

BCC Mtg. Date: October 13, 2020

EFFECTIVE DATE: October 19, 2020

ORDINANCE NO. 2020-30

AN ORDINANCE AFFECTING THE USE OF LAND IN ORANGE COUNTY, FLORIDA, RELATED TO DEVELOPMENT AND PERFORMANCE STANDARDS THAT ADDRESS PEDESTRIAN SAFETY AND ACCESSIBILITY BY AMENDING THE FOLLOWING PARTS OF THE ORANGE COUNTY CODE: CHAPTER 9 (“BUILDING AND CONSTRUCTION REGULATIONS”), ARTICLE XIII (“ARCHITECTURAL STANDARDS AND GUIDELINES FOR COMMERCIAL BUILDINGS AND PROJECTS”); CHAPTER 21 (“HIGHWAYS, BRIDGES AND MISCELLANEOUS PUBLIC PLACES”), ARTICLE VI (“RIGHT-OF-WAY UTILIZATION REGULATIONS”); CHAPTER 30 (“PLANNING AND DEVELOPMENT”), ARTICLE VIII (“SITE DEVELOPMENT”); CHAPTER 34 (“SUBDIVISION REGULATIONS”), ARTICLE IV (“SPECIFICATIONS FOR PLANS AND PLATS”), ARTICLE V (“DESIGN STANDARDS”), ARTICLE VI (“REQUIRED IMPROVEMENTS”), AND ARTICLE VIII (“GATED COMMUNITIES”); AND CHAPTER 38 (“ZONING”), ARTICLE I (“IN GENERAL”), ARTICLE IV (“ZONING DISTRICTS ESTABLISHED; ZONING MAP”), ARTICLE VII (“COMMERCIAL DISTRICTS”), ARTICLE VIII, (“P-D PLANNED DEVELOPMENT DISTRICT”), ARTICLE XI, (“OFF-STREET PARKING AND LOADING REGULATIONS”), ARTICLE XVI (“U-V URBAN VILLAGE DISTRICT”), AND ARTICLE XVII (“NEIGHBORHOOD DISTRICTS”); AND PROVIDING AN EFFECTIVE DATE.

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

Section 1. Amendments; In General. Chapters 9 (“Building and Construction Regulations”), 21 (“Highways, Bridges and Miscellaneous Public Places”), 30 (“Planning and Development”), 34 (“Subdivision Regulations”) and 38 (“Zoning”) of the Orange County Code

are amended as set forth in Section 2 through Section 7 below, with additions being shown as underlines and deletions being shown as ~~struck through~~:

Section 2. Amendments to Chapter 9, Building and Construction Regulations.

Section 9-562 of the Orange County Code is amended to read as follows:

**Sec. 9-562. ~~Curb stops; building perimeter cross-walks~~
Pedestrian accommodations.**

(a) ~~Curb stops shall be required whenever parking facilities directly abut pedestrian walkways. Where the vehicle overhang encroaches on the walkway, such walkways, generally five (5) feet wide, shall be seven (7) feet wide. Pedestrian accommodations shall meet all requirements of Section 30-250 and all accessibility requirements of the currently-adopted editions of applicable federal and state standards.~~

~~(b) Building perimeter crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas by identifying pedestrian crossings with signage and variations in pavement materials or markings.~~

~~(c) Pedestrian walkways shall be a minimum of five (5) feet wide. Materials may include concrete, brick, or other material as approved by the zoning manager. Pedestrian walkways through a parking lot or drive area shall be designated or identified by not only painted stripes but also other material or treatment sufficiently to clearly designate or identify them as such. Pedestrian walkways shall be curbed wherever possible.~~

Section 3. Amendments to Chapter 21, Highways, Bridges and Miscellaneous

Public Places.

A. Section 21-176 of the Orange County Code is amended to read as follows:

Sec. 21-176. Supporting regulations.

(a) When applicable, the provisions of the latest editions of the following shall apply:

(1) Chapter 34 of this Code (subdivision regulations) and Chapter 30, Article VIII of this Code (site development).

(2) Orange County Road Construction Specifications.

(3) Orange County Manual of Standards and Specifications for Wastewater and Water Main Construction.

(4) Florida Department of Transportation Standard Specifications for Road and Bridge Construction and Standard Plans for Road and Bridge Construction.

(5) Regulations for the Transportation of Natural and other Gas by Pipelines (Parts 191 and 192, Title 49 of the Code of Federal Regulations) and Ch. 553, Florida Statutes.

(6) State of Florida Department of Transportation Utility Accommodation ~~Manual~~ Guide.

(7) United States Department of Transportation Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

(8) Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (~~Green Book~~ Florida Greenbook), as published by the Florida Department of Transportation.

(9) The most recent edition of the Florida Department of Transportation FDOT Design Manual, Traffic Engineering Manual, Drainage Manual, and other applicable manuals, as adopted~~Roadway and Traffic Design Standards.~~

(10) The most recent edition of the Florida Department of Transportation Americans with Disabilities Act Standards for Transportation Facilities.

(11) The most recent edition of the Florida Department of Transportation Accessing Transit manual.

(b) In the event of a conflict between the provisions of the regulations and specifications referred to in subsection (a) above and these right-of-way utilization regulations, whichever regulation is more restrictive shall apply.

B. Section 21-232 of the Orange County Code is amended to read as follows:

Sec. 21-232. Crossings.

(a) *General considerations.* The normal crossing under paved surfaces will be made without cutting the pavement. Pavement cuts will be considered only under unusual conditions and permission must be specifically granted on the permit. The primary consideration in evaluating results for any open street cuts will be the safety and convenience of the public, including pedestrian and bicycle traffic and accessibility for the disabled.

(1) The minimum depth of cover shall be thirty-six (36) inches from the top of the pipe to the existing and/or proposed surface, unless otherwise directed by the county engineer.

(2) Any deviation from approved materials, location, or operation, shall be grounds for stopping work, directing the plugging of the line with concrete, and restoring the area.

(3) Jetting or tunneling is prohibited.

(b) *Subterranean crossings.* ~~Subterranean crossings shall be subject to the following:~~

(1) All subterranean crossings of a traveled way, thirty (30) feet or more in width, shall require a tracked type bore and jack, with encased auger. Crossings of traveled ways less than thirty (30) feet may be made by boring, jacking, pushing, pulling, driving or some combination of these, having a positive horizontal and vertical control. Pits required for these crossings must be constructed no closer than six (6) feet from the edge of the traveled way.

(2) Closed end jacking may be permitted for pipe with a maximum outside diameter of three (3) inches. The pipe shall extend six (6) feet beyond the edge of the travelled way.

(3) All other pipe must be jacked with the end open or bore and jacked and extend a minimum of six (6) feet beyond the edge of travelled way or as directed by the county engineer.

(4) If mechanical boring is used, the tip of the drill head shall not precede the end of the pipe by more than two (2) inches.

(5) All such crossings shall be a continuous operation and be completed, and the pits backfilled prior to ceasing the operation.

(eb) *Open street cuts.* Open street cuts shall be subject to the following:

(1) *Traffic maintenance.* ~~As a general rule, a minimum of one (1) lane of traffic must be maintained at all times and adequate safety precautions taken. Any street closures will require a traffic plan submitted at least fourteen (14) days in advance of the proposed closure and approved by the county engineer. If a detour is contemplated, the complete detour route must be indicated. Inclusive dates of the proposed closure must be firm.~~

a. ~~Prior to closing the street to traffic, the appropriate police and emergency (rescue, fire, etc.) agencies shall be notified. In addition, the county traffic engineer and county school bus superintendent shall be notified.~~

b. ~~Traffic control devices in accordance with the Manual on Traffic Control and Safe Practices shall be installed and approved by the engineering inspector prior to starting work.~~

Maintenance of traffic must comply with all provisions of Section 21-236 and the permit's Maintenance of Traffic (MOT) management plan as approved by the Traffic Engineering Division.

(2) *Restoration of right-of-way.* Restoration of the right-of-way ~~will~~ shall be in accordance with the county road construction specifications and the permit requirements, including restoration consistent with applicable provisions of Americans with Disabilities Act standards and other supporting regulations in Section 21-176. Appendices G through L contained in this article as well as in the county road construction specifications, and

incorporated by reference into the Code, are furnished for information and guidance.

(dc) *Restoration of sidewalks, concrete curb, driveways, etc.* The restoration of sidewalks, concrete curb, driveways and similar items shall be consistent with applicable provisions of Americans with Disabilities Act standards and other supporting regulations in Section 21-176 and subject to the following:

(1) Repair of these items requires that a saw cut be made at a joint and all concrete within the area be removed and replaced to a condition equal to or better than existing at the commencement of construction, with like material.

(2) Asphaltic concrete shall be repaired or replaced by saw cutting the asphalt and base for the entire width and replacing the base and asphalt in accordance with the open street cut requirements. In the event of longitudinal driveway cuts, a minimum width of ~~thirty-six (36)~~ forty-eight (48) inches shall be restored or as directed by the engineering inspector.

(ed) *Canals and ditches.* Canals and ditches shall be subject to the following:

(1) The minimum depth of cover for crossings under facilities identified as part of the county's primary drainage system, and county engineer approved secondary facilities, which are of comparable size to the primary facilities, shall be sixty (60) inches from the top of the pipe to the design or existing, actual canal or ditch bottom elevation, whichever results in the greater cover over the crossings. The minimum depth of cover for crossings, under all other canals and ditches, shall be thirty-six (36) inches from the top of the pipe to the design or existing, actual canal or ditch bottom elevation, whichever results in the greater cover over the crossings.

(2) The minimum vertical distance for crossings over any waterways shall be twenty-four (24) inches from the bottom of the pipe to the existing one-hundred-year floodplain elevation. The twenty-four-inch minimum vertical distance shall be implemented for the length of the crossing from the top-of-bank to top-of-bank. The crossing shall not increase the existing one-hundred-year flood elevation. A childproof barrier shall be required for crossings over waterways. The crossing shall not impede maintenance equipment or maintenance operations of the waterways.

(e) Railroad crossings.

(1) Applicants must coordinate with affected railroads for any proposed crossing of rail rights-of-way on a temporary basis for construction or on a permanent basis for new development. If existing rail crossings on any public roadway are proposed to be closed for approval of a new crossing, the County must be provided notice concurrent with submittal of the application to the railroad.

(2) The County reserves the right to comment on proposed railroad closure if the safety and welfare of the community would be affected by closure. The County may require “quiet zone” design and construction for proposed crossings serving new development, if justified by community and development context.

(3) Railroad crossings shall be consistent with all applicable federal and state standards, and any applicable interlocal agreements, for traffic signal and pavement maintenance.

C. Section 21-236 of the Orange County Code is amended to read as follows:

Sec. 21-236. - Maintenance of traffic.

(a) Issuance of a right-of-way utilization permit shall require submittal of a Maintenance of Traffic (MOT) management plan for temporary traffic control that must be approved by the Orange County Traffic Engineering Division and that accommodates the needs of all roadway and right-of-way users. Unless otherwise provided, all roads within the limits of the permit shall be kept open to all vehicular, bicycle, and pedestrian traffic by the permittee.

(b) Prior to closing the street to traffic, the permittee shall provide written notice to all appropriate fire rescue, law enforcement, and related agencies, the County Traffic Engineer, and the Orange County Public Schools bus superintendent. Detour plan processing information for nonemergency road closures, such as described above, is available from the Orange County Traffic Engineering Division.

(c) When approved by the eCounty eEngineer, vehicular, bicycle, and pedestrian traffic may be bypassed over an approved detour route depicted in the MOT management plan. The permittee shall keep the portion of the project being used by the public traffic, whether it be through or local traffic, in such

condition that vehicular, bicycle, transit, and pedestrian traffic, including students riding school buses, will be adequately accommodated. The blockage of a sidewalk, bicycle lane, or other public bicycle path shall be treated in the same manner as the closure of a lane of motor vehicle traffic by applying similar temporary traffic control practices as would be applied to the closure of a lane of motor vehicle traffic for each permit issued. ~~He shall furnish, erect and maintain barricades, warning signs, delineators, flagmen or pilot cars in accordance with the Manual on Uniform Traffic Control Devices, published by the Florida Department of Transportation. He shall also provide and maintain in a safe condition, temporary approaches or crossings and intersections with trails, roads, streets, businesses, parking lots, residences, garages and farms. The permittee shall bear all expenses of maintaining the traffic over the section of road undergoing construction and of constructing and maintaining such approaches, crossings, intersections and other features as may be necessary. Materials stored at the site of the work shall be so placed as to cause no obstruction to vehicular or pedestrian traffic. No roadway shall be closed or opened except by express permission of the county engineer or such other authorized public agency having jurisdiction.~~

~~(b) Detour plan processing information for nonemergency road closures, such as described above, is available from the county engineering department.~~

(de) When an open cut of a county road has been authorized, and a detour/diversion traffic route has not been requested or approved by the eCounty eEngineer, no lane closure will be authorized prior to 9:00 a.m. or later than 3:00 p.m. without specific and individual approval. In the case of a two-way/two-lane road, one-lane traffic may be authorized during this period. In the case of a two-way/four-lane road, two-way/two-lane traffic will normally be required.

~~(d) Appropriate signage All traffic control practices shall comply in conformance with the most recent edition of the Manual on Uniform Traffic Control Devices and/or all applicable Florida Department of Transportation Standard Plans will be required at all construction/installation sites within the road right-of-way.~~

(e) The MOT management plan shall ensure safe and appropriate pedestrian accommodations and accessibility for the disabled through or around a work zone equivalent to the

accommodations provided to pedestrians before the blockage of affected sidewalks and consistent with the Americans with Disabilities Act. The MOT management plan should address protection of pedestrians from adjacent construction activities, such as by covering the pedestrian walkway when overhead danger is present, and means of physically separating pedestrians from bicycle and vehicular traffic. The MOT management plan shall identify any existing transit stops and school locations in or adjacent to the work zone and corresponding pedestrian accommodations for transit users and pedestrians accessing schools. Closing a sidewalk and routing pedestrians to the sidewalk on the opposite side of the street shall only be approved as a last resort for the duration of time needed to assure pedestrian safety in the absence of other practicable routing options.

(f) The MOT management plan shall ensure safe and appropriate accommodations for bicyclists through or around a work zone equivalent to the accommodations provided to bicyclists before the blockage of affected bicycle lanes or other public bicycle paths. The MOT management plan should address protection of bicyclists from adjacent construction activities and means of physically separating bicyclists from pedestrian and vehicular traffic.

(g) To protect the safety of all roadway users, the permittee shall comply with the approved MOT management plan, with violations subject to the provisions of Section 21-174. The County may revoke permits for noncompliance, request additional information as needed throughout the MOT process, and request revisions to MOT management plans.

Section 4. Amendments to Chapter 30, Planning and Development.

A. Section 30-237 of the Orange County Code is amended to read as follows:

Sec. 30-237. Scope.

All new site development and additions or expansions to existing site development of commercial, industrial, ~~professional office~~, institutional, mixed-use, and multifamily ~~property use~~, in the unincorporated areas of the county, shall comply with the site development requirements contained in this article. For the purposes of this article, "multifamily" shall mean

any lot or parcel of property which is to be developed for three (3) or more attached or detached dwelling units.

B. Section 30-240 of the Orange County Code is amended to read as follows:

Sec. 30-240. General site development plans.

Site development plans shall comply with good engineering practice and with all applicable federal, state and county regulations, including all requirements of the Americans with Disabilities Act and corresponding standards, and shall be signed and sealed by a state registered engineer or architect, who shall have the responsibility to correct any deficiencies. The eCounty eEngineer may require that plans be signed and sealed by a state registered engineer when he or she determines that the improvements or site work in question exceed services purely incidental to architectural practice.

C. Section 30-241 of the Orange County Code is amended to read as follows:

Sec. 30-241. Paved access.

(a) All sites shall have access to a public paved street or road. If the site does not have such access, the developer shall submit, with the site development plans, road construction plans prepared by a state registered engineer for paving the public road to the nearest existing paved public road, including roadway connections that are in compliance with all requirements of the Americans with Disabilities Act and corresponding standards, including two ramps per intersection quadrant on functionally-classified roadways.

(b) Per Transportation Policies T3.2.1 and T3.2.2 of the Comprehensive Plan, the County shall require developments to provide interconnected transportation street, pedestrian, and bicycle networks through measures including, but not limited to, cross-access easements, public rights-of-way, and/or transportation facility stubouts to adjacent parcels. These connections shall be provided in all directions, except where not physically feasible, the abutting land is undevelopable, or prevented by other physical or environmental barriers, including, but not limited to, limited access roadways, railroads, and environmental features. Transportation networks shall be provided across existing and proposed streets, at intervals that support direct pedestrian and bicycle travel within and

beyond the borders of the proposed development and that avoid cul-de-sacs or other closed-end street designs.

(c) Residential streets should be designed to limit excessive speeds on neighborhood streets, including traffic calming measures where appropriate.

(d) Following approval by the county of the road construction plans and prior to the issuance of any certificate of occupancy, the developer shall complete construction of the paved road and related intersection improvements. All road improvements, including the construction of on-site private roads, shall be designed in accordance with the "Road Construction Specifications" and chapter 34, of the County Code, article V, division 2 (pertaining to streets or highways), which provisions are adopted by reference.

D. Section 30-242 of the Orange County Code is amended to read as follows:

Sec. 30-242. Maintenance of improvements.

Any infrastructure improvements required by this article shall be perpetually maintained by the applicant and all successors in interest to the real property described in the permit issued unless dedicated to the county. Prior to approval for any such improvements, the applicant shall supply to the county an executed agreement in recordable form, or some other form of security, satisfactory to the county which assures continuous, perpetual maintenance of the improvements, including certification of compliance with all requirements of the Americans with Disabilities Act and corresponding standards. No certificate of occupancy shall be issued until such assurance has been received and accepted by the county.

E. Section 30-248 of the Orange County Code is amended to read as follows:

Sec. 30-248. Access ~~driveways~~management.

In order to preserve the integrity of the public road system and to promote the safety of vehicular, pedestrian, and bicycle traffic by the reduction of conflict points, ~~access driveways to~~ Orange County roadways will be controlled to the maximum extent possible. Specific requirements are as follows:

(a) Driveway requirements.

(1) Driveways shall not exceed thirty (30) feet in width unless approved by the eCounty eEngineer.

(2) The number of driveways to be provided for any individual site shall be the minimum number required to adequately serve the needs of the property or development. The County may require access points to be combined on adjacent parcels under common ownership as part of a coordinated access management plan.~~No driveway shall be permitted within seventy (70) feet of an intersection. This measurement shall be made from the centerline of the proposed driveway to the nearest right-of-way line of the intersecting street as measured along the adjacent right-of-way line.~~

(3) ~~The number of driveways to be provided for any individual site shall be the minimum number required to adequately serve the needs of the property or development. The following shall serve as guidelines for the number of driveways that will be permitted per site:~~

a. ~~Parcels with frontage of one hundred (100) feet or less will be limited to one (1) driveway.~~

b. ~~No more than two (2) driveways will be permitted for any individual site.~~

c. ~~Additional driveways may be permitted with the approval of the county engineer, provided that only the minimum number of driveways required to adequately serve the need of the proposed development shall be permitted and all other requirements of this section are met. Driveway radii are to be constructed within the limits of the frontage boundary of the property for which they serve.~~

(4) ~~Driveway radii are to be constructed within the limits of the frontage boundary of the property for which they serve.~~

(4)(5) ~~Driveways shall be as nearly at right angles to the roadway as practical.~~

(5)(6) ~~On streets with standard curb and gutter, driveways with adequate radii for the use intended and valley gutter shall be required.~~

(6)(7) ~~Parking, stopping, and maneuvering of motor vehicles on the right-of-way shall not be permitted. Site~~

development shall be designed to provide adequate on-site parking and maneuvering for all vehicles.

~~(7)(8)~~ No driveway shall be permitted which necessitates backing of motor vehicles on the right-of-way.

~~(8)(9)~~ Improvements to the public road to which any driveway would connect will be required when necessary to ensure safe and adequate ingress and egress to the site.

(9) Driveways on all functionally-classified roadways shall have special-emphasis crosswalk markings that are the maintenance responsibility of the property owner.

(b) Access spacing criteria.

(1) All segments of the County roadway system will be assigned an access class by the Traffic Engineering Division, which may be amended from time to time. Access classes are defined as follows:

a. Access Class 2 – Highly controlled access facilities distinguished by the ability to serve high speed and high volume traffic over long distances in a safe and efficient manner. These highways are distinguished by a system of existing or planned service roads. This access class is characterized by a highly controlled limited number of connections, median openings, and infrequent traffic signals

b. Access Class 3 – Controlled access roads where direct access to abutting land will be controlled to maximize the operation of the through traffic movement. This class will be used where existing land use and roadway sections have not completely built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways will be distinguished by existing or planned restrictive medians and maximum distance between traffic signals and driveway connections.

c. Access Class 4 – Controlled access roads where direct access to abutting land will be controlled to maximize the operation of the through traffic movement. This class will be used where existing land use and roadway sections have not completely built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways will be distinguished by existing or planned non-restrictive medians.

d. Access Class 5 – This class will be used where existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4 and where the probability of major land use change is not as high as those roadway segments classified Access Classes 3 and 4. This access class also will be used to classify collectors. These facilities will be distinguished by existing or planned restrictive medians.

e. Access Class 6 – This class will be used where existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4 and where the probability of major land use change is not as high as those roadway segments classified Access Classes 3 and 4. This access class will be used to classify collectors. These facilities will be distinguished by existing or planned non-restricted medians or centers.

f. Access Class 7 – This class will be used where existing roadway sections and existing land uses are built out to the maximum feasible intensity and where significant road widening will be limited. This class will be assigned to facilities where high speed travel is not intended. This access class will be used to classify collectors. These facilities can have either restrictive or non-restrictive medians.

g. Access Class 8 – This class will be used for subdivision roads and all other local roadways functioning as subdivision roads.

h. Access requirements for roadways located within the I-Drive District Overlay Zone will be based on block configuration and access requirements as described in Section 38-861.

(2) The access classification system and spacing standards for Orange County roadways are as follows:

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Access Management Standards

<u>Roadway Access Class</u>	<u>FDOT Context Classification</u>	<u>Median Type</u>	<u>Connection Spacing (feet)</u>		<u>Median Opening Spacing (feet)</u>		<u>Minimum Signal Spacing (feet)**</u>
			<u><45mph Posted</u>	<u>>45mph Posted</u>	<u>Directional</u>	<u>Full</u>	
<u>2</u>	<u>C1 Natural, C2 Rural</u>	<u>Restrictive w/Service Roads</u>	<u>660</u>	<u>1320</u>	<u>1,320</u>	<u>2,640</u>	<u>2,640</u>
<u>3</u>	<u>C1 Natural, 2 Rural, C2T Rural Town, C3R Suburban Residential, C3C Suburban Commercial</u>	<u>Restrictive</u>	<u>440</u>	<u>660</u>	<u>1,320</u>	<u>2,640</u>	<u>2,640</u>
<u>4</u>	<u>C2T Rural Town, C4 Urban General, C5 Urban Center, C6 Urban Core</u>	<u>Non-Restrictive**</u>	<u>440</u>	<u>660</u>			<u>2,640</u>
<u>5</u>		<u>Restrictive</u>	<u>245</u>	<u>440</u>	<u>660</u>	<u>2,640/1,320*</u>	<u>2,640/1,320**</u>
<u>6</u>		<u>Non-Restrictive**</u>	<u>245</u>	<u>440</u>			<u>1,320</u>
<u>7</u>		<u>Both Median Types**</u>		<u>125</u>		<u>330</u>	<u>660</u>
<u>*Spacing 1,320 feet when roadway speed limit I 45 mph or below</u>							
<u>**It is recommended that additional safety/operational analysis is completed for non-restrictive medians</u>							
<u>***Traffic signals, proposed at intervals closer than the access management standard for the designated access class, will only be approved where the need for such signal(s) is clearly demonstrated for the safety and operation of the roadway through the signal warrant process.</u>							

(c) Corner clearances.

(1) Corner clearances for connections must meet or exceed the minimum connection spacing requirements for the assigned access class.

(2) New connections shall not be located within the functional area of an existing intersection. The functional area of an intersection is that area beyond the physical intersection of two roadways that comprises the decision and maneuvering distance, plus any required motor vehicle storage length.

The minimum distances may not be sufficient if extensive right or left turn storage is required. Greater distances between connections and median openings may be required to provide sufficient site-specific turn lane storage.

(3) A single connection (on each frontage) may be placed closer to the intersection if corner clearance standards

cannot be met due to property size for isolated corner properties, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property, or it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics. Approval of a connection may be provided upon review of a study performed by a registered engineer provided by the applicant. The County Engineer must determine that the connection does not create a safety or operational problem on the roadway or at the intersection.

(d) Driveway lengths.

(1) Sufficient driveway lengths are needed to prevent entering motor vehicles from disturbing traffic movement on site or causing vehicles to become stuck in the through lanes of the main roadway. Driveway lengths shall be measured from the right of way line to the first conflict point or the centerline of the drive aisle.

Driveway Length

(2) For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic volumes and queues. An important measurement in determining the driveway length will be the outbound queue.

(3) For unsignalized driveways, the following minimum lengths will be required:

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<u>Land Use</u>	<u>Driveway Length (In Feet)</u>
<u>Malls, "Super" Retail Centers, and any major entrance with 4 or more total lanes in the driveway</u>	<u>300 or greater, based on traffic study</u>
<u>Regional Shopping Centers (over 150,000 sq. ft.)</u>	<u>250</u>
<u>Community Shopping Center (100,000 -150,000 sq. ft.) (supermarket, drug store, etc.)</u>	<u>150</u>
<u>Small Strip Shopping Center</u>	<u>70</u>
<u>Smaller Commercial Development (convenience store with gas pumps)</u>	<u>70</u>

(4) The County Engineer may, at his or her discretion, allow a reduced driveway length with conditions that will include, at a minimum, construction of a right turn deceleration lane on the main roadway to allow for motor vehicle stacking.

(e) Deceleration and Acceleration Lanes.

(1) The County Traffic Engineer, at his or her discretion, may require deceleration or acceleration lanes for development on roadways if needed to maintain traffic flow and safety.

(2) Right-turn deceleration lanes may be required for new residential and non-residential development on any roadway accessed by driveway. Development consisting of one single-family residential unit shall be exempt from this requirement.

~~(4)~~(3) Acceleration lanes may be required for new residential and non-residential development at access points to any street or highway with a large percentage of entering truck traffic, defined as ten (10) percent of average daily traffic or five (5) percent of p.m. peak hour traffic. The distance required for an acceleration maneuver is dependent on vehicle acceleration

capabilities, the grade, the initial entrance speed, and the final speed of the termination maneuver. For urban streets, shorter tapers may be used when lower operating speeds are present, if approved by the County Traffic Engineer or his or her designee.

<u>Design Speed of Highway (mph)</u>	<u>Length of Taper (feet)*</u>	<u>Total length of ACCELERATION LANE, including taper (feet)</u>							
<u>30</u>	<u>120</u>	<u>300</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
<u>35</u>	<u>140</u>	<u>420</u>	<u>300</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
<u>40</u>	<u>160</u>	<u>520</u>	<u>430</u>	<u>370</u>	<u>280</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
<u>45</u>	<u>180</u>	<u>740</u>	<u>620</u>	<u>560</u>	<u>460</u>	<u>340</u>	<u>---</u>	<u>---</u>	<u>---</u>
<u>50</u>	<u>210</u>	<u>930</u>	<u>820</u>	<u>760</u>	<u>660</u>	<u>560</u>	<u>340</u>	<u>---</u>	<u>---</u>
<u>55</u>	<u>230</u>	<u>1190</u>	<u>1040</u>	<u>1010</u>	<u>900</u>	<u>780</u>	<u>550</u>	<u>380</u>	<u>---</u>
<u>60</u>	<u>250</u>	<u>1450</u>	<u>1350</u>	<u>1270</u>	<u>1160</u>	<u>1050</u>	<u>800</u>	<u>670</u>	<u>430</u>
<u>65</u>	<u>260</u>	<u>1670</u>	<u>1570</u>	<u>1480</u>	<u>1380</u>	<u>1260</u>	<u>1030</u>	<u>8600</u>	<u>630</u>
<u>70</u>	<u>280</u>	<u>1900</u>	<u>1800</u>	<u>1700</u>	<u>1630</u>	<u>1510</u>	<u>1280</u>	<u>1100</u>	<u>860</u>

(f) Joint-use driveways.

(1) Wherever feasible, as determined by the County, the County Engineer shall require the establishment of a joint-use driveway serving two abutting building sites, with cross-access easements.

(2) The property owner shall, at his or her own expense, record a cross-access easement in the Orange County public records running with the land, allowing cross-access to and from the other properties in the affected area, and providing that pre-existing curb cuts on the building site shall be closed and eliminated after the construction of both sides of the joint-use driveway.

(3) The property owner shall provide a copy of the recorded cross-access easement to the Development Engineering Division.

(g) Site redevelopment and existing access.

Existing permitted connections and median openings not meeting the standards of the assigned classification shall be allowed to remain in place. Such features shall be brought into compliance with the access management standards of the assigned classification to ensure traffic and pedestrian safety under the following conditions:

- (1) when new connection permits are needed;
- (2) when changes in existing property use increase land use intensity as may be determined by trip generation on the site;
- (3) substantial enlargements or improvements of site development;
- (4) significant change in trip generation according to the most recent ITE Trip Generation Manual or independent impact fee calculation accepted by the County;
- (5) as changes to the roadway and/or intersection design allow; or
- (6) when the County Engineer determines that closure or modification of the median opening will improve the safety and operations of the roadway and/or intersection.

(h) Traffic study.

The County Traffic Engineer may require a traffic study to address posted speeds, trip distribution, justification for access, and need for turn lane storage, traffic volume, turning movements, sight distance, safety, and other requirements.

(i) Nonconforming access.

Due to inadequate lot frontage, location of existing driveways on abutting properties or other similar physical constraints, a development site may not meet the minimum spacing requirements. A development site that otherwise meets County standards, but cannot be permitted access and has no reasonable alternative means of access to the public road system shall be issued approval for a non-conforming connection by the County Engineer with conditions. These conditions may limit access to a specific use, prohibit an increase in intensity, and/or require joint use driveways and cross-access easements.

F. Section 30-249 of the Orange County Code is amended to read as follows:

Sec. 30-249. Planned rights-of-way.

No improvements, including stormwater retention areas, shall be permitted within the planned rights-of-way for major

streets as ~~specified~~defined in chapter 38, article XV of the County Code, as the same may be amended.

G. Section 30-250 of the Orange County Code is amended to read as follows:

Sec. 30-250. - Sidewalks. Pedestrian accommodations.

(a) All sites, including previously-approved subdivisions and lots of record, shall have a five-foot sidewalk constructed to current county standards along all local street frontages and six-foot sidewalks on both sides of functionally-classified roadways, including on frontages abutting the site and connections to the existing sidewalk network on functionally-classified roadways. Sidewalks shall be designed to include ramps at all intersections, with two ramps per intersection quadrant on functionally-classified roadways, and to meet all accessibility requirements of the most recent editions of Florida Department of Transportation Americans with Disabilities Act Standards for Transportation Facilities and other applicable federal and state standards as adopted.

(b) On a case by case basis, upon approval from the eCounty eEngineer, a developer may make a voluntary contribution to a sidewalk fund to pay for construction of sidewalks in lieu of actual construction of sidewalks on roadways. This voluntary contribution must be made prior to issuance of any permit for the development. The amount of the contribution shall be on a per foot basis that is the equivalent of the per linear foot cost to the county for installing the sidewalk, based upon the County's annual sidewalk construction contract(s) in effect at the time of permit issuance, including any applicable sidewalk design, drainage, ADA requirements, and/or permitting costs as determined by the County Engineer. Orange County shall spend the proceeds from sidewalk fund contributions for new sidewalk design, construction, and other associated costs only and may spend all sidewalk funds collected countywide, as may be approved from time to time by the county engineer.

(c) Pedestrian accommodations consistent with this section shall be provided for all commercial, industrial, office, institutional, mixed-use, and multi-family uses and shall meet the following design standards:

(1) All pedestrian circulation systems shall be a minimum of five (5) feet wide and shall provide a minimum of 48

inches for continuous pedestrian access to encourage pedestrian activity and safety.

(2) Pedestrian walkways shall be constructed of concrete, stamped or textured concrete, or asphalt. Other material may be approved by the Development Engineering Manager, but bricks and pavers shall not be used within the five-foot minimum pedestrian walkway or any public right-of-way.

(3) Pedestrian walkways shall be designed to provide access between parking areas and the building entrance in a coordinated and safe manner using clearly delineated pavement markings. Pedestrian walkways through a parking lot or driving area, if not sidewalks, shall be designated or identified by pavement markings, including thermoplastic crosswalks. Separate paths shall be provided for pedestrian and motor vehicle traffic.

(4) Pedestrian walkways shall provide direct connections between all existing and proposed building entrances and outparcels, adjacent streets and sidewalks, and transit stops in adjacent rights-of-way. An accessible route shall be provided within the site from all accessible building entrances and accessible parking spaces/passenger loading zones to transit stops. Pedestrian access points shall be located at the earliest point of off-site pedestrian walkway contact.

(5) Pedestrian walkways shall be separated from vehicular use areas by curbs or curb stops wherever possible. Curb stops shall be required whenever parking facilities directly abut pedestrian walkways. Where motor vehicle overhang encroaches on the walkway, such walkways, generally five (5) feet wide, shall be seven (7) feet wide. Pedestrian walkways shall utilize shade trees, with a minimum of one (1) shade tree for every forty (40) feet of walkway, or alternative cover along the full extent of walkways from the site to the external sidewalks, outparcels, and transit stop, if a transit stop is adjacent to the site, with the exception of areas crossing driveways, parking, and other vehicular areas.

(6) To enhance pedestrian safety, each vehicular access driveway from a functionally-classified roadway shall be marked with retro-reflective special-emphasis thermoplastic crosswalk markings that are the maintenance responsibility of the property owner.

(7) Shared walkways are encouraged between adjacent commercial, office, industrial, and mixed-use projects. Unless prevented by physical limitations of the site or adjacent

sites, these pedestrian connections shall also be required of projects in the Alternative Mobility Area or in an Urban Area Transportation Impact Fee District, whichever one is applicable and governs.

(8) Within the Alternative Mobility Area or an Urban Transportation Impact Fee District, whichever one is applicable and governs, pedestrian-scaled lighting shall be provided along all pedestrian walkways consistent with Section 9-649.

(d) Approximately one (1) year after issuance of a certificate of occupancy, the Engineer of Record shall certify in writing to the Development Engineering Division that pedestrian accommodations function as designed and have been maintained properly.

~~(d)~~(e) If a site's pedestrian accommodations are not compliant with this section, the County may issue notice to the property owner, and the property owner shall be responsible for restoring pedestrian accommodations, including crosswalk markings, within a time period acceptable to the County.

H. Section 30-640 of the Orange County Code is amended to read as follows:

Sec. 30-640. Waivers, exceptions and variances.

If, as a result of a governmental taking, either by negotiation or condemnation, existing lots, parcels, structures, or uses of land become nonconforming with the provisions of the County Code, the following provisions shall apply:

(1) Existing characteristics of use which become nonconforming or increase in nonconformity as a result of a taking, including but not limited to, minimum lot size, setbacks, open space, off-street parking, landscape requirements, drainage and retention shall be required to meet code requirements to the greatest extent possible, to the satisfaction of the appropriate ~~department~~ division manager or his or her designee. Thereafter, the existing characteristics of use shall be deemed conforming. Any further expansion or enlargement thereof shall be in accordance with all applicable code requirements.

(2) In granting any waiver or exception to code requirements, the manager or designee of the department having jurisdiction over the specific area of the code or land development regulation shall:

- a. Determine that the requested exception or waiver will not adversely affect visual, safety, aesthetic or environmental concerns of neighboring properties.
- b. Verify tThe requested exception or waiver shall not adversely affect the safety of pedestrians —(including accessibility requirements of the most recent editions of Florida Department of Transportation Americans with Disabilities Act Standards for Transportation Facilities and other applicable federal and state standards as adopted), bicyclists, transit users, or operators of motor vehicles.
- c. Preserve code-required off-street parking requirements to the greatest extent practicable. The reconfiguration, reduction, or removal of landscape and/or open space requirements may be considered to preserve off-street parking.

* * *

Section 6. Amendments to Chapter 34, Subdivision Regulations.

A. Section 34-131 of the Orange County Code is amended to read as follows:

Sec. 34-131. Preliminary subdivision plan and supporting data.

(a) General. The preliminary subdivision plan shall include the information listed in this section. Notes should be used whenever possible on the preliminary subdivision plan to explain, verify or identify additional information that is important to the understanding of the site and the plan of development. All property being subdivided shall have the appropriate zoning for the land uses being proposed. The preliminary subdivision plan shall be submitted on twenty-four-inch vertical by thirty-six-inch wide sheets.

(b) Legend and supporting data. The legend and supporting data of the preliminary subdivision plan shall include:

- (1) Title and date of plan.

(2) Name, address, telephone number, FAX and e-mail of the owner/developer (if other than owner), surveyor, engineer and other consultants.

(3) Letter with notarized signature from property owner authorizing the application if owner is not applicant.

(4) Scale of the plan (preferably one (1) inch equals one hundred (100) feet) with a scale bar and north arrow.

(5) Location map showing the site in relation to existing roads, major intersections, sidewalks, access points and developments.

(6) Legal description and property appraiser's tax identification number (Parcel ID) of the tract to be subdivided and the approximate acreage.

(7) All contiguous property under ownership or control of the applicant shall be shown, described or noted on the preliminary plan. In some instances, a conceptual master plan may be required where the size or character of the area would dictate a unified planning approach.

(8) Boundary of the tract shown by a heavy line.

(9) The existing zoning, the proposed minimum lot size and width, the proposed residential, commercial and industrial land use type and the residential density.

(10) Names of all abutting subdivisions and location of adjoining platted lots and parcel lines within one hundred (100) feet (if unplatted, so state).

(11) Existing utility transmission and drainage systems, easements and improvements including buildings located on the tract.

(12) ~~Adjacent~~ Zoning districts of all adjacent parcels, including zoning on opposite side of right-of-way.

(13) All requests for variances and/or waivers shall be noted on plan with appropriate County Code reference and justification.

- (14) Number of lots.
- (15) Number of dwelling units and the projected school age population.
- (16) Lot lines, ~~scaled~~lot dimensions, and lot numbers.
- (17) Where more than one (1) setback applies to a lot, the greater setback distance shall apply.
 - a. Illustrate all setbacks from streets and highways as indicated in chapter 38, article XV of the County Code.
 - b. Indicate by the use of notes the applicable setbacks for the zoning district.
 - c. Illustrate all setbacks on irregular shaped lots.
 - d. Illustrate the fifty-foot building setback from the normal high water elevation of all surface water bodies. Where the normal high water elevation has not been established, the project engineer shall establish it to the satisfaction of the eCounty eEngineer, prior to subdivision construction plan submission.
 - e. Illustrate the one-hundred-fifty-foot septic tank setback from the normal high-water elevation (NHWE) for all surface water bodies and seventy-five-foot setback from the control elevation for all artificial water bodies.
- (18) ~~Approximate~~pPhasing of the project, if applicable.
- (19) Location of all sites for multifamily, commercial, industrial, utility, institutional or recreational uses and

other public and nonpublic uses exclusive of single-family residential lots.

(20) Recreation facilities (to be owned and maintained by a mandatory homeowners association) with the following data:

- a. Identify the tract(s) proposed for recreation use.
- b. Type and location of all proposed recreational facilities.
- c. Setback from all property lines.
- d. Vehicle and pedestrian Access points and motor vehicle/bicycle parking.
- e. Exterior lighting plan (if proposed).
- f. Landscape and buffer plan.

To provide flexibility regarding types of facilities to be provided, the following groups shall be established. Uses or their equivalents within a group can be interchangeable and would not require additional review:

Group A: Tennis courts, basketball courts, volleyball courts or other hard court uses.

Group B: Swimming pools, spas.

Group C: Picnic areas, trails, exercise courses, beaches.

Group D: Playfields, playgrounds, tot-lots.

If the recreation facilities are not shown on the preliminary subdivision plan, board of zoning adjustment (BZA) review of these facilities shall be required for conventionally zoned (not planned development) property.

(c) (1) Landscape plan. All preliminary subdivision plans submitted after October 1, 2010, shall include a landscape plan. The landscape plan design for any common or recreation

areas lots within the subdivision, but not including stormwater management areas, shall:

- a. Contain no more than sixty (60) percent turf, as defined in Section 24-2 of this Code, based upon the total square footage of landscaped and irrigated common areas, but not including qualified retention ponds and stormwater conveyance systems; provided however, that no more than sixty (60) percent of the landscaping on individual residential lots may be turf; and
- b. Conform to the submittal requirements set forth in chapter 24 of this Code.

(2) In no case shall a landscape plan incorporate the use of prohibited invasive exotic plant species as described in ~~F.S. (2009) §~~ Sections 581.011 and 581.091, Florida Statutes.

(3) The landscape plan shall contain certification by the landscape architect or other qualified professional, whichever is appropriate, that the landscape is designed in compliance with this Code. The certification shall be stated directly on the preliminary subdivision plan and shall be submitted to the county as a component of the initial submittal of the preliminary subdivision plan. Furthermore, the landscape plan shall contain certification by the developer that the landscape plan will hereafter be maintained in compliance with this Code and that such maintenance obligations shall be included in the deed restrictions associated with the subdivision.

(4) The following are exempt from the requirements of chapter 24 of this Code and from this section:

- a. Development applications involving one (1) single-family residence or a duplex residential project, on either a single lot or parcel; and
- b. Bona fide agricultural activities as defined in the Florida Right to Farm

Act (F.S. (2009) § 823.14) provided that fertilizers are applied in accordance with the appropriate best management practices manual adopted by the Florida Department of Agriculture and Consumer Services, Office of Agricultural Water Policy for the crop in question.

(5) Nothing in this article shall be construed to prohibit or be enforced to prohibit any property owner from implementing county-approved low impact development techniques for stormwater management and capture or Florida friendly landscaping on his/her land.

(d) *Physical/environmental conditions.* The following physical and environmental conditions shall be shown on the preliminary subdivision plan:

(1) Existing contours at one-foot intervals based on field surveys or photogrammetric surveys using county datum for the tract to be subdivided. In order to properly assess the drainage impact that the proposed project will have on adjacent properties, the survey shall be extended a minimum of two hundred fifty (250) feet beyond the tract boundary onto adjacent parcels and include finished floor elevations of adjacent properties and structures. (Extension across open roadways is not required.) If contours are based upon a field survey, it shall be certified by a land surveyor.

(2) An approved ~~e~~Conservation ~~a~~Area ~~d~~Determination (CAD) with the identification of all conservation areas and the corresponding maintenance responsibility.

(3) One-hundred-year flood elevation data for all developments within Zone A as indicated on the county flood insurance rate map, as amended, prepared by the federal emergency management agency. Where the 100-year flood elevation has not been established, the project engineer shall conduct the necessary drainage basin studies to establish the 100-year flood elevation to the satisfaction of the county engineer.

(4) Indicate disposition of any existing structure on-site.

(e) *Required improvements.* The following improvements shall be required and shall be indicated on the preliminary subdivision plans:

(1) Streets:

a. The following information shall be provided for existing streets:

1. The name, location and right-of-way width of all existing streets, sidewalks, bikeways, access points, rights-of-way and platted streets within five hundred (500) feet in each direction of the proposed entrance to the proposed subdivision, including ADA requirements and needed retrofits adjacent and/or in immediate proximity to the development site;
2. Right-of-way and setback requirements in chapter 38, article XV of the County Code.

b. The following information shall be provided for proposed streets:

1. The name or temporary designation and right-of-way width.
2. A typical design cross section indicating pavement type, width, drainage features and sidewalks/bikeways, including details of ADA requirements. Separate cross sections for all entrance roads featuring medians.

3. The projected average daily traffic (ADT) from the development based upon trip generation rates contained in the most recent edition of the Institute of Transportation Engineers (ITE) Manual, unless other standards are justified and approved.
 4. Proposed motor vehicle, pedestrian, and bicycle access improvements, including right-turn deceleration lanes if required by the County Traffic Engineer on any roadway accessed by driveway.
 5. Photometric plans for roadway lighting that are consistent with the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation.
 6. Signing and pavement marking plans with details of installation consistent with Traffic Engineering Division specifications
- c. Note explaining any proposed vacation of rights-of-way or easements.

(2) Water and wastewater systems. The proposed method and source of water supply and wastewater disposal shall be shown. The developer shall show the points of connection to the existing systems and a schematic layout of the

proposed system. If the source is other than Orange County, a letter shall be submitted from the appropriate utility company, confirming that service can be provided. If on-site sewage disposal systems are proposed, supporting calculations shall be provided according to subsection 34-207(2).

(3) Stormwater management. A stormwater management plan will be provided with a schematic diagram of the proposed stormwater collection system, method of pollution control and stormwater retention/detention with preliminary calculations as to pond sizing. The direction of flow for all surface drainage and existing storm sewers on or abutting the tract shall be shown. Stormwater retention/detention areas shall be designated as "tracts."

(4) Screen walls. Show location of all screen walls and their pedestrian access points, which comply with ~~s~~Section 34-209. Maintenance responsibility shall be indicated, but in no case will it be the responsibility of the ~~e~~County.

(5) Easements. Show the location, width, purpose, and maintenance responsibilities, and ownership for all proposed easements, ~~facilities, or rights-of-way other than for streets.~~

(6) Borrow and/or stockpile operations. If it is anticipated that a borrow operation for export, import, or stockpile ~~off site~~ will be undertaken as part of the project, it should be noted on the plans and preliminary grades and quantities shown. An excavation or fill permit (pursuant to ~~e~~Chapter 16, Orange County Code) will be required for material removed from or staged at the site.

(7) Finish grade change. If it is anticipated that finished grades for lots at the perimeter of the property, excluding rights-of-way, will vary more than one (1) foot above or below existing grades, it shall be noted on the preliminary subdivision plan. If the subdivision construction plans result in exceeding these limits without being noted on the preliminary subdivision plan, it shall constitute a substantial change requiring a public hearing.

(8) Recreation areas/parks. All recreation areas/parks and their associated motor vehicle/bicycle parking shall be identified pursuant to Section 34-131(b)(20).

(f) Individual on-site sewage disposal systems (OSDS). The applicant for any subdivision proposed for development utilizing an OSDS shall submit as part of the preliminary subdivision plan submittal the following soils information prepared by a geotechnical engineer registered to practice in the State of Florida:

(1) At least one (1) boring, a minimum of seven (7) feet deep, for each four (4) lots for residential subdivisions or for each acre proposed for development. The county may require a greater number of soil borings than specified in the preceding sentence in the event that the on-site soils associations are classified as severe by the Soil Conservation Service of the U.S. Department of Agriculture. The county may permit a fewer number of borings where large parcel development is proposed. These borings shall be located throughout the project to provide an accurate characterization of soils and water table conditions.

(2) The following information shall be provided for each boring location:

- a. Depth, extent and description of each soil type encountered, consistent with unified soils classification system, and relative density;
- b. Depth of water table measured from natural grade; and
- c. Determination of wet season elevation before development.

(3) Sufficient soil samples shall be taken and tested to verify visual soil classifications.

(4) A pre- and post-development groundwater contour map of estimated wet season water table shall be provided together with an indication of direction of flow, flow from off-site and influence upon downstream areas.

(5) A report which summarizes results of investigations, evaluation of soil and groundwater condition for both pre- and post-development conditions, and a statement pertaining to suitability to support an OSDS and special

requirements for use of an OSDS including, but not limited to, the following:

- a. Lot sizing in view of soil and water table conditions;
- b. Removal and replacement of marginal low permeability soil underlying the proposed absorption bed area;
- c. Delineation of the need to elevate proposed drainfield areas;
- d. Filling, ~~and~~ grading, and drainage requirements to accomplish a separation of two (2) feet between the bottom of the absorption bed and road base to the estimated wet season water table. Report must recommend needs for underdrains to protect the road base and provide groundwater flow coverage.

(6) The County Traffic Engineer may require a traffic study to address posted speeds, trip distribution, justification for access, and need for turn lane storage, traffic volume, turning movements, sight distance, safety, and other requirements.

(7) On a site-specific basis, additional information may be required by the county to enable a complete evaluation of conditions.

B. Section 34-152 of the Orange County Code is amended to read as follows:

Sec. 34-152. Lots and blocks.

(a) *Lot size.* The minimum lot size in a subdivision shall be determined based on the potable water source and wastewater system provided in the subdivision as stated in sections 34-206 and 34-207, respectively, provided that lot dimensions and size shall not be less than the minimum established in chapter 38 of the Orange County Code (zoning).

(b) Corner lots. Corner lots shall be at least ten (10) feet greater in width than the minimum established in chapter 38 of the Orange County Code (zoning). Where the minimum width established in chapter 38 exceeds ninety-five (95) feet, no additional width shall be required.

(c) *Access.* Each lot and tract interior to the subdivision shall have a minimum access width of twenty (20) feet to a dedicated public paved street, except in gated communities covered by article VIII of this chapter, and access to the public sidewalk network along major roadways. The subdivision shall be so designed that remnants and landlocked areas within the subdivision are not created, except access may not be required to parcels identified as conservation areas. All lots shall have access from an internal subdivision street. Access rights to external roads from individual lots shall be dedicated to Orange County. Lots shall not be approved with access on an unpaved right-of-way or with access by any type of easement.

(d) All access cuts or driveways shall meet all requirements of Section 30-248.

~~(de)~~ *Flag type lots.* Flag lots shall be designed to minimize safety problems. No more than two (2) flag lots should be located adjacent to each other. The minimum lot width for the narrow extension of the lot to the right-of-way shall be twenty (20) feet.

~~(ef)~~ *Lot lines.* Side lot lines shall be, as nearly as practical, at right angles to straight street lines and radial to curved street lines. In subdivisions which overlap municipal or county boundaries, lot lines shall follow the boundary lines.

~~(fg)~~ *Conservation areas, as defined by the conservation ordinance, chapter 15 of the Orange County Code.*

* * *

C. Section 34-171 of the Orange County Code is amended to read as follows:

Sec. 34-171. Roadway design standards.

All streets to be established in a subdivision shall be designed in accordance with the latest editions of the Orange County Road Construction Specifications and the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets

and Highways (Green Book) and the following minimum standards:

(1) *Right-of-way width.* The minimum right-of-way width shall be as listed below, or of sufficient width to provide for adequate ultimate drainage facilities, utilities, and sidewalks, whichever is greater:

Rural (feet)	Urban (feet)
60	50

Additional right-of-way may be required to accommodate design cross sections.

(2) *Pavement width.* The minimum pavement widths shall be determined by the average daily traffic (ADT), measured in vehicles per day (vpd), projected for the roadway and shall be in accordance with the following:

Average Daily Traffic (vpd)	Pavement Width (in feet)
Residential:	
0— 300	18
301— 800	20
801—1500	22
1501—3500	24*
3501—10,000	24
Commercial/Industrial:	28
Over 10,000	48†

* With dedicated access and left turn lane

† With dedicated access and left turn lane and median

Minimum pavement width for one-way roadway shall be seventeen (17) feet. Minimum median width shall be fifteen and one-half (15.5) feet back of curb to back of curb.

Note: Pavement widths shall be measured exclusive of curbs. All roads shall be designed with either Type "A," "B" or "C" curbs.

Median curb shall be designed along all medians. All median curbs shall meet FDOT standards.

(3) *Vertical alignment.* The vertical alignment of streets in a subdivision shall be subject to the following:

a. Vertical curves shall be required where the algebraic difference in intersecting grades equals or exceeds the following values:

Average Daily Traffic (vpd)	Algebraic Difference (percentage)
0 — 3,500	1.20
Over 3,500	1.00

b. All vertical curves shall be of sufficient length to provide a safe stopping sight distance compatible to the design speed of the roadway. Minimum length of all vertical curves shall be one hundred (100) feet.

c. The minimum grade for subdivision streets with curb and gutter shall be twenty-four hundredths (0.24) percent.

d. Minimum cross slopes and/or super-elevation rates of .0208 feet/foot (one-quarter-inch/foot) shall be utilized for the design of all roadways.

(4) *Horizontal alignment.* The horizontal alignments of streets in a subdivision shall be subject to the following:

a. The minimum radius of inside edge of pavement at right angle curves internal to subdivisions will be thirty-five (35) feet.

b. A two-hundred-seventy-five (275) foot minimum radius shall be used on all streets with an ADT of three thousand five hundred (3,500) vpd or greater, unless super-elevation of the roadway is incorporated in the design.

(5) *Pavement requirements.* The requirements for pavements of streets in a subdivision shall be subject to the following unless a specific pavement design has been approved by the county engineer:

a. Subgrade. The subgrade shall be constructed in accordance with Orange County Road Construction

Specifications and shall be compacted to ninety-five (95) percent of the maximum density as determined by AASHTO T-180 method. In addition, the top six (6) inches shall be stabilized to a minimum Florida Bearing Value of 50 under curb areas and under limerock.

b. Base course. The base course shall be constructed in accordance with the Orange County Road Construction Specifications. Subject to the recommendation of the county engineer, base course materials may be either limerock or soil-cement with a minimum thickness as follows:

Type of Development	ADT (vpd)	Base Thickness
Residential	<1500	6"
	1500—3,500	8"
	>3,500	10"
Commercial/ Industrial	<1,500	8"
	>1,500	10"

[REST OF PAGE INTENTIONALLY BLANK]

c. Surface course for flexible pavements. Asphaltic concrete surface courses shall comply with the county road specifications, latest edition, and shall meet the following minimum average thickness requirements:

Type of Development	ADT (vpd)	Thickness
Residential	<1,500	1"
	1,500—3,500	1½"
	>3,500	2½"
Commercial/ Industrial	<1,500	1½"
	>1,500	2½"

d. For any entrance intersection improvement, the pavement section shall match the pavement section for the existing roadway.

(6) *Return radii.* The return radii for intersections in a subdivision shall be as follows:

- a. Point of measurement:
 1. Urban sections: Face of curb or flow line.
 2. Rural sections: Edge of pavement.
- b. Minimum requirements:

Type of Development	ADT (vpd)	Min. Radius* (feet)
1. Residential:	<3,500	25
	>3,500	35
2. Commercial and Industrial:		50

* Minimum radius of returns shall be based on AASHTO requirements for the type vehicle predominant to the industry considered.

(7) *Sidewalks.* All subdivisions, including previously-approved subdivisions, shall have ~~four~~five-foot concrete sidewalks on both sides of all streets except streets projected to carry in excess of an ADT equal to three thousand five hundred (3,500) vpd which shall have five foot concrete sidewalks constructed to current county standards along all local street frontages and six-foot sidewalks on both sides of functionally-classified roadways, including on frontages abutting the site and connections to the existing sidewalk network on functionally-classified roadways. All sidewalks shall be located within the street right-of-way.

Sidewalks shall be a minimum of four (4) inches in thickness, except at driveways where the required thickness is six (6) inches. Sidewalks shall be designed to include ~~handicapped~~ ramps at all intersections, with two ramps per intersection quadrant on functionally-classified roadways, and to meet all accessibility requirements of the most recent edition of Florida Department of Transportation Americans with Disabilities Act Standards for Transportation Facilities. Ramps and corresponding sidewalks at intersection quadrants shall be installed at the time of roadway construction. During subdivision construction, the County Engineer may approve asphalt milling, compaction, and other means of providing a stabilized surface for pedestrians for all or part of the subdivision to accommodate necessary construction activity. If the County has accepted subdivision infrastructure for maintenance and a developer has completed the one-year warranty period, any sidewalk gaps due to undeveloped lots shall have interim or permanent sidewalks provided.

On a case by case basis, upon approval from the eCounty eEngineer, a developer may make a voluntary contribution to a sidewalk fund to pay for construction of sidewalks in lieu of actual construction of sidewalks prior to issuance of any permit for the development. The amount of the contribution shall be on a per foot basis that is the equivalent of the per linear foot cost to the county for installing the sidewalk, based upon the County's annual sidewalk construction contract(s) in effect at the time of permit issuance, including any applicable sidewalk design, drainage, ADA requirements, and/or permitting costs as determined by the County Engineer. Orange County shall spend the proceeds from sidewalk

fund contributions for new sidewalk design, construction, and other associated costs only and may spend all sidewalk funds collected countywide, as may be approved from time to time by the county engineer.

(8) *Bridges.* Bridges shall be constructed of precast concrete, prestressed concrete, cast-in-place concrete, composite concrete and steel, or steel.

a. Bridge design shall conform to the design criteria of the latest edition, AASHTO Standard Specifications for Highway Bridges.

b. Prior to design of bridges, the project engineer shall submit design load criteria to the county engineer for approval.

c. Materials and methods of construction shall conform to the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition.

(9) *Clearing.* All roadway rights-of-way shall be cleared and grubbed in accordance with Orange County Road Construction Specifications, latest edition, unless plans for selective clearing and grubbing are submitted and approved by the county engineer.

(10) *On-street parking.* Designated on-street parking spaces may be approved by the County Engineer on functionally-classified roadways if consistent with County standards and shall require signage and marking consistent with the United States Department of Transportation Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Required markings shall include identification of accessible parking spaces and accessible passenger loading zones, other than transit stops, by signs displaying the International Symbol of Accessibility at the head or foot of the accessible parallel parking space or passenger loading zone.

To ensure accessibility, where the adjacent sidewalk or available right-of-way is more than 14 feet wide from face of curb, an access aisle a minimum of 5 feet wide and connected to a pedestrian access route shall be provided at street level for the entire length of each accessible parallel parking space. If available right-of-way is less than or equal to 14 feet wide, an access aisle is

not required, but accessible parallel parking spaces shall be located at the end of the block face.

For perpendicular and angled on-street parking spaces, an access aisle that is a minimum of 8 feet wide to accommodate vans with lifts and that is connected to a pedestrian access route shall be provided at street level for the entire length of each accessible perpendicular or angled parking space. Two accessible parking spaces are permitted to share a common access aisle, which shall be marked to discourage parking in the aisle.

Curb ramps or blended transitions shall connect the access aisle serving each accessible on-street parking space to the pedestrian access route and are not permitted within the access aisle. Parking spaces at the end of block face can be served by curb ramps or blended transitions at the pedestrian street crossing.

When passenger loading zones other than transit stops are provided, at least one accessible passenger loading zone shall be provided for each 100 feet of continuous loading zone space or fraction thereof. Accessible passenger loading zones shall provide a vehicular pull-up space a minimum of 8 feet wide and 20 feet long and shall include an access aisle at the same level as the motor vehicle pull-up space. The access aisle shall be a minimum of 5 feet wide, extend the entire length of the vehicle pull-up space, connect to the pedestrian access route, and must be marked to discourage parking in the aisle.

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If on-street parking is provided, accessible parking spaces shall be provided as follows:

<u>On-Street Parking Spaces</u>	
<u>Total Number of Marked or Metered Parking Spaces on the Block Perimeter</u>	<u>Minimum Required Number of Accessible Parking Spaces</u>
<u>1 to 25</u>	<u>1</u>
<u>26 to 50</u>	<u>2</u>
<u>51 to 75</u>	<u>3</u>
<u>76 to 100</u>	<u>4</u>
<u>101 to 150</u>	<u>5</u>
<u>151 to 200</u>	<u>6</u>

D. Section 34-173 of the Orange County Code is amended to read as follows:

Sec. 34-173. - Continuation of existing street pattern.

(a) The proposed street shall be coordinated with and connected to the street system of the surrounding area, including sidewalks. ~~Streets in the proposed subdivision shall be connected to dedicated streets in adjacent areas where required,~~ to provide for proper motor vehicle, pedestrian, and bicycle traffic circulation.

(b) Per Transportation Policies T3.2.1 and T3.2.2 of the Comprehensive Plan, the County shall require developments to provide interconnected transportation street, pedestrian, and bicycle networks through measures including, but not limited to, cross-access easements, public rights-of-way, and/or transportation facility stubouts to adjacent parcels. These connections shall be provided in all directions, except where not physically feasible, the abutting land is undevelopable, or prevented by other physical or environmental barriers, including, but not limited to, limited access roadways, railroads, and environmental features.

(c) Transportation networks shall be provided across existing and proposed streets, at intervals that support direct

pedestrian and bicycle travel within and beyond the borders of the proposed development and that avoid cul-de-sacs or other closed-end street designs. Street stubs, including sidewalks, to contiguous platted but unbuilt streets shall be provided when required to give access to such areas or to provide for proper future traffic vehicle, pedestrian, and bicycle circulation. Street stubs in excess of two hundred fifty (250) feet which provide lot access shall be provided with a temporary cul-de-sac turn around.

(d) The subdivision developer of the contiguous area shall pay the cost of restoring the street to its original design cross-section, and extending the street and sidewalk network, and ensuring all transportation facilities meet the requirements of the most recent edition of Florida Department of Transportation Americans with Disabilities Act Standards for Transportation Facilities.

E. Section 34-176 of the Orange County Code is amended to read as follows:

Sec. 34-176. - Subdivision entrance roads.

(a) Intersections created by construction of subdivision entrance roads connecting to existing roads may require improvements such as deceleration/acceleration lanes, left turn lanes, bypass lanes and signalization. The criteria for determining the need for such improvements will include existing and projected traffic on both roads, horizontal and vertical alignment of the road to which the entrance road is to be connected, future road improvement plans, sight distance and other criteria deemed appropriate by the county. Recommended intersection improvements will be addressed by the DRC and considered by the board of county commissioners at the preliminary subdivision plan public hearing.

(b) If one (1) of the following guidelines is attained, then construction of a left turn lane on the collector or arterial roadway is required:

(1) Whenever a median is present in the collector or arterial road.

(2) When the posted speed limit of the collector or arterial road is forty-five (45) mph or greater.

(3) When the collector or arterial roadway has two (2) or more through lanes in each direction.

(4) When the average daily traffic on the collector or arterial roadway is estimated to exceed five thousand (5,000) vpd within the next five (5) years.

(5) When the entering left turn volume from the collector or arterial roadway is fifty (50) vehicles per hour or greater.

(c) Development shall meet the following requirements for secondary access:

(1) Development on parcels with at least 1,320 feet adjacent to any arterial or major collector roadway shall provide two points of ingress/egress wherever the development comprises at least 40 residential units or mixed-use development. Development with less than 1,320 feet may be required to have a secondary access at the discretion of the County Engineer.

(2) All non-residential development shall provide vehicular and pedestrian cross access easements and facilities to any adjacent property that co-terminates with any arterial roadway.

(3) Access points shall provide a minimum of 20 feet of paved access on a public roadway.

(4) Any waiver of this standard must meet all access management requirements of Orange County and of the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation, and must be approved by the County Engineer or his or her designee.

F. Section 34-177 of the Orange County Code is amended to read as follows:

Sec. 34-177. Intersection separation.

(a) Proposed subdivisions which are anticipated to include intersections, driveway accesses and/or median openings within state maintained road rights-of-way shall be required to obtain the necessary permits from Florida Department of Transportation.

(b) Intersections on a county maintained ~~arterial or collector~~ roadway shall meet the spacing requirements in Section

~~30-248. be situated at least six hundred (600) feet apart only where no approved or existing development with an intersection on the subject arterial or collector road is located within one half (1/2) mile of the new subdivision. The distance between median openings shall conform to this intersection separation requirement.~~

G. Section 34-201 of the Orange County Code is amended to read as follows:

Sec. 34-201. - Certification, approval of plans.

The engineer of record shall certify the design and inspection of the installation of all required improvements such as streets, sidewalks, ADA requirements, drainage structures, bridges, bulkheads, and water and wastewater facilities. All plans for improvements shall be prepared by such engineer and, prior to construction, must be approved by the county engineer or the utilities department, where applicable.

H. Section 34-202 of the Orange County Code is amended to read as follows:

Sec. 34-202. - Inspection of improvements.

After all required improvements have been installed, the engineer of record shall submit certified record drawings to the county that the improvements have been constructed substantially according to approved plans and specifications. The public utilities director or county engineer, whichever appropriate, shall periodically inspect all construction subject to this chapter. Noncompliance with approved plans or specifications or evidence of faulty materials or workmanship shall be immediately called to the attention of the developer or the engineer and, if not corrected in an expeditious manner, all work on the project will be suspended. Laboratory tests may be required when appropriate. The building official shall verify that all sidewalks, ADA requirements, and crosswalks are in place prior to final inspection of any adjoining building. The county engineer shall verify that external sidewalks, ADA requirements, walls and any landscaping screens and buffering shown on preliminary subdivision plans are installed prior to final inspection of the subdivision and an issuance of a certificate of completion.

I. Section 34-209 of the Orange County Code is amended to read as follows:

Sec. 34-209. - Roadway screen walls.

(a) A six-foot high masonry wall shall be provided to separate residential subdivisions from all adjacent roadways whose average daily traffic volumes are projected to exceed eight thousand (8,000) vehicles within five (5) years of the date of approval of the preliminary subdivision plan. If a traffic projection is not available, it shall be provided by applicant or owner.

(b) Pedestrian access points in the masonry wall shall be required at least every 500 linear feet or where appropriate as directed by the County. Pedestrian access points are encouraged to be located near open space and stormwater ponds and may be included in calculations of required open space for the subdivision.

~~(b)~~(c) The masonry wall shall not be located within roadway right-of-way and shall not impede horizontal and/or vertical sight distances in accordance with Florida Department of Transportation standards.

* * *

Section 7. Amendments to Chapter 38, Zoning.

A. Section 38-1 of the Orange County Code is amended to read as follows:

Sec. 38-1. Definitions.

* * *

Beacons shall mean traffic safety or traffic control devices defined as such in the U.S. Department of Transportation Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices or as defined and authorized through Interim Approvals issued by FHWA.

* * *

Bikesharing shall mean a system in which a shared fleet of bicycles, in docking stations at dispersed locations or unattended self-service facilities within a service area, is made available for hourly or daily rental use without a separate written agreement

required for each bicycle reservation or use by members of the bikeshare group, who may consider membership an alternative to car ownership.

* * *

Carsharing shall mean a system in which a shared fleet of vehicles, in parking spaces at dispersed locations or unattended self-service facilities within a service area, is made available for hourly or daily rental use without a separate written agreement required for each vehicle reservation or use by members of the carshare group, who may consider membership an alternative to car ownership.

Carsharing space shall mean a parking space that is designated for the parking of a carsharing vehicle and unavailable for general rental use as indicated through pavement marking and signage. Signage should indicate non-carsharing vehicles may be towed and should be consistent with the requirements of Chapter 35, Article II, Division 3, Orange County Code.

* * *

B. Section 38-79 of the Orange County Code is amended to read as follows:

Sec. 38-79. Conditions for permitted uses and special exceptions, etc.

* * *

(5)

a. Subject to the following regulations, temporary structures, including mobile homes and travel trailers, may be used as construction field offices and tool sheds when accessory to the development of a subdivision:

* * *

b. A single-family home or building may be used as a model home or sales center for an overall development (such as residential sales within a planned development) or a specified subdivision; or temporary

structures, including mobile homes and travel trailers, may be used as sales offices for a subdivision in a residential district, subject to the following criteria:

1. Such a sales office shall not include sales of real estate outside the subdivision or overall development.
2. Approval shall be for a period of two (2) years or when ninety (90) percent of the subdivision or development is complete, whichever comes first. Extension of these time frames will require approval from the zoning division manager.
3. ~~Mulch parking shall be allowed.~~

* * *

(148) Outside seating areas are required for restaurants that have twelve (12) linear feet or more of ~~payment~~ pavement in front of the building and are subject to the following requirements:

- a. Outdoor seating areas must be delineated with the number of seats on the commercial site plan for these establishments.
- b. Outdoor seating areas shall be considered part of the gross floor area of the establishment for calculation of development intensity, floor area ratio, parking, stormwater drainage, impact fees, and other development regulations.
- c. Planters with landscaping material selected and installed consistent with the requirements of Chapter 24 of this Code shall be placed every ten (10) linear feet of outside seating area.
- d. No table, chair, bench, umbrella, or planter shall block pedestrian or bicycle access, on-site traffic circulation, landscape or bufferyard area, parking or loading area, or stormwater drainage area.

- e. Outdoor seating areas must be consistent with the accessibility requirements of the Americans with Disabilities Act and currently-adopted editions of applicable federal and state standards regulation.

* * *

C. Section 38-808 of the Orange County Code is amended to read as follows:

Sec. 38-808. Pedestrian circulation.

~~A pedestrian circulation system shall be provided for all development within the P-O zoning district that connects the office development to existing and proposed pedestrian and bicycle pathways.~~

~~(a) — Pedestrian walkways shall be provided from the site to the surrounding streets, external sidewalks, outparcels, and transit stops. Pedestrian walkways shall be designed to provide access between parking areas and the building entrance in a coordinated and safe manner using clearly delineated pavement markings and crosswalks. Separate paths shall be provided for pedestrian and vehicular usage. Shared walkways are encouraged between adjacent commercial and office projects. These pedestrian connections shall also be required of projects in the alternative mobility area, unless prevented by physical limitations of the site or adjacent sites.~~

~~(b) — Pedestrian access shall be provided at a minimum ratio of one (1) access point for each vehicular access point, excluding ingress and egress points intended primarily for service, delivery or employee vehicles. Pedestrian access points shall be located at the earliest point of off site pedestrian walkway contact. Curb stops shall be required whenever parking facilities directly abut pedestrian walkways. Where vehicle overhang encroaches on the walkway, such walkways, generally five (5) feet wide, shall be seven (7) feet wide.~~

~~(c) — Pedestrian walkways shall be a minimum of five (5) feet wide and be constructed of concrete, stamped or textured concrete, asphalt, or other material as may be approved by the zoning manager. Pedestrian walkways through a parking lot or driving area shall be designated or identified by not only painted stripes, but also other material or treatment to clearly designate or~~

~~identify them as such. In addition, pedestrian walkways shall be curbed wherever possible.~~

~~(d) — Building perimeter crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas by identifying pedestrian crossings with signage and variations in pavement materials or markings.~~

~~(e) — Pedestrian walkways shall utilize shade trees or alternative cover along the full extent of walkways from the site to the external sidewalks, outparcels, and transit stop, if a transit stop is adjacent to the site, with the exception of areas crossing driveways, parking, and other vehicular areas.~~

~~(f) — Within the Alternative Mobility Area, pedestrian-scaled lighting shall be provided along walkways that is consistent with article XVI of chapter 9, Orange County Code.~~

~~(g) — Reasonable breaks in landscaping in parking areas shall be made to allow pedestrians access through parking areas to points of destination.~~

Pedestrian accommodations shall meet all requirements of Section 30-250.

D. Section 38-833 of the Orange County Code is amended to read as follows:

Sec. 38-833. Pedestrian circulation.

~~A pedestrian circulation system shall be provided for all development within the C-1 zoning district that connects the commercial development to existing and proposed pedestrian and bicycle pathways.~~

~~(a) — Pedestrian walkways shall be provided from the site to the surrounding streets, external sidewalks, outparcels, and transit stops. Pedestrian walkways shall be designed to provide access between parking areas and the building entrance in a coordinated and safe manner using clearly delineated pavement markings and crosswalks. Separate paths shall be provided for pedestrian and vehicular usage. Shared walkways are encouraged between adjacent commercial and office projects. These pedestrian connections shall also be required of projects in the alternative mobility area, unless prevented by physical limitations of the site or adjacent sites.~~

~~(b) — Pedestrian access shall be provided at a minimum ratio of one (1) access point for each vehicular access point, excluding ingress and egress points intended primarily for service, delivery or employee vehicles. Such pedestrian access points shall provide connections to the adjacent public sidewalk system, transit stops and out parcels. Pedestrian access points shall be located at the earliest point of off-site pedestrian walkway contact. Curb stops shall be required whenever parking facilities directly abut pedestrian walkways. Where the vehicle overhang encroaches on the walkway, such walkways, generally five (5) feet wide, shall be seven (7) feet wide.~~

~~(c) — Pedestrian walkways shall be a minimum of five (5) feet wide and be constructed of concrete, stamped or textured concrete, asphalt, or other material as may be approved by the zoning manager. Pedestrian walkways through a parking lot or driving area shall be designated or identified by not only painted stripes, but also other material or treatment to clearly designate or identify them as such. In addition, pedestrian walkways shall be curbed wherever possible.~~

~~(d) — Building perimeter crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas by identifying pedestrian crossings with signage and variations in pavement materials or markings.~~

~~(e) — Pedestrian walkways shall utilize shade trees or alternative cover along the full extent of walkways from the site to the external sidewalks, outparcels, and transit stop, if a transit stop is adjacent to the site, with the exception of areas crossing driveways, parking, and other vehicular areas.~~

~~(f) — Within the alternative mobility area, pedestrian-sealed lighting shall be provided along walkways that is consistent with article XVI of chapter 9, Orange County Code.~~

~~(g) — Reasonable breaks in landscaping in parking areas shall be made to allow pedestrians access through parking areas to points of destination.~~

Pedestrian accommodations shall meet all requirements of Section 30-250.

E. **Section 38-858 of the Orange County Code is amended to read as follows:**

Sec. 38-858. Pedestrian circulation.

~~A pedestrian circulation system shall be provided for all development within the C-2 zoning district that connects the commercial development to existing and proposed pedestrian and bicycle pathways.~~

~~(a) — Pedestrian walkways shall be provided from the site to the surrounding streets, external sidewalks, outparcels, and transit stops. Pedestrian walkways shall be designed to provide access between parking areas and the building entrance in a coordinated and safe manner using clearly delineated pavement markings and crosswalks. Separate paths shall be provided for pedestrian and vehicular usage. Shared walkways are encouraged between adjacent commercial and office projects. These pedestrian connections shall also be required of projects in the alternative mobility area, unless prevented by physical limitations of the site or adjacent sites.~~

~~(b) — Pedestrian access shall be provided at a minimum ratio of one (1) access point for each vehicular access point, excluding ingress and egress points intended primarily for service, delivery or employee vehicles. Such pedestrian access points shall provide connections to the adjacent public sidewalk system, transit stops and outparcels. Pedestrian access points shall be located at the earliest point of off-site pedestrian walkway contact. Curb stops shall be required whenever parking facilities directly abut pedestrian walkways. Where the vehicle overhang encroaches on the walkway, such walkways, generally five (5) feet wide, shall be (7) seven feet wide.~~

~~(c) — Pedestrian walkways shall be a minimum of five (5) feet wide and be constructed of concrete, stamped or textured concrete, asphalt, or other material as may be approved by the zoning manager. Pedestrian walkways through a parking lot or driving area shall be designated or identified by not only painted stripes, but also other material or treatment to clearly designate or identify them as such. In addition, pedestrian walkways shall be curbed wherever possible.~~

~~(d) — Building perimeter crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas by identifying pedestrian crossings with signage and variations in pavement materials or markings.~~

~~(e) — Pedestrian walkways shall utilize shade trees or alternative cover along the full extent of walkways from the site to the external sidewalks, outparcels, and transit stop, if a transit stop is adjacent to the site, with the exception of areas crossing driveways, parking, and other vehicular areas.~~

~~(f) — Within the alternative mobility area, pedestrian-sealed lighting shall be provided along walkways that is consistent with article XVI of chapter 9, Orange County Code.~~

~~(g) — Reasonable breaks in landscaping in parking areas shall be made to allow pedestrians access through parking areas to points of destination.~~

Pedestrian accommodations shall meet all requirements of Section 30-250.

F. Section 38-883 of the Orange County Code is amended to read as follows:

Sec. 38-883. Pedestrian circulation.

~~A pedestrian circulation system shall be provided for all development within the C-3 zoning district that connects the commercial development to existing and proposed pedestrian and bicycle pathways.~~

~~(a) — Pedestrian walkways shall be provided from the site to the surrounding streets, external sidewalks, outparcels, and transit stops. Pedestrian walkways shall be designed to provide access between parking areas and the building entrance in a coordinated and safe manner using clearly delineated pavement markings and crosswalks. Separate paths shall be provided for pedestrian and vehicular usage. Shared walkways are encouraged between adjacent commercial and office projects. These pedestrian connections shall also be required of projects in the alternative mobility area, unless prevented by physical limitations of the site or adjacent sites.~~

~~(b) — Pedestrian access shall be provided at a minimum ratio of one access point for each vehicular access point, excluding~~

~~ingress and egress points intended primarily for service, delivery or employee vehicles. Such pedestrian access points shall provide connections to the adjacent public sidewalk, transit stops and outparcels. Pedestrian access points shall be located at the earliest point of off-site pedestrian walkway contact. Curb stops shall be required whenever parking facilities directly abut pedestrian walkways. Where the vehicle overhang encroaches on the walkway, such walkways, generally five (5) feet wide, shall be seven (7) feet wide.~~

~~(e) — Pedestrian walkways shall be a minimum of five (5) feet wide and be constructed of concrete, stamped or textured concrete, asphalt, or other material as may be approved by the zoning manager. Pedestrian walkways through a parking lot or driving area shall be designated or identified by not only painted stripes, but also other material or treatment to clearly designate or identify them as such. In addition, pedestrian walkways shall be curbed wherever possible.~~

~~(d) — Building perimeter crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas by identifying pedestrian crossings with signage and variations in pavement materials or markings.~~

~~(e) — Pedestrian walkways shall utilize shade trees or alternative cover along the full extent of walkways from the site to the external sidewalks, outparcels, and transit stop, if a transit stop is adjacent to the site, with the exception of areas crossing driveways, parking, and other vehicular areas.~~

~~(f) — Within the alternative mobility area, pedestrian-sealed lighting shall be provided along walkways that is consistent with article XVI of chapter 9, Orange County Code.~~

~~(g) — Reasonable breaks in the landscaping in parking areas shall be made to allow pedestrians access through parking areas to points of destination.~~

Pedestrian accommodations shall meet all requirements of Section 30-250.

G. Section 38-1206 of the Orange County Code is amended to read as follows:

Sec. 38-1206. - Development plan.

(6) The development plan, drawn at an appropriate scale (one (1) inch equals one hundred (100) feet) with all dimensions provided, shall identify:

a. Certified topography drawn at one-foot contours using county datum and showing natural features.

b. Existing street intersections or rights-of-way within five hundred (500) feet of access points.

c. Surface improvements of primary streets serving the project.

d. Proposed uses.

e. Number of dwelling units, density, minimum square footage of living area, minimum net lot area.

f. Total square footage of commercial, industrial or office space and floor area ratio.

g. Maximum building height (stories and feet).

h. Maximum building coverage.

i. Acreage, types and percent of open space and recreation area.

j. Pedestrian/bike path facilities.

k. Stormwater management plan, including direction of surface drainage flow.

l. On-site soils based upon the soil conservation service classification system (if muck soils exist, their depth and extent must be identified).

m. On-site vegetation.

- n. Method of providing support utilities including water, sewer, fire flows and refuse storage areas.
- o. Existing or proposed easements.
- p. Parking spaces and location, in accordance with article XI.
- q. Exterior lighting.
- r. Signing and pavement marking plans with details of installation consistent with Traffic Engineering Division specifications.

H. Section 38-1229 of the Orange County Code is amended to read as follows:

Sec. 38-1229. Street facilities.

(a) All streets, including pedestrian and bicycle facilities, that are or will become part of public rights-of-way, shall meet all applicable standards of Chapter 34 and Section 21-176, including accessibility requirements of the most recent edition of Florida Department of Transportation Americans with Disabilities Act Standards for Transportation Facilities.

~~(a)~~(b) All streets shall meet minimum county standards with appropriate design widths of pavement surfaces to accommodate projected traffic providing free movement for vehicle, pedestrian, and bicycle safety and efficient use circulation within the development and connections to roadways and bus stops adjacent to the development. Roadway connections shall be in compliance with all requirements of the Americans with Disabilities Act and corresponding standards.

(c) Provisions should be made for the continuation of all functionally-classified roadways where applicable. Collector streets shall provide a direct connection from local streets to arterial roadways and shall be designed and located such that future development will not require their conversion to arterial roadways.

~~(b)~~(d) Local streets shall provide access to each parcel of land within the planned development within the P-D in a manner that will discourage through traffic and provide for convenient

vehicle, pedestrian, and bicycle accessibility to parking areas serving each group of units. Local streets shall be designed and located so that future urban development will not require their conversion to ~~arterial routes~~functionally-classified roadways. Arterial and major collector streets shall be free of backing movement from adjoining parking areas.

(e) Private streets may be permitted subject to guarantees for adequate maintenance as required by Chapter 34.

(f) Street facilities shall meet all access management requirements of Section 30-248.

(g) Streets, driveways, and shared use path/trail crossings shall provide appropriate horizontal and/or vertical sight distances in accordance with the latest edition of the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook).

I. Section 38-1230 of the Orange County Code is amended to read as follows:

Sec. 38-1230. Parking facilities.

(a) ~~Vehicle and bicycle parking and loading facilities requirements~~ shall meet the minimum requirements set forth in article XI of this chapter. Vehicle parking areas ~~should~~shall be located within one hundred fifty (150) feet of the uses they serve. Parking areas shall be paved and designed with regard to pedestrian safety requirements of Section 30-250. Parking areas should be surfaced with a hard, dustless material, properly drained, and designed with regard to pedestrian safety and, where appropriate, with regard to conservation and filtration of surface water into the aquifer. Alternative parking surfaces may be permitted where frequency of use is appropriate for the proposed surface, but shall meet accessibility requirements.

(b) Vehicular and pedestrian passageways shall be separated on public rights-of-way and within parking facilities and shall meet all accessibility requirements of applicable federal and state standards. A system of ~~walkways~~ pedestrian and bicycle paths facilities connecting buildings, common open spaces, recreation areas, community facilities and parking areas, and transit stops shall be provided and adequately lighted for nighttime use. Within the ~~a~~Alternative ~~m~~Mobility a ~~Area~~ Area or an Urban Area Transportation

Impact Fee District, whichever one is applicable and governs, pedestrian and bicycle access between adjacent commercial, multifamily, and office uses may will be required to promote accessibility. On parcels more than six hundred sixty (660) feet deep, vehicular connections between adjacent commercial and office projects are required, whenever practicable.

(c) The entrances to parking areas should be easily accessible and identifiable from public streets and should not interfere with vehicular, pedestrian, and bicycle traffic movement on adjoining streets or driveways.

(d) All parking areas should be designed and landscaped to be visually and functionally integrated with other land uses. A minimum of three (3) percent of all commercial, office, or industrial parking areas should be landscaped.

J. Section 38-1235 of the Orange County Code is amended to read as follows:

Sec. 38-1235. Planned development guidelines.

* * *

(b) Circulation, access and parkingPedestrian accommodations:

(1) Pedestrian accommodations shall meet all requirements of Section 30-250.

~~Provisions should be made for the continuation of all arterial streets and highways where applicable. (2)Streets and driveways in the development should be designed to provide optimum conditions for the free movement and safety of vehicular traffic, and to provide safe, efficient, and convenient access to land uses within the development and to roadways adjacent to the development.~~

~~(3) Collector streets shall be provided a direct route from minor streets to the arterial street system, but should discourage through traffic from one (1) arterial to another.~~

~~(4) Minor streets shall provide access to each parcel of land within the planned development in a manner that will discourage through traffic.~~

~~(5) — Minor and collector streets shall be so located that future urban expansion will not require their conversion to arterial routes.~~

~~(6) — Public streets shall be constructed in accordance with standards in chapter 34 (pertaining to subdivisions). Private streets may be permitted subject to guarantees for adequate maintenance.~~

~~(7) — Article XI of this chapter should be used as the basis for standards for parking and loading facilities in residential, commercial, and industrial areas.~~

~~(8) — The entrances to parking areas should be easily accessible and identifiable from public streets, and should not interfere with traffic movement on adjoining streets or drives.~~

~~(9) — All parking areas should be designed and landscaped to be visually and functionally integrated with other land uses. A minimum of three (3) percent of all commercial or industrial parking areas should be landscaped.~~

~~(10) — Parking areas should be surfaced with a hard, dustless material, properly drained, and designed with regard to pedestrian safety and, where appropriate, with regard to conservation and filtration of surface water into the underground aquifer.~~

~~(11) — Vehicular and pedestrian passageways shall be separated.~~

~~(12) — A system of walkways between buildings, common open spaces, recreation areas, community facilities, parking areas, and transit stops shall be provided and adequately lighted for nighttime use.~~

* * *

K. Section 38-1258 of the Orange County Code is amended to read as follows:

Sec. 38-1258. Multi-family development compatibility.

A multi-family development in a PD shall satisfy the following criteria ~~for the benefit of any single family zoned property located inside or outside the PD~~, except that, in the event of a conflict in

height requirements between this section and any other section in Chapter 38, such other section shall control:

(a) Multi-family buildings located within one hundred (100) feet of single-family zoned property, as measured from the property line of the proposed multi-family development to the nearest property line of the single-family zoned property, shall be restricted to single story in height.

(b) Multi-family buildings located between one hundred plus (100+) feet to one hundred and fifty (150) feet of single-family zoned property shall vary in building height with a maximum of fifty (50) percent of the buildings being three (3) stories (not to exceed forty (40) feet) in height with the remaining buildings being one (1) story or two (2) stories in height.

(c) Multi-family buildings located within one hundred and fifty (150) feet of single-family zoned property shall not exceed three (3) stories (forty (40) feet) in height, except as provided in (d) below.

(d) Multi-family buildings in excess of three (3) stories or forty (40) feet in height may be permitted, subject to approval by the board of county commissioners ("BCC"). The application for these buildings shall include justification for the requested height. A compatibility plan shall be submitted for approval, which may be required to include greater setbacks and increased buffers to protect from adjacent properties.

(e) Parking and other paved areas for multi-family development shall be located at least twenty-five (25) feet from any single-family zoned property. A twenty-five (25)-foot landscape buffer shall be provided consistent with Type C landscape buffer requirements, as set forth in Chapter 24 of the Orange County Code.

(f) A six-foot high masonry, brick, or block wall shall be constructed, ~~whenever~~ wherever a multi-family development is located adjacent to single-family zoned property. The wall height shall be measured from the finished elevation of the side of the wall which is highest. ~~However, if~~ a right-of-way is located between the multi-family development and the single-family zoned property, such a wall is not required. However, if a fence or wall is provided between the right-of-way and multifamily property, then pedestrian access points shall be required providing access to

public rights-of-way required at least every 500 linear feet or where appropriate as directed by the County. Pedestrian access points are encouraged to be located near open space and stormwater ponds and may be included in calculations of required open space.

(g) A multi-family development ~~shall not~~may directly access any right-of-way serving platted single-family residential development from one access point of the multi-family development. Access to collector ~~or~~and arterial roads shall be permitted.

(h) Active recreation areas with associated bicycle parking shall be provided within a multi-family development to serve the needs of the residents of the multi-family buildings whenever single-family zoned property is located inside the PD or adjacent to the multi-family development. The recreation areas shall be provided at the ratio of two and one-half (2½) acres per one thousand (1,000) residents (calculated at a rate of two and one-half (2½) residents per unit). The recreation areas shall be located internally away from any single-family zoned property. The multi-family residential population shall not be included in the calculation for determining the recreation requirements for the balance of the PD.

(i) A multi-family development located adjacent to a right-of-way shall be fenced (chain link fences shall not be permitted) and landscaped whenever single-family zoned property is located across the right-of-way.

(j) Where doors, windows or other openings in the wall of a living unit back up to a wall of another building with doors, windows or other openings, there shall be a minimum separation of thirty (30) feet for two-story buildings, and forty (40) feet for buildings three (3) stories. Separations shall increase in proportion to additional structural height. There shall be a minimum of twenty (20) feet between all multifamily, office, commercial and industrial structures for fire protection purposes.

L. Section 38-1259 of the Orange County Code is amended to read as follows:

Sec. 38-1259. Student housing.

The following criteria shall be satisfied for a new development and additions or expansions to existing development of student housing development:

(a) A student housing development plan shall require approval through a public hearing before the Board of County Commissioners. Prior to the public hearing, a community meeting shall be held.

(b) A student housing development shall maintain a minimum distance separation of four hundred (400) feet from any single-family zoned property as measured from the property line of the proposed student housing development to the nearest property line of the single-family zoned property.

(c) A student housing complex, including a multi-phase complex, shall contain not more than seven hundred and fifty (750) total bedrooms.

(d) A six (6) foot high masonry, brick or block wall shall be constructed whenever a student housing development is located adjacent to any right-of-way. Pedestrian gates shall be included at appropriate intervals as directed by the County Engineer so pedestrian and bicycle travel is not impeded, unless the right-of-way access rights are dedicated to Orange County. The height shall be measured from the finished elevation of the side of the wall which is highest.

(e) The site—development plan for all student housing projects shall include a mobility plan submitted to the Transportation Planning Division and a community/site design plan for crime prevention through environmental controls submitted to the Planning Division that is consistent with the Crime Prevention through Environmental Design ("CPTED") Manual used by the International CPTED Association and Florida CPTED Network. The student housing mobility plan shall describe and depict pedestrian and bicycle systems and facility needs consistent with this section, transit service and facility needs, university and County coordination measures that will be

implemented by the developer to manage transportation demand and promote pedestrian and bicycle safety, and designation of appropriate space within the development for carsharing, bikesharing, and electric car charging stations, as they may be implemented within the university area. The student housing mobility plan also shall describe and depict the pedestrian and bicycle safety features cross-sections, marked and stamped crosswalks, safety beacons, traffic signal modifications, pedestrian-scale lighting, and other pedestrian and bicycle safety features (with associated funding and maintenance responsibilities) that will be provided and are needed (and warranted, as applicable) to ensure safe pedestrian and bicycle access to adjacent land uses and across major roadways to commercial land uses and transit facilities. Improvements identified by the plans shall be constructed or implemented prior to issuance of a certificate of occupancy and shall be consistent with the most recent editions of Florida Department of Transportation standards.

(f) Pedestrian accommodations shall meet all requirements of Section 30-250.

(g) Reasonable breaks in landscaping in parking areas shall be made to allow pedestrians and bicyclists access through parking areas to points of destination.

(fh) ~~Parking-Vehicle~~ and bicycle parking spaces shall be provided as specified in Chapter 38, Article XI, Orange County Code at the ratio required under. Each carsharing space provided may replace at least one required vehicle parking space, and additional reductions may be approved by the Zoning Manager based on the findings of the mobility plan. In addition to the short-term bicycle parking required under this section, long-term bicycle parking spaces that are indoors or otherwise protected from the weather and theft shall be provided at a rate of 1 space per ten bedrooms and shall consist of bicycle racks in fenced areas with restricted access installed under roof, under stairwells, or in structured parking facilities. Bicycle parking spaces available inside of a clubhouse or common area, such as in a storage room with restricted access; in bicycle lockers; and/or in garages assigned to individual units can provide long-term parking consistent with this section.

(i) If a student housing development is served by a university-affiliated shuttle or other transit option, one or more transit shelters shall be depicted on the mobility plan and provided

on or adjacent to the development site to accommodate transit ridership from the development.

(~~g~~i) For density calculation to determine consistency with the Comprehensive Policy Plan, ~~one~~ four (4) bedrooms shall count as ~~one-half (1) multifamily dwelling unit (1 bedroom = 1/2 dwelling unit).~~

~~(h~~k) Maximum building height shall be three (3) stories (forty (40) feet).

M. Section 38-1272 of the Orange County Code is amended to read as follows:

Sec. 38-1272. General commercial.

(a) General commercial development shall be subject to the following restrictions:

(1) Lot coverage. The maximum impervious coverage shall not exceed seventy (70) percent of the net land area.

(2) Open space. Open space shall be provided per the requirements of section 38-1234.

(3) Setbacks. Setbacks from the side and rear property lines shall be at least ten (10) feet; however, where adjacent to a residential use a minimum twenty-five-foot setback shall be provided. A twenty-five (25) foot setback shall be maintained along the perimeter of the PD. Front setbacks from streets shall meet the following minimum guidelines, unless more stringent requirements are established in article XV of this chapter:

- a. Collector 30 feet
- b. Arterial 40 feet
- c. Expressway 60 feet
- d. All other rights-of-way 30 feet

Structures in excess of sixty (60) feet in height should increase these setbacks in order to reflect the additional structural height. (Refer to section 38-1406.)

(4) ~~Access~~ Access ~~management~~. The ~~number of a~~ All access cuts or driveways serving a commercial project shall ~~be based upon~~ meet all requirements of Section 30-248. ~~the frontage of the site and the functional classification of the highway (see article XV) and shall be in accordance with the following criteria (due to traffic or safety conditions, the maximum number may be reduced):~~

a. ~~Arterial road:~~

Site Frontage	Maximum No. of Driveways
Less than 150 feet	1
151—400 feet	2
401—800 feet	3
801—1,500 feet	4
More than 1,500 feet	5

b. ~~Collector road:~~

Site Frontage	Maximum No. of Driveways
Less than 125 feet	1
126—300 feet	2
301—700 feet	3
701—1,200 feet	4
1,201—1,800 feet	5
More than 1,800 feet	6

(5) Height. The maximum height shall be fifty (50) feet, but thirty-five (35) feet within one hundred (100) feet of any residential. A height greater than fifty (50) feet may be requested, provided the applicant can demonstrate that there will not be any detrimental impact to adjacent property.

(b) ~~In instances where the developer desires additional access cuts to serve a project, frontage roads shall be designed and constructed to county standards and constructed by the developer on private property with access and pedestrian easements dedicated~~

~~to the county. Frontage road access points on arterial highways shall have a minimum separation of five hundred (500) feet unless coordinated with a median cut.~~

~~(c) — Access driveways shall be separated a minimum of one hundred (100) feet from an intersection with a collector road and one hundred twenty five (125) feet from an intersection of an arterial highway. Such measurements are to be measured from the centerline of the driveway to the nearest right of way line of the intersecting street as measured along the right of way.~~

~~(d) — The design of driveways shall conform to county standards. All vehicular maneuvering areas and parking areas shall be paved to meet county standards.~~

~~(e)(6) The requirements of the ordinance relating to architectural standards and guidelines for commercial buildings, codified at Chapter 9, Division 2, Sections 9-115 through Section 9-124, as those sections may be subsequently changed or renumbered from time to time, shall be met.~~

* * *

N. Section 38-1288 of the Orange County Code is amended to read as follows:

Sec. 38-1288. Access criteriamanagement.

(a) ~~The number of~~ All access cuts and driveways serving a commercial or residential site in a tourist commercial development shall meet all requirements of Section 30-248. ~~be based upon the frontage of the site and functional classification of the roadway. Classifications of roadways shall be either an arterial or collector road.~~

(b) ~~Access cuts shall be provided in accordance with the following criteria (due to traffic or safety conditions, the maximum number may be reduced):~~

(1) ~~Arterial road:~~

Site Frontage	Maximum No. of Driveways
Less than 250 feet	1
251 feet — 800 feet	2

801 feet—1,200 feet	3
1,201 feet—2,000 feet	4
More than 2,000 feet	5

~~(2)~~ Collector road:

Site Frontage	Maximum No. of Driveways
Less than 200 feet	1
200 feet—400 feet	2
More than 400 feet	3

~~(c)~~ ~~The above (b)~~ These requirements/criteria shall apply unless more stringent criteria have been established during preparation of a specific plan for an area and approved by the County Engineer.

~~(d)~~ In instances where the developer desires additional access cuts to serve a project, frontage roads shall be designed and constructed to county standards and constructed by the developer on private property with access and pedestrian easements dedicated to the county. Frontage road access points on arterial highways shall have a minimum separation of six hundred (600) feet, unless coordinated with a median cut.

~~(e)~~ Access driveways shall be separated a minimum of one hundred (100) feet from an intersection with a collector road and one hundred fifty (150) feet from an intersection of an arterial highway. Such measurements are to be measured from the centerline of the driveway to the nearest right-of-way line of the intersecting street as measured along the right-of-way.

~~(f)~~ The design of driveways shall conform to county standards. All vehicular maneuvering areas and parking areas shall be paved to meet county standards.

- O. Section 38-1289 of the Orange County Code is amended to read as follows:

Sec. 38-1289. Parking.

(a) Parking facilities shall be provided for each phase or unit of development in a tourist commercial development in accordance with the standards established in article XI of this chapter.

(b) Consideration will be given to incorporating up to twenty-five (25) percent of the required spaces with parking for compact cars. Such spaces should contain at least one hundred twenty (120) square feet in the configuration of eight (8) feet by sixteen (16) feet. The placement and distribution of such spaces should not limit the availability of standard parking spaces in high demand areas and should be adequately identified in order to notify patrons of the reduced size.

(c) Major theme parks or attraction-type developments which experience holiday or special event parking demands may, subject to the approval of the zoning manager, use unpaved parking areas to meet those demands, provided they meet all accessibility requirements of the most recent editions of applicable federal and state standards as adopted.

- P. Section 38-1298 of the Orange County Code is amended to read as follows:

Sec. 38-1298. Sidewalks.

Sidewalks shall be required along all rights-of-way (other than limited access highways) to provide for and encourage pedestrian and bicycle movement and shall meet all requirements of Section 30-250. The following criteria shall be utilized for the installation of sidewalk facilities:

- (1) Arterial ~~highways~~roadways, minimum seven (7) feet wide.
- (2) Collector roadways, minimum ~~five (5)~~ six (6) feet wide.

All sidewalk facilities shall be designed to provide access by the
handicapped.

Q. Section 38-1347 of the Orange County Code is amended by the addition of the following subsection (32) to read as follows:

Sec. 38-1347. - Development plan; requirements.

(32) Signing and pavement marking plans with details of installation consistent with Traffic Engineering Division specifications.

R. Section 38-1350 of the Orange County Code is amended to read as follows:

Sec. 38-1350. - Parking facilities.

(a) Parking and loading facilities shall meet the minimum requirements set forth in article XI of chapter 38. Parking areas shall be located within three hundred (300) feet of the uses they serve. Parking areas shall be paved and designed with regard to pedestrian safety.

(b) Pedestrian accommodations shall meet all requirements of Section 30-250. ~~Wherever practical, v~~ Vehicular and pedestrian circulation systems shall be separated on public rights-of-way and within parking facilities. A system of walkways and bicycle paths connecting buildings, common open spaces, recreation areas, community facilities and parking areas shall be provided and adequately lighted for nighttime use. This system of walkways and bicycle paths shall be designed so as to connect all properties within the CVC as they are developed. However, nothing in this paragraph shall be construed as prohibiting private, gated vehicular and/or pedestrian access to residential developments.

(c) The entrances to parking areas shall be easily accessible and identifiable from public and private streets, ~~and~~ shall not interfere with traffic movement on adjoining streets or driveways, and shall provide appropriate horizontal and/or vertical sight distances in accordance with the latest edition of Florida Department of Transportation Manual of Uniform Minimum

Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook).

(d) All parking areas shall be designed and landscaped to be visually and functionally integrated with other land uses. A minimum of ten (10) percent of all nonresidential parking areas shall be landscaped.

(e) Parking areas shall be surfaced with a hard, dustless material, properly drained, and designed with regard to pedestrian safety and, where appropriate, with regard to conservation and filtration of surface water into the underground aquifer. Alternative parking surfaces may be permitted where frequency of use is appropriate for the proposed alternative surface, but all parking areas shall meet accessibility requirements of the most recent editions of applicable federal and state standards as adopted.

(f) Alternative parking, including on-street parking and loading on internal streets, may be permitted where it is consistent with the urban design concepts of the particular CVC and is consistent with on-street parking requirements of Section 34-171.

(g) A method of coordinating joint use of parking areas during off-peak hours shall be encouraged and, if employed, shall be incorporated into the design as a means to reduce the total number of required parking spaces.

(h) All parking bays shall be designed with tree planting cutouts at a minimum of every fifty (50) lineal feet between parking bays. Such cutouts shall be a minimum of twenty-five (25) square feet and shall be protected by car stops or curbs. In lieu of tree planting cutouts, landscape islands may be provided at not less than one (1) island for each ten (10) parking spaces. Landscape islands shall be at least five (5) feet wide.

S. Section 38-1382 of the Orange County Code is amended to read as follows:

Sec. 38-1382. General development guidelines and standards.

(a) Consistency with the village specific area plan (SAP). The adopted SAP for any particular village establishes the land uses for all property within the village. The SAP shall also establish the public facilities lands required by each neighborhood and the village center. Development within any specific neighborhood may be initiated only when the adequate public

facilities requirements in accordance with chapter 30, article XIV, division 2, have been met. Any proposed amendments to the land uses as established by the SAP are subject to the following conditions:

(1) Any amendment to the village planned development land use plan shall be subject to approval by the board of county commissioners in accordance with this division and Future Land Use Element Policy 4.1.7. Waivers from the general development guidelines and standards within this division may also be considered and approved at a public hearing before the board of county commissioners at the time of preliminary subdivision plan or development plan, and processed as a nonsubstantial change to the planned development land use plan.

(2) The proposed amendment shall be consistent with all applicable requirements of the village land use classification of the comprehensive plan, future land use element.

(3) Except as provided for in chapter 30, article XIV, division 3, of this Code (transfer of development rights), the proposed amendment shall not change the proposed density for any particular neighborhood.

(4) The proposed amendment shall not preclude the provision of any adequate public facilities, as identified within the approved SAP.

(5) Public school sites must be consistent with the size and locations designated on the approved village SAP. School site locations and configurations, other than those indicated on the village SAP, may be considered provided they are consistent with the provisions of Future Land Use Element Policy FLU4.1.5.1 of the comprehensive plan.

(b) Developable land area shall be defined as the total gross land area less natural surface waterbodies and designated conservation areas (wetland areas). Net developable land area is defined as developable land area less land for adequate public facilities (as defined in section 30-710), public open space, upland greenbelts, and stormwater facilities. The required density of each

district within the village shall be a minimum average based on the net developable land area.

(c) Village upland greenbelt. In accordance with the adopted SAP for any particular village, a village upland greenbelt area has been provided consistent with requirements of the village land use classification of the comprehensive plan, future land use element. Transfer of development rights may be applied to property designated as the village upland greenbelt in accordance with chapter 30, article XIV, division 3, of this Code. Development within the upland greenbelt area shall be limited to a density of one (1) residential dwelling unit per ten (10) acres and may include road crossings, parks, golf courses, stormwater management areas and passive recreational uses such as bike/pedestrian and equestrian trails. In order to accomplish the purpose of the upland greenbelt, development may be clustered at an overall gross density of one (1) unit per ten (10) acres on lots no smaller than one-fourth ($\frac{1}{4}$) acre, subject to the requirements of chapter 37, article XVII, of this Code regarding individual on-site sewage disposal. Such clustering shall only be permitted on upland areas within the upland greenbelt subject to dedication of development rights for the balance of the property and rezoning to planned development. Development rights shall be dedicated to Orange County at the time of platting. Dedication of the development rights will limit the use of the property to agriculture as permitted in the county A-1 zoning district. A twenty-five (25) foot setback at the village perimeter is required for any PD located along the perimeter of a village except where the boundary of the PD is adjacent to a village greenbelt in which case no setback shall be required.

(d) Village civic association. Each village may establish a civic association for the purpose of promoting civic pride and community events within the village. The Village Civic Association shall be authorized to charge reasonable fees for participation in community events and to raise funds from community activities. Each residential community association or other property owners' association that is established in the village should be a member of the Village Civic Association. Each residential community association or other property owners' association should designate a delegate to the Village Civic Association. The Village Civic Association is not intended to have any regulatory authority or architectural review authority over land uses within the village.

(e) Utilities. A plan to connect all development parcels to Orange County's central water, wastewater and reclaimed water shall be provided with each particular village SAP. The County may require all participating property owner within a village to sign a private agreement addressing their proportionate share of funds for the costs of all off-site and on-site master utilities, sized to the full village needs. The agreement may be required prior to or concurrent with the approval of an SAP or as part of a planned development zoning.

(f) Compatibility with the surrounding area. Each development shall be designed to consider compatibility with the surrounding area and consistency with the densities and intensities of the adopted SAP. In addition, the preliminary subdivision plan or development plan for any village planned development which is abuts an existing subdivision that is not zoned Village PD or is outside an SAP, or is located across a water body from an existing subdivision may include measures to ensure compatibility including one (1) or more of the following:

(1) Comparable living area and/or lot widths with the existing subdivision; or

(2) Open space, retention facilities, conservation areas, buffering, or an expanded village upland greenbelt to serve as a separation from the existing and proposed development; or

(3) Other compatibility measures as deemed appropriate by the board of county commissioners.

(g) Reclaimed water. All village planned developments shall install reclaimed water lines in such a manner as to provide service to each property of the development. The distribution mains shall be extended across the total property frontage to facilitate future extensions to other developments. The distribution system shall be installed at the time of development along with the water and wastewater systems. The system shall be designed and sealed by an engineer registered in the state in accordance with regulations of the county and the state department of environmental protection. Costs for the installation of such reclaimed water system shall be borne by the owner and/or

developer. Application for a development shall include, where practical, a plan to take back reclaimed water in the same quantity as wastewater is produced. The reclaimed water distribution system for all village planned developments shall connect or cause to be connected with the village SAP reclaimed water distribution system. All irrigation connections to the reclaimed water system, within a village planned development, shall be made in accordance with polices and regulations of the county. If reclaimed water is not available at the time of development, the reclaimed water distribution system shall be installed as a "dry-line" system. At such time that reclaimed water is made available, all existing irrigation connected to the existing potable water system shall be terminated and re-connected to the reclaimed distribution system.

(h) Streets. Standards for the streets within any particular village shall be consistent with the intent as set forth in the transportation section of an adopted SAP. Variations to these standards may be considered, on a case by case basis, by the development review committee (DRC) as part of the land use plan or preliminary subdivision plan/development plan approval.

(1) Street type and pattern. The types and patterns of all streets in the village shall be in conformity with the transportation section of the SAP. The location of streets on the transportation plan is approximate. Primary access locations shall be identified on the land use plan. Precise locations of internal streets shall be determined in conjunction with the approvals of the preliminary subdivision plans/development plans for each village planned development within the adopted SAP.

(2) All streets, alleys, and pedestrian pathways shall connect to other streets within the village and to existing or planned streets outside the village in accordance with the approved village SAP and shall include roadway connections that are in compliance with all accessibility requirements of currently-adopted editions of federal and state standards. Cul-de-sacs, T-turnarounds, or dead end streets are not permitted unless otherwise approved by the county or where their use is in connection with preserving wetlands, specimen trees, or ecologically significant vegetative communities. To encourage the development of connected and integrated communities within each neighborhood and village center, the twenty-five (25) foot setback on the perimeter of the PD is not required for those PDs that are internal to a neighborhood or village center. The twenty-five (25) foot setback is required for

only that portion of the perimeter of the PD that is located on a perimeter of a village.

(3) In accordance with the adopted SAP, each preliminary subdivision plan or development plan within the SAP shall provide for a circulation pattern of fully connected and integrated streets, bicycle and pedestrian facilities to reinforce the sense of community as required by the village classification policies.

(4) Alleys are required for any block containing any lots with a width of fifty (50) feet or less, exclusive of corner lots. Two-way alleys, which require fire department or solid waste disposal access, shall be designed as a private easement and shall have a minimum twenty (20) feet of clear and paved width. One-way alleys, which require fire department or solid waste disposal access, shall be seventeen (17) feet in clear and paved width. All alleys designed as required fire department access roadways, shall be posted 'no parking', and shall have a minimum thirty-five-foot right turning radius easement on corner lots formed by alleys, or such other turning radius and mountable curb systems which may facilitate smaller turning radii, but which must be approved by the Fire Rescue Department. For greater pedestrian crossing safety, and subject to Fire Rescue Department, Solid Waste Division approval, the turning radius of the curbs formed by alleys may be reduced to fifteen (15) feet, if a right turning radius easement is maintained which sufficiently accommodates fire and solid waste disposal trucks. The right turning radius easement may be created, for instance, by installing mountable curbs, and/or by strategically arranging on-street parking and no parking zones. Where possible, and when not in conflict with stop sign, stop bars, or driver visibility, the length of marked pedestrian street or alley crossings should be shortened by locating them just before the point of tangency with the intersection curb. Driveway aprons shall have a minimum five-foot turning radius.

(5) *Street standards.* All streets shall meet the following minimum standards:

- a. All streets (excluding alleys) shall have raised curbs (curbs at medians may be mountable);

- b. Minimum lane width shall be ten (10) feet (with a one-foot curb). Narrow lanes are encouraged; however, wider lanes may be appropriate in higher density residential areas where increased parking on the street is expected;
- c. Where trees are planned, medians shall be a minimum of twelve (12) feet in width;
- d. Dedicated parallel parking spaces shall be a minimum of seven (7) feet in width and meet all applicable standards of Section 34-171;
- e. Landscape strips between the curb and sidewalk shall be a minimum of six (6) feet in width. However, for a description of the required planter strip within the neighborhood and village commercial centers, see sSections 38-1388 and 38-1389.
- f. Sidewalks shall be a minimum of ~~four (4) feet in width, except on APF roads, where sidewalks shall be a minimum of five (5) feet in width~~ and shall be on both sides of all streets. In Village Centers and Neighborhood Centers, sidewalks along the front of commercial buildings shall be a minimum of ten (10) feet in width to encourage safe pedestrian activity. (See sSections 38-1388 and 38-1389 for a description of required sidewalk widths and utility easements within Neighborhood Center and Village Center districts.)
- g. All streets, including pedestrian and bicycle facilities, that are or will become part of public rights-of-way

shall meet all applicable standards of Section 21-176, including accessibility requirements.

h. All streets shall meet the requirements of Sec. 30-248 unless approved by the County Engineer.

i. All streets shall have signage and pavement marking plans with details of installation consistent with Traffic Engineering Division specifications.

* * *

T. Section 38-1388 of the Orange County Code is amended to read as follows:

Sec. 38-1388. Neighborhood center district.

(a) Generally. Neighborhood center districts shall be located generally at the center of the neighborhood adjacent to the neighborhood park or green and the neighborhood school and uses should be primarily oriented to serve the residents of the immediate neighborhood. The maximum size of any neighborhood center district shall not exceed two (2) acres. The maximum total gross floor area of commercial uses shall be twenty thousand (20,000) square feet unless otherwise specified in an approved SAP. No single establishment shall exceed ten thousand (10,000) square feet (GFA).

(1) Within the established village SAP, a single ten thousand (10,000) square foot commercial building can be constructed in a neighborhood center.

(2) If a ten thousand (10,000) square foot commercial building has been constructed in a neighborhood center in a village SAP, no additional commercial use shall exceed the five thousand (5,000) square feet limit unless approved on the PD Land Use Plan.

(b) Permitted uses. All C-1 uses identified by the letter "P" in the use table set forth in Section 38-77, excluding all prohibited uses found in subsection (3) below. Residential uses are also permitted vertically above nonresidential uses. Residential

uses, except to entrances, shall not be permitted on the ground floor of buildings used for commercial or office use.

(1) Convenience stores. The land use plan may allow a maximum of four (4) gas pump stations to serve a maximum of eight (8) vehicles at any one (1) time. Gas pumps shall require substantial change approval to the land use plan (LUP) by the board of county commissioners. The development shall comply with the following standards:

- a. All gas pumps shall be located behind or to the side of the principal structure and not closer to the right-of-way than the principal structure itself.
- b. If the gas pumps are located within direct view from the roadway, a decorative forty-two (42) inch high knee wall shall be installed along the full length of the street sidewalk edge exclusive of vertical and/or horizontal sight distances from any intersections or driveways and pedestrian access which is visually exposed to gas pumps. Said decorative knee wall shall incorporate a space between the wall and the back edge of the street sidewalk. The gap shall serve as an irrigated shrub or vine planter strip along the back edge of the street sidewalk. The planter strip shall be no less than thirty (30) inches wide and approximately sixty (60) inches wide at inward-jogged sections of the knee wall. The knee wall shall incorporate a continuous, cantilevered cap block, and shall not extend more than twenty-five (25) feet in a single uninterrupted span without incorporating the minimum thirty (30) inch offset or "jog" inward, toward the property interior as mentioned above. Such interior

jogs shall incorporate shrub massing, vines, and understory trees. Gas station knee walls constructed solely of smooth face CMU and stucco are prohibited. Notwithstanding the finish materials utilized on the adjacent principal structure, the subject knee wall shall not present a blank stucco surface to the adjacent sidewalk and street rights-of-way. Instead, gas station knee wall surfaces shall feature a brick or stone veneer or split face, scored, ribbed, or other ornamental block surface. Painted stucco walls are acceptable, so long as a distinct cap is used.

(2) Neighborhood center corner general store. A neighborhood center general store, up to two thousand (2,000) feet under air, may be built as an amenity. The general store shall carry in its inventory basic groceries, personal hygiene products, over the counter pharmaceutical, and other convenience items.

- a. One (1) or more apartments, other dwellings, or office spaces may be constructed vertically over the general store and rented at normal market rates without delay. Such mixed uses are encouraged.
- b. The general store should normally be built at a corner of two (2) streets to anchor the Neighborhood Center. A bicycle rack shall be provided with spaces for no fewer than four (4) bicycles that meets all requirements of Section 38-1388(e)(11).
- c. The following transferable incentives shall apply:
 1. The open space requirement shall be reduced by two (2) times the square footage of space allotted to the general

store if a front porch or patio is constructed and furnished as a neighborhood gathering place. Alternatively, additional residential density or additional square footage for office or commercial uses shall be awarded.

2. There shall be no parking requirement associated with the general store beyond on-street parking consistent with all applicable standards of Section 34-171. If the general store is located in a multi-use building, parking requirements shall apply for the other uses.
3. These incentives shall apply only to a general store located near the geographic center of the neighborhood, not adjacent to an arterial road.

(c) Prohibited uses. The following uses are prohibited:

- (1) Drive-throughs;
- (2) Lounges;
- (3) Bars;
- (4) Video arcades;
- (5) Pawn shops;
- (6) Escort services and tattoo parlors:

(7) Fortune tellers, tarot card readers, palm readers, psychics and similar uses;

(8) "Check Cashing" or "Pay Day Loan" businesses;

(9) Body art, or body piercing businesses;

(10) Labor pools and labor halls; and

(11) Hotels/motels/and timeshares.

(d) Residential development standards.

(1) Residential uses, except for entrances, shall not be permitted on the ground floor.

(2) Residential uses located above nonresidential uses shall not exceed five (5) dwelling units per net developable acre unless increased by use of the TDR's.

(3) The façade of residential structures shall utilize architectural details, materials, patterns and forms which are consistent, and in scale with, a residential setting. The façades of attached residential structures shall feature extensive use of windows with vertical proportions, balconies (faux or otherwise), arched forms, planter boxes, material variations, color change, and any combination which communicates a residential community. Façades shall incorporate substantial projections and voids, including jogging, rooflines and projecting or recessing individual façades.

(4) Individual balconies which project from the façade and over the adjacent sidewalk may project up to four (4) feet over the adjacent sidewalk. Faux (e.g., shallow with projecting railing or balustrade only) balconies are also permitted. Second floor balconies must, however, provide a minimum twelve (12) feet clear zone from the finished grade below. In no case may second floor balconies project into the vehicular travel way. Balconies on higher floors may project four (4) feet into the

adjacent travel provided they are no lower than seventeen (17) feet above the travel way.

(5) Where residential uses are constructed above commercial use, first floor finished ceiling heights shall be a minimum of ten (10) feet.

(e) *Development standards.* The following standards shall apply to all development within the neighborhood center district. General design standards shall be submitted as part of the PD land use plan for all development within the neighborhood center. Specific design standards and architectural details shall be submitted with the preliminary subdivision plan/development plan for development within the neighborhood center. Both specific and general design standards shall include a continuous pedestrian access route a minimum of 48 inches wide and meet all accessibility requirements of currently-adopted editions of federal and state standards. The design standards shall include site-specific requirements for all building façades including maintenance, ancillary structures, and out-parcel structures. The standards shall outline architectural requirement for pedestrian-scaled trim and detailing, exterior wall materials, building entry prominence, articulation of façades, fenestration, bays, roof styles (no flat roofs), roof materials, and massing. Architectural elements, including colonnades, pergolas, columns, awnings, gables, dormers, porches, balconies, balustrades, and wall plane projections, shall be addressed. Prominent, formalized, and shaded pedestrian connections between adjacent commercial uses shall be emphasized as well as pedestrian scaled and uninterrupted visual interest along the street face.

Modifications to these standards may be permitted where alternative development practices will reinforce the planning and urban design principles established by the goals, objectives and policies of the village land use classification, the adopted SAP and this village development code. Any such modifications to these standards shall be identified separately in bold on the village PD land use plan, PSP or development plan for approval by the board of county commissioners at a public hearing.

(1) Minimum lot depth: One hundred twenty (120) feet.

- (2) Minimum lot width: Twenty-five (25) feet.
- (3) Maximum building height: Three (3) stories and forty-five (45) feet.
- (4) Maximum garage height: Twenty-two (22) feet; or thirty (30) feet with living area over garage.
- (5) Maximum floor area ratio: .70 FAR (nonresidential only).
- (6) Minimum building setback requirements:
 - a. Front: Ten (10) feet; awnings and other overhangs may extend up to five (5) feet into this setback.
 - b. Side: Zero (0) feet.
 - c. Rear: Ten (10) feet from the primary structure; five (5) feet from centerline of alley easement.
 - d. Side street: Six (6) feet.
 - e. Neighborhood center perimeter exterior side setback: Fifteen (15) feet.
- (7) Façades shall be built directly on the front building setback line for at least fifty (50) percent of the linear footage of each building.
- (8) In addition to the design standards established in the required PD design guidelines, all developments within the neighborhood commercial district shall comply with the

design, landscape, and lighting standards established in the commercial design standards ordinance, as it may be amended from time to time.

(9) When a rear or side of a building is adjacent to a residential district, that side of the building shall include roof, landscape and façade treatments consistent with a primary façade.

(10) On-street angled parking within three hundred (300) feet of the proposed use that meets the requirements of Section 34-171 shall be permitted as per the village street cross-section, on file in the ~~e~~Development ~~e~~Engineering ~~e~~Division. Off-street parking may be provided at a maximum rate of three (3) spaces/one thousand (1,000) square feet of building area.

(11) Bicycle racks shall be provided as follows:

- a. For developments that require up to twenty (20) vehicular parking spaces, four (4) bicycle parking spaces are required.
- b. For developments that require twenty (20) or more vehicular parking spaces, four (4) bicycle parking spaces are required for the first twenty (20) required vehicle parking spaces, plus one (1) additional bicycle parking space for each ten (10) vehicular parking spaces above twenty (20); provided that no more than ten (10) bicycle parking spaces are required for any one (1) establishment.
- c. ~~Racks should be located~~ At least fifty (50) percent of the required bicycle parking shall be provided in bicycle racks located no more than one hundred twenty (120) feet from primary building entrances served, and should preferably be within fifty (50) feet of the primary entrances. Bicycle racks serving secondary

entrances shall be located no more than one hundred twenty (120) feet from secondary entrances. Bicycle racks shall maintain the accessibility of the building entrance and are encouraged to be covered, such as by building soffits, provided that accessibility is maintained.

- d. Bike racks shall be an inverted "u"/hoop rack, post and ring rack, or similar device that accommodates two (2) bicycle parking spaces per rack and enables users to lock the frame and both wheels. Bike racks shall be anchored to a common base or mounting surface of concrete or pavement large enough to support bicycles locked to the rack.
- e. Each bicycle parking space shall have a minimum area of two (2) feet by six (6) feet to fully accommodate a parked bicycle and shall have an overhead clearance of at least seven (7) feet. Bicycle racks shall be a maximum height of three (3) feet, a minimum of three (3) feet on center between horizontal rows, and a minimum of three (3) feet from any parallel building wall and four (4) feet from a perpendicular wall. If more than one (1) row of bicycle racks is installed to create the required bike parking area, the installation shall provide a minimum of five (5) feet in an aisle in each row, assuming additional spacing for parked bicycles.
- f. Bicycle parking spaces shall be accessible to users without users having to ascend or descend stairs, and shall be separated from vehicle parking spaces by physical barriers,

such as curbs, wheel stops, bollards or other similar features, to protect bicycles from being damaged by vehicles.

- g. A bicycle parking device shall not impede pedestrian travel, bus boarding, or freight loading. If located on or next to a sidewalk, a minimum of five (5) feet of continuous pedestrian access must be maintained when bicycles are parked at a device. If the bicycle rack is near a curb on a street with automobile parking, at least three (3) feet of space must remain between a bicycle parked at the device and the curb. If a device is installed at a transit stop, its location shall not impede transit boarding.

(12) Commercial building and site design guidelines:

- a. An unenclosed canopy, awning, or second story porch/balcony shall be required over all first floor building openings (windows and doors). Such coverings shall be a minimum of five (5) feet in width.
- b. Owner (or property owners association) maintained sidewalk areas at the front of neighborhood commercial areas shall be placed in a utility easement and not made part of the public right-of-way. Such sidewalks shall be a minimum of ten (10) feet in width to facilitate pedestrian traffic, street furniture, and narrow store-front planters or planter pots. Such sidewalks shall extend from the right-of-way line (property line), to adjacent building face. A continuous, six (6) foot,

unobstructed clear zone, for pedestrian movement, shall be maintained within the sidewalk corridor. In addition, a continuous, five (5) foot wide planter strip (or intermittent tree planter cutout) zone shall be constructed within and along the exterior edge of the right-of-way. This public portion of neighborhood center sidewalk systems shall be placed immediately contiguous to the ten (10) foot wide, owner-maintained sidewalk described above. A continuous concrete expansion joint shall be constructed five (5) feet from the back of the curb in order to distinguish the public and private portions of the sidewalk systems. Any exceptions to these standards must be approved by the County Engineer and be consistent with the approved roadway cross-section, if applicable.

- c. Primary entries shall face a public street or walkway and shall be accessed from a ~~public~~—sidewalk open to the public. All entries shall meet accessibility requirements of the most recent editions of applicable federal and state standards as adopted.

- d. At least fifty (50) percent of the first floor exterior elevation primary façades (façades which face the street rights-of-way, or which feature any customer entrance) shall incorporate transparent glass. Spandrel, faux, or glass block shall not satisfy this requirement. The transparent glass system shall not be consolidated to any one (1) side of the façade, instead, the glass surfaces

shall be distributed across the width of said façade.

e. Sides or rears of buildings, which may not be a primary or secondary façade, shall incorporate roof ridge, roof eave, and façade variations similar to those provided on the primary façade.

f. Driveways on all functionally-classified roadways shall have special-emphasis crosswalk markings that are the maintenance responsibility of the property owner and shall otherwise be consistent with Sec. 30-250.

* * *

U. Section 38-1389 of the Orange County Code is amended to read as follows:

Sec. 38-1389. Village center district.

(a) *Generally.* The village center district shall be located generally at the center of the village adjacent to a collector road which serves that particular village. Commercial development within the village center district should be primarily oriented to serve the residents of the immediate neighborhood. The total maximum size of all development within the village center district shall be sixty (60) acres and the maximum total floor area for office and commercial nonresidential uses shall be four hundred thousand (400,000) square feet, unless otherwise expressly allowed in the approved SAP. The maximum floor area ratio shall be four-tenths (0.4). Development in the village center district shall conform to the block standards and conceptual master street and block plan approved with the PD land use plan approval and shall meet accessibility requirements of currently-adopted editions of federal and state standards.

(b) *Master street and block plan.* The conceptual master street and block plan shall be consistent with the SAP. At a minimum the master street and block plan shall identify the general location of public circulator street(s), major local street(s), and defined internal circulator/corridors (defined as other than maneuvering lanes, but less than public streets). Special attention

shall be paid to cross access between adjacent parcels, which may be required by the County Engineer to serve abutting building sites and enforced by cross-access easements that run with the land and that are recorded by the property owner at his or her expense. Said plan shall be approved with the adoption of the SAP or as part of the first PD land use plan approval for property in the village center. In any case, no preliminary subdivision plan or development plan within the village center shall be approved prior to the approval of a conceptual master street and block plan.

It is intended that the master street and block plan shall show conceptual building massing and layout that create an urban corridor or center. Such conceptual building massing plan is to be considered a guideline for, rather than binding on, future development. Structures shall be brought forward to a build-to-line adjacent to the rights-of-way, along public streets and defined internal circulators/corridors. Although entries may be from several directions, primary building entries and façades shall face these internal streets and circulator ways. Pedestrian plazas and courtyards may be used as breaks in the building.

(c) *Development standards.* The following development standards shall apply to all development within the village center district.

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(1) *Village center land use mix.*

Use	Minimum Land Area Required	Maximum Land Area Permitted
Residential *	25%	40%
Commercial, retail and services	40%	60%
Office	10%	25%
Overall nonresidential	30%	60%
Public and civic **	10%	no maximum
Public parks and green space	7.5%	no maximum
* Residential dwellings are permitted above ground floor commercial and office uses. Gross floor area of residential uses above the first floor shall count toward minimum land area requirements, but shall be exempt from maximum land area permitted.		
** Uses include churches, libraries, government buildings, schools, transit stations, etc.		

(2) *Permitted uses.*

- a. Permitted residential uses in the village center district are as follows:
1. Townhouses;
 2. Apartments;
 3. Condominiums;
 4. Residential dwelling units above commercial or office uses;

5. Home office uses as defined in this chapter.

b. Permitted uses in the village center district shall be limited to the following and subject to all of the conditions for permitted uses within the C-1 zoning district as listed in section 38-79 of this chapter:

SIC Group	Land Use
N/A	Community residential homes (greater than fourteen (14) clients)
0742	Veterinary hospitals and kennels within a completely enclosed soundproofed building (no outdoor runs)
43	Post offices
4724	Travel agencies
4729	Ticket agencies
4812	Cellular telephone sales and services
5231	Paint & wallpaper stores
5251	Hardware stores when contained completely within an enclosed structure with no outdoor storage and outdoor storage display. (Seasonal items generally related to a business may be located outside.)
5311	Department store shopping centers as defined in section 38-1 of this chapter
5411	Grocery stores and convenience foods with fuel pumps [a maximum of four (4) islands - eight (8) pumps] located at side or rear
5441	Candy, nut and confectionery stores
5461	Retail bakery shops

SIC Group	Land Use
5499	Specialty food stores
5621	Women's clothing stores
5661	Clothing stores
5712	Furniture stores
5713	Floor covering stores
5722	Household appliance stores
5731	Radio, TV, electronics stores
5735	Record and tape stores
5812	Eating places, including full-service restaurants with ancillary alcohol sales
5912	Drugstores
5932	Antique furniture stores
5941	Sporting goods and bicycle shops
5942	Book stores
5943	Office supplies and stationary stores
5944	Jewelry stores
5945	Hobby, toy & game shops
5946	Camera and photography supply stores
5947	Gift shops
5948	Luggage & leather goods stores

SIC Group	Land Use
5992	Florists
5993	Tobacco shops
5994	Newsstands, magazine stands
5995	Optical goods, eyeglass stores
5999	Miscellaneous retail, except auctions
60	Banks
61	Credit bureaus, mortgage loan companies, finance offices
62	Security and commodity brokers
63	Insurance carriers
64	Brokers, underwriters, insurance agencies
6531	Real estate offices, agents apartment finders, rental service, appraisers and managers
6541	Abstract and title services
672	Holding and investment offices and companies
673	Estate, trusts planning and management
7011	Bed and breakfast inns subject to section 38-1425(2) of this chapter
7212	Laundry and dry-cleaning, retail
7219	Tailoring
7221	Photographic artists, portrait, sculptors and musician studios
7231	Beauty shops

SIC Group	Land Use
7241	Barber shops, hair stylists
7251	Shoe repair and shoe shine
7261	Funeral services except crematories and embalming
7299	Miscellaneous personal services including costume rental, dating services, tanning salons and valet parking
7311	Advertising agencies
7334	Photocopying, quick print and duplicating services
7338	Secretarial services
7359	Appliance, TV, VCR and furniture rental
7361	Employment agencies
7374	Data processing
7378	Computer maintenance and repair
7379	Computer related services
7381	Lie detector services, detective agencies, investigators
7382	Security operations, burglar and fire alarm monitoring
7384	Film processing and developing
7389	Business services
7622	Radio, TV, VCR and stereo repair
7623	Appliance repair

SIC Group	Land Use
7631	Watch, clock and jewelry repair
7699	Locksmiths and repair services
781	Video editing
7841	Video rental
7911	Dance schools and studios
7922	Radio and television studios
7991	Physical fitness facilities
7997	Indoor sports and recreation membership clubs
8011	Medical doctors offices and clinics
8021	Dental offices and clinics
8031	Osteopathic physicians
8111	Legal services
8231	Libraries
8322	Counselors and family services
8331	Job training and related services
8412	Museum and art galleries
8641	Civic, social and fraternal associations
8661	Churches with attendant educational building and recreational facilities
871	Engineering offices, surveyors

SIC Group	Land Use
8712	Architectural services
8721	Accountant offices, tax consultants and bookkeeping
873	Research and development, testing services
8742	Management consulting services
8743	Public relations services
8748	Business consulting
911	Government offices
921	Courts
9221	Sheriff, public safety offices
9224	Fire stations
93	Public finance and taxation offices
94	Public health, education, social and human resource offices
95	Environmental, housing, urban planning and land management offices
96	Economic development commissions, transportation programs, public utilities and agricultural programs

c. The following uses and any other uses which are not expressly permitted shall be prohibited within the village center district:

1. Pawn shops;
2. Bottle clubs;

3. Veterinary services for livestock;
4. Hotels and motels (more than twenty-five (25) rooms);
5. Time share units and transient rentals (rentals less than one hundred eighty (180) days);
6. Escort services and tattoo parlors;
7. Fortune tellers, tarot card readers, palm readers, psychics and similar uses;
8. "Check Cashing" or "Pay Day Loans" business;
9. Body art, or body piercing business;
10. Labor pools and labor halls;
11. "Big Box" Developments.

- d. The following uses shall be allowed as a condition of approval or as a substantial change to the land use plan as approved by the board of county commissioners:

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SIC Group	Land Use
83222/8351	Adult/child day care centers
N/A	Communication towers subject to section 38-1427 of this Chapter
N/A	Street vending
5813	Sale of alcohol for on-premises consumption, except as ancillary to a full-service restaurant.
N/A	Drive-throughs in conjunction with a permitted use
N/A	Any business which maintains a fleet of commercial vehicles including, but not limited to carpet and rug cleaning, exterminating and pest control, janitorial services, maid services, septic tank cleaning, etc.
49	Utility substations and telephone switching stations
5331	Auto parts, tire dealers
5541	Automobile Service Stations [with fuel pumps: a maximum of four (4) islands/eight (8) fuel stations] located at the side or rear *
5813	Drinking establishments, cocktail lounges, pubs and bars
5921	Liquor stores subject to Section 38-1414 of this Chapter
7011	Country inns, subject to Section 38-1425 of this Chapter
7215	Coin-operated laundries
7542	Free-standing car washes that are enclosed on two (2) sides
7832	Movie theaters [exceeding eight (8) screens]
7933	Bowling centers

SIC Group	Land Use
7941	Stadiums in conjunction with schools
7993	Arcades, slot machines, video games, and enclosed amusement centers limited in size to five thousand (5,000) square feet
7999	Indoor amusement and recreation: billiard parlors, bingo parlors, skating rinks, recreation clubs
805	Nursing homes and skilled nursing facilities as defined in Section 38-1 of this Chapter
8062	Ambulatory nursing facilities
8093	Birthing facilities, alcohol and drug treatment, aids treatment, outpatient clinics, birth control centers
82	Colleges, kindergarten, elementary, middle and high schools, (private or public)
8299	Auto driving instruction
8361	Residential care such as crisis centers, juvenile correction homes, training schools for delinquents, drug rehab centers
8422	Zoos and botanical gardens
4225	Self storage facility **

* Service bays shall not face the rights-of-way.

** Specific design standards for self storage facilities shall be established at the time of PD approval, PD substantial change approval, or PSP and DP approval (as may be applicable), and included on the respective land use plan or site plan. Notwithstanding application type, the specific design standards shall be subject to approval at a public hearing before the board of county commissioners. To ensure that self storage facilities are developed in an architecturally compatible fashion, while not precluding pedestrian accessibility, design standards shall include the following:

- Building modulation shall be employed to break up long façades and create a visually unique project. Building modulation may be achieved through the use of horizontal and vertical projections or recesses, including awnings, overhangs or other similar architectural features. Color and textural changes that diminish the perceived horizontal scale and massing of buildings, with particular attention given to building corners and primary entrances, may also be used. Regardless of building modulation, self storage facilities shall have a maximum building length of two hundred seventy-five (275) feet;
- At least one primary building facade shall have a minimum transparency of fifty (50) percent on the ground floor, and a minimum transparency of twenty-five (25) percent on all remaining floors. Each other primary building facade shall have a minimum combined transparency of twenty-five (25) percent for all floors. For purposes of these design standards, transparency may consist of transparent windows, vehicular breezeways, or spandrel glass features (without opening into building wall or structure); and dormers, shutters or other architectural elements may be used to further enhance facades;
- Building elements shall not function as signage, and unique or symbolic business elements shall be secondary to the overall architectural design;
- Access to storage units shall be encouraged from the interior of the building; however, any outdoor storage or outdoor access to storage units shall be screened from street view and shall not face or be visible from any street; and
- Regardless of street frontage, projects shall be limited to two (2) curb cuts on any block face and no more than three (3) curb cuts for any parcel.
 - e. The following criteria shall be used in determining whether to approve or deny a substantial change:

1. The change shall be consistent with the comprehensive plan and/or specific area plan.
2. The change shall be similar and compatible with the surrounding area and shall be consistent with the pattern of surrounding development.
3. The change shall not act as a detrimental intrusion into the surrounding area.
4. The use shall be similar in noise, vibration, dust, odor, glare, heat producing and other characteristics that are associated with the majority of uses currently permitted in the zoning district.

(3) *Ground level retail.* Buildings fronting on any APF right-of-way, or village main street of an approved SAP must be designed to accommodate ground level retail and shall have a minimum first floor finished ceiling height of ten (10) feet. The ground level floor area may be used for office, or civic uses. Ground level retail is not required in residential only areas, which shall be designated on the PD land use plan.

(4) *Maximum retail floor area.* The maximum allowable gross floor area per retail establishment (excluding grocery stores and self storage facilities/buildings) is seven thousand five hundred (7,500) square feet. Retail establishments with a gross floor area between seven thousand five hundred (7,500) square feet and fifteen thousand (15,000) square feet may be approved at a public hearing by the board of county commissioners by way of a development plan review process pursuant to section 38-1389(e). Grocery stores may not exceed fifty-four thousand (54,000) square feet and self storage facilities/buildings may not exceed seventy-six thousand (76,000)

leasable square feet and one hundred thousand (100,000) gross square feet.

(5) *Residential development.* Residential development must achieve a minimum net density of five (5.0) dwelling units per net developable acre, unless otherwise provided in an approved SAP. Residential development may be permitted up to twenty-four (24.0) dwelling units per net developable acre with transfer of development rights or as otherwise as provided for in Section 38-1384(a).

(6) *Transit stops.* Transit stops should be centrally located in the village center commercial area so that, generally, no building is more than one thousand three hundred twenty (1,320) feet from a proposed transit stop. The county may require ADA-compliant shelter facilities and/or pull off bays, which must be consistent with the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation, as part of a development plan for the village center.

(7) Outside dining and seating areas are encouraged for full-service or other restaurants which possess twenty (20) linear feet or more of street frontage. Such outdoor dining and seating areas are subject to the following requirements:

- a. No table, chair, bench, umbrella, planter, or fencing may ~~invade~~encroach upon the sidewalk through-corridor, on-site traffic circulation, or landscaping or drainage areas.
- b. The limits of any proposed outdoor chairs, must be delineated on the development plan.
- c. Outdoor seating areas shall be factored in calculating the project's gross floor area in relation to required parking, stormwater, impact fees, and similar development regulations.

- d. Planters, with appropriately-sized plant materials, are encouraged for the purpose of delineating and buffering seating/dining areas from the adjacent sidewalk corridor, or any adjacent on-street parking. Such planted edges shall feature raised masonry or potted planters and, if appropriate, black decorative fencing.
- e. Outside dining and seating areas must be consistent with the accessibility requirements of the most recent editions of applicable federal and state standards as adopted.

(8) *Distance separation for alcoholic beverages in village centers.* Notwithstanding the provisions of section 38-1415(a), in order to promote a mixed use village center, the distance separation requirements for establishments selling alcoholic beverages for on-site consumption, as specified in section 38-1415(a), shall be reduced for those establishments possessing a 1COP, 2COP or 4COPSRX state liquor license within the village center from one thousand (1,000) feet to one hundred (100) feet from an established church or school (regardless of such church or school being located inside or outside of the village or neighborhood centers). Notwithstanding the foregoing regarding schools, pursuant to section 562.45, Florida Statutes, except for establishments that are licensed as restaurants and that derive at least fifty-one (51) percent of their gross revenues from the sale of food and nonalcoholic beverages pursuant to chapter 509 of the Florida Statutes, no establishments serving alcoholic beverages for on-site consumption may be located within five hundred (500) feet of an elementary school, middle school, or high school, however, with respect to such restaurants located within three hundred (300) feet of a school, alcoholic beverages may not be served before 4:00 P.M. on days that school is in session. The method of measurement shall be as provided in section 38-1415(b). A church proposing to locate in or around the village center may voluntarily waive the distance separation requirement for establishments selling alcoholic beverages for on-site consumption (that otherwise meet the requirements of this subsection) by executing a waiver. Such

waiver must be acceptable to the county in form and substance and shall be kept on file in the Zoning Division. All other provisions under section 38-1415 shall apply. The county may place other restrictions related to signage, outdoor seating, and outdoor amplification as part of the PD approval process to ensure compatibility with schools.

(9) *Subsequent establishment of church or school.* Whenever a vendor of alcoholic beverage has procured a license permitting the sale of alcoholic beverages and, thereafter, a church or school shall be established within one hundred (100) feet of the vendor of alcoholic beverages located within a village center, the establishment of such church or school shall not cause the previously licensed site to discontinue use as a vendor of alcoholic beverages.

(10) *Streets.* All streets and blocks in the village center shall conform to the provisions of this section.

- a. *Street standards.* Standards for streets shall be as set forth in the village street cross-sections found in the approved SAP or as approved on a PD/LUP. All streets shall meet all applicable standards of Chapter 34 and Section 21-176, including accessibility requirements.
- b. Owner (or property owners association) maintained sidewalks areas, at the front of Neighborhood Commercial areas, shall be placed in a utility easement and not made part of the public right-of-way. Such sidewalks shall be a minimum of ten (10) feet in width to facilitate pedestrian traffic, street furniture, and narrow store-front planters or planter pots. Such sidewalks shall extend from the right-of-way line (property line), to adjacent building face. A continuous, six (6) foot, unobstructed clear zone, for

pedestrian movement, shall be maintained within the sidewalk corridor. In addition, a continuous five (5) foot wide planter strip (or intermittent tree planter cutout) zone shall be constructed within and along the exterior edge of the right-of-way. This public portion of the Neighborhood Center sidewalk systems shall be placed immediately contiguous to the ten (10) foot wide, owner-maintained sidewalk described above. A continuous concrete expansion joint shall be constructed five (5) feet from the back of the curb to distinguish the public and private portions of the sidewalk systems. Owner-maintained portions of sidewalk and all other private portions of the sidewalk systems shall meet accessibility requirements of currently-adopted editions of federal and state standards.

- c. *Street type and pattern.* The types and patterns of all streets in the village shall be in conformity with the master transportation plan found in the village SAP. The location of streets on the master transportation plan is approximate. Precise locations of streets, consistent with the conceptual master block plan, shall be determined in conjunction with approval of a final development plan. Roadway connections to existing streets shall be in compliance with all accessibility requirements of currently-adopted editions of federal and state standards and shall provide two ramps per intersection quadrant on functionally-classified roadways.

Street patterns shall be based primarily upon a good system of interconnecting streets.

- d. *Direct access.* Direct access to the village center shall be from a village center major local or village center circulator street as defined by the adopted SAP. Direct access from an arterial road serving the village is prohibited.
- e. *Waivers:* Exceptions to the adopted SAP street cross sections may be granted as part of the LUP or PSP/development plan approval.

(d) *Development standards and approval process.* The following standards shall apply to all development within the village center district. Modifications to these standards may be permitted where alternative development practices will reinforce the planning principles established by the goals, objectives and policies of the village land use classification, the adopted SAP and this village development code. Any such modifications to these standards shall be identified separately in bold on the village PD land use plan, preliminary subdivision plan or development plan for approval by the board of county commissioners at a public hearing.

(1) Buildings on both sides of the street should be designed with similar height, bulk and yard standards. Heights of adjacent structures may vary, but ordinarily by not more than one (1) story.

(2) All townhouse development shall have access and off-street parking from the rear or via an alley.

(3) *Site development standards.*

- a. Minimum lot width:

Use	Minimum Width (ft.)
Townhouse	16
Multi-family	150
Condominium	85
Retail	30
Office	30
Civic	none

- b. Minimum lot depth for all uses shall be one hundred (100) feet.
- c. Maximum lot coverage and open space:

Use	Percent Maximum Lot Coverage*	Percent Minimum Open Space*
Townhouse	85	25
Multi-family and Condominium	80	25
Retail	80	20
Office	80	20
Civic	80	20
* The area of a porch, bay window, or arcade fronting a public street is not included in the		

Use	Percent Maximum Lot Coverage*	Percent Minimum Open Space*
calculation of lot coverage. Max Lot Coverage for Multi-family, Retail, Office and Civic shall refer to maximum impervious surface coverage.		

- d. Maximum F.A.R. for uses in the village center is four-tenths (0.4).
- e. Minimum living area per residential dwelling unit shall be one thousand (1,000) square feet for townhouses, and five hundred (500) square feet for apartments and condominiums.
- f. Maximum building heights are as follows:

Use	Number of Stories	Height in Feet
Townhouse	4	55
Multi-family and Condominium	5	75
Parking Structures	5	60
Retail	3	50
Office	3	50
Civic	3	50
Mixed use (Residential over Commercial)	5	75

1. Multi-family development shall comply with the compatibility standards established in section 38-1258. However, to promote a mix of land uses and facilitate new urbanism development patterns, waivers from these standards should be considered at the time of the land use plan approval.
 2. A turret, spire, tower, or other similar architectural feature may exceed the maximum height of the principal building by up to fifteen (15) feet.
- g. The build-to-line for all primary buildings, structures, walks and fences shall be ten (10) feet on all public street frontages, except residential streets which shall have setbacks as per the village home section individual residential districts of this Code. A minimum of seventy (70) percent of the build-to-line of any block or parcel must be occupied by buildings and/or street-walls. Landscaped street-walls should not make up more than fifty (50) percent of the required frontage.
1. Up to twenty-five (25) percent of any street frontage of a building may vary from the build to line, but shall not be less than five (5) feet or more than twenty-five (25) feet in variation.
 2. The area between the right-of-way line and the build to line shall be landscaped in accordance with the appropriate provisions of the Village PD Code.

3. There shall be no build to line for temporary buildings or structures.
4. Street-facing façades for ground floors of all buildings shall be planned for a minimum of fifty (50) percent transparency except in those areas of the village center designated for only residential uses in the PD land use plan.
- h. Front setback: Ten (10) feet; awnings and other overhangs may extend up to five (5) feet into this setback.
- i. Side setback: Zero (0) feet.
- j. Side street setback: Six (6) feet.
- k. Village Center perimeter exterior side setback: Fifteen (15) feet.
- l. Primary buildings or parking structures may not be constructed closer than twenty (20) feet from an adjacent building or structure except where a fire wall meeting Orange County Code requirements is provided.
- m. Minimum setback requirements shall apply in all cases, except that fireplaces, eaves, balconies, and fireproof stairways may extend up to a maximum of five (5) feet into the required setbacks.
- n. Patios may not be constructed within the required setback zone. This limitation, however, does not apply to sidewalk cafes.
- o. *Site access.* Site access and curb cuts shall be limited as follows:

Use	Minimum Permitted Curb Cuts
Townhouse	Access required from rear alley
Multi-family and Condominium	Two (2) curb cuts per lot
Retail	Two (2) curb cuts per lot
Office	Two (2) curb cuts per lot
Civic	Two (2) curb cuts per lot

(4) *Parking.*

- a. Off-street and on-street facilities shall be provided for multifamily use, hotel use, retail use, office use, and civic use in accordance with this subsection.
- b. The village code encourages public safety and crime prevention through environmental design. All at grade parking lots fronting village roadways shall be set setback not less than ten (10) feet from the right-of-way line from such roadways, and buffered from the street utilizing landscaping in accordance with the landscape requirements of the village code, and may include approved public art or approved street vendor stands.
- c. Parking structures, if required, should be designed to accommodate ground level retail. This ground level floor may also be used for office, civic, or approved conditional uses. Steel parking garages and steel guard

cables on garage façades are prohibited. Structures shall separate pedestrians and automobiles, shall provide covered bicycle parking on the ground floor, and shall be enhanced with façade treatment to integrate with the surrounding buildings when they front public streets.

- d. Maximum frontage for parking lots street shall be sixty-five (65) feet. Maximum frontage for parking lots along any other street shall be two hundred (200) feet.
- e. On-street parallel parking may be counted toward the parking requirements when said parking is on the same block as the building it serves. Assignment and allocation of on-street parking shall be shown on the final development plan and shall meet the requirements of Section 34-171.
- f. Shared parking. Uses may join in establishing shared parking areas if it can be demonstrated that the parking for two (2) or more specific uses occurs at alternating time periods. Required parking shall be determined based on parking demand for the peak parking period, as determined by parking analysis study approved by the county zoning division.
- g. Parking lots and parking garages shall not:
 - 1. Abut street intersections or civic use areas;

2. Be adjacent to public squares;
or
 3. Occupy lots which are at the terminus of a street vista.
- h. *Parking.* Off-street parking shall be located to the rear or side of buildings. Off-street parking shall comply with the parking standards established in ~~chapter~~ Sec. 38-1476. Waivers for reduced parking will be reviewed on a case by case basis for mixed-use density. Landscaping for the screening and interior of off-street parking shall comply with chapter 24, including canopy trees planted forty (40) feet on-center average, no closer than twenty (20) feet and no farther than sixty (60) feet on center, and one (1) understory tree for every twenty (20) feet. In addition, a minimum forty (40) inch masonry street wall/knee wall with decorative finish, such as stucco or brick, including a decorative cap shall be installed between the parking lot and the right-of-way but shall be outside the vertical and/or horizontal sight distances of any intersection or driveway. The wall shall not extend over twenty-five (25) feet without an offset/projection, pilaster, or column feature to provide aesthetic variety. On-street parallel parking is encouraged and may be counted toward the parking requirements when it is within the projected property lines as the building it serves and consistent with the requirements of Section 34-171.
- i. *Grocery store parking.* Grocery store development shall encourage

walking, feature a compact layout, and be integrated into the village's block design and configuration.

- (i) Parking shall be located at the rear or side of the grocery store front façade, if the front façade faces a public right-of-way. In order to reduce parking lot depth and allow the dispersal of parking on at least two (2) sides of the grocery store, placement of the grocery store entrance is encouraged at a corner of the building.
- (ii) If the side or rear of the grocery store faces the right-of-way, parking may be permitted in the front; however, side or rear façades, which face an adjacent right-of-way, shall not project blank, flat, or featureless walls. Instead, such walls shall, at a minimum, imply a building front by incorporating projected architectural features, including decorative trim, pilasters, recessed window glazing (transparent and spandrel) and surrounds, awnings, varied roof and eaves lines, and paint color variations.
- (iii) Outlying portions of grocery store parking lots shall also be screened from view by locating ancillary buildings directly along the right-of-way. Such secondary inline retail, or free-standing

buildings shall feature an architectural style or architectural features found on the adjacent grocery store. Parking for these buildings shall again be prohibited between the right-of-way, and the structure. Instead, parking for these buildings shall also be located at the rear or side. Fire lanes, without designated parking areas, may be allowed between the structure and the adjacent right-of-way.

(iv) Parking shall be located in modules involving delineated groups of parking spaces which are separated by landscaping, landscaped pedestrian ways, and/or architectural features.

(v) Pedestrian walkways shall be designed to provide access between parking areas and the building entrance in a coordinated and safe manner using clearly delineated pavement markings and/or crosswalks consistent with Sec. 30-250.

j. Parking lot drives. In order to ensure shorter block patterns with a comfortable, convenient, and walkable scale, the village center's more expansive surface parking lots shall incorporate clearly-defined pass-throughs which serve to extend the surrounding street pattern while keeping traffic speeds slow and providing shoppers with a safe,

shaded, convenient environment.
Drives can be defined by means of:

- Parking modules
- Repeated street tree patterns
- Knee walls repeated within lot
- Bollards
- Pedestrian ~~paver~~ patterns walkways with textured or stamped concrete or asphalt and painted or thermoplastic crosswalk markings
- Narrow dimensions
- Shade
- Pedestrian oriented signage
- Parallel parking spaces

* * *

V. Section 38-1390.16 of the Orange County Code is amended to read as follows:

Sec. 38-1390.16. Submittal requirements for PD/UNP.

(a) The following information shall be provided in graphic or written form as necessary to satisfy the requirements.

(1) Number of Copies: As determined by the Development Review Committee.

(2) Cover Sheet including:

a. Name of the development;

- b. A physical/legal description of the property that is the subject of the PD/UNP and gross acreage calculations for land and water areas;
- c. A graphic depiction of the physical relationship of the property to the Town Center and the applicable Neighborhood Planning Area(s);
- d. Scale (1":100' preferred);
- e. North Arrow;
- f. A description of the existing use, future land use plan designation and zoning of all abutting properties that are external to the proposed PD/UNP and/or TCSAP;
- g. Date of preparation;
- h. Name, Address and Phone Number of all the following applicable professionals: Property Owner(s), Developer(s), Planner, Landscape Architect, Engineer(s), Surveyor(s), and/or Agent(s) of the property owner or others involved in the proposal.

(3) Existing Conditions Sheet including:

- a. Existing streets, both on and within five hundred (500) feet of the proposed development including: street names; location of each street; right-of-way width and centerline setbacks of each street; driveway approaches and locations; medians and median cut locations.

- b. Existing crosswalks, sidewalks, bike paths, transit stops, or other form of transportation related improvement, including accessibility needs based on currently-adopted editions of federal and state standards.
- c. Existing utilities serving the property, and their location and size.
- d. Existing buildings and structures on the property.
- e. Existing topography at one-foot contours based on the county datum (or as approved by the county engineer) and other natural features including lakes, water-courses, and conservation area.
- f. Soils Conservation Map, for comparison with proposed development activities, showing soils classifications as identified by the U.S.D.A. Soil Conservation Service or other competent expert evaluation.
- g. The 100-year flood elevation and limits of the 100-year floodplain for all developments extending into Zone "A."
- h. Location and extent of all classified wetlands as determined by an approved Orange County Conservation Area Determination. If an applicant elects to postpone submission of the Master Street Plan and Connectivity Analysis until the Preliminary Subdivision Plan (PSP) stage of project review (as provided for in sSection 38-1390.15(b). CAD information may also be deferred to the same PSP stage of review.

- i. Other generalized existing vegetation.
- j. Existing habitat areas for endangered, threatened or protected species. An applicant may elect to defer submission of this information and submit concurrently with the CAD information referenced in subsection h., above.
- k. The approximate normal high water elevations or boundaries of existing surface water bodies, wetlands, streams and canals, both on and within fifty (50) feet of the proposed development.

(4) PD/UNP Sheet(s) including:

- a. Master Street Plan and Connectivity Analysis: This sheet shall graphically depict: the location, type and extent (extent includes the beginning and ending point of each street type, such as an intersection, property boundary, water body or other physical feature) of all proposed Functionally Classified/Urban Collector and Framework Streets; all proposed transit routes and planned transit stops; bicycle facilities and shared-use paths and trails, mid-block pedestrian passageways; other types of pedestrian ~~bridges, guideways or~~ safety enhancements; ~~and~~ the first phase of development of the planned system of connected streets, transit bicycle and/or pedestrian facilities; and signing and pavement marking plans with details of installation consistent with Traffic Engineering Division specifications. The street type shall be clearly identified according to the street

types identified in the Town Center Code. If alternative street types or cross-sections are proposed, each shall be graphically depicted with the same information as provided for street types included in the Code. A justification for the alternative(s) proposed will also be included with the submittal. In addition, the applicant shall complete a Connectivity Analysis to identify vehicular and/or pedestrian connections to adjoining properties and existing or planned streets and/or pedestrian/bicycle paths and passageways. The analysis shall result in the depiction of vehicular and pedestrian connections from the development site to: other portions of the Land Use District in which the subject property is located; and, any Functionally Classified/Urban Collector adjoining or within the subject Land Use District. The Connectivity Analysis will be evaluated based on the following criteria:

1. Link-to-Node Ratio. The number of links (Framework Street segments between intersections, cul-de-sacs, or approved through-block pedestrian passageways) is divided by the number of nodes (intersections or cul-de-sacs). The node count represents the total number of intersections, including dead-end cul-de-sacs. As a result, a higher number of dead-end streets reduces the link-to-node ratio of the street network. Accordingly, higher

link-to-node values indicate a more connected street network. Generally, a ratio of 1.35, or higher, indicates an acceptable level of vehicular and pedestrian connectivity. When a ratio less than 1.35 is indicated, the applicant will submit a justification that addresses specific site conditions, project phasing or other elements that should be taken into consideration when evaluating a link-to-node ratio that is less than 1.35. The applicant may also propose alternative or supplemental vehicular or pedestrian improvements or planning techniques intended to address a substandard ratio;

2. The proposed street type is appropriate to its connectivity function (Framework Streets connecting two (2) or more Functionally Classified/Urban Collectors shall be a Parkway, Avenue or Main Street);
3. Links from existing or planned (included in an approved PD/UNP or PSP) Framework Streets and/or block defining pedestrian and/or bicycle only "streets" within adjoining properties have been continued to nodes within the proposed PSP; and
4. Where more than four (4) blocks are proposed to be combined to create a single

development site, the analysis or proposed commitments/conditions demonstrate that connectivity requirements and criteria have been satisfied.

* * *

W. Section 38-1390.22 of the Orange County Code is amended to read as follows:

Sec. 38-1390.22. Submittal requirements for development plans.

(a) The following information shall be provided in graphic or written form as necessary to satisfy the requirements.

(1) Number and Type of Copies: As determined by the DRC staff.

(2) Cover Sheet including:

a. The sheet size shall be 24" x 36". (Larger sheets may be submitted if necessitated by the size and nature of the project.) Plans including more than one (1) sheet shall provide a key map relating sheets to the entire planned area. The information required on the face of this sheet should be positioned in one (1) of three (3) places: in the title block, on the location sketch or on the plotting design scheme. The information requirements are detailed below.

1. Title, Legend and Location Block. The title of the proposed plan, the name and address of the owner and the name and address of the engineer and surveyor engaged to prepare and design the plan shall be included. The date, revision

dates, graphic scale of plans, north arrow, current zoning, total number of lots/building sites/development sites, and total site area in acres or portions thereof shall also be included along with the section, township and range in which the subject property is located and the Property Identification Number. This information is to be located on the lower right-hand corner of the sheet.

2. *Location Sketch.* A sketch showing the general location of the development in relation to the surrounding area shall be placed on the sheet, in the upper left-hand corner. The location sketch shall be oriented the same direction as the plotting design. It also shall be drawn to a scale large enough to show the relationship of the tract to existing and proposed community features such as Functionally Classified and Framework Streets, schools and recreation areas. An appropriate scale is 1" = 2,000'.
3. The design scheme shall be drawn to a scale no smaller than 1" = 100'. All other plan sheets shall be drawn to sufficient scale to show all details, with north oriented to the top or right hand edge of the sheet.

- b. Name of the development as well as the associated PD/UNP and PSP;
- c. A boundary survey of the property that is the subject of the Development Plan that has been signed and sealed by a land surveyor registered in the State of Florida;
- d. A graphic depiction of the physical relationship of the property to the approved PD/UNP and PSP, and the boundaries of all applicable Land Use Districts included within the area of the Development Plan;
- e. Acreage of the property included within the Development Plan boundaries with and without lands included in any water body, classified wetland or designated Greenbelt, or within any dedicated right-of-way;
- f. A description of the use and zoning of all abutting properties that are external to the PD/UNP and/or TCSAP;
- g. Date of preparation;
- h. Name, Address and Phone Number of all the following applicable professionals: Property Owner(s), Developer(s), Planner, Landscape Architect, Engineer(s), Surveyor(s), and/or Agent(s) of the property owner or others involved in the proposal;

- i. Notarized Owner's Affidavit and, if necessary, Agents Authorization Letter;
- j. Application(s) for Concurrency Evaluation, if required.

(3) Notes should be used whenever possible to explain, verify or identify additional information that is important to the understanding of the site and the plan of development.

(b) Existing Conditions Sheet including:

(1) The following information regarding existing conditions on and off the site shall be shown: boundary lines, location, distance, and bearings for boundary lines, and the width and purpose of all easement lines. The boundary lines of the tract shall be clearly delineated by a heavy solid line.

(2) Certified topography drawn at one-foot contours using county datum and showing natural features.

(3) Existing streets, street intersections or rights-of-way, both on and within five hundred (500) feet of the proposed development including: street names; location of each street; right-of-way width and centerline setbacks of each street; surface improvements; driveway approaches and locations; medians and median cut locations; intersection curb ramps and accessibility needs based on currently-adopted editions of federal and state standards.

(4) Existing crosswalks, sidewalks, bike paths, transit stops or other form of transportation related improvement, including accessibility needs based on currently-adopted editions of federal and state standards.

(5) All setbacks from functionally classified streets shall be illustrated.

(6) The development line of natural water bodies shall be illustrated.

(7) Existing utilities serving the property, and their location and size.

(8) Existing buildings and structures on the property.

(9) The 100-year flood elevation and limits of the 100-year floodplain for all developments extending into Zone "A".

(10) Location of wetlands, conservation areas and associated upland buffers shall be shown on the boundary survey.

(11) Other generalized existing vegetation.

(12) Existing habitat areas for endangered, threatened or protected species.

(13) The approximate normal high water elevations or boundaries of existing surface water bodies, wetlands, streams and canals, both on and within fifty (50) feet of the proposed development.

(c) Development Plan Sheets, drawn at an appropriate scale (one (1) inch equals one hundred (100) feet) with all dimensions provided, to address the following elements. Sheets may be combined depending on the scope and type of project submittal.

* * *

X. Section 38-1390.35 of the Orange County Code is amended to read as follows:

Sec. 38-1390.35. - Pedestrian accommodations.

(a) Where practical, pedestrian passageways, drive aisles with sidewalks, or standard Framework Streets shall be incorporated in combined blocks in order to provide opportunities for pedestrians to cross through the site.

(b) Planning and Design Standards for Through-Block Pedestrian Passageways. During the initial phases of project programming and development, owners may find it necessary to combine blocks. If the resulting block length exceeds the standards of this Code, owners shall incorporate approved Through-Block Pedestrian Passageways which make a direct connection to the opposite side of the block. As development projects are redeveloped and portions of surface parking areas are replaced with structures, such Passageways will eventually delineate formal pedestrian corridors between structures and outdoor urban plazas. All Through-Block Pedestrian Passageways shall meet all accessibility requirements of the currently-adopted editions of applicable federal and state standards.

(1) Through-Block Pedestrian Passageways, consistent with the design standards of this chapter, shall be an acceptable substitute for required block termination. Through-Block Pedestrian Passageways shall function as an uninterrupted continuation of the surrounding street sidewalk grid system and shall signal a safe through-block pedestrian connection to the next parallel block face.

(2) The entryway and full length component of Through-Block Pedestrian Passageways shall be highly visible, and ~~brightly~~ safely lit in a way that and invites regular and convenient use by pedestrians seeking a destination on the opposite side of the block. Installation of security features, such as video and/or alarm systems, should be considered and may be required. These facilities shall be placed in a public easement which provides for unrestricted public access. They shall be recorded on a plat map within the plan sheets of the Preliminary Subdivision Plan application and meet all access conditions required by the Orange County Fire Rescue Division.

(3) Regardless of the form through which public pedestrian access is provided, the costs of construction, maintenance, repair, accessibility requirements, and security of passageways shall be borne by the adjacent property owner or an entity approved by Orange County such as a property owner association, or Municipal Services Taxing Unit.

(4) Plan submittals for all Through-Block Pedestrian Passageways shall, at a minimum, delineate the following three (3) components along their full length:

- *Walk Clear Zone.* A centralized walk clear zone for safe, convenient and unimpeded pedestrian circulation that provides a minimum width of 48 inches as a continuous pedestrian access route.
- *Tables, Seating, Shrub and Groundcover Plantings.* Benches with backs or tables with seats, and planters (raised with seat walls, or cut-out style) shall be incorporated. Planters may include required canopy trees.
- *Overhead Shade and Shelter.* Overhead shade and shelter, in the form of approved canopy shade trees or fabricated structures shall be provided in accordance with the spacing and weather protection requirements below. Approved overhead fabricated awnings or trellises, or public art structures, may meet the overhead shade and shelter protection requirement. Fabricated overhead shade structures are intended to provide shade and protection from inclement weather. As such, a minimum of seventy (70) percent of the area within the limits of a fabricated shade structure shall provide solid overhead weather protection. A combination of fabricated overhead shade, and canopy trees, is encouraged to meet the overhead shade and shelter requirement.
- *Customer access doors and windows.* Doors and windows associated with uses directly abutting passageways are encouraged.

* * *

Y. Section 38-1390.37 of the Orange County Code is amended to read as follows:

Sec. 38-1390.37. General requirements.

Whenever public or private streets, rights-of-way, pedestrian passageways, bikeways or driveway approaches are to be constructed as part of any development after the effective date of this Code, they shall be utilized, designed and installed in

accordance with the requirements contained herein and shall include roadway connections that are in compliance with all accessibility requirements of the currently-adopted editions of applicable federal and state standards. All streets, including pedestrian and bicycle facilities, that are or will become part of public rights-of-way shall meet all applicable standards of Chapter 34 and of Section 21-176. Whenever existing public streets, right-of-way, pedestrian passageways, trails, ~~multi~~-shared use paths or driveway approaches abutting and serving a specific development do not meet the requirements listed herein and the transportation impacts of the specific development would result in unsafe facility operating conditions, the DRC may recommend appropriate conditions that would require the affected facilities be improved to conform to these requirements.

Z. Section 38-1390.39 of the Orange County Code is amended to read as follows:

Sec. 38-1390.39. Site access standards.

The provision of vehicular access to lots, building or development sites within the Town Center shall be governed by the following standards.

(a) Lots, building and development sites within blocks that adjoin an Urban Collector/Functionally Classified Street, Avenue or Parkway may be subject to a requirement for a Unified Circulation and Access Plan and the requirements of Sec. 30-248. This Plan shall be established at the time of a Preliminary Subdivision Plan approval for the affected block(s). The DRC shall be authorized to designate cross-access corridors for blocks that adjoin one (1) of the aforementioned Framework Streets or an Urban Collector/Functionally Classified Street. The following requirements apply to cross-access corridors:

(1) *Design of Cross-Access Corridors.* These corridors shall be designed to provide unified access and circulation among individual sites in order to assist in local traffic movement. Each corridor should be designed to include the following elements:

- a. A continuous linear travel corridor extending the entire length of the block which it serves.

- b. Sufficient width to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles and loading vehicles.
- c. Stub-outs and other design features which made it visually obvious that the abutting properties may be tied in to provide cross-access.
- d. Linkage to other cross-access corridors in the area.
- e. Closure of pre-existing curb cuts, as applicable, that will be eliminated after the construction of the Cross-Access Corridor, which may be required by the County Engineer.

Commentary: Unified Access and Circulation Plans are intended to address vehicular circulation internal to blocks (individual or combined) and connecting lots, building sites and development sites that are intended for separate ownership. Where a block, group of blocks or combined blocks will be under common ownership, such as shopping center or apartment projects, the function of a Unified Circulation and Access Plan may be adequately addressed through the development plan review and approval process.

(2) Easements Required to be Dedicated. Wherever a cross-access corridor is designated no other development order shall be approved unless the property owner shall grant an easement, running with the land, allowing general cross-access to and from the other properties within the PSP or DP. Such easement shall be recorded, by the property owner at his or her own expense, in the public records of Orange County and constitute a covenant running with the land. The property owner shall provide a copy of the recorded cross-access easement to the Development Engineering Division.

(3) Coordinated Access and Circulation Systems or Joint/Shared Parking Design. Wherever a cross-access corridor has been designated in accordance with subsection (2) above, the sites within the affected area may be so designed as to provide for coordinated access and circulation systems. When

elected by the affected property owners, joint/shared parking facilities may also be included as an element of a unified system.

(4) Development Prior to Abutting Use. In the event that a site is developed prior to an abutting property, it shall be designed to ensure that parking, access and circulation elements may be easily tied in to create a unified system at a later date.

(5) Existing Abutting Uses. In the event that a site abuts an existing developed property, it shall be so designed as to tie into the abutting parking, access and circulation to create a unified system unless the County Engineer finds that this would be impractical due to adverse topographical, soil, stormwater, or conservation conditions.

(b) Criteria for County Engineer approval of mid-block driveway access include, but are not limited to those listed below, accessibility requirements of the currently-adopted editions of applicable federal and state standards, and access management requirements of Section 30-248. The County Engineer may base an approval or denial of a driveway based on one (1) or more of the applicable criteria.

(1) The proposed driveway is connected to a cross-access easement that is part of a Unified Circulation and Access Plan approved for the associated block;

(2) Access rights along the block adjoining a Functionally Classified/Urban Collector, Avenue or Parkway have been dedicated to Orange County;

(3) Unrestricted access driveways may be permitted for Avenues and at designated median openings along Functionally Classified/Urban Collectors and Parkways;

(4) Restricted access (right-in/right-out) driveways may be permitted for two-lane Framework Streets with a nonraised median that is at least ten (10) feet wide consistent with the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation; and

(5) The pedestrian crossing area of the driveway shall be clearly marked with thermoplastic crosswalk markings that

are the maintenance responsibility of the property owner, and MUTCD consistent signage shall be erected to alert drivers exiting the block to the presence of pedestrians and bicyclists.

AA. Section 38-1390.40 of the Orange County Code is amended to read as follows:

Sec. 38-1390.40. Framework Street Standards.

(a) The Town Center multimodal transportation system is comprised of Functionally Classified/Urban Collector and Framework Streets. The purpose of the Framework Street network is to connect Town Center Neighborhoods and Land Use Districts; provide connections to community parks internal to the Town Center; and connect the Town Center with the regional network of roads and transit facilities/services. Additional purposes associated with Framework Streets include:

(1) Framework Streets serve a public purpose by forming an interconnected network of streets designed to provide access to property, and provide for the movement of people and goods;

(2) Framework Streets are intended to provide a broad range of opportunities for people to satisfy their trip making needs by the most efficient and economical modes available; and

(2) The placement, design and naming of Framework Streets provides a means of way finding within Town Center as well as provides geographic reference points for travelers.

(b) On-street parking shall be required for Main Streets and shall either be parallel to the curb or may be angled in areas deemed appropriate by the Development Review Committee and consistent with specifications approved by the County Engineer, including designation of accessible on-street parking spaces consistent with Sec. 34-171 and any on-street loading zones that may be needed to ensure the safe movement and interaction of people and goods. On-street parking for Avenues and Parkways shall always be parallel to the curb. When elected by a property owner, on-street parking for Standard Streets may either be parallel to the curb or angled in areas deemed appropriate by the Development Review Committee and consistent with

specifications as submitted by the applicant and approved by the County Engineer. Where required, the minimum width of on-street parking is seven (7) feet. The gutter portion of a curb and gutter section shall not be included as part of the width of an on-street parking space.

Where designated on-street parking is not included as part of a standard Framework Street, the applicable preliminary subdivision plan or development plan shall address the type and signage required to provide notice that on-street parking of vehicles is not permitted, which must be approved by the Traffic Engineering Division.

(c) Bicycle lanes are always included within Avenue and Parkway Framework Street types and the minimum width shall be five (5) feet. The inclusion of bicycle lanes within any other Framework Street type is at the option of the developer and subject to approval at DRC in conjunction with a PSP or DP.

(d) The typical cross-section and standards for a Framework Street shall not be modified through the substantial or nonsubstantial change process.

(e) Alternative cross-sections and standards for a Framework Street type other than those defined herein may be proposed as a substantial change subject to the approval of the County Engineer, DRC and the Board of County Commissioners.

(f) The location, type and design of transit stations, stops and pull-over ~~out~~ bays within the right-of-way of Framework Streets shall be determined by the County Engineer during the PSP or DP review process and must be consistent with the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation.

(g) The posted speed of a Framework Street shall be the same as the design speed unless otherwise determined by the County Engineer.

(h) Bicycle lanes shall be striped, designed, and delineated in accordance with the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and

Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation ~~second edition of and~~ the NACTO Urban Bikeway Design Guide (as it may be updated from time to time). No required part of a bicycle lane shall be included in any part of a curb and/or gutter section.

(i) The minimum spacing of vehicular intersections with a Functionally Classified Street/Urban Collector (FCS) shall be ~~six hundred sixty (660) feet measured centerline to centerline of the intersecting streets~~ consistent with Section 30-248. Driveway access to a FCS at locations between vehicular intersections may be approved by the County Engineer to accommodate right-in and right-out driveway access as well as access to public facilities (fire stations, police sub-stations, schools or libraries).

(j) Placement of traffic signals must meet the warrant requirements of the Manual of Uniform Traffic Control Devices (MUTCD). When signals are proposed at intervals closer than the minimum intersection spacing referenced in subsection (i) above, they shall be considered only where the need for such signals is ~~clearly demonstrated~~ warranted and approved by the County Engineer. They shall be evaluated based upon the safe and efficient operation of the Framework Street or Functionally Classified Street/Urban Collector. The traffic analysis supporting the signalization must show no significant reduction of service for through traffic on the Functionally Classified Street/Urban Collector.

(k) Direct vehicular access from a lot, building or development site to an Avenue or Parkway shall be limited to one (1) right-in/right-out per block face with an exception for public facilities such as fire stations, police substations, schools or libraries. All lots, building or development sites that adjoin a Main Street shall have direct access from another street, inclusive of alleys or lanes. All lots, building or development sites that adjoin any other Framework Street are encouraged to have direct access from another street, inclusive of alleys or lanes.

(l) Utilities placed under pavement within any Framework Street shall include a sufficient number of lateral connections to adjoining properties to provide service without the need to cut any part of a curb, pavement or walkway.

(m) Curb or gutter, sub-base and pavement construction standards shall be as specified by the County Engineer. Durable pavement materials other than asphalt or concrete may be substituted for the wearing surface of on-street parking and within gateway intersections with the approval of the County Engineer.

(n) Streetlights, which shall be consistent with the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) published by the Florida Department of Transportation, are required along all Framework Streets and shall be placed within a furnishing zone (includes the area of a bulb-out), unless an alternate location is approved by the DRC.

(o) Where Framework Streets are programmed to include underground utility pipes with a diameter of sixteen (16) inches, or larger, the minimum width of the Framework Street Walking Zone sidewalk over such pipe(s) shall be a minimum of twelve (12) feet. The subject underground utility pipe should be aligned under the street-side edge of the subject sidewalk, not the private property side. In no case may the facade of a building be placed within eighteen (18) feet of utility pipes possessing a diameter of sixteen (16) inches, or larger.

(p) Bulb-out planting areas for street trees shall be required for any Framework Street that has been designated as a Main Street. Bulb-out planting areas shall be optional on all other Framework Streets.

(q) Cul-de-sacs shall be subject to approval by the Development Review Committee (DRC) on a case-by-case basis when natural or manmade constraints impede roadway connectivity. The DRC shall endeavor to ensure that pedestrian and bicycle connectivity is maintained when cul-de-sacs are considered for approval.

(r) Front loaded lots shall not be utilized where: they front a block containing a public or private school, or a public park/civic space owned and maintained by Orange County.

(s) Where feasible, all utilities that are intended for placement within the right-of-way of a Framework Street shall be placed under pavement or the sidewalk sections along either side.

(t) Wherever a development or building site abuts unplatted land or a future development phase of the same development, street stubs shall provide pedestrian and vehicle access to abutting properties or to logically extend the street system into the surrounding area. The determination that street stubs are required shall be made by the DRC as part of the review of PSPs.

BB. Section 38-1390.41 of the Orange County Code is amended to read as follows:

Sec. 38-1390.41. Framework street cross-sections and standards.

(a) Each Framework Street cross-section is comprised of several elements including: traveled way, furnishing zone, walking zone, and frontage zone. Requirements and restrictions relative to each of these elements are provided below.

(1) The traveled way includes through lanes, bicycle lane, parking lane and edge zone. Bulb-outs may extend into the traveled way consistent with standards determined and approved by the County Engineer.

(2) The furnishing zone is intended to accommodate: street light standards; canopy or understory trees; trash receptacles and street furniture such as benches, wayfinding signage standards and kiosks; and public bicycle parking facilities.

(3) The walking zone is intended for pedestrian travel and shall be kept clear of permanent or movable obstacles to pedestrian movement. When a use agreement is approved by the County Engineer, overhangs, awnings, canopies, marquees and other facilities specified in the Right-of-Way Utilization Regulations contained in chapter 21 of the Orange County Code may extend over or be placed within the walking zone to the full extent of the width of the zone or as otherwise provided in the approved use agreement, but may not conflict with accessibility requirements of the currently-adopted editions of applicable federal and state standards.

NOTE: The roundabout graphic above is only provided as a local roundabout example. Roundabouts along Town Center Framework Streets shall be designed and reviewed, on a case-by-case basis, in accordance with County Standards. Roundabout planning and

design shall factor adjacent development context, the safety of pedestrians and bicyclists, and safe visibility. For a thorough roundabout design reference resource, consult the latest edition of the FHWA document *Roundabouts: An Informational Guide*, subject to requirements specific to Florida published by the Florida Department of Transportation.

* * *

CC. Section 38-1390.42 of the Orange County Code is amended to read as follows:

Sec. 38-1390.42. General standards.

(a) All streets and public ways shall be paved and curbed in accordance with the standards for Framework Street types, and the following requirements:

(1) *Additional Improvements for Streets in Existence Prior to the Adoption of this Chapter.* Where any Street(s) lying within or abutting a proposed development requires construction of additional lanes or other improvements to meet the standards of this Code or the requirements of a pre-existing development order or agreement, the extent of the improvements required (or money escrowed) shall be commensurate with the impact of the proposed development, in accordance with the requirements of Orange County, and shall include construction of accessibility needs based on currently-adopted editions of applicable federal and state standards.

(2) *Intersection/Access Improvements.* Intersection and access improvements to Framework or Functionally Classified Streets, such as acceleration, deceleration, and turning lanes, shall be installed at the developer's expense within the area of the applicable and approved PSP or Development Plan and on abutting Streets and in accordance with standards established by the County Engineer.

(3) *Improvements Required to Nearest Acceptable Improved Public Street.* Each development shall abut, or have as its primary access, a street whose improvements have been approved by the Orange County Development Engineering Division pursuant to the minimum requirements of this Chapter. Wherever the abutting street does not meet these requirements, the developer shall construct the street where it abuts the development and to the nearest structurally acceptable paved public street as determined by the County Engineer, including roadway

connections that are in compliance with all accessibility requirements of the currently-adopted editions of applicable federal and state standards and that provide two ramps per intersection quadrant on functionally-classified roadways.

(4) *Paving, Base Courses, Wearing Surfaces, etc.* As established in chapter 34, Subdivision Regulations, of the Orange County Code.

(5) *Pavement Markings.* All travel lanes, lines, turning arrows and other pavement markings needed to control traffic flow shall be approved by the Traffic Engineering Division and shall be placed on the pavement by the developer, in accordance with the Manual for Uniform Traffic Control Devices.

(6) *Traffic Control Devices.* All required regulatory, warning and/or guide signs; signalization/hazard ahead warning devices and other traffic control devices shall be approved by the Orange County Traffic Engineering Division and installed by the developer in accordance with the Manual of Uniform Traffic Control Devices.

(7) *Driveway Approaches.* Driveway approaches shall be provided in accordance with the grades and specifications as established by Orange County. Such construction shall be subject to inspection and approval by the County Engineer. If any paving or curb defects, or any damage from heavy equipment shall occur within one (1) year from the date of acceptance, the defects shall be remedied by the developer at the developer's expense.

(b) Adjoining property owners shall have maintenance responsibility for required on-street parking, bulb outs, furnishing zones and walking zones, including accessibility requirements of the currently-adopted editions of applicable federal and state standards and of Section 34-171. This responsibility shall be assigned to a Property Owner Association, Municipal Services Benefit Unit (MSBU), Municipal Services Taxing Unit (MSTU) or Community Development District when approved by the Board of County Commissioners. Such funding mechanism shall be in place prior to or concurrent with a Preliminary Subdivision Plan.

(c) All intersections and curves shall be designed in accordance with the following or an alternative approved by the County Engineer:

(1) *Right Angle Intersections.* Streets shall be designed so as to intersect as nearly as possible at right angles. The approach to an intersection should be approximately at right angles for a minimum of one hundred fifty (150) feet on Framework Streets.

(2) *Non Right Angle Intersections.* With the approval of the County Engineer, one (1) approach to an intersection may be designed with a maximum of sixty (60) degrees of offset from a right angle.

(3) *Relationship to Existing Intersections.* New intersections to an existing street shall wherever practical be located directly across from any existing intersection on the opposite side of the street, so as to form a single four-way intersection.

(d) All streets shall be designed in accordance with: the latest editions of the Orange County Road Construction Specifications; the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook-Book); ~~and chapter 19 (Traditional Neighborhood Development) of the Green Book; including the associated Traditional Neighborhood Development Handbook;~~ and the following minimum standards:

(1) The minimum right-of-way width shall be as depicted on the applicable street type cross-section, or of sufficient width to provide for adequate ultimate drainage facilities, utilities, and sidewalks, whichever is greater.

(2) The minimum lane/pavement widths shall be determined based on the information presented with each Framework Street cross-section and the anticipated vehicular volume as described in chapter 34 of the Orange County Code.

(3) The minimum pavement width for a one-way street, exclusive of alleys and lanes, shall be ~~seventeen (17)~~ twenty (20) feet, not including on-street parking.

(4) Minimum median width shall be ~~fifteen and one half (15.5) feet back of curb to back of curb~~ consistent with the Florida Greenbook.

(5) Pavement widths shall be measured exclusive of curbs.

(6) Gutter curbing may be used in Framework Street type cross-sections where bulb outs are utilized for tree planting or to separate on-street parking spaces.

(e) Intersection Design Standards and Requirements. Reserved.

DD. Section 38-1390.43 of the Orange County Code is amended to read as follows:

Sec. 38-1390.43. Pedestrian and bicycle facility design standards.

(a) Pedestrian and bicycle access to an elementary public school is required to be available at the time of issuance of the first certificate of occupancy for a nonmodel residential dwelling unit included in an approved PSP or Development Plan. The PD/UNP that includes the area encompassed by the Development Plan should address how pedestrian and bicycle access to the elementary school site serving the area will be accomplished. The minimum level of access shall be either a Framework Street, or a temporary or permanent Multi-use Path. In either case, the Street or Path shall connect directly to the school site or to a Framework or Functionally Classified Street abutting the school site.

(b) Pedestrian and/or bicycle facility connections from or to Framework Streets and an Open Space District, as required and depicted by the applicable PD/UNP, shall be provided by the applicable property owner at the time of PSP or Development Plan approval for lands that include the connection(s). The property owner may choose to provide the necessary right-of-way or easement connection and construct the connection, or to escrow funds with the County equal to the cost of construction.

(c) Pedestrian facility connections that are in compliance with all accessibility requirements of the currently-adopted editions of applicable federal and state standards from or to a designated or constructed Horizon West Trail shall be required from all adjoining Horizon West Village properties. The location, type and design standards for any pedestrian facility connection to a designated or constructed Trail shall be included in the PSP and approved by the Board of County Commissioners. If the Trail has not yet been constructed at the time of the submittal of a PD/UNP, the PD/UNP shall include sufficient information to determine the location of the Trail within the property subject to the PD/UNP,

and an agreement between the property owner and Orange County shall be executed providing for the dedication of right-of-way or access easements, design of the facility, and financial responsibility for improvements associated with the Trail.

(d) ~~Multi-Shared Use~~ Paths and Trails shall be designed and constructed in conformance with AASHTO standards ~~for such facilities~~ and the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation. Nonstreet sidewalks shall be constructed to the same standards as Street related sidewalks, including compliance with accessibility requirements of the currently-adopted editions of applicable federal and state standards. ~~Multi-Shared Use~~ Paths and Sidewalks shall also be marked or signed in accordance with the AASHTO/MUTCD standards.

(e) Pedestrian and/or bicycle facilities included in the cross-section of a Framework Street may be permitted to be located outside the right-of-way within an Open Space District, APF Park or other type of open space designated on an approved PSP or DP, but shall maintain connections to the overall network of pedestrian and bicycle facilities. The DRC shall have the authority to approve the alternative pedestrian and/or bicycle facility location as part of a PD/UNP, PSP or Development Plan.

(f) Pedestrian and/or bicycle facilities shall not be reduced in width from the standards established herein, but widths may be increased at the discretion and cost to the applicant/property owner.

(g) Design and location standards for pedestrian facilities are as follows:

(1) Pedestrian passageways and sidewalks shall provide a minimum width of 48 inches as a continuous pedestrian access route, shall meet all accessibility requirements of the currently-adopted editions of applicable federal and state standards, and shall be well lit and physically separated from driveways and parking spaces by landscaping, barriers, grade separations, or other means to protect pedestrians from vehicular traffic.

(2) A special-emphasis crosswalk shall be required when a sidewalk crosses a public driveway ~~or a paved area accessible to vehicles~~, accessing a functionally-classified roadway and shall be the maintenance responsibility of the property owner.

(3) Crosswalks shall be designed and coordinated to move people safely to and from buildings and parking areas. Where pathways cross a parking area, driveways or on-site roadway, they shall be clearly marked with contrasting ~~paving concrete~~, stamped or textured concrete or asphalt material, humps, or raised crossing or and thermoplastic or painted striping.

(4) Whenever walkways are provided, raised crosswalks or other traffic-calming measures may be used to slow traffic. If located within the public right-of-way or roadway, they must be approved by the Orange County Traffic Engineering Division ~~shall be used to slow traffic.~~

(5) Crosswalks shall be located at all points where a sidewalk crosses a lane of vehicular travel and shall be the maintenance responsibility of the property owner.

(6) Public entrance. New buildings that are open to the public shall have an entrance for pedestrians from the street to the building interior that meets all accessibility requirements of the most recent editions of applicable federal and state standards as adopted. This entrance shall be designed to be a distinctive and prominent element of the architectural design, and shall be open to the public during business hours. Buildings shall incorporate lighting and changes in mass, surface or finish which places an emphasis to the entrance.

(h) Design and standards for off-street bicycle facilities are as follows:

(1) ~~Multi-Shared Use~~ Use Paths or Bicycle Paths included within the right-of-way of Functionally Classified Streets/Urban Collectors (or where permitted within designated open space areas adjoining the right-of-way) shall be designed and constructed to include ten (10) feet of pavement width and centerline striping, ~~as recommended by the AASHTO facilities~~ shall be consistent with the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation.

(2) All Bicycle Paths should provide clear signage indicating:

- a. Hours of operation (if limited).
- b. Maximum speed.
- c. Protocols for passing.
- d. Direction of flow of traffic.
- e. Stop signs, where needed.

(i) Design and location standards for bicycle parking facilities are as follows:

(1) Short-term bicycle parking devices shall be durable, have a powder-coated or galvanized weatherproof surface, be securely anchored to a concrete or pavement surface large enough to support bicycles locked to the rack, and support the frame of a bicycle in at least ~~one (1)~~ two (2) places. The device shall also accommodate a high security U-shaped lock that can secure the frame and at least one (1) wheel, ~~or a cable lock that can secure the frame and both wheels.~~ Acceptable parking devices include, but are not limited to: inverted "U" racks, post and ring rack, or similar device that accommodates two (2) bicycle parking spaces per rack and enables users to lock the frame and both wheels; a connected series of angled U-shaped space; or a continuous chain of U-shaped spaces.

(2) Long-term bicycle parking devices include, but are not limited to: bicycle bank; secured and enclosed indoor or outdoor storage facility; and, bicycle lockers, bike stations, bicycle racks in covered loading dock areas or parking garages, and bicycle parking spaces that are indoors or otherwise protected from the weather and theft. Areas provided inside of multi-story multifamily or office buildings for residents, employees, and visitors may count as long-term bicycle parking with an approved parking plan.

(3) If there is one (1) building associated with the installation, the bicycle parking device(s) shall be located as close to the primary building entrance as the nearest ~~nonhandicapped~~ parking space not designated as accessible and shall maintain the accessibility of the building entrance. Bicycle

racks are encouraged to be covered, such as by building soffits or by stairways in multifamily development, provided the accessibility of the building entrance is maintained.

(4) Bicycle parking spaces must be at least six (6) feet ~~(1.8 meters)~~ long and two (2) feet ~~(0.6 meter)~~ wide, with an overhead clearance of seven (7) feet ~~(2.1 meters)~~.

(5) The parking device must be a minimum of ~~two (2)~~ three (3) feet from a parallel wall and ~~two and one half (2.5)~~ four (4) feet from a perpendicular wall.

(6) An aisle at least five (5) feet ~~(1.5 meters)~~ shall be provided between rows of bicycle parking.

(7) If located on or next to a sidewalk, a minimum of five (5) feet of clear sidewalk must remain when bicycles are parked at a device.

(8) If a device is installed at a transit stop, its location shall not impede transit boarding or the accessibility of the transit stop.

(9) A bicycle parking device shall not impede pedestrian travel or freight loading and shall be accessible to users without users having to ascend or descend stairs.

(10) Bicycle parking shall be separated from vehicle parking spaces by physical barriers, such as curbs, wheel stops, bollards or other similar features, to protect bicycles from being damaged by vehicles. Where automobile parking is covered, bicycle parking shall also be covered.

(11) If the device is near a curb on a street with automobile parking, at least ~~three (3)~~ five (5) feet of space must remain between a bicycle parked at the device and the curb.

~~(12) Bicycle parking devices may be placed within a public right-of-way through an Encroachment Permit.~~

EE. Section 38-1390.52 of the Orange County Code is amended to read as follows:

Sec. 38-1390.52. Parking.

* * *

(a) *Residential Parking.* Residential parking, and related vehicular access, shall be provided in accordance with section 38-1384(i).

(b) *Nonresidential Parking.* Nonresidential parking, and related vehicular access, shall be provided in accordance with the parking standards for Village Centers in section 38-1389(d)(4). However, the terms "village roadways" or "village" within that section refer to projects and development within the limits of the Horizon West Town Center. Proposals for shared parking may be submitted in accordance with the provisions outlined in chapter 38. All other provisions of section 38-1389(d)(4) shall apply, with the exception of the following modifications, deletions, and additions:

(1) 38-1389(d)(4)b. All at-grade parking lots fronting Town Center roadways shall be set back in accordance with the Framework Street Cross Sections in Article 2 [subpart 2], and the following:

a. Corporate Neighborhood Center (CNC) Districts. Parking stalls are prohibited between CNC District buildings and the right of way of functionally classified roads.

Drive lanes may be permitted between CNC District buildings and the right-of-way of functionally classified roads.

No more than thirty (30) percent of an individual block face which abuts a Town Center Framework Street may include one (1) double-loaded drive aisle (e.g., single row of adjacent parking stalls placed on both sides of a two-way drive aisle). Drive lanes and parking stalls are prohibited between buildings and the

adjacent roadway along the remainder of such block faces.

- b. Traditional Town Center Core (TTCC) District. On-site surface parking and associated driveway access for all structures within the TTCC District (regardless of Framework Street type or functionally classified road status) shall be located behind structures and within the interior of the block. Vehicular access to block interior surface parking facilities may be provided along the intersecting side streets or through approved right-in/right-out driveway curb cut locations.

(2) *38-1389(d)(4)d.* Where off-street parking areas are permitted to adjoin Framework streets, there is no dimensional restriction on the maximum length of such street frontage. Within the Corporate Neighborhood Center District, limitations are placed on the percentage of individual block faces which may adjoin off-street surface parking areas.

(3) *38-1389(d)(4)h.* (Parking). Off-street parking shall be located in accordance with the provisions of the Town Center Code. Landscaping for the screening and interior of off-street parking shall comply with chapter 24, and the Framework Street standards described in subdivision II of the Town Center Code. A masonry (with stucco finish) or brick knee wall, between forty (40) and fifty (50) inches high, including a decorative cap shall be installed along the parking lot edge, between the parking lot and the Framework Street, but shall be outside the vertical and/or horizontal sight distances of any intersection or driveway. The knee wall shall not extend over thirty (30) feet without an offset or projection (for insertion of accent plantings) or projected pilaster and column feature which provides aesthetic variety. The wall shall be installed along not less than seventy (70) percent of the length of any parking or drive aisles adjacent to Framework Streets or functionally classified roads. Opaque plantings shall be installed within any interruptions of the knee wall in accordance with the parking lot perimeter landscape buffering requirements of chapter 24.

(4) 38-1389(d)(4)i. (Grocery Store Parking).

- a. Parking and parking access for grocery stores or other retail anchor establishments shall be located in accordance with the building and parking placement standards ascribed to the individual land use districts, or Framework Street type, of the Town Center.
- b. Regardless of the orientation of the side or rear of a grocery store, or other retail anchor establishment, relative to an adjacent roadway, parking and parking access shall be located in accordance with the building and parking placement standards ascribed to the individual land use districts, or Framework Street type, of the Town Center. Grocery store side or rear facades, which are visible from an adjacent Framework street, shall not project blank, or featureless walls. Instead, such walls shall incorporate projected architectural features including decorative trim, pilasters, recessed window glazing (transparent or spandrel) and projected window surrounds, awnings, varied roof and eaves lines, and paint color variations.
- c. Buildings within outlying portions of parking lots for grocery stores or other retail anchor establishments shall be located in accordance with the building placement standards ascribed to the individual land use districts, or Framework Street type, of the Town Center. Notwithstanding the colors or architectural forms or finishes which may be associated with any particular formula retail

company, buildings within the outlying portions of parking lots for grocery stores or other retail anchor establishments shall, at a minimum, repeat the architectural style or selected trim on any existing adjacent retail anchor development or selected architectural features established. Parking for these buildings shall be located in accordance with the building and parking placement standards ascribed to the individual land use districts, or Framework Street type, of the Town Center.

- d. Parking lots shall be configured into a series of smaller modules or sub-lots and pedestrian pathways in accordance with section 38-79(153), Big Box development.

(5) *38-1389(d)(4)j*. This provision for required pass-throughs in parking lots is redundant of the pedestrian pathways already required elsewhere and therefore is not applicable to the Town Center.

(c) *Front-Loaded Parking Options*. Front-loaded parking configurations which place parking stalls, or drive aisles, in front of buildings (between buildings and the adjacent street) shall be limited to the following configurations. Listed from most preferred (narrowest footprint) to least preferred (widest footprint), they are:

(1) One-way (or two-way) drive aisle. Drive aisle (with no associated parking), with no associated parking, which provides vehicle circulation around buildings.

(2) Single (or double) loaded, one-way drive aisle for parallel parking stalls. One-way drive aisle which accesses a single row of parallel parking stalls, or which accesses parallel stalls on both sides of the aisle. Single-loaded configurations which place stalls only on the building side of drive aisles (not on the street side) are preferred.

(3) Single (or double) loaded, one-way (or two-way) drive aisle for angled parking. One-way (or two-way) drive aisle which accesses a single (or double) row of angled parking stalls. Single-loaded configurations which place stalls only on the building side of drive aisles (not on the street side) is preferred.

(4) Single (or double) loaded, one-way (or two-way) drive aisle for head-in (ninety (90) degree) parking. One-way (or two-way) drive aisle which accesses a single (or double) row of head-in parking stalls. Single-loaded configurations which place stalls only on the building side of drive aisles (not on the street side) is preferred.

(d) *Parking Lot Sub-Lots and Pedestrian Pathways.* Expansive parking lot surfaces along Framework and functionally classified streets can detract from the desired visual character of Town Center neighborhoods. Therefore, surface parking lots of commercial projects abutting any Town Center streets shall be configured into a series of smaller sub-lots, in accordance with Section 38-79(153)g. ("Big Box" ordinance). Crosswalks shall be located at all points where a sidewalk crosses a lane of vehicular travel and shall be the maintenance responsibility of the property owner. NOTE: Through-block pedestrian passageways (otherwise required in order to meet block length standards), including their required components as described within subdivision II of this division, shall replace an individual parking lot pedestrian pathway whenever a pathway is coincidental with a through-block passageway. However, no individual substitution of a pedestrian passageway for a pathway may cause more than three (3) adjacent head-to-head parking stall aisles that lack a pedestrian pathway. Furthermore, projects not meeting the seventy-five thousand (75,000) square feet gross floor area definition of Big Box, shall (to the extent possible) align required parking lot pedestrian pathways with the entries of smaller commercial structures.

FF. Section 38-1391.3 of the Orange County Code is amended to read as follows:

Sec. 38-1391.3. Street design.

(a) *Street design requirements.* In addition to the Orange County Engineering Standards for Roadway Design and the requirements of Section 21-176, the following requirements shall apply within the right-of-way:

(1) *Arterial and collector roadways.* The arterial and collector roadways of Palm Parkway, Apopka-Vineland Road, Daryl Carter Parkway, and Lake Street, shall be four-lane divided roadways. These roadways, ~~as well as Fenton Street, if it is constructed as a four-lane divided roadway,~~ shall have at least:

- a. A 20-foot wide landscaped median (see § Section 38-1394 Streetscape); and
- b. An 18-foot wide landscaped parkway on each side of the roadway, including an eight-foot wide concrete sidewalk on each side of the roadway.

* * *

GG. Section 38-1392.1 of the Orange County Code is amended to read as follows

Sec. 38-1392.1. Setbacks.

Since all new development in the BVN district will be zoned planned development (subject to the identified exceptions), the minimum setback requirements will vary according to the type of roadway, as defined in Section 38-1602, on which a property ~~fronts on~~ has frontage, as described in the chart below. For property abutting land zoned residential, designated residential on the future land use map, or contains existing residential development, the minimum building setback shall be thirty-five (35) feet. In certain cases, the distance between buildings and property lines is also dependent upon the height of the buildings (see ~~s~~Section 38-1393, Height Limitations). All other setbacks shall be as follows:

Front Roadway Facility	Front	Side	Streetside	Rear
Throughfare <u>Arterial Road</u>	20'	10'	Thoroughfare Arterial 20' Collector 15' Local Road 0' or 10'	20'
Collector Road	15'	10'	Thoroughfare Arterial 20' Collector 15' Local Road 0' or 10'	20'
Local Road	0' or 10'	0' or 5'	Thoroughfare Arterial 20' Collector 15' Local Road 0' or 10'	15'

HH. Section 38-1392.2 of the Orange County Code is amended to read as follows

Sec. 38-1392.2. Bufferyards.

Bufferyards are intended to provide ample area for green space between the edge of the road pavement and the building or paved parking area. Uses and structures that shall be allowed inside bufferyards include landscaping, masonry walls, flag poles, monument signs, and underground utilities. Sidewalks are allowed within a front bufferyard, but not in side or rear bufferyards unless the sidewalk creates pedestrian access to adjoining properties and buildings. Masonry walls, flag poles, monument signs, bricks, and pavers will not be permitted in public rights-of-way. The streetscape requirements, (see ~~s~~Section 38-1394), provide landscape standards for a front bufferyard.

(1) *Principal and accessory structures and uses.* Principal and accessory buildings shall not be allowed in bufferyards. Accessory structures such as stormwater ponds, cooling towers, mechanical yards, dumpsters, freestanding concession stands, and freestanding ticket booths, shall not be allowed in bufferyards. However, ~~authorized transit stops facilities, such as bus stop and shelters,~~ shall be allowed within a bufferyard ~~provided they do not exceed one hundred (100) square feet in size and must be consistent with Sections 21-253 and 21-254. Compensation at a 1:1 ratio must be made if a transit route easement or drop-off/pick-up bay encroaches into the bufferyard.~~

(2) *Pedestrian orientation for individual buildings.* For freestanding individual buildings facing a street, direct pedestrian ~~access~~pathways shall lead from sidewalks within bufferyards or public rights-of-way to the building's main entrance. The pedestrian ~~access~~pathways shall, at a minimum, consist of the following design requirements:

- a. Five-foot wide paved surface (concrete or textured/stamped concrete or asphalt, bricks, or pavers);
- b. ~~Pavement~~Crosswalk markings at all crossings of vehicular use areas; and
- c. Minimum ten-foot wide landscape strip along one side of the path.

(3) *Pedestrian orientation for multiple buildings.* For multi-building developments, a pedestrian plan shall be submitted during the development plan review. Direct pedestrian pathways shall link the complex's internal pedestrian system to sidewalks located within bufferyards or public rights-of-way. The pedestrian ~~access~~pathways shall meet the following minimum design requirements:

- a. Six-foot wide paved surface (concrete or textured/stamped pavement, ~~bricks, or pavers~~);
- b. ~~Pavement~~Crosswalk markings at all crossings of vehicular use areas;
- c. Minimum 12-foot wide landscape strip along one (1) side (or six (6) foot on each side) of the connecting pathway. Landscape provided for pedestrian pathway may be counted toward the landscape requirements for parking lot and building base; and
- d. Pedestrian lighting in accordance with Orange County standards and the latest edition of the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation.

II. Section 38-1392.3 of the Orange County Code is amended to read as follows:

Sec. 38-1392.3. Access management.

An access management plan shall be submitted during the development plan review stage. The access management plan shall comply with applicable provisions of Section 30-248 and the Orange Center Land Use Study Transportation Analysis (May 1999). Development proposals shall:

- (1) Comply with the study requirements for vacation of various internal roadways in compliance with state statute and Chapter 21, Article III;

(2) To the extent possible, comply with re-alignment for planned roadways;

(3) Control the external roadway access from Apopka-Vineland Road, Lake Street, and Fenton Street (with attention to use of joint access/shared driveway facilities and with median openings); and

- a. Specifically, median openings on Apopka Vineland Road between Lake Street and Fenton Street shall be located at the median openings existing as of February 13, 2001. Any additional openings shall not be less than six hundred and sixty (660) feet from these established median openings.
- b. Right-in, right-out access drives shall not be spaced less than three hundred (300) feet apart unless approved by the county engineer for reasons of traffic safety or good engineering practice. Where right-in access is provided serving development in excess of fifty (50) peak hour trips, the developer/applicant shall provide a right turn deceleration lane and corresponding turn radius to meet proper engineering standards; and

(4) Align internal access consistent with the internal roadway network.

- a. ~~Shared access driveways and cross access easements shall be provided for abutting compatible uses within a planned development in order to minimize the number of driveway cuts. Where shared driveways and cross access easements are provided, a joint access easement shall be recorded as part of a subdivision plat or as a separate instrument prior to issuance of the first building permit. Wherever feasible, as determined by the County, the County Engineer shall require the establishment of a joint-use driveway serving two abutting building sites, with cross-access easements.~~

b. The property owner shall, at his or her own expense, record a cross-access easement in the Orange County public records running with the land, allowing cross-access to and from the other properties in the affected area, and providing that pre-existing curb cuts on the building site shall be closed and eliminated after the construction of both sides of the joint-use driveway. The property owner shall provide a copy of the recorded cross-access easement to the Development Engineering Division.

~~(5) In addition, the access management plan shall identify all existing or proposed transit facilities along the adjacent roadways and all connections from the site to these facilities, which must provide accessibility consistent with applicable federal and state standards as adopted.~~

JJ. Section 38-1394 of the Orange County Code is amended to read as follows:

Sec. 38-1394. Streetscape.

Streetscape shall be designed in a uniform manner ~~within the green space~~ located within public rights-of-way. The landscape plan submitted with the development plan shall include the streetscape design for all roadways and shall feature Florida-friendly landscape materials. The landscape plan shall demonstrate that safe vertical and/or horizontal sight distances can be achieved at driveway and street intersections after plantings reach maturity. Clusters of accent landscape planting areas shall be allowed at entrance driveway or around ground signs, but shall not be permitted in roadway rights-of-way. Accent landscape planting areas shall ~~not be closer than~~ at least one hundred (100) feet ~~apart from one (1) another.~~

All median and parkway planting shall be done in compliance with the ~~Florida Highway Landscape Guide, dated April 1995, and FDOT Standard Index 700~~ latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) standards, as published by the Florida Department of Transportation, for clear zones and vertical and/or horizontal sight distances. ~~Acceptable trees. Only live oaks and laurel oaks shall be planted as streetscape shade trees, unless otherwise prohibited. All~~

~~trees planted in the right-of-way shall be "Florida Fancy," as defined in "Grades and Standards for Nursery Plants" by the Florida Department of Agriculture, 1998.~~

KK. Section 38-1396 of the Orange County Code is amended to read as follows:

Sec. 38-1396. Mounting height.

Lighting within roadway rights-of-way shall be consistent with the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation, and shall be provided pursuant to the following criteria within development sites:

(1) Parking and driveway lights shall not exceed eighteen (18) feet in height. Light poles shall be centered in the landscape islands whenever feasible and be a minimum of five (5) feet from the face of the curb. In areas without landscape islands, light fixtures shall be placed at the intersections of parking lot spaces.

(2) Exterior building lighting shall not be mounted higher than the cornice line or eave overhang with the exception of internally lit wall signs and balcony lighting, which shall be recessed in the ceiling.

(3) Lighting under canopies or behind awnings shall be recessed.

(4) Lighting for pedestrian walkways shall not exceed twelve (12) feet in height.

LL. Section 38-1396.1 of the Orange County Code is amended to read as follows

Sec. 38-1396.1. Lighting fixtures.

Lighting fixtures shall be provided pursuant to roadway and pedestrian lighting standards within roadway rights-of-way in the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), as published by the Florida Department of Transportation, and to the following criteria:

(1) The lamp source/light bulbs for any exterior lighting, whether for signs, entrance doors, service or drop-off

areas, shall be shielded and not visible from public view, regardless of the mounting height.

(2) Permitted light fixtures shall be decorative acorn type with a textured clear lens/globe, with frosted/phosphor coated light bulbs, and an internal optical system, that specifically reduce glare.

(3) Featured lighting for landscaping, buildings, and water features may be allowed, provided light sources are completely shielded from public view.

MM. Section 38-1396.2 of the Orange County Code is amended to read as follows:

Sec. 38-1396.2. Illumination.

Lighting shall meet roadway and pedestrian lighting standards within roadway rights-of-way in the latest edition of the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook) published by the Florida Department of Transportation, which shall govern and supersede any conflicting Orange County Code provision, and the following illumination standards within development sites:

(1) Two hundred and fifty (250) watt maximum for acorn fixtures used in parking areas, and one hundred (100) watt maximum for acorn fixtures used in conjunction with pedestrian walkways and bikepathsways.

(2) Parking area:

- a. Minimum—0.6 foot candles (fc);
- b. Maximum (outside a 20-foot radius from pole)—3.6 fc.

(3) Pedestrian Walkway, Drop off area, and Bikeway:

- a. Minimum—0.2 fc;
- b. Maximum—2.5 fc.

(4) Property Line: Illumination at the property line shall be 0.0 fc to 1.0 fc with as close to 0.0 fc as reasonably feasible when lighting is located next to residential. No light source shall be

located closer than fifteen (15) feet from any property line, except pedestrian, sign, and landscape lighting shall be allowed within fifteen (15) feet of the property line along rights-of-way. Also, light fixtures along a public right-of-way shall be staggered.

(5) Lighting at ATM's shall comply with Florida Statutes.

(6) All lighting shall be designed as recommended by the Illuminating Engineering Society (IES).

NN. Section 38-1479 of the Orange County Code is amended to read as follows:

Sec. 38-1479. Off-street parking lot requirements.

(a) All parking areas shall have durable all-weather surfaces for vehicle use areas, shall be properly drained, ~~and~~ shall be designed ~~with regard to~~ separate pedestrian and vehicle circulation for safety, and shall meet all accessibility requirements of the most recent editions of applicable federal and state standards as adopted. For purposes of this article, a durable, all-weather surface shall consist of an improved surface, including concrete, asphalt, stone and other permanent surfaces, but not including gravel, wood chips, mulch or other materials subject to decay. Residential conversions to professional office use, churches, bed and breakfast homestays, bed and breakfast inns and overflow parking on unimproved property used in conjunction with special events and/or holiday parking demands may be exempt from this condition subject to approval by the zoning manager or when approved by the board of zoning adjustment ("BZA") and the board of county commissioners ("BCC"), provided accessibility requirements are maintained.

(b) Regular parking space sizes shall be a minimum of one hundred eighty (180) square feet (either 9' × 20' or 10' × 18'). Off-street parallel parking stalls shall be 8' × 22'. Spaces within parking garages may be a minimum of 8 1/2' × 18'. Off-street turning and maneuvering space shall be provided for each lot so that no vehicle shall be required to back onto or from any public street. Suggested parking lot design standards are contained in Exhibit I on file and available for reference in the office of the county engineer.

OO. Section 38-1484 of the Orange County Code is amended to read as follows:

Sec. 38-1484. Bicycle parking spaces.

Bicycle parking spaces shall be provided as follows:

(a) For developments that require up to ten (10) vehicular parking spaces, two (2) bicycle parking spaces shall be required.

(b) For developments that require ten (10) or more vehicular parking spaces, two (2) bicycle parking spaces shall be required, plus one (1) additional bicycle parking space for each ten (10) vehicular parking spaces above ten (10); provided that no more than eight (8) bicycle parking spaces are required for any one (1) establishment within any zoning district other than a Planned Development. A planned development may be required to have more than eight (8) bicycle parking spaces. The Zoning Manager may approve reductions in the number of required bicycle parking spaces when bicycle lockers or other long-term bicycle parking alternatives are proposed at a ratio of six (6) bicycle parking spaces for every one (1) bicycle locker or other long-term bicycle parking alternative, provided that such reduction shall not result in any establishment providing less than the minimum eight (8) parking spaces. Bicycle lockers and other long-term bicycle parking alternatives shall be designed for the protection of bicycles from theft and weather. If eight (8) or more bicycle parking spaces are required, replacing a vehicle space with all or part of required bicycle parking in a "bicycle corral" configuration or replacing 6 required bicycle parking spaces with a bicycle locker or other long-term bicycle parking alternative approved by the Zoning Manager shall be permitted, notwithstanding the requirements of sSection 38-1485.

(c) For developments within the ~~a~~Alternative Mobility Area or an Urban Transportation Impact Fee District, whichever one is applicable and governs, that require ten (10) or more vehicular parking spaces, two (2) bicycle parking spaces shall be required, plus one (1) additional bicycle parking space for every five (5) vehicular parking spaces above ten (10); provided that no more than twelve (12) bicycle parking spaces are required for any one (1) establishment within any zoning district other than a planned development. The Zoning Manager may approve reductions in the number of required bicycle parking spaces when bicycle lockers or other long-term bicycle parking alternatives are proposed at a ratio of six (6) bicycle parking spaces for every one

(1) bicycle locker or other long-term bicycle parking alternative, provided that such reduction shall not result in any establishment providing less than the minimum eight (8) parking spaces. Bicycle lockers and other long-term bicycle parking alternatives shall be designed for the protection of bicycles from theft and weather. If eight (8) or more bicycle parking spaces are required, replacing a vehicle space with all or part of such required bicycle parking in a "bicycle corral" configuration or replacing 6 of the required bicycle parking spaces with a bicycle locker or other long-term bicycle parking alternative approved by the Zoning Manager shall be permitted, notwithstanding the requirements of sSection 38-1485.

(d) At least fifty (50) percent of the required bicycle parking shall be provided in bicycle racks located no more than one hundred twenty (120) feet from primary building entrances served, and should preferably be within fifty (50) feet. Bicycle racks serving secondary entrances shall be located no more than one hundred twenty (120) feet from secondary entrances, and should preferably be within fifty (50) feet. Racks shall not be placed so that they block any building entrance or impede pedestrian flow in or out of the building and shall maintain the accessibility of the building entrance. Bicycle racks are encouraged to be covered, such as by building soffits or by stairways in multifamily development, provided the accessibility of the entrance is maintained.

(e) All bicycle parking spaces shall comply with the following standards: Each bicycle parking space shall have a minimum area of ~~twenty-four (24) inches by seventy-two (72) inches~~ two (2) feet by six (6) feet to fully accommodate a parked bicycle, and shall have an overhead clearance of at least seven (7) feet. Bicycle parking spaces shall be accessible to users without users having to ascend or descend stairs, and shall be separated from vehicle parking spaces by physical barriers, such as curbs, wheel stops, bollards or other similar features, to protect bicycles from being damaged by vehicles.

(f) The Zoning Manager may approve reductions of required bicycle parking spaces and waivers to other requirements of this section, with any appeals to be made to the Development Review Committee.

PP. Section 38-1485 of the Orange County Code is amended to read as follows:

Sec. 38-1485. Bicycle racks.

(a) All standard bicycle racks shall comply with the following performance standards:

(1) Bicycle racks shall be an inverted "U"/hoop rack, ~~campus post and ring~~ rack, or similar device that accommodates two (2) bicycle parking spaces per rack and enables users to lock the frame and both wheels.

(2) Bicycle racks shall have a minimum tube diameter of 1.9 inches and be powder coated, galvanized, or coated with another weather-proof surface as may be approved by the ~~Zoning m~~Manager.

(3) Bicycle racks shall be a maximum height of ~~thirty-six (36) inches~~ three (3) feet, a minimum of ~~thirty (30) inches~~ three (3) feet on center between horizontal rows, and a minimum of ~~twenty-four (24) inches~~ three (3) feet from any parallel building wall and four (4) feet from any perpendicular building wall. They shall be anchored to a common base or mounting surface of concrete or pavement large enough to support bicycles locked to the rack. If more than one (1) row of bicycle racks is installed to create the required bike parking area, the installation shall provide a minimum of ~~sixty (60) inches~~ five (5) feet in an aisle in each row, assuming additional spacing for parked bicycles.

(4) If a building has an arcade, colonnade, awning, or other shade structure installed to meet the requirements of ~~s~~Section 9-554 or other applicable land development code provision, bicycle racks shall be installed under this feature to provide shaded parking-, where possible, provided the accessibility of the building entrance is maintained.

(5) A bicycle parking device shall not impede pedestrian travel, bus boarding, or freight loading and shall be designed and located to ensure a minimum of five (5) feet of continuous pedestrian access.

(6) The Zoning Manager may approve waivers to the requirements of this section, with any appeals to be made to the Development Review Committee.

(b) Alternative bicycle rack designs may be approved, provided they comply with the following standards:

(1) Alternative bicycle rack designs shall accept multiple bicycle frame sizes and styles and accommodate the use of ~~cable and~~ U-type locks. Alternative bicycle rack designs shall support a bicycle frame at two (2) points above the wheel hubs to allow the frame and at least one (1) wheel of the bicycle to be locked to the rack without lifting the bicycle onto the device.

(2) Alternative bicycle rack designs shall be easy to understand and operate, with no moving parts. Alternative bicycle rack designs shall be visible to pedestrians and the visually impaired, but consistent with the scale of the bicycle locked to the device.

(3) Alternative bicycle rack designs shall be powder coated, ~~galvanized~~, or coated with another weather-proof surface as may be approved by the ~~Zoning~~ Manager and shall be anchored to a common base or mounting surface of concrete or pavement large enough to support bicycles locked to the rack.

(4) Bicycle parking systems that utilize wheel-well stops or that feature spiral or wave designs are not permitted.

QQ. Section 38-1704 of the Orange County Code is amended to read as follows:

Sec. 38-1704. Circulation, access and parking.

(a) An interconnected street network shall be required except where prevented by physical site constraints. This street network shall also connect with the street network of surrounding development and shall not be limited to the boundaries of the urban village.

(b) Orange County shall consider road design criteria which vary from that contained in the Orange County Subdivision Regulations where those criteria are designed to increase pedestrian safety and access and reduce traffic speed and volume. However, such criteria are subject to compliance with Section 21-176 ~~the standards as contained in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways published by the Florida Department of Transportation.~~

(c) Streets and driveways in the development shall be designed to provide optimum conditions for the free movement and safety of vehicular, bicycle, and pedestrian traffic, and to

provide safe, efficient and convenient access to land uses within the development and to roadways adjacent to the development.

(d) ~~Orange County shall allow~~ One-way alleys are permitted in the U-V district. Alleys shall be twenty (20) feet in clear and paved width, not including gutters. All alleys shall be designed as required fire department access roadways, shall be posted 'no parking' before issuance of certificates of completion, and shall have a minimum thirty-five (35) foot right turning radius easement on corner lots formed by alleys, or such other turning radius and mountable curb systems which may facilitate smaller turning radii, but which must be approved by the County Traffic Engineer and the Fire Marshal or their designees. Such alleys must be between sixteen (16) and twenty (20) feet wide with a five foot wide building setback on each side. Such setbacks shall replace any other rear yard setbacks.

(e) Access management shall be consistent with Section 30-248, and j~~Joint access shall be required in the village center where feasible with the intent~~ to minimize access points.

(f) Parking in the village center shall be provided on street and to the side and rear of structures or in off-site facilities or garages, provided that such streets are designed and constructed of sufficient width to accommodate the additional vehicular usage within the paved portion of the roadway.

(g) A maximum of twenty (20) percent of the required parking for a structure in the village center may be provided in the side yard.

(h) The minimum parking requirements established in ~~s~~Section 38-1476 of the Orange County Code shall not apply to development within the village center. The amount of vehicle and bicycle parking to be provided shall be proposed by the developer and shall be subject to the approval of the Z~~M~~ zoning Manager. However, in no case shall such parking exceed the minimum parking requirements established in ~~s~~Section 38-1476 of the Orange County Code.

(i) The use of shared parking in the village center is encouraged where feasible and appropriate and must meet the standards set in ~~s~~Section 38-1478 of the Orange County Code.

(j) Parking requirements for uses outside the village center are as established in sSection 38-1476 of the Orange County Code.

(k) The entrances to parking areas shall be easily accessible and identifiable from public streets and shall not interfere with traffic movement on adjoining streets or drives.

(l) All parking areas shall be designed and landscaped to be visually and functionally integrated with other land uses.

~~(m) The following may be used for parking surface areas in addition to asphalt: gravel, turf block pavers, grass, or other like materials which could support parking; however, limerock shall not be allowed. Pedestrian accommodations shall meet all requirements of Section 30-250.~~

~~(n) Wherever practicable, vehicular and pedestrian passageways shall be separated. This could be facilitated by nonmountable curbs in the village center.~~

~~(o) Pedestrian movements shall take precedence over vehicular movements in the site layout and design.~~

~~(p) A system of walkways and bicycle paths between buildings, common open spaces, recreation areas, community facilities and parking areas shall be distinctly designed and adequately lighted where appropriate for nighttime use.~~

(qn) Twelve-foot wide sidewalks shall be provided in the village center to facilitate pedestrian activity. The required twelve-foot wide sidewalk serves as the minimum front yard setback in the village center and the area used for tree plantings may be included within this twelve-foot wide area, provided that all accessibility requirements of Section 34-171 are met. Sidewalk standards for the area outside of the village center shall be consistent with the standards established in sSection 34-171(8) of the Orange County Code.

~~(r) As a condition of approval, provision shall be made for the location of a bus stop in the village center.~~

RR. Section 38-17131 of the Orange County Code is amended to read as follows

Sec. 38-1713. Special consideration.

The following items should be taken into consideration, but are not mandatory, when designing the urban village and incorporated into the project design as feasible and/or appropriate:

- (1) A transition to adjacent properties should be provided for in the design of the urban village;
- (2) Residential unit types are encouraged to be mixed;
- (3) All residential units should be located within one-quarter (1/4) mile of the village center to facilitate pedestrian activity;
- (4) Block spacing within the urban village should be provided at a pedestrian scale;
- (5) ~~Street pavers~~ Textured or stamped concrete or asphalt of a contrasting pattern should be provided at pedestrian crosswalks in the village center;
- (6) Architectural variety in building design is encouraged, especially in the village center;
- (7) The location of government branch offices in the village center is encouraged;
- (8) Buildings and recreation areas are encouraged to be situated to take advantage of natural air flow, sun angle and views;
- (9) Existing trees should be preserved/maintained where practically possible.

SS. Section 38-1734 of the Orange County Code is amended to read as follows:

Sec. 38-1734. Site development standards.

Except as otherwise provided in this section, the site and building requirements shown in article XII of this chapter shall apply to all development within the NC district.

- (1) *Architectural design requirements.* Development shall conform to the architectural standards and guidelines for commercial buildings and projects, chapter 9, article XIII; of this Code.

(2) *Density and intensity standards.* The following density and intensity standards shall apply to all development within the NC district.

- a. Floor area ratio shall not exceed 2.0.
- b. The maximum residential density shall not exceed forty (40) units per acre.

(3) *Circulation, access, and parking.*

a. Pedestrian and bicycle circulation. Pedestrian and bicycle circulation within the NC district shall be designed to accommodate pedestrians and bicyclists in a safe and convenient manner on development and redevelopment sites. Pedestrian accommodations shall meet all requirements of Section 30-250.

- 1. Notwithstanding the land use or uses on a development or redevelopment site, the pedestrian circulation requirements of ~~§~~Section 38-833 shall apply to all uses and buildings except single-family detached residential uses.
- 2. Nonresidential development sites with multiple buildings shall provide pedestrian walkways that connect all buildings at their primary entrances.
- 3. The land between a building and the street must be landscaped and contain appropriate pedestrian amenities at a ratio of one pedestrian amenity per fifty lineal feet of lot width. Pedestrian amenities shall be weather-protected by roofing, shading or landscaping, shall be of durable materials suitable for outdoor locations, and shall be free of commercially-oriented language and graphics. Appropriate pedestrian amenities shall be defined as

drinking fountains, public benches or planters that provide permanent seating areas, covered trash receptacles that are not dumpsters, cabinet-style display areas for community bulletins, decorative patterned and textured paving in pedestrian circulation areas, outside seating areas for restaurants consistent with the requirements of sSection 38-79, and public art in the form of murals or sculpture reflecting community themes and completed by community-based organizations or professional artists. Exclusively residential developments are exempt from this requirement.

- b. Access management. Cross-access and access management consistent with Section 30-248 shall be required during the development review process to maintain an effective and efficient roadway system and a safe environment for pedestrians and bicyclists.
 - 1. Commercial site plans shall depict stub-outs to adjacent parcels to accommodate future development or redevelopment activity and shall be reviewed by the county engineer. Where stub-outs are adjacent to parcels for which commercial site plans are under review, these plans shall depict connections to existing stub-outs. With these connections, commercial site plans are exempt from the landscaping requirements of sSection 24-4(a)(2).
 - 2. Developments that use shared driveways between adjacent parcels may be permitted to reduce fifteen (15) percent of the total off-street parking required on both parcels as

specified in §Section 38-1476. This incentive may not be combined with any other off-street parking reduction specified in this section.

3. Consistent with the intent of this section, access management shall not be pursued using street closures or cul-de-sacs.
4. Waivers from these regulations shall be addressed by the development review committee (DRC).

c. *Parking.* Parking facilities and ratios within the NC district shall be designed to avoid disruption of the urban development pattern with parking areas and to promote safe and convenient pedestrian access and circulation. Parking shall be consistent with the requirements of article XI of this chapter and the landscaping requirements of chapter 24, with the following exceptions:

1. A fifteen (15) percent increase to the criteria established for the calculation of the minimum parking requirements specified in §Section 38-1476 shall be considered the maximum parking allowable on a development site.
2. Parking areas in front of buildings shall be limited to one aisle of parking spaces, with additional required parking to be provided on the side or rear of buildings or in shared parking areas.
3. Sharing of off-street parking between land uses shall be encouraged by reducing the total number of parking spaces required for all land uses by fifteen (15) percent. This incentive may not be combined with any other

off-street parking reduction specified in this section. Notwithstanding the total number of spaces required, other provisions for shared parking specified in Section 38-1478 shall apply to shared parking. Additional parking reductions may be available upon submittal of a parking study by a qualified transportation engineer to the zoning manager demonstrating no adverse impacts to the surrounding area from parking reductions and demonstrating consistency with shared parking methodologies available from the Urban Land Institute. The zoning manager must approve any additional proposed reductions in parking.

4. To encourage the development of mixed uses within buildings, the parking requirements of Section 38-1476 shall be reduced by twenty (20) percent for buildings containing a mix of commercial, office, and residential uses, provided the building has at least twenty (20) percent of each use represented as a principal use and that the commercial use does not occupy more than sixty-five (65) percent of the gross floor area of the building. This incentive may not be combined with any other off-street parking reduction specified in this section.
5. To promote the use of ~~alternative modes of non-motorized~~ transportation in a manner compatible with an urban development pattern, bicycle parking shall be provided consistent with Sections 38-1484 and 38-1485. a

~~minimum of two bicycle parking spaces shall be provided where ten (10) or more vehicular parking spaces are required, with additional bicycle parking spaces required at a ratio of one bicycle parking space for every ten (10) vehicular parking spaces. No more than fifteen (15) bicycle spaces are required in any case.~~

~~* * *~~

TT. Section 38-1741 of the Orange County Code is amended to read as follows:

Sec. 38-1741. Site development standards.

Except as otherwise provided in this section, the site and building requirements shown in article XII of this chapter shall apply to all development within the NAC district.

(1) *Architectural design requirements.* Development within the NAC district shall conform to architectural standards and guidelines for commercial buildings and projects, chapter 9, article XIII, of this Code.

(2) *Density and intensity standards.* The following density and intensity standards shall apply to all development within the NAC district.

- a. Floor area ratio shall not exceed 1.0.
- b. The maximum residential density shall not exceed twenty-five (25) units per acre.

(3) Circulation, access, and parking.

- a. Pedestrian and bicycle circulation. Pedestrian and bicycle circulation within the NAC district shall be designed to accommodate pedestrians and bicyclists in a safe and convenient manner on development and redevelopment sites. Pedestrian accommodations shall meet all requirements of Section 30-250.
 - 1. Notwithstanding the land use or uses on a development or redevelopment site, the pedestrian circulation requirements of ~~§~~Section 38-833 shall apply to all uses and buildings except single-family detached residential uses.

2. Nonresidential development sites with multiple buildings shall provide pedestrian walkways that connect all buildings at their primary entrances.
- b. Access management. Cross-access and access management consistent with Section 30-248 shall be required during the development review process to maintain an effective and efficient roadway system and a safe environment for pedestrians and bicyclists.
1. Commercial site plans shall depict stub-outs to adjacent parcels to accommodate future development or redevelopment activity and shall be reviewed by the county engineer. Where stub-outs are adjacent to parcels for which commercial site plans are under review, these plans shall depict connections to existing stub-outs. With these connections, commercial site plans are exempt from the landscaping requirements of §Section 24-4(a)(2).
 2. Developments that use shared driveways between adjacent parcels may be permitted to reduce fifteen (15) percent of the total off-street parking required on both parcels as specified in §Section 38-1476. This incentive may not be combined with any other off-street parking reduction specified in this section.
 3. Consistent with the intent of this section, access management shall not be pursued using street closures or cul-de-sacs.
 4. Waivers from these regulations shall be addressed by the development review committee (DRC).

c. Parking. Parking facilities and ratios within the NAC district shall be designed to avoid disruption of the urban development pattern with parking areas and to promote safe and convenient pedestrian access and circulation. Parking shall be consistent with the requirements of article XI of this chapter and the landscaping requirements of chapter 24, with the following exceptions:

1. A fifteen (15) percent increase to the criteria established for the calculation of the minimum parking requirements specified in Section 38-1476 shall be considered the maximum parking allowable on a development site.
2. Parking areas in front of buildings shall be limited to one aisle of parking spaces, with additional required parking to be provided on the side or rear of buildings or in shared parking areas.
3. Sharing of off-street parking between land uses shall be encouraged by reducing the total number of parking spaces required for all land uses by fifteen (15) percent. This incentive may not be combined with any other off-street parking reduction specified in this section. Notwithstanding the total number of spaces required, other provisions for shared parking specified in Section 38-1478 shall apply to shared parking. Additional parking reductions may be available upon submittal of a parking study by a qualified transportation engineer to the zoning manager demonstrating no adverse impacts to the surrounding area from parking reductions and demonstrating consistency with shared parking

methodologies available from the Urban Land Institute. The zoning manager must approve any additional proposed reductions in parking.

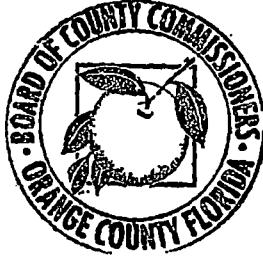
4. To encourage the development of mixed uses within buildings, the parking requirements of ~~s~~Section 38-1476 shall be reduced by twenty (20) percent for buildings containing a mix of commercial, office, and residential uses, provided the building has at least twenty (20) percent of each use represented as a principal use and that the commercial use does not occupy more than sixty-five (65) percent of the gross floor area of the building. This incentive may not be combined with any other off-street parking reduction specified in this section.

5. To promote the use of ~~alternative modes of nonmotorized~~ alternative modes of nonmotorized transportation in a manner compatible with an urban development pattern, bicycle parking shall be provided consistent with Sections 38-1484 and 38-1485.~~a minimum of two bicycle parking spaces shall be provided where ten (10) or more vehicular parking spaces are required, with additional bicycle parking spaces required at a ratio of one bicycle parking space for every ten (10) vehicular parking spaces. No more than fifteen (15) bicycle spaces are required in any case.~~

* * *

Section 8. Effective date: This ordinance shall become effective pursuant to general law.

ADOPTED THIS ____ DAY OF OCT 13 2020, 2020.



ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: *Jerry L. Demings*
for Jerry L. Demings,
Orange County Mayor

ATTEST: Phil Diamond, CPA, County Comptroller
As Clerk of the Board of County Commissioners

By: *Katie Smith*
Deputy Clerk

s:\stone\ordinances\ada pedestrian safety\submitted\10-13-20 pedestrian safety ada ordinance (final).doc