




Interoffice Memorandum

May 14, 2019

TO: Mayor Jerry L. Demings
-AND-
Board of County Commissioners

FROM: Jon V. Weiss, P.E., Director
Planning, Environmental and
Development Services Department 

**CONTACT PERSON: Alberto A. Vargas, MArch., Manager
Planning Division
(407) 836-5354**

SUBJECT: May 21, 2019 – 5:01 PM Public Hearing
Orange County Code Chapter 38 Update
Regarding the I-Drive District Overlay Zone
Districts 1 and 6

The Board will hold the second of two public hearings on May 21, 2019 at 5:01 PM, to consider amending various sections of Orange County Code that pertain to the I-Drive District Overlay Zone. This public hearing follows extensive public engagement and outreach with affected property owners and I-Drive Stakeholders, including work sessions before the Planning & Zoning Commission (PZC) and Board, two public hearings before the PZC, and most recently the first required adoption public hearing before the Board on May 7, 2019.

More specifically, this Code update, as recommended for approval by the PZC, would amend Division 4.5 of Article VII of Chapter 38 to provide for Dynamic Art Regulations; recognize live/work units as a residential use; amend bicycle parking and design requirements; eliminate pavement material requirements for loading facilities; permit and regulate open air markets and food trucks; repeal a prohibition on outdoor sales and display, and repeal other prohibited uses; and add definitions related to open air markets. In addition, the update would amend Chapter 31.5, Orange County Code, to exempt Dynamic Art from the definitions of "sign" and "work of art".

Based on direction received by the Board at the first public hearing on May 7, 2019 and additional input by key I-Drive Stakeholders and others, staff is proposing changes to the draft ordinance recommended by the PZC.

ACTION REQUESTED: Make a finding of consistency with the Comprehensive Plan and approve the Ordinance to amend the I-Drive District Overlay Zone as recommended by the Planning and Zoning Commission on January 17, 2019 and February 21, 2019. Districts 1 and 6

OR

Make a finding of consistency with the Comprehensive Plan and approve the Ordinance to amend the I-Drive District Overlay Zone as recommended by the Planning and Zoning Commission on January 17, 2019 and February 21, 2019, with changes as recommended by staff on May 21, 2019. Districts 1 and 6

Attachments: Draft Ordinance
Proposed Changes to Draft Ordinance

I-Drive Code Ordinance – Proposed Changes to Advertised Version
Recommended at 5.7.19 BCC Meeting (all changes highlighted in yellow;
additions are double-underlined; deletions are struck-through.)

Sec. 38-864.1 Dynamic Art

a. Intent and Purpose.

These regulations are intended to address the need for area-specific provide Dynamic Art standards within the I-Drive District Overlay Zone, with the goal of promoting broader-scale works of art that are visible to the public, encouraging creativity and developing a stronger sense of place that activates the public realm and the built environment. These regulations are also intended to promote balance a unique tourism and entertainment experience with the need for traffic safety.

b. General Standards.

Subject to approval of an application submitted under subsection c., and subject to the application meeting any and all other regulatory jurisdiction's requirements, Dynamic Art may only be displayed on any exterior surface areas of a building or parking structure with a minimum height of 3 stories or 35 feet in I-Drive District Overlay Sub-Districts 1, 2, and 3 only.

(1) Site and Building Requirements. Dynamic Art shall meet all applicable Site and Building Requirements of the I-Drive District Overlay Zone, unless otherwise stated in this Section.

(2) Location. Dynamic Art shall comply with the requirements of Chapter 479, Florida Statutes, including for permitting, to the extent those requirements are applicable. At a minimum, Dynamic Art that would be visible from any portion of the main-traveled way of Interstate 4 or S.R. 528 shall be prohibited within 660 feet of the nearest right-of-way centerline of I-4 or S.R. 528, whichever the case may be.

(2)(3) Brightness. Dynamic Art illumination may not exceed the brightness level of 0.3 foot candles above ambient light levels, as defined and as measured in Orange County Code Section 31.5-16(b)(2).

(3)(4) Performance. Dynamic Art that is displayed through a digital medium must be equipped and maintained with a default display that will, in the event of malfunction, either effectively hold a non-distorted and steady image at a light output level in compliance with brightness level limits or display a blank and lightless screen. Prior to the issuance of a permit for a digital screen, the applicant must provide written certification from the digital manufacturer that the light intensity has been factory preset not to exceed the standards and that the intensity level is protected from manipulation by

password protected software or other security systems approved by the planning division manager.

(4)(5) Permission/Authorization. Projections onto a building or structure from a source located on a neighboring property or across or over a public right-of-way shall require appropriate written permission/authorization from the County, for public rights-of-way, and any affected property owner, entity, or organization.

(5)(6) Sight and Safety. Dynamic Art shall not be projected into the sight triangle in a manner inconsistent with Section 31.5-17, Orange County Code, nor shall any equipment associated with Dynamic Art be located within the sight triangle. Changes or movement within Dynamic Art imagery and any text shall occur only through subtle transitions, and not in a manner that would obstruct the view of, or could be confused with, any traffic signal, traffic control device, or emergency vehicle lights. In addition, changes or movement within Dynamic Art imagery and Text shall not create hazards or distractions to drivers of motor vehicles resulting from direct or reflected natural or artificial light, flashing, or intermittent or flickering lighting.

(7) Text. Text within Dynamic Art shall adhere to the following criteria:

- (A) A maximum of ten percent (10%), not to exceed 672 sq. ft., of the proposed Dynamic Art Surface Area displayed on a façade of a building or parking structure may be used as Text Copy Area; and
- (B) Text shall not be displayed more than once per minute, and no more than thirty (30) consecutive seconds per minute;
- (C) The end and beginning of consecutive displays of Text shall be at least thirty (30) seconds apart;
- (D) Text Copy Area shall not be located above the first 3 stories or the first 35 feet of the building or parking structure.

The County's sole intent in permitting Text is to allow a limited duration of time, a limited amount of space, and a maximum height for the recognition of Artistic Sponsors. However, the County does not regulate the content of Dynamic Art or of any associated Text.

(8) Hours of Operation. Dynamic Art installations may only operate between 7:00 a.m. and 2:00 a.m. of the following day.

c. Dynamic Art Application Content.

An application for a new Dynamic Art display, or for any material changes to an existing Dynamic Art display not included in an earlier approved application, shall be submitted to the Planning Division for review on a County approved application form, along with payment of an application fee in an amount established by the Board of County Commissioners. The following items shall be included as part of any Dynamic Art application submitted to the Planning Division:

(1) Dynamic Art application form, and fee as approved by the Board of County Commissioners.

(2)(1) The Proposed method or technology for displaying / projecting proposed Dynamic Art.

(3)(2) The exact physical location and placement of proposed Dynamic Art, including:

(A) Dimensioned site plan depicting all Aggregated Dynamic Art Surface Area;

(B)(A) A Dimensioned building or parking structure elevation(s) for all sides facades of the affected building or parking structure that will be used to display Dynamic Art and Text, including Dynamic Art Surface Area and Text Copy Area, along with conceptual graphics of all Dynamic Art and Aggregated Dynamic Art Surface Area; and

(C)(B) Colored graphical renderings or computer simulations of conceptual proposed Dynamic Art and Text.

(4)(3) The General time frame of proposed Dynamic Art exhibit (hours, days, weeks, months, permanent, etc.).

(5)(4) Details and specifications for proposed Dynamic Art, including:

(A) Narrative or explanation of the art work, concept and intent;

(B) Display medium, techniques and materials (provided that the applicant will not be required to reveal any proprietary intellectual property);

(C) Maintenance plan; and

(D) If applicable, information regarding the creative studio, design professional(s) or artist(s).

(6)(5) A Signed and notarized affidavit of compliance from the applicant agreeing to comply with all Dynamic Art standards and requirements; and

(7)(6) Completed Agent Authorization; Specific Project Expenditure Report; and Relationship Disclosure Forms, (as may be applicable).

d. Dynamic Art Application Submittal, Review, Approval, and Appeal Process.

Within seven (7) days of receipt of a Dynamic Art application, the Planning Division will notify the applicant whether the application is complete or identify the specific items to be completed or additional information needed. Within thirty (30) days after a determination of completeness, the Planning Division Manager shall review the application for compliance with the standards for Dynamic Art as set forth in this section, and review any potential traffic safety hazard issues with the Traffic Engineer. If the standards herein have been met, the Planning Division Manager shall approve the application.

Should the County determine that proposed Dynamic Art will result in a traffic safety hazard, the application shall be denied. Furthermore, if any Dynamic Art is found to constitute a traffic safety hazard after installation, the County shall require the operator of the Dynamic Art to either reduce the intensity of the condition or effect that causes the hazard to an acceptable level, or if such reduction is not feasible or possible, to remove or alter the Dynamic Art to eliminate the hazard. Finally, the County may require an immediate cessation of such conditions or effects where the County determines that an imminent danger to the traveling public exists.

Any decision of the Planning Division Manager to deny an application for Dynamic Art, or the Planning Division's Manager's failure to render a decision in accordance with the time requirements of this section, may be appealed to the Board of County Commissioners for a de novo review determination of whether the application's complies compliance with the criteria herein this Section. Appeals of any decision of the Planning Division Manager to deny a Dynamic Art application for reasons associated with First Amendment protections, may also be immediately reviewed as a matter of right by a court of competent jurisdiction upon the filing of an appropriate pleading by an aggrieved party.

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Table (26) Uses by Transect.

{If Open Air Market changes are not included in ordinance, remove underlined new use in Table (26) below}

Table (26) Uses by Transect.					
Uses	Transects				
	T6 Core General	T6 Core I Drive	T6 Core Universal	SZ Civic	SZ Theme Park
Residential & Hospitality					
Multifamily Residential	P	P	P		P
Townhomes/Single Family Attached	P				P
Live/Works	P*	P*	P*		P
Accessory Dwelling Unit	P	P	P		P
Short Term Rental	P	P	P		P
Hotel, Resort & Inn	P	P	P		P
Residential Care	P	P	P		
Civic					
Assembly	P	P	P	P	P
Hospital & Clinic	P	P	P	P	P
Library/Museum/Post Office	P	P	P	P	P
Law Enforcement & Fire	P	P	P	P	P
School	P	P	P	P	
Retail					
Neighborhood Retail - Table (27)	P	P	P		P
General Retail - Table (28)	P	P	P		P
<u>Open Air Markets</u>	<u>P*</u>	<u>P*</u>	<u>P*</u>		<u>P*</u>
Craftsman Retail - Table (29)	P*	P*	P*		P

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d. Definition of Uses and Additional Standards.

{Retain all changes proposed regarding live/work units}

{In (3), Retail Uses, if Open Air Market changes are not included in ordinance, remove strikethrough of "Outdoor Sales or Display" and delete proposed Open Air Market changes; however, if Open Air Market changes are retained, the provision below should be added}

(3) Open Air Market permits shall be valid for a period of 365 days from the date of issuance, with annual permit renewals dependent upon the applicant's demonstration of compliance with the standards herein.

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e. Prohibited Uses.

{Remove strikethrough of "Display, sale or storage of food, commodities or equipment outside an enclosed building, except for restaurants with outdoor seats and tables, or approved food trucks"; retain all other proposed changes}

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Section 38-866. Off-street Parking and Loading.

{Retain all changes proposed regarding bicycle parking in the footnote to Table (36) and under h. Bicycle Parking Design}

{Retain changes proposed regarding pavement materials under i. Loading Requirements}

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Section 38-869. Definitions.

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b. Defined Terms.

Artistic Sponsor. Any person, business, organization, corporation, or other entity or party that creates, subsidizes, develops, or otherwise financially supports the installation, presentation and/or exhibition of Dynamic Art within the I-Drive District Overlay Zone.

Dynamic Art. Designs or images on a buildings and or structures that employ lighting displays, projections, videos or other electronic images and graphics, or any combination thereof, but not text. Such designs or images shall consist of subtle changing or moving elements of color, shapes, symbols, images, graphics and patterns, as created by artists, creative agencies or studios, design professionals or others. With the exception of within any Text Copy Area, Dynamic Art may not display Text.

Dynamic Art Surface Area: The cumulative surface area of any one building or structure elevation used for Dynamic Art, as defined in this Section.

Text Copy Area. The portion of the Dynamic Art Surface Area on a building or parking structure façade within which Text may be displayed, subject to the requirements of this Section. Text Copy Area is measured by the perimeter of the overall area within which Text may be displayed, and not by the area covered by the actual Text.

Text. Letters, logos, trademarks, symbols, numbers and the like displayed within the Text Copy Area.

{Note – if not including Open Air Markets, definitions for Courtyard, Structure, Principal, Structure, Enclosed, Structure, Semi-enclosed, and Tent can be omitted instead of adding them to this section as proposed}

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Section 31.5-5. Definitions.

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Sign shall mean any surface, fabric, device, name, identification, image description, message, display or illustration using graphics, symbols, words, letters, or numbers which is affixed to, painted on, or represented directly or indirectly upon a building, structure, or parcel of property, and which directs attention to an object, product, place, activity, facility, service, event, attraction, person, issue, idea, institution, organization, development, project or business for the purpose of advertising, identifying or conveying information to the public. The definition of sign shall not be construed to mean a sign

located in the interior of any building or structure which sign is not visible from outside the structure, or Dynamic Art as defined in Section 38-869 of the I-Drive District Overlay Zone. A sign may include the sign face and sign structure.

Work of art shall mean a tangible creation by an artist or artists, including but not limited to paintings, sculptures, stained glass, statues, bas reliefs, engravings, carvings, frescoes, mobiles, murals, collages, mosaics, tapestries, photographs, drawings, monuments and fountains; provided, however, that any work of art that either contains text or conveys information visually or to attract the public to any place, subject, person, firm, corporation, public performance, article, machine or merchandise shall be considered a "sign" and shall comply with the requirements of this chapter, and provided that Dynamic Art, as defined in Section 38-869 of the I-Drive District Overlay Zone, shall not be deemed a 'work of art' under Chapter 31.5.

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ORDINANCE NO. 2019-_____

AN ORDINANCE AFFECTING THE USE OF LAND IN ORANGE COUNTY, FLORIDA, BY AMENDING ORANGE COUNTY CODE PROVISIONS RELATED TO THE I-DRIVE DISTRICT OVERLAY ZONE; AMENDING DIVISION 4.5 OF ARTICLE VII OF CHAPTER 38 TO PROVIDE FOR DYNAMIC ART REGULATIONS, AMEND THE USES BY TRANSECT TABLE, ALLOW FOR LIVE/WORK UNITS AS A RESIDENTIAL USE, PERMIT AND REGULATE OPEN AIR MARKETS, REPEAL CERTAIN PROHIBITED USES, AMEND BICYCLE PARKING AMOUNT AND DESIGN REQUIREMENTS, ELIMINATE PAVEMENT MATERIAL REQUIREMENTS FOR LOADING FACILITIES, AND ADD DEFINITIONS; AMENDING CHAPTER 31.5, ORANGE COUNTY CODE, REGARDING SIGNS, TO EXEMPT DYNAMIC ART FROM THE DEFINITIONS OF "SIGNAGE" AND "WORK OF ART"; AND PROVIDING FOR AN EFFECTIVE DATE.

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

Section 1. Amendments to Chapter 31.5 ("Signs"), Section 31.5-5 ("Definitions").

Chapter 31.5 ("Signs"), Section 31.5-5 ("Definitions") of the Orange County Code is hereby amended to read as follows, with additions being shown by underlines and deletions being indicated with strike-throughs:

Sec. 31.5-5. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

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Sign shall mean any surface, fabric, device, name, identification, image description, message, display or illustration using graphics, symbols, words, letters, or numbers which is affixed to, painted on, or represented directly or indirectly upon a building, structure, or parcel of property, and which directs attention to an object, product, place, activity, facility, service, event, attraction, person, issue, idea, institution, organization, development, project or business for the purpose of advertising, identifying or conveying information to the public. The definition of sign shall not be construed to mean a sign located in the interior of any building or structure which sign is not visible from outside the structure, or Dynamic Art as defined in Section 38-869 of the I-Drive District Overlay Zone. A sign may include the sign face and sign structure.

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Work of art shall mean a tangible creation by an artist or artists, including but not limited to paintings, sculptures, stained glass, statues, bas reliefs, engravings, carvings, frescoes, mobiles, murals, collages, mosaics, tapestries, photographs, drawings, monuments and fountains; provided, however, that any work of art that either contains text or conveys information visually or to attract the public to any place, subject, person, firm, corporation, public performance, article, machine or merchandise shall be considered a "sign" and shall comply with the requirements of this chapter, and provided that Dynamic Art, as defined in Section 38-869 of the I-Drive District Overlay Zone, shall not be deemed a 'work of art' under Chapter 31.5.

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Section 2. Amendments to the I-Drive District Overlay Zone. The I-Drive District Overlay Zone, codified at Division 4.5 of Article VII of Chapter 38 of the Orange County Code (Sections 38-860 through 38-875), is hereby amended as shown in the attached **Exhibit A**, which is incorporated herein as if fully set forth in this Section, in order to provide for Dynamic

69 Art regulations in new Section 38-864.1, amend the Uses by Transect Table in Section 38-865
70 to permit Open Air Markets, allow for live/work units as a residential use under Section 38-
71 865d.(1), permit and regulate open air markets under Section 38-865d.(3), repeal certain
72 prohibited uses under Section 38-865e., amend bicycle parking amount and design requirements
73 under Section 38-866 (Table (36) and subsection h.), eliminate pavement material requirements
74 for loading facilities under Section 38-866.i., and add definitions in Section 38-869. In **Exhibit**
75 **A**, additions are shown by underlines and deletions are indicated with strike-throughs.

76 **Section 3. Effective date.** This Ordinance shall become effective as provided by
77 general law.

78 **ADOPTED THIS ___ DAY OF _____, 2019.**
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82 **ORANGE COUNTY, FLORIDA**
83 **By: Board of County Commissioners**
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87 **By: _____**
88 **Jerry L. Demings**
89 **Orange County Mayor**
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92 **ATTEST: Phil Diamond, CPA, County Comptroller**
93 **As Clerk of the Board of County Commissioners**
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97 **By: _____**
98 **Deputy Clerk**
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Exhibit A

Sections 38-860 – 38-875, Orange County Code, I-Drive District Overlay Zone, as Amended

I-Drive District Overlay Zone

Exhibit A to Ordinance 2017 03
As Amended by Ordinance 2018-24



I-Drive District Overlay Zone

Adopted February 7, 2017
As Amended by Ordinance 2018-24, October 26, 2018
DRAFT: March 27, 2019

Sec. 35-050. District & Transacts	2
Sec. 35-051. Block Configuration	3
Sec. 35-052. Street Types	4
Sec. 35-053. Open Space Types	10
Sec. 35-054. Site and Building Requirements	13
Sec. 35-055. Uses	16
Sec. 35-056. Off-street Parking and Loading	28
Sec. 35-057. Landscape	23
Sec. 35-058. Approval Requirements	23
Sec. 35-059. Substitutions	26
Sec. 35-070 - 35-075. Reserved	

I-Drive District Overlay Zone

Sec. 38-008. District and Trsects.

a. Intent and Purpose.

The I-Drive District allows for the highest intensity of buildings with increased height in its T6 Core, a wide mix of uses, high level of employment uses, entertainment uses, and a variety of transit.

It is the intent of this code to provide a clear and comprehensive approach to development within the District. This code reflects the goals established in the Orange County Comprehensive Plan, the "Our Home for Life" Sustainability Plan, and the I-Drive District 2040 Vision Plan. It includes text not related to the specific purposes below.

- (1) To achieve mixed use development that is appropriate in scale and intensity for the neighborhoods and sites proximate to transit stops and stations.
- (2) To establish a relationship between buildings, streets and open spaces that is pedestrian friendly and transit oriented through achieving larger heights to width ratios between 1.2, 1.3 and 1.4.
- (3) To preserve and enhance the county's natural resources, energy, water and open spaces and to promote innovative development that sustainably manages these resources, including stormwater runoff and reducing urban heat island effect.
- (4) To ensure that a variety of housing types and sizes can be developed to meet the needs of the entire community.
- (5) To promote a variety of transportation options for residents and visitors.

b. Application.

The District requirements apply to all parcels within the geographic area of the I-Drive District. If any District requirements contained in Sections 38-080 through 38-089 is inconsistent with any other portion of Orange County Code, the provisions in Sections 38-080 through 38-089 shall govern and supersede the conflicting Code provision to the extent of this inconsistency.

c. Establishment of the I-Drive District and Trsects.

The extent and boundaries of the District, Sub-Districts and Trsects based on Sec. 38-080 are established as shown on Figure (1) I-Drive District Regulatory Plan and are referred to herein as "Regulatory Plan".

(1) Transit Zones. Transit Zones are a designation given to each lot within the district that dictates the standards for development on that lot. Some lots may have more than one Transit Zone. The following Transit Zones are defined:

- (a) Transit Zone - Includes the majority of the shops and workplaces within the district along with the public gathering spaces and residences. The Core typically allows for increased building height.
- (b) Main Corridor Transit - Similar to the T6 General Transit with some contact sensitive standards and located within 200 feet from the right of way line of the International Drive corridor.

(c) Transit Zone - Similar to the T6 General Transit with some contact sensitive standards and within 200 feet from the right of way line of the Universal Boulevard corridor.

(d) Special Zones, Special Zones include uses that require additional standards or are exempt from standard trsect requirements. For the I-Drive District, a Special Zone will be created to address the convention center use and theme park uses. The following Special Zones are defined:

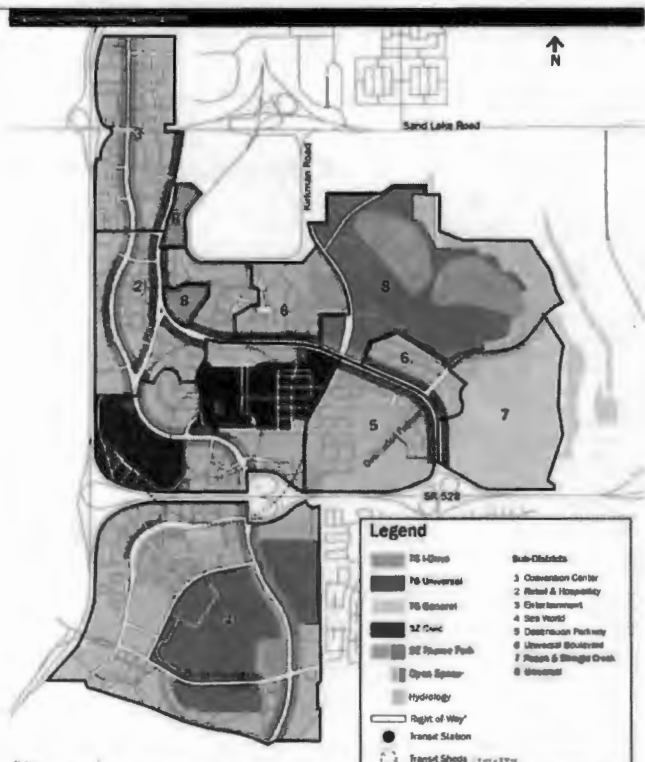
SZ Civic, The Special Zone Civic Trsect consists of uses associated with the Convention Center as well as uses such as museums and historic buildings.

SZ Theme Park, The Special Zone Theme Park consists of a concentration of amusement rides, hotels, retail and their accessory uses without open public access.

d. I-Drive District Requirements.

The following requirements are applicable to the District. Refer to Table (1) for a summary of requirements for the I-Drive District.

Sub-Districts	Permitted Trsects
1. Convention Center	T6 General
2. Retail & Hospitality	T6 I-Drive Corridor
3. Entertainment	T6 Universal Boulevard Corridor
4. Sea World	SZ Civic
	SZ Theme Park
	1,200' within the 1/2 mile transit shed and 2,000' outside the 1/2 mile transit shed
	For block faces greater than 500 ft, a mid-block passage is required. Refer to Sec. 38-051 "Block Access Configurations"
	SZ Civic and SZ Theme Park are exempt.
Block Configurations	Permitted Street Types
Minimum Block	Alley
Minimum Length	Frontage Road
	Local
	Avenue
	Boulevard
	Plaza
	Square
	Green
	Park
	Greenway



Notes:
 1. When T6 Theme Park blocks Universal Boulevard or International Drive, the T6 and building requirements that apply as provided on Table (2).
 2. Open Spaces are exempt and the underlying land shall be treated as a T6 General Transit.
 3. Block configurations are determined based on the block's street type.

I-Drive District Overlay Zone

Sec. 39-001. Block Configuration

a. Intersected Street Pattern.

The network of streets within the District shall form an interconnected pattern with multiple intersections and resulting block areas as designated in the requirements for the District. See Table (1) I-Drive Summary Table.

- (1) The arrangement of streets shall provide for the connection of existing streets from adjoining areas into new developments.
- (2) Cut-through and dead-end streets are prohibited.
- (3) Streets shall follow regular footcote rather than straggling or dead ending at the feature.
- (4) Streets shall be designed as described in Sec. 39-002 Street Types.
- (5) In three-way intersections, the terminating street should end in a natural feature, open space or building facade.

b. Block Configuration.

Refer to Figure (2) for an illustration of typical Block Elements.

- (1) The shape of a block shall be generally rectangular but may vary due to natural features or site constraints.
- (2) Blocks shall typically be two lots deep with the exception of blocks containing open space. Blocks may also include an Alley.
- (3) Blocks shall typically be bounded with lots on at least two faces preferably on the longest street faces.
- (4) For increased energy efficiency, block orientation should be along an east-west longitudinal axis to the greatest extent practicable. For long, central corridor buildings, the block orientation will encourage development of buildings oriented along an east-west axis with smaller east and west facing facades resulting in taking advantage of passive solar design.

c. Minimum Block Size.

Block areas shall meet the requirements outlined in Table (1) I-Drive Summary Table. A network of streets, limited to Local Streets, Alleys and Outcrops described in Sec. 39-002 Street Types are required to meet the minimum block size requirements. Deviations may be provided for blocks within the district boundary that are adjacent to parcels outside the district boundary or where connections cannot be made because of physical obstacles, such as wetlands and water but as required and naming highway rights-of-way. See Sec. 39-000 subsection h.

d. Designate Primary Streets.

The intent of the Primary Street designation is to develop a network of streets with continuous building frontage and no or limited vehicle access to reduce conflicts between pedestrians and vehicular traffic. See Figure (3).

- (1) Primary streets and secondary streets shall be designated along appropriate corridors. Refer to Sec. 39-002 Table 9 "Street Hierarchy." Alleys can not be designated Primary Streets.
- (2) All lots shall front on at least one primary street, and that street frontage shall serve as the front of the lot, as referred to in the Transacts requirements.
- (3) For lots with two or more primary street frontages, all primary street frontages shall require primary facade treatment.

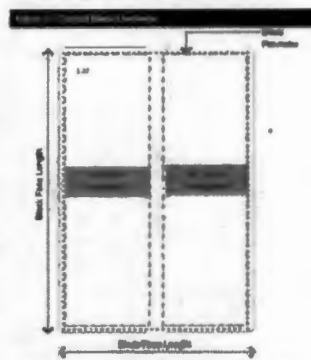
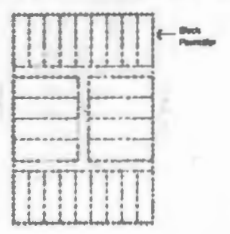


Figure 3. Example Primary and Secondary Streets



e. Block Access Configurations.

- (1) Vehicular access shall not be located off a primary street, unless the parcel is fronted by more than two primary streets in which case shall shall determine which is the appropriate street for vehicular access. The determination shall be based on features of existing and proposed vehicular access points of other developments along the primary street.
- (2) Blocks may include but are not limited to Alleys or driveway entrances with the following configurations. See Figure (4).
 - (A) Mid-Block Access. This configuration includes an Alley or drive running through the center of the block.
 - (B) "T" Configuration. This configuration includes two Alleys when a block that are perpendicular to each other, forming a "T" allowing development to front on three block faces.
 - (C) "H" Configuration. Similar to the "T" configuration, this configuration allows development to front on all four block faces.
 - (D) The minimum spacing between intersections is 125 feet.
- (3) Block access points shall be aligned with other access points within the same block or adjacent streets.
- (4) Mid-Block Pedestrian Pathways, Mid-Block pedestrian pathways or a qualified Open Space Types are required on blocks with a face 500 feet or longer.
 - (A) Paths approximately parallel to existing mid-block street through block pathways shall align to facilitate entry pedestrian movements.
 - (B) Mid-block pedestrian pathways shall be located in the middle third of a block face.
 - (C) Minimum width for mid-block pathways is 12 feet with no vehicular access.

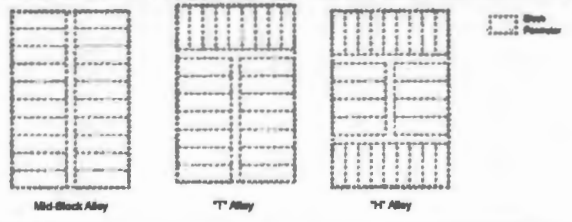
f. Lots.

- (1) Titled Lot Divisions. All lots of record shall be developed to meet the requirements outlined in Sec. 39-005 Site and Building Requirements.
- (2) Titled Lot Configurations. All lots shall have frontage along a public street, unless otherwise specified.
 - (A) Lot Shapes. To create regular rectangular lots, side property lines shall be perpendicular to the vehicular right-of-way to the extent practical.
 - (B) Through-Lots. Through lots have frontage on two parallel streets, including Alleys, and are prohibited unless both streets are treated as primary frontage and meet the appropriate lotsize requirements.
 - (C) Corner Lots. Corner lots have frontage on two perpendicular and intersecting streets. Buildings shall occupy the corner per lotsize requirements. Consistency with adjacent corner parcels is encouraged.
 - (D) Flag Lots. Flag lots are prohibited.
- (3) Lot Orientation. For increased energy efficiency, the recommended lot orientation is typically along an east-west longitudinal axis. For single buildings, the lot orientation will usually encourage development of buildings with smaller east and west facades.

g. General Transact Layout.

- The following defines how the Transacts should relate to one another.
- (1) Allotments. The following applies to all Transacts.
 - (A) Greater volumes of uses should face upon other sides of the street.
 - (B) More intense uses that share blocks with less intense uses should be located on block ends.
 - (C) Blocks may contain multiple Transacts; however, changes in Transacts should occur along an Alley, the rear property line or at a corner parcel.

Figure 4. Potential Alley Configuration



I-Drive District Overlay Zone

Sec. 35-882. Street Types

a. Intent.

The standards outlined in this section are intended to:

- (1) Create complete streets for all users and address all modes of travel, including pedestrian traffic, bicycle traffic, transit, and vehicular traffic;
- (2) Address all features of the street right-of-way, including sidewalks, landscaped buffers, traffic areas, bicycle lanes, and medians;
- (3) Continue the existing logical and comprehensive system of street types that result in a simple, consistent and understandable pattern of blocks and lots;
- (4) Provide adequate access to all lots for vehicles and pedestrians;
- (5) Create Street Types that are appropriate for their contexts in residential, commercial or mixed use areas and are designed to encourage travel at appropriate volumes and speeds;
- (6) Encourage streets that respect natural features by following topography and drainage systems, rather than obstructing or distorting them;
- (7) Create streets and public rights-of-way that result in substantial runoff quantity reduction and improved ecology of stormwater

b. Applicability.

The standards in this section apply to all vehicular rights-of-way within the I-Drive District as described by the Street Types Plan. Refer to Figure (5) SZ Core and SZ Themed Plans for exempt neighborhoods and their associated features shall meet the standards in this section. References to standards detailed in the most recent edition of the MUTCD Florida Greenbook and all applicable state and federal laws and rules governing access by persons with disabilities including the Americans with Disabilities Act shall be required.

c. General Requirements.

All proposed streets, landings or frontage roads, and sidewalks shall be located in dedicated vehicular rights-of-way as a tract of land or easement.

- (1) **Block Types.** All new vehicular rights-of-way and easements shall match one of the Street Types described in this chapter whether publicly dedicated or privately held.
- (2) **Public Use.** All streets shall be available for public use at all times. Closed streets and streets posted as private are not permitted.
- (3) **Block Standards.** See Sec. 35-881 for block configuration standards.
- (4) **The Plan.** All site plans are required to include Street Types from this section for both primary and secondary streets. Local Streets as depicted on both the Regulating Plan and Street Types Plan are conceptual only. Site Plans will determine final configuration of these street types. See Sec. 35-886 Approval Requirements / Site Plan Approval.

- (5) **Maintenance.** Roads from privately owned roadway facilities, all streets shall be maintained by the property owner, POA, HOA or similar property administered entity.

d. Street Types.

Street Types defined in this section outline acceptable street configurations. New streets shall be designed using the principles and characteristics defined by each Street Type.

1. Vehicular Travel Lanes

The number and width of vehicular travel lanes are determined by the Street Type.

2. Vehicular On-Street Parking.

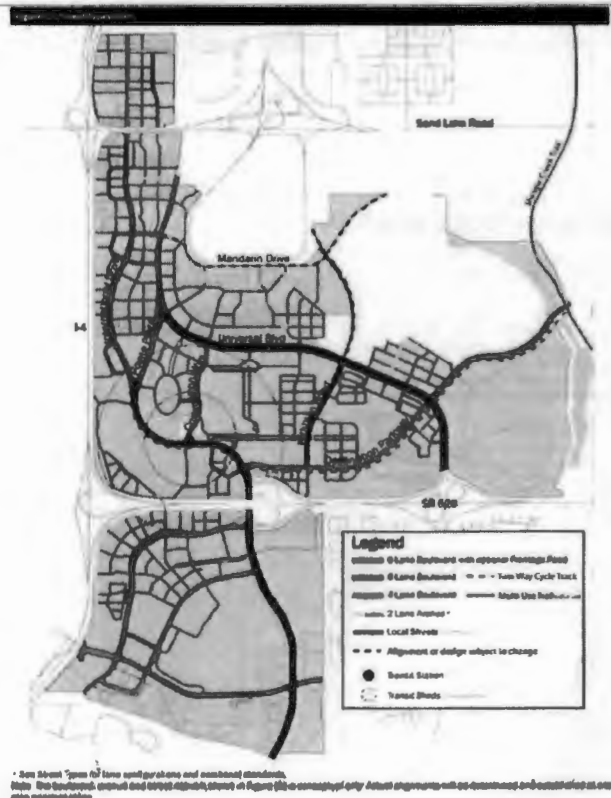
On-street parking, as permitted on designated Street Types, shall meet the following requirements:

- (1) **Vehicular Parking Space Dimensions.** The appropriate dimensions for on-street parking spaces are outlined in Table (2) On-Street Parking Space Dimensions and Figure (6) On-Street Parking Layout. The width of a parking space shall be measured from the center of a drive.
- (2) **Parking Travel Lanes.** The appropriate dimensions for travel lanes adjacent to parking are outlined in Table (2) Parking and Travel Lanes Dimensions.

3. Bicycle Facilities.

All required bicycle accommodations shall be provided as described below. The following types of bicycle accommodations are permitted for each Street Type. Refer to Figure (7) Bicycle Facilities.

- (1) **Cycle Track.** A cycle track is a separate bicycle facility that is physically separated from vehicular traffic by a landscape buffer, parking or a barrier. It may be center or lane-width based. This track occurs on one side of the street as a two-way facility or on each side of the street as paired, one-way facilities. Minimum width for a one-way cycle track is 5' with a 3' minimum buffer. Minimum width for a two-way cycle track is 10' with a 3' minimum buffer.
- (2) **Shared Lane.** A shared lane is a lane that is shared between vehicles and bicycles on roads posted 25 MPH or less. It includes a thermoplastic bicycle marker combined with a double arrow (known as a "sharrow") at every 200 feet or less. (Sharrow location and design require County Traffic Engineer approval. The improvement occurs in both directions. Refer to Figure (7) Bicycle Facilities for plan view dimensions.)
- (3) **Best Practices.** For additional information reference the most current National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide or FHWA Separated Bike Lane Planning and Design (BPL) Guide. The County Engineer may provide interim approval for alternative designs.



* See Street Types for lane configurations and section standards. Note: The proposed layout and street alignment shown in Figure (5) is conceptual only. Actual alignments will be determined and confirmed as part of the site plan approval process.

I-Drive District Overlay Zone

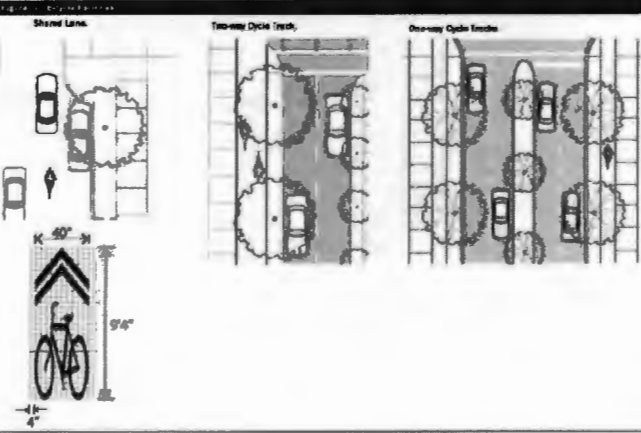
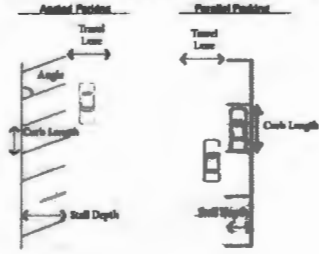
Table (2) On-Street Parking Space Dimensions

Angle (degrees)	Curb Length (feet)	Stall Depth (feet)
0 (Parallel)	22	8.5
30	28	18
45	32	17
60	38	16
90	9	16

Table (3) Parking and Travel Lane Dimensions

Angle (degrees)	One Way Travel Lane (feet)	Two Way Travel Lane (feet)
0 (Parallel)	12	20
30	22	20
45	24	20
60	18	22
90	20	22

Figure (6) On-Street Parking Layout



5. Fire Access

Street configurations have been calculated to provide fire truck access. Where the total width of all travel lanes is narrower than 20 feet, the following shall apply:

- 1) **Open to Foot:** At 120 foot increments an opening in the on-street parking or a dedicated pull-off space at least 20 feet long must be provided to allow vehicles to pull over for a fire truck to pass.
- 2) **Blowby or Fire Hydrant Zone:** A driveway or fire hydrant zone may be selected to fulfill the requirement.

6. General Layout Standards

The following standards apply to open streets or newly-platted residential rights-of-way:

- 1) **Treatment of Natural Features:** Streets shall be designed to respect natural features such as rivers, waterways or slopes by following rather than interrupting or dead-ending the features.
- 2) **Street Grids:** The network of streets shall form an interconnected pattern with multiple interchanges.
- 3) **Building Blocks:** The arrangement of streets shall provide for the continuation of existing streets from adjoining areas into new developments.

7. Green Streets

Incorporation of Low-Impact Development (LID) best practices into projects of the County Engineer is encouraged to capture additional stormwater and reduce runoff, provided that the County does not mandate these features. See Table (4).

LID Practice	Stormwater Credit
Pervious Pavement	
Shallow Retention/ Bio-retention Basins	
Vegetation	The county may provide stormwater credit where suitable & retained parking adjacent from the County Engineer
Tree Box Filter	
Curb Cuts/ Inverted Medians	

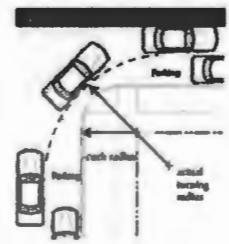
8. Disconnected Streets

Disconnected streets may take the following form:

- 1) **Blind Blocks:** Where adjoining areas are not subdivided streets in new subdivisions shall be extended to the boundary line of the tract to create potential for the future projection of streets into adjacent areas.
- 2) **Where abutting property is not subdivided:** such streets shall be provided at intervals no greater than the maximum block length and width requirements in Table (2) I-Drive District.
- 3) **Existing stub streets adjacent to a proposed address:** shall be connected.
- 4) **Out-of-line Streets:** Out-of-line streets are prohibited in the I-Drive District.

9. Intersections

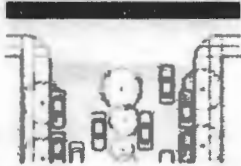
- 1) **Curb Radii:** The following curb radii shall be utilized unless otherwise authorized by the County Engineer:
 - a) Intersections should be designed for actual turning radii of the typical design vehicle as opposed to the maximum design vehicle. Small curb radii at intersections shorten pedestrian crossing distances and reduce vehicle turning speeds, thereby enhancing the ease of travel of the vehicles and pedestrians. Refer to Figure (8).
 - b) Left turns at the intersection of two Local Streets, the following curb radii shall be utilized:
 - i) With on-street parking on both streets, a 5 foot radius may be utilized.
 - ii) Without on-street parking, or 25 foot radius is approved.



I-Drive District Overlay Zone

- (2) **Corner Cuts.** At the intersection of Arterials to Arterials or Arterials to Boulevards the following curb radii shall be utilized:
 - (A) With on-street parking on both streets a 30-foot radius is required.
 - (B) Without on-street parking on either street a 25-foot radius is required.
- (3) **Larger Radius.** When the design vehicle requires a larger curb radius and no on-street parking exists a 30-foot radius may be utilized for Arterials or Boulevards. Larger radii require approval of the Department of Public Works and shall follow FDOT Guidelines.
- (4) **Alley Intersections.** The curb radius at intersections involving Alleys shall be no greater than 5 feet.

- (2) **Crosswalks.** Crosswalks shall be required at all stop controlled intersections involving Frontage Roads, Local Streets, Arterials and Boulevards with an ADT of 3,000 or greater. Any proposed crosswalks at uncontrolled locations require a study.
 - (A) **Dimensions.** Crosswalks shall be a minimum 30 feet in width measured from mid-steps to mid-steps per MUTCD.
 - (B) **Markings.** Crosswalks shall be appropriately indicated on the finished street surface with thermoplastic markings. Textured/colored pavement is permitted provided that it is properly maintained.
 - (C) **Channelized Islands.** To encourage pedestrian safety typical crosswalks shall not exceed over 30 feet without a landscape median, bollards and/or other pedestrian refuge to mitigate the effects of vehicles or traffic on crossing and to increase pedestrian safety and comfort. Refer to Figure 9.



- (3) **Accessibility Ramps and Warning Panels.** per the American Disabilities Act, Florida Accessibility Code or any more stringent state requirement, are required where all sidewalks or paths terminate at a crosswalk or curb.
 - (A) **Ramp Orientation.** Ramps shall be oriented perpendicular to traffic, requiring two ramps per corner at intersecting streets.
- (3) **Bollards.** To shorten pedestrian crossing distances bollards shall be placed at intersections when on-street parking is provided. Refer to Figure 10.
 - (A) The depth of the bollard shall match the width of the parallel space or the depth of the diagonal space.
 - (B) The radius of the bollard shall match the requirements for the intersection.

Figure 10: Bollard



m. Street Types Graphics and Requirements.

The following graphics and tables define the permitted Street Types and their specific requirements. The streets described in Table (5) shall be used to achieve the maximum block perimeter standards outlined in Table (1) Drive Summary Table.

Street Type	Block Outfitting	Primary or Secondary
Alley	No	Secondary
Frontage Road	No	Primary
Local Street	Yes	Primary*
Arterial	Yes	Primary
Boulevard	Yes	Primary

* In some cases, Local Streets may be designated as secondary at the Site Plan stage and reviewed by staff to determine the appropriateness of the designation. By way of example, but not limitation, some secondary streets will provide access for off-street parking, loading areas, snow waste collection and other necessary functions but would not meet the pedestrian oriented intent for Primary Streets and would more appropriately be designated as Secondary Streets.

(1) Alley.

- (A) **Intent.** The Alley is a very low capacity drive located at the rear of parcels. From the Alley access to parking facilities, loading facilities, and service areas such as refuse and vehicles is possible without a curb cut or driveway interrupting a street type. Refer to the typical plan and section in Figure (11) or Figure (12). Alleys are a road block treatment and do not count towards block perimeter requirements.
- (B) **General Requirements.** Alleys shall be developed using the standards in Table (6).

Section View



Plan View



Table 6: Alley Requirements

Expected ADT	Not Applicable
Typical Right-of-way Width	20' Typical Alley 24' Two-Way Alley
Vehicle Restrictions	
Traffic Lanes	1 plaid lane 2 two alternative
Traffic Lane Width	20' minimum for two-way movements
Speed	10 mph
Allowable Turn Lanes	Not applicable
Parking Lanes	Not applicable
Median	Not applicable
Bicycle Facilities	None required; paved lanes are allowed along alleys, pedestrian and bicycles
Pedestrian Restrictions	
Sidewalk	None required; paved lanes are allowed along alleys, pedestrian and bicycles
Landscaping Buffer	Not required

Figure 12: Two-Way Alley



I-Drive District Overlay Zone

(2) Frontage Road.

(a) Intent.

The Frontage Road is a low capacity one-way drive only permitted along the corridors referenced in Figure (2) Street Types Plan. These optional streets help to calm traffic along busier corridors by adding on street parking near store fronts, enhancing pedestrian facilities and increasing access. The parallel facility creates a multi way boulevard flatter to the typical plan and section in Figure (13) and the Midway Boulevard example in Figure (14). Frontage Roads do not count towards street permit requirements.

(b) General Requirements.

Frontage Roads shall be developed using the standards in Table (7).

(c) Applicability.

Permitted within T6 Core Unimodal or parallel to streets as detailed in Figure (2) Street Types Plan.

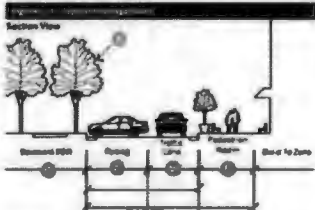


Table 7: Frontage Road Requirements

Expected ADT	Not Applicable
1 Typical Right-of-way Width	40' Typical Frontage Road
2 Vehicular Restrictions	
Traffic Lanes	1 traffic lane (one-way)
Traffic Lane Width	30' minimum 1.5' minimum with touch/pavement buffer 1.5' minimum with angled parking
3 Speed	20 mph
4 Allowable Turn Lanes	Not applicable
5 Parking Lanes	Parallel or angled required on one side of street
6 Backset from ROW	Minimum 6' setback with a minimum of 60" from finished curb to edge of Frontage Road to allow for safe lane movements.
Median	Not applicable
Bicycle Facilities	None required
7 Pedestrian Facilities	
1 Landscaping	Landscaping: Street trees with a minimum caliper of 6" or minimum height of 5', whichever achieves a greater overall height*, shall be planted within the ROW every 30' on center. Maximum distance of planting from the building facade is 40', measured on-center to the building face. See Ch. 24 for more detail.
2 Pedestrian Right-of-Way	Minimum: Minimum 10' clear sidewalk adjacent to store fronts Furniture: Benches, bike seating and benches requires 3' clear walking path Lighting: Per local utility standards.

Figure 14: Midway Boulevard using Frontage Road



(3) Local Street.

(a) Intent.

The Local Street is a medium capacity street for slow speeds with a standard right-of-way. It primarily serves as a through street within the District and is primarily used to meet block perimeter standards. Refer to the typical plan and section: Figure (13) or Figure (18).

(b) General Requirements.

Local Streets shall be developed using the standards in Table (8).

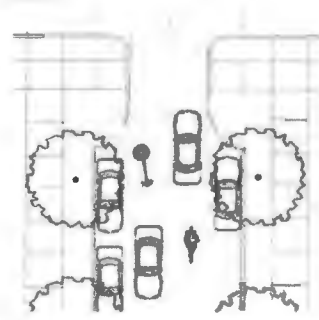
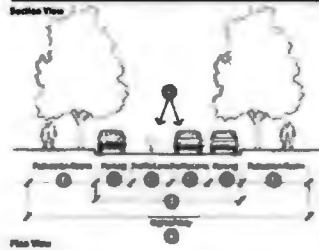
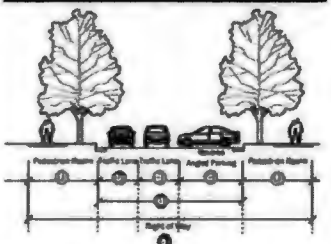


Table 8: Local Street Requirements

Expected ADT	600 - 5,000
1 Typical Right-of-way Width	60' to 75' minimum
2 Vehicular Restrictions	
Traffic Lanes	1 traffic lane in each direction
3 Traffic Lane Width	30' minimum 1.5' with touch/pavement buffer 1.5' when reverse angled parking is adjacent
Design Speed	25 mph
4 Allowable Turn Lanes	Right permitted in place of parking at intersections with Avenue; left prohibited
5 Parking Lanes*	On-street parking required on primary streets. Parallel or reverse angled permitted on both sides of street. Angled or reverse angled permitted on only one side of the street. On-street parking optional on secondary streets.
6 Curb to Curb Width	Prohibited
7 Bicycle Facilities**	30' Minimum, bike-into way to required. Shared Lane (sharrows) required
8 Pedestrian Facilities	Landscaping: Street trees and landscaping recommended adjacent to storefront. See Ch. 24 for more detail. Minimum: Minimum 10' clear sidewalk on both sides of street Furniture: Benches, bike seating and benches requires 3' clear walking path Lighting: Per local utility standards.

Figure 16: Alternative Local Street



I-Drive District Overlay Zone

(4) Avenue.

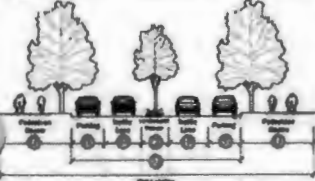
(A) Insect.

The Avenue is a medium to high capacity street that functions between two lanes with on-street parking and a four lane configuration. When the four lane configuration is used, two of the lanes must be transit priority lanes. The Avenue serves all types of development and provides additional parking or additional transit connections. Refer to the Typical Avenue in Figure (17) or the Transit Avenue in Figure (18).

(B) General Requirements.

Avenues shall be developed using the standards in Table (9).

Section View



Plan View

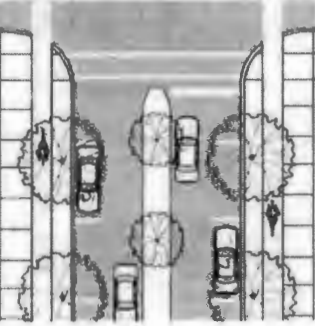
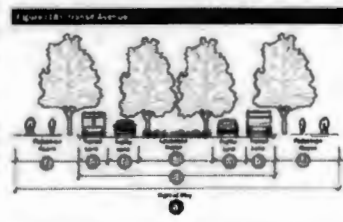


Table 9: Avenue Requirements	
Expected ADT	1,000 - 30,000
1 Right-of-way Width	80' for Typical Avenue 85' and greater for Transit Avenue
Vehicle Route	1. Traffic Lanes in each direction 2. Additional Transit Lane permitted in place of parking; additional traffic lane prohibited.
Traffic Lanes	25' minimum 12' with bus/bike/transit traffic
Design Speed	35 mph with On-Street Parking 30 mph with Transit Lanes
Allowable Turn Lanes	Right permitted in place of parking at intersections with Local Road, left only with median
2 Parking Lanes*	Parallel required on both sides of street if additional Transit Lane is not provided; on-street parking prohibited.
3 Curb to Curb Width	50' or greater
4 Median	Permitted, if any
Pedestrian Route	Landscaped Street Trees required. See Ch. 24 for more detail. Shoulder Prohibited** - Shared lane, one or two-way Cycle Tracks permitted.
5 Pedestrian Route	Minimum Sidewalk 10' clear sidewalk on both sides of street Prohibiting Zone: curb seating and benches requires 9' clear walking path Lighting: Permitted utility standards.

* See Figure 6 for Vehicle On-Street Parking requirements
** See Figure 7 for Bicycle Facility requirements



(5) Boulevard (4 lane).

(A) Insect.

The Boulevard is a high capacity street for speeds between 25-35 mph with a wider right-of-way. It serves all types of development and provides cross-street connections. Landscaped medians are included. A Multi-way Boulevard is created by adding Frontage Roads parallel to the Boulevard. Refer to Figure (12). These access lanes front development, have slower design speeds and receive on-street parking. For typical boulevards refer to the typical plan and section. Figure (19) or Figure (20).

(B) General Requirements.

Boulevards shall be developed using the guidelines in Table (10).

Section View

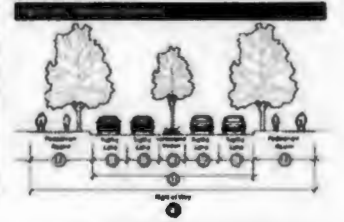


Plan View



Table 10: Boulevard Requirements	
Expected ADT	5,000 - 30,000
2 Right-of-way Width	160' Typical Boulevard 65' Alternative Boulevard
Vehicle Route	2 traffic lanes in each direction permitted
Traffic Lanes	11' minimum 12' with bus/bike traffic
Design Speed	25 to 35 mph, depending on parking
Allowable Turn Lanes	Permitted in place of parking and both out of intersections
3 Parking Lanes*	Both sides permitted, parallel only
4 Curb to Curb Width	70' and greater
5 Median	Required, 15.0' minimum
Pedestrian Route	Landscaped Street Trees required. See Ch. 24 for more detail. Shoulder Prohibited** - One or two-way Cycle Tracks permitted.
6 Pedestrian Route	Minimum Sidewalk 12' clear sidewalk on both sides of street. Minimum 10' if cycle track is adjacent and parallel to sidewalk. Prohibiting Zone: curb seating and benches requires 9' clear walking path Lighting: Permitted utility standards.

* See Figure 6 for Vehicle On-Street Parking requirements
** See Figure 7 for Bicycle Facility requirements



I-Drive District Overlay Zone



(B) Boulevard (6 Lanes)

(a) Intent

The six lane boulevard is a high capacity street for speeds between 30-35 mph with a wider right-of-way. It serves all types of development and provides excellent connections for transit and cyclists as well as automobiles. Transit lanes are provided. Refer to the typical plan and section. Figure (21) or Figure (22)

(b) General Requirements

See two boulevards shall be developed using the guidelines in Table (3.3)

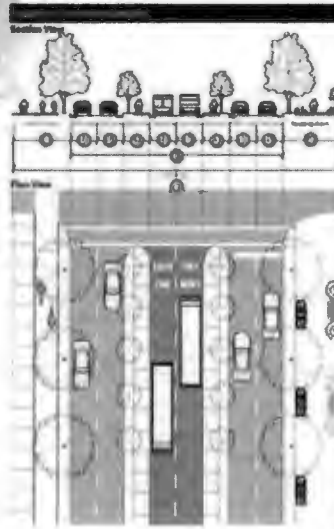


Table 3.3 - Six Lane Boulevard Requirements	
Expected ADT	25,000 +
Right-of-way Widths	130' - 140'
Vehicle Lanes	4 travel lanes with 2 transit lanes recommended, 2 traffic lanes in each direction permitted.
Traffic Lane Width	11' minimum, 12' with truck/bus traffic
Design Speed	30-35 mph
Allowable Turn Lanes	Permitted
Parking Lanes	Permitted
Curb to Curb Width	90' and greater
Median & Pedestrian Islands	Required, minimum 50' wide, 60" for 10' wide
Pedestrian Realm	Landscaping Street trees required, See Ch. 24 for more detail. Bicycle Facilities*: One or two-way Cycle Track permitted. Shoulder Minimum 34' clear sidewalk on both sides of street. Minimum 10' if cycle track is adjacent and parallel to sidewalk. Parkings Zone: curb seating and benches excepted 8' clear walking path Lighting: Per local utility standards.

* See Figure 7 for Bicycle Facilities requirements.

ADOPTED FEBRUARY 7, 2017
As Amended by Ordinance 2016-54, October 30, 2016

I-Drive District Overlay Zone

Sec. 36-663. Open Space Types.

a. Intent.

To provide open space as an amenity that promotes physical and environmental health while the community and to provide access to a variety of active and passive open space types. Special features such as fountains and public art installations are encouraged.

b. Applicability.

The open space standards outlined apply to all development within the District and supersede any conflicting code provisions in the Orange County Code, BZ Code and BZ Theme Park sub-code.

c. General Requirements.

A minimum of fifteen percent (15%) of the project area shall be open space unless reduced by a public access and/or conservation bonus as permitted herein. All open space shall meet the following requirements:

- (1) Required open spaces may be shared or located on any property within the district, subject to review by the Planning and Zoning Managers, or Parks Manager when applicable. The cumulative total open space area is not reduced where shared between two or more property owners.

Types of Open Space. All open space provided within the I-Drive District shall generally contain one of the Open Space Types defined in this section. Alternative open space types meeting the intent of this section may be presented to the Planning and Zoning Managers for approval.

- (2) **Diversity of Open Space Types.** For developments proposing more than three Open Space Types to meet the open space requirement, at least two different open space types shall be provided.
- (3) **Landscaping.** Open Space Types designated pursuant to the section shall be landscaped on site.
- (4) **Gate Walls.** Open Space Types may incorporate gate walls provided that the following requirements are met:
 - (A) **Height.** Walls shall be a maximum height of 48 inches, unless approved by the Planning and Zoning Managers for such circumstances as proximity to railroad right-of-way and use around swimming pools, ball fields and ball courts.
 - (B) **Type.** Chain-link fencing is not permitted along any street frontage with the exception of enclosed sports field or court fencing approved by the Planning and Zoning Managers.
- (5) **Spacing of Fencing.** Openings or gates shall be provided when using chain-link fencing between open spaces no larger than 150 feet.
- (6) **Open Water Body.** All open water bodies such as ponds, ponds, creeks, and streams within an open space type shall be located to allow for pedestrian and bicycle access as well as a landscape area surrounding the water body.
- (7) **Dominance.** Open Space Types may either be publicly or privately owned.

- (8) **Parking Requirements.** Parking shall not be required for any Open Space Type unless a use other than open space is determined by the Planning Zoning and Managers. Adjacent on-street parking is encouraged.
- (9) **Definition.** Connections to existing or planned trails or open space types shall be made when the Open Space abuts an existing or planned trail right-of-way or other open space type.

d. Definition of Requirements.

The following further explains or defines the requirements included in Tables 12.5 through 12.7 for each Open Space Type. Refer to each table for the specific requirements of each Open Space Type.

- (1) **Min.**
 - (A) **Minimum Size.** The minimum size of the Open Space Type is measured within the parcel lines of the property.
 - (B) **Minimum Size.** The maximum size of the Open Space Type is measured within the parcel lines of the property.
 - (C) **Minimum Dimensions.** The minimum length or width of the Open Space Type. See Figure 12.3.
- (2) **Minimum Percentage of Total Lot Right-of-Way Frontage Required.** The minimum percentage of the open space perimeter as measured along the outer parcel line that shall be located directly adjacent to a vehicle right-of-way, excluding alley frontage. This requirement provides access and visibility to the open space and is only required when meeting the Public Access Bonus.
- (3) **Adjacent Parcels.** Parcels directly adjacent to or across the street from an Open Space Type.
 - (A) **Boundary Fencing on Adjacent Parcels.** The fence is permitted directly adjacent to or across the street from a given open space.
 - (B) **Frontage Orientation of Adjacent Parcels.** The profile of orientation of the adjacent parcels' frontages to the open space. Front corner side and rear refers to the property line either adjacent to the Open Space or facing the open space across the street.
- (4) **Requirements.** The following types of development and improvements may be provided on an Open Space Type.
 - (A) **Dedicated Sports Fields.** Sports fields, ball courts or structures designated for one or more particular sports including, but not limited to, baseball fields, softball fields, soccer fields, basketball courts, football fields, tennis courts, climbing walls, and skate parks.
 - (B) **Playgrounds.** Playgrounds include a defined area with play structures and equipment such as slides, swings, climbing structures.
 - (C) **Fully Enclosed Structures.** Fully enclosed structures may include such uses as park offices, maintenance sheds, restrooms, neighborhood retail and services defined in Sec. 36-665.
 - (i) **Minimum Area.** For some open space types, fully enclosed structures are permitted but limited to a maximum building coverage as a percentage of the open space area.
 - (ii) **Open Structures.** Open air structures such as gazebos are permitted in all open space types.

- (5) **Surface Materials and Semi-Permeable Surfaces Permitted.** The amount of impervious and semi-permeable coverage is provided separately to allow an additional amount of semi-permeable surface such as permeable paving, above the impervious surfaces permitted, including, but not limited to, parking lot area, driveway, sidewalk, paths and structures as permitted.
- (6) **Maximum Percentage of Open Water Body.** The maximum amount of open water on Open Space Types that may be created by an open water body including, but not limited to, ponds, and lakes.
- (7) **Landscaping.** Is adherent to hardscapes, open spaces shall incorporate areas of grass, shrubs, annual and perennial plants in accordance with minimum impervious and semi-permeable surfaces permitted.
- (8) **Lighting.** Lighting may be required for some Open Space Types. Refer to Sec. 9.646 for all other lighting standards.



e. Stormwater in Open Space Types.

Stormwater management practices, such as storage and retention facilities and Low Impact Development practices may be integrated into Open Space Types and utilized to meet stormwater requirements for stormwater runoff.

Stormwater Retention. Stormwater retention in open spaces may be designed as formal or informal detention with additional uses other than stormwater management such as an amphitheater, sports field or a pond or pool as part of the landscape design. Stormwater retention shall not be fenced and shall not impede public use of the land they occupy.

f. Public Access Bonus.

The 15% open space requirement shall be reduced to 10% if public access is provided for all open spaces. The Minimum Percentage of Vehicle Right-of-Way Frontage standard is required for the bonus.

g. Conservation Bonus.

If the landscape features described in Tables 12.2 through 12.4 are implemented as described, the open space requirement can be reduced by 2%. For example, the required 15% open space for 2.5 acres is 375 square feet. Conserving 2,000 square feet of existing vegetation nature plant communities, per Table 12.3, can reduce your total required open space to 135 or 325 acres. These bonuses may reduce the minimum open space area. Before the bonuses are further defined and the appropriate requirements are described.

A Significant Tree is considered an or a tree at least 24" in diameter at breast height and is fit to collect evidence as determined by an ISA Certified Arborist.

(1) Quantity Related

Existing Significant Trees	Related
1 to 4 trees on site	Min. 1 tree
4 or more trees on site	Min. 20% retained

Conservation Community. A Conservation Community is an existing or planned community situated on-site with contiguous vegetation and protected during construction not including preservation already required.

(2) Area of Community

Total Required Open Space	Related
< 6 acres	Min. 3,000 sq ft
6-50 acres	Min. 10% of open space area

(3) Additional Design Requirements

- (A) An existing native plant community shall be at least 2,000 contiguous square feet and 20 feet in width as any green stretch at minimum. Native plant communities are composed of native vegetation including canopy trees, understory trees and shrub vegetation, such as shrubs, grasses or vines. Minimal removal of non-native, exotic species may be required. Use of herbicides is prohibited.

Low Impact Development Practices are stormwater practices that remove pollutants from run-off, reduce peak volume on the stormwater system, engage landscape and use an aesthetic amenity.

(3) Low Impact Development Requirements

Low Impact Development Practices	Required for Bonus
Permeable Pavement of Similar	2,000 sq ft for every 20 acres
Rain Gardens, Bioswales or Basins	2,000 sq ft for every 20 acres
Catchment or Rain Catchment	2,000 gallons for every 20 acres

(2) Minimizing LID Practices

Minimizing LID Practices. Minimizing LID Practices are stormwater practices that remove pollutants from run-off, reduce peak volume on the stormwater system, engage landscape and use an aesthetic amenity.

I-Drive District Overlay Zone

h. Squares

Intend, to provide a formal Open Space of medium scale to serve as a gathering place for civic, social, and commercial purposes. Squares are rectangular in shape and are bordered on all sides by vehicular right-of-way and building facades. See Figure (24).

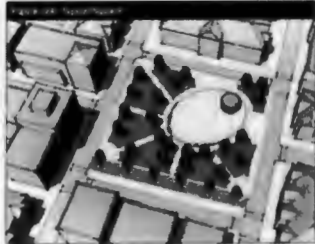


Table 27. Open Space Requirements	
(1) Dimensions	
Minimum Size (acres)	0.25
Maximum Size (acres)	3
Minimum Dimension (feet)	60' wide
Minimum % of Vehicular ROW Frontage	100%
(2) Adjacent Permits	
Permitted Transoms	All
Frontage Orientation of Adjacent Permits	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted; maximum 9% of total area
Maximum Impervious Surface	60%
Minimum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

i. Plaza

Intend, to provide a formal Open Space of medium scale to serve as a gathering place for civic, social, and commercial purposes. The Plaza may contain a greater amount of impervious coverage than any other Open Space type. Special features such as fountains and public art installations are encouraged.



Table 28. Open Space Requirements	
(1) Dimensions	
Minimum Size (acres)	0.1
Maximum Size (acres)	2
Minimum Dimension (feet)	60' wide
Minimum % of Vehicular ROW Frontage	50%, 70% building frontage required on non-street frontage
(2) Adjacent Permits	
Permitted Transoms	All
Frontage Orientation of Adjacent Permits	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted; maximum 10% of area
Maximum Impervious Surface	60%
Minimum % of Open Water	50%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required
(4) Additional Design Requirements	
Minimum Impervious Surface	60%

j. Greenway

Intend, to provide informal medium scale active or passive recreation for neighborhood residents within walking distance, closely located by streets for public access or buildings for increased privacy.

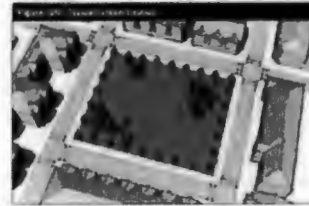


Table 29. Open Space Requirements	
(1) Dimensions	
Minimum Size (acres)	1
Maximum Size (acres)	10
Minimum Dimension (feet)	100' wide
Minimum % of Vehicular ROW Frontage	0%, 50% for Public Access Bonus
(2) Adjacent Permits	
Permitted Transoms	All
Frontage Orientation of Adjacent Permits	Front, Corner, Side
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface	60%
Minimum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

k. Greenway

Intend, to provide informal primarily natural linear open spaces that serve to enhance connectivity between open space types and other uses. Greenways are linear open spaces that often follow a natural feature such as a river, stream, ravine, or man-made feature such as a vehicular right-of-way. A greenway may border other open space types.

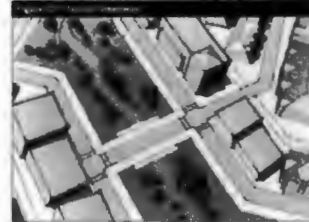
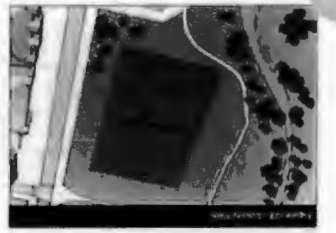


Table 30. Open Space Requirements	
(1) Dimensions	
Minimum Size (acres)	1
Minimum Size (acres)	None
Minimum Dimension (feet)	60' wide
Minimum % of Vehicular ROW Frontage	0%, 1 canopy tree required per 500 linear ft, minimum 20' width for Public Access Bonus
(2) Adjacent Permits	
Permitted Transoms	All
Frontage Orientation of Adjacent Permits	Any
(3) Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface	30%
Minimum % of Open Water	70%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

I-Drive District Overlay Zone

L. County Park

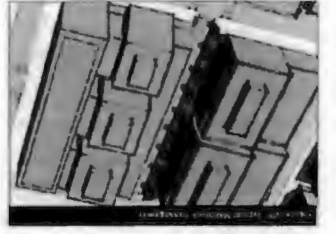
Land. To provide informal access and provide large-scale recreational amenities to local residents and the greater region. Parks have primarily natural plantings and are frequently created or used as existing natural features such as a water body or stands of trees.



(1) Orientation	NO
Minimum Area (acres)	No Max.
Minimum Dimension (ft.)	400' min.
Minimum % of Minimum RCRP Footprint	88%
(2) Adjacent Features	NO Open Space, NO Club
Permitted Features	Any
(3) Imperviousness	Permitted
Drainage Swales	Permitted
Permeable	Permitted
Permeable, maximum 15%	Permitted
Maximum Impervious Surface	20%
Maximum % of Open Water	20%
Tree (quantity)	1 tree per 1,000 sq ft
Lighting	Required

M. Neighborhood Programming

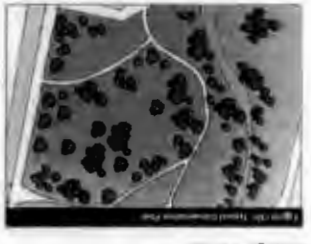
Land. To provide and track pedestrian access and outdoor amenities such as walking and jogging. Programs may include playgrounds, sports fields, and other recreational facilities. Programs may be created or open and should provide gated areas and secure walkways. They may offer overhead view canopy (or sub-canopy) landscaping. They may offer overhead view canopy including decorative panels and pedestrian-activated features including decorative lighting. Pedestrian access is prohibited.



(1) Orientation	12' min, 30' max
Width	5' wide
Minimum Length	12' min
Minimum Clear Path	5' wide
(2) Adjacent Features	NO
Permitted Features	Canopy, table
(3) Imperviousness	Permitted, except dry and stone
Play Enclosed Structures	Permitted as they are required to be
Maximum Impervious Surface	NO
Landscaping	1 per 1,000 sq ft
Seating	Required
Lighting	Required

N. Greenway Park

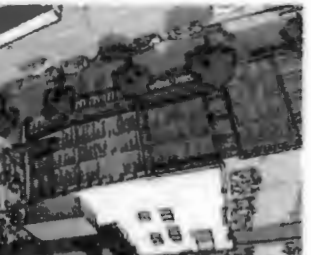
Land. To provide informal access and provide large-scale recreational amenities to local residents and the greater region. Greenways are primarily linear parks and are frequently created or used as existing natural features such as a water body or stands of trees.



(1) Orientation	NO
Minimum Area (acres)	No Max.
Minimum Dimension (ft.)	40' min.
Minimum % of Minimum RCRP Footprint	20%, up to 8' max, 20% over 8' max
(2) Adjacent Features	NO
Permitted Features	Any
(3) Imperviousness	Permitted
Drainage Swales	Permitted
Permeable	Permitted
Permeable, maximum 15%	Permitted
Maximum Impervious Surface	20%
Maximum % of Open Water	20%
Landscaping	1 canopy tree per .51 acres required
Lighting	Required

O. Greenway Park

Land. To provide informal access and provide large-scale recreational amenities to local residents and the greater region. Greenways are primarily linear parks and are frequently created or used as existing natural features such as a water body or stands of trees.



(1) Orientation	NO
Minimum Area (acres)	No Max.
Minimum Dimension (ft.)	40' min.
Minimum % of Minimum RCRP Footprint	20%, up to 8' max, 20% over 8' max
(2) Adjacent Features	NO
Permitted Features	Any
(3) Imperviousness	Permitted
Drainage Swales	Permitted
Permeable	Permitted
Permeable, maximum 15%	Permitted
Maximum Impervious Surface	20%
Maximum % of Open Water	20%
Landscaping	1 canopy tree per .51 acres required
Lighting	Required

I-Drive District Overlay Zone

Sec. 30-084 Signs and Building Requirements.

The following table contains building along, height, frontage, and roof requirements per zone.

	TB General	TB I-Drive	TB Midtown	SZ Old	SZ Thorne Park
n. Building Sizing Note to Figure 137					
1 Frontage Built-to-Zone	0 to 30	0 to 10	0 to 30		
2 Frontage Built-to-Zone Coverage	75% min. up to 25% coverage may be met with a qualified Open Space Type	20 to 30 for buildings facing I-Drive	40 to 50 with adjacent Frontage Road		
3 Occupancy of Corner		required ¹			
4 Minimum Side Setback		0	0		
5 Minimum Rear Setback		0	0		
6 Minimum Lot Area		1,400 sf			
7 Minimum Lot Width		15'			
8 Minimum Setback Coverage	none				
9 Parking & Loading Location	only located on rear lot on alleys or secondary streets. Parking lots shall be screened from primary streets and parking structures require a rear building of building a primary street. ²				
10 Minimum Lower Building Depth		40'			
11 Vehicular Access	Permitted only on alley or other secondary street.				
b. Height/ Open to Figure 138					
12 Minimum Overall Height	40' min	40' min	40' min		
13 Street Height for Equal Sidewalk	2 story min	3 story min	4 story min		
14 Maximum Overall Height	Unlimited, however all structures with a height of less than 200' feet or greater must obtain P&S approval.				
15 Ground Floor: Minimum Height		10' ³			
c. Frontage Note to Figure 134					
16 Permitted Frontage Types	corridor, arcade, stoop				
17 Minimum Ground Store Transparency	Screened between 7' and 9' above grade		60% ⁴		
18 Minimum Transparency upper stories	not required				
19 Principal Entrance Location	Secondary street				
20 Horizontal Facade Division	required on ground story with a minimum height of 8' and maximum height of 20' above grade				
d. Roof					
21 Permitted Roof Types	gabled, pitched				
22 Tower	permitted				

Notes:
 1 Occupancy of corner is required unless a qualified Open Space Type is provided at the corner of the lot.
 2 Step 10, 24 for height requirements.
 3 Second story minimum height is not required for residential use.
 4 Ground store transparency is not required for residential use.

ADOPTED FEBRUARY 7, 2017
 As Amended by Ordinance 2015-34, October 20, 2016

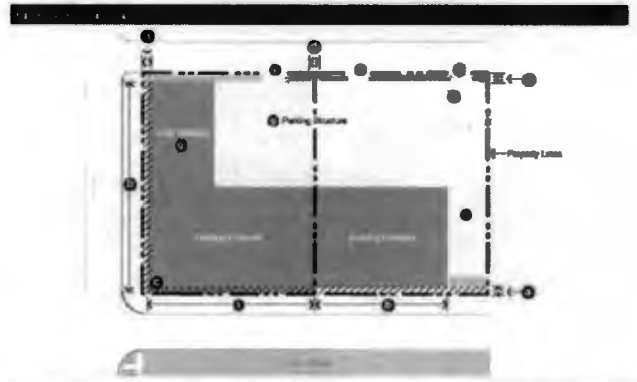


Figure 137. Height Requirements

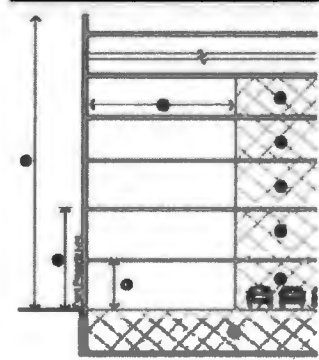
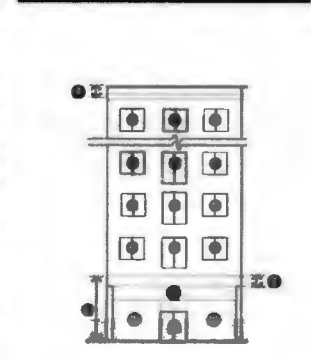


Figure 138. Height Requirements



I-Drive District Overlay Zone

a. Building Sitings

The following explains Building Siting requirements for each Tract as set forth in Table 22. Figures 23(a) illustrates siting requirements.

- (1) **Frontage Built-to-Zone.** The built-to-zone or setback parallel to the front property line Building components such as porches, balconies, colonnades, or signage, are permitted to encroach into the Built-to-Zone. All built to zone and setback areas not required to be covered by building facades must contain either landscape patio space or outdoor space.
- (2) **Frontage Built-to-Zone Coverage.** Measurement defining the minimum required percentage of an occupiable building facade that must front primary streets. The required percentage shall be measured as the width of the primary structure(s) within the Built-to-Zone divided by the total width of all lot lines parallel to primary streets. Non-occupiable structures such as parking structures do not count towards the requirement.
- (3) **Disposition of Corner.** Occupying the intersection of the front and corner built-to-zone with a parapet structure.
- (4) **Rear Setback.** The minimum required setback along a rear property line.
- (5) **Side Setback.** The minimum required setback along a side property line not facing a primary street or mid-block passageway.
- (6) **Minimum & Maximum Lot.** The minimum and maximum width of a lot, measured as or parallel to the front property line.
- (7) **Minimum Impervious Coverage.** The maximum percentage of a lot permitted to be covered by paved or other impervious surfaces.
- (8) **Parking & Loading Facilities.** The area on the lot in which surface parking, detached garage, attached garage door access, loading and unloading, and associated driveway is permitted.
- (9) **Uses Building.** A building specifically designed to meet a parking lot, parking structure or easement uses from the primary street.
- (10) **Vehicle Entrances.** The permitted types of vehicle access and signs to the lot.

b. Height

The following explains Height requirements for each Tract as set forth in Table 22. Minimum height standards may be detailed below as a means of providing pedestrian enclosure illustrated in Figure 23(b). Height shall be measured in stories. See Figure 23(c) for an example of a how to measure the Height Requirements.

- (1) **Minimum Overall Height.** The maximum overall height for the building shall be measured in number of stories located within the Built-to-Zone along primary streets, unless otherwise required. Maximum height may be reduced outside of the Built-to-Zone.
- (2) **Maximum Overall Height.** The sum of a building's total number of stories.

(3) **Ground Story and Upper Story Height.** Each tract includes a permitted range of height in feet for each story. Story height is measured in feet between the floor of a story to the floor of the story above it.



Figure 23(a): Height and Pedestrian Enclosure

The following explains Frontage requirements for each Tract as set forth in Table 22. Frontages include the full linear length of building facades facing any open space type or any primary street. Architectural appendages including but not limited to porches, balconies and awnings are permitted in conjunction with any Frontage type. The rear or interior side lot (facades are not required to meet these standards).

- (1) **Frontage Type.** The Frontage Type(s) permitted for a given Tract. Frontage types guide the design of the ground story and vehicle entrances on the street. Alternative frontage types meeting the principal entrance location and ground floor transparency may be presented to the Planning and Zoning Managers for approval.

(4) **Blanketed.** The Blanketed is a highly transparent ground story treatment designed to serve primarily as the display area and primary frontage for retail or service uses. Refer to Figure 23(b).

(5) **Recessed Awning.** A recessed pedestrian walkway within the recess of a ground story. Refer to Figure 23(f).

(6) **Stepped Awning.** An awning, open platform. Refer to Figure 23(g).

(7) **Principal Entrance Location.** Principal entrances shall be located on facades facing primary streets to optimize pedestrian access.

(8) **Required Number of Street Entrances.** The minimum number of and maximum spacing between entrances on the ground story.

(9) **Blanketed Facade Blotches.** The use of a horizontally oriented, opaque line, banding, or other form to divide portions of the facade into horizontal divisions.

(10) **Transparency.** Includes windows and glass doors that are highly transparent with low reflectance. Mirrors are also included.

(11) **Ground Story Transparency.** Ground story transparency shall be measured between two feet and eight feet from the average grade at the base of the Point Facade facing primary streets. A General Schedule Transparency requirement shall be measured from floor to floor of each story.

Table 23(b), Blanketed Facade

Transparency	Per Tract(s) Table 22
Awning	Minimum Depth of 8' over of 15'
Recessed Face	The Awning's depth face shall be considered the facade and located within the built-to-zone
Principal Facade Division	Per Tract(s) Table 22
Vehicle Entrances	Prohibited

Table 23(c), Blanketed Facade

Transparency	Per Tract(s) Table 22
Horizontal Facade Division	Per Tract(s) Table 22
Vehicle Entrances	Per Lot

Table 23(d), Stepped Awning

Transparency	Per Tract(s) Table 22
Entrances	All entrances shall be located off a stoop
Horizontal Facade Division	Per Tract(s) Table 22
Vehicle Entrances	Permitted

I-Drive District Overlay Zone

4. Roof

Roof rules remain applicable to all buildings within the district. One of the following Roof Types is required per Tractact.

- (1) **Parapet Roof Type** A parapet is a low wall projecting above a building's roof along the perimeter of the building. It can be finished with a flat or low pitched roof and serves to hide the view of roof-top mechanical systems from the street. This roof type is also ideal for gabled/vigated roofs. Refer to Figure (40).
- (2) **Flat Roof Type** This roof type has a sloped or pitched roof. Slope is measured with the vertical and denoted by the horizontal span or run. Refer to Figure (41).
- (3) **Tower** A tower is a vertical element, that may be permitted in conjunction with another roof type in certain Tractacts. Refer to Figure (42).

Figure 40: Parapet Roof Type

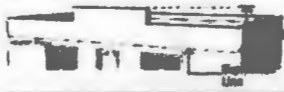
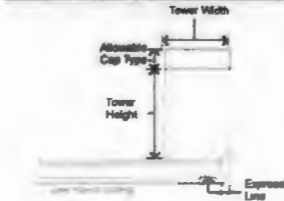


Figure 41: Pitched Roof Type



Figure 42: Tower



Sec. 20-24-1 Dynamic Art

a. Intent and Purpose.

These regulations are intended to address the need for contemporary Dynamic Art installations within the I-Drive District Overlay Zone, with the goal of increasing public access to art in the district and enhancing the public realm and the built environment. These regulations are also intended to address a public safety and neighborhood character.

b. General Standards.

Subject to approval of an Application submitted under subsection c., Dynamic Art shall be installed on any district building, except of a building or structure with a maximum height of 25 stories or 25 feet or 150 feet. Dynamic Art shall comply with Sections 1, 2 and 3 only.

(1) **Site and Building Restrictions.** Dynamic Art shall not be installed on any building or structure within the I-Drive District Overlay Zone, unless otherwise stated in this Section.

(2) **Installation.** Dynamic Art shall not be installed on the building facade of a building or structure with a maximum height of 25 stories or 25 feet or 150 feet, as measured in Orange County Code Section 20.5.10(1)(2).

(3) **Performance.** Dynamic Art shall be installed through a digital medium that shall be approved and maintained with a Digital Artwork that is a 100% proof of production, after electronic and a non-digital and static proof or a high resolution print in compliance with technical level needs or media, a color, and replace screen. One in the structure of a building or a digital screen. The applicant shall provide written justification from the artist, should be that the art is necessary but has been rejected and not be placed on the building and shall be subject to a contract that shall be approved by the Planning Director or other staff of the Planning Department.

(4) **Application/Installation.** Dynamic Art shall be installed on a building or structure with a maximum height of 25 stories or 25 feet or 150 feet, as measured in Orange County Code Section 20.5.10(1)(2). A public sign of any other nature, including any other sign, shall not be installed on the building or structure, unless otherwise approved by the Planning Director or other staff of the Planning Department.

(5) **Right of Way.** Dynamic Art shall not be installed on the right of way or a structure or structure with Section 20.5.17, Orange County Code, nor shall any structure installed with Dynamic Art be installed within the right of way.

c. Dynamic Art Application Process.

The following steps shall be included as part of any Dynamic Art installation submitted to the Planning Director:

- (1) **Application for Installation.** Dynamic Art shall be submitted to the Board of County Commissioners.
- (2) **Review.** Dynamic Art shall be reviewed by the Planning Director.

(3) The applicant shall submit a copy of the following:

- (a) **Completed and signed copy of the Application Form.**
- (b) **Completed statement of an artist of the proposed building or structure, along with technical details of all Dynamic Art and Associated Dynamic Artwork, and**
- (c) **Completed and signed copy of the Application Form.**
- (d) **Completed copy of completed Dynamic Art, which shall include, but not be limited to:**
 - (i) **Design and installation for proposed Dynamic Art Application.**
 - (ii) **Timeline of installation of the Art work, support and display.**
 - (iii) **Display location, installation and maintenance schedule, the applicant will not be allowed to install any proposed architectural screen.**
 - (iv) **Maintenance plan, and**
 - (v) **A written statement of the artist, which shall include, but not be limited to:**
 - (1) **Completed signed Application Form, Project Description, Intent and Installation, Dynamic Artwork, and**

6. Dynamic Art Application Submittal, Review, Approval, and Removal Process.

Within seven (7) days of receipt of a Dynamic Art Application, the Planning Director shall review the proposed Dynamic Art and determine if the proposed Dynamic Art meets the requirements of the Dynamic Artwork in the proposed building structure needed. Within thirty (30) days after a determination of compliance, the Planning Director shall submit the application to the Board of County Commissioners for their review. If the Board of County Commissioners finds that the standards herein have been met, the Planning Director shall receive the application.

The Planning Director shall submit a report to the Board of County Commissioners, which shall include a copy of the application, a copy of the Dynamic Artwork, and a copy of the Board of County Commissioners' decision. The Board of County Commissioners shall have the authority to approve or deny the application, and the Planning Director shall receive the application.

I-Drive District Overlay Zone

Sec. 20-088 Uses.

a. General Provisions.

The following general provisions apply to the uses outlined in this section:

- (1) A lot may contain more than one use.
- (2) Each of the uses may function as either a principal use or accessory use on a lot, unless otherwise specified.
- (3) Uses are either permitted by-right in a Tract or permitted by-right with additional standards.
- (4) Each site may have both interior and outdoor facilities, unless otherwise specified.

b. Organization.

The uses are grouped into general categories, which may contain lists of additional uses or clusters of uses.

- (1) **Unlisted Similar Use.** If a use is not listed but is similar in nature and impact to a use permitted within a Tract, the Planning and Zoning Managers may interpret the use as permitted. The Planning and Zoning Managers may refer to the North American Industry Classification System (NAICS) for use interpretation. The unlisted use will be subject to any additional standards applicable to the similar permitted use.
- (2) **Unlisted Dissimilar Use.** If a use is not listed and cannot be interpreted as similar in nature and impact to a permitted use, the use may only be permitted if submitted to the CRC for recommendation of approval or denial and approved by the SCC.

c. Use Table.

Table (20) Uses by Tract outlines the permitted uses in each Tract within the Regulating Plan (refer to Figure (1), I-Drive District Regulating Plan). Each use is given one of the following designations for each Tract in which that use is permitted:

- (1) **Permitted ("P").** These uses are permitted by-right in the Tracts within the Regulating Plan.
- (2) **Permitted with Additional Standards ("P*").** These uses are permitted with additional standards listed in this section.
- (3) **Listed uses that are prohibited in the Tract are indicated by a blank space.**

KEY
P Permitted
P* Permitted with Additional Standards

Uses	Tracts			
	Y8 Core General	Y8 Core 1 Dist	Y8 Core Unimproved	S2 Thomas Park
Residential & Hospitality				
Multifamily Residential	P	P	P	P
Spa/Daycare/Single Family Attached	P	P	P	P
Live/Work	P*	P*	P*	P*
Accessory Dwelling Unit	P	P	P	P
Short Term Rental	P	P	P	P
Hotel Resort & Inn	P	P	P	P
Residential Care	P	P	P	P
Office				
Assembly	P	P	P	P
Hospital & Clinic	P	P	P	P
Library/Museum/Post Office	P	P	P	P
Law Enforcement & Fire	P	P	P	P
School	P	P	P	P
Retail				
Neighborhood Retail - Table (27)	P	P	P	P
General Retail - Table (28)	P	P	P	P
Grocery Markets	P	P	P	P
Charter Retail - Table (29)	P*	P*	P*	P*
Service				
Neighborhood Service - Table (30)	P	P	P	P
General Service - Table (31)	P	P	P	P
Office				
Office	P	P	P	P
Infrastructure				
Communication Tower	P*	P*	P*	P*
Accessory Uses				
Home Occupation	P*	P*	P*	P*
Amusement Supportive Industrial	P*	P*	P*	P*
Amusement				
Amusement Indoor - Table (32)	P*	P*	P*	P*
Amusement Outdoor - Table (33)	P*	P*	P*	P*
Amusement Ride - Table (34)	P*	P*	P*	P*

Neighborhood uses occupy lots less than 12,000 sf

Performs auto repair
Antique Shop
Art & Pottery Store
Art & Silhouette Supplies
Battery Retail
Beauty Salon & Repair
Book Magazine
A Newspaper Store (Indoor/Outdoor)
Building Materials - Hardware and Screen Supply
Coffee & Pastry Shop
Cosmetics Store
Drug Store/Pharmacy
Fabric & Craft Store
Florist
Gift, Jewelry & Souvenir Shop
Grocery Store
Hobby Shop
Jewelry Salon & Repair
Loggia & Souvenir Goods
Shoe Store
Specialty Retail Repair & Parts
Office Supply
Optical Goods
Paint & Wallpaper
Party Supply Shop
Pet & Pet Supply
Specialty Food Market (Deli, Candy, Fish Market, Produce, etc.)
Sparking Goods Salon & Repair
Stationery & Paper Store
Toy Shop
Video/Dance Studio & Repair

(Ord. No. 2017-03, Edition A 3-7-17, Ord. No. 2018-24 § 2, 10-30-18)

Includes Neighborhood Retail uses occupying greater than 12,000 sf

Appliances & Electronics Sales & Service
Automotive Repair
Automotive Supply (not covered)
Computer Software Sales & Learning
Department Store
Home Furnishings & Accessories Sales & Service
Medical Supply Store, Sales & Rental
Motorcycle & Motor Scooter Sales
Painting, Air Conditioning & Plumbing Supplies, Sales, & Service
Paints, Stains, & Sealers
Appliances Sales and Repair
Books
Electronics Supplies
Handmade Woodworking Machine Components

Apparel & Footwear Fabric Products
Arts Made
Bakery & Confection
Barbeque - including Hot, Cold, Liquid, Soft Drink, Coffee
Behavioral Products
Beauty & Skincare
Cleaning & Polishing Floor
Commercial Waste Recycling & Printing
Construction Support Trade Operations
Out Store & Out Store
Dairy Products
Electronics Assembly
Engineering
Etched Products
Fabricated Metal Products
Film Making
Furniture & Mattress
Glass
Household Textiles
Ice
Jewelry, Watches, Clocks, & Shoppers
Leather Products
Mass & Full-Production, no Processing
Optical Instruments & Parts
Pizza
Printing Services & Related Products
Printing, Publishing & Allied Industries
Shoes & Socks, manufacturing and repair
Signs & Advertising
Small Goods Manufacturing
Souvenirs
Taxidermy
Textile Fabric, Cloth
Tops & Airline Goods
Upholstery
Woodworking

I-Drive District Overlay Zone

General Provisions for all permits and applications for the following additional standards:

- (1) A site plan for building construction shall be submitted with the application and building permits shall be submitted for approval to the District.
- (2) Each permit or lot plan shall include 3 or such number of site plan drawings showing the site.
- (3) Each application of any kind shall be submitted as follows on County 22, Article V, Section 20.00.010.
- (4) Outdoor storage of materials shall be limited to less than a height four (4) feet above the ground. Materials shall be removed from the premises daily.
- (5) The top of the chain or cables shall not be located within one foot of the ground. Existing utility lines shall be marked in accordance with the applicable standards.
- (6) A load stack or a building structure shall be located at least 8 feet from any structure, sidewalk or other right-of-way.
- (7) Signs or materials shall not be attached to structures with a height and amount to be determined by the District.
- (8) A building shall be constructed with exterior walls of masonry or concrete. The District shall not be responsible for additional standards on lot and.
- (9) All signs and materials shall be removed from the premises and streets adjacent to it, when they are not in use.
- (10) Just as a business operating under a permit shall be approved and maintained in accordance with the District's standards, the District shall be responsible for additional standards for additional standards.
- (11) An outdoor or semi-enclosed structure shall meet the standards for building structures set forth in the District's standards.
- (12) Any outdoor structure shall be located at least 8 feet from any structure, sidewalk or other right-of-way.
- (13) The District shall be responsible for additional standards for additional standards.
- (14) A sign shall not be located within 10 feet of the ground or other right-of-way.
- (15) A sign shall not be located within 10 feet of the ground or other right-of-way.

(4) Craftman Retail.

A use involving small scale manufacturing, production, assembly, and/or repair with the ability to re-process byproducts that includes a minimum or small retail outlet. Craftman retail includes such uses as those listed in Table 209. This use may also include accessory facilities such as offices and small scale manufacturing where distributed in limited. The maximum overall gross floor area is limited to 12,000 square feet.

in the District where a different use is permitted with additional standards. The following apply:

- (1) A minimum 20% of gross floor area shall be dedicated to a showroom adjacent to a Primary Street and directly accessible through the principal entrance.
- (2) Outdoor manufacturing processes and storage of goods are prohibited.
- (3) **Repairs.**
A category of uses that provide patron services and involve retail products related to those services. Visibility and accessibility are important to these uses as retail patrons do not utilize scheduled appointments.
- (4) **Refrigerated Units.** A use in the category occupies a volume of less than 12,000 square feet. Neighborhood service includes such uses as those listed in Table 209.
- (5) **General Services.** A use in this category includes all Neighborhood Service uses occupying a space of greater than 12,000 square feet and such uses as those listed in Table 209.
- (6) **Office Uses.**
A retail related use or building in which a person transacts business or carries out a stated occupation. However, this term does not include any facility involving manufacturing, fabrication, production, processing, assembling, cleaning, testing, repair or storage of materials, goods and products or the sale or delivery of any materials, goods or products which are physically located on the premises.
- (7) **Infrastructures.**
A use involving communication towers including cell towers and tower all standards outlined in the code except where they conflict with the I-Drive District Overlay Zone. Communication towers shall be located on the top of buildings and are prohibited on buildings less than 4 stories.
- (8) **Accessory Uses.**
A category of uses that are not permitted to serve as the principal use or a main use.
- (9) **Home Computer.** An occupational use that is clearly subordinate to the principal use as a residence and does not require any attention to the exterior of a building.
- (10) **Recreational Signatures.** Includes industrial-type uses serving as an accessory use to amusement uses and/or uses within the Special Zone Theme Park only. Industrial type uses shall not be visible from any primary streets within the District and shall require at least a 50-foot landscaped buffer from the edge of the property line.

(5) Amusement Uses.

A category of uses that are permitted for the purposes of recreation and providing amusements, pastimes, leisure or recreation.

- (1) **Recreation, Leisure, See Table 209.** In the Districts where Recreation is a permitted use, additional standards, the following apply:
Another use such as office or structured parking shall require a buffer between ground floor recreational uses and residential uses in the upper floors.
- (2) **Recreation, Outdoor.** Any premises (whether public or private) where the principal use is the provision of outdoor amusements but does not include public open space. See Table 209. In the Districts where Recreation, Outdoor is permitted, such additional standards (the use must be framed by lower buildings or cast open space meeting the minimum standards of this code).
- (3) **Recreational Rides.** Any mechanical device which carries or conveys passengers around, over, or along a field or restricted area or course or within a defined area for the purpose of giving a passenger amusement, pleasure, thrills or excitement. In the Districts where amusement rides are permitted with additional standards the following apply: See Table 209. Helicopter commercial enterprises (hot-air or similar uses) are not considered an Amusement Ride use and are not restricted.
- (4) **Limited to the area within the Entertainment, Sea World and Universal Sub-districts as described on the Zoning Map.**
- (5) **Framed by lower buildings or cast open space meeting minimum standards of the code.**
- (6) **Flashing lights, strobe or other color or lighting which flashes or blinks on any outdoor portion of the development, including the ride, are prohibited.**
- (7) **Roller Coaster (ride light intensity).** All project exterior white color lighting, located more than 40 feet above finished grade shall be 3,000K or less.
- (8) **Roller Coaster (ride light color change).** The project shall incorporate exterior lighting cover of systems which shall ensure that color changing of any lighting installed more than 40 feet above finished grade shall occur through a transition or gradual fading, by means of granular lighting control systems. Additionally light color change transitions may only be initiated at a minimum of 5 second intervals.
- (9) **Lighting Power Shut Down.** Except for any FM required lighting power to all white colored lighting shall be shut off by 2 AM. All other non-white colored lighting shall be dimmed.
- (10) **Shielded Lights.** Requests for approval of lighting which emanates from the exterior lighting parameters described above shall be subject to approval by the Planning and Zoning Managers.
- (11) **Package sale vendors.**
No more than four (4) package sale vendors may be permitted within the I-Drive District Overlay Zone. Only one such package sale vendor may be located within sub-district 2 of the I-Drive District Overlay Zone. Only one package sale vendor may be located within sub-district 3 and only one package sale vendor may be located within sub-district 5 or 6, provided that no package sale vendor within a sub-district may be located within three thousand five hundred (3,500) feet of a package sale vendor in another sub-district. The package sale vendor must not be located within sub-district 3 as of October 30, 2019. Any new location and release shall be a location outside of the I-Drive District Overlay Zone anywhere within unincorporated Orange County that is no closer than three thousand five hundred (3,500) feet of any existing package sale vendor in the county. Distances referenced in this subsection (11) shall be measured as described in Section 36-1414(c).
(See No 2017-02 Exhibit A 2-7-17, Ord No 2016-26 § 2, 30-30-16)

I-Drive District Overlay Zone

The following list of uses are prohibited within the I-Drive District, except as accessory or accessory uses in Special Zone Thermal Park or as may be expressly permitted or allowed elsewhere in Sections 38-850 through 38-875 ULC, or land use laws as amended on or after 02/01/2017.

- (1) Accessory buildings in the front or side yards for retail purposes
- (2) Adult entertainment establishments
- (3) Amusement rides for the entertainment of persons for profit, including but not limited to roller coasters, looping, and looping rides
- (4)(a) Any business commonly known as "check cashing" or any business in which a material part of its services includes future employment wages or other compensation (often known as "payday loans" or "pay day advances") but not including retail businesses which provide a check cashing service as an incidental part of their business and financial institutions such as banks, credit unions, and trust companies
- (5) Amusement rides for the entertainment of persons for profit, including but not limited to roller coasters, looping, and looping rides
- (6) Automobile leasing services
- (7) Bail bond agencies, as defined by F.S. § 646.22(1)(2018)
- (8) Barber shops
- (9) Bottle clubs
- (10) Bus cab truck repair, storage and service
- (11) Car washes
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I-Drive District Overlay Zone

Sec. 30-886 Off-street Parking and Loading.

a. Intent.

The following provisions are established to accomplish the following:

- (1) Ensure an appropriate level of vehicle parking, loading, and storage to support a variety of land uses.
- (2) Provide appropriate site design standards to mitigate the impacts of parking lots on adjacent land uses.
- (3) Provide specifications for vehicular site access.

b. Applicability.

This section shall apply to all new development and redevelopment in the I-Drive District. S2 Civic and S2 Theme Parks are exempt.

- (1) **Compliance.** Compliance with the standards outlined shall be determined in the following circumstances:
 - (A) Development of all new parking facilities, loading facilities and driveways.
 - (B) Improvements to existing parking facilities, loading facilities and driveways, including reconfiguration, enlargement, or the addition of curbs, railings, fencing, or landscaping installed on:
- (2) **Damage or Destruction.** When a use that has been damaged or destroyed by fire, collision, explosion, or other cause is reinstated, any associated off-street parking spaces or loading facilities must be reestablished based on the requirements of this section.
- (3) **Site Plan Approval Required.** Parking quantities and parking design and layout shall be approved through the Site Plan Approval process.

c. Vehicular and Bicycle Parking Requirements.

Table (36) outlines the required off-street vehicular and bicycle parking requirements.

- (1) **Organized by Use.** The parking requirements are organized by use in a similar fashion to Table (20) Uses By Type. Parking ratios are provided for general use categories. These numbers are applicable for all of the uses within these categories.
- (2) **Minimum Spaces Required.** The vehicle spaces required column indicates the required off-street parking ratio, which may be subject to credits and other reductions and a maximum number as are detailed in this section. Outdoor gate loading or similar use is oriented towards gross square footage.
- (3) **Maximum Allowable Vehicular Spaces.** When a use requires more than 20 spaces, it is not permitted to provide surface parking greater than 20% near the maximum parking requirement. There is no cap on structured parking spaces.
- (4) **Required Bicycle Parking.** Table (36) indicates the minimum bicycle parking ratio for a gross use.

- (5) **Required Accessible Parking.** Parking facilities accessible for persons with disabilities shall be in accordance with or better than the standards detailed in the Florida Accessibility Code including, but not limited to, the following:
 - (a) Provide specifications for vehicular site access.
 - (b) Provide specifications for wheelchair access.

Table 36: Required Off-street Vehicular and Bicycle Parking

Use	Minimum Vehicle Spaces ¹	Minimum Bicycle Spaces
Manufactory	1 Bedroom: 1 B/ Dwelling Unit	
Residential	2 Bedroom and above 2/ Dwelling Unit	1 B/ Dwelling Unit
Townhomes	2/ Dwelling Unit	2/ Dwelling Unit
Hospitality	1/ 1.5 Rooms	2/ 30 vehicular spaces up more than 12 spaces required
Retail & Service	1/ 200 gross sq. ft.	Minimum 2 spaces 1/ additional 5,000 of
Restaurant	1/ 4 seats	Minimum 2 spaces 1/ additional 5,000 of
Amusement	1/ 8 patrons plus 1/ employee	2/ 30 vehicular spaces no more than 12 spaces required
Office	1/ 250 gross sq. ft.	Minimum 2 spaces 1/ additional 50,000 of

¹ Refer to Sec. 30-885 c (3) Maximum Allowable Vehicular Spaces
² Maximum Allowable Vehicular Spaces shall be determined based on the following:
 1. Refer to Sec. 30-885 c (3) Maximum Allowable Vehicular Spaces

d. Parking Reductions and Credits.

Vehicular parking standards in Table (36) may be reduced by achieving one or all of the following reductions and credits:

- (1) **Compatible Vehicular Parking.** When two or more categories of uses share a parking lot and are located on the same lot or adjacent lots, the following applies:
 - (A) **Shared Facilities.** Cooperative parking will be approved in accordance with the following. Refer to Table (37) Cooperative Parking Factors.
 - (i) Calculate the number of spaces required for all uses to obtain a grand total of required spaces.
 - (ii) Divide the total number of required spaces by the appropriate factor provided for the applicable two uses.
 - (iii) When there are three or more uses, the highest cooperative parking requirement is applied. For example, a mixture of Retail, Hospitality & Office uses provide these potential factors: 1.2, 1.3 or 1.7. Since a factor of 1.2 requires the most parking, it is the applicable factor for the credit.
 - (B) **Location of Cooperative Parking.** Any cooperative parking must be within 600 feet from the entrance of the use to the closest parking space within the cooperative parking lot, measured along a designated pedestrian path.
- (2) **Public Parking Credit.** For all non-resident users, public parking spaces available 24 hours a day, including on-street parking and structured parking, may be counted towards the parking requirements at a rate of one credit for every three public parking spaces. Spaces must be located within 600 feet from the entrance of the use and measured along a designated pedestrian path.
- (3) **Transit Credit.** For all uses, vehicular parking requirements may be reduced with proximity to any commuter transit station with up to 30 minutes headway. Proximity is measured along a walking path from any point along the property line to the transit stop.
 - (A) Within 600 feet. A reduction of 15% of the required off-street parking.
 - (B) Within 1,500 feet. A reduction of 30% of the required off-street parking.
- (4) **Other Parking Reductions.** Additional reductions may be approved by Transportation Planning with the submittal of a parking study.

Use	Residential	Hospitality	Retail and Service	Office
Residential	1	1.3	1.2	1.4
Hospitality	1.1	1	1.3	1.7
Retail & Service	1.2	1.3	1	1.2
Office	1.4	1.7	1.2	1

I-Drive District Overlay Zone

6. Vehicular Off-Street Parking Lots.

The design or redesign of all off-street parking facilities shall be subject to this code after approval.

- (1) **Minimum Parking Space Dimensions.** The appropriate dimensions for parking spaces are outlined in Table (3A) Parking Space Dimensions and Figure (43) Off-Street Parking Layout.
- (4) The width of a parking space shall be measured from the center of a street.
- (5) Each space shall have a vertical clearance of at least seven feet.
- (2) **Wheel Stops.** Install wheel stops or bumper guards when parking is adjacent to a pedestrian pathway to limit vehicle swaying that reduces the sidewalk width. Such stops or guards shall be properly anchored or secured.
- (3) **Location of Parking.** Refer to Sec. 39-804 Site and Building Requirements for information on the location of parking facilities.

- (4) **Ramps.** All off-street parking and loading facilities shall open directly onto an alley or driveway designed to provide safe access to such facilities. Exceptions include:
 - Tandem Parking. No more than two spaces may be included in a tandem parking spot, and the rear space must meet the access requirements. Permitted in townhomes only.
- (5) **Edge of Lot and Curb.** All curb and gutter shall be located a maximum of 3 feet from any adjacent property line or right-of-way.
- (6) **Landscape Requirements.** All parking areas shall meet the requirements of the Landscape section.

7. Pedestrian Access.

All parking lots with two or more double-lane streets shall provide several pedestrian pathway(s) within the parking area and outside of the parking area.

- (1) **Location.** The pathway shall be a minimum of 6 feet in width.
- (2) **Quantity.** One pathway is required for every 250 feet of building perimeter facing the parking lot and is measured along the building edge.
- (3) **Location.** The pathway shall be centrally located within the parking area to serve a maximum number of parking stalls.
- (4) **Pathways shall provide direct connections to the principal structure(s) entrances from the spaces furnished from the entrance.**
 - (a) At least one pathway shall provide a direct connection between adjacent vehicular rights-of-way and/or streets and the principal structure's entrance.
- (5) **Pathway Definition.** Pedestrian pathways should be clearly marked with striping or through the use of alternative materials such as pavers. Refer to Figure (44).
- (6) **Accessibility.** Pedestrian facilities within the parking lot, building access and access to adjacent areas shall comply with the applicable ADA standards.

Figure 43. Off-Street Parking Layout

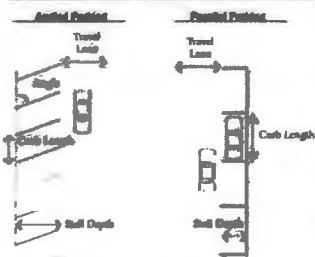


Figure 44. Parking Lot Pedestrian Walkways

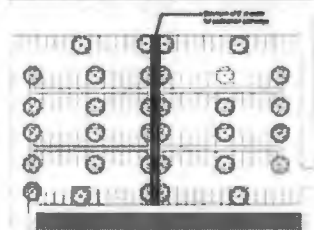


Table (3A). Off-Street Parking Space Dimensions

Angle (degrees)	Curb Length (feet)	Stall Depth (feet)	One Way Travel Lane (feet)	Two Way Travel Lane (feet)
0 (Parallel)	30	25	22	30
30	28	26	22	30
45	27	27	24	30
60	26	28	24	32
90	0	28	20	22

8. Bicycle Parking Design.

Bicycle parking refers to Table (3B) and Figure (45) and shall be designed and located as follows:

- (1) **Location.** Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking. Bicycle parking shall be located to provide convenient access to the building and shall be located in a secure area.
 - (a) Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking.
 - (b) Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking.
 - (c) Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking.
 - (d) Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking.
- (2) **Quantity.**
 - (a) Bicycle parking shall be provided for every 100 square feet of building area.
 - (b) Bicycle parking shall be provided for every 100 square feet of building area.
 - (c) Bicycle parking shall be provided for every 100 square feet of building area.
 - (d) Bicycle parking shall be provided for every 100 square feet of building area.
- (3) **Design.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
 - (a) Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
 - (b) Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
 - (c) Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
 - (d) Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (4) **Access.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.

to be used and suitable. The number shall be adequate to accommodate the maximum number of bicycles that are expected to use the bicycle parking.

- (6) **Quantity.** Required bicycle parking shall be provided in a secure area and shall be designed to accommodate both short- and long-term parking.
- (7) **Design.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (8) **Access.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (9) **Location.** Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking.
- (10) **Quantity.** Bicycle parking shall be provided for every 100 square feet of building area.
- (11) **Design.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (12) **Access.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (13) **Location.** Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking.
- (14) **Quantity.** Bicycle parking shall be provided for every 100 square feet of building area.
- (15) **Design.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (16) **Access.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (17) **Location.** Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking.
- (18) **Quantity.** Bicycle parking shall be provided for every 100 square feet of building area.
- (19) **Design.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (20) **Access.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (21) **Location.** Bicycle parking shall be located in a secure area and shall be designed to accommodate both short- and long-term parking.
- (22) **Quantity.** Bicycle parking shall be provided for every 100 square feet of building area.
- (23) **Design.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.
- (24) **Access.** Bicycle parking shall be designed to provide secure and convenient access to the building and shall be designed to accommodate both short- and long-term parking.

I-Drive District Overlay Zone

I. Loading Requirements.

All uses except in the residential and civic categories shall provide off-street loading spaces in compliance with Table (20) Required Loading Facilities.

- (1) All loading facilities shall adhere to the following requirements:
 - (A) Use of Off-Street Loading Areas: Space allocated to any off-street loading use shall not be used to satisfy the space requirements for any off-street parking facilities or parking spaces.
 - (B) Location: Unless otherwise specified, all required loading facilities shall be located on the same lot as the use to be served. No loading space shall block or project into a street, alley, access drive, or parking area.
 - (C) Access: Loading facilities shall have clear access onto an Alley or be permitted to an Alley or direct to a driveway.
 - (D) Direct access to a public way, other than an Alley, is prohibited.
 - (E) Each required off-street loading space shall be designed with appropriate means of egress to a street or Alley in a manner which will assist vehicles with traffic maneuvering.

- (2) Computations, Loading Facilities shall be calculated using the following information:
 - (A) Gross Space/Footage: Unless otherwise expressly stated, loading standards for non-residential buildings shall be computed on the basis of gross floor area in square feet.
 - (B) Fractions: When computation of the number of required off-street loading spaces results in a fractional number, any result of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 may be rounded down to the previous consecutive whole number.
 - (C) Shared or Central Loading Facilities: Shared or central loading facilities are permitted if the following conditions are met:
 - (i) Each lot served shall have direct access to the central loading area without crossing streets or Alleys.

- (4) Total off-street loading spaces provided shall meet the minimum requirements herein specified based on the sum of the several types of uses served in any proposed and approved by the Planning and Zoning Managers through site plan review.
 - (a) No lot served shall be more than 500 feet from the central loading area.
- (5) Dimensions: A standard off-street loading space shall be a minimum of 10 feet in width by 25 feet in length and an expanded loading space shall be a minimum of 12 feet in width and 40 feet in length, exclusive of aisle and maneuvering space and shall have a minimum vertical clearance of 10 feet.
- (6) Shared Loading Facilities: One of the following conditions shall be used to determine if a shared loading facility is permitted:
 - (a) Shared loading facilities shall be permitted if the following conditions are met:
 - (i) The shared loading facility shall be located on a lot that is adjacent to the lot to be served.
 - (ii) The shared loading facility shall be located on a lot that is not less than 10 feet from the lot to be served.

(b) Shared loading facilities shall be permitted if the following conditions are met:

- (i) The shared loading facility shall be located on a lot that is adjacent to the lot to be served.
- (ii) The shared loading facility shall be located on a lot that is not less than 10 feet from the lot to be served.

J. Site Access and Driveway Requirements.

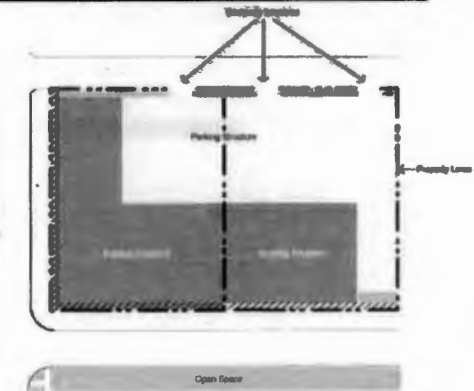
These standards shall supplement the provisions for access provided in Sec. 38-054 Site and Building Requirements. Each driveway providing site access from a street, Alley, or other vehicular right-of-way shall be designed, constructed, and permanently maintained as follows:

- (1) Quantity of Driveways: The number of driveways permitted for each building is located in Sec. 38-054 Site and Building Requirements.
- (2) Dimensions and Design:
 - (A) Minimum Width of Property Line: All driveways shall have a maximum width of 26 feet, as measured at the property line except as stated below. Minimum width for one-way driveways is 12 feet at the property line.
 - (B) Maximum Width: When a garage door is located on the front facade of the structure, the driveway shall be no more than two feet wider than the garage door at any location.
 - (C) Shared Access: When possible, adjacent developments should share points of access to measure pavement surface. Shared Driveway Widths: When access is shared between three or more non-residential uses, a dedicated turn lane may be constructed, allowing an increase in the minimum driveway width from 24 feet to 32 feet provided that a

traffic impact study shall be completed and access must be onto a Local Street, Arterial or Boulevard (refer to Sec. 38-052 Street Types).

- (3) Shared Pavement: Shared pavement elevation with design scoring, material and design shall extend continuously over the driveway pavement with the intent of providing the sidewalk path over the driveway. If the driveway and sidewalk use of the same material, the sidewalk path shall be scored or designated linearly across the entire driveway.
- (4) Location: Specific location information on location of site access and driveways can be found in Sec. 38-054 Site and Building Requirements.
- (5) Driveways Accessing Rear Yard Garages: Driveways accessing rear yard garages are permitted within the side or rear yard setback, no closer than two feet from a side or rear property line, unless the driveway is shared.
- (6) Driveways shall not be closer than 20 feet from the intersection of two streets (planned) measured from the right-of-way line.

FIGURE 4-1. DRIVEWAY LAYOUT



Minimum Gross Floor Area (sq. ft.)	Required Loading Facilities
Under 5,000	0
5,000 to 20,000	1
20,001 to 40,000	2
40,001 to 70,000	3
70,001 to 100,000	4
100,001+	4 + 1 for each 100,000 over 100,001

I-Drive District Overlay Zone

Sec. 38-667 Landscape.

Refer to Chapter 24, Orange County Code, for all landscaping requirements of this district.

Sec. 38-668. Approval Requirements.

a. Scope of Regulations.

- (1) **New development.** Unless otherwise exempt or vested pursuant to subsection (b) or (c) below, all development within the I-Drive District Overlay Zone and all development undertaken by and all actions taken in regard to, development orders shall be consistent with the I-Drive District Overlay Zone code (I-Drive District Code or Code).
- (2) **Nonconforming structures and uses, alterations.** All buildings and uses in existence on February 7, 2017 that do not comply with the I-Drive District Code and that are not exempt or vested pursuant to subsection (b) or (c) below shall be considered nonconforming, and except as otherwise provided below, shall be subject to the requirements relating to nonconforming structures and uses in Article 3, Chapter 38, Orange County Code. Notwithstanding the foregoing and anything to the contrary in Article 3 of Chapter 38, the following shall apply to renovations or alterations of buildings and uses in existence on February 7, 2017:
 - (A) Renovations or alterations of buildings exclusively interior in nature are not subject to this Code.
 - (B) Nonconforming uses and structures in existence on February 7, 2017 may be continued, altered, renovated or expanded subject to the following:
 - (i) **Building Expansion.** Where the gross building square footage in existence on February 7, 2017 is expanded by more than 50% (individually or cumulatively) or an expansion combined with the reconstruction of any square footage that was substantially equal amounts to more than 50% of the gross building square footage in existence on February 7, 2017, the expansion or the expansion with reconstruction, whichever the case may be, shall conform with the site and building requirements of this Code to the maximum extent practicable.
 - (ii) **Site Expansion or Alteration.** Where (a) an expansion or alteration of a site affects 50% or more of a parking area in existence as of February 7, 2017, or (b) whether access or driveway are being relocated, added or removed, the portion of the site that is being altered shall to the maximum extent practicable conform with the block configuration, access types and off street parking requirements of this Code.
 - (iii) **Building Facade Improvements.** Substantial renovations or alterations of the front building facade, such as the relocation of entry doors or windows, shall comply with the maximum ground story transparency and the

principal entrance location requirements (reference Sec. 38-664, Table (22) subsection c) to the maximum extent practicable.

- (3) **Destruction, Damage, Demolition, Where more than 50% of the gross building square footage in existence on February 7, 2017 is destroyed, damaged or demolished by fire, flood, earthquake, or other casualty, the replacement or rebuilt use or structure and the redeveloped portion of the site shall comply with all requirements of this Code to the maximum extent practicable.**
 - (v) **Intentional Razing.** Where more than 50% of the gross building square footage in existence on February 7, 2017 is intentionally razed, the replacement or rebuilt use or structure and the redeveloped portion of the site shall comply with all requirements of this Code.
 - (vi) **Site Constraints.** A nonconforming structure or use on a physically constrained site (e.g., limited site topography, environmental considerations or location of existing buildings and improvements) that is required to comply with some or all of the Code in connection with any proposed alterations, removal, expansion or redevelopment, shall comply with the Code to the maximum extent practicable.
 - (vii) **Any alteration, renovation, expansion or redevelopment that does not meet the intent-spirit of Code compliance set forth above shall not be required to comply with the Code in connection with such alteration, renovation, expansion or redevelopment. The County shall consider any application for an alteration, renovation, expansion, or redevelopment in accordance with the County's applicable development approval process, without regard to the provisions of this Code.**

b. Planned Developments; Conditionally Exempt.

- (1) A Planned Development (PD) in existence on February 7, 2017 or portion thereof shall be exempt and remain exempt from the I-Drive District Code subject to the following terms and conditions:
 - (A) With respect to a PD or portion thereof, without a Development Plan (DP) or Preliminary Subdivision Plan (PSP) as of February 7, 2017, the developer shall have until February 7, 2020 to submit a complete application with the Development Review Committee (DRC) for a DP or PSP, whichever the case may be. If the developer's action does not conform to the I-Drive District Code, one or more respects provided that: (i) the DP or PSP does not necessitate a substantial change to the PD; (ii) the application continues to be processed by the developer after submitted and is approved, if at all, within a one year after it is submitted; and (iii) construction of the project or of at least the first phase as applicable commences pursuant to the approved DP or PSP within two years from the date of its approval or construction commences within such other period of time that may hereafter be added to the Code whenever period is longer.

Orange County Code for an approved DP or PSP in a PD, whichever period is longer. The developer may apply for and the DRC may grant a single one-year extension on or before the February 7, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

- (B) With respect to a PD, or portion thereof, with a DP or PSP as of February 7, 2017:
 - (i) **If construction pursuant to the DP or PSP has not commenced as of that date, the developer shall have until February 7, 2020 to commence construction of the project or of at least the first phase as applicable pursuant to the approved DP or PSP. The developer may apply to, and the DRC may grant, a single one-year extension on or before the February 7, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.**
 - (ii) **The developer shall have until February 7, 2020 to submit a complete application with the DRC to amend the DP or PSP in a manner that constitutes a substantial change to the DP or PSP and that, at the developer's option, does not conform to the I-Drive Code in one or more respects provided that:**
 - (i) the amendment to the DP or PSP does not necessitate a substantial change to the PD;
 - (ii) the application continues to be processed by the developer after submitted and is approved, if at all, within one year after it is submitted; and
 - (iii) construction commences pursuant to the amended DP or PSP within two years from the date of its approval (or construction commences within such other period of time that may hereafter be added to the Orange County Code for an approved DP or PSP in a PD whenever period is longer).

The developer may apply for, and the DRC may grant, a single one-year extension of the February 7, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

- (2) As of February 7, 2017, portions of existing PDs identified on Figure (48) are undergoing amendments, remediation or are subject to a Consent Agreement, Remediation Agreement or other agreement with a regulatory agency requiring remediation to be completed. Accordingly, for those PDs only, the three (3) year deadline set forth in subsection (1)(A) and (B) above shall

be abated until such remediation has been completed. (For example, if remediation for a particular PD is completed on July 1, 2018, the three year deadline is deemed to complete application or commence construction, whatever the case may be, shall be July 1, 2021, instead of February 7, 2020.)

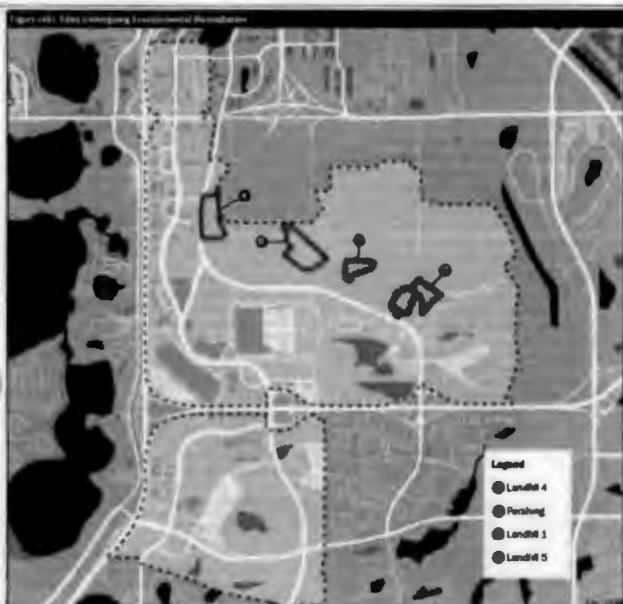
- (3) Failure to satisfy the terms and conditions of subsection (1)(A) or (B) shall cause the PD to lose its conditional exempt status, and the PD shall then become subject to the requirements of the I-Drive Code.
- (4) Notwithstanding a PD's conditional exempt status, to the maximum extent practicable, a developer of a PD, or portion thereof, is encouraged to comply with the I-Drive District Code.
- (5) After February 7, 2017, new PDs and substantial changes to PDs, DPs and PSPs approved prior to February 7, 2017 shall not be permitted within the District, except as provided under Section 3 (1)(5)(b) for DPs and PSPs. However, changes to a DP, PSP, Land Use Plan or to conditions of approval of a PD approved prior to February 7, 2017, that would otherwise be deemed a substantial change to the DP, PSP, PD or Land Use Plan shall be deemed a non-substantial change if such change is consistent with the intent of the I-Drive District Code, as determined by the Planning Manager. Any non-substantial change to a PD, DP, PSP or Land Use Plan may be permitted at any time after February 7, 2017, and need not comply with the I-Drive District Code.

c. Vested rights application; determination.

In recognition that the rights of some property owners to develop their land may be vested, despite the particular development being inconsistent with the I-Drive District Code, any person may request from the County a determination of whether his person's right to complete a development in existence as of February 7, 2017 is vested pursuant to his subsection c, notwithstanding that all or a portion of a development is inconsistent with the I-Drive District Code. Such an application, along with a non-refundable application fee in an amount approved by the Board of County Commissioners, shall be submitted to the Planning Manager as an application form as the County may prescribe, and the applicant shall be reviewed and granted or denied in accordance with the procedures described in the subsection c.

- (1) The applicant shall submit all relevant supporting information including other development orders or permits, contracts, letters, approvals, reports or any other documents upon which the vested rights application is based with the Planning Manager. The applicant shall identify the provisions of the I-Drive District Code that the applicant believes should not apply because of vesting.
- (2) The Planning Manager, based on consultation with the County Attorney's Office, shall render a written determination granting or denying vested rights certificates or denying the vested rights application within forty five (45) calendar days after the applicant submits a complete and sufficient application. The applicant agrees in writing to an extension of time

I-Drive District Overlay Zone



- (3) **Waived rights certificate.** A development shall be entitled to a waived rights certificate if on or February 7, 2017:
- (A) The County has issued a development order or the County has otherwise taken official action with respect to development of the property; and
 - (B) Estoppel obligations or expenses (other than land purchase costs and payment of taxes) involving, but not limited to legal and professional expenses related directly to the development have been incurred or there has otherwise been a substantial change in position; and
 - (C) Such obligations, expenses, and change in position were undertaken by the property owner in good faith reliance on the actions of the County; and
 - (D) It would be unfair to deny the property owner the opportunity to complete the project.
- (4) **Required compliance with other laws, ordinances, etc.** The purpose of this subsection is only to specify the circumstances under which a property owner may undertake or continue development despite the inconsistency of the development with the I-Drive District Code. Therefore, nothing in this subsection shall create rights that otherwise do not exist. Any development that is granted a waived rights certificate is not exempt or waived from any other laws, ordinances, regulations or conditions of approval as may be applicable to the development, shall continue to be subject to all requests to all other laws, ordinances and regulations, and shall continue to be subject to all terms, conditions, requirements and restrictions contained in any development order or permit or approval pertaining to the particular development. Also, a waived rights certificate does not entitle the holder of the certificate to the issuance of any development order, permit or approval not specified in the waived rights certificate, and does not exempt the holder from paying any impact or other fees assessed by the County after the effective date of such determination (or any increases therein). A waived rights certificate may require certain standards (thresholds and/or guidelines such as conditions regarding timing, original conditions of approval or other applicable development requirements, as may be specifically applicable to the particular project, provided that such conditions and requirements shall be based upon the original development approval on which the waived rights certificate is granted.
- (5) **Substantial change or deletion.** Additional impacts generated by any substantial change from the terms of the development order upon which a waived rights certificate is predicated shall be subject to the I-Drive District Code to the extent of the additional impacts generated by the substantial change over and above the previously approved development order.
- (6) **Expiration of waived rights certificate.** A waived rights certificate issued pursuant to this subsection shall expire and become null and void in either of the following

circumstances:

- (A) Upon the expiration of the development order or permit or approval that served as the predicate for the property owner's waived rights certificate; or
- (B) Three (3) years from the date of issuance of the waived rights certificate if no further physical development takes place after issuance of the waived rights certificate. The developer may apply for, and the DRC may grant a single one-year extension of the three year time frame upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

d. Impairment of Contract.

- (1) It is not the intent of the County that the I-Drive District Code require any valid, existing and bona fide contract rights contrary to Article I, Section 30, Florida Constitution ("Professional Law").
- (2) Accordingly, any person may submit a statement to the Planning Manager as to an alleged impairment of contractual rights, which shall specifically identify the provision(s) of the I-Drive District Code that the applicant believes cause the impairment, and evidence of such contractual rights that were valid and in effect as of February 7, 2017, including but not limited to contracts, agreements and comments. The statement and supporting materials, along with a non-refundable application fee as set forth in the Board of County Commissioners shall be submitted to the Planning Manager, who shall review the statement and supporting materials in consultation with the County Attorney's Office. Within sixty (60) calendar days of receipt of the complete and sufficient statement and supporting materials, the Planning Manager shall issue a written determination unless the applicant agrees in writing to an extension of time.
- (3) If the determination finds an impermissible impairment of contract, the determination shall identify the provisions of the I-Drive District Code causing the impairment, and shall grant or approve such variance or dispensation as necessary to avoid such impairment, with such variances or dispensations being valid for only the length of time that the contract or other document giving rise to the impairment remains valid and in effect.
- (4) If the determination does not find an impermissible impairment of contract, the determination shall explain the rationale for the determination.

e. Pre-Application Meeting.

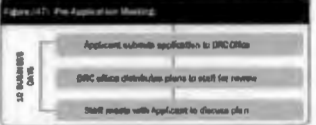
- (1) The purpose of this subsection is to afford the applicant an opportunity to review the plans and conditions of the professional staff before preparing formal plans and making an official application. Those applicants that are familiar with the

I-Drive District Overlay Zone

- regulating plan requirements and approval process may choose to forgo the pre-application meeting.
- (2) The applicant must apply for a pre-application meeting with the DRC Office prior to submitting an application for Site Plan Approval or Subdivision Plan Approval.
 - (3) The applicant shall submit the following:
 - (a) Application Form and Applicable Fees
 - (b) **Site Plan.** A site plan or plans shall detail the proposed including the following:
 - (i) Draft layout of blocks, street types, open space types, lots, and buildings.
 - (ii) Existing conditions such as topography, water bodies, aerial photograph, and flood plain.
 - (iii) Location of Tracts and Units consistent with the Regulating Plan.
 - (iv) Accepted method of surveying, plotting requirements.
 - (v) Site survey.
 - (4) **Pre-Application Meeting.** Staff shall schedule to meet with the Applicant to discuss the proposed plan within 10 business days of receipt of the complete application.

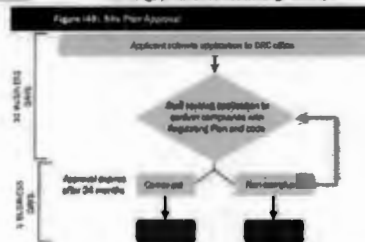
6 Subdivision Plan Approval and Recording

Refer to Sec. 34-46 and Sec. 34-133 for information on the subdivision plan approval and recording process. Any proposed Subdivision Plans that are located within an approved Regulating Plan shall also be reviewed by the regulating zone staff in accordance with the section.



6. Site Plan Approval

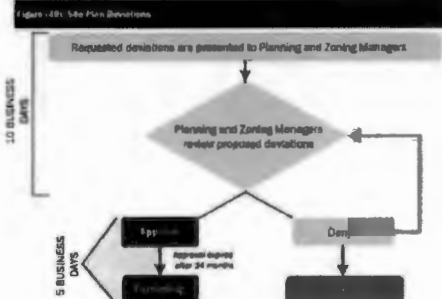
- (1) The purpose of this subsection is to establish a process and submit County staff to administratively review development and redevelopment of sites, including lots, units, and other site requirements within the District to ensure that the full standards and intent of this code are met.
- (2) All development located within this regulating plan area shall submit for Site Plan approval.
- (3) The following information shall constitute a complete application. The application shall be submitted digitally in PDF:
 - (a) Complete Application Form and Applicable Fees
 - (b) Applicant shall submit the following in compliance with the requirements of this code when submitting an application for development. All maps and plans shall include project title, date of preparation, north arrow, scale on 24" X 36" sheet size.
 - (i) Site Location Map, Legal Description/Lot(s) of Plan, Parcel Identification number(s)
 - (ii) Owner & Applicant Name & Contact Information. Provide phone number and email address.
 - (iii) Site Aerial Photograph. Provide aerial photo at readable scale and indicate general project limits.
 - (iv) Survey Plat. Dimensions of property lines, easements, right-of-way.
 - (v) Development Boundaries and Proposed Paving, if applicable.
 - (vi) Existing Conditions Survey. Existing on site and adjacent off-site structures, streets, utilities, easements, pavement noted either on site survey.
 - (vii) Existing Natural Conditions Survey. Existing topography, vegetation, drainage, wetlands, floodplains, or other unique features on site survey.
 - (viii) Proposed Deviations. All proposed deviations and justifications for deviations.
 - (ix) Site Plan. A Site Plan delineating all proposed buildings, setbacks, phasing areas, tree standing utility strips,



- (a) streets, drive surfaces, parking stalls, curbs, fencing, guardrails, drainage, etc.
 - (b) **Preliminary Subdivision Plan.** A plan of proposed subdivision of property if applicable.
 - (c) **Street Types Plan with Cross Sections.** Provide a map and cross section of all proposed street types, including all proposed programming elements, consistent with the Regulating Plan.
 - (d) **Building Plans.** Floor plans, exterior finishes, height and area for all buildings illustrating compliance with the requirements of the Regulating Plan.
 - (e) **Table of Uses.** A table of uses as required on the Building Plan delineating locations and gross square footages of categories of uses, number of residential units, and number of hotel rooms in compliance with Table 20 Uses by Zone.
 - (f) **Building Elevations.** Building elevations of all facades required to illustrate compliance with the site and building requirements.
 - (g) **Construction Area Submittal of all options.** Landscaping Plan, Landscape Plan illustrating compliance with the requirements of the Landscape section. For sites with less than ten percent landscape area, the Landscape Plan may be combined with the Site Plan.
 - (h) **Parking Plan.** Parking layout plan with table of spaces, layout to plan, illustrating compliance with the Parking section. Driveways, shared parking arrangements, curbside parking, and any other parking restrictions shall be indicated and noted for compliance with Sec. 34-505 Off-Street Parking and Loading.
 - (i) **Mass Signage Plan.** Signage Plan illustrating compliance with the requirements of Chapter 33.5. Refer to Sec. 31-5-350 Minimum development area in IS zones.
 - (j) **Lighting Plan.** Lighting Plan illustrating compliance with the requirements of Chapter 9, Article 301 Exterior Lighting Standards.
 - (k) **Open Space Plan.** If Open Space is included, Open Space Plan shall define all paving, structures, site furnishings and landscape areas illustrating compliance with the requirements of Sec. 34-513 Open Space Types.
 - (l) **Flood Drainage Plan.** Plans and details describing land stormwater system with Low Impact Development (LID) practices. Refer to Sec. 30-082 Drainage Plan Requirements and Orange County LID Manual.
 - (m) **Preliminary Engineering Plans.** Plans and details describing water, wastewater and other utility systems throughout area covered in Regulating Plan.
- (4) Application Process Timeline. Upon receipt of a complete application, the site plan shall be reviewed using the following process and timeline:
 - (a) Staff shall receive and reply recommendations within 10 business days. Each revised site plan shall be reviewed within 10 business days after receipt.
 - (b) If the Site Plan is found in compliance, the applicant may submit for construction permits. Subdivision plans shall be forwarded to the DRC for PSP under the PSP approval process in Ch. 34.

6. Deviations from Regulations and Proposed Alternatives

- (1) Deviations from Regulations. If a development standard within the I-Drive District Code or a regulation not addressed is requested to be modified or waived, such requests shall be submitted with the site plan and reviewed by appropriate staff relative to the nature of the regulation or standard in question.



ADOPTED FEBRUARY 7, 2017
As Amended by Ordinance 2016-24, October 20, 2016

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with final decision by the Planning and Zoning Manager (and the County Engineer if applicable) if the proposed decision is a non-sited consent with the intent of the I-Drive District Code and the Comprehensive Plan. It may be accepted as non-sited consent and appropriate to proceed without the need of further approvals. If the proposed decision is considered inconsistent with the I-Drive District Code or the Comprehensive Plan, it will be considered a substantial change and may be appealed to the DRC for further evaluation and consideration for approval.

(2) **Regulations Not Addressed** If a particular development standard is determined to have not been addressed within the scope of the I-Drive District Code, the most relevant applicable Orange County standard shall be enforced.

(3) **Appeals to DRC** Any decision appealed to the DRC shall require a separate DRC application following the change determination application process. The DRC will evaluate the proposed Regulating Plan and/or code alterations and either require changes, approve as non-substantive, or deny as substantive. Any DRC decisions may be appealed to the BCC following Orange County Determination regulations.

4. Amendments to the Regulating Plan.

This subsection is intended to describe the process by which the owners of properties within the Overlay District may seek to change their Request or Special Zone designation, or by which the Overlay District boundary may be expanded, necessitating an amendment to the Regulating Plan.

(2) To apply for a change to the existing Request or Special Zone designation on a property, the property owner shall submit an application through the County's Planning Division. The applicant shall pay an assessment fee which amount to be approved by the Board of County Commissioners.

(3) The Planning and Zoning Commission (PZC) shall review the proposed amendment to the Regulating Plan for consistency with the I-Drive District Code and shall recommend approval or denial of an ordinance implementing the amendment to the BCC.

(4) The BCC shall review the application as a public hearing, and shall approve or deny the request based on consistency with the intent of the Code. Petitions converting to a Special Zone Theme Park designation shall meet the following conditions and requirements:

(A) Any property to be included in a Special Zone Theme Park shall be under the same ownership or control as an adjoining parcel in the then existing Special Zone Theme Park; and

(B) Any property for which a Special Zone Theme Park designation is sought shall contain a minimum of 25 contiguous acres either alone or in combination with other property having the same designation.

(5) If the application is approved by the BCC, Figure (5) I-Drive District Regulating Plan, shall be amended by ordinance.

(6) An expansion of District boundaries to include any new parcels and to merge the new parcel(s) a tract or Special Zone designation shall also require an amendment to the Planning Land Use Map in the Comprehensive Plan and to the Code. Property proposed for inclusion within the District shall be at least 25% contiguous to the then existing district boundary.

(7) The creation of new Tracts or Special Zones in the District requires an amendment to the Comprehensive Plan and to the Code.

5. Appeals.

(1) Any party aggrieved by a decision of the Planning Manager and/or the Zoning Manager pursuant to Section 38-688 may notify the Planning Manager in writing that such party is appealing the decision. The notification shall be delivered to the Planning Manager no later than thirty (30) days after the decision on the application is delivered to the applicant, otherwise the applicant shall be deemed to have waived all rights to challenge the decision. Upon receipt by the Planning Manager of a timely notice of appeal, the Planning Manager shall submit the appeal to the DRC, which shall consider the appeal no later than ninety (90) days following receipt or at such later date to which the applicant may consent.

(2) Any decision of the DRC pursuant to this section may be appealed to the board of county commissioners by submitting a letter to the chairman of the DRC within thirty (30) days of the DRC's decision.

(3) The board of county commissioners shall review the application or decision on the same basis, and in accordance with the procedures and criteria in this section. The board of county commissioners may approve (with or without conditions) or deny the application, return the application to the appropriate committee or staff for further consideration with or without comments or directions, or uphold or overturn the decision of the Planning Manager, as appropriate. An approval issued by the board of county commissioners shall enable the Planning Manager to issue a determination to approve a petition which in any case may contain such conditions as the board of county commissioners may impose.

(4) A person aggrieved by a decision of the board of county commissioners pursuant to Section 38-688 may challenge the decision in the Circuit Court for the Ninth Judicial Circuit. If the aggrieved person decides to challenge the decision, he/she shall file a petition for writ of certiorari with the clerk of the circuit court no later than thirty (30) days after the decision is rendered by the board of county commissioners. The record before the circuit court shall consist of the complete record of the proceedings before the board of county commissioners.

(5) Judicial review shall not be available unless and until the procedures set forth in this section have been exhausted.

Sec. 38-689. Definitions.

a. Graphics.

The graphics letters and text called throughout the code are regulatory

in case of a conflict. Text shall control over tables and graphics and tables shall control graphics.

b. Defined Terms.

For the purposes of Sections 38-680 through 38-675, the following terms shall have the following meanings:

(1) **Accessory Use or Structure** A use or structure customarily incidental, and subordinate to the principal use or structure and located on the same lot with such principal use or structure.

(2) **Apparent** A developer or an authorized agent of a developer.

(3) **Block** The aggregate of lots possessing lines and always bounded on all sides by streets.

(4) **Block Depth** A block measurement that is the horizontal distance between the front property line on a block face and the front property line of the parallel or approximately parallel block face.

(5) **Block Ends** The lots located on the end of a block. These lots are often larger than the lots in the interior of the block or those at the opposite end of the block and can be located on a more narrow street type. They are typically more suitable for more extensive development such as multi-family or mixed-use development.

(6) **Block Face** The aggregate of all the building footings on one side of a block.

(7) **Block Length** A block measurement that is the horizontal distance along the front property lines of the lots comprising the block.

(8) **Building Line** An area in which the front or corner side facade of a building shall be placed. It may or may not be located directly adjacent to a property line. The tract or distance the minimum and maximum distance a structure may be placed from a property line. Refer to Figure (5) Sub-Zone vs. Setback Line.

(9) **Clearance** An area of flat ground adjacent and equal to, immediately surrounding the base of a mass building.

(10) **Coverage** Building. The percentage of a lot developed with a principal or accessory structure.

(11) **Coverage** Impervious. The percentage of a lot developed with principal or accessory structures and impervious surfaces, such as driveways, sidewalks, and patios.

(12) **Dedication** The voluntary appropriation of land by the owner to the county for public use and/or ownership.

(13) **Density** The number of dwelling units located on an area of land usually stated as units per acre.

(14) **Design Use** A building or portion thereof designed or used exclusively for residential occupancy but not including hotels, motels, dormitories, mobile homes.

(15) **Dimensional Art** Changes in elevation on buildings and structures that require vertical distance, separation, width or other dimension, angle and graphics that cannot be shown as simple statements of color, shape, number, angles, graphics and symbols or created by

other means, signs, or symbols, through combinations or other

(16) **Easement** A legal interest in land, granted by the owner to another person or entity which allows for the use of all or a portion of the owner's land for such purposes as access or placement of utilities.

(17) **Expressive Line** An architectural feature. A decorative three-dimensional linear element, horizontal or vertical, including or extending at least two inches from the exterior facade or a building, typically used to delineate floors or masses of a building.

(18) **Facade** The exterior face of a building, including but not limited to the wall, windows, windowsills, doors, and design elements such as expression lines. The front facade is any building face adjacent to the front property line.

(19) **Facade Type** The prescribed treatment type of the ground floor facade of a building. Refer to the Facades section for more information and a list of permitted Facade Types.

(20) **Grade** The average level of the finished surface of the ground story adjacent to the exterior walls of a building.

(21) **Gross Floor Area** The sum of all areas of a building, including accessory storage areas or closets within other spaces, parking spaces, or living spaces and any basement floor area used for retailing activities, the production or processing of goods, or business offices. It shall not include other spaces having foundations of concrete foot and areas devoted primarily to storage, balconies, off-street parking, and loading areas, enclosed porches, roof decks, roof gardens, or basement floor areas other than specified above.

(22) **Impervious Surface** Also referred to as impervious material. Any hard surface man-made upon the ground, such as asphalt, concrete, building roofs, sidewalks, parking driveways, and other paved surfaces.

(23) **Landscaping Free Area** An area set aside for a structure, parking or loading facility, drainage buffer, and rear buffer, or exterior parking lot landscaping.

(24) **Lot** A parcel of land occupied or intended for occupancy by a use permitted in the district. Refer to Figure (5) Lots.

(25) **Lot, Corner** A parcel of land situated at least two vehicles rights-of-way including an Alley, at their intersection. Refer to Figure (5) Lots.

(26) **Lot, Flag** A parcel of land having its only access to the adjacent vehicle right-of-way including an Alley through a narrow strip of land. Refer to Figure (5) Lots.

(27) **Lot, Interior** A parcel of land abutting a vehicular Right-of-way, including an Alley, along one (1) Property Line, surrounded by Lots along the remaining Property Lines.

(28) **Lot, Trough** Also referred to as a double frontage lot. An interior lot having frontage on two approximately parallel vehicle rights-of-way, including an Alley. Refer to Figure (5) Lots.

(29) **Lot Area** The computed area contained within the property lines. It is typically denoted in square feet or acres.

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distance meant to demark the 5.30 minute walking distance. Also referred to as the "Pedestrian Sward".

1624 (52) Tree Canopy The uppermost area of spreading branches and leaves of a tree.

1626 (53) Tree Canopy Coverage The area of ground covered or shaded by a tree's canopy, measured in square feet.

1641 (54) Use Sites related to its land use. A purpose or activity that may occur within a building or a lot.

1651 (10) Viable Basements. A half story partially below grade and ordinarily exposed above with required transparency on the street facade.

1659 (11) Water Body A body of water, such as a river, pond, or lake that may be man-made or naturally occurring.

(Ord. No. 2017-03, Exhibit A, 2.7-17; Ord. No. 2018-04, § 2, 10-30-18)