

Public Works Department

Public Hearing

Code Amendments for Pedestrian Safety/ADA

October 13, 2020



Presentation Outline

- Purpose
- Proposed Amendments
- Next Steps
- Requested Action





Presentation Outline

- Purpose
- Proposed Amendments
- Next Steps
- Requested Action





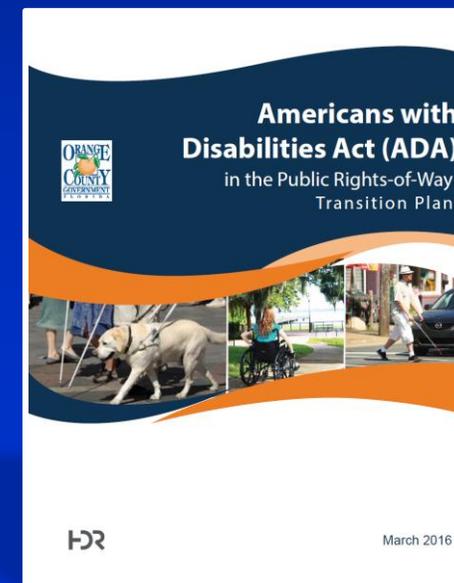
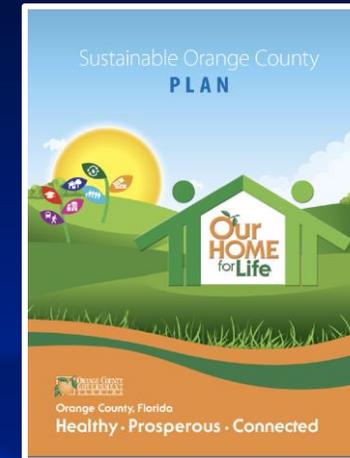
Purpose

- **Discuss need for Orange County Code amendments**
- **Summarize proposed ordinance's changes to various chapters**
- **Highlight extensive public outreach and input**
- **Review implementation activities**
- **Request approval of ordinance**

Purpose

Implementation of Related County Projects

- Sustainable Orange County Plan
- Walk-Ride-Thrive! Pedestrian Safety Program
- ADA Transition Plan
 - Significant ADA retrofit needs in rights-of-way





Presentation Outline

- Purpose
- **Proposed Amendments**
- Next Steps
- Requested Action





Proposed Amendments

Chapter 9 – Building Construction and Regulations

- Revises pedestrian facilities for commercial/“big box” stores
 - Removes current standards to refer to revised section in Ch. 30
 - Creates one standard section for pedestrian accommodations in site development





Proposed Amendments

Chapter 21 – Highways, Bridges and Miscellaneous Public Places

- Updates references to all applicable/current FDOT manuals and ADA regulations
- Strengthens accessibility requirements for crossings in ROW
- Adds MOT reference and new standards for railroad crossings
- Requires restoration to 48 inches wide driveway/walkway in lieu of 36 inches



Proposed Amendments

Chapter 21 – Highways, Bridges and Miscellaneous Public Places

- Enhances “maintenance of traffic” (MOT) during construction
 - Reflects current FDOT/ADA standards
 - Requires equivalent pedestrian/bicycle facilities
 - Addresses transit and school facilities
 - Adds MOT permit revocation for noncompliance

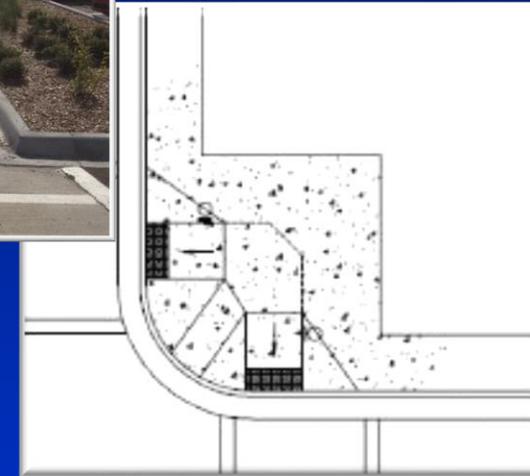




Proposed Amendments

Chapter 30 – Planning and Development

- **Requires accessibility**
 - Site development
 - Maintenance of improvements
- **Improves paved access standards**
 - Adds two ramps per intersection quadrant requirement for arterials/collectors
 - Requires ADA retrofits if connecting to County network
 - Requires interconnectivity per Comprehensive Plan policy





Proposed Amendments

Chapter 30 – Planning and Development

▪ New access management section

- Completely overhauls current standards—inconsistent with FDOT standards
- Specifies only minimum number of driveways to be granted to reduce conflicts
- Require coordinated access management for parcels with same owner
- Reconfigure access if redevelopment, based on analysis



Proposed Amendments

Chapter 30 – Planning and Development

▪ New driveway standards (FDOT standards)

- Adds access classifications/minimum driveway spacing, median openings, and traffic signals
- Sets minimums for driveway lengths and other standards
- Creates requirement for “ladder” crosswalks across driveways maintained by property owners
- Details joint driveway, traffic study, and other technical requirements
- Addresses existing driveways not meeting standards



Proposed Amendments

Chapter 30 – Planning and Development

- **New pedestrian accommodation standards**
 - Consolidates standards throughout Code in revised section
 - Applies to all commercial, industrial, office, institutional, mixed-use, and multi-family
 - Transfers inspection to Development Engineering





Proposed Amendments

Chapter 30 – Planning and Development

- **New pedestrian accommodation standards**
 - Requires crosswalks across driveways on functionally-classified roads (owner maintenance)
 - Adds new engineer of record certification after 1 year
 - Clarifies the County may issue notice if pedestrian accommodations not compliant



Proposed Amendments

Chapter 30 – Planning and Development

▪ Enhances sidewalks

- Requires 1-foot wider sidewalks per FDOT standards
- Requires subdivisions to connect sidewalks to County network
- Provides “payment in lieu of” closer to costs
- Addresses existing “lots of record”
- Retains requirements to separate pedestrians from vehicles via curb stops and other means



Proposed Amendments

Chapter 30 – Planning and Development

- **Enhances site development accessibility/ADA**
 - Requires 48-inch wide continuous pedestrian access on sidewalks—increase from 36 inches
 - Specifies two curb ramps per intersection quadrant
 - Requires connection from accessible entrances to transit stops (Florida Accessibility Code)
 - Restricts use of bricks/pavers in min. 5-foot sidewalk width
 - Requires thermoplastic crosswalks





Proposed Amendments

Chapter 34 – Subdivision Regulations

- **Updates preliminary subdivision plan requirements**
 - Identifies ADA requirements and retrofit needs
 - Requires new signing and pavement marking plan
 - Requires new roadway lighting plan
 - States the County Traffic Engineer may require a traffic study
 - Revises submittal for pedestrian access, bicycle parking, and technical clarifications



Proposed Amendments

Chapter 34 – Subdivision Regulations

- **Updates sidewalk standards for single-family subdivisions**
 - Requires 1-foot wider sidewalks per FDOT standards
 - Requires subdivisions to connect to County roadways
 - Provides “payment in lieu of” closer to costs
 - Addresses existing “lots of record”



Proposed Amendments

Chapter 34 – Subdivision Regulations

- **Enhances connectivity and accessibility**
 - Creates on-street parking standards that include parking for disabled
 - Requires pedestrian access for subdivision walls—can get open space credits
 - Requires interconnectivity per Comprehensive Plan policy
 - Specifies non-residential development must provide cross-access near arterials



Proposed Amendments

Chapter 38 – Zoning

- **Consolidates pedestrian accommodations**
 - Eliminates for each zoning district to refer to one standard section
 - Access criteria also relocated to Ch. 30
 - Updated standards for special zoning overlays/districts
 - Tourist Commercial
 - Buena Vista North
 - Neighborhood Districts (Holden Heights)
 - Community Village Centers
 - Urban Village



Proposed Amendments

Chapter 38 – Zoning

- Improves multifamily and student housing standards
 - Single-family/multi-family shared access
 - Required pedestrian access for screen walls every 500 feet or as required by County
 - New student housing mobility plan identifying improvements
 - Pedestrian gates, transit stops, and long-term bike parking in student housing





Proposed Amendments

Chapter 38 – Zoning

- **Updates standards for accessibility/ADA**
 - Outdoor dining consistent with all applicable accessibility standards
 - No mulch parking for model home parking
 - Code waivers and site plan deficiencies addressed

Proposed Amendments

Chapter 38 – Zoning

- Simplifies and updates Planned Development standards
 - Consolidated street standards
 - Access management now in Ch. 30
 - Driveways/crossings to maintain sight distance

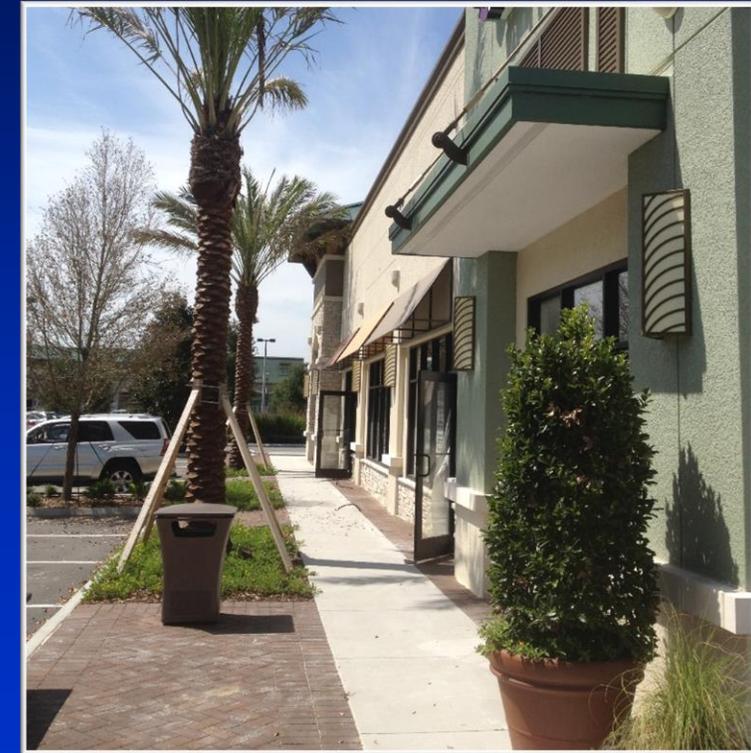




Proposed Amendments

Chapter 38 – Zoning

- **Enhances Horizon West standards**
 - Updated pedestrian accommodations, including two curb ramps per intersection quadrant
 - Min. 5-foot sidewalks and 48-inch continuous pedestrian access route
 - Walkways with crosswalks, but no pavers
 - Required crosswalk markings across driveways on functionally-classified roads (owner maintenance)





Proposed Amendments

Chapter 38 – Zoning

- **Enhances Horizon West standards**
 - Access management standards from Ch. 30
 - New signage and pavement marking plans for Villages/Town Center
 - Sight distance for streets and driveways
 - County Engineer can require cross-access
 - Town Center Cross-Access Corridors—can close existing curb cuts
 - Min. 20-foot width for one-way streets (Fire Rescue)



Proposed Amendments

Chapter 38 – Zoning

▪ Enhances Horizon West standards

- Horizon West Village/Town Center ADA standards for on-street parking from Ch. 30
- ADA retrofits when connecting to the County's network
- On-street loading zones for people and goods in Town Center
- Outdoor dining, any private sidewalks must meet accessibility standards
- Accessibility for pedestrian passageways through blocks



Proposed Amendments

Chapter 38 – Zoning

- **Enhances Horizon West standards**
 - Shared-use paths, medians, bicycle facilities, and transit stops/stations per FDOT Florida Greenbook standards
 - Bicycle parking standards similar to rest of County
 - Additional bike parking standards for long-term/covered in parking garages





Proposed Amendments

Chapter 38 – Zoning

- **Updates Buena Vista North standards**
 - No walls, signs, flagpoles, bricks, pavers in rights-of-way
 - Transit stops consistent with County “bus bench” standards/accessibility
 - No bricks or pavers in pedestrian walkways
 - Pedestrian lighting and roadway lighting/plantings per FDOT Florida Greenbook
 - Access management per Ch. 30 and updated cross-access requirements



Proposed Amendments

Chapter 38 – Zoning

- **Revises bicycle parking standards**
 - Option to convert short-term to long-term
 - Updated dimensional and technical standards
 - Rack placement can't impede loading of passengers/goods, transit stops, or continuous pedestrian access route
 - Zoning Manager can approve waivers



Presentation Outline

- Purpose
- Proposed Amendments
- **Next Steps**
- Requested Action



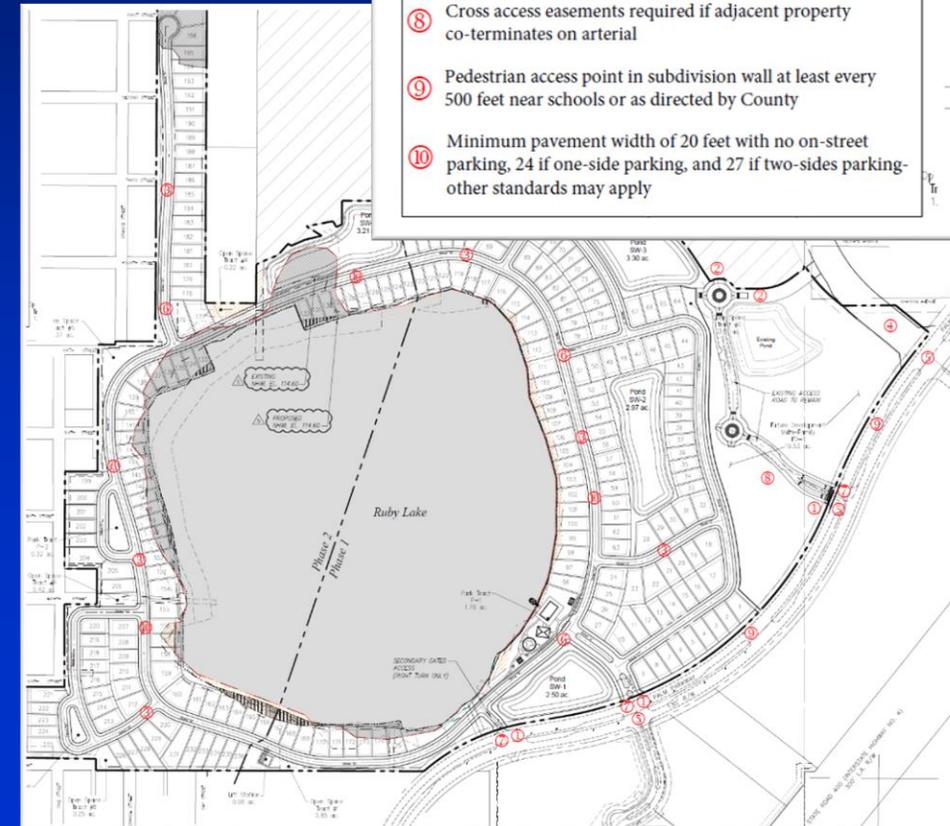


Next Steps

Implementation

- Staff training workshops on new standards
- Outreach to professional associations and advisory boards
- Developer’s Forum/training
- Notification on County website
- Other outreach as recommended by the Communications Division

- ① If connecting to County network, may have to fix ADA needs—plan would need to show ADA requirements
- ② Connectivity to all adjacent parcels (cross-access easements, ROW, stubouts) unless not physically feasible
- ③ Five-foot sidewalks along all local street frontages
- ④ Six-foot sidewalks on both sides of functionally-classified roads, including all frontages abutting site and connections to existing sidewalks on functionally-classified roads
- ⑤ Two ramps per intersection quadrant on functionally-classified roadways
- ⑥ If designated on-street parking spaces, must have accessible parking spaces identified with signage and five-foot aisle if sidewalk or ROW is more than 14 feet wide
- ⑦ Development with at least 1320 feet adjacent to arterial or major collector shall have two access points if development is over 40 residential units or mixed use
- ⑧ Cross access easements required if adjacent property co-terminates on arterial
- ⑨ Pedestrian access point in subdivision wall at least every 500 feet near schools or as directed by County
- ⑩ Minimum pavement width of 20 feet with no on-street parking, 24 if one-side parking, and 27 if two-sides parking—other standards may apply





Presentation Outline

- Purpose
- Proposed Amendments
- Next Steps
- Requested Action





Requested Action

- Adopt the ordinance amending Chapters 9, 21, 30, 34, and 38 of Orange County Code, with such ordinance to include the following changes:

Sec. 30-250(c)

(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.



Requested Action

- **Adopt the ordinance amending Chapters 9, 21, 30, 34, and 38 of Orange County Code, with such ordinance to include the following changes:**

Sec. 30-250(c)

(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 an Urban Area Transportation Impact Fee District, whichever one is applicable and governs.

(8) Within the Alternative Mobility Area or an Urban Area 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.



Requested Action

- Adopt the ordinance amending Chapters 9, 21, 30, 34, and 38 of Orange County Code, with such ordinance to include the following changes:

Sec. 38-1230

(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 ~~an~~Mobility ~~an~~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.



Requested Action

- Adopt the ordinance amending Chapters 9, 21, 30, 34, and 38 of Orange County Code, with such ordinance to include the following changes:

Sec. 38-1484 (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) bicycle 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 six (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.



Requested Action

- Adopt the ordinance amending Chapters 9, 21, 30, 34, and 38 of Orange County Code, with such ordinance to include the following changes:

Sec. 38-1484 (c)

For developments within the ~~a~~Alternative ~~m~~Mobility ~~a~~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) bicycle 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 six (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.

Public Works Department

Public Hearing

Code Amendments for Pedestrian Safety/ADA

October 13, 2020