Map to designate areas subject to an integrated planning process. The application of an Urban Village future land use designation shall reflect the use of planning practices which ensure neighborhoods and communities contain a mixture of land uses that fully promotes multi-modal development options, ensures a realistic jobs-housing balance, provides housing opportunities reflective of the community at large, protects and enhances sensitive environmental areas and incorporates traditional community building practices. The Urban Village future land use designation may include compatible land uses other than those specifically listed as allowable in Figure LU-1.

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

In order to encourage innovative land use techniques, creative urban design, environmental protection, and the judicious use of sustainable development principles and practices, the following areas may be designated with the Urban Village designation on the Official Future Land Use Map: projects within the Southeast Orlando Sector Plan area provided the project's master plan and actual development complies with the Southeast Orlando Sector Plan - Conceptual Master Plan Map (Figure LU-2A), Future land Use Goal 4 and associated objectives and policies, and applicable development standards; projects within a previously approved Development of Regional Impact; projects within an approved Sector Plan as may be defined in Chapter 163 and Rule 9J-5; and areas such as the Orlando Naval Training Center, where future land use designations and associated impacts have been reviewed and approved through a comprehensive and integrated planning process.

In order to obtain the Urban Village future land use designation, the applicant shall initiate a Growth Management Plan amendment that includes one or more subarea policies which provide structure and detailed development criteria for each individual project. The subarea policy shall address, at a minimum, the following items: (1) fundamental community design principles, standards and guidelines; (2) allowable uses and composition of mix; (3) overall intensities and densities for each Urban Village, and where applicable, for each land use component of the Urban Village; and (4) minimum transportation requirements to ensure maximum connectivity and appropriate access.

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

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

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

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

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

Growth Management Plan Amendments. New development inconsistent with the applicable subarea policy (or in the case of the Southeast Orlando Sector Plan area, Future Land Use Goal 4 and associated objectives and policies) shall not be allowed to occur until after a GMP amendment is made effective. At a minimum, a GMP amendment shall be required when: (1) a proposed change would be in direct conflict with the fundamental community design principles, standards and guidelines specified in the adopted subarea policy; or (2) a proposed change includes a principal land use not specified in the adopted subarea policy; or (3) the proposed change would be in conflict with the overall intensities and densities specified in the adopted subarea policy, or (4) the proposed change would be in conflict with the minimum transportation connectivity and access requirements specified in the adopted subarea policy.

Urban Village/Planned Development (PD) Zoning Ordinance Amendments. Alterations to an approved Urban Village PD shall be classified as either substantial or non-substantial, and if substantial shall require an amendment to the PD zoning ordinance. The following criteria shall be used to identify a substantial amendment: (1) a change which would include a principal land use not previously permitted under the approved PD zoning ordinance and / or applicable GMP subarea policy(ies); (2) a change which would alter a land use type adjacent to a property boundary, except where it is (i) a reduction in density or (ii) a reduction of intensity or approved residential development, unless the reduction locates a residential use adjacent to an incompatible land use; (3) an alteration which would increase the size of an Activity Center, Town Center, Village Center, of Neighborhood Center; (4) a proposed change which would increase the land use intensity within the Urban Village PD without a corresponding decrease in some other portion of the PD and which results in greater off-site impacts or potential significant and adverse impacts on adjacent land uses of the surrounding roadway network.

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

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

Alterations necessary to accurately reflect the location of schools, parks, libraries, public safety facilities or other small scale public facilities shall be considered non-substantial. All nonsubstantial alterations to an Urban Village PD, except those specified in the PD zoning ordinance as a minor administrative modification, must be submitted and approved by the City Planning Official and Planning Director through administrative review.

The provisions specified in this policy and/or future subarea policies related to individual Urban Villages shall work in conjunction with all other applicable GMP objectives and policies and shall not supercede such policies. In all land use categories, the Planned Development (PD) zoning classification shall be encouraged, and may include, as secondary uses, compatible land uses other than those specifically listed as allowable in Fig. LU-1.

Policy 2.4.11 (Introduces Aircraft Noise/Land Use Control Concepts)
The City of Orlando shall cooperate with the Greater Orlando Aviation Authority in its efforts to implement the Aircraft Noise and Land Use Control Zone Map concept, along with associated noise control/sound level reduction standards. Following notice to City property owners and public hearing as deemed acceptable to the City, the City shall consider amendment of this policy to adopt the Aircraft Noise and Land Use Control Zone Map concept, or such other map deemed acceptable to the City, along with associated noise control/sound level reduction standards. Upon such amendment to this policy, the City shall consider the adoption of processes for public disclosure of potential noise impacts, and avigation easement and waiver requirements in the Land Development Code. It is anticipated that the following aircraft noise attenuation standards may be adopted as a future amendment to this policy, on a City-wide basis:

Sound Level Reduction

Single Family	Prohibited in Zones A and B SLR 35 Reduction in Zone C SLR 30 Reduction in Zone D SLR 20 Reduction in Zone E	Multifamily	Prohibited in Zones A and B SLR 30 Reduction in Zone C SLR 25 Reduction in Zone D Permitted in Zone E
Hotel	SLR 35 Reduction in Zone A SLR 35 Reduction in Zone B SLR 30 Reduction in Zone C Permitted in Zones D and E	Hosp'l/Clinic	Prohibited in Zones A and B SLR 30 Reduction in Zone C SLR 25 Reduction in Zone D Permitted in Zone E
Childcare	Prohibited in Zones A and B SLR 30 Reduction in Zone C SLR 25 Reduction in Zone D Permitted in Zone E	Schools	Prohibited in Zones A and B SLR 30 Reduction in Zone C SLR 25 Reduction in Zone D Permitted in Zone E

1. While residential uses are permitted in Aircraft Noise Control Zone C, they are not encouraged.
2. Childcare facilities in Zone C shall only be permitted as an accessory uses. Stand-along childcare facilities shall be prohibited. Existing childcare facilities shall be permitted to expand so long as new structures meet the noise attenuation standards listed above.
3. Elementary, Middle, and High School facilities, whether public or private, shall be prohibited in Zone C. Other school facilities shall be reviewed as a Conditional Use, in which the SLR reduction specified above and additional land use compatibility standards would apply.

Upon the amendment of this policy, and thereafter until specific requirements are adopted into the City's Land Development Code, appropriate public disclosure notice may be required and/or applied on a project by project basis within Aircraft Noise Control Zones A through F. In addition, at such time, the City may require avigation easements and/or waivers as appropriate on a project-by-project basis within Aircraft Noise Control Zones A through D.

Subarea Policies S.34.2 and S.35.4
The properties within the boundary of this Subarea Policy area located within the Southeast Orlando Sector Plan area. The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

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

Subarea Policy S.38.1
The Poitras property, currently under the control and ownership of the City of Orlando / Greater Orlando Aviation Authority, shall be held in reserve for future urban development until such time as adequate infrastructure is made available, and market conditions clearly indicate the need for additional urban land. Permitted uses under the current Urban Reserve future land use designation shall include Single Family Residential at a density of 1 dwelling unit per 10 acres, Agriculture, Conservation Uses, Stormwater Facilities, Borrow Pits and Utility Facilities. Conditional Uses shall include Golf Course and Public Benefit Uses / Park. Borrow pits shall be permitted upon receipt of a South Florida Water Management District Permit. A Growth Management Plan amendment will be necessary in order to apply urban land uses to the subject property. Any change in land use within this area shall be conducted in accordance with provisions of Chapter 163, including Sections 163.3184, 163.3187, 163.3189, F.S; Rule 9J-5.005 (2 and 8); Rule 9J-11, F.A.C., and the applicable goals, objectives and policies of the City's Growth Management Plan. In addition, future urban development within this area shall be subject to the standards established in the Southeast Orlando Sector Plan.

FUTURE LAND USE GOAL 4
The City recognizes the importance of the Orlando International Airport (OIA) to the state and regional economy, particularly in regards to commerce, and the tourism and convention industries. As the only major airport in the State with the potential for expansion, the OIA is an essential component of Orlando's continued economic development. Because the airport's role in the regional and state economy is so vital, the City of Orlando is dedicated to the continued growth of airport facilities, and to the planned growth of those surrounding areas which provide support to, and are supported by, the airport.

Objective 4.1
In order to implement the Southeast Orlando Sector Plan, the City shall process and adopt appropriate Growth Management Plan amendments, rezones, and amendments to the Land Development Code, by 1999. Strategies for creating a sustainable development pattern shall by incorporated into the Growth Management Plan and Land Development Code amendments. Such strategies shall emphasize the provision of adequate infrastructure services, the protection of environmentally sensitive lands and other natural resources, and a development framework featuring sustainable TRADITIONAL DESIGN principles.

Policy 4.1.1
The City shall encourage the steady growth of aviation facilities, and associated, supportive high-technology industries in the vicinity of the Orlando International Airport, in order to successfully compete wtih other growing cities in the southeastern United States, and to capture Orlando's "fair-share" of economic opportunity.

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

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

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

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

Policy 4.1.6 (This represents a key policy, which states the overall land use and design vision for the Southeast Orlando Sector Plan)
The Southeast Orlando Sector Plan area shall accommodate approximately 13,300 residential units, 2.1 million square feet of retail, 3.3 million square feet of office, 1,950 hotel rooms, 4.7 million square feet of industrial space, and 600,000 square feet of civic / government space by the year 2020. In order to build a sustainable community in the Southeast Orlando Sector Plan area, development shall conform to a land use plan which promotes a positive jobs-housing balance recognizing the presence of the Orlando International Airport, provides for an integrated mixture of land uses featuring diverse residential uses and centrally located non-residential cultural and civic uses, and provides for increased accessibility and interconnectedness through an integrated multi-modal transportation system, featuring a strong pedestrian environment and network.

It is the City's intention that the percentage of multi-family units within the Plan area shall not exceed 40%. In general, this standard will be applied on a project-by-project basis. However, the City may allow more multi-family units within individual projects if there is a preponderence of single family development in an adjacent area.

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

Policy 4.1.7
Figure LU-2A presents the Southeast Orlando Sector Plan Conceptual Master Plan, or Southeast Plan map. This map shall appear in the Future Land Use Element Support Document and shall be used to guide development within the Southeast Orlando Sector Plan area. The City Planning Official shall be authorized to revise Figure LU-2A to reflect changes approved through the Urban Village future land use process specified in Policy 2.4.4, following a determination that the proposed alteration is compatible with the intent of the Southeast Orlando Sector Plan, and the subarea policies which define the Urban Village future land use designated areas. Any change to properties outside an Urban Village future land use designation shall require an amendment to the Official Future Land Use Map, and an amendment to Figure LU-2A.

Policy 4.1.8 (Key policy; establishes the basic framework for the application of the future land use categories created for the Southeast Orlando Sector Plan and the supporting TRADITIONAL DESIGN concepts)
Development in the Southeast Orlando Sector Plan area shall be encouraged to incorporate sustainable land use techniques and principles which ensure a strong local economy, produce communities of diverse livable neighborhoods, and conserve and protect the fragile natural and built environment. The Town Center / Urban Transit Center, Village Center / Urban Transit Center, Village Center, Neighborhood Center and associated Residential Center future land use categories shall be applied singularly and together to ensure:

(a) development in the form of coherent and compact interconnected districts and neighborhoods with clearly defined centers and edges and a diverse mix of activities (residences, shops, schools, workplaces and parks, etc.) located to minimize the use of the automobile.

(b) mixed and multiple use integrated districts providing residential and employment opportunities and variety of shops, services, restaurants, and civic activities that serve the needs of surrounding neighborhoods.

(c) diverse, compact (typically no more than one quarter mile from center to edge) neighborhoods which encourage pedestrian activity.

(d) neighborhoods with a wide spectrum of housing options which enable people of a broad range of incomes, ages, and family types to live within a single neighborhood or district. Large developments featuring a single use or serving a single market segment are discouraged.

(e) a balanced transportation system providing equal emphasis to transit, pedestrian, and bicycle mobility to reduce the reliance on automobiles. Streets laid out as an interconnected network, forming coherent blocks where building entrances fron the street rather than parking lots. Provision of bicycle / pedestrian connections as necessary to directly connect to nearby uses. Public transit available to connect neighborhoods to each other, and the surrounding region.

(f) the celebration of public space. Civic buildings, such as government offices, community or neighborhood centers, churches and libraries should be sited in prominent locations, which are accessible to the pedestrian. Open spaces, such as parks, playgrounds, squares, and greenbelts should be located at accessible locations throughout a neighborhood.

(g) Cohesive urban design which builds civic pride, enhances community identity and reinforces the culture of democracy.

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

Policy 4.1.9 (Key policy; establishes the future land use designations and standards that will apply in the Southeast Orlando Sector Plan area)
Properties within the Southeast Orlando Sector Plan area may utilize the future land use designations provided in this policy or the Urban Village designation provided under Policy 2.4.4. Projects that utilize the Urban Village designation shall be developed under the Planned Development (PD) zoning classification, as specified in the City's Land Development Code. This process shall provide for continuing public input into the planning process.

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

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

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

Airport Support District - High Intensity (ASD-2)

Allowable Uses:	Heavy Manufacturing, Light Manufacturing, Warehouse, Office, Hotel, Support Retail and Service Activities, Automobile and Truck Rental, Civic.
Intensity:	Minimum Intensity - None Maximum Intensity - 1.5 FAR
Standards:	ALL DEVELOPMENT: - Conventional LDC for all development. - I-G for heavy manufacturing uses. - I-P for light manufacturing and office uses. - AC-2 for all other permitted uses. - Civic space such as parks / plazas / greens shall not be required. - Aircraft noise attentuation standards shall apply.

Airport Support District - Medium Intensity (ASD-1)

Allowable Uses:	Light Manufacturing, Warehouse, Office, Hotel, Support Retail and Service Activities, Automobile and Truck Rental, Single Family and Multi-family Residential, Civic and Parks; Golf Course.
Intensity:	Minimum Intensity - 5 du / gross acre / No minimum for non-residential uses. Maximum Intensity - 25 du / gross acre / 0.7 FAR.
Standards:	ALL DEVELOPMENT: - Residential development required to attain an average density of 5 du / gross acre. - Aircraft noise attenuation standards shall apply. - Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards. - Residential developers shall be required to provide land, or an equivalent fee-in-lieu thereof for public schools based upon actual residential entitlements at the time of mastersite plan, land subdivision, or its administrative equivalent.

Definition in Terms

CONVENTIONAL LDC - City of Orlando Land Development Code, as may be amended from time to time.

TRADITIONAL DESIGN - Guidelines and Standards as provided in the remainder of this document, or as may be subsequently incorporated into the Land Development Code.

- The following minimum and maximum percentages of total land area shall be achieved in the Airport Support District - Medium Intensity designation on a project by project basis. However, some flexibility may be granted for small development sites after adminstrative review, so long as the land use mix is achieved on a district wide basis:

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

CONVENTIONAL LDC:
- Retail uses less than 0.25 FAR.
- Office, hotel, and industrial development less than 0.5 FAR.
- All multifamily residential uses less than 12 du / gross acre.
- The standards of the AC-2 district shall apply; however, each proposed development shall be required to undergo Planned Development (PD) / master plan review to ensure that adequate design standards are implemented or buffering is provided between compatible residential and non-residential uses and to ensure that appropriate development standards are applied.

TRADITIONAL DESIGN:
- Retail uses equal to or greater than 0.25 FAR.
- Office and hotel development equal to or greater than 0.5 FAR..
- Industrial development equal to or greater than 0.5 FAR.
- Village Center-Residential Block standards shall apply to all single family residential uses, and to all multifamily residential uses which exceed 12 du / gross acre.
- Civic space such as parks / plazas / greens are required.

Town Center / Urban Transit Center

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

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

Standards: ALL DEVELOPMENT:
- Traditional Design Standards for "Town Center" shall apply to all development. This includes the following composition of mix in relation to specified block types:
  - Mixed Use Blocks - 15% to 40% of Center (30-80% retail, cinema or hotel required, 20-70% other)
  - Office Blocks - 0% to 30% of Center (retail 10% maximum)
  - Residential Blocks - 30% to 75% of Center
  - Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Village Center / Urban Transit Center

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

Intensity: Minimum Intensity - 7 du / gross acre / 0.3 FAR for non-residential uses.
Maximum Intensity - 30 du / gross acre / No maximum FAR for non-residential uses.

Standards: ALL DEVELOPMENT:
- Traditional Design Standards for "Village Center" shall apply to all development. This includes the following composition of mix in relation to specified block types:
  - Mixed Use Blocks - 15% to 40% of Center (30-80% retail, cinema or hotel required, 20-70% other)
  - Office Blocks - 0% to 30% of Center (retail 10% maximum)
  - Residential Blocks - 40% to 75% of Center
  - Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Village Center

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

Intensity: Minimum Intensity - 7 du / gross acre / No minimum for non-residential uses.
Maximum Intensity - 30 du / gross acre / No maximum FAR for non-residential uses.

Standards: ALL DEVELOPMENT:
The following composition of mix shall be required in each Village Center:

Use	Minimum Land Area Required	Maximum Land Area Allowed
Residential*	25%	40%
Commercial, Retail, and Services	20%	60%
Office	10%	25%
Overall Non-Residential	30%	60%
Public and Civic	10%	No Maximum
Public Parks & Greenspace	5% (of total	No Maximum

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

- Aircraft noise attenuation standards shall apply.

CONVENTIONAL LDC:
- Non-residential development less than 0.4 FAR.
- Residential Development less than 25 du / gross acre.
- Standards shall be consistent with the City's AC-1 zoning district, with the FAR exceptions noted above.

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

Neighborhood Center

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

Intensity: Minimum Intensity - 7 du / gross acre / No minimum for non-residential uses.
Maximum Intensity - 25 du / gross acre / 0.3 FAR for non-residential uses.

Standards: ALL DEVELOPMENT:
- TRADITIONAL DESIGN Standards for "Neighborhood Center" shall apply to all residential and non-residential development. The following composition of mix shall apply to specified block types:
  - Mixed Use Blocks - 12% to 25% of Center (30-80% retail, cinema, or hotel required, 20-70% other)
  - Office Blocks - 0% to 13% of Center (office only)
  - Residential Blocks - 52% to 78% of Center
  - Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Residential Neighborhood

Allowable Uses: Single Family and Multi-family residential up to Four-plexes; and Ancillary Dwelling Units; Parks; Golf Course; Residential Center (permitted within Residential Neighborhood in accordance with standards listed below)

Intensity: Minimum Intensity - No minimum.
Maximum Intensity - 12 du / gross acre.

Standards: ALL DEVELOPMENT:
- Aircraft noise attenuation standards shall apply.
- A centrally located neighborhood park shall be provided generally within 1 / 4 to 1 / 3 miles walking distance of most homes within individual development sites, consistent with Policies 4.1.13 through 4.1.15.

CONVENTIONAL LDC:
- Within 2000 feet of the Narcoossee Road ROW, and north of the Central Florida Greeneway, and where development is less than an average density of 5 du / gross acre.
- Greater than 2000 feet from the Narcoossee Road ROW, and north of the Central Florida Greeneway, and where development is less than an average density of 3 du / gross acre.
- South of the Central Florida Greeneway, where development is less than an average density of 3 du / gross acre.

TRADITIONAL DESIGN:
- Within 2000 feet of the Narcoossee Road ROW, and north of the Central Florida Greeneway, and where development is equal to or greater than an average density of 5 du / gross acre, "Residential Neighborhood" land use and building standards shall apply.

- Greater than 2000 feet from the Narcoossee Road ROW, and north of the Central Florida Greeneway, and where development is equal to or greater than an average density of 3 du / gross acre, "Residential Neighborhood" land use and building standards shall apply.
- South of the Central Florida Greeneway, where development is equal to or greater than an average density of 3 du / gross acre, "Residential Neighborhood" land use and building standards shal apply.

Residential Center

(Optional only as a component of a Residential Neighborhood for those utilizing TRADITIONAL DESIGN)

Allowable Uses: Single Family and Multi-family Residential; Small Retail; Market (no more than 10,000 square feet); Mixed Office / Residential; Services; Restaurant / Cafe'; Civic including Elementary Schools and Day Care; Parks.

Intensity: Minimum Intensity - 7 du / gross acre. No minimum FAR for non-residential uses.
Maximum Intensity - 25 du / gross acre / 0.3 FAR.

Standards: ALL DEVELOPMENT:
- TRADITIONAL DESIGN land use and building standards shall apply to such areas. This includes the following composition of mix in relation to specified block types:
  - Mixed Use Blocks - 12% to 25% of Center (30-80% retail, cinema, or hotel required, 20-70% other)
  - Office Blocks - 0% to 13% of Center (office only)
  - Residential Blocks - 52% to 785 of Center
  - Civic Blocks - 10% of Center
- The focal point of any such Center shall be a civic use such as a school or park, and any non-residential uses shall be neighborhood-serving only. Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.
- In no instance shall the Residential Center exceed 20 acres in size, nor the non-residential portions of the Residential Center exceed 8 acres in size, including civic uses.
- Aircraft noise attenuation standards shall apply.

Public / Recreational / Institutional

Allowable Uses: Elementary, Middle and High Schools, College Campus: Library; Water Treatment Plant; Public Safety Facilities; Community and Neighborhood Parks, Recreation Centers, Gymnasiums, Neighborhood Greens and Plazas; Golf Courses, Playgrounds, Play Fields, Active and Passive Recreation Areas, Public Buildings, Utility Facilities, Borrow Pits, and all other uses associated with the City's P zoning district. Borrow Pits shall be permitted upon receipt of a South Florida Water Management District Permit.

Intensity: Minimum Intensity - N / A.
Maximum Intensity - N / A.

Standards: ALL DEVELOPMENT:
- Aircraft noise attenuation standards shall apply.
- School sites shall be provided prior to the issuance of development approvals, as required by Policy 4.1.16.
- Siting and the design of physical structures shall be consistent with the Southeast Orlando Sector Plan locations and characteristics and the TRADITIONAL DESIGN Standards, particularly for schools and public offices.
- The City's current park level of service standards shall be maintained in the Southeast area. See Policies 4.1.13 through 4.1.15.

- Residential developers shall be responsible for dedicating the appropriate amount of park land aspart of the development approval process.

CONVENTIONAL LDC:
- Parks and other recreational facilities shall undergo master plan review, and shall be landscaped consistent with the Land Development Code.

TRADITIONAL DESIGN:
- Siting and the design of physical structures shall be consistent with the Southeast Orlando Sector Plan.

Conservation Use/Resource Protection

The policy requirements of the GMP Conservation Element shall apply to all Conservation Use/Resource Protection lands within the Southeast Orlando Sector Plan area. The Southeast Orlando Sector Plan map (Figure LU-2A) identifies a Primary Conservation Network (PCN) which includes both jurisdictional wetland areas and potential upland preservation areas. The City shall continue working with the State and southeast area property owners to implement the PCN. Additional regulation shall require adequate consultation with the southeast area property owners and shall include only duly noticed public hearings.

In addition to complying with the adopted Conservation Element objectives and policies, all master plans in the Southeast Plan area shall be reviewed using the following general guidelines for environmentally sensitive lands: Roads that cross wetland systems should be fitted with oversized culverts and/or other facilities, devices or techniques to facilitate and maintain wildlife corridors. Upland buffers, preservation areas, and wetland systems should be maintained so as to prevent invasion by nuisance and/or exotic species. Recreation opportunities within or adjacent to environmentally sensitive lands should be limited to passive uses. Every attempt should be made to mitigate for impacts to wetlands and listed wildlife species through enhancement and/or preservation of habitat. Retaining existing native vegetation and the use of native drought-resistant plants in residential, commercial and common use areas is encouraged.

The Southeast Orlando Sector Plan calls for additional road crossings and encroachments across/into environmentally sensitive lands to be minimized; encourages the placement of stormwater management ponds, utility facilities, and other similar non-residential land uses adjacent to environmentally sensitive lands; and states that, while not a requirement, a 500-foot minimum width for environmentally sensitive lands should be maintained wherever possible to allow wildlife movement. Finally, the Southeast Plan calls for the reduction of fencing as a means to delineate property ownerships, and the creation of an area-wide environmental education and signage program.

Policy 4.1.10

TRADITIONAL DESIGN standards may be utilized in other areas of the City, provided the property owner/developer uses all pertinent standards and the proposed intensities and uses are consistent with the sites' future land use designation. The Residential Center component of Residential Neighborhoods shall be deemed consistent with all Residential future land use categories. TRADITIONAL DESIGN standards may be applied by right, provided the minimum criteria, as outlined in the land development regulations, are met. The City Planning Official shall be authorized to determine such appropriateness and consistency.

Policy 4.1.11

The Conservation Use future land use designation shown on the Orlando International Airport property may be removed after satisfactory completion of all permitting processes of the appropriate environmental regulatory agencies, and consistent with Conservation Element Policy 1.4.4. Conservation Element Policy 1.4.4 states that on Orlando International Airport property, issuance of a permit by the Department of Environmental Protection and/or the South Florida Water Management District for impacts to wetlands shall be sufficient to demonstrate compliance with the City wetland regulations. In order to foster efficient development of the Orlando International Airport, the City Planning Official shall be authorized to alter the Southeast Orlando Sector Plan map, the Official Future Land Use Map, the Official Zoning Map and GMP Conservation Element Figure C-2B, consistent with the terms of the approved environmental permits without the need to process a GMP Amendment.

Policy 4.1.12
The City of Orlando shall implement the Aircraft Noise and Land Use Control Zone Map concept in the Southeast Orlando Sector Plan area, consistent with Future Land Use Policy 2.4.11. The Aircraft Noise and Land Use Control Zone Map (Figure LU-2B) shall be incorporated into all illustrative master plans for properties within the Southeast Orlando Sector Plan area, either as an inset or as a separate map sheet.

In the Southeast Orlando Sector Plan area, the City shall utilize the Aircraft Noise and Land Use Control Zone Map (Figure LU-2B) to determine if any incompatibilities would be created by the shifting of land uses or alterations proposed to projects designated Urban Village on the Official Future Land Use Map. Changes that create such incompatibilities shall not be allowed.

Adoption of the Southeast Orlando Sector Plan and related Land Development Code standards shall in no way invalidate or modify either the recorded avigation easement or the noise damage claim waiver covering the Lake Nona DRI/PD property.

Policy 4.1.13
Residential developers shall be responsible for dedicating park land prior to receiving development approval. Within Residential Neighborhood designated areas, a centrally located neighborhood park shall be provided generally within 1/3 to 1/4 miles walking distance of 60% of the homes within individual development sites. Most users should not need to cross arterial streets to get to the park. Where possible, neighborhood parks should be located adjacent to elementary schools and should connect with the trail and greenway network.

Greens and Plazas. At least one Green and/or Plaza shall be provided within all Town, Village, Neighborhood and Residential Centers, unless served by a Neighborhood Park. Greens and Plazas shall also be included in the Airport Support District-Medium Intensity designation, where TRADITIONAL DESIGN standards apply. Parks, plazas and greens shall not be required in non-residential areas where TRADITIONAL DESIGN standards do not apply.

Policy 4.1.14
Consistent with Recreation, Open Space and Cultural Element Policy 1.1.1, the City's park level of service standard of 3.25 acres per 1,000 population shall be maintained in the Southeast Orlando Sector Plan area. At least 2.05 acres per 1,000 population shall be in functional community and neighborhood parks. The community and neighborhood park land shall consist of useable upland area. The remaining 1.2 acres may be made up of village greens and plazas, conservation buffers and the Primary Conservation Network if such areas are visually accessible by the general public (not private backyards). To satisfy the requirement for new parks, both CONVENTIONAL LDC and TRADITIONAL DESIGN developments shall meet the following park dedication or cash-in-lieu of dedication (if allowed by the City) requirements:

Community Parks:	0.003 acres per residential unit
Neighborhood Parks:	0.0017 acres per residential unit
Remaining Open Space (visually accessible conservation buffers, Primary Conservation Network, or village greens/plazas):	0.0027 acres per residential unit.

Policy 4.1.15
Parks shall be surrounded by streets and/or building fronts, except where they are bound by woodlands, creeks, agricultural uses or other significant open space features. At least 50% of a parks perimeter should front onto a public street. Under no circumstances may the edge of a park abut a rear yard fence, unless such property consists of a linear park or trail with the facing edge being a natural system. Park paths should support local connections from neighborhoods and surrounding commercial areas into parks. Fences should not prohibit access from neighborhoods into a park. Parks should include adequately shaded areas for comforable sitting and recreation year-round. Parks should be designed to conserve valuable natural features including creeks, significant habitats, woodlands, and existing heritage trees. Finally, vistas from surrounding streets that end in a park shall be encouraged. Loading and storage areas shall not occupy these vistas. All parks, plazas and greens shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) standards.

Policy 4.1.16
As shown on and consistent with the Southeast Orlando Sector Plan map, Figure LU-2A, residential developers shall be required to provide land, or an equivalent fee-in-lieu thereof (if allowed by the City) for public schools based on actual residential entitlements at the time of master site plan, land subdivision or its administrative equivalent. School sites shall either be donated to the City of Orlando prior to the issuance of plat approval for residential projects, or the property owner / developer may propose alternative mechanisms for providing the required school site; however, any such alternative mechanism must be approved by the City of Orlando prior to plat approval. The City supports innovative solutions to the provision of school facilities, and shall encourage property owners / developers to coordinate with the Orange County School Board and / or other public and private entities to provide schools in the Southeast Plan area. TRADITIONAL DESIGN standards shall apply to all schools.

Policy 4.1.17
The landscaping requirements for the Southeast Orlando Sector Plan area shall be those specified in the Land Development Code. Street trees shall be spaced in accordance with specifies type and other qualitative and quantitative standards as described in the LDC.

Policy 4.1.18
New and / or replacement billboards shall be prohibited in the Southeast Orlando Sector Plan area.

Objective 4.2
The City of Orlando Transportation Planning Bureau shall, by 1998, refine its study of the Southeast / Orlando International Airport Future Growth Center, identifying and analyzing the various transportation opportunities and constraints present in the area. This study shall investigate the potential use and incorporation of light rail transit into the broader regional system.

Policy 4.2.1
The Transportation Planning analysis shall identify methods to implement a high capacity multi-modal transportation system which maximizes accessibility to the Orlando International Airport, and within the Southeast / OIA Future Growth Center area, to further the land use and commerce objectives of this major metropolitan activity center, while at the same time protecting the unique natural features present in the area. The OIA shall function as the multi-modal hub for the Central Florida region, incorporating aviation, rail, and other surface transportation facilities. The City of Orlando shall promote adequate design and planning of transportation facilities. This includes planning roadways serving aviation facilities to provide easy flow of people and cargo as the facilities expand.

Policy 4.2.2
In order to develop public transit systems and services that encourage public transit ridership, increase personal mobility, conserve energy resources, preserve air quality, and foster economic growth within the Southeast Orlando Sector Plan area, projects that will include a concentration of more than 500 employees shall coordinate with MetroPlan Orlando and the Central Florida Regional Transportation Authority to implement Transportation Demand Management programs.

Policy 4.2.3
The City shall foster, encourage, and support projects designed to capture and enhance the secondary technological effects of airport-area high speed rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.

Policy 4.2.4
The Southeast Orlando Sector Plan map (Figure LU-2A) identifies a conceptual interconnected road network. The connections represent the minimum necessary to support the land use entitlements provided by the Plan. The final alignments and connections shall be established based on individual master plan proposals and within existing environmental constraints.

Arterials are defined as major high-volume roadways such as Narcoossee Road and Alafaya Trail. Town and Village Center streets should be composed of arterial and local streets. Neighborhood Center and Residential Center streets should be local in nature. Residential Neighborhoods should be comprised of connector and local streets. Residential and commercial connector streets shall provide vehicular connections between residential neighborhoods and commercial centers. Airport Support District streets are generally local in nature, but with a lane width and intersection radius sufficient to handle large trucks. Specific street cross-sections shall be consistent with standards reflective of TRADITIONAL DESIGN and CONVENTIONAL LDC development options, as applicable.

Policy 4.2.5
In the Southeast Orlando Sector Plan area, the City shall combine the mobility of the traditional interconnected street pattern with the safety, security, and topographic sensitivity of the conventional or contemporary network. Such a hybrid network features short, curved stretches that follow the lay of the land or contribute to good urban design, as well as short loops and cul-de-sacs, so long as the higher-order street network is left intact. "Higher-order" means arterials, collectors, and sub-collectors that carry through traffic. An acceptable master plan may feature interrupted grids of short streets ending at T or Y intersections, traffic circles or squares / parks. By design, local streets may carry some through-traffic, but the truncated nature of local streets means that traffic moves more slowly and the heaviest volumes are diverted to higher-order streets.

A simple measure of connectivity is the number of street links divided by the number of nodes or link ends (including cul-de-sac heads). The more links relative to nodes, the more connectivity. A connectivity index of 1.6 to 1.8 represents the optimum for a street network. Criteria for applying this or a similar connectivity measure concept shall be reviewed with the Southeast Orlando Sector Plan partnership and incorporated into the Land Development Code by 1999.

Policy 4.2.6
Bicycle lanes shall be designed for all connector and arterial streets in the Southeast Orlando Sector Plan area. Bicycle lanes are a portion of the roadway which has been designated for the preferential or exclusive use of the bicycle. Sidewalks shall not substitute for bicycle lanes.

Policy 4.2.7
A wide variety of street design features can create more livable streets. "Neighborhood Traffic Control", or "Traffic Calming" measures are based on the ability to slow vehicle speeds, provide drivers with awareness of other users, and buffer pedestrians from traffic flow. Traffic Calming devices have potential use in both the design of new road segments in the Southeast Orlando Sector Plan area, as well as the modification of existing roads, or the future modification of roads initially built without traffic calming features. Appropriate traffic calming devices for use in the Southeast area include: (1) Street Narrowing; (2) Vehicle Deflection; (3) Pavement Sharing; (4) Rerouting; and (5) Pavement Surface Treatments. A detailed description of these methods can be reviewed at the City of Orlando Planning and Development Department.

Policy 4.2.8
Streets provide a highly visible element in the public realm. For this reason, major public utility lines should be located underground. All electrical, cable, telephone, and other distribution lines within private developments in the Southeast Orlando Sector Plan area shall be located underground.

Note: Other pertinent policies can be found in the GMP Future Land Use Element, Conservation Element and Urban Design Element.

LAND USE GUIDELINES AND STANDARDS

Consistent with GMP Future Land Use Policy 4.1.9 (see GMP Policy Framework), the Southeast Orlando Sector Plan allows the use of CONVENTIONAL LDC standards under certain conditions. However, property anywhere within the Southeast Plan area is encouraged to develop in accordance with TRADITIONAL DESIGN planning principles and the incentives associated with such planning principles as a matter of right. The remainder of this document assumes that the property owner / developer has chosen, or is otherwise required, to develop consistent with the Southeast Orlando Sector Plan, the Master Plan, and applicable TRADITIONAL DESIGN standards.

The following guidelines and standards are organized by land use designation. Coupled with the GMP Policy Framework, they describe the fundamental planning principles that will guide site planning for each land use designation, as well as the recommended mix of uses, configuration, and intensity of development.

Land Use Designations

The following land use designations are used in the Southeast Orlando Sector Plan - Master Plan Map:

Mixed Use Centers

Town Center/Urban Transit Center – The Town Center shall act as the primary destination within Southeast Orlando for living, working, shopping, and entertainment. The mix of uses within the Town Center, the urban fabric of streets and blocks, and the architectural character of individual buildings should be the most intensive in the planning area.

Village Center/Urban Transit Center – Village Centers shall be developed as important destinations for each Residential Neighborhood, providing a variety of shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods.

Neighborhood Center – Each neighborhood will have a "Neighborhood Center" that provides gathering places for people and walkable destinations for neighborhood-focused retail and / or civic activities. Moderate density housing, located within the Neighborhood Center designation, should surround the core commercial area and be integrated with its design.

Residential Center – Residential Centers represent an optional land use within areas developed under TRADITIONAL DESIGN standards. These centers serve essentially the same function as a Neighborhood Center, but are typically smaller (no more than 20 acres in size).

Neighborhoods

Residential Neighborhood – The majority of housing in Southeast Orlando shall be located in Residential Neighborhoods. These medium to low density areas shall be scaled to the needs of pedestrians, with local destinations, such as Mixed Use Centers, schools and community parks, within walking distance.

Districts

Airport Support District – Airport Support Districts shall be the primary employment locations within the Southeast Orlando community. The Airport Support Districts have been divided into two distinct types or levels of intensity (High and Medium). It is a goal of the plan to create a community structure that will encourage people to both live and work in the community. TRADITIONAL

DESIGN standards shall not be applied to High Intensity Airport Support Districts unless desired by the property owner / developer. The street network and hierarchy of uses in the Airport Support District-Medium Intensity designation shall encourage residents to use alternatives to single-occupancy vehicles to get from home to work or for mid-day errands.

Other

Public/Recreational/Institutional– This land use is applied to proposed locations for schools and parks (community, neighborhood, plazas and greens).

Primary Conservation Network – The Primary Conservation Network (PCN) establishes an interconnected open space system that protects wetland communities and habitat for numerous common and protected wildlife species while allowing passive recreation uses such as pedestrian and bike trails.

Campus Crusade for Christ - The Southeast Orlando Sector Plan does not create any special conditions for the Campus Crusade for Christ facilities as its implementation is guided by Orange County.

TRADITIONAL DESIGN Thresholds by Future Land Use Designation

	TRADITIONAL DESIGN:	CONVENTIONAL LDC:
Airport Support District High Intensity (ASD-2)	-Optional; Encouraged	-All Development
Airport Support District Medium Intensity (ASD-1)	-Retail uses equal to or greater than 0.25 FAR -Office, hotel & industrial equal to or greater than 0.5 FAR -All Single Family -Multifamily greater than 12 du/gross acre	-Retail uses less than .25 FAR -Office, hotel & industrial less than 0.5 FAR -Multifamily less than 12 du/gross acre
Town Center/ Urban Transit Center	-All Development	
Village Center/ Urban Transit Center	-All Development	
Village Center	-Non-residential development equal to or greater than 0.4 FAR -Residential development equal to or greater than 25 du/gross acre	-Non-residential development less than 0.4 FAR -Residential development less than 25 du/gross acre
Neighborhood Center	-All Development	
Residential Center	-All Development	
Residential Neighborhood	-Within 2000 feet of the Narcoossee Road ROW, & north of the Central Florida Greeneway, & where development is equal to or greater than an average density of 5 du/gross acre. -Greater than 2000 feet from the Narcoossee Road ROW, & north of the Central Florida Greeneway, & where development is equal to or greater than an average density of 3 du/gross acre. -South of the Central Florida Greenway, where development is equal to or greater than an average density of 3 du/gross acre.	-Within 2000 feet of the Narcoossee Road ROW, & north of the Central Florida Greeneway, & where development is less than an average density of 5 du/gross acre. -Greater than 2000 feet from the Narcoossee Road ROW, & north of the Central Florida Greeneway, & where development is less than an avg. density of 3 du/gross acre. -South of the Central Fl. Greenway, where development is less than an average density of 3 du/gross acre.
Public/Recreational/ Institutional	-Siting and Design of all Physical Structures	-Landscaping

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

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Mixed-Use Center Guidelines and Standards

There are four types of mixed-use centers within the Southeast Orlando Sector Plan. Their development standards are based on a simple set of "Block" Standards. More detailed building type, street, and open space standards also apply in the mixed-use centers, as identified in subsequent sections.

Each urban area (Town, Village, Neighborhood or Residential Center) shall be developed as a series of complete blocks with interconnected streets bordering four sides. Thirty percent of the blocks adjoining a wetland may have streets on three sides. Each area must contain a minimum mix of the different block types: mixed-use, residential, office or park blocks. The different block types each have standards for maximum size, allowable uses, minimum density or FAR (floor area ratio), minimum building street frontage, building height, and parking ratios which are quantified in the following table.

	Town Center *Urban Transit Center*	**Village Center** *Urban Transit Center*	**Neighborhood Center**	**Residential Center**
Mixed Use Blocks	15% to 40% of Center	15% to 40% of Center	12% to 25% of Center	12% to 25% of Center
Mix of Uses* *30-80% retail, cinema, or hotel required each block, 20-70% other.	Retail, Services, Restaurants, Office, Cinema, Grocery, Hotel, Residential, Civic, Park/Plaza	Grocery, Local-Serving Retail and Services, Restaurants, Gas Stations, Professional Offices, Residential, Civic, Park/Plaza	Neighborhood Retail up to 100,000 sq.ft., Grocery up to 50,000 sq.ft., Services, Restaurant, Office, Civic, Hotel, Residential, Park/Plaza	Small Retail, Market (no more than 10,000 sq.ft.) Restaurant/Cafe, Services, Civic, Residential, Park/Plaza
Maximum Block Size	7 acres	7 acres	N/A	4 acres
Minimum FAR	FAR: 0.4	FAR: 0.3	N/A	N/A
Minimum Frontage	65% of each street	65% of each street	N/A	65% of each street
Parking Ratio	3 spaces: 1,000 sf	3 spaces: 1,000 sf	AC-N Standards Apply	3 spaces: 1,000 sf
Building Height	2 to 10 story	1 to 3 story	1 to 3 story	1 to 3 story
Commercial Blocks	0% to 30% of Center	0% to 30% of Center	0% to 13% of Center	0% to 13% of Center
Allowable Uses	Office, Retail (10% Max)	Office, Retail (10% Max)	Office	Office
Maximum Block Size	7 acres	4 acres	N/A	3 acres
Minimum FAR	FAR: 0.4	FAR: 0.3	N/A	N/A
Minimum Frontage	65% of each street	65% of each street	N/A	65% of each street
Parking Ratio	3 spaces: 1,000 sf	3 spaces: 1,000 sf	AC-N Standards Apply	3 spaces: 1,000 sf
Building Height	2 to 10 story	1 to 3 story	1 to 2 story	1 to 2 story
Residential Blocks	30% to 75% of Center	40% to 75% of Center	52% to 78% of Center	52% to 78% of Center
Allowable Uses	Apartments, Condos, Townhomes, Duplexes, Small Lot Single Family	Apartments, Condos, Townhomes, Duplexes, Small Lot Single Family	Apartments, Condos, Townhomes, Duplexes, Small Lot Single Family	Apartments, Condos, Townhomes, Duplexes, Small Lot Single Family
Maximum Block Size	3 acres	3 acres	N/A	3 acres
Density Range	7 to 50 du/acre	7 to 25 du/acre	7 to 25 du/acre	7 to 25 du/acre
Minimum Frontage	65% of each street	60% of each street	N/A	60% of each street
Parking Ratio	1.5 spaces/unit	1.5 spaces/unit	1.5 spaces/unit	1.5 spaces/unit
Building Height	2 to 5 story	1 to 3 story	1 to 3 story	1 to 3 story
Civic Blocks	10% of Center	10% of Center	10% of Center	10% of Center
Allowable Uses	Parks, Recreation, Civic, Day Care	Parks, Recreation, Civic, Day Care	Parks, Recreation, Civic, Day Care	Parks, Recreation, Civic, Day Care
Maximum Block Size	3 acres	3 acres	N/A	3 acres

Definitions

The following are definitions of the table's variables:

Block Size: Block areas are calculated net of surrounding streets and wetlands setbacks. It is assumed that storm water detention is piped to adjacent neighborhood residential areas and open spaces.

Allowable Uses: In addition to the uses shown in the preceeding table, it should be noted that GMP Future Land Use Element Policy 4.1.9 states that: for Town Center / Urban Transit Center, other uses consistent with the City's AC-3 district may apply; for Village Center / Urban Transit Center, other uses consistent with the City's AC-1 district may apply; and for Neighborhood Centers, other uses consistent with the City's AC-N standards may apply. Alcoholic Beverage Sales and Consumption are permitted within all Mixed Use Centers; and there shall be no distance requirements between such uses and schools and daycare facilities.

Density and FAR: Density and FAR are based on the net block size and measured per block. For the mixed-use blocks the residential square footage shall be added to the commercial development for a total block FAR.

Minimum Frontage: Minimum frontage will be measured on each street of each block. The percent frontage shall include the linear feet of building within 20 feet of the edge of street r.o.w. which has windows and entries oriented to the street. In addition, 20% of the frontage area can be comprised of plazas or pedestrian accessible landscaped areas with depths no less than 30 feet. In no case shall parking lots or blank rear or side walls be included in the minimum frontage calculation.

Building Height: Height is limited by the number of stories not the overall height to provide variety to the skyline in the Mixed Use Centers. Civic buildings may have unlimited floor to floor heights. Commercial and residential buildings may have no more than 25 foot floor to floor heights.

Parking Ratio: The parking requirement shall be a minimum. Additional parking may be provided at the developer's discretion providing the other standards are achieved. The required parking shall include all on-treet parking on the adjacent side of each surrounding street.

Residential Centers: In no instance shall a Residential Center exceed 20 acres in size, nor non-residential portions of the Residential Center exceed 8 acres in size, including civic uses.

Town Center Guidelines

a. Primary Activity Centers. Mixed-use districts should be developed as distinct and identifiable places within the community. Second only to Downtown Orlando, the Town Center shall act as an important destination for living, working, shopping, and entertainment. The mix of uses within the Town Center, the urban fabric of streets and blocks, and the architectural character of individual buildings shall all be coordinated and contribute to a coherent identity and sense of place.

Mizner Park in Boca Raton, Florida

b. Pattern of Streets and Buildings. A pattern of streets and blocks, scaled to the needs of pedestrians, shall be required. Blocks greater than 600 ft. in length, dead end streets and cul-de-sacs should be avoided. All buildings should contribute to a cohesive city "fabric" and reinforce the overall goal of creating a walkable district. Buildings shall offer attractive pedestrian scale features and spaces. Building placement and massing shall relate to nearby buildings in the Town Center and to the urban context. Use-segregated or parking-driven developments shall be discouraged.

c. Mid-Block Connections. Pedestrian and / or auto connections shall be provided at mid-block locations for mixed-use and commercial blocks to increase the permeability of the site and encourage walking for some daily trips. Mid-block connections should be provided every 200 to 400 feet.

d. Land Use Transitions. Land use boundaries and density changes in Town Centers should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual.

e. Housing. Moderate and high density housing, located within the Town Center, should surround the core commercial area and be integrated with its design. Appropriate housing types include: Apartments / condominiums, elderly housing, residential over commercial, townhouses, duplexes, bungalows, and small-lot single-family. Owner-occupied homes are specifically encouraged.

f. Placement of Commercial Activity. The configuration of everyday shops in the Town Center shall balance pedestrian and auto comfort, visibility, and accessibility. Building setbacks from public streets shall be minimized. Primary ground-floor commercial building entrances shall orient to plazas, parks, or pedestrian-oriented streets, not to interior blocks or parking lots. Anchor tenant retail buildings may have their entries from off-street parking lots but are also required to have direct pedestrian connections to surrounding streets. On-street entries are strongly encouraged.

g. *Relationship of Building to Public Spaces.* Buildings should reinforce and revitalize streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways. Buildings should have human scale in details and massing. Free-standing or "monument" building should be reserved for public uses.

h. *Public Spaces.* Greens and plazas may be used to create a prominent civic component to core commercial areas. Greens should be between 1 and 3 acres in size; plazas may be smaller. They should be placed at the juncture between the core commercial area and surrounding residential or office uses.

i. *Civic Uses.* Civic services, such as community buildings, government offices, recreation centers, post offices, libraries, and daycare, shall be placed in central locations as highly visible focal points. Where feasible, they should be close to transit stops.

j. *Pedestrian and Multi-Modal Design.* Streets and other public outdoor spaces within the Town Center should be functional, attractive, and designed to enhance the pedestrian life of the community. Seek to create a balanced transportation system that invites pedestrians, bicyclists, and transit riders, as well as motor vehicles. Provide a fine grain system of connections to maximize choices for all modes of travel.

k. *Direct Pedestrian Connections.* Direct local street access from surrounding neighborhoods must be provided so visitors do not need to use arterial streets to access the Town Center. When existing developed areas are redeveloped or retrofitted, ensure that pedestrian and / or auto access from surrounding neighborhoods is provided.

l. *Arterial Streets as Edges.* Arterial streets should be considered edges of a Town Center, unless they are designed as a one-way couplet or substantial pedestrian improvements are made and traffic through the Town Center is slowed. The Primary Conseration Network may also be used as an edge.

m. *Transit.* The Town Center shall be the primary stop on the regional transit system. Transit stops should, whenever possible, be centrally located and adjacent to the core commercial area. Commercial uses should be directly visible and accessible from the transit stop. Transfers to feeder buses (local bus network) should be provided for in the design and location of these stops.

Village Center Guidelines

a. *Core Commercial Area:* Village Centers should be developed as important destinations for each Residential Neighborhood, providing a variety of shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods.

b. *Housing.* Moderate density housing, located within the Village Center designation, should surround the core commercial area and be integrated with its design. Appropriate housing types include: Apartments / condominiums, elderly housing, residential over commercial, townhouses, duplexes, bungalows, small-lot single-family, and standard-lot single family. Owner-occupied housing is specifically encouraged.

c. *Urban Design Character.* Buildings should be placed to form active street fronts and other connecting pedestrian spaces, with rear or courtyard-style parking. The dominance of parking shall be reduced by breaking large lots into smaller blocks of parking, locating employee parking in less-used areas, and maximizing on-street parking.

d. *Mid-Block Connections.* Pedestrian and / or auto connections shall be provided at mid-block locations to increase the permeability of the site and encourage walking for some daily trips. Mid-block connections should be provided every 200 to 400 feet.

e. *Land Use Transitions.* Land use boundaries and density changes in Village Centers should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual.

f. *Relationship of Building to Public Spaces.* Buildings should reinforce and revitalize streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways. Buildings should have human scale in details and massing. Free-standing or "monument" building should be reserved for public uses.

g. *Central Feature or Gathering Place.* A Village Center shall include a comfortable, centrally located park or plaza with public amenities such as civic buildings, benches, monuments, kiosks, and public art.

h. *Direct Pedestrian Connections.* Direct local street access from surrounding neighborhoods shall be provided so visitors do not need to use arterial streets to access the Village Centers. When existing developed areas are redeveloped or retrofitted, ensure that pedestrian and / or auto access from surrounding neighborhoods is provided. Providing direct connections from the public pedestrian network to the front door of businesses and residences is essential.

i. *Arterial Streets as Edges.* Arterial streets should be considered edges of Village Centers, unless they are designed as a one-way couplet or substantial pedestrian improvements are made and traffic through the Center is slowed.

j. *Integration of the Transit Stop.* Village Centers should be consid-

ered major stops on the local transit network. Associated transit stop facilities should be integrated into the design of the center, centrally located, and easily accessible for pedestrians walking to and from the surrounding neighborhoods.

Neighborhood and Residential Center Guidelines

Neighborhood Center: Small-scale office over retail building in Seattle, Washington

a. *Mix of Uses.* Neighborhoods should be designed to foster access to everyday services (public, semi-public, and private commercial), promote a sense of community and encourage the use of alternative modes of transportation. Retail uses shall not exceed 100,000 sq.ft. per Center, nor shall grocery stores exceed 50,000 sq.ft. per Center. Each neighborhood will have a "Neighborhood or Residential Center" that provides gathering places for people and walkable destinations for neighborhood-focused retail (e.g., markets, stores, delis, video stores, bakeries, etc.), day care, elderly care, places of worship, recreation, and / or civic activities.

b. *Housing.* Moderate density housing, located within the Neighborhood Center designation, should surround the core commercial area and be integrated with its design. Appropriate housing types include: small apartment buildings, residential over commercial, townhouses, duplexes, bungalows, small-lot single-family, and standard-lot single family. Owner-occupied housing is specifically encouraged.

c. *Location.* In general, Neighborhood and Residential Centers should be located so that the majority of residents are within a short walking distance and the mix of uses should ensure that most patrons are from the adjacent neighborhood. Neighborhood Centers along arterial streets must be spaced so they are at least 1 mile apart and are designed to provide direct, safe, and attractive access from the adjacent neighborhood.

d. *Pedestrian-Oriented Design and Access.* Neighborhood Centers shall be mixed-use, pedestrian oriented gathering places that help establish the identity and character of the neighborhood. Neighborhood Centers shall require access by autos and require truck loading areas, but their design should prioritize convenient and comfortable access for pedestrians and bicycles.

e. *Public Spaces.* A small neighborhood park, green space, or plaza should be associated with every Neighborhood Center to provide opportunities for small gatherings, neighborhood events, and some active recreation.

Residential Neighborhood Guidelines and Standards

a. *Residential Neighborhood Structure.* All neighborhoods shall be mixed-use, that is, neighborhoods shall contain both residential and non-residential uses. Residential uses will include both single-family and multi-family housing types. The majority of non-residential uses shall clustered in the Neighborhood and Residentail Centers, including: retail and non-retail commercial and business uses as well as public and semi-public uses such as day care, churches, and civic centers. Schools and major parks should be located outside of the Neighborhood and Residential Centers, because of their larger land area requirements. Retail, commercial, and business uses shall not be located outside of the Neighborhood or Residential Centers. Neighborhood will be pedestrian and bicycle friendly.

    1. Neighborhoods shall be scaled to the pedestrian, with Neighborhood and Residential Centers within a comfortable 1/4 to 1/3 mile walking distance of most homes.

    2. Land use boundaries and density changes in neighborhoods should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual.

Small-lot Single-Family homes at Harbortown, Tennessee

b. *Location and Density*. Residential Neighborhoods shall:

    1. Be located in the areas depicted on the Master Plan Map.

    2. Have a maximum density of 12 dwelling units per gross acre.

    3. Contain the following residential housing types: large-lot, standard-lot, and small-lot single-family homes; townhomes and other types of attached single-family houses; duplexes and multi-family units up to fourplexes; and ancillary dwelling units. Owner-occupied housing is specifically encouraged.

    4. Focus on a centrally-located Residential Center, Neighborhood Center or Village Center which will include public, semi-public, and private services and uses.

c. *Housing Diversity*. Each neighborhood shall include a variety of housing types and styles to allow people with a range of different ages and incomes to live in the neighborhood of their choice as an integrated and diverse community. In order to maintain the desired density of residential neighborhoods, a variety of housing types, lot sizes, and patterns shall be required. Each

neighborhood, however, while having a mix of housing types, does not need to have every type of housing product. (See also Residential Building Standards.)

d. *Housing Design and Orientation.* New residential neighborhoods will be designed to orient buildings to streets and public parks. Houses shall address the local street system and public spaces with entries, balconies, porches, architectural features, and activities to enliven the streets and create safe and pleasant walking environments.

1. The design of attached and multi-family dwellings shall include features typically associated with detached single-family houses, including private outdoor spaces and individual identity. Garages for lower intensity single-family housing and parking lots for higher intensity multi-family type housing shall not be allowed to dominate the frontage of local neighborhood streets. (See the Residential Building Standards for additional clarification on this issue.)

2. New housing shall be "human scale." Massing, setbacks, and character of new residential developments shall encourage structures that do not overly dominate streets, foster diversity in design, and maintain the character of the community. Alternative housing forms, such as small-lot single-family, bungalow single-family, townhomes, small-scale apartments, and ancillary dwelling units ("granny flats") that increase density and provide diversity of housing opportunities shall be encouraged.

e. *Parks.* Small parks should be located within two to three blocks of every home within a neighborhood. Pedestrian and bicycle connections shall be enhanced to allow surrounding residents to easily and safely access public recreational facilities. Larger neighborhood parks with multiple play fields will be centrally located and should be connected to the citywide parks and open space network whenever possible. All parks should:

1. encourage easy access via streets and trails;

2. foster safety by making it easy to view into parks from streets and surrounding homes; and

3. include program elements that make the construction and on-going maintenance of small parks affordable.

Neighborhood Park at Harbortown in Memphis, Tennessee

f. *Schools.* An elementary school shall be located to serve every two to three neighborhoods and shall be situated so students from each neighborhood can easily walk or bike to school along safe, low traffic streets. Middle schools shall be located to serve four to six neighborhoods. Students of these schools should be able to walk or bike to school along safe streets and / or greenway bike / pedestrian paths.

1. The City shall encourage the use of neighborhood elemetary schools as community gathering places. Infrastructure improvements shall be identified which

are needed to make school sites available for evening and weekend use (e.g., better lighting and improved security).

2. Where appropriate, elementary schools should be located adjacent to Neighborhood Centers and Residential Centers and explore opportunities for incorporating civic programs, such as places for cultural events, adult education, recreation facilities, branch libraries, and child care.

g. *Street Configuration.* Local streets shall form an interconnected network, including automobile, bicycle, and pedestrian routes, that provide direct connections to local destinations. Local streets shall provide for both intra- and inter-neighborhood connections and thus knit neighborhoods together, not form barriers between them. Proposals for gated entryways into new developments or neighborhoods shall be reviewed for conformance with the City's Land Development Code. In general, gated communities shall not be permitted unless the site is either surrounded by wetlands on three sides or is a pocket of land within a street system that does not connect through some type of Mixed Use Center.

h. *Street Design.* Local streets shall be considered to be both public ways and neighborhood amenities. They will have continuous detached sidewalks, bikeways, street trees, and other amenities, such as benches, that favor the pedestrian. Individual residential homes should provide entries, gates, porches, and other inviting features that face local streets to help create a sense of community and improve safety.

Local Street

i. *Edges.* Arterial streets, changes in street fabric, greenways, and natural features (such as wetlands, lakes, and major creeks) should define the edge of a neighborhood. Landscaped setbacks and trails should be used to create an attractive environment at a neighborhood's edge.

j. *Natural Features.* Valuable natural features including creeks, significant trees, and wetlands shall be protected and accentuated through sensitive site planning, building placement, and other measures.

k. *Phasing.* Neighborhoods should be livable at all stages of their development. The City shall require the provision of important public facilities concurrently with new development, including streets, utilities, local neighborhood parks, schools, and civic buildings.

Airport Support District Guidelines and Standards

The Airport Support Districts (High and Medium Intensity) provide important employment areas within Southeast Orlando, with activity in these areas being supported by the adjacency of the Orlando International Airport. An effort shall be made to create housing opportunities within the Plan area that will be affordable to employees of the businesses and industries within the Airport Support Districts. There are clear differences between the two designations. The High Intensity designation does not allow residential uses, while the Medium Intensity designation allows for limited residential opportunities. All projects in the Airport Support District-High Intensity designation shall be developed consistent with CONVENTIONAL LDC standards as per GMP Future Land Use Policy 4.1.9. In the Airport Support District-Medium Intensity designation, TRADITIONAL DESIGN standards shall apply to retail uses equal to or greater than 0.25 FAR, office and hotel development equal to or greater than 0.5 FAR, and industrial development equal to or greater 0.5 FAR. Village Center / Urban Transit Center-Residential Block standards shall apply to all single family uses and all multifamily uses which exceed 12 dwelling units per acre. It should be noted that full service grocery stores and retail shopping centers are not permitted in either designation.

Airport Support District-High Intensity

Allowable Uses	Heavy Manufacturing, Warehouse, Support Retail and Service Activities, Automobile & Truck Rental, Office, Hotel, Big-Box Retail. Full Service Grocery Stores, Retail Shopping Centers & Residential development prohibited.
Floor Area Ratio	0.0 to 1.5 FAR.
All Other Standards	Conventional LDC. I-G for Heavy Manufacturing; I-P for Light Manufacturing and Office; AC-2 for all other uses.

Airport Support District-Medium Intensity

Allowable Uses	Light Manufacturing, Warehouse, Support Retail and Service Activities, Automobile & Truck Rental, Office, Hotel, Big-Box Retail. Full Service Grocery Stores and Retail Shopping Centers are prohibited in this designation.		
Land Use Mix*	Use	Minimum Land Area	Maximum Land Area
* To be achieved on a project by project basis. Some flexibility may be granted for small sites after adminstrative review.	Residential	0%	65%
	Support Retail, Hotel & Services	10%	25%
	Office	15%	70%
	Industrial	0%	60%
	Civic	10%	None
Floor Area Ratio	0.0 to 0.7 FAR for non-residential uses.		
Density	5 du/acre to 25 du/acre for residential uses.		
Parking Ratio	Industrial Uses: Equivalent to I-P Zoning. Other Uses: Equivalent to City's AC-2 Zoning District.		
Building Height	Industrial Uses: 1 to 3 story. Other Uses: 1 to 10 story.		

Airport Support District-Medium Intensity Guidelines

a. *Primary Employment Centers.* The Airport Support Districts shall be the primary employment locations within the Southeast Orlando community. It is a goal of the plan to create a community structure that will encourage people to both live and work in the community. The street network and hierarchy of uses in the Airport Support Districts should encourage residents to use alternatives to single-occupancy vehicles to get from home to work, including: carpooling, transit, walking, and bicycling. Retail, commercial, recreation, and civic uses should be provided to maximize the potential for employees to take care of daily errands within the Districts, thereby reducing mid-day traffic. However, these commercial uses should not take away from the primacy of the Centers.

b. *Pattern of Streets and Buildings.* It is a goal of the plan to create an environment that is scaled to the needs of pedestrians and bicyclists. Blocks greater than 600 ft. in length, dead end streets and cul-de-sacs should be avoided. Within larger blocks of employment use, pedestrian / bicycle pathways shall be provided to increase accessibility within the block and to adjacent areas within the district. All buildings should contribute to a cohesive city "fabric" and reinforce the overall goal of creating a walkable district. Buildings should offer attractive pedestrian scale features and spaces. Building placement and massing should relate to nearby buildings within the District and to the urban context.

c. *Mixed-Use Precincts.* Airport Support District-Medium Intensity areas shall be developed with a hierarchy of uses that creates nodes of activity (Mixed-Use Precincts). More intensive uses — offices, hotel, restaurant and retail, and civic uses (i.e. - day care) — shall be clustered around public spaces in the Mixed-Use Precincts. Street networks shall provide pedestrian, transit and bicycle access from surrounding areas of lower intensity office and industrial development.

d. *Local Connections.* Direct local street access within the districts and from surrounding areas of development shall be provided so that workers and visitors do not need to use only arterial streets for access.

e. *Public Spaces.* Similar to mixed-use centers and residential neighborhoods, parks and plazas shall be used to create an identity for the activity centers within the districts and to provide relief in the urban fabric.

f. *Relationship of Building to Public Spaces.* Buildings should reinforce and provide vitality to streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways. Where buildings are not used to form street edges, landscape treatments shall create a human-scaled pedestrian environment and a buffer to adjacent parking lots and work areas. Buildings should have human scale in details and massing. Free-standing or "monument" building should be reserved for civic uses.

g. *Arterial Streets as Edges.* Arterial streets should be considered as edges to subareas within the Airport Support District, unless substantial pedestrian improvements are made and traffic is slowed along the arterial street.

h. *Integration of Transit Stops.* Mixed-Use Precincts within the Airport Support District should be considered major stops on the local transit network. Associated transit stop facilities should be integrated into the design of the node, centrally located, and easily accessible for pedestrians walking to and from the surrounding employment areas.

i. *Truck Access.* Truck traffic generated by uses within the Airport Support Districts shall be directed to the arterial street system and shall not be allowed to travel through adjacent residential neighborhoods.

Other Land Use Guidelines and Standards

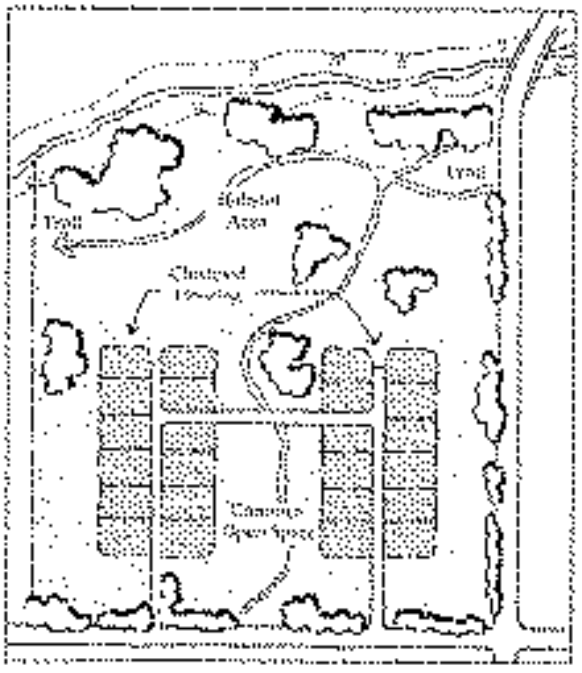
Estate Residential (Within Residential Neighborhoods)

In certain Residential Neighborhood areas within Southeast Orlando, a more rural development pattern which recognizes unique environmental conditions may be appropriate. Designation of such areas shall be determined through master plan review of individual projects. General guidelines for estate residential (or estate preserve) areas are discussed below, while more specific building guidelines and standards are provided in the Residential Building Standards. Allowable uses include:

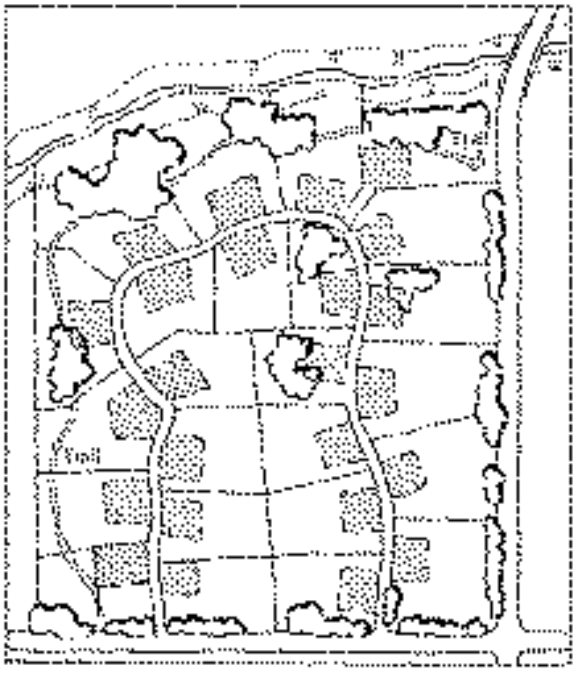
- clustered residential development with a gross density of 1 dwelling unit per acre;
- parks, recreation, and open space; and
- public or private golf courses.

The most environmentally sensitive areas (i.e. - wetlands, tree stands, clusters of high quality shrubs and undergrowth) should be preserved with residential clusters, roadways, trails, and developed open space elements knitted around these areas.

a. *Residential Clusters.* The pattern of residential clusters shall allow for sensitive development of some natural areas within Southeast Orlando. The maximum number of units that can be developed within estate residential areas is 1 unit per gross acre. Buildings shall be sited within a 1/4 acre "buildable envelope." Ar-



Clustered Option



Dispersed Option

eas outside of the buildable envelope shall be kept in a more natural state, but can include roads and trails. Only areas within the buildable envelope may be fenced, irrigated, landscaped, or built upon. Several methods of ownership and protection of the areas outside of the buildable envelope are possible, including:

- Private ownership with protective covenants and public trail easements;
- Joint ownership with protective covenants and public trail easements;
- Ownership by a private conservation trust; or
- Public ownership.

Buildings and structures in the estate residential should use materials and colors that provide a more neutral character to the architecture, allowing the buildings to integrate with the landscape.

b. *Street Design*. Streets within the estate residential areas should be more rural in character. Only more heavily traveled streets should have sidewalks and planter strips. Landscaping should have a less formal structure and native plantings should be used for street trees and ground cover. Swales may be used within Estate Residential areas only after approval by the City Planning Official and the City Engineer.

c. *Wildlife Corridors.* Site planning of the estate residential areas shall take into consideration the provision of wildlife corridor connections between adjacent areas within the Primary Conservation Network. To the greatest extent possible, street crossings of the corridors should be minimized. The corridors should also link the highest quality habitats within the estate preserve area.

d. *Trails.* Site planning shall also provide public trail connection links from trails within the Primary Conservation Network.

BUILDING GUIDELINES AND STANDARDS

This section of the standards provides requirements and guidelines for specific building types within the plan's mixed-use centers and districts. Topics addressed include:

- *residential densities and commercial/employment intensities;*
- *building height;*
- *setbacks and configuration;*
- *facade and entry location and design;*
- *roof massing and design;*
- *crime prevention through environmental design; and*
- *building materials.*

Residential Building Standards

Residential uses are permitted in six land use designations as identified on the Southeast Orlando Master Plan Map: Town Center, Village Center, Neighborhood Center, Residential Center, Residential Neighborhood, and Airport Support District-Medium Intensity. The following building standards apply to all land use designations that permit residential uses.

Mix of Housing Types

a. *Housing Mix in All Types of Neighborhoods.* Within each residential area, with the exception of Airport Support District residential, a mix of housing types is required. Housing types vary by lot size and form. These criteria are intended to insure that homes integrate well with each other and share designs which make neighborhood streets safe and enjoyable to walk along. Lot sizes and patterns within a neighborhood shall be varied to avoid monotonous streetscapes and provide a diverse range of housing types. Each developer of more than fifteen (15) acres shall provide at least three (3) housing types. For example, larger building types on larger lots are encouraged on corners. Smaller lots are encouraged surrounding common open spaces.

b. *Lot Sizes and Densities.* The following table summarizes lot sizes and approximate densities for a variety of housing types. Densities apply to gross developable acreage.

Housing Type	Lot Size	Density Range	Distinguishing Feature
Estate Residential	minimum 1 acre	maximum 1 du/gross acre	detached, clustered, rural setting
Single Family Large-Lot	7,000-43,560 sq.ft.	3-4 du/gross acre	detached
Single Family Standard-Lot	5,000-7,000 sq. ft.	4-6 du/gross acre	detached
Single Family Small-Lot	4,000-5,000 sq. ft.	6-8 du/gross acre	detached
Single Family Bungalow	3,000-4,000 sq. ft.	8-15 du/gross acre	detached
Duplex	2,000-3,000 sq. ft./unit	10-15 du/gross acre	two attached units
Townhouse/Rowhouse	1,500-3,000 sq. ft./unit	15-20 du/gross acre	multiple attached units
Four-Plex	N/A	15-20 du/gross acre	four units per building
Garden Apartments	N/A	15-25 du/net acre	attached w/ courtyard parking
Tuck-Under Apartments	N/A	20-30 du/net acre	attached w/ tuck-under parking
Podium Apartments	N/A	30-50 du/net acre	attached over structured parking
Elderly Housing	N/A	20-50 du/net acre	attached courtyard or podium
Residential over Commercial	N/A	15-30 du/net acre	attached w/ground floor retail
Ancillary Unit	N/A		studio or 1-bedroom unit over garage; 600 sq.ft. maximum

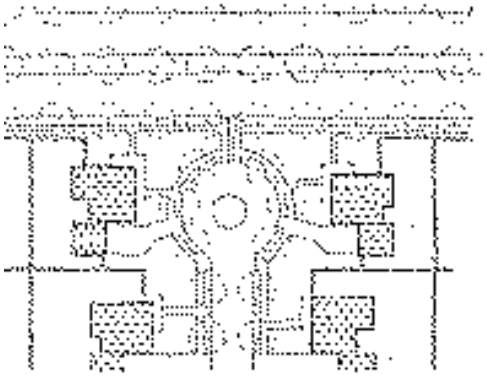
Housing Model Variety

Variation in individual housing "types" results in different "models". Each model may have the same lot size and basic floor plan but is differentiated by varied exterior treatments and materials. Variations in building mass, entry and porch design, window pattern, roof form, and / or other architectural features are strongly encouraged.

a. *Model Variety.* Each development of 100 or more homes shall have at least four models with three elevations and material treatments each. For developments of less than 100 units, at least three models with three variations each are required. No street block should have more than two consecutive single-family homes with the same house model.

Relation of Buildings to Streets and Parking

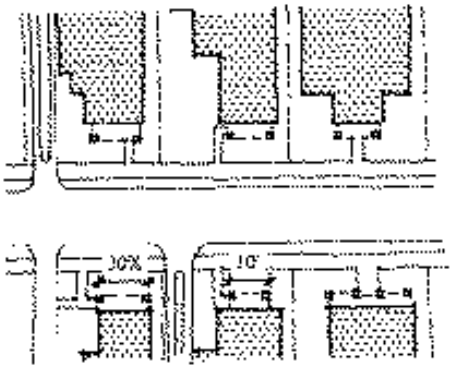
a. *Orientation.* Primary facades shall contain the primary entry and shall be street-facing. The principal orientation of the front facade of all buildings shall be parallel or nearly parallel to the streets they face. Where public parks are located across a street, the front facade should face the public park. Rear yards shall not occur along local or connector streets.



Open Ended Cul-de-Sac

b. *Homes Adjacent to Parkways and Arterial Streets.* Where residential areas abut parkways and arterial streets, lotting and home placement should address these major streets in one of three ways:

1. Homes front onto these streets with larger front setbacks and alley-accessed garages;
2. a frontage road is built adjacent to the major street right-of-way that provides a landscaped, "slow-traffic" local street for homes to front onto; or
3. cul-de-sac streets intersect with the major street with an opening or gated entry for pedestrians; homes may have side yards facing onto the major street.



Entry elements shall cover at least 30% of primary facade or 10 feet whichever is greater.

c. *Primary Entry and Porches.* With the exception of four-plexes, apartments, and ancillary dwelling units, every home shall have its primary entry (front door) facing a public street and not more than 6 feet recessed back from the face of the primary facade. Four-plexes and apartments may have their primary entry facing a central, landscaped courtyard. Ancillary dwelling units may face an internal walkway, driveway, or alley. Porches for all residential types shall be accessed directly from a public street or pedestrian easement and must be visible from the street. Porches may extend 6 feet into the setback. Front porches must have a minimum depth of six feet clear and comprise a minimum of 30% of the width of a building's primary front facade (not including the garage) or 10 feet clear whichever is larger. Porches for duplexes, condos, and apartments may be shared. Tunnel-like entrances are specifically discouraged.

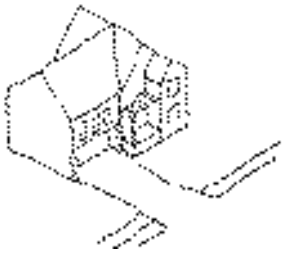
d. *Garages.* Residential streetscapes shall not be dominated by garages. Garage frontage shall also be limited for single-family houses, duplexes and townhomes; garages shall not comprise more than 50% of a building's street-facing frontage.

Garages for estate preserve, large-lot single-family, standard-lot single-family, small-lot single-family, bungalow single-family, and duplex type shall be provided in two ways:

1. attached and recessed from the primary front facade (not including porches, bay windows, or other minor projections) by a minimum of 8 feet and at least 24 feet from the street right-of-way; OR
2. attached or detached, placed at the rear property line, and accessed by either an alley or a side yard driveway. In each development of single-family houses and / or duplexes, no more than 50% of the units may have a recessed, front-loaded garage.

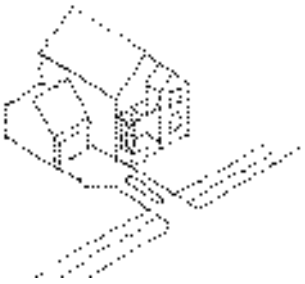
Garages for townhouse and apartment types may be either:

1. attached or detached, placed at the rear property line, and accessed by an alley; OR
2. for apartments, carports or garages may be grouped together and placed behind the residential buildings.



Attached recessed garage

Sidedrive detached garage



Sidedrive attached garage

Front Setbacks

Front setbacks are measured from the right-of-way line of the adjacent street or park. The following table summarizes minimum and maximum setbacks by location of the residential building.

Land Use / Front Setback	Town Center	Village Center	Neighborhood & Residential Center [3]	Residential Neighborhood	Estate Residential
Minimum Front Setbacks [1, 2]	8 feet	10 feet	15 feet	15 feet	20 feet
Maximum Front Setbacks	12 feet	15 feet	30 feet	25 feet	n/a

1 Encroachments into Minimum Front Setbacks. Porches, awnings, and second story balconies may project into setback up to six feet. Bay windows may project into setback up to 4 feet.

2 All residential buildings shall be set back at least 30 feet from parkways and arterial streets.

3 Residential buildings with ground floor retail must follow the setback standards identified in the Mixed Use Block Standards.

Other Setbacks

a. Side yard setbacks in residential areas shall be a minimum of 5 feet from the property line, unless a zero-lot line is proposed. If a zero-lot line unit is proposed, a single 5 foot side yard is required.

b. Side driveways extending along the property line to a recessed garage are permitted and encouraged within the side yard setback.

c. Rear yard setbacks in residential areas shall be a minimum of 15 feet from the rear property line, except to garages, where the minimum setback shall be 0 feet and for alley-accessed garages and ancillary units where the minimum setback shall be 6 feet.

Building Heights

The following table summarizes minimum and maximum residential building heights by location of the residential building.

Land Use / Building Height	Town Center	Village Center	Neighborhood & Residential Center	Residential Neighborhood
Minimum Height	2 stories	1 story	1 story	1 story
Maximum Height	10 stories	3 stories	3 stories	2 stories

Measurement of residential building heights shall be consistent with the City's LDC.

Facades and Roof Form

a. *Facade Articulation.* The facades of all residential buildings that face adjacent structure, park or open space shall be articulated. Articulation may include porches, bay windows and / or balconies.

b. *Windows.* All street-facing facades shall have windows covering at least 15% of the facade's area. The largest window or group of windows of the living room, dining room, or family room should be fully visible from the street.

c. *Garage Door Treatments*. All residential garage doors visible from a street or park shall consist of articulated panels and incorporate at least <u>two</u> of the following features:

   1. indoor living space or balcony space built over the garage with clear sight lines between the street and these spaces;

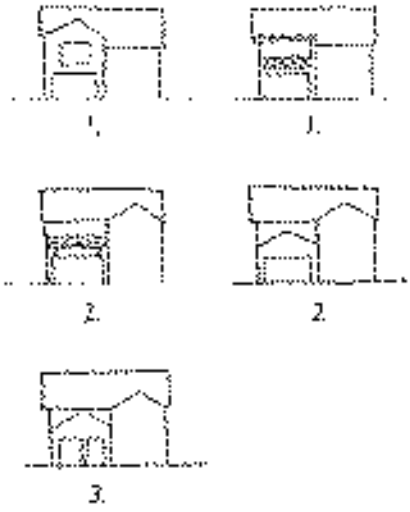
   2. strong shadow lines around the garage face

Porches and balconies at Harbortown in Memphis, Tennessee

created by recessing the door one foot behind the adjacent building plane, or by extending a trellis or bay window at least two feet in front of the garage face;

3. For multiple car garages, limit garage doors to nine feet (9') in width with intervening posts at least one foot in width.

d. *Roof Form.* Residential buildings are encouraged to have hipped or gabled roofs. Flat roofs are prohibited as the principle roof structure.



Garage Door Treatments

Visual Character

a. *Climatic Response.* Building design should respond to Southeast Orlando's summer sun with deep recesses and overhangs. Entries, particularly the front door, should be generously protected by a porch. Principal rooms should have windows, whenever possible, on two walls to provide balanced daylighting, and facilitate natural cooling and ventilation. Homes should be oriented so a majority of primary living spaces receive direct sunlight, and incorporate overhangs, awnings or trellises which allow the low winter sun to penetrate the unit, while blocking the high summer sun.

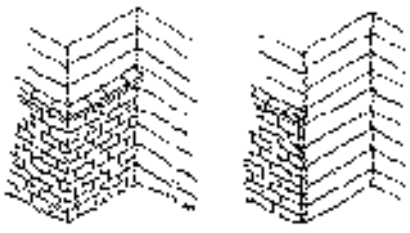
b. *Ground Floor Elevation.* Building foundations shall be elevated above the adjacent grade level. Residential buildings shall incorporate either raised concrete pads or a raised wood joist floor with perimeter foundation at a minimum of 18 inches above adjacent grade.

c. *CPTED.* Residential developers shall utilize the design features presented in the Crime Prevention Through Environmental Design "Your Guide to Creating a Safe Environment" booklet prepared by the City of Orlando Planning Department and shall incorporate appropriate safety techniques into residential designs.

Materials

New buildings should support regional traditions and maintain a level of craft in the process of construction. Exterior finishes should be primarily hardie board, masonry, and / or stucco.

a. *Material changes.* Material changes should not occur at external corners, but may occur at "reverse" or interior corners or as a "return" at least 6 feet from external corners. Scored plywood (such as "T 1-11") shall not be permitted.


Preferred *Discouraged*

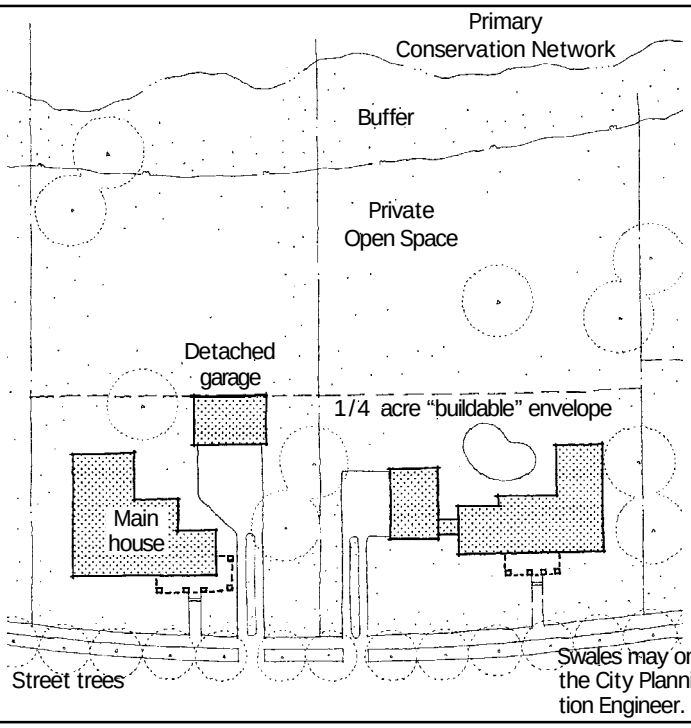
Pedestrian Access Ways and Bicycle Circulation

All residential developments shall be designed so as to promote pedestrian and bicycle circulation within the development and to promote access to surrounding areas, including schools, parks, mixed use centers, and other designations, consistent with Chapter 60 of the Land Development Code. Entry posts, columns, and/or landscaping should be installed where an internal sidewalk intersects with a public sidewalk.

Housing Type Illustratives

The following plans and axonometric drawings illustrate the various housing types and clarify some design guidelines and standards that are specific to certain types. All house designs for the Southeast Orlando Sector Plan must comply with the complete guidelines and standards as illustrated in this document and specified in Chapter 68 of the Land Development Code.

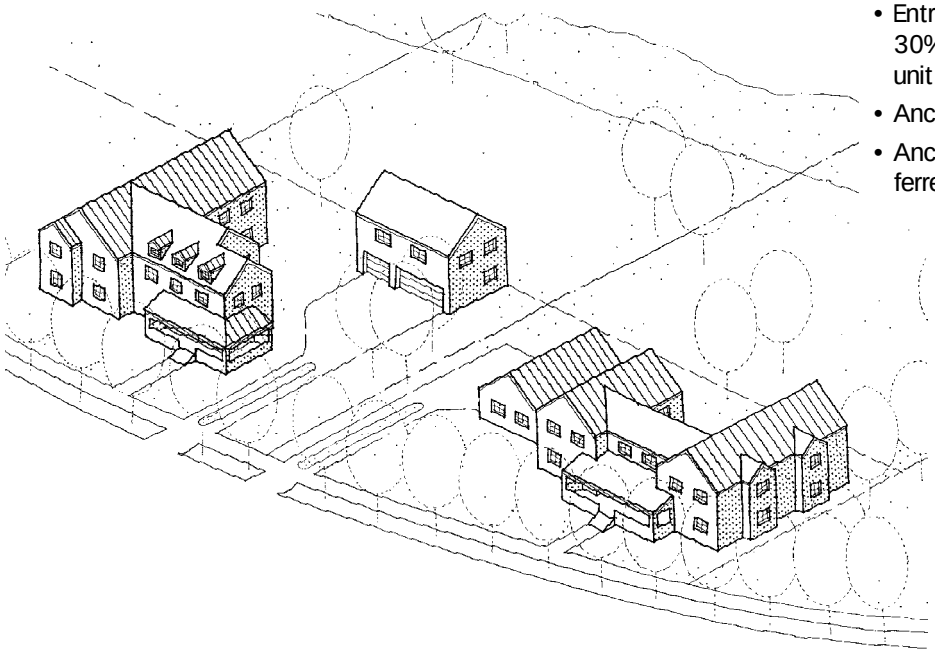
Estate Residential



- Minimum 8-foot setback from primary facade to front-loaded garage
- Side drives should be "Ribbon-Strip" drives, consisting of a side driveway with a median planting strip
- 12-foot maximum driveway width at street right-of-way
- Parking court can be used as a paved play area

Swales may only be used with approval of the City Planning Official and Transportation Engineer.

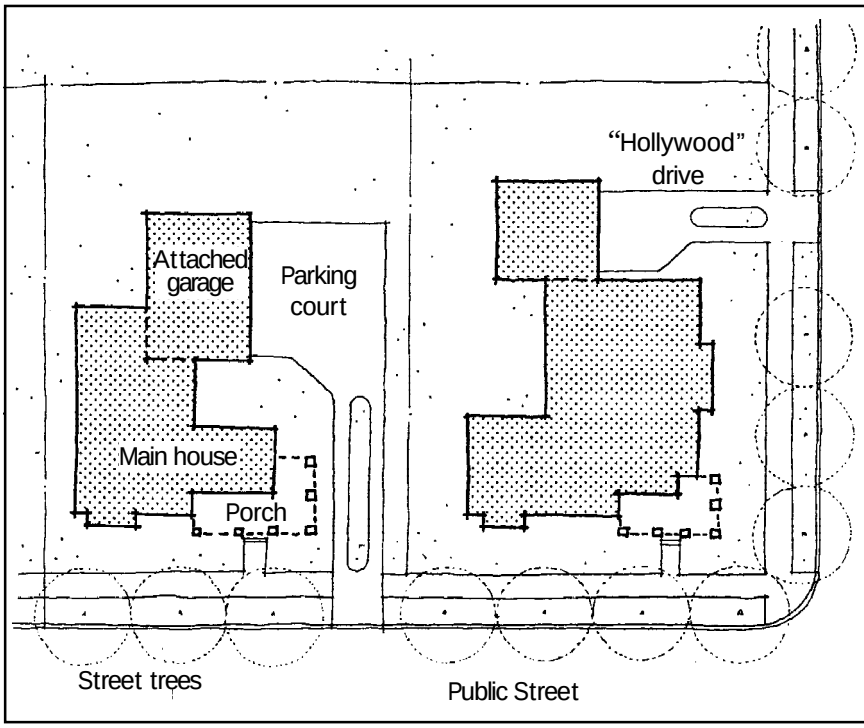
Plan



- Entry porches are required along 30% of primary facade of each unit
- Ancillary units are encouraged
- Ancillary unit stair location preferred on side of garage

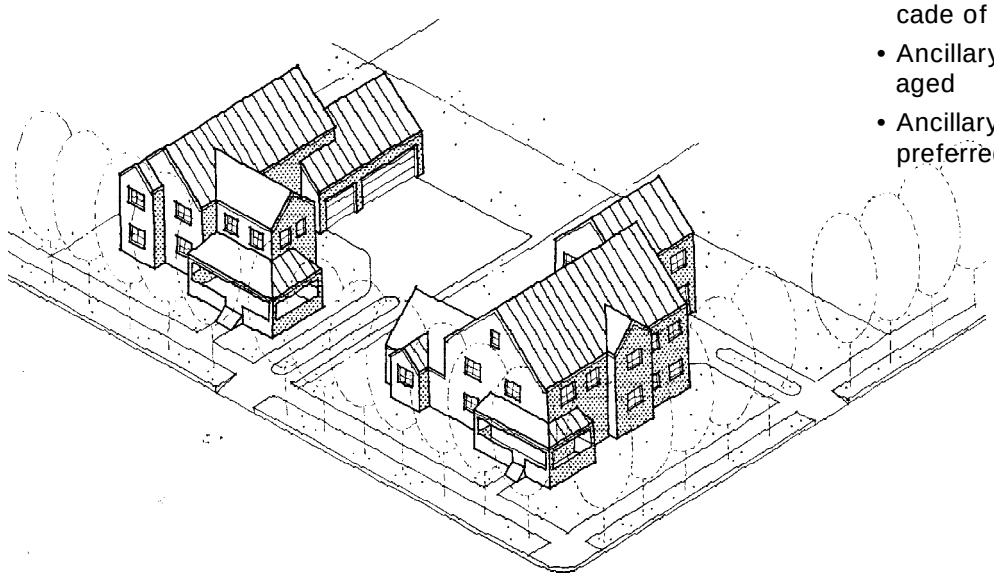
Axonometric

Single-Family Large-Lot



- Minimum 8-foot setback from primary facade to front-loaded garage
- Side drives should be "Ribbon-Strip" drives, consisting of a side driveway with a median planting strip
- 12-foot maximum driveway width at street right-of-way
- Parking court can be used as a paved play area

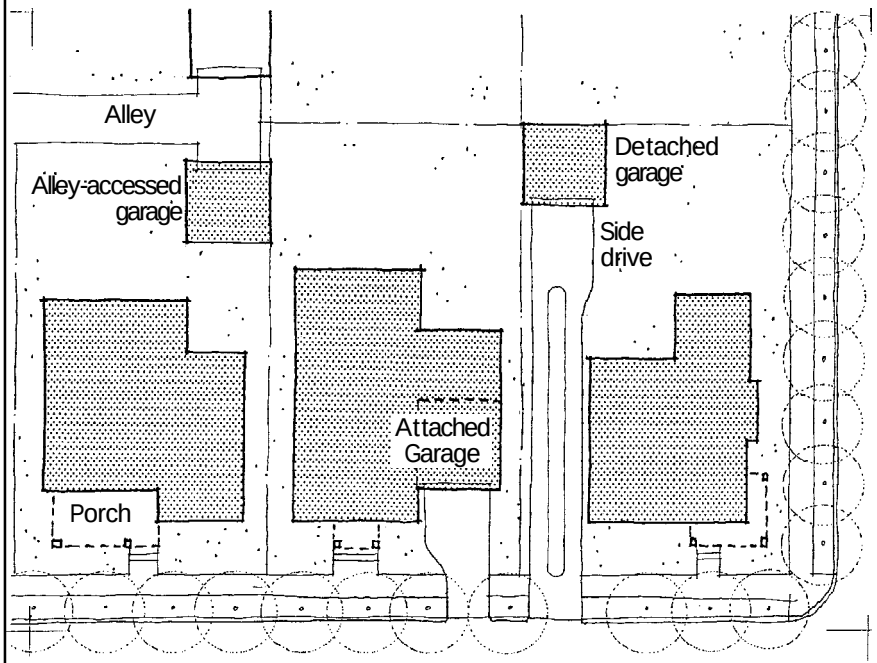
Plan



- Entry porches are required along 30% of primary facade of each unit
- Ancillary units are encouraged
- Ancillary unit stair location preferred on side of garage

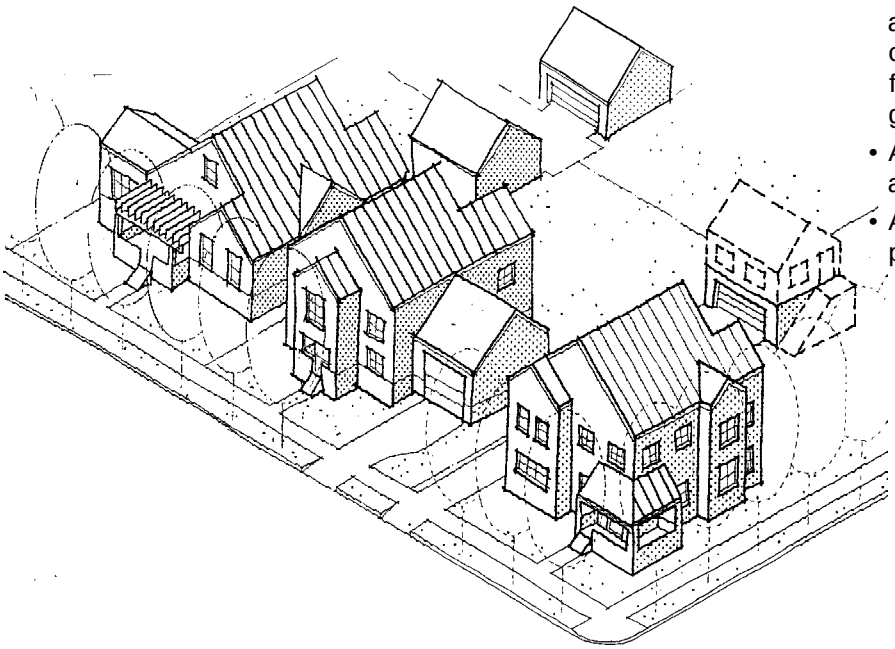
Axonometric

Single-Family Standard-Lot



- Minimum 8-foot setback from primary facade to front-loaded garage
- Side drives should be "Ribbon-Strip" drives, consisting of a side driveway with a median planting strip
- 12-foot maximum driveway width at street right-of-way
- Parking court can be used as a paved play area

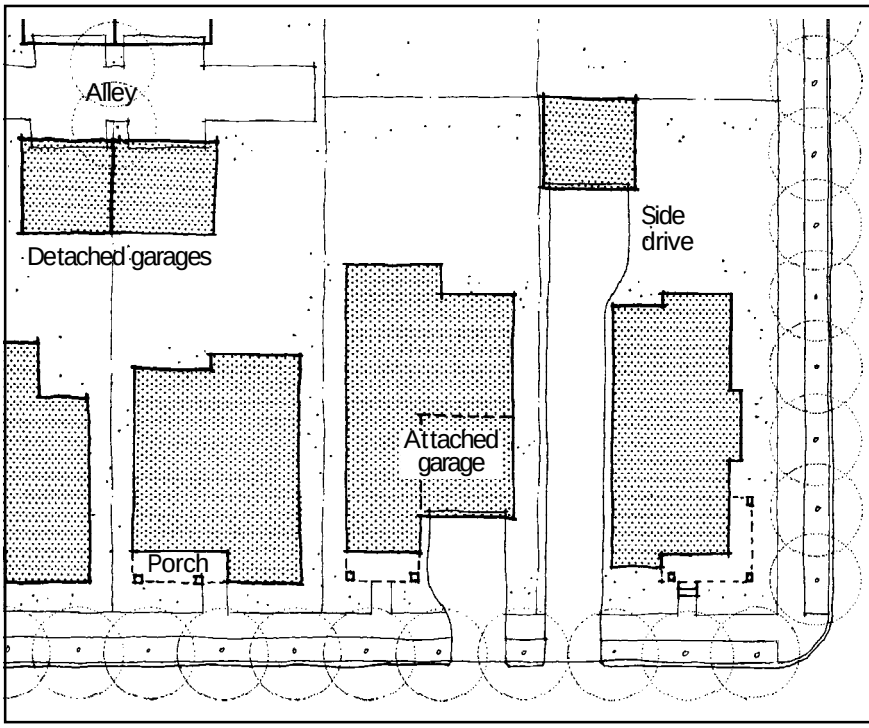
Plan



- Entry porches are required along 30% of primary facade of each unit or 10-foot clear, whichever is greater
- Ancillary units are encouraged
- Ancillary unit stair location preferred on side of garage

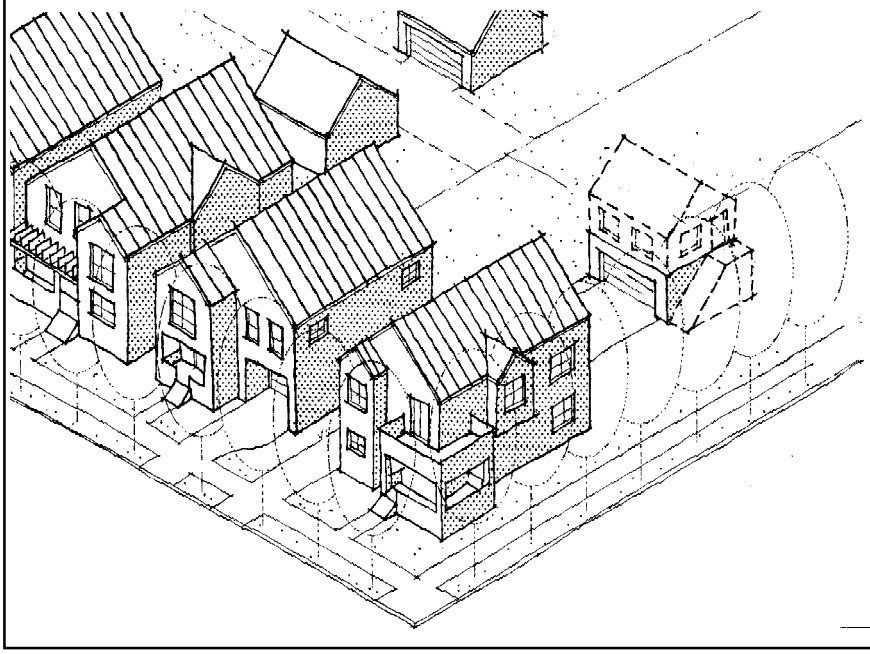
Axonometric

Single-Family Small-Lot



- Encourage rear garages served by a mid-block alley
- Minimum 8-foot setback from primary facade to front-loaded garage
- Side drives to be "Ribbon-Strip" drives, consisting of a side driveway with a median planting strip
- 9-foot maximum driveway width at street right-of-way
- Parking court can be used as a paved play area

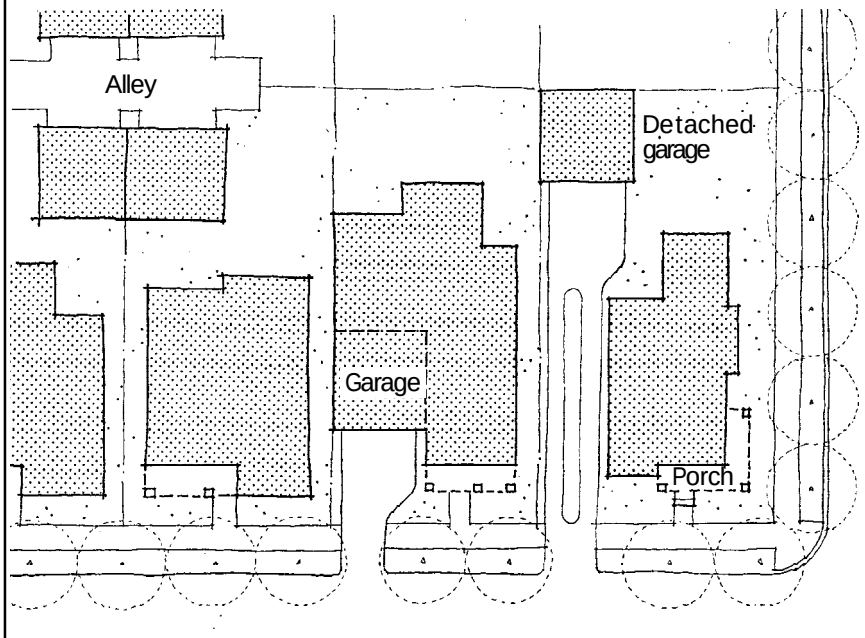
Plan



- Entry porches are required along 30% of primary facade of each unit or 10-foot clear, whichever is greater
- Ancillary units are encouraged
- Ancillary unit stair location preferred on side of garage

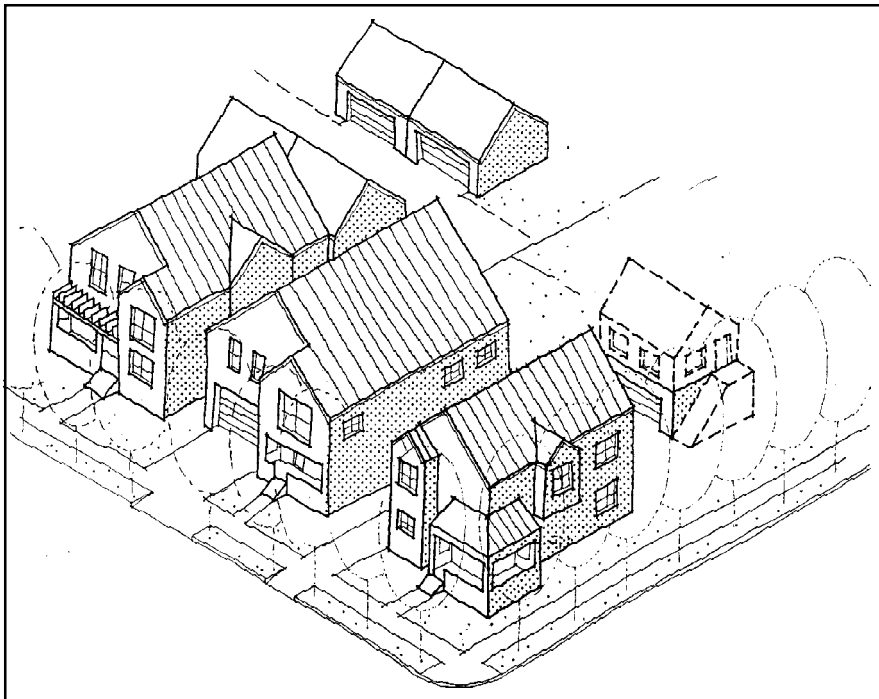
Axonometric

Single-Family Bungalow



- Encourage rear garages served by a mid-block alley
- Minimum 8-foot setback from primary facade to front-loaded garage
- Side drives to be "Ribbon-Strip" drives, consisting of a side driveway with a median planting strip
- 9-foot maximum driveway width at street right-of-way
- Parking court can be used as a paved play area
- Encourage use of on-street parking for visitor parking

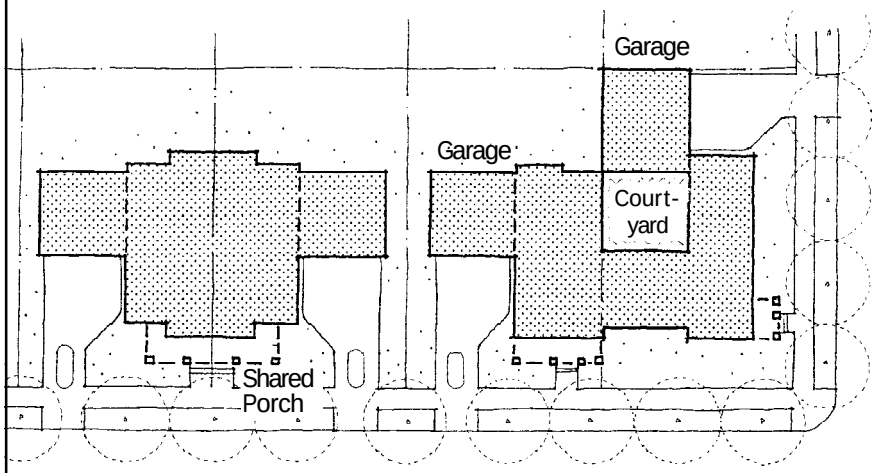
Plan



- Entry porches are required along 30% of primary facade of each unit or 10-foot clear, whichever is greater
- Ancillary units are encouraged
- Ancillary unit stair location preferred on side of garage

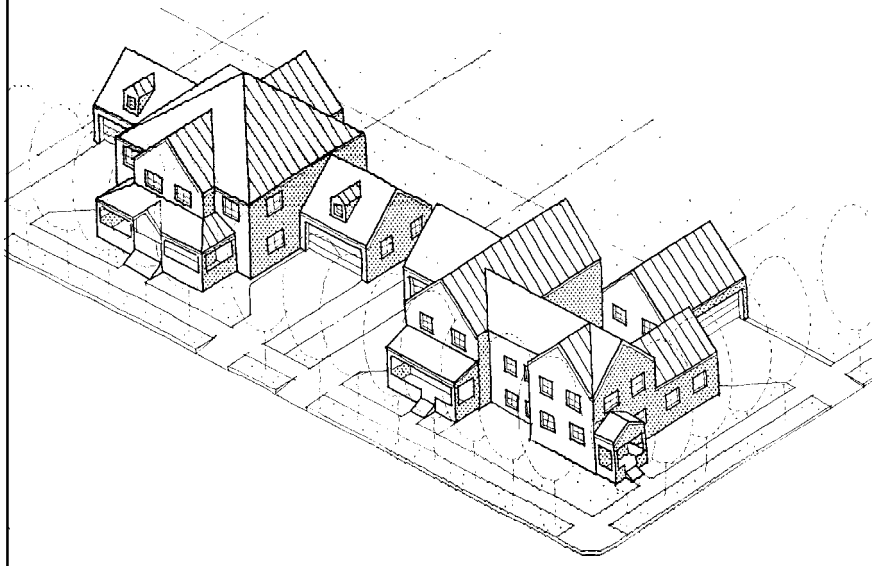
Axonometric

Duplex



- Minimum 8-foot setback from primary facade to front-loaded garage
- Side drives to be "Ribbon-Strip" drives, consisting of a side driveway with a median planting strip
- Encourage rear garages served by a mid-block alley. Duplex garages shall not be located side by side.
- 9-foot maximum driveway width at street right-of-way

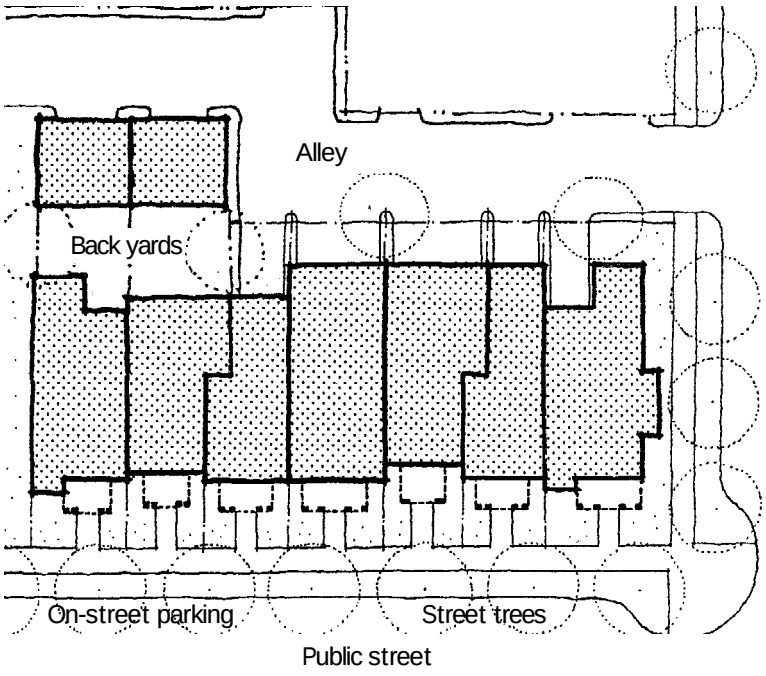
Plan



- Entry porches are required along 30% of primary facade of each unit or 10-foot clear, whichever is greater
- Encourage use of on-street parking for visitor parking
- When on a corner lot, a unit should address each street with an entry and porch
- When not on a corner lot, unit should be designed as a "big house" with a shared porch

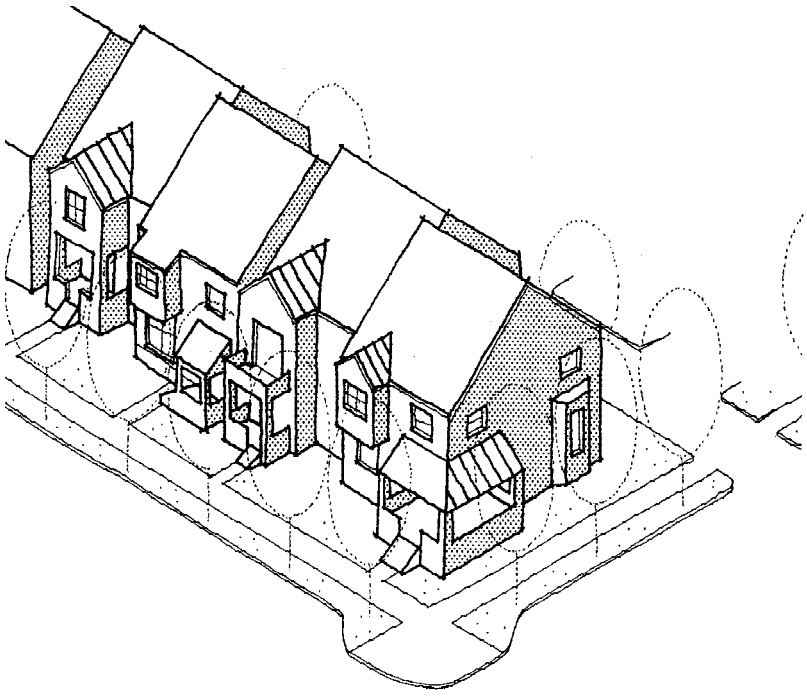
Axonometric

Townhouse/Rowhouse



- Garages accessible from public streets are prohibited
- Garage access from alleys located at rear of lots is required
- Tandem parking is permitted in garages

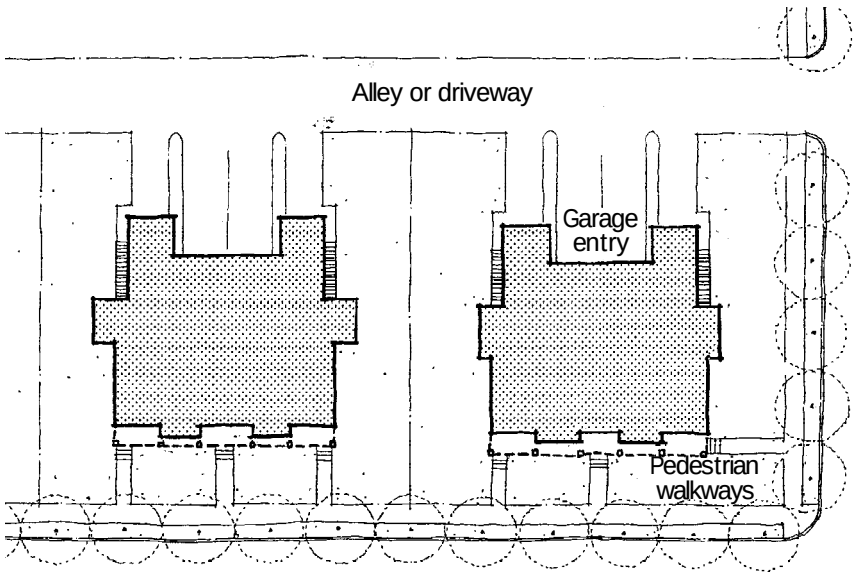
Plan



- Entry porches are required along 30% of primary facade of each unit or 10-foot clear, whichever is greater
- Encourage use of on-street parking for visitor parking

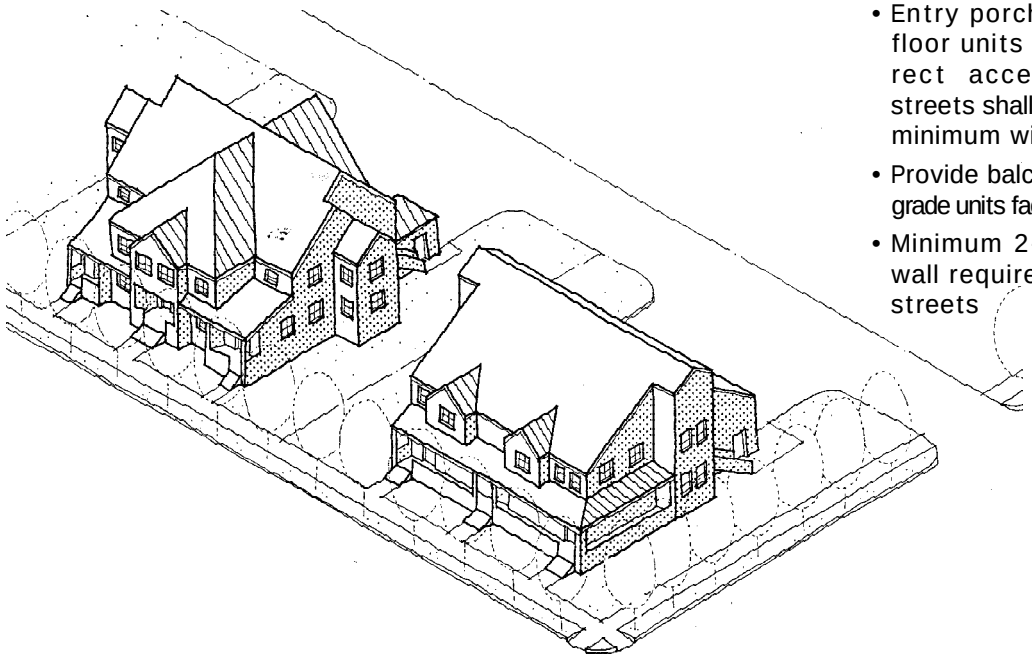
Axonometric

Four-Plex



- Garage access from alley or driveway located at rear of lots is required
- Encourage pedestrian connections from parking areas to building entries at public streets.
- Encourage use of on-street parking for visitor parking

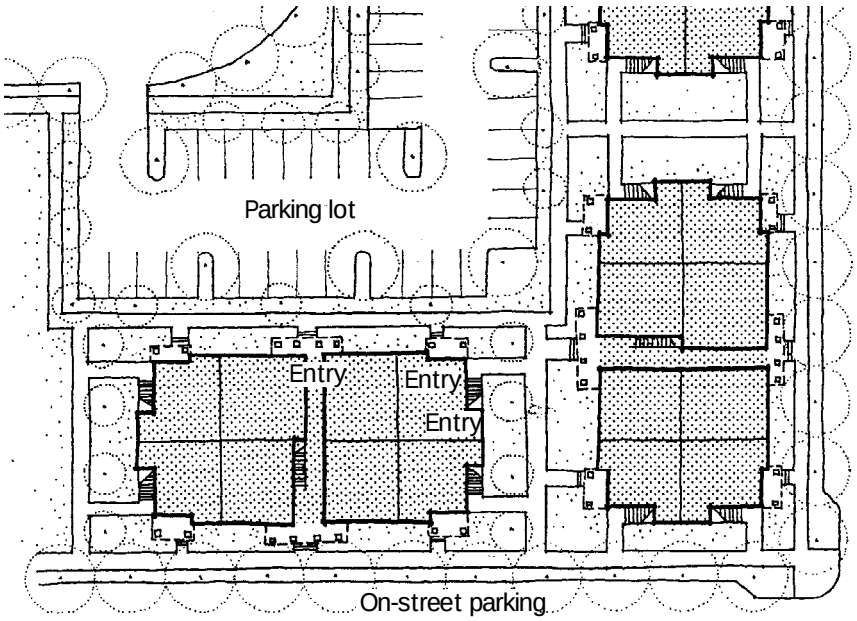
Plan



- Entry porches for ground floor units which have direct access to public streets shall have a 10-foot minimum width
- Provide balconies for above grade units facing the street
- Minimum 2-story building wall required along public streets

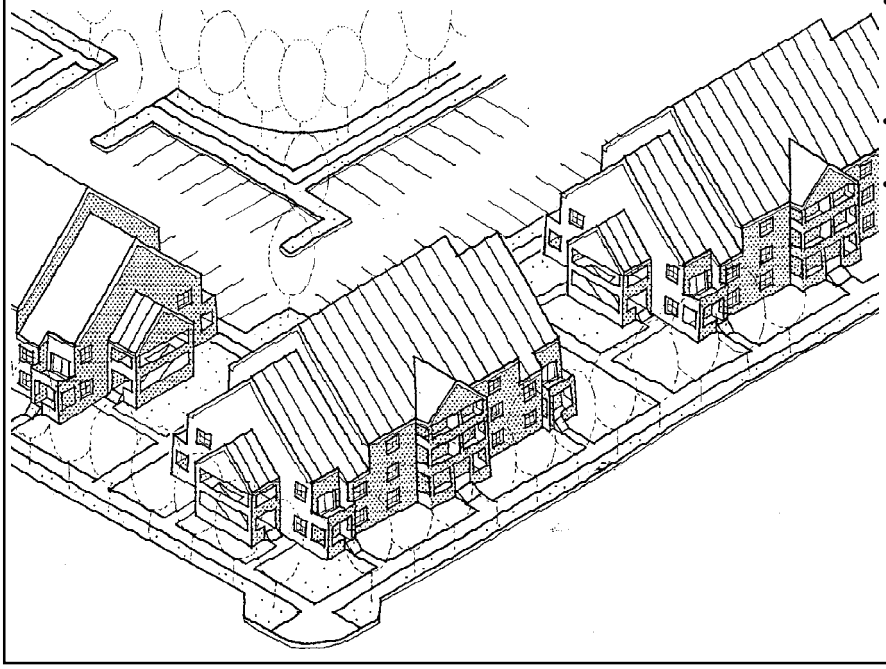
Axonometric

Garden Apartments



- Minimum 30-foot separation between neighboring buildings
- Locate parking to the rear of buildings away from public view.
- Provide pedestrian connections from parking areas to building entries at public streets.
- Minimize the number of access drives and curb cuts to parking.
- Provide a minimum 15-foot landscape separation between parking and residential units.
- Encourage use of on-street parking for visitor parking
- Screen trash enclosures from public view with a fence and landscaping.

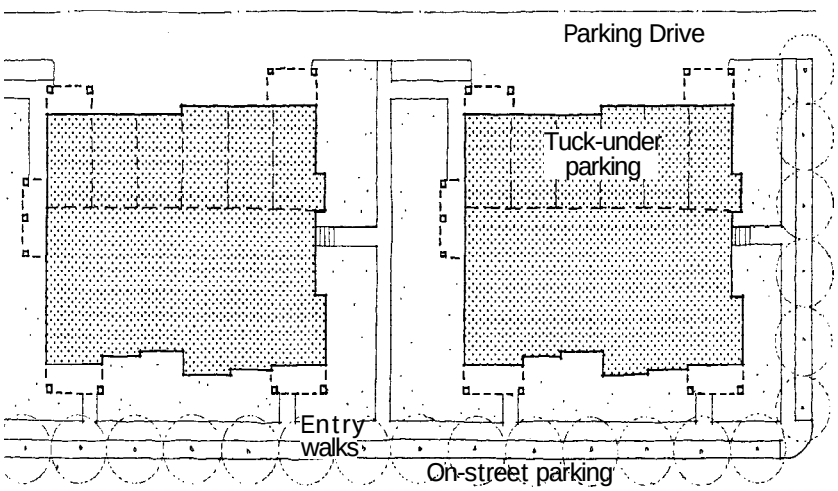
Plan



- Entry porches for ground floor units which have direct access to public streets shall have a 10-foot minimum width
- Provide balconies for above grade units facing the street
- Minimum 2-story building wall along public streets is required

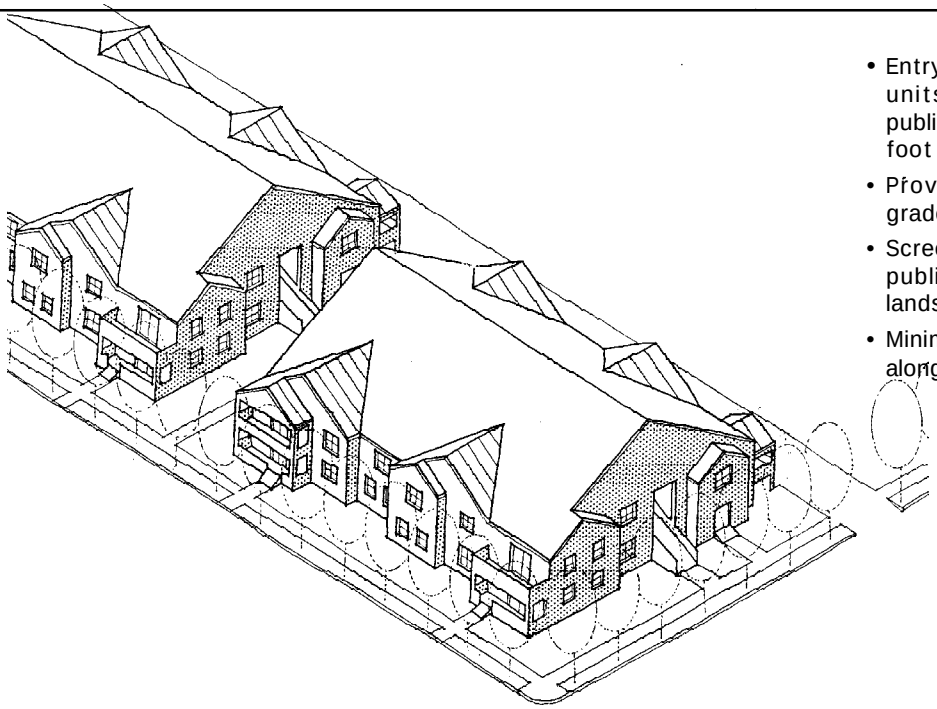
Axonometric

Tuck-Under Apartments



- Minimum 20-foot separation between neighboring buildings
- Garages facing and accessible to public streets are prohibited
- Garage access from alleys or driveways located to the rear of lot is required
- Require pedestrian connections from parking areas to building entries at public streets
- Use on-street parking for visitor parking

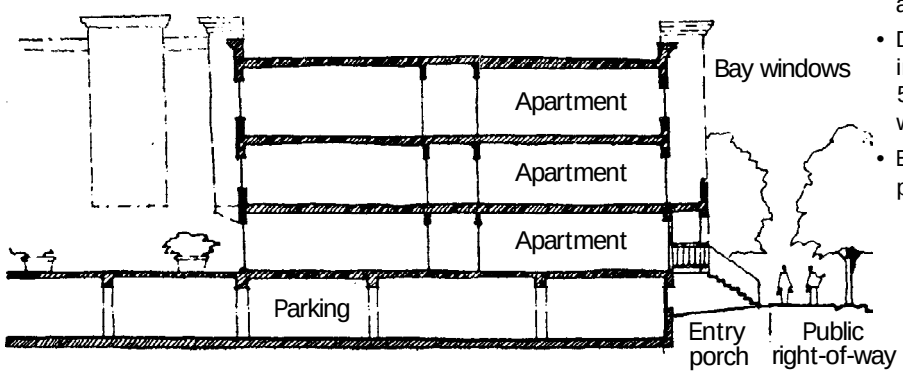
Plan



- Entry porches for ground floor units with direct access to public streets shall have a 10-foot minimum width
- Provide balconies for above grade units facing the street
- Screen trash enclosures from public view with a fence and landscaping.
- Minimum 2-story building wall along public streets is required

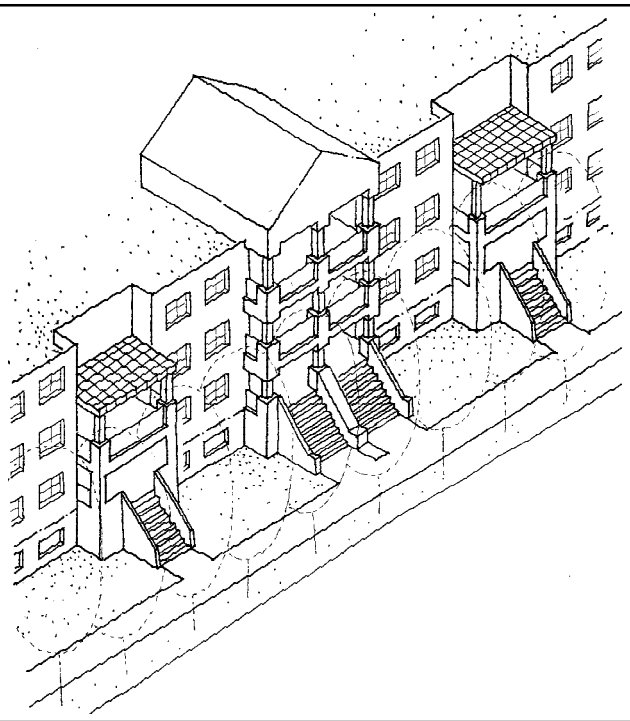
Axonometric

Podium Apartments / Elderly Housing



- Minimum 40-foot separation between neighboring buildings
- Provide parking below-grade or 1/2 level below-grade, away from public view.
- Discourage above grade parking. Limit parking podium to 5-foot maximum above sidewalk elevation.
- Encourage use of on-street parking for visitor parking

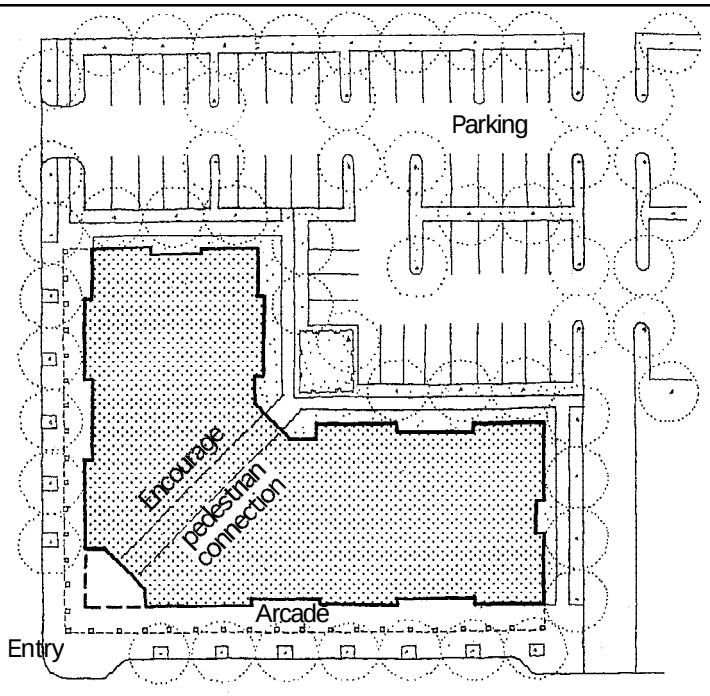
Section



- Entry porches for ground floor units which have direct access to public streets shall have a 10-foot minimum width
- Provide balconies for above grade units facing the street.
- Screen trash enclosures from public view with a fence and landscaping
- Minimum 2-story building wall along public streets is required

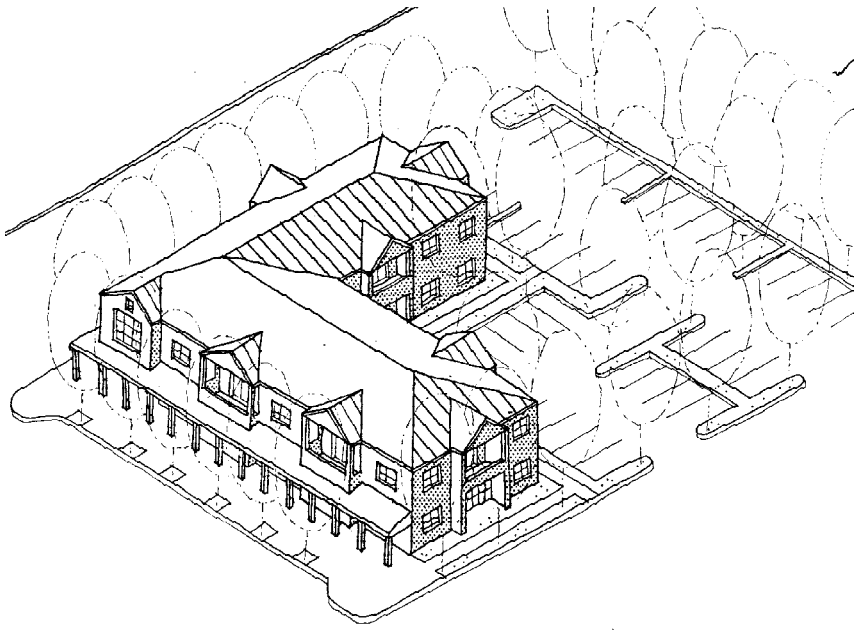
Axonometric

Residential Over Commercial



- Orient retail and residential entries to face public streets and sidewalks
- Encourage pedestrian connections from parking areas to building entries at public streets
- Provide visitor drop-off areas and on-street parking at public building entries
- Locate parking to the rear of the building away from public view
- Provide street trees along driveways, drive aisles and pedestrian connections
- Screen trash enclosures from public view with a fence and landscaping

Plan

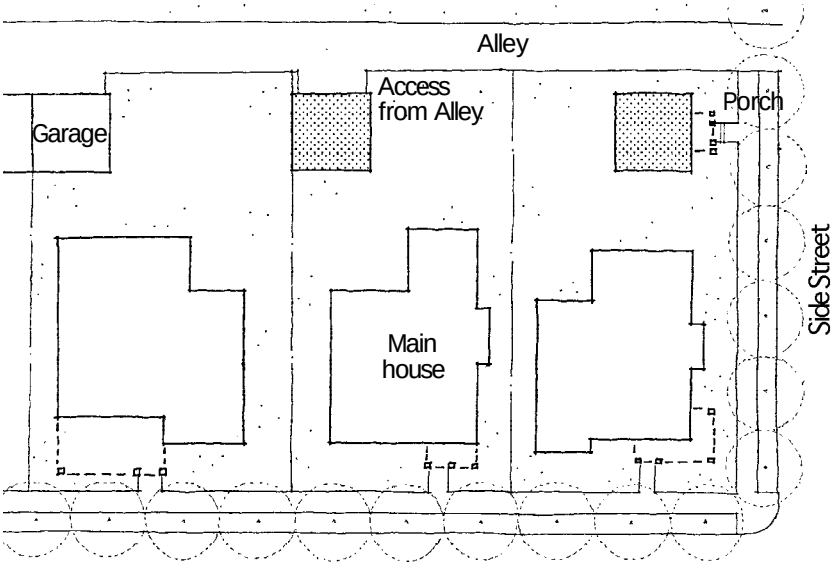


- Provide outdoor dining terraces with tables, chairs, and other furniture to bring activity to the street
- Encourage architectural expression of building entry features
- Provide roof forms such as hips, gables
- Screen mechanical equipment from view
- Minimum 2-story building wall along public streets is required
- Provide residential entries or lobbies with access from public street

NOTE: also see Mixed-Use and Commercial Building Section for additional guidelines and standards.

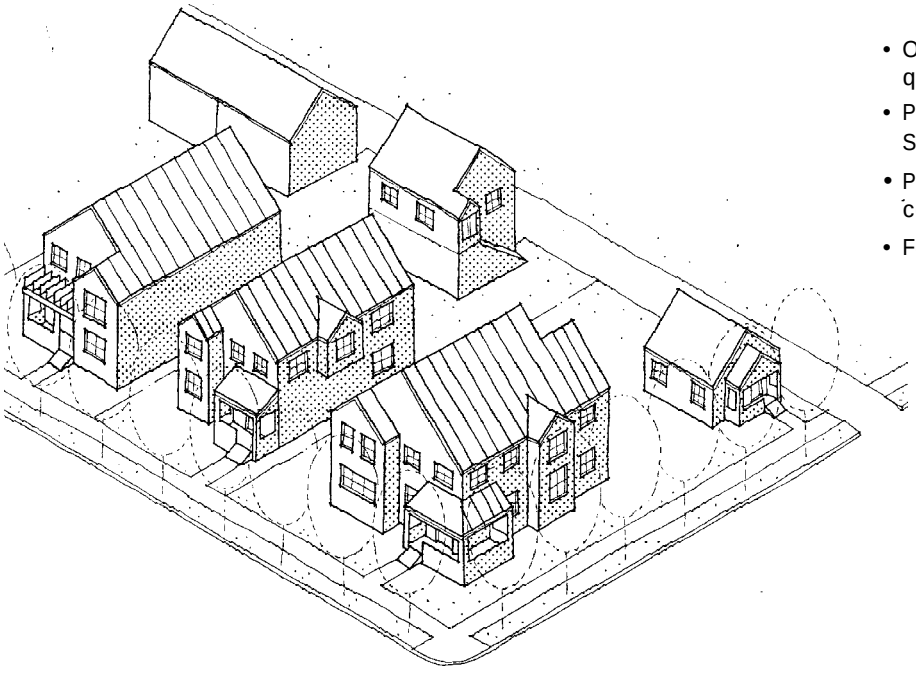
Axonometric

Ancillary Unit



- Ancillary units within rear 1/3 of parcel allowed in rear and side yards
- Ancillary units cannot cover more than 50% of rear yard
- Care should be given in design of the ancillary unit to maintain privacy with adjacent units
- When located on a corner lot the ancillary unit should have an entry porch oriented to the side street
- Entry stairs should be accessed from alley and visually screened from primary unit

Plan



- One on-site parking space required, surface parking allowed
- Parking allowed in "Ribbon-Strip" drive off alley
- Parking allowed in parking court
- Fences can screen parking

Axonometric

Mixed-Use and Commercial Building Standards

Standards for mixed-use commercial and employment development encompass five distinct land uses falling into two broad categories. Land within the Town Center, Village Centers, Neighborhood Centers, Residential Centers, and mixed-use precincts within the Airport Support District-Medium Intensity comprise Southeast Orlando's pedestrian-oriented mixed-use districts and centers. These design guidelines and standards seek to ensure that it is easy and enjoyable to walk within these area's shops and offices. Land designated for Airport Support District uses are generally more automotive in scale, yet where Traditional Design standards apply, retain provisions for internal pedestrian connections and building elements that acknowledge the public realm; particularly within Mixed-Use Precincts.

Winter Park Street

Mizner Park Street

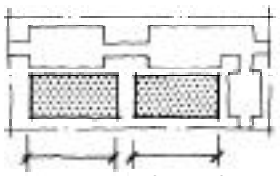
Relation of Buildings to Streets and Parking

a. *Principle Orientation.* The primary facades of all buildings in commercial, employment, and mixed-use centers shall contain the primary entry and face a public street, except in limited circumstances where parking lots may be placed at the street edge. In these cases the primary facade shall front onto a publicly accessible walkway that leads directly from the street to the establishment's front door without crossing a vehicular travelway.

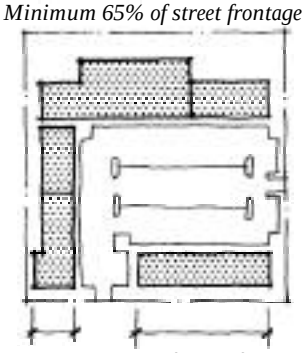
b. *Primary Entries and Facades.* The primary entry(s) of both business establishments and residential uses in commercial, employment, and mixed-use centers shall be visible and accessible directly from a public street. Primary facades that front onto a street should be built parallel or nearly parallel to the public right-of-way.

c. *Street-Facing Facades.* Street facing facades shall be lined with windows. Blank walls and/or garage doors shall not occupy over 50% of a principle frontage, and a section of blank wall shall not exceed 20 linear feet without being interrupted by a window or entry. Industrial/warehouse buildings shall not have a section of blank wall exceeding 30 linear feet without being interrupted by a window, entry, pilaster, lattice, change in plane, or similar element.

   The street-facing portion of industrial/warehouse buildings should have administrative areas, offices, break rooms, and other uses that require windows and entries in order to maximize articulation and human activity at the front of these buildings.



Minimum 65% of street frontage



Minimum 65% of street frontage

Anchor stores can have "departments" such as deli's and pharmacies oriented to the street like this Safeway in Seattle, Washington

d. *Building Frontage and Parking Exposure to Streets.* Building frontages should occupy no less than sixty-five percent (65%) of a block's street-facing frontage, except for Village Center anchor stores and all Neighborhood Center stores and buildings. Outside of these areas, building frontages shall occupy no less than one-third (33%) of a parcel's street-facing frontage; street fronting parking in these districts should be for visitors and short-term parking and should not be more than one bay in depth, additional parking should be located to the side or behind the building.

e. *Walkway-Facing Facades.* The main entrance of all buildings without street edge facades shall open directly onto a publicly accessible walkway. This walkway must directly connect to an adjacent street's sidewalk without crossing a vehicular travelway. Specific conditions include:

1. Village and Neighborhood Center anchor stores (e.g. supermarkets, major drug stores), where parking may be necessary directly in front of the building. In this case, the primary pedestrian entry and windows should be visible from a public street and front onto a publicly accessible walkway;
2. Mixed use portions of Airport Support District-Medium Intensity designated areas, where the primary pedestrian entry and windows shall be visible from a public street and front onto a publicly accessible walkway; and
3. Auto-serving uses in the Airport Support District-Medium Intensity areas (e.g. gas stations, car washes, etc.), where the primary entry need not face a street, however street facing windows should occupy at least 25% of the street-facing facade, and the primary entry should front onto a publicly accessible walkway.

Front Setbacks

Street-facing setbacks are measured from the edge of the adjacent right-of-way.

Land Use	Minimum Street-Facing Setback	Maximum Street-Facing Setback
Town Center	0 feet	10 feet [1]
Village Center	0 feet	10 feet [1]
Neighborhood Center	0 feet	10 feet [1]
Residential Center	0 feet	10 feet
Airport Support District - High Intensity	See LDC	See LDC
Airport Support District - Medium Intensity		
- Commercial Uses	0 feet	65 feet [2]
- Other Uses	20 feet	65 feet [2]

1 Except for anchor stores which have no maximum setbacks.
2 Permits one bay of parking in front of retail buildings.

Projections and Recesses

a. *Projections.* Special architectural features, such as bay windows, decorative roofs and miscellaneous entry features may project up to 3 feet into front setbacks and public right-of-ways, provided that they are not less than 9 feet above the sidewalk. Trellises, canopies and fabric awnings may project into front setbacks and public right-of-ways, provided they are not less than 8 feet above the sidewalk. Such projections shall not obstruct the sidewalk, meaning a 5 foot wide unobstructed sidewalk maintained.

b. *Recesses.* A building's first floor may be recessed from the front setback for the purpose of an arcade. An arcade should conform to the following dimensions:

   1. Minimum clear height inside the arcade space: 10 feet.

   2. Minimum clear width inside the arcade space: 8 feet.

Building Heights

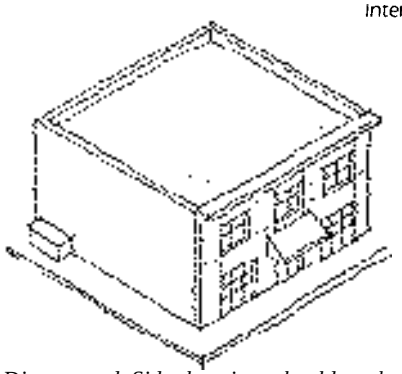
Height is limited by the number of stories not the overall height to provide variety to the skyline in the Centers. Commercial and residential buildings shall have no more than 25 foot floor to floor heights.

Land Use	Stories [1]
Town Center	2 to 10[2]
Village Center	1 to 3[2]
Neighborhood Center	1 to 3[3]
Residential Center	1 to 3[3]
Airport Support District - High Intensity	See LDC
Airport Support District - Medium Intensity	
- Industrial Uses	1 to 3
- Other Non-Res. Uses	1 to 10[2]

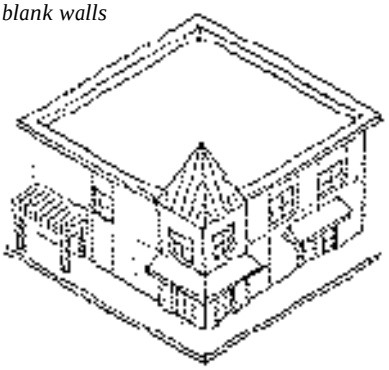
1 Special architectural features such as clock towers, cupolas and ornamental portions of parapet walls may exceed the height limit by 20 feet, provided they comprise no more than one third of the length of the building.

2 The first 50 feet of a corner building, measured from the intersection in both directions, may contain an additional story.

3 The first 30 feet of a corner building, measured from the intersection in both directions, may contain an additional story.



Discouraged: Side elevations should not be blank walls



Preferred: High quality material and details are present on all sides/visible from public streets

Facades and Roof Form

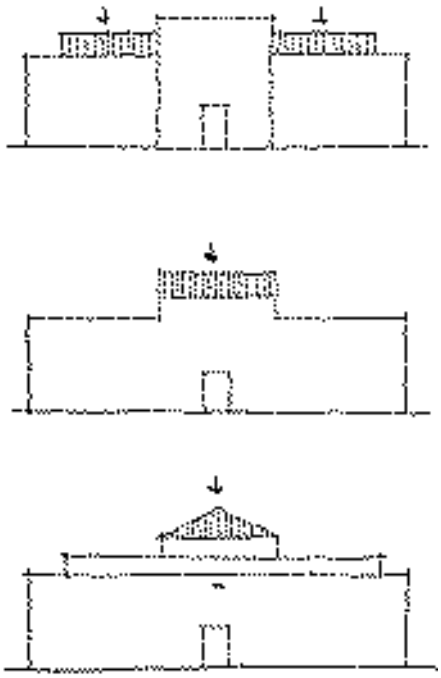
a. *Articulation* All exterior walls of a building should be articulated with a consistent style and materials. Buildings should use consistent materials and details on all sides that front public streets and trails.

b. *Base and Top Treatments.* All facades shall have:

   1. A recognizable "base" consisting of (but not limited to): (a) thicker walls, (b) richly textured materials (e.g. tile or masonry treatments), (c) special materials such as ceramic tile, granite and marble, or (d) contrasting colored materials, mullion, and/or panels.

   2. A recognizable "top" consisting of (but not limited to): (a) cornice treatments, (b) roof overhangs with brackets, (c) stepped parapets, (d) richly textured materials (e.g. tile or masonry treatments), and/or (e) differently colored materials; colored "stripes" are not acceptable as the only treatment.

c. *Ground Level Increment.* For mixed-use centers, and Airport Support District-Medium Intensity mixed use



Integrate the screening of rooftop equipment into the overall design of the building

areas, store-fronts and / or building bays should be a maximum of 30 feet in width. Bays should be defined by vertical architectural features such as columns, piers, and fenestration.

d. *Storefronts*. Display windows should encompass a minimum of 40% and a maximum of 80% of a storefront's linear frontage.

e. *Entries.* Primary pedestrian entries should be clearly expressed and be recessed or framed by a sheltering element such as an awning, arcade, porch, or portico.

f. *Awnings.* Awnings should be no wider than a single storefront.

g. *Roof Form*. Mechanical equipment should be integrated into the overall mass of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets or similar features; plain boxes are not acceptable.

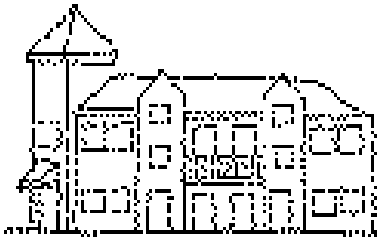
Visual Character

a. *Climatic Response*. Building exteriors should provide shelter from the summer sun. Porticos, awnings, arcades, and overhanging eaves are particularly appropriate at pedestrian pathways. Garden structures such as trellises and arbors (with or without vines) should be used to provide dappled shade for pedestrian seating areas.

b. *CPTED.* Mixed use and commercial developers / builders shall utilize the design features presented in the Crime Prevention Through Environmental Design "Your Guide to Creating a Safe Environment" booklet prepared by the City Planning Department and shall incorporate appropriate safety techniques into non-residential development.

c. *Signage.* Signage within Mixed Use Centers and Mixed Use Precincts shall conform to the AC requirements specified in Chapter 64-Section 64.228-Signs Inside the Traditional City.

d. *Billboards.* As per GMP Future Land Use Policy 4.1.18, new and / or replacement billboards shall be prohibited in the Southeast Orlando Sector Plan area. This prohibition applies to areas developed under both TRADITIONAL DESIGN and CONVENTIONAL LDC standards.



Masssing and roof form should be varied

Massing

a. *Vary Massing of Large Buildings.* A single, dominant building mass should be avoided. Substantial variations in massing should include changes in height and

horizontal plane. Horizontal masses should not exceed a height: width ratio of 1:3 without a substantial architectural element that either projects up or away from the building, such as a tower, bay, lattice, or other architectural feature. False fronts or parapets create an insubstantial appearance and should be avoided. Stepping the building can also reduce the apparent scale of the building and establish a "base" and a "top." Changes in mass should relate to structural system(s) and the organization of interior space.

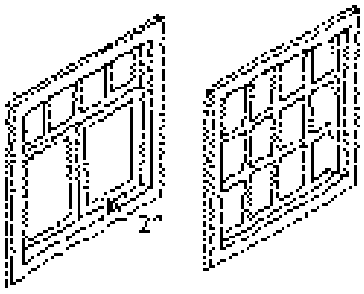
b. *Highlight Building Entries.* Building massing should be used to call-out the location of building entries. For example, greater height can be used to accentuate entries in the form of tower elements, tall voids, or a central mass at an entry plaza.

Materials

a. *General.* Buildings should support regional traditions. Buildings shall have consistent materials and details on all sides that are visible from public streets and trails.

b. *Windows.*

   1. Window Openings. Windows should be vertical or square in proportion.
   2. Windows should be inset a minimum of 2 inches from the exterior wall surface.
   3. Mirrored glass is prohibited.
   4. Glass curtain walls are prohibited.
   5. Clear glass shall be used for storefront windows and doors.



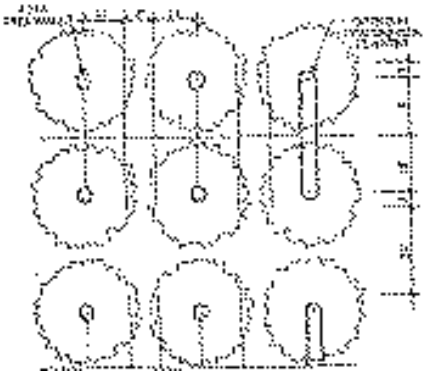
Windows should be recessed at least 2 inches

c. *Simulated Materials.* Materials that are visibly simulated or prefabricated are discouraged. Material changes should not occur at external corners, but may occur at "reverse" or interior corners or as a "return" at least two feet from external corners. Scored plywood (such as "T 1-11") shall not be permitted.

d. *Proper Application and Detailing.* Materials shall be properly applied and correctly detailed, especially at the base of buildings, along cornices, eaves, parapets or ridge tops, and around entries and windows.

e. *Climate and Pest Considerations.* Sustainability of built structures is extremely important. Materials shall be chosen which take into account the regions' high humidity and the very real dangers associated with termites. Wood structures should be avoided where possible and hardie board, masonry and/or stucco is preferred for exterior surfaces.

f. *Fire Sprinklers*. All non-residential buildings greater than 100 habitable square feet shall be fire sprinklered.



Orchard parking layout plan

Parking

Additional parking standards are included in the Circulation Standards.

a. *Shared Parking.* Where a mix of uses creates staggered peak periods of parking demand, shared parking calculations may reflect a reduction in the total amount of required parking. Retail, office, and entertainment uses should share parking areas and quantities, particularly within Mixed-Use Centers.

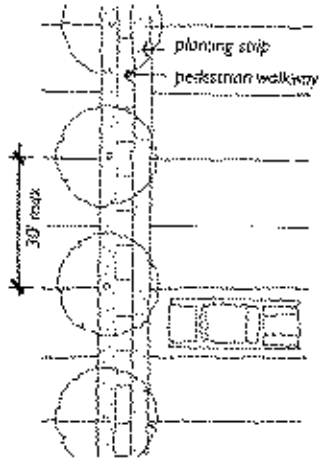
b. *On-Street Parking.* Adjacent on-street parking shall be counted towards a land uses' parking requirement. The amount of on-street parking should be maximized.

c. *Reduce Scale of Lots.* Large surface parking lots shall be visually and functionally segmented into several smaller lots. CPTED standards should be utilized in the design of parking areas. Designs that reduce visibility, especially between parking areas and business entrances, should be discouraged. Land devoted to surface parking lots should be reduced, over time, through redevelopment and / or construction of structured parking facilities.

d. *Orchard Parking*. For all commercial or employment uses other than industrial and warehousing, surface parking areas should be planted with shade trees at an approximate ratio of one tree for every five spaces. Trees should be set into a tree grate or landscaped walkway and protected by bollards or tree guards.

e. *Permeable Paving*. The use of permeable paving to reduce surface run-off is encouraged, particularly in over-flow and seasonal parking areas. However, detention and retention facilities shall be required as per OUSWMM.

Pedestrian walkways through parking lots shall be planted with trees



Connecting Walkways

Connecting walkways should link street sidewalks with building entries through parking lots. They shall meet the following minimum requirements:

a. *Grading and Width.* Connecting walkways must be grade separated from the parking lot, with a paved surface a minimum of 6 feet in width.

b. *Landscaping*. Connecting walkway should be landscaped with either shade trees or climbing vines on trellises, in keeping with CPTED safety considerations.

c. *Lighting.* Connecting walkways should be equipped with lighting. Standards spaced a maximum of 30 feet

apart, and a maximum of 10 feet tall are recommended. The type of lighting (high pressure sodium / metal halide, etc.) and intensity (foot candles) shall be addressed on a project-by-project basis, but shall meet at least the minimum standards outlined in the CONVENTIONAL LDC.

d. *Screening.* Any service areas (loading docks / storage areas) adjacent to connecting walkway shall be fully screened from view.

Landscaping and Street Furnishings

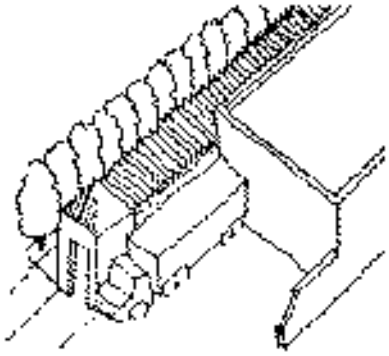
a. *Parking Lot Frontage.* Where parking lots occur along streets, a landscaped area in accordance with CONVENTIONAL LDC standards shall be provided to minimize views of parked cars from the street and shall be permanently maintained.

b. *Shade Trees*. Broadleaf trees should predominate in parking areas and public plazas to provide shade in the summer and sun in the winter.

c. *Screening Devices.* Evergreen shrubs and trees should be used to screen mechanical equipment, loading areas, etc.

d. *Pedestrian Seating Areas, Trash Receptacles and Transit Shelters.* These items should be made of durable, high quality materials which visually reinforce nearby buildings.

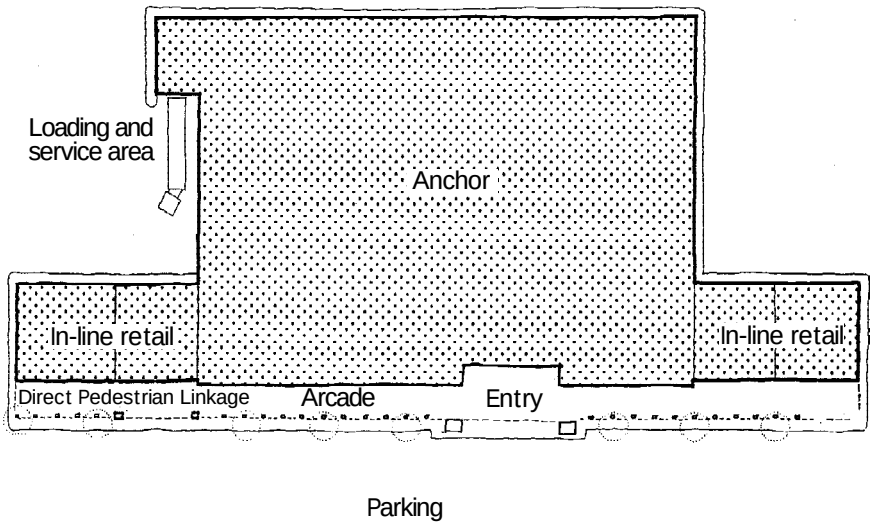
e. *Markers*. Entry posts, columns, and / or landscaping should be installed where an internal sidewalk intersects with a public sidewalk.



Service areas should be attractive and be screened from streets and freeways

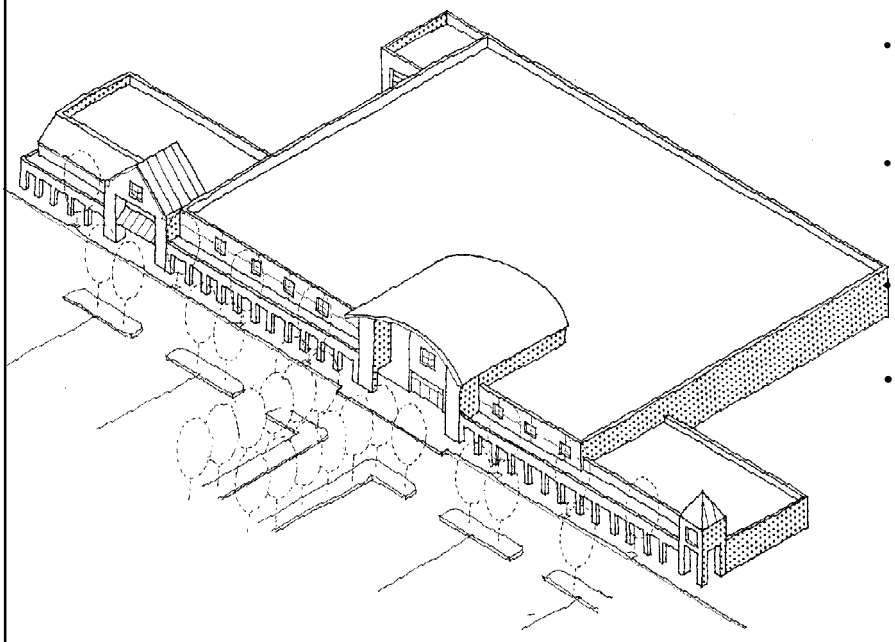
Screening Loading Docks and Ground-Mounted Equipment

Loading areas, transformers, heating units and other ground-mounted equipment shall be adequately screened with opaquewalls or fences.



- Provide entry plaza to allow views to anchor store from street
- Provide parking drive aisles adjacent to the retail frontage, prohibit non-disabled parking directly adjacent to retail frontage
- Place service and employee parking to rear of building
- Provide street trees along driveways, drive aisles and pedestrian connections
- Setbacks should be landscaped
- Screen loading areas and trash enclosures from public view with trellis, fencing and/or landscaping
- In-line retail can also be located in the arcade area.

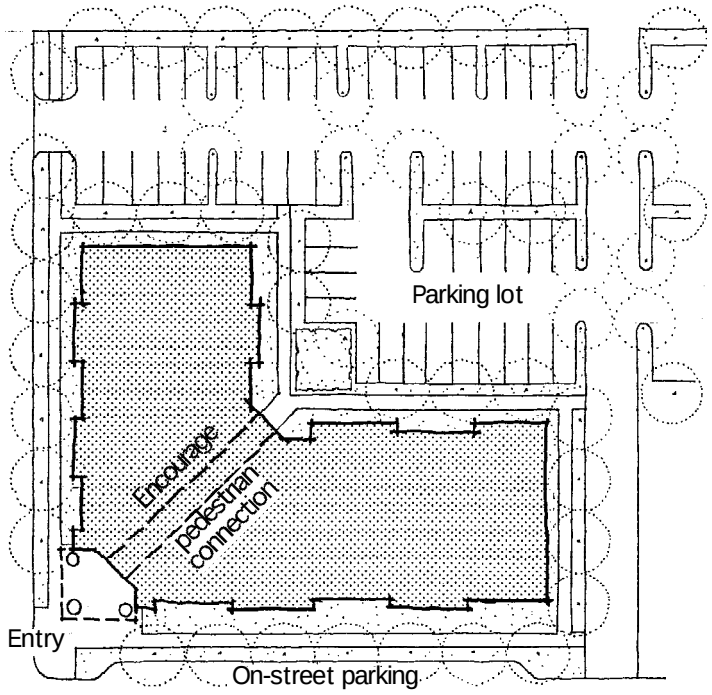
Plan



- Express primary entry with higher volume and special building materials and architectural details
- Encourage extending a continuous arcade along the facade of anchor store and require for in-line retail store frontage
- Encourage windows and display cases along pedestrian connections
- Screen mechanical equipment from view

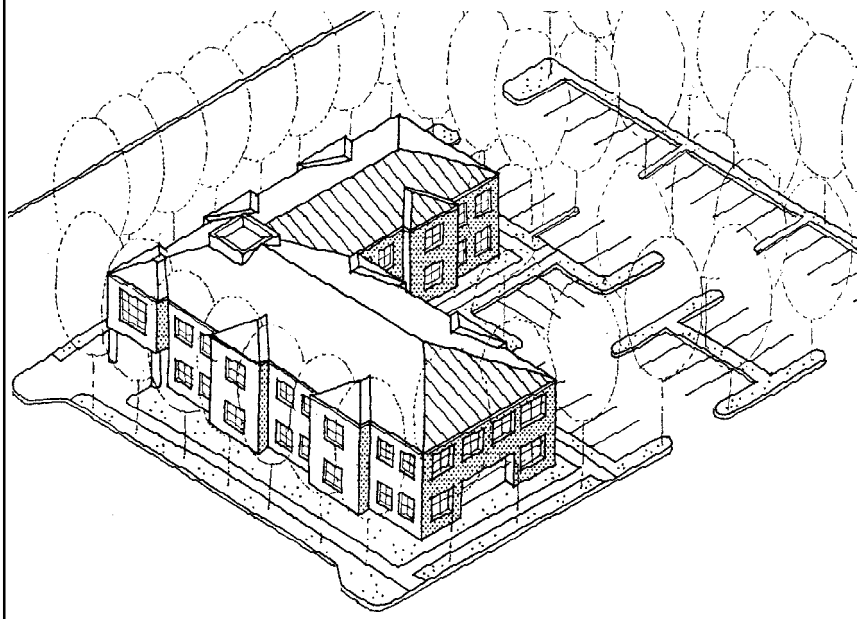
Axonometric

Anchor Retail and In-Line Shops



- Provide visitor drop-off areas and on-street parking at public building entries
- Encourage pedestrian connections from parking areas to building entries at public streets
- Locate parking to the rear of the building away from public view
- Provide street trees along driveways, drive aisles and pedestrian connections
- Screen trash enclosures from public view with a fence and landscaping

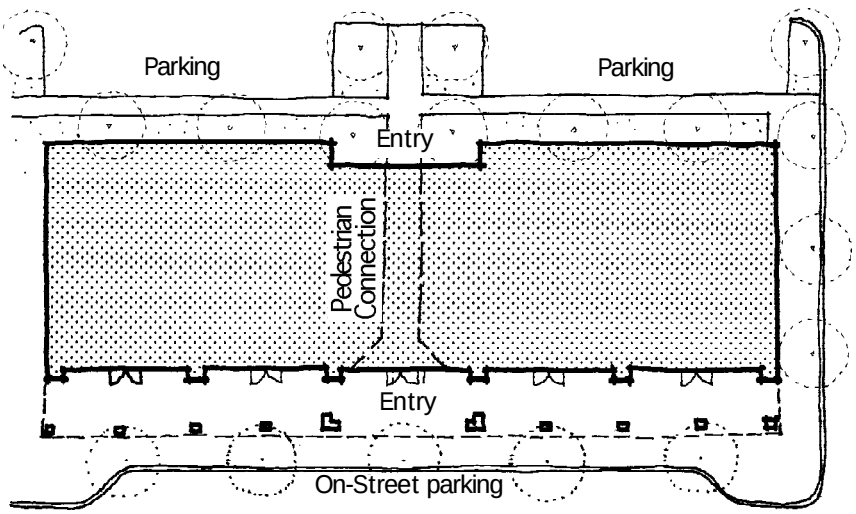
Plan



- Encourage architectural expression of building entry features
- Provide roof forms such as hips, gables or mansards
- Screen mechanical equipment from view
- Glass curtain wall construction and reflective glass is prohibited
- Minimum 2-story building wall along public streets

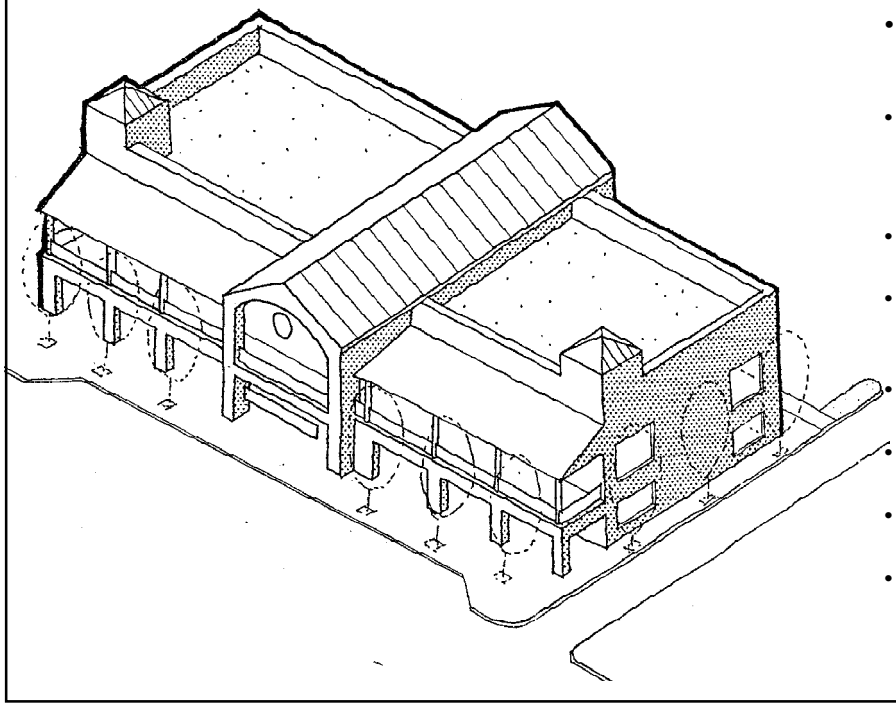
Axonometric

Office



- Provide visitor drop-off areas and on-street parking at public building entries
- Locate parking to the rear of the building away from public view
- Encourage pedestrian connections from parking areas to building entries at public streets
- Minimize driveway width and pedestrian crossing distances at sidewalk
- Provide street trees along parking lots, driveways, drive aisles and pedestrian connections
- Screen trash enclosures from public view with a fence and landscaping
- Minimum 2-story building wall along public streets is required

Plan



- Emphasize major entries with special massing and architectural treatment
- Provide outdoor dining terraces with tables, chairs, and other furniture to bring activity to the street
- Integrate signage into architectural design
- Windows, display windows, and recessed panels should animate all facades
- Open balconies for second floor office uses
- Provide roof forms such as hips, gables or mansards
- Screen mechanical equipment from view
- Lobby for upper floor uses shall be accessed from public street

Axonometric

Office over Ground Floor Commercial

Civic Uses and Public Facilities Standards

Civic facilities and amenities are fundamental elements of all communities. The placement of civic buildings constitute the framework of each Town, Village, Neighborhood, and Residential Center. Parks and plazas provide a public focal point for each neighborhood and commercial center and should be placed in central and core locations to serve as public activity areas. The Southeast Orlando Sector Plan shall strive to place these uses in appropriate locations in each residential center for the greatest visibility, accessibility, and utility. Civic facilities can include both public and quasi-public uses such as daycare, postal services, community facilities, "telecommuting" services, and other uses.

The goal of the Southeast Orlando Sector Plan shall be to provide a full and equal level of community facilities and services for all areas of the community. The City shall ensure that the provision of facilities is planned for in advance, rather than left to chance, so the quality of community facilities and services is not reduced and the fiscal integrity of the City is promoted. This shall include storm drainage, utilities, library services, police and fire services, and other similar city services, as well as services or facilities which are not provided by the City, such as schools. See the Mixed-Use and Commercial Building Standards section for additional building design and site planning issues.

Site Planning and Building Guidelines

a. *Terminate Vistas.* In order to reinforce the importance of civic facilities, they shall be sited to terminate important vistas within the community. For example, a connector roadway linking a Village Center with a school site should be terminated by a prominent building on the school site and a daycare center or other civic building within the Village Center.

b. *Highlight Entries*. Tower elements, arbors, gateways, or other architectural features should be used at the entries to civic buildings to reinforce the linkage between the community and the civic use.

Schools

a. *Adequate School Facilities.* In accordance with GMP Future Land Use Policy 4.1.16, and generally consistent with the location of schools shown on the Southeast Orlando Sector Plan map, residential developers shall be required to provide land, or an equivalent fee-in-lieu thereof (if allowed by the City) for public schools based on actual residential entitlements at the time of master site plan, land subdivision or it's administrative equivalent. High School and Middle School sites should be reserved; while Elementary

School sites shall either be donated to the City of Orlando prior to the issuance of plat approval for residential projects, or the property owner/developer may propose alternative mechanisms for providing the required school site; however any such alternative mechanism must be approved by the City of Orlando prior to plat approval. The City supports innovative solutions to the provision of school facilities, and shall encourage property owners/developers to coordinate with the Orange County School Board and/or other public and private entities to provide schools in Southeast Orlando.

b. *Joint School/Park Opportunities.* The location of existing and/or proposed school facilities should be coordinated with existing and/or proposed park sites, in order to provide for more efficient joint use opportunities, wherever possible.

Storm Drainage

a. *Storm Drainage Requirements.* All future development in the Southeast Orlando planning area shall be required to discharge stormwater at rates not to exceed historic runoff rates and volumes. Stormwater detention and water quality facilities will be required for all development within the Southeast Orlando planning area, as determined during the review process for each development. The specifications and standards of the Southeast Orlando Stormwater Master Plan, when completed, shall be followed to the greatest extent feasible. In the interim, development shall meet the requirements of the Orlando Urban Stormwater Management Manual.

b. *Integration with Existing Storm Drainage Systems.* Existing drainageways and wetlands shall be maintained or enhanced in a natural state to the greatest extent feasible. In lower-density areas, drainage systems should recharge on-site groundwater by using swales and surface systems, rather than concrete-lined or underground storm drains. All urban runoff should be treated on-site with biological retention and filtration areas.

c. *Joint Use Stormwater/Open Space Opportunities.* The location, function, and design of all stormwater facilities should be coordinated with open space and park areas, in order to provide for joint use opportunities, wherever possible.

d. *Interconnected System.* Where possible, greenways with trails should line riparian corridors and storm drainageways connecting to destinations such as schools,

parks, and Neighborhood Centers. Coordinate an open lands system among property owners to use land efficiently and retain wildlife movement corridors.

Library

a. *Plan for Future Library Needs.* Provide for future library

Police and Fire Services

a. *Plan for Future Police and Fire Services Needs.* Provide for future police and fire protection services needs in accordance with the planning area's future growth patterns. Specific consideration should be given to planning for a substation / satellite facility to serve the new development area within the Town Center or Village Centers. The City shall identify such location(s) and shall develop a master site plan.

b. *Fire Sprinklers* - All non-residential buildings of more than 100 habitable square feet shall be equipped with fire sprinklers. This requirement is necessary in order first to optimize public safety, and second, to provide cost savings to the public and to the development community.

Transit Shelters

a. *Transit Shelter Design.* Transit shelters should be designed so that both passengers accessing the shelter and the bus driver have the ability to clearly see the shelter. Seating areas, if provided, should be designed to discourage sleeping or occupancy for inappropriate lengths of time. Please refer to the following Lynx publications: "Central Florida Mobility Design Manual", and "Customer Amenities Manual".

CIRCULATION GUIDELINES AND STANDARDS

This section gives direction to the detailed planning of circulation networks within individual developments and will ensure an interconnected system of arterial, collector, connector and local streets; bicycle lanes; multi-use trails; transit; traffic calming; and parking standards.

Street Sections - provides cross sections for typical roadways detailing lane width, parking, bicycle lanes and required right-of-way.

Bicycle Lanes - presents the recommended standards for both on-street and off-street bicycle facilities.

Multi-Use Trails - summarizes the standards and recommended location for paths / trails designed to accommodate pedestrians, cyclists roller skaters and joggers.

Transit - presents recommended bus routes and transit shelter design.

Accessibility Index - summarizes the percent of households, employees and mixed-use centers served by pedestrian / bicycle facilities and transit.

Traffic Calming - summarizes a catalog of traffic calming techniques and discusses appropriate locations and benefits.

Parking Standards - presents a discussion of shared parking, parking ratios, and on- and off-street parking.

Street Sections

Typical cross sections have been developed for each type of street within Southeast Orlando. These cross-sections shall only be used where Traditional Design land use and building standards are utilized. Each cross section details lane width, medians, bicycle lanes, parking, sidewalks, landscape areas, drainage (rural roadways), and required right-of-way. Not all contingencies have been covered because the list would be far too large. However, cross sections can be modified to accommodate special circumstances. For example, it may not be desirable to have a sidewalk on the side of a roadway fronting a wetland; the appropriate cross section can be developed by deleting the sidewalk from the cross section designed for the particular type of roadway. Such modifications shall be reviewed by all pertinent City departments (Planning, Fire, Police, Solid Waste, Public Works) and must be approved by the City Planning Official and City Engineer.

Cross sections have been developed for arterials (urban and rural), mixed-use center streets (arterial and local), residential neighborhood streets, residential and connector streets, and airport support district streets. Arterials are defined as major high-volume roadways such as Narcoossee Road and Alafaya Trail. Town and Village Center streets will be composed of arterial and local streets. Neighborhood Center streets should be local in nature. Residential Neighborhoods shall be comprised of connector and local streets. Residential and commercial connector streets shall provide vehicular connections between residential neighborhoods and commercial centers. Airport Support District streets are typically local in nature, but with a lane width and intersection radius sufficient to handle large trucks.

Residential neighborhood local streets reflect the options available for three levels of on-street parking. Whether there is no on-street parking, limited on-street parking or unlimited on-street parking will be determined by presence or absence of one- or two-car garages and the resulting driveway width. The specific roadway cross-section shall be determined at the time of site plan review based on the proposed unit types fronting the roadway.

As stated in GMP Future Land Use Policy 4.2.6, bicycle lanes should be designed for all connector and arterial streets. Bicycle lanes are typically 4 feet in width, and 5 feet in width when adjacent to on-street parking. Consult the State of Florida Department of Transportation's Bicycle Facilities Planning and Design Manual and the City of Orlando Bicycle Plan when designing bicycle lanes.

The core cross sections referenced above are summarized in the following table and individually presented on the following pages. An additional multi-use trail section has also been included.

Typical Roadway Cross Sections

Roadway Type	Cross Section	Parking	Bicycle Lanes	Sidewalks	ROW (feet)	Lane Widths (feet)
Major Urban Arterial						
Four-Lane Divided						
Narcoossee Road	A	No	Yes	Yes	138	11
Alafaya Trail	B	No	Yes	Yes	104	11
Town Center						
One-Way Arterial	C	Yes	Yes	Yes	69	11
Two-Way Arterial	D	Yes	Yes	Yes	67	10
Local	E	Yes	No	Yes	57	10
Village Center						
One-Way Arterial	C	Yes	Yes	Yes	69	11
Two-Way Arterial	D	Yes	Yes	Yes	67	10
Local	E	Yes	No	Yes	57	10
Neighborhood and Residential Centers						
Local	E	Yes	No	Yes	57	10
Residential Neighborhood						
Connector	F	No	Yes	Yes	74	11
Connector	G	No	Yes	Yes	64	11
Local	H	Limited	No	Yes	53	12
Local	I	Yes	No	Yes	58	8
Local	J	No	No	Yes	47	9
Estate Residential						
Connector	F	Yes	Yes	Yes	74	11
Connector	G	No	Yes	Yes	64	11
Local	H	Limited	No	Yes	53	12
Local	I	Yes	No	Yes	58	8
Local	J	No	No	Yes	47	9
Airport Support District						
Local	K	No	Yes	Yes	66	12

Source: Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.

Bicycle Accommodation

Bicycle lanes are a portion of the roadway which has been designated for the preferential or exclusive use of the bicycle. Sidewalks are not encouraged as substitutes for bicycle lanes. As stated previously, bicycle lanes should be designed for all connector and arterial streets. The following map shows the conceptual Bicycle Master Plan for the Southeast Orlando Sector Plan area. As with the conceptual roadway network, the final alignments and connections will be established based on individual master plan proposals and environmental constraints.

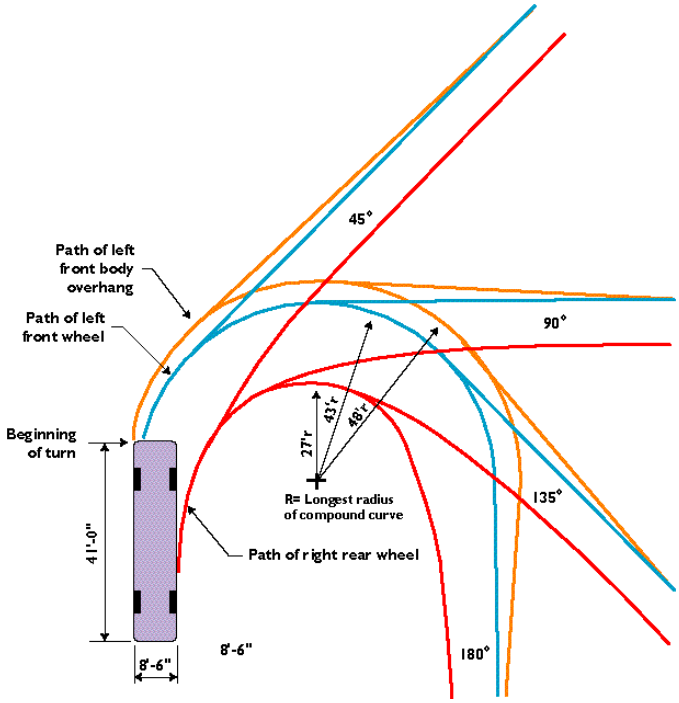
Bicycle Master Plan

Transit Accommdation

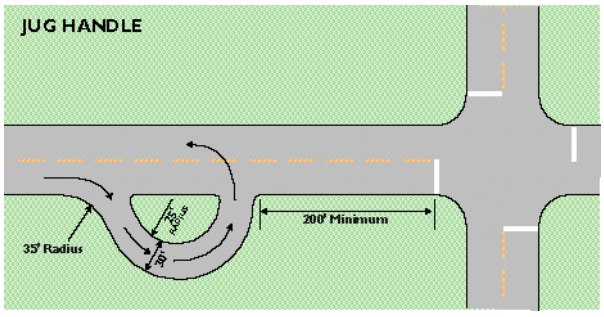
Creating an environment conducive to the development of a balanced transportation system requires the circulation system to be engineered to functionally accommodate all modes. Designing for the functional requirements of LYNX (local transit provider) vehicles means creating suitable facilities in which LYNX vehicles can operate properly and passengers can wait in comfort. In general, the City advocates utilizing smaller lane widths than recommended by LYNX in order to create a more urban environment.

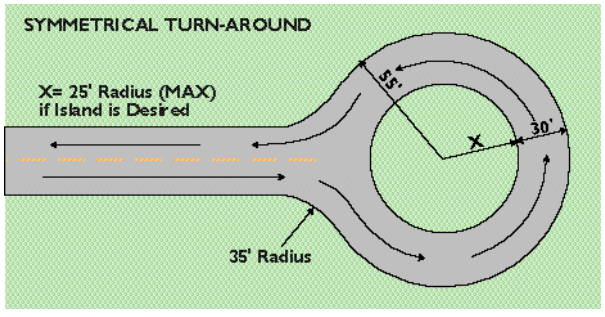
Bus Turning Template

Understanding the turning radius of LYNX vehicles will allow designers to easily accommodate bus movement.



Turnaround Possibilities

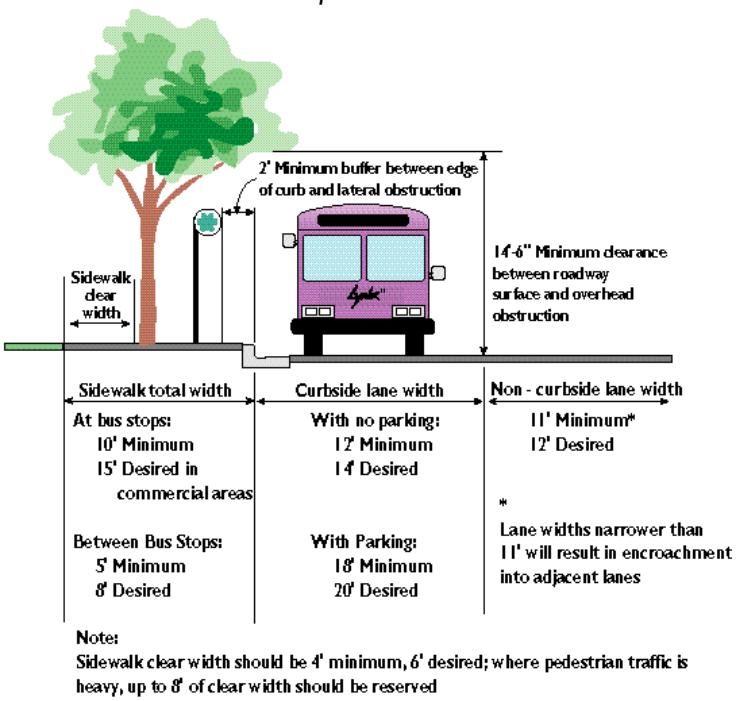




Bus Vehicle Dimensions

Vehicle dimensions are used to establish minimum functional standards. Dimensions illustrated below represent the largest vehicles within each bus classification.

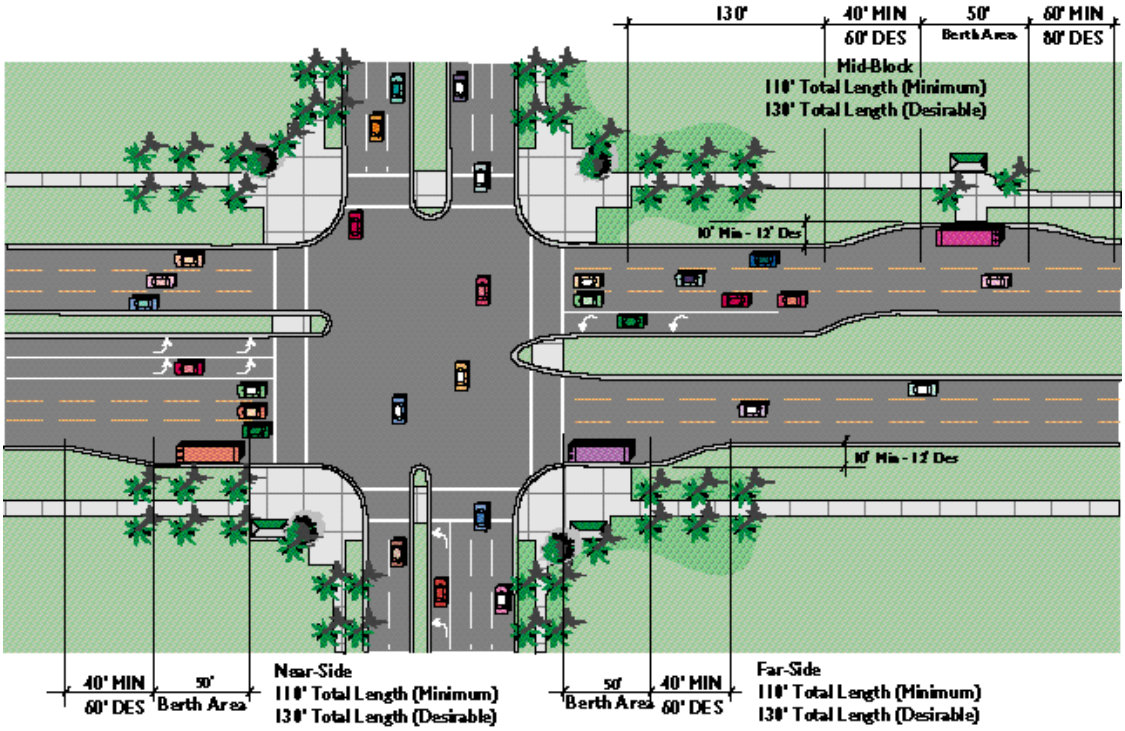
Vertical and Horizontal Clearances for Buses

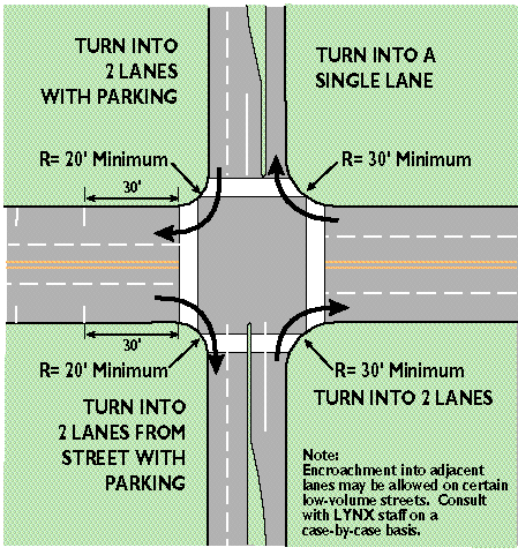


In general, the City advocates utilizing smaller lane widths than recommended by LYNX in order to create a more urban environment.

Bus Turnouts:

Bus turnouts are used to facilitate traffic flow when LYNX buses need extended layover time for transfers and scheduling. Add 50 feet for each additional bus expected to use the stop at the same time. While turnouts are advantageous to traffic circulation, turnouts make it difficult for LYNX buses to reenter traffic. Contact LYNX Planning Department on an individual project basis.





Intersection Design for Bus Turns

Transit Plan

Accessibility

The intent of the Southeast Orlando Sector Plan's Transportation Design Standards are to assist in creating a sustainable community with a livable, more balanced transportation system. These standards integrate the mobility of each mode of travel into Southeast Orlando's community design process. This section covers four topics: pedestrian mobility, bicycle mobility, transit mobility, roadways, and vehicle mobility.

Incorporating sound transportation design standards into the Southeast Orlando Sector Plan will facilitate the creation of a sustainable community with a more balanced transportation system. This Accessibility Index analysis documents potential success of the proposed transportation design standards.

Pedestrian Mobility

Southeast Orlando planners focused on walking as an essential mode of transportation. Pedestrians travel is the basic building block in developing a balanced transportation system. Pedestrian mobility is decided as "distances individuals are willing to walk." The average pedestrian travels at 3 mph. At that speed a pedestrian can cover distances from a quarter mile to a half mile in a five to ten minute walk.

Southeast Orlando's pedestrian design standards improve pedestrian mobility through the provision of facilities which shorten walking distances, increase pedestrian accessibility to various land uses, provide improved internal pedestrian circulation in village and town designs, and encourage the creation of a "park once" environment, where individuals can comfortably walk and not consider using the auto for trips other than for their arrival and departure.

Many design elements for pedestrians are incorporated into design standards to improve the quality of the pedestrian environment. These include: standards which influence the location of buildings or block standards (shortening walking distance); landscape standards and building (which make a walk more enjoyable); and, roadway standards (slowing traffic and encouraging pedestrian activity).

Site design elements also include multiple points of pedestrian access to the street network, encouraging pedestrian activity. Mixing of retail, office, and residential uses in a dense, compact space also encourages a pedestrian-based transportation system. Mixed used

environments of this type, in combination with attractive streetscapes and pedestrian friendly design, help create higher percentage of trips which are pedestrian based.

Transit Mobility

Southeast Orlando's community design allows transit convenient access to community centers, provides direct routes, and locates stops where they have high pedestrian access. Direct transit routing will reduce the operational cost of providing service. Circuitous routes increase the number of miles and hours of operation, increasing costs. Indirect routing discourages transit ridership through time delays and limitations to pedestrian access.

Traditionally, transit services have located along main arterials because the arterials provide direct convenient access to many community destinations. A transit routing system was developed which strikes a blend between directness-of-service and transit accessibility objectives throughout the mixed use centers. Although the developed plan is not based on an arterial roadway system, the connectivity of neighborhood, village, and town centers enables direct, central routing.

Indirect transit routing is often the only available means of serving automobile-induced urban sprawl. The Southeast Orlando Sector Plan overcomes the limitations of automobile-oriented design through dense, mixed-use nodal development and good street connectivity, thereby avoiding the need for inefficient, indirect routing. The Southeast Orlando Sector Plan provides street connections in all major directions to and from centers. The proposed well-connected street system offers the opportunity to route transit directly through a series of communities, or town centers, serving more residents and providing more convenient service. Complete street systems bring all travel origins and destinations closer together. Therefore, trips to or from a transit stop are shorter and more convenient.

Bicycle Mobility

Bicycles provide an alternative form of travel which effectively quadruples the speed and provides sixteen times the coverage area of pedestrian travel. The Southeast Orlando Sector Plan promotes the bicycle as a viable transportation mode in a balanced transportation system. Consideration of the needs of bicycles will be an important component in the review of individual project master plans.

A network of bike routes, lane(s), and multi-use trails are included in the Southeast Orlando design. The objectives considered in the placement of network links were 1) connectivity between residential areas and activity centers, 2) local resident accessibility to the network, and 3) ecological constraints, primarily infringement on wetland areas. A geographic information systems analysis was utilized in an attempt to quantify the first two points.

Multiple bicycle routes were provided, allowing higher percentages of the population access to safe, alternative modes of transportation. Bicycle routes were designed to provide the most direct and convenient service possible.

Interconnection of bicycle facilities within the transit system was considered in bike network design. Improving bicycle linkages and promoting "bike and ride" are among the most cost-effective approaches to increasing transit ridership. Bicycles provide a strong feeder mode for premium transit, and the potential bicycle travelshed fills gaps provided by a feeder bus service.

Vehicular Mobility

The Southeast Orlando Sector Plan is designed to integrate the needs of the automobile with the needs of transit, walking, and biking into their vehicular circulation system. This integration will provide a well-connected street system and detailed street designs that make them usable for all types of travel.

Street connections in all major directions from neighborhood, town, and village centers are components of a complete street system which brings all travel origins and destinations closer together. Inevitably, driving time will be reduced. Quite possibly, good street connectivity will induce mode shifts to alternative forms of transportation, such as transit, bicycle, and pedestrian modes. Trips to and from transit stops are shorter and more convenient due to a completed, cohesive street system.

Overall, the street network design reflects the objective of creating streets which serve vehicular traffic as well as pedestrians, bicyclist, and transit riders.

Having a wide variety of street design features can be implemented as a way to make streets usable for all travel. Measures termed "Neighborhood Traffic Control", or "Livable Streets" are based on ability to slow vehicle speeds, provide drivers with awareness of other users, and buffer pedestrians from traffic flow. The ultimate objective of the Southeast Orlando Sector Mobility Plan is to

enable residents to achieve many destinations through alternative modes of transportation, not through moving faster, or further, in a single mode.

Study Results

A geographic information system was used in order to quantify the transit and bicycle mobility characteristics of the proposed development. Design elements taken from the Southeast Orlando development program (i.e. number of dwelling units, population, employment) were converted to person trip ends, and coded into a geographic database. The proposed bicycle and transit networks were digitized, and overlayed by the proposed development zones. "Buffers", or one-quarter mile boundaries, were formed around both networks; these boundaries were then spatially "intersected" with the geographic database.

The Geographic Information System analysis output demonstrates that approximately three quarters of all population and employment are accessible via a specifically designated bicycle facility. Of course, bicyclists have the same rights as automobiles to the entire street network effectively making 100% of the development area accessible by bicycle. Significantly less employment and population are served by transit; this figure, however, reflects a tradeoff between accessibility and directness, and may increase significantly with slightly less direct routing.

Access to Jobs and Housing via Bike and Transit

	Employees Served	*Households Served*	*Town Center Served*	*Village Center Served*	*Neighborhood Center Served*
Bicycle	75%	76%	100%	100%	78%
Transit	58%	56%	100%	100%	63%

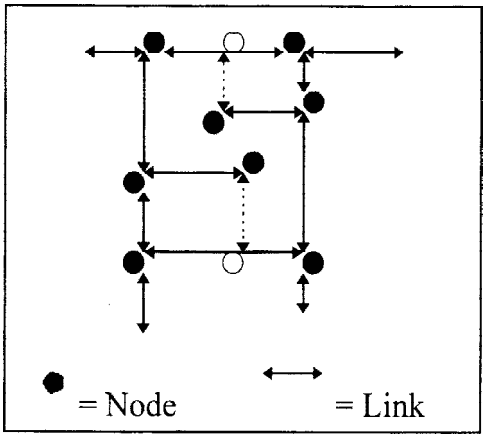
Connectivity Index

Accessibility and connectivity are complementary concepts. In accordance with GMP Future Land Use Policy 4.2.5, and consistent with the GMP Transportation Element, the City shall combine the mobility of the traditional interconnected street pattern with the safety, security, and topographic sensitivity of the conventional or contemporary network. Such a hybrid network features short, curved stretches that follow the lay of the land or contribute to good urban design, as well as short loops and cul-de-sacs, so long as the higher-order street network is left intact.

"Higher-order" means arterials, collectors, and sub-collectors that carry through traffic. An acceptable individual project master plan may feature interrupted grids of short street ending at T or Y intersections, traffic circles or squares / parks. By design, local streets may carry some through-traffic, but the truncated nature of local streets means that traffic moves more slowly and the heaviest volumes are diverted to higher-order streets.

A simple measure of connectivity is the number of street links divided by the number of nodes or link ends (including cul-de-sac heads). The more links relative to nodes, the more connectivity. A connectivity index of 1.4 to 1.8 represents an acceptable street network in the Southeast Plan area. The optimal connectivity index for a perfect grid network is 2.5. This is the procedure for calculating the connectivity index:

1. Count the number of nodes. Nodes are any point of intersection of two or more roads or any cul-de-sac ends. There are 8 nodes in the example (counting only the black nodes).
2. Count the number of links. Links are the segments of road connecting nodes. To properly calculate the connectivity index, you must include the first link beyone the last nodes. There are 12 links in the example (ignoring the dashed lines).
3. Use the following formula to calculate the connectivity index: *links/ nodes = connectivity index*. The connectivity index of the example is 12 / 8 = 1.5.



This connectivity index can be improved by removing the cul-de-sacs and connecting the street-ends to other streets (follow the dashed lines). There are still 8 nodes (counting the clear circles and ignoring the black cul-de-sac circles), but there are now 14 links. The index is now 1.8. Simple changes in design can bring about significant changes in connectivity index scoring. The City shall utilize the connectivity index mechanism, in addition to other qualitative measures, to determine whether transportation impact fees can be reduced within the Southeast Plan area.

Traffic Calming

Traffic calming devices have potential use in both the design of new road segments in Southeast Orlando, as well as the modification of existing roads, or the future modification of roads initially built without traffic calming features. Five groups of traffic calming devices are appropriate for use in Southeast Orlando:

1. Street narrowing;
2. Vehicle deflection (traffic diversion);
3. Pavement sharing;
4. Rerouting; and,
5. Pavement surface treatments.

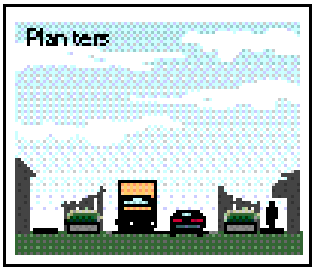
Street Narrowing

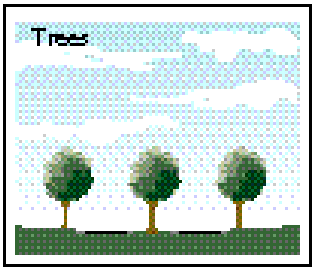
A low cost method of street narrowing is to stripe roadway lanes to a maximum width of nine to eleven feet. Where roads are wider then 24 feet, this has the added benefit of providing space for bicycle lanes on each side of the roadway.

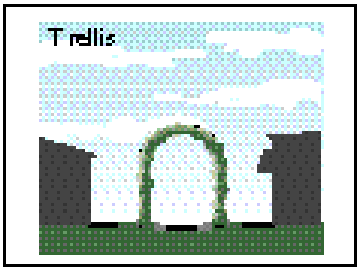
Another low cost way to narrow the street is to allow parking on one or both sides of the roadway. On-street parking reduces speed noticeably, by effectively "narrowing" the street. The parking can be staggered to create a weaving path on the roadway, further informing drivers that caution should be used in this neighborhood.

"Bulbouts" -- Short sections of narrowed street appear to narrow the entire street, yet permit a normal amount of on-street parking. Bulbouts can be placed at intersections or at mid-block locations.

Gateways appear to narrow the street, and also serve as highly visible entryways into neighborhoods. Gateway features can also double as transit waiting areas.







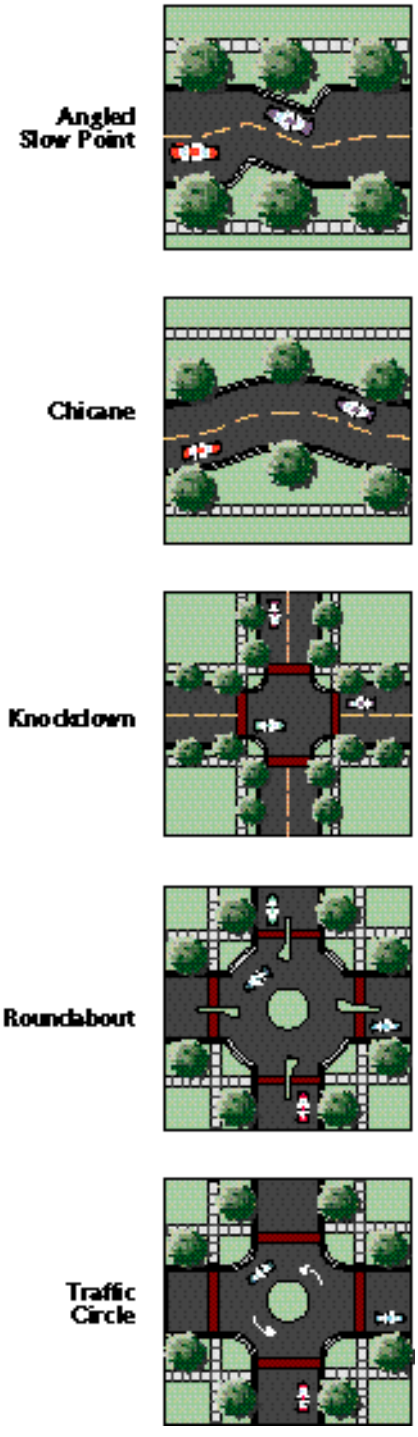
Vehicle Deflection

Angled slow points, sometimes called chicanes, are curbed or other physical barriers to a straight path on a roadway. Trees can be planted in the slow point to restrict the driver's vision down the street, creating the feeling of a "closed" street.

Knockdowns or bulbouts at intersections limit the pavement width at an intersection sufficiently to require motorists to alter their path. Pedestrian crossings are shorter, and therefore easier and safer. Vehicles are diverted or knocked-down from their previous traveled lane width.

The roundabout and its less sophisticated variation, the traffic circle, deflect cars out of their straight-line path as they travel through an intersection. With landscaping included, a roundabout also breaks up the uninterrupted sight lines and thereby reduces design speed.

Roundabouts are a high-performance traffic control device, having a higher traffic capacity than do stop signs or signals. The roundabout also reduces crashes in number and in severity, compared to stop signs or signals.



Pavement Sharing

The mid-block single-lane yield point reduces the street width to a single lane for a short section at some point between intersections. A variety of designs are possible for the remaining single lane of traffic: it can be centered in the existing street, offset to one side or the other of the street, or aligned in a curve from one side of the street to the other.

Landscaping at mid-block yield points can screen the view along the street, not only for drivers but also for pedestrians and residents of the street. This blocking of the view reduces vehicle speeds for several hundred feet to either side of the yield point. Further, the blocking of the view can screen out unappealing views, such as nearby cross streets and buildings along them.

At the intersection yield point, the street is narrowed through an intersection or some of its approaches. The intersection yield point allows only a single vehicle at a time to negotiate the intersection. Approaching drivers interact with each other, and reach an understanding on taking or yielding the right-of -way through the intersection.

On many streets, allowing on-street parking will crate a series of single-lane yield points wherever parked cars are present. This "informal" single-lane yield point occurs when the street width is narrow enough to prevent simultaneous passing of two moving vehicles past a parked vehicle. For streets of up to about 26 feet in width, a parked vehicle on one side will create, for most drivers, a single-lane yield point. For streets up to about 30 feet in width, parked vehicles on both sides will create a single-lane yield point in the remaining unused street width.

Rerouting

A diagonal road closure forces turns to be made at certain points, eliminating some (or even all) direct routes through a neighborhood. This can be effective with cut-through traffic. Access to homes is still maintained from more than one direction, allowing the local roadway network to continue to carry local traffic. A diagonal road closure can be a continuous strip connecting corners with landscape maintained by the city or by adjacent property owners.. It can also consist of several barriers (bollards, circular planters) that allow pedestrian, bicycle and moped access through the barrier. This provides an incentive to use bicycle for travel as it does not have the same constraints to movement through the network as do the automobiles.

Forced turn barriers can also be used to change the route through a neighborhood. These allow vehicular traffic on a through street to remain unchanged, and at the same time force traffic from the side street to the through street. Partial road closures physically block one direction of a two-way street. For instance, one could drive through an intersection away from a community, but could not return by that same route.

Pavement Surface Treatments

Textured pavement such as brick streets are also an effective traffic calming device. The advantages of a brick street are that it is aesthetically pleasing and it calms traffic better as it ages, as tree roots "push-up" bricks and as the surface wears out. However, textured pavement can be loud and costs significantly more than asphalt roadways.

Raised intersections slow cars down throughout an entire intersection. This provides an extra level of safety for pedestrians crossing at an intersection. This improvement may be most appropriate in commercial areas where the traffic volumes are high. Textured pavement can also be a part of this improvement.

Parking Standards and Design

The following standards shall apply in Town, Village, Neighborhood and Residential Centers and may be used as design guidelines in other districts.

Joint Access

Cross access easements or similar mechanisms shall be used to provide joint access between the parking areas of adjacent properties. This will preclude drivers from having to use the street network to access a neighboring parcel.

Shared Parking

Shared parking may be provided for multiple uses where it can be demonstrated that due to different use time frames the minimum amount of required parking will be available for each use. For example, land uses such as movie theaters and restaurants can share office parking space during the evening hours.

Off-Site Parking

Off-site parking, including on-street parking may be utilized to meet minimum parking requirements as long as reasonable pedestrian access is provided from the parking space to the use.

Parking Access

Parking areas shall be accessed from side and back streets and from adjacent properties. Access from the front street shall be avoided unless no other reasonable access is available. Block standards for Town, Village, Neighborhood, and Residential Centers require a minimum of 65% street frontage therefore, forcing parking to the sides and rear of buildings.

Pedestrian Access

A direct pedestrian access shall be provided from the public sidewalk network to the primary building entrance without having to cross a vehicular travelway.

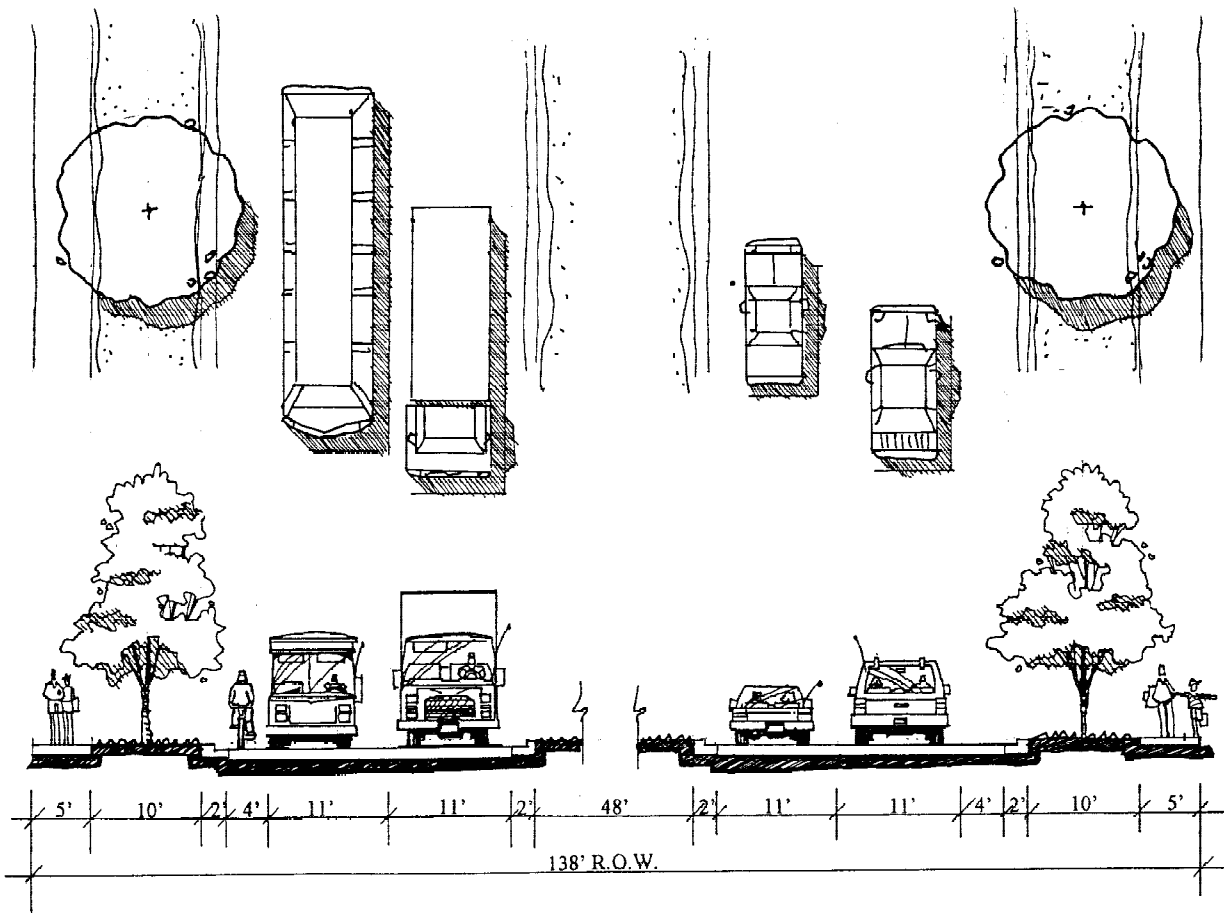
Landscaping/Screening

Parking areas shall be landscaped consistent with Chapter 60 of the Land Development Code. Connecting walkways should be landscaped with either shade trees or climbing vines on trellises.

On-Street Parking

On-street parking shall be utilized in mixed-use centers whenever and wherever possible. On-street parking areas shall be differentiated from road travel lanes through the use of texture paving or textured paving strips.

NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS



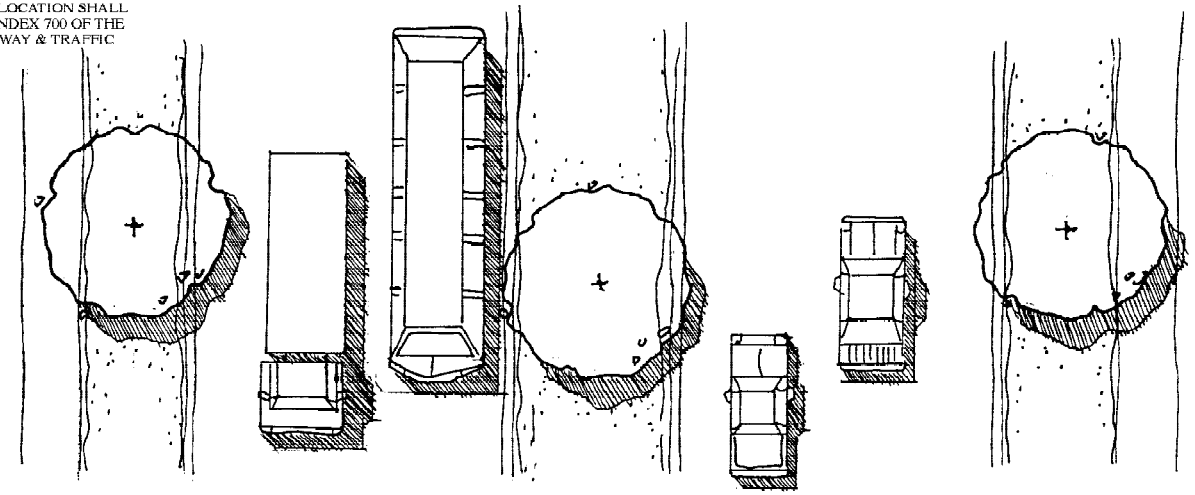
Four-Lane Divided Urban Roadway, Narcoossee Road.

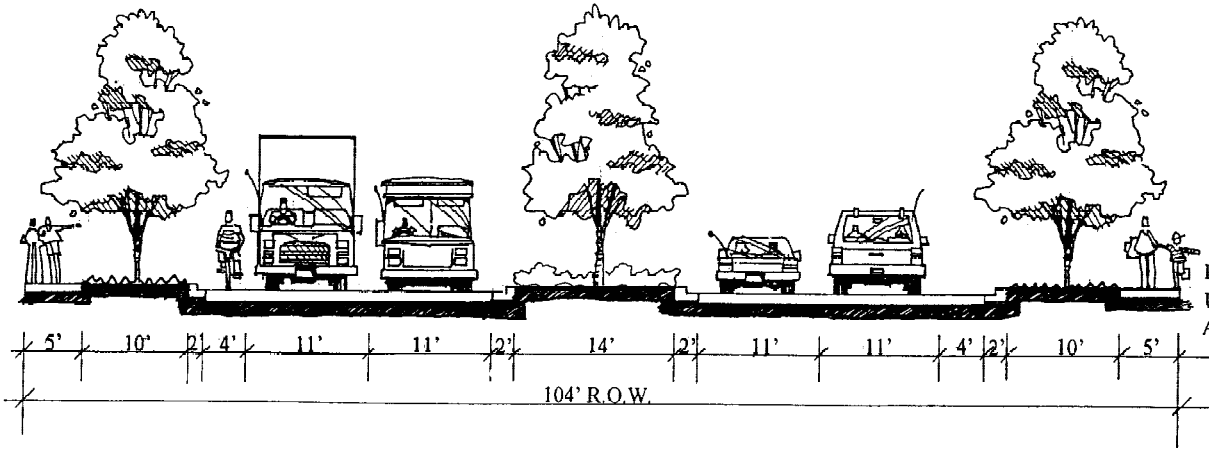
PLAN & SECTION

A

SOUTHEAST ORLANDO SECTOR PLAN

NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS





Four-Lane Divided Urban Roadway. Alafaya Trail

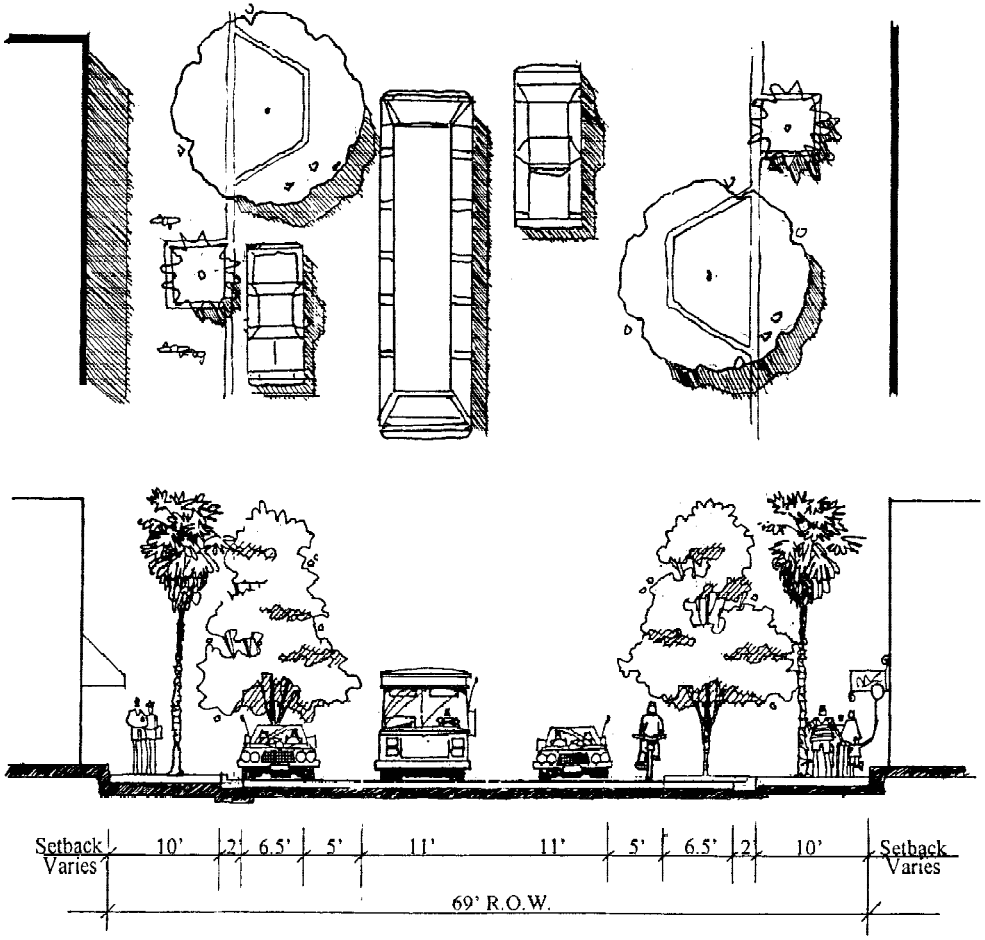
PLAN & SECTION

B

SOUTHEAST ORLANDO SECTOR PLAN

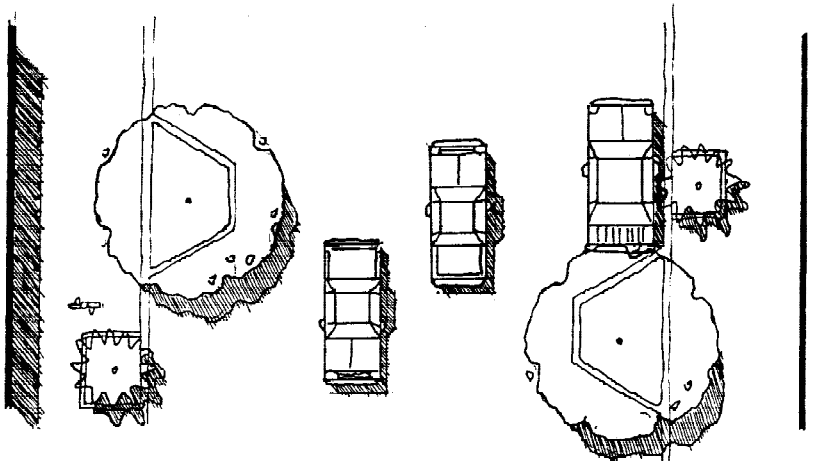
GLATTING JACKSON KERCHER ANGLIN LOPEZ RINEHART

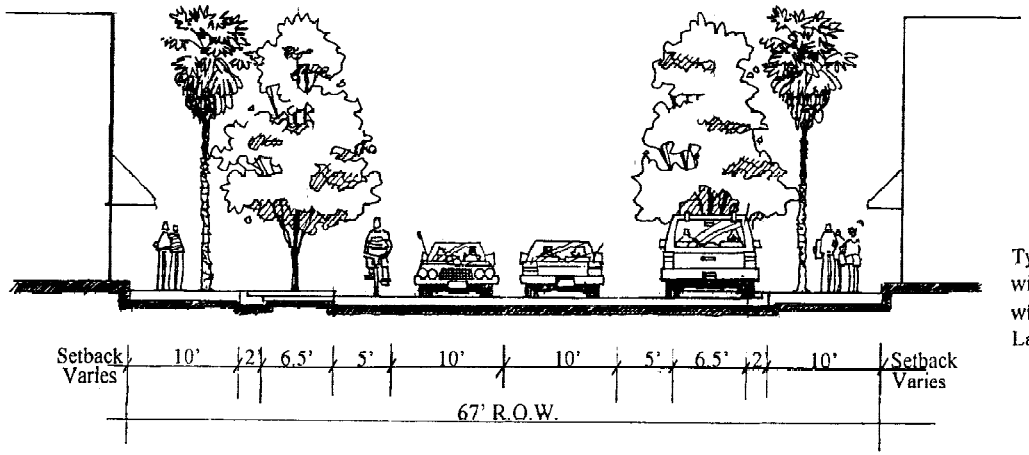
NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS



Alafaya Trail / Narcoossee Road within Village Center. Parallel Parking & Landscape Islands One Way Traffic

NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS





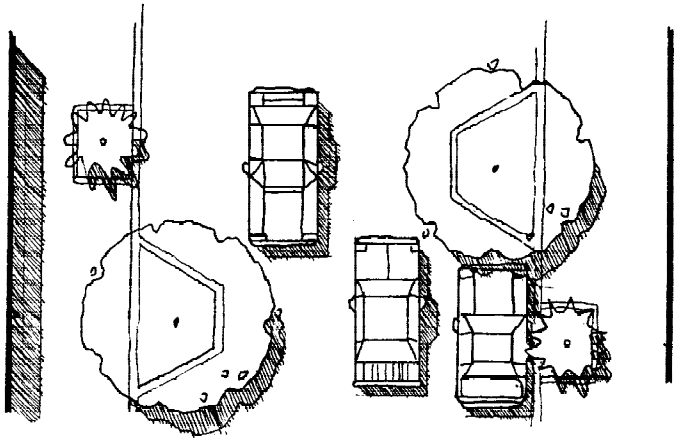
Typical Two-Lane Roadway within Mixed-Use Center with Parallel Parking & Landscape Islands

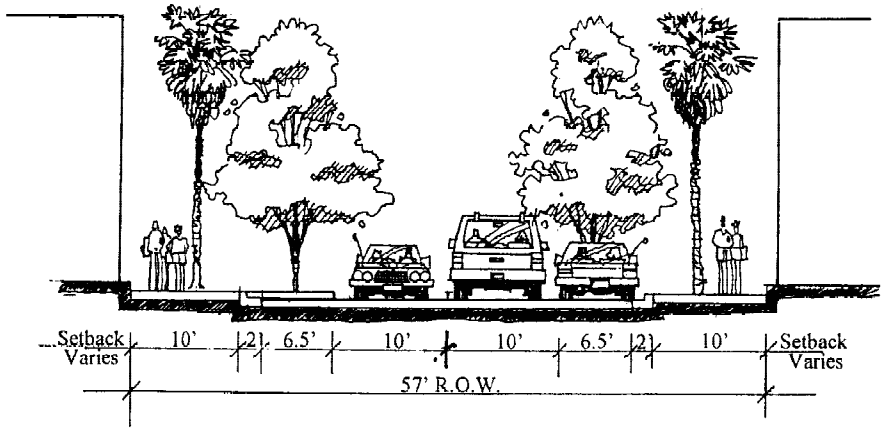
PLAN & SECTION

D

SOUTHEAST ORLANDO SECTOR PLAN

NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS





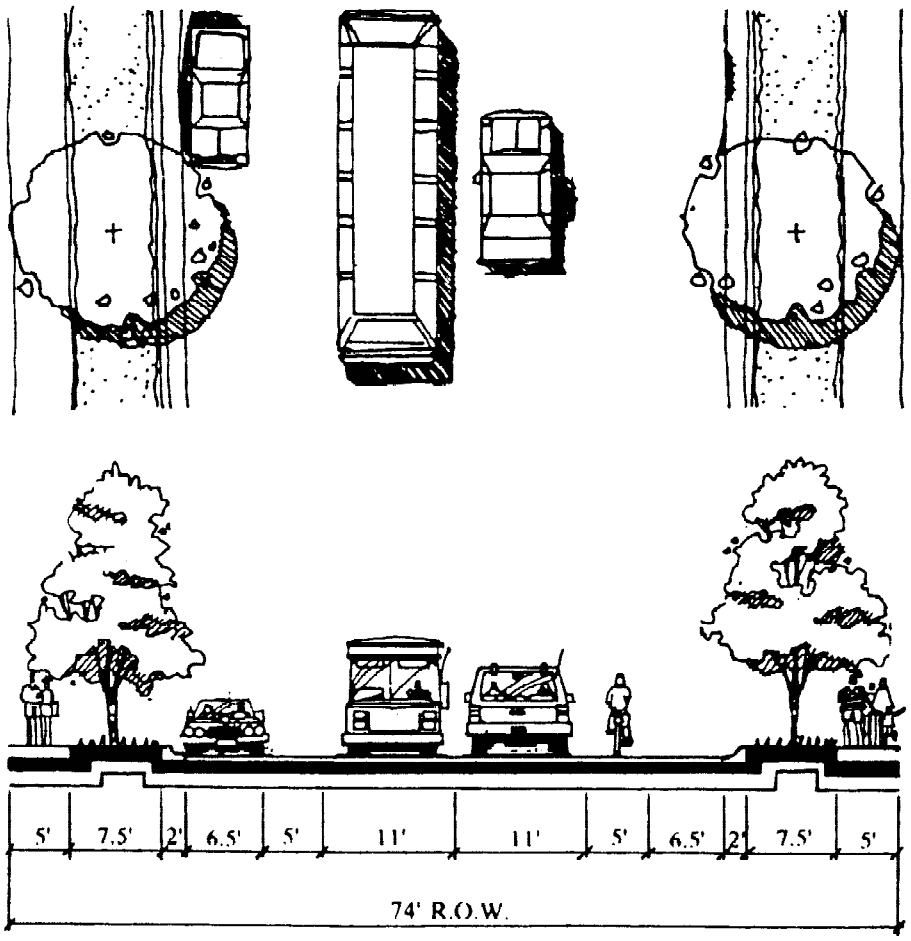
Typical Village Center Street with Parallel Parking & Landscape Islands. Two-Way Traffic

PLAN & SECTION

E

SOUTHEAST ORLANDO SECTOR PLAN

NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS



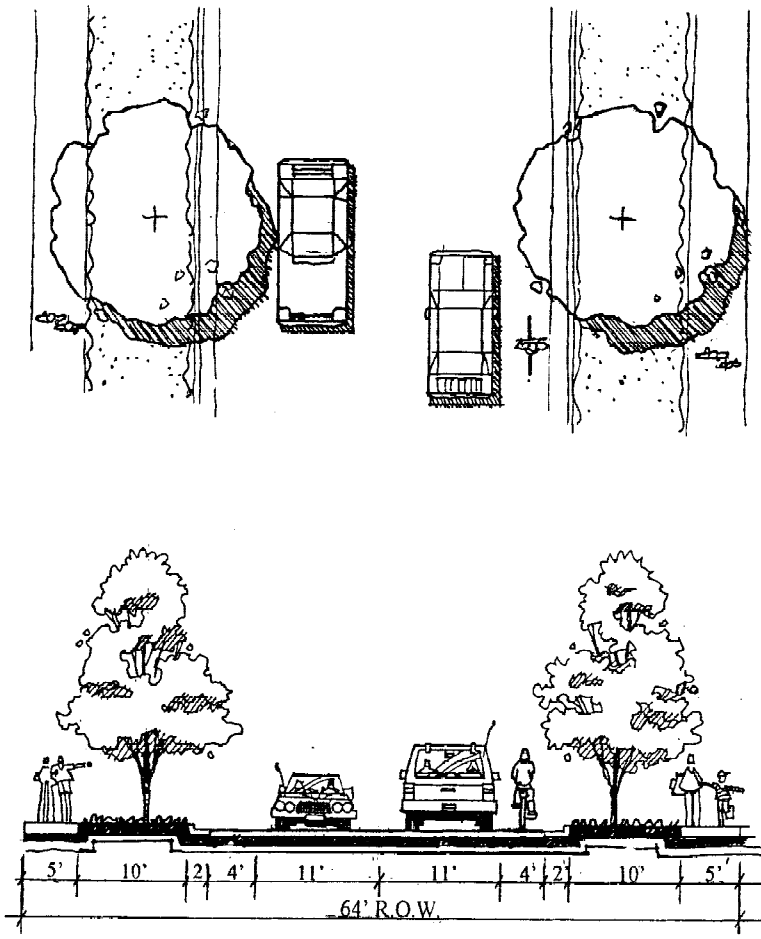
Typical Two-Lane Connector Street with Parking

PLAN & SECTION

F

SOUTHEAST ORLANDO SECTOR PLAN

NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS



Typical Two-Lane
Connector Street

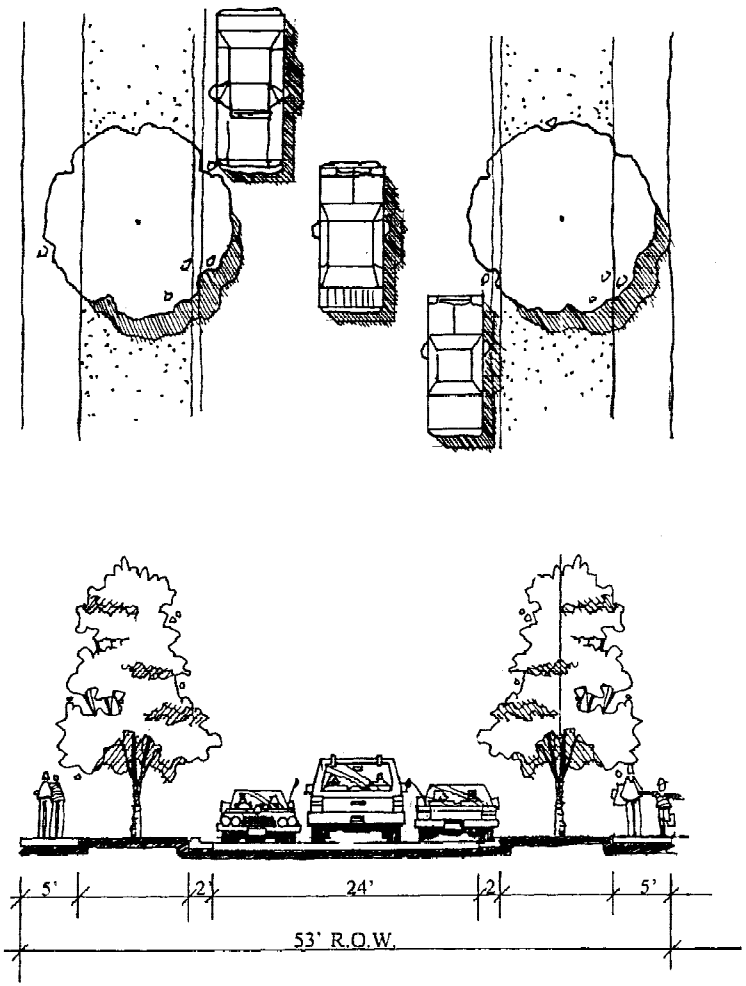
PLAN &
SECTION

G

SOUTHEAST ORLANDO
SECTOR PLAN

NOTES:
STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS

THE DEVELOPER'S CHOICE (AT PLATTING STAGE) OF WHICH CROSS SECTION TO USE IN PARTICULAR SITUATIONS SHOULD BE MADE AFTER CONSULTATION WITH TRANSPORTATION ENGINEERING



Typical Local Residential Street with Limited On-Street Parking

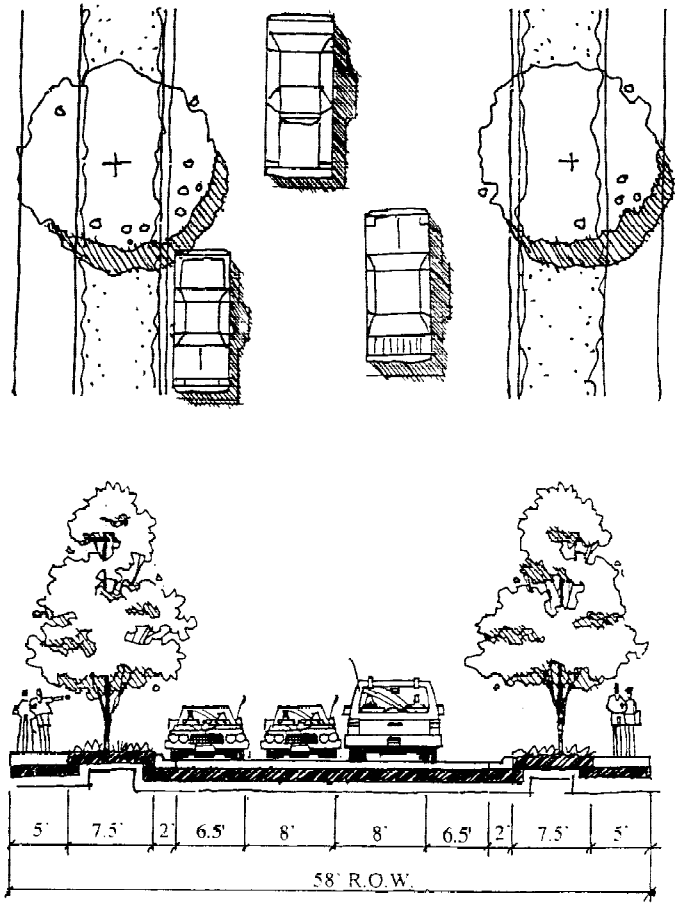
PLAN & SECTION

H

SOUTHEAST ORLANDO SECTOR PLAN

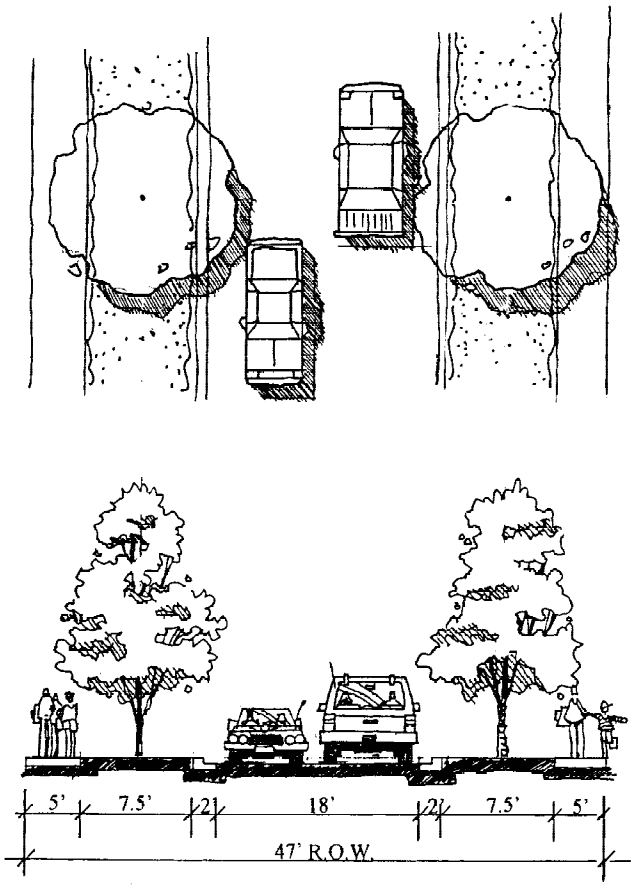
NOTES:
STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS

THE DEVELOPER'S CHOICE (AT PLATTING STAGE) OF WHICH CROSS SECTION TO USE IN PARTICULAR SITUATIONS SHOULD BE MADE AFTER CONSULTATION WITH TRANSPORTATION ENGINEERING



Typical Local Residential Street with Parallel Parking & Two-Way Traffic

NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS



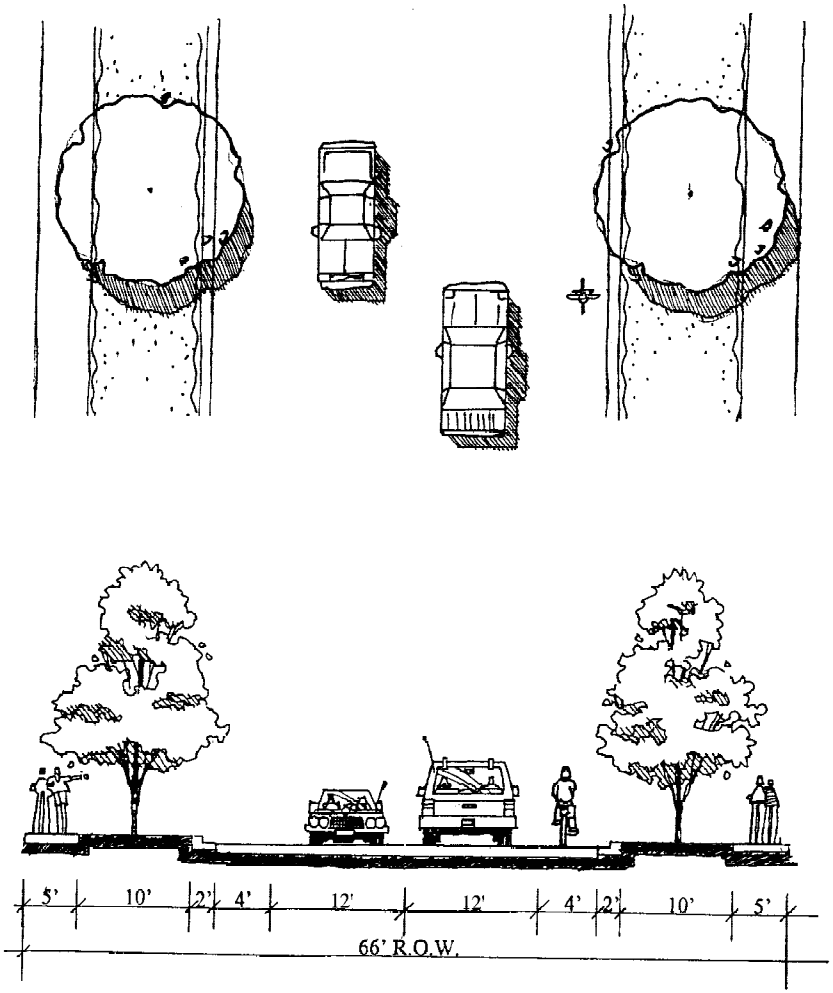
Typical Local Residential Street with No Parking

PLAN & SECTION

J

SOUTHEAST ORLANDO SECTOR PLAN

NOTE: STREET TREES LOCATION SHALL MEET STANDARD OF INDEX 700 OF THE CURRENT FDOT ROADWAY & TRAFFIC DESIGN STANDARDS

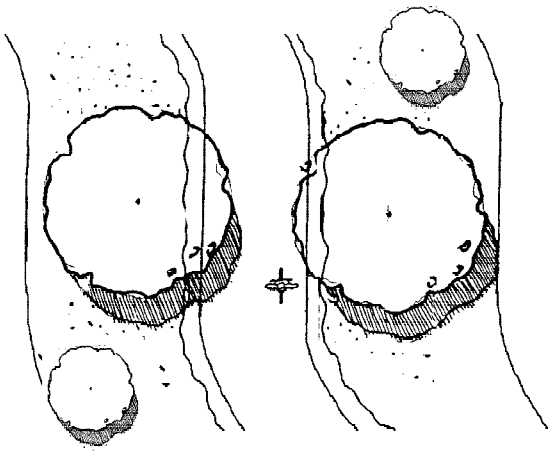


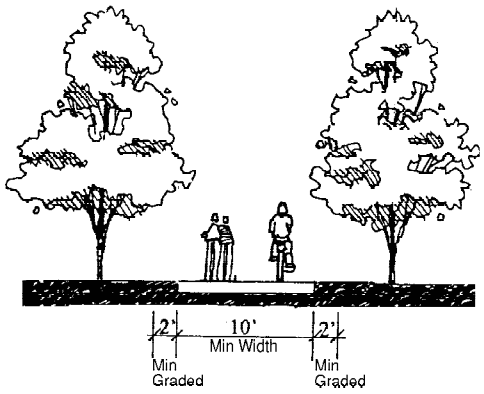
Typical Airport Support District Street
With No On-Street Parking

PLAN & SECTION

K

SOUTHEAST ORLANDO SECTOR PLAN





Multi-Use Trails

Consult the State of Florida Department of Transportation's Bicyle Facilities Planning and Design Manual and the City of Orlando Bicycle Plan when designing bicycle/ pedestrian multi-use trails.

PLAN & SECTION

Multi-Use Trail

SOUTHEAST ORLANDO SECTOR PLAN

OPEN SPACE GUIDELINES AND STANDARDS

Recreational Open Space

Park Distribution and General Requirements

Public parks in Southeast Orlando can be divided into three categories. Community Parks provide facilities that serve the needs of greater Southeast Orlando, such as organized playing fields, swimming pools, amphitheaters, tennis and basketball complexes, and larger picnic areas. Neighborhood parks, by contrast, provide local centers of activity and recreation immediately accessible to residents, and include modest amenities such as tot-lots, small hard-surface courts, multi-purpose lawn areas, and informal natural settings. Village Greens and Plazas provide a place to focus civic activity at the center of town or a neighborhood. Park acreage should be distributed to provide adequate facilities throughout the community while emphasizing neighborhood recreation within walking distance of most residents. See also Parks / Open Space Landscape Design Standards.

Distribution of Parks

a. *Distribution.* To avoid extraordinary and potential debilitating demands on existing parks, new parks must be available to residents as they move into newly developed areas. To satisfy this requirement for new parks, all new development shall meet the following park dedication or cash in lieu of dedication requirements:

Park Type	Acreage (minimum to optimum)	Standard (acres per 1,000 population)	Unit Equivalent (acres per residential unit)
Village Greens and Plazas and Conservation/PCN	0.25 to 1 acre n/a	1.2/1000	0.0027
Neighborhood Parks	2 to 6 acres	0.75/1000	0.0017
Community Parks	8 to 15 acres	1.3/1000	0.003
Total		3.25/1000	0.0074

b. The City's current LOS standard of 3.25 acres / 1000 population shall be maintained in Southeast Orlando. At least 2.05 acres / 1000 population shall be in functional community and neighborhood parks. The remaining 1.2 acres / 1000 population may be made up of village greens and plazas, conservation buffers and the Primary Conservation Network if such areas are visually accessible by the general public (not private backyards).

Location of Parks

Green at Mizner Park in Boca Raton, Florida

a. *Greens and Plazas*. At least one Green and/or Plaza should be provided within all Town, Village, Neighborhood and Residential Centers, unless served by a Neighborhood Park. Greens and Plazas should also be included in the mixed-use components in the Airport Support District-Medium Intensity.

b. *Neighborhood Parks.* Neighborhood Parks should be distributed throughout neighborhoods, to allow a minimum of 60% of the residents to be within 1/3 to 1/4 mile of a local park. Most users should not need to cross any arterial streets to get to the park. Where possible, Neighborhood Parks should be shared with elementary schools and should connect with the trail and greenway network.

c. *Community Parks*. Sites for community parks should be distributed to allow each major area within the Southeast Orlando to be within bicycling or driving distance of an active recreation area. Where possible, link these sites and their facilities with the trail and greenway network.

Recommended Park Program

In general, park areas should include sufficient trees to provide shaded areas. Existing vegetation should be saved where appropriate.

Plaza at Mizner Park in Boca Raton, Florida

a. *Greens and Plazas*. Greens and Plazas should provide opportunities for public gathering, such as:
   - multi-purpose lawn areas,
   - tot lots,
   - informal picnic areas,
   - amphitheaters,
   - raised stages and gazebos,
   - larger hardscaped areas, and
   - seating.

b. *Neighborhood Parks.* Neighborhood Parks should provide modest and flexible recreation opportunities that meet basic neighborhood needs and accommodate multiple purposes. Recommended features include:
   - multi-purpose lawn areas,
   - tot lots,
   - small court game areas,
   - community gardens,
   - informal picnic areas, and
   - seating.

c. *Community Parks*. Community Parks should contain features that serve the larger community. Recommended features include:
   - multiple playing fields (suitable for organized play),
   - multiple tennis and basketball courts,
   - swimming centers, amphitheaters,
   - group picnic areas,
   - tot lots,
   - storage, and
   - off-street parking.

Park Design

a. *Perimeter Frontage.* Parks shall be surrounded by streets and / or building fronts, except where they are bound by woodlands, creeks, agricultural uses, or other significant open space features. In any event, at least 50% of a park's perimeter should front onto a public street. Under no circumstances may the edge of a park be formed by a rear yard fence unless such property consists of a linear park or trail with the facing edge being a natural system; surrounding buildings shall have entries and windows facing the park.

Neighborhood Park at The Crossings in Mountain View, California

b. *Paths.* Park paths should support direct connections from neighborhoods and surrounding commercial areas into parks. A fence should not prohibit access from neighborhoods into a park.

c. *Climatic Design*. Parks should provide comfortable areas for sitting and recreation year-round. Parks should include adequately shaded areas for comfortable summer use and sun-exposed areas for comfortable winter use.

d. *Natural Features.* Parks should be designed to conserve valuable natural features including creeks, significant habitats, woodlands, and existing heritage trees.

e. *Views.* Vistas from surrounding streets that end in a park shall be encouraged. Loading and storage areas shall not occupy these vistas.

f. *Crime Prevention*. All greens, plazas, parks and trails shall incorporate Crime Prevention Through Environmental Design (CPTED) concepts.

LANDSCAPING STANDARDS

Street Landscaping

Boulevard Street in Upland, California

Streets provide a highly visible element in the public realm. For this reason the appearance of the landscape along the streets and the functional aspects of pedestrian comfort, scale, shade, and air quality enhancement is of vital importance in defining the theme and quality of life of the area. The guidelines for street landscape shall be consistent with the CONVENTIONAL LDC.

Irrigation

Irrigation of the street landscape shall be provided as follows:

a. All right-of-ways shall be provided with an automatic irrigation system utilizing reclaimed water if available.

b. Bedding areas shall be irrigated with low volume (non-sprayhead) type of irrigation.

c. Separate zones shall be provided for plants with dissimilar water needs. Turf areas and bedding areas should generally be irrigated on separate zones.

d. Preserved natural areas within rights-of-way may not require irrigation.

Utilities

To protect the appearance of the street landscape, utilitie shall be regulated as follows:

a. Major public utility lines should be located underground. All electrical, fiber optic, cable, telephone, water, sewer service, and distribution lines within private developments shall be located underground. Stub-outs should be provided at shared property lines.

b. All above ground utility structures such as backflow preventers, switching gear, control panels, etc. shall be placed in such a manner so as to be out of primary public view. Such structures shall be screened.

c. Manhole covers, meter boxes, and other at-grade structures which fall within sidewalks shall be painted to match the concrete or pavers.

Street Trees

a. *Selection*. Plant materials selected to meet the requirements for street tree planting shall be consistent with the CONVENTIONAL LDC. Plantings should be selected based on soil conditions, water requirements, surrounding environment, and intended theme and are subject to review and approval by the City.

b. *Spacing*. In order to develop a positive pedestrian environment, and consistent with GMP Future Land Use Policy 4.1.17, required street trees shall be spaced according to species type and in accordance with the requirements of the CONVENTIONAL LDC.

General Landscaping Guidelines

Protected Habitats

Exotic species shall be precluded from natural areas left as Conservation Use areas, and from landscaped areas adjacent to these features to the maximum extent possible. Management for these areas should be aimed at sustaining the integrity of preserved natural systems. Design concepts that should be considered to prevent the encroachment of exotic, or nuisance vegetation into areas intended to remain natural include the following:

a. Naturally-vegetated buffers shall be preserved adjacent to conservation areas consistent with the GMP Conservation Element.

   In residential areas, restrictions should be placed within Homeowner Organization criteria to ensure compliance with buffer requirements. Further, homeowners should be educated about the potential impacts to preserved habitats from inappropriate uses of pesticides, herbicides, and fertilizers.

b. Conservation easements may be developed for natural preserves which minimize human disturbance except for the purposes of education, or passive recreation with a focus on natural resources.

c. The natural processes that sustain the functions of preserved areas should be considered in landscape maintenance plans. This should include the maintenance of pre-development wetland hydroperiods, patterns of fire, and nutrient loads to the maximum extent possible.

d. Native plant materials shall be used in landscape plans wherever possible. Non-native materials should consist of plants that are shown not to invade natural landscapes, and comply with CONVENTIONAL LDC.

e. Incompatible land uses should not be allowed adjacent to preserved natural areas. These land uses include development types that are likely to result in environmental contamination, a change in wetland hydroperiod, or an adverse impact to the quality of receiving waterbodies.

f. Potential sources of exotic vegetation should be kept under control to prevent the spread of undesirable species into conservation areas. For example, cattails (*Typha* sp.) should be controlled in retention ponds before seeds disperse into adjacent areas. In many instances, this is most effectively done by planting retention ponds to desirable species at the time of construction.

Water Conservation Guidelines

a. *Planning and Design*. Planning is the most important step to a successful water conserving landscape. All landscape and irrigation plans for non-residential developments, multifamily residential, public parks and open spaces shall be designed by a Landscape Architect, registered to practice in the State of Florida.

   For residential, many homeowners create their own designs with excellent results. Landscape professionals may also serve as helpful resources. They can provide advice, critique, and/or develop plans.

b. *Preservation of Existing Vegetation*. Existing vegetation should be incorporated into the design of parks and open space. The edge of these areas should be mulched with appropriate organic mulches. Cypress mulch should not be use.

c. *Soil improvements.* Soil improvements allow for better absorption of water and improved water-holding capacity of the soil. Soils that have organic matter also provide beneficial nutrients to plants. Soils should be improved prior to the installation of any irrigation system. Soil additives should be added to planting areas to reduce water demand.

d. *Efficient Irrigation*. Well planned irrigation/sprinker systems can save significant amounts of water. For efficient water use, irrigate turf areas separately from other plantings. Landscape plantings should also be grouped according to similar water needs. Turf is best watered with sprinklers. Trees, shrubs, flowers, and ground covers can be watered efficiently with low volume drip, spray, or bubbler emitters.

e. *Practical Turf Areas.* Locate turf only in areas where it provides functional benefits. Turf is best separated from planting of trees, shrubs, groundcovers, and flowering plants so that it may be irrigated separately. Often turf can be replaced with other, less water demanding materials, such as groundcovers, low water demand plants, or mulches. Turf serves to slow runoff from landscape areas and should be practically placed in areas such as swales, recreational areas, and area of high pedestrian use.

   The amount of recreation / open space areas planted in ornamental landscape and turf should be limited so that a portion of the site may have existing vegetation or replanted natural areas.

f. *Drought-Tolerant Plants.* Utilize low water use plants in the design of landscaping. Plantings should relate to the existing adjacent plant associations and existing soil conditions. Drought-tolerant turf grasses should be utilized.

g. *Mulch.* Mulched planting beds should be utilized as a replacement for turf areas. Mulches cover and cool soil, minimize evaporation, reduce weed growth, and slow erosion. Acceptable organic mulches include bark chips, wood grindings, or pine straw. Place mulch directly on the soil or on breathable or biodegradable material. Avoid using sheet plastic in planting areas. Cypress mulch should not be used.

h. *Maintenance.* Regular maintenance preserves the intended beauty of the landscape and saves water. Water conservation designs can help reduce maintenance costs. Proper mowing, pruning and weeding, limited fertilization, pest control and irrigation system use further water savings.

Residential Landscaping

Starter Landscaping

To improve the appearance from the street, new residential development shall include a minimum starter package for landscaping. At a minimum, these starter packages should include: turf grass, shrubbery, at least one street tree, a front yard tree, and an efficient irrigation system necessary to sustain the vegetation.

Fencing and Wall Standards

a. Two types of fences are allowed within residential areas: "picket" fences and "privacy" fences.

Front Yard

1. Picket fences shall be not more than 3 foot-6 inches in height. Picket fences shall not be solid and must be at least 50% opaque above 30 inches in height.

2. A possible alternative to a picket fence is a hedge which shall be maintained at a maximum height of not more than 3 foot-6 inches. A trellis, gate, or arbor shall be exempt from the maximum height when located where the walk (from the public sidewalk to the porch) passes through the fence or hedge.

3. Picket fences or hedges can be located at the back of sidewalks along the front or street side of a lot. They may also be located along the alley to give privacy to an ancillary unit yard, with a minimum setback of 10 feet from the rear property line.

Read and Side Yard

4. Privacy fences shall be not more than 6 feet in height and may be located along interior lot lines to within 5 feet of the front facade of the principle building. Fences in the street side yard shall be subject to the requirements of front yard fencing.

b. All fencing shall be built out of attractive, long-lasting materials, such as wood, PVC, masonry, stone, wrought iron, aluminum, vinyl or vinyl-coated wire.

c. Fences visible from public streets shall be constructed of durable material and be detailed to include a distinctive cap / coping: columns of pilasters can also be used to provide detail. Chainlink, whether vinyl coated or galvanized, is prohibited for fences or walls that are visible from public streets.

d. With masonry fences, the use of exposed or unfinished / unpainted concrete block is prohibited. For wood fences, the unfinished side shall not be visible from public streets.

e. Screening of loading areas, refuse areas, transformers, heating units and other ground-mounted equipment shall be consistent with the Land Development Code.

f. Crime Prevention Through Environmental Design (CPTED) shall be considered. Landscaping should not create blind spots or hiding spots, particularly between the driveway or street sidewalk and the primary entrance of a residential structure. Properly maintained landscaping should provide maximum viewing to and from the house. The street address should be clearly visible from the street with numbers a minimum of 5 inches high that are made of non-reflective material that provides significant contrast to the affixed background.

Non-Residential Landscaping

Screening and Buffer Standards

a. *Mixed-Use Buffers*. In town centers, village centers, and neighborhood centers, no supplemental buffers shall be required between office / commercial / residential uses.

b. *Airport Support District Buffers*. Where Airport Support District uses abut residential, buffer yards shall in general be required as outlined in the City of Orlando Land Development Code. However, the City may require that areas zoned PD contain more stringent buffers. Such conditions shall be made part of individual PD ordinances.

Fencing and Wall Standards

Fences and walls shall be used consistent with the CONVENTIONAL LDC. CPTED shall be considered in the design of fences and walls.

Primary Conservation Network and Ecological Systems

Design standards and criteria have been established for the development proposed to occur within Southeast Orlando in order to comply with existing regulatory guidelines and restrictions while protecting the ecological integrity of the natural resources within the study area. These standards are not meant to restrict landowners developmental potential, but to guide and direct development in an ecological sensitive direction. The Primary Conservation Network (PCN), as envisioned, would protect wetland communities and habitat for numerous common and protected wildlife species while allowing passive recreation uses such as pedestrian and bike trails. The following standards are broken down by those required under normal regulatory review processes (primarily applicable to wetland / habitat areas outside the defined PCN); and those applicable to the entire planning area. These standards should provide for a more functional natural environment within the proposed development as well as provide opportunities to enhance and preserve natural communities and existing wildlife corridors.

Definitions and Terms

Lake Nona in Southeast Orlando planning area

a. The wetland limits shown on the Master Plan map are approximate and not binding to any government agency. The wetland boundaries are based on the Orange County Land Use Maps, 1989, with limited field verification and digital information provided by others.

b. The landward extent of potential jurisdictional wetlands should be field verified by the appropriate regulatory agencies.

c. All impacts proposed to jurisdictional wetlands shall require permitting by regulatory agencies. Appropriate management plans for threatened or endangered species and species of special concern may require approval from the Florida Game and Fresh Water Fish Commission and / or the U.S. Fish and Wildlife Service.

Regulatory Agency Requirements

a. Consistent with GMP Conservation Policies 1.4.4 and 1.4.5, a minimum 50 foot upland buffer is required for those wetlands designated as protected by the City's Q-WET rating system. Most of the wetlands designated as protected have been incorporated into the PCN and meet the minimum buffer requirements.

b. Consistent with GMP Conservation Policies 1.4.4 and 1.4.5, an area of 25 feet (15 feet minimum) of upland buffer shall be provided around wetlands remaining within the study area but outside of the PCN.

c. Roads or infrastructure crossings through wetland systems shall be limited to the narrowest point of the wetland.

Storm Drainage

a. *Storm Drainage Requirements.* All future development in the Southeast Orlando planning area shall be required to discharge stormwater at rates not to exceed historic runoff rates and volumes. Stormwater detention and water quality facilities will be required for all development within the Southeast Orlando planning area, as determined during the review process for each development. The specifications and standards of the Southeast Orlando Stormwater Master Plan, when developed, shall be followed to the greatest extent feasible. In the interim, the City's OUSWMM standards shall apply.

b. *Integration with Existing Storm Drainage Systems.* Existing drainageways and wetlands should be maintained or enhanced in a natural state to the greatest extent feasible. In lower-density areas, drainage systems should recharge on-site groundwater by using swales and surface systems, rather than concrete-lined or underground storm drains. All urban runoff should be treated on-site with biological retention and filtration areas.

c. *Joint Use Stormwater/Open Space Opportunities.* the location, function, and design of all stormwater facilities should be coordinated with open space and park areas, in order to provide for joint use opportunities, wherever possible.

d. Interconnected System. Where possible, greenways with trails should line riparian corridors and storm drainageways connecting to destinations such as schools, parks, and Neighborhood Centers. Coordinate an open lands system among property owners to use land efficiently and retain wildlife movement corridors.

Additional Development Guidelines

a. Roads crossing wetland systems should be fitted with oversized culverts where feasible to facilitate and maintain wildlife corridors.

b. Upland buffers, preservation areas, and wetland systems should be maintained so as to prevent invasion by nuisance and / or exotic species listed.

c. Recreation opportunities within or adjacent to the PCN should be limited to passive uses such as biking or hiking trails or other educational opportunities. Golf

courses can provide valuable linkages in the overall PCN, but should not be eligible for PCN credits except where active vegetation has been retained.

d. Every attempt should be made to mitigate for impacts to wetlands and listed wildlife species such as gopher tortoise within the study area through preservation and / or enhancement of habitat.

e. Retaining existing native vegetation and the use of native drought-resistant plants in both residential, commercial, and common use areas is encouraged.

f. Minimize additional roads crossing and encroachments across / into the PCN.

g. Encourage the placement of stormwater management ponds, utility facilities, and other non-residential land uses adjacent to the defined PCN.

h. While not a requirement, the City and developers should attempt to maintain a 500 foot minimum width for environmentally sensitive lands to allow wildlife movement.

i. Design surface water management systems to discharge pre-treated stormwaters to preserved wetlands in such a way as to maintain and / or enhance their current hydrology.

j. Reduce and / or eliminate fencing as a means to delineate property ownership's wherever practicable.

k. Create an area-wide signage program designating PCN boundaries, alerting drivers at critical intersections of roads and the PCN, and educating residents within Southeast Orlando of the value, functions, and restrictions within the PCN.

l. Encourage a domesticated animal control program including free or reduced price sterilization, community sponsored humane society, and other programs to reduce displacement and harm to existing animal species.

PLAN BENEFITS

In the Southeast Plan area, property owners / developers shall be allowed to develop under CONVENTIONAL LDC standards, when proposed within the density, type, location and conditions outlined in the GMP Policy Framework. Use of the TRADITIONAL DESIGN planning principles, and benefits associated with such planning principles, shall be allowed by right as an alternative anywhere within the Southeast Plan area and required as outlined by the above-mentioned GMP policies.

When proposed development is consistent with the Southeast Orlando Sector Plan, participating property owners / developers shall be entitled to the following benefits:

a. Waiver of fees for Growth Management Plan amendments arising from the Southeast Orlando Sector Plan with processing of any necessary amendments by the City.
b. Waiver of fees for zoning amendments arising from the Southeast Orlando Sector Plan with processing of any necessary amendments by the City.
c. Waiver of fees and modification of Municipal Planning Board review requirements for master plans provided such plans are substantially consistent with the planning principles of the Southeast Plan. The term "substantial compliance" shall mean that no more than 20% of the land area of the individual property differs from the land uses set forth in the Southeast Plan and that the plan complies with the principle design guidelines set forth for each land use designation, as determined by the Planning Official.
d. Expedited local permitting as a result of the above.
e. Waiver of City subdivision platting fees for a period of 5 years from the initial master planning (approval) of the individual property.
f. Local environmental permitting, if such local permitting is instituted at the City's sole discretion.

The following base development benefits shall be available where TRADITIONAL DESIGN standards area used:

a. Utilization of smaller TRADITIONAL DESIGN street widths.
b. Increased densities and greater opportunities for mixed use development alternatives.
c. Transportation Impact Fee Schedule revised to reflect shorter average trip lengths, greater interconnectivity, higher pedes trian accessibility and better jobs / housing balance.

Administrative Review Procedures for Projects Within the Southeast Orlando Sector Plan Area

Note: the following recommended procedures are based on the Orlando Naval Training Center Planned Development, with modifications necessary to accommodate the Southeast Orlando Sector Plan. The following administrative review procedures may only be used where the project is consistent with the Southeast Orlando Sector Plan and in accordance with the other conditions listed in the procedure.

Application of Regulations

In the Southeast Orlando Sector Plan area, the application of land use regulations shall be based on the policies of the City of Orlando Growth Management Plan, including but not limited to Future Land Use Element Policy 2.4.4, Goal 4 and associated objectives and policies, and Figure LU-2A, the Southeast Orlando Sector Plan Conceptual Master Plan Map. The primary land development regulations for properties in the Southeast Plan area shall be as set forth in the Southeast Orlando Sector Plan and any accompanying Planned Development Ordinance. To the degree that an issue is not adequately addressed in a PD, reference to the Southeast Orlando Sector Plan or to the adopted CONVENTIONAL LDC for interpretation shall be appropriate.

Development Parcel Master Plan Review and Design Guidelines Approval

Lands designated Urban Village or Airport Support District-Medium Intensity on the Official Future Land Use Map must undergo Development Plan Review for Planned Development, as outlined in the City's Land Development Code, and including Municipal Planning Board and City Council review and approval.

In addition, prior to the issuance of permits for any construction within an individual development parcel, a specific parcel Master Plan shall be submitted to the City for review and approval by the Southeast Town Design Review Committee (SETDRC). The specific design guidelines for each development parcel shall be submitted as part of the individual parcel Master Plan review process, but shall generally conform with the Southeast Orlando Sector Plan.

Southeast Town Design Review Committee

A. Membership. A Southeast Town Design Review Committee (SETDRC) consisting of the following members is hereby established:

1. Planning Director - Chairman of the SETDRC
2. Planning Official
3. Zoning Official
4. Public Works Director
5. City Engineer
6. Development Review Services Manager-Office of Permitting Services

B. General Powers, Functions and Duties. The SETDRC shall review the proposed specific parcel Master Plan and specific guidelines relating thereto for consistency with the purpose, intent, and requirements of the Southeast Orlando Sector Plan and any accompanying PD ordinance and shall provide recommendations concerning these matters to the City Council for adoption.

C. Plan Consistency. If the SETDRC finds the proposed specific parcel master plan and specific design guidelines consistent with the Southeast Orlando Sector Plan and the accompanying PD, it shall issue a written approval authorizing the developer to prepare a subdivision plat (provided a subdivision plat is not part of the Master Plan submission).

D. Plan Inconsistency. If the SETDRC finds the proposed specific parcel Master Plan and specific design guidelines inconsistent with the Southeast Orlando Sector Plan and/or the accompanying PD, it shall issue a written recommendation as to how the plan and specific design guidelines may be amended. The developer may

resubmit the specific parcel Master Plan and design guidelines in compliance with the SETDRC's recommendations.

E. Appeal of the SETDRC Recommendation. If the developer disagrees with the SETDRC's recommendation, he may appeal the recommendation to the Municipal Planning Board. The MPB shall hold an informal public hearing with due public notice. The MPB shall consider the appeal and hear any concerned person or party. Following the hearing, the MPB shall render its decision. Should an affected person or party desire to appeal the MPB's determination, such appeal shall be in accordance with the procedures and requirements of Chapter 2, Article XXXII of the City Code: "Procedures for Quasi-Judicial Hearings."

F. Pre-Application Conference Required. The applicant shall meet with the staff of the Planning and Development Department prior to submitting the application, to discuss basic site plan procedures and requirements, and to consider the elements of the site in question and the proposed development.

G. Submittal Requirements. The developer shall submit the following to the Land Development Division of the Planning and Development Department for SETDRC review unless modified or waived by the Planning Director:
1. Ten (10) Copies of the specific parcel Master Plan. The plan shall be dimensioned and drawn to a scale not less detailed than 1"=200 feet. The plan shall include a signature block for the Planning Director.
2. Ten (10) Copies of an Existing Conditions Survey including topography, for the area covered by the specific parcel Master Plan. The survey shall be dimensioned and drawn to the same scale as the specific parcel Master Plan.
3. Ten (10) Copies of the Specific Design Guidelines appropriate to each specific parcel Master Plan. This may include road cross-sections. The design guidelines shall include a signature block for the Planning Director.
4. Prior to approval of the each specific parcel Master Plan, the developer shall identify the approximate percentage of for-sale units proposed for each parcel, where residential units are envisioned. It is the City's intention that the percentage of rental units within the Southeast Plan area shall not exceed 40%.
5. Any information reasonably required by the Planning Director.

Regulatory Authority of the Specific Parcel Master Plan

Once approved by City Council, the specific parcel Master Plan and corresponding specific design guidelines shall regulate the development and use of the property. Appropriate reference shall be incorporated into the accompanying PD following necessary approval by the City Council. Subsequent changes to the specific parcel Master Plan and / or corresponding design guidelines shall be subject to the PD amendment process described below, where appropriate.

Subdivision Plats

Review process. Subdivision plats shall be reviewed by the SETDRC for consistency with the approved specific parcel Master Plan, the accompanying PD and other applicable City Code requirements not otherwise contained in this ordinance, through the procedures established in Exhibit 1.

Default Procedures. Any issue not addressed herein related to the subdivision of land shall by subject to the requirements contained in the City's CONVENTIONAL LDC to the extent such requirements are not inconsistent with the requirements of this ordinance.

Individual Sites: Site Design and Building Review Process

The City's normal building permit review process and construction inspection process shall apply within the Southeast Orlando Sector Plan area. However, if a Town Planning Office, such as the Orlando Naval Training Center's TPO, is created for the Southeast Orlando Sector Plan area, then these processes may be modified to include the TPO concept. Such an action would accrue to the benefit of the development community by providing for additional expedited review.

Fees and Benefits

Impact fees shall be payable in amounts as set forth in the applicable City ordinances and codes as adopted from time to time. Consistent with the Southeast Orlando Development Plan Agreement, when proposed development is consistent with the Southeast Orlando Sector Plan, participating property owners / developers shall be entitled to the following benefits:

A. Waiver of fees for Growth Management Plan amendments arising from the Southeast Orlando Sector Plan with processing of any necessary amendments by the City.

B. Waiver of fees for zoning amendments arising from the Southeast Orlando Sector Plan with processing of any necessary amendments by the City.

C. Waiver of fees for PD review and specific parcel Master Plans.

D. Waiver of City subdivision platting fees for a period of 5 years from the initial Master Plan approval of individual development parcels.

E. Local environmental permitting, if such permitting is instituted at the City's sole discretion.

F. Expedited permitting as a result of above.

The following base development incentives shall be available where Traditional Design standards, as outlined in the Southeast Orlando Sector Plan, are used:

A. Utilization of smaller Traditional Design street widths.

B. Increased densities and greater opportunities for mixed use development alternatives.

C. Transportation Impact Fee Schedule revised to reflect shorter average trip lengths, greater interconnectively, higher pedestrian accessibility and better jobs / housing balance.

PD Amendment Process

Changes to the Urban Village or Airport Support District-Medium Intensity Planned Developments shall be classified as either Substantial Amendments, Presumed Non-Substantial Amendments, or Minor Modifications. Minor modifications are only applicable on a site by site basis, where Amendments would be applicable to multiple sites. Exhibit 2 identifies amendment types and their classifications. Each amendment shall be reviewed according to the procedures set forth below:

Substantial Amendments. A Substantial Amendment to a Southeast Plan Planned Development is any amendment listed as substantial in Exhibit 2 and any amendment which has a reasonable likelihood of being inconsistent with, or not fulfilling, the principles of the Growth Management Plan and / or Southeast Orlando Sector Plan. Substantial Amendments shall be subject to the procedural requirements for PD amendments contained in Chapter 65 of the City's Land Development Code (LDC). A public hearing shall be held with due public notice, including the mailing of courtesy notices to all property owners within 500 feet of the Planned Development.

Presumed Non-Substantial Amendments. The Developer may propose certain amendments to be considered as non-substantial. Presumed non-substantial amendments shall be reviewed by the SETDRC for consistency with the principles of the Southeast Orlando Sector Plan. Following the review of the proposed amendment, the SETDRC shall make a determination as to whether the amendment is substantial or non-substantial.

A. Non-Substantial Determination. If the SETDRC determines that the amendment is non-substantial, the change shall be recommended to City Council for incorporation into the applicable PD.

B. Substantial Determination. If the SETDRC determines that the amendment is substantial, the amendment shall be forwarded to the Municipal Planning Board and City Council for review.

C. Review Procedures. Review of proposed PD amendments shall be subject to the same procedures as described previously, with the exception of the submittal requirements.

D. Submittal Requirements. The developer shall submit the following to the Land Development Division of the Planning and Development Department for SETDRC review unless modified or waived by the Planning Director:

1. Ten (10) Copies of the Proposed Planned Development Amendment.
2. Any information reasonable required by the Planning Director.

Minor Modifications. The Planning Official shall be authorized to permit minor modifications on a site by site basis as described in Exhibit 2.

A. Submittal Requirements. The developer shall submit the following to the Land Development Division of the Planning and Development Department for administrative review unless modified or waived by the Planning Official:
1. Three (3) Copies of the Proposed Minor Modification.
2. Any information reasonably required by the Planning Official.

Exhibit 1

I. Preliminary Plat

A. Purpose of the Preliminary Plat Review. Preliminary Plat Review is intended to provide for a complete review of technical data and preliminary engineering drawings for proposed subdivisions which require construction of streets or public improvements. The review should evaluate potential impacts on both the site and surrounding areas, and resolve planning, engineering and other technical issues so that development may proceed.

B. Pre-Application Conference. Except where this requirement is waived by the Zoning Official, any applicant wishing to undertake Subdivision Plat Review shall meet with the staff of the Planning Department and Bureau of Engineering prior to submitting the application, to discuss the procedures and requirements which will apply to the proposed development.

C. Submittal of the Application. The applicant shall submit to the Planning and Development Department a Preliminary Plat application which conforms to the submittal requirements of Chapter 65, LDC, in multiple copies. No application shall be deemed accepted unless it is complete.

D. The Review Process.
1. Southeast Town Design Review Committee. Upon acceptance of the application, copies shall be forwarded to all members of the SETDRC. SETDRC members shall review the application and approve, deny or approve with conditions. Following SETDRC approval, the applicant shall be authorized to prepare the final plat.
2. Request for Additional Information (if necessary). - If SETDRC members find that additional information is needed for the proper review of the application, the Zoning Official shall notify the applicant, specifying the information needed. Submittal and review of such information shall be the same as for the original application.
3. Conditions. When the SETDRC members (or MPB, upon appeal) approve any subdivision application, they may prescribe appropriate conditions and safeguard in conformity with the intent and provisions of the Southeast Orlando Sector Plan, the applicable PD, the specific parcel Master Plan, or as applicable, Chapter 65 of the LDC, including, but not limited to, any of the following:

   a. Establish a special yard or other open space or lot area.
   b. Designate the size, number location or nature of vehicle and pedestrian access points in accordance with Chapter 61, LDC.
   c. Require the dedication of additional street right-of-way or any easements necessary to meet the standards of, and in accordance with, the applicable PD and the LDC.
   d. Protect existing trees, vegetation, water resources, wildlife habitat or other significant natural re sources.
   e. Specify other conditions to permit development of the City in accordance with the intent and pur pose of the Southeast Orlando Sector Plan and the adopted GMP.

4. Violation of such conditions and safeguards, when made a part of the terms under which the subdivision is approved, shall be deemed a violation of the City Code, subject to enforcement under the provisions of Chapter 5 of the City Code.
5. Appeal to the MPB. Whenever the applicant disagrees with the decision of the SETDRC, or any conditions and safeguards imposed by the SETDRC, he may appeal the decision to the MPB. Such appeal shall be filed within five (5) working days of the decision or determination. The Board shall review the decision and approve, deny, approve with modifications or refer the matter back to the SETDRC for further consideration based on specific instructions.
6. Effect of Preliminary Plat Approval. Approval of the Preliminary Plat shall authorize the applicant to submit Construction Drawings to the City Engineer (see Chapter 65, LDC). All Construction Drawings and Final Plats submitted based on an approved Preliminary Plat must conform to such Preliminary Plat and any conditions which may have been approved with it. However, the City Engineer may authorize minor modifications and adjustments during Construction Drawings review within requiring additional Preliminary Plat review. Approval shall not authorize recording of the Plat, nor constitute the acceptance of land or improvements proposed to be dedicated to the City, nor shall such approval excuse compliance with any provisions of Chapter 59

regarding concurrency management.
7. Expiration of Preliminary Plat Approval. Construction Drawings for the first construction stage of the development must be submitted within one year of Preliminary Plat approval or the Preliminary Plat shall expire. One or more extensions for an additional one year each may be granted by the Zoning Official if he finds that the developer has diligently pursued the application or has acquired vested rights.
8. Submittals. Chapter 65, LDC contains the submittal requirements for preliminary plats. The number of copies to be submitted shall be determined by the Zoning Official. If any of the items required to be submitted are irrelevant or not applicable to a proposed development, such item may be omitted. The applicant shall identify in writing the items missing and include a brief explanation of why they are irrelevant, not applicable or not submitted. The Zoning Official shall be authorized to waive submittal requirements where deemed appropriate.

II. Final Plat

A. Purpose of Final Plat Review. Final Plat Review is intended to provide for the acceptance or performance guarantee of improvements and reservations to be included in a General Subdivision, and for the recording of the subdivision plat.

B. Submittal. Simultaneously with or following the acceptance for processing and review of all Subdivision Construction Drawings, the applicant shall submit to the Engineering Bureau the following:
1. The original mylar plat with ten (10) paper copies;
2. Title opinion or Certificate of Title, including six (6) copies of the Boundary Survey and Topographical Survey, if different from the Preliminary Plat Submittal;
3. Properly executed Joinder & Consent forms;
4. Subdivision Construction Drawings - six (6) sets of approvable plans for the construction of publicly dedicated improvements including, but not limited to sanitary sewer, storm sewer, and roadway construction.

C. The Review Process.
1. City Engineer. Upon acceptance of the application, the City Engineer shall review the application for conformance with the review standards below. As part of this review, he/she shall forward a copy of the final plat to the Zoning Official for review. Following this review, he/she shall approve or deny the application, stating in writing any reasons for denial.
2. Review Standards. No application shall be approved unless:
   a. It is in conformance with the approved Preliminary Plat and other City regulations and policies;
   b. Construction drawings and adequate performance guarantee have been provided and approved;
   c. All required subdivision agreements, escrows, dedications and reservations have been executed; and
   d. The applicant has paid all required fees or charges, and has established any required escrow arrangements.
   e. Installation of Improvements. Where an applicant elects to proceed with installation of required improvements prior to recording of the Final Subdivision Plan, the alternative procedure set forth in Chapter 65, LDC shall apply
3. Recording of the Plat. Upon approval of the application by the City Engineer, the Plat shall be forwarded to the City Council to authorize the Mayor, City Clerk, Planning Director and the City Engineer to sign the approved plat. The City Engineer shall then be responsible for recording the signed Plat in accordance with state law.
4. Effect of Recording Final Plat. Upon recording of the Final Subdivision Plat the applicant may begin site development and installation of improvements. Approval of the Final Plat shall constitute acceptance of all dedications and reservations of land shown on the Plat, except those which are specifically reserved or are refused in writing by the City in connection with Plat approval.
5. Revisions After Final Plat Approval. No changes, erasures or revisions shall be made after Final Plat approval unless the Plat is resubmitted as a new application. This shall not affect the right to file an affidavit confirming error on a recorded plat as provided by law.

III. Minor Subdivision Plat

A. Purpose of Minor Subdivision Review. The review process set forth in this section is intended for subdivisions which do not require construction of streets or public improvements. In so doing, this Section ensures that development in the City of Orlando takes place in an orderly and efficient manner.

B. When Minor Subdivision Plat Review Applies. Minor Subdivision Plat Review shall apply to any subdivision or re-subdivision of land where all of the following standards are met:
1. No additional improvements are required by this Code, except utility laterals, sidewalks, acceleration / deceleration lanes, and fire hydrants;
2. The street layout will not be affected except for dedication of additional right-of-way, where required;
3. All building sites shall front on a public street with the exception of tandem single family developments; and
4. All lots must be serviceable by existing water and sewer lines.

C. Pre-Application Conference. - Any applicant wishing to undertake Minor Subdivision Review shall meet with the staff of the Planning Department and Engineering Bureau prior to submitting the application, to discuss the procedures and requirements which will apply to the proposed development.

D. Submittal of the Application.
1. The applicant shall submit to the Planning Department a Minor Subdivision application which conforms to the submittal requirements of Chapter 65 of the Land Development Code, in multiple copies. No application shall be deemed accepted unless it is complete.
2. For a complete Minor Subdivision Plat. The applicant shall submit the same information as required for a Preliminary and Final Subdivision Plat, except that the following shall not be required:
    a. Proposed Street System;
    b. Proposed utility and drainage infrastructure; and
    c. Maintenance of common improvements and open space.
3. The Review Process.
a. Southeast Town Design Review Committee. Upon acceptance of the application, copies shall be forwarded to all members of the SETDRC. SETDRC members shall review the application and ap prove, deny or approve with conditions. Following SETRDC approval, the applicant shall be authorized to prepare the final plat, if not previously submitted with the initial application.
b. Request for Additional Information (if necessary). If revisions or additional information is needed, the Zoning Official shall notify the applicant specifying the revisions or information needed. Submittal and review of the revised application or information shall be the same as for the original application.
c. Conditions. When the SETDRC (or MPB, upon appeal) approves any Subdivision application, they may prescribe appropriate conditions in conformance with the Southeast Orlando Sector Plan, the applicable PD, the specific parcel Master Plan or, as applicable, Chapter 65 of the LDC.
d. Appeal to the MPB. Whenever the applicant disagrees with the decision of the SETDRC or Zoning Official or any conditions and safeguards imposed by the SETDRC, he may elect to appeal the decision to the MPB. Such appeal shall be filed within five (5) days of the decision or determination. The Board shall review the decision and approve, deny, approve with modifications or refer the matter back to the SETDRC for further consideration based on specific instructions.
e. City Council Review. When the SETDRC (or MPB, upon appeal) approves a Minor Subdivision application, it shall be forwarded to the City Council for final review and approval or denial.
f. Recording of the Plat. Upon approval of the application by the City Council, the Plat shall be forwarded to the Mayor, City Clerk and Planning Director, and the City Engineer for signature. The City Engineer shall then record the signed Plat in accordance with state law.
4. Expiration of Minor Subdivision Approval. The minor subdivision plat shall be recorded within one year of City Council approval or the minor plat approval shall expire. One or more extensions for an additional one year each may be granted by the Zoning Official if she / he finds that the developer has diligently pursued the application or has acquired vested rights.

Exhibit 2
Substantial, Presumed Non-Substantial and Minor Modifications

Substantial Modifications

A proposed change that is inconsistent with GMP FLU Policy 2.4.4, FLU Goal 4 and associated objectives and policies, and / or the Southeast Orlando Sector Plan

A change which would include a principle land use not previously permitted under the applicable approved PD ordinance and / or applicable GMP policies.

A change which would alter a land use type adjacent to a property boundary, except when it is:
i. a reduction in density; or
ii. a reduction is intensity of approved residential development, unless the reduction locates a residential use next to an incompatible land use.

An alteration which would increase the size of an Activity Center, Town Center, Village Center or Neighborhood Center, except as provided on the applicable PD Development Plan Map.

A proposed change which would increase the land use intensity within an Urban Village or Airport Support District-Medium Intensity PD without a corresponding decrease in some other portion of the PD and which results in greater off-site impacts or potential significant and adverse impacts on adjacent land uses and the surrounding roadway network.

A proposed change that is inconsistent with the principles of the Growth Management Plan and Southeast Orlando Sector Plan, or any proposed change to said principles.

Presumed Non-Substantial Modifications

Changes to PD Development Standards and Design Guidelines which are consistent with the Southeast Orlando Sector Plan.

Alterations necessary to accurately reflect the specific location of schools, parks, libraries, public safety facilities or other small scale public facilities.

Any proposed change not specifically identified in this exhibit.

Minor Modifications

Changes to the quantifiable standards of the Southeast Orlando Sector Plan and adopted specific parcel master plan guidelines for a Certificate of Occupancy. Such changes shall not exceed 20% of the adopted numeric standard. The resulting standard shall be consistent with the purpose and intent of the GMP, the principles of the Southeast Orlando Sector Plan and / or the applicable PD ordinance, and shall be compatible with surrounding development. Minor modifications shall not be granted by the Planning Official subsequent to the issuance of a Certificate of Occupancy. After the Certificate of Occupancy, the procedures contained in the City's LDC pertaining to Modifications of Development Standards and Zoning Variances shall apply. Changes which exceed 20% of the numerical standard shall require zoning variance approval.

Special Definitions

Ancillary Dwelling Unit - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area to describe a habitable studio or one-bedroom unit located over an attached or detached garage (see Habitable Floor). In order to be considered an ancillary dwelling unit, there must be an entrance separate from the principle structure. Ancillary Dwelling Units shall be under single ownership with the principle structure. Ancillary Dwelling Units do not count against the maximum unit count or in calculating density on the site.

Big Box Retail - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, refers to a retail use specifically permitted and encouraged in the Airport Support District-High and Medium intensity designations (ASD-2 and ASD-1 districts). In the Southeast Plan area, Big Box Retail establishments are considered automobile-oriented Intensive Retailing uses that share common physical characteristics (large warehouse-type facilities) with the pre-dominant industrial land uses located in the Airport Support Districts. Big Box Retail establishments are characterized as greater than 50,000 square feet in size, where the principle use is the selling or renting of goods or merchandise to the businesses and the general public in large lots (bulk quantities) for household or business use and / or consumption, and rendering of services incidental to the sale of such goods.

Block Frontage - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, calculated as the linear feet of a building within 20 feet of the edge of street ROW which has windows and entries oriented to the street.

Block Size, Net - A term used in Chapter 68 and applicable in the Southeast Orlando Sector Plan area. A calculation of the area of a block, with surrounding streets and wetlands setbacks removed. It is assumed that storm water detention is piped to adjacent neighborhood residential areas and open spaces.

Buildable Envelope - The three-dimensional space within which a structure is permitted to be built on a lot and that is defined by maximum height regulations, minimum yard setbacks, and sky exposure plane regulations when applicable.

Civic Use - A term used in Chapter 68 and applicable in the Southeast Orlando Sector Plan area. Civic Use facilities include both public and quasi-public uses such as community centers, meeting halls, recreation centers, clubhouses, schools, public libraries, religious institutions, museums and galleries, performing arts auditoriums and facilities, municipal or government buildings, parks / plazas, daycare, and postal services.

CONVENTIONAL LDC - A term used in LDC Chapter 68 to describe the various standards contained in Chapters 58-67 of this Land Development Code.

Duplex - Any group of two housing units occupying a single lot or building site, whether composed of one or more than one principle building.

Facade - Exterior wall of a structure.

Four-Plex (Quadruplex) - Four attached dwellings in one building in which each unit has two open space exposures and shares one or two walls with adjoining unit or units.

Garden Apartments - A building containing three or more dwelling units, including units that are located over the other. More specifically, one or more two or three story multifamily structures, generally built at a gross density of 15-25 dwelling units per net acre, with each structure containing eight to twenty dwelling units and including related off-street parking, open space and recreation.

Grocery (or Full Service Grocery Store) - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, referring to a retail grocery store of greater than 10,000 square feet.

Gross Developable Acreage - The total buildable area within a parcel, including local streets, but excluding public open space, neighborhood parks, schools, and environmental (wetlands, stormwater) constraints. Private on-site open space may further reduce the density of a particular development.

Height (of a building or structure) - The vertical distance from the ground level to the highest point of a structure. When applied to a building, height shall be measured to the highest point of the coping of a flat roof (where permitted) or to the mean height level between eaves and ridge for gable, hip or gambrel roofs. Where no ground level has been established, the height may be measured from the mean elevation of the finished lot grade at the front of the building or structure.

Local-Serving Retail - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, refers to those retail uses allowed within the Village Center / Urban Transit Center designation (VC / UTC district). Local-Serving Retail uses are those listed as consistent with the AC-1 district.

Mixed Use Centers - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, referring to the following designations / districts: Town Center / Urban Transit Center (TC / UTC), Village Center / Urban Transit Center (VC / UTC), Neighborhood Center (NC) and Residential Center. For standards, see Figure 68-C.

Mixed Use Precinct - A term used in Chapter 68 and applicable in the Southeast Orlando Sector Plan area to describe a particular grouping of land uses within the Airport Support District - Medium Intensity designation (ASD-1 District). A Mixed Use Precinct is an area within an ASD-1 district where intensive uses (office, hotel, eating and drinking, retail, civic uses) are clustered around public spaces, with less intensive uses (low intensity office, industrial, distribution) located further from the core area.

Neighborhood Retail - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, refers to those retail uses allowed within the Neighborhood Center designation (NC district). Neighborhood Retail uses are those listed as consistent with the AC-N district.

Net Developable Acreage - The total buildable area within a parcel, excluding local streets, public open space, neighborhood parks, schools, and environmental constraints. Private on-site open space may further reduce the density of a particular development.

Parking Aisle - An area within a parking facility intended to provide ingress and egress to parking spaces.

Parking Bay (Module) - A standard of agreement of parking spaces containing two tiers of spaces and a parking aisle.

Pedestrian Access - An improved surface which connects the public right-of-way with private property or a building entrance.

Podium Apartments/Elderly Housing - A building containing three or more dwelling units, including units that are located over the other. More specifically, one or more two to five story multifamily structures, generally built at a gross density of 20-50 dwelling units per net acre, with each structure containing sixteen to thirty dwelling units, with parking accessed from a rear or side parking drive and located under or as part of the principle structure (below-grade or 1 / 2 level below grade) and away from public view, and including open space and recreation.

Primary Conservation Network - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, the Primary Conservation Network (PCN) is a land use concept that establishes an interconnected open space system that protects wetland communities and habitat for numerous common and protected wildlife species while allowing passive recreation uses such as pedestrian and bike trails. The PCN is illustrated on Chapter 68, Figure 68-B.

Retail Shopping Centers - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, refers to a use prohibited in the Airport Support District-High and Medium intensity designations (ASD-2 and ASD-1 districts). Retail Shopping Centers are those facilities and uses commonly referred to as "strip commercial" centers, or Light Retailing in the Land Development Code, wherein an anchor store (typically a grocery or department store) is co-located with a series of smaller retail outlets either attached or detached.

Single Family (Detached Dwelling) - A one-family dwelling that is not attached to any other dwelling by any other means. In the Southeast Orlando Sector Plan area, applies to Estate Residential, Large-Lot, Standard-Lot, Small-Lot, and Bungalow single family types.

Small Retail/Market - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, refers to those retail uses allowed within the Residential Neighborhood / Residential Center designation (RN district). Small Retail / Market uses consist of the following: Grocery up to 10,000 square feet in size, Retail Bakery, Gift Shops, Florists, Newstands, Eating and Drinking Establishments, Service Uses.

Support Retail and Service Uses - A term used in Chapter 68 and applicable to the Southeast Orlando Sector Plan area, refers to those retail and service uses allowed within the Airport Support District-High and Medium intensity designations (ASD-2 and ASD-1 districts). Support Retail and Service Uses consist of the following: Business, Entertainment, Personal, and Intensive Services, Banks and Savings Institutions, Eating and Drinking Establishments, Intensive Retailing and Convenience Stores, but does not include Light Retailing.

Townhome/Rowhouse - A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls.

Town/Village Green (a.k.a. Square) - A landscaped open area bounded on at least two sides by a public right of way. Greens are used to create a prominent civic component to core commercial areas, and should be between 1 and 3 acres in size. They should be placed at the juncture between the core commercial area and surrounding residential or office uses. Greens provide opportunities for public gathering, such as: multi-purpose lawn areas, tot lots, informal picnic areas, amphitheaters, raised stages and gazebos, larger hardscaped areas, and seating.

TRADITIONAL DESIGN - Land use and development standards that apply in the Southeast Orlando Sector Plan area, as described in Chapter 68 of this Land Development Code.

Tuck-Under Apartments - A building containing three or more dwelling units, including units that are located over the other. More specifically, one or more two or three story multifamily structures, generally built at a gross density of 20-30 dwelling units per net acre, with each structure containing eight to twenty dwelling units, with parking accessed from a rear parking drive and located under or as part of the principle structure (usually in-line), and including open space and recreation.