

ORDINANCE NO. 2021-07

AN ORDINANCE PERTAINING TO COMPREHENSIVE PLANNING IN ORANGE COUNTY, FLORIDA; AMENDING THE ORANGE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE “2010-2030 COMPREHENSIVE PLAN,” AS AMENDED, BY ADOPTING AN AMENDMENT PURSUANT TO SECTION 163.3184(3), FLORIDA STATUTES, FOR THE 2019 CALENDAR YEAR (SECOND CYCLE); AND PROVIDING AN EFFECTIVE DATE.

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

Section 1. Legislative Findings, Purpose, and Intent.

a. Part II of Chapter 163, Florida Statutes, sets forth procedures and requirements for a local government in the State of Florida to adopt a comprehensive plan and amendments to a comprehensive plan;

b. Orange County has complied with the applicable procedures and requirements of Part II of Chapter 163, Florida Statutes, for amending Orange County’s 2010-2030 Comprehensive Plan;

c. On February 23, 2021, the Board of County Commissioners held a public hearing on the adoption of the proposed amendment to the Comprehensive Plan, as described in this ordinance, and decided to adopt it.

Section 2. Authority. This ordinance is adopted in compliance with and pursuant to Part II of Chapter 163, Florida Statutes.

Section 3. Amendments to Text of Transportation Element. The Comprehensive Plan is hereby amended by amending the text of the Transportation Element to read as follows, with

underlines showing new numbers and words, and strike-throughs indicating repealed numbers and words. (Words, numbers, and letters within brackets identify the amendment number and editorial notes, and shall not be codified.)

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[Amendment 2019-2-C-CP-1:]

Transportation Element Goals, Objectives and Policies

GOAL T1 Orange County shall encourage A **safe, accessible, convenient, efficient, and financially feasible multimodal transportation system which minimizes environmental impacts.**

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POLICIES

T1.1.1 The County shall implement the Long Range Transportation Plan (LRTP) by utilizing the following four-step process: Roadway Conceptual Analysis (RCA), ~~which confirms roadway and corridor needs, recommends the most suitable alignment and design characteristics, provides refined cost estimates and analyzes social/environmental land use impacts;~~ Roadway Design; Right-of-Way Acquisition; and Roadway Construction. (Added 05/04, Ord. 04-06, Policy 1.2.1-r; Amended 11/12, Ord. 2012-20)

T1.1.1.1 A Roadway Conceptual Analysis (RCA) shall be completed performed as part of a proposed County roadway projects as directed by the County. Partnership projects, when appropriate, shall perform a Preliminary Design Study (PDS) instead of an RCA. The RCA process includes a intensive public participation elements, including a and is approved by the Board of County Commissioners (BCC) public hearing. Following BCC approval of the RCA, the project can then proceed to final design, right-of-way acquisition, and construction phases. (Added 05/04, Ord. 04-06, Policy 1.2.2-r; Amended 11/12, Ord. 2012-20)

T1.1.1.2 The planning, design, construction, and operation of roadway corridors shall reflect the context of the communities and environment through which the corridors pass, to the fullest extent feasible possible. Through the Roadway Conceptual Analysis (RCA) process, or other appropriate method, the County will seek public involvement throughout the process to determine measures to mitigate adverse impacts to adjacent land uses and established neighborhoods to the extent feasible possible. (Added 05/04, Ord. 04-06, Policy 2.1.6; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20)

- T1.1.1.3 Whenever reasonably possible, future roadways ~~projects~~ shall be designed to promote livability and land use-transportation integration, in part by avoiding the severing or fragmenting of existing neighborhoods. The County will coordinate with the Florida Department of Transportation (FDOT), the Central Florida Expressway Authority, and other appropriate entities to help ensure that limited access and other roadway projects ~~that which~~ are constructed by them avoid or minimize negative impacts to existing neighborhoods, wildlife corridors, and sensitive natural areas, and to coordinate these projects with conservation and land use decisions. (Added 12/07, Ord. 2007-20, Policy 2.1.7; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20)
- T1.1.2 The County will promote Travel Demand Management (TDM) and Transportation Systems Management Operations (TSMO) strategies and conduct related studies, as needed, to improve capacity, traffic operations, and efficiency where appropriate and will ensure coordination with related agencies, such as LYNX, MetroPlan Orlando, and the Florida Department of Transportation (FDOT). (Added 05/04, Ord. 04-06, Policies 1.2.4-r, 1.3.2, 1.6.5; Amended 11/12, Ord. 2012-20)
- T1.1.3 Orange County shall identify high crash-frequency locations and review crash data to prioritize improvements for roadway, pedestrian and bicycle high crash-frequency locations that help ensure the safety of all users. (Added 05/04, Ord. 04-06, Policy 2.1.2-r; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20)
- T1.1.4 RESERVED (Added 05/04, Ord. 04-06, Policy 1.2.3; T1.1.4 deleted 11/12, Ord. 2012-20)

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OBJ T1.2 The County shall utilize a modeling tool consistent with the Metropolitan Planning Organization (MPO) model that accurately reflects projected transportation network conditions.

POLICIES

- T1.2.1 Orange County shall use and require the official transportation modeling structure as adopted by MetroPlan METROPLAN Orlando for traffic analysis, consistent with County methodologies. Orange County shall coordinate with MetroPlan METROPLAN Orlando to update their data sets by providing current and future land use data, socio-economic projections, and recent transportation improvements. (Policy 1.4.8-r; Amended 11/12, Ord. 2012-20)

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POLICIES

- T1.3.1 Orange County shall continue to use an annually-updated financially feasible, and phased Five-Year Capital Improvement Program to implement the

identified transportation improvements required to maintain the designated level of service and quality of service. (Added 05/04, Ord. 04-06, Policy 4.1.1-r; Amended 11/12, Ord. 2012-20; Amended 06/17, Ord. 2017-12)

- T1.3.2 To ensure the Capital Improvements Program is responsive to transportation demands, priority for funding County transportation improvement projects shall be based on factors such as:
- A. Safety for all users;
 - B. Capacity or level of service deficiency;
 - C. Right-of-Way availability/preservation;
 - D. Partnership potential;
 - E. Consistency with the Comprehensive Plan and coordination with MetroPlan METROPLAN Orlando's Long Range Transportation Plan and Transportation Improvement Program and the Florida Department of Transportation's adopted work program;
 - F. ~~Supports The~~ the use of alternative transit and non-motorized modes of transportation;
 - G. ~~Located~~ Location is within the County's Urban Service ~~Boundary~~Area, especially within the ~~activity centers~~County-designated Activity Centers;
 - H. ~~Addresses~~ Congestion relief on backlogged facilities to the extent possible;
 - I. ~~Makes optimal~~ Optimal use of existing facilities; and
 - J. Supports for emergency evacuation, ~~and~~ response, and/or post-disaster recovery. (Policy 4.1.10; Amended 11/12, Ord. 2012-20; Amended 11/15, Ord. 2015-20)

T1.3.3 Orange County shall consider all available funding sources, including those at the State and Federal levels, gasoline taxes, impact fees, development-related fees, and public/private initiatives for transportation projects. (Added 05/04, Ord. 04-06, Policy 4.1.2-r; Amended 11/12, Ord. 2012-20)

T1.3.3.1 The County shall use revenues generated from Transportation Impact Fees to provide new road capacity and other multimodal transportation improvements. (Added 05/04, Ord. 04-06, Policy 4.1.4; Amended 11/12, Ord. 2012-20)

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T1.3.4 The County shall fund maintenance and operating costs with revenues generated from the Constitutional Gas Tax, Local Option Gas Tax, and other appropriate funding sources. (Added 05/04, Ord. 04-06, Policy 4.1.5)

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T1.3.7 The County ~~will~~ shall continue to participate in interlocal agreements, Joint Participation Agreements, and other coordinated funding efforts with other local jurisdictions and public/private partnerships with private developers as a means of funding necessary transportation projects identified in the Long Range Transportation Plan (LRTP) ~~and~~ that are consistent with the County's adopted comprehensive plan and METROPLAN coordinated with MetroPlan Orlando's LRTP and Transportation Improvement Program and the Florida Department of Transportation's adopted work program. (Added 05/04, Ord. 04-06, Policy 4.1.7-r; Policy 1.4.1-r, Amended 11/12, Ord. 2012-20)

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T1.3.9 Orange County ~~shall~~ may support LYNX in seeking appropriate dedicated transit funding sources and shall continue to support mass transit and paratransit, for people with physical or development disabilities, through the appropriation of funds on an annual basis, ~~based upon a two-year operating budget.~~ (Added 05/04, Ord. 04-06, Policy 4.1.15; Policy 1.4.3-r, Amended 11/12, Ord. 2012-20)

T1.3.9.1 ~~RESERVED~~ ~~Orange County shall ensure that a percentage of the County's monetary contribution to LYNX be directed to public transit service that meets the special needs of persons with physical or developmental disabilities.~~ (Policy 1.4.3.1 r, Amended 11/12, Ord. 2012-20)
(Policy 1.4.3.2 deleted 11/12, Ord. 2012-20)

T1.3.10 The County will continue to assess the investment of County funds in selected State roadway projects to ~~accelerate~~ ensure the timely construction of needed transportation improvements. (Policy 1.2.5; Policy T1.4.4-r, Amended 11/12, Ord. 2012-20)

T1.3.11 Orange County shall oppose the transfer of Florida Department of Transportation (FDOT) jurisdictional roadways to Orange County jurisdiction unless the roads are improved by the State to meet County adopted level of service and design standards and additional State funds for adequate maintenance and alleviation of deficiencies are made available. (Policy 4.1.9; Policy 1.4.5-r, Amended 11/12, Ord. 2012-20)

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GOAL T2 **The County shall establish and maintain Aa concurrency management system and mobility strategy which ensures that the transportation facilities and services needed to support land use designations established in the Future Land Use Element are available.**

OBJ T2.1 **The County ~~will~~ shall continue to ensure minimum level of service standards on County roads and State roads within unincorporated Orange**

County. (Added 05/04, Ord. 04-06, Objective 1.1)

POLICIES

T2.1.1 The ~~generalized~~ minimum peak-hour roadway level of service standards for Orange County shall be as follows (Added 06/07, Ord. 2007-06, Policy 1.1.2-r; Amended 09/13, Ord. 2013-19; Amended 12/14, Ord. 2014-30):

Level of Service Standards

<i>Type</i>	State and County			
	<i>Rural</i>	<i>Urban Non-SIS and Non-TRIP</i>	<i>SIS Facilities</i>	<i>TRIP Funded Facilities</i>
Principal Arterial, Urban (Class I)	N/A	E	E	E
Principal Arterial, Urban (Class II)	N/A	E	E	E
Principal Arterial, Rural	D	N/A	N/A	N/A
Minor Arterial, Urban	N/A	E	E	E
Minor Arterial, Rural	D	N/A	N/A	N/A
Collector, Major and Minor Urban	N/A	E	E	E
Collector, Rural	D	N/A	N/A	N/A

County roadway capacities shall be determined by using the guidelines established by the most recent edition of the Florida Department of Transportation (FDOT) *Quality/Level of Service Handbook* or other County-accepted methodologies.

T2.1.2 Quality of service standards for Multimodal Transportation Networks (MMTNs) ~~MMTDs~~ as adopted in Policy ~~T2.5.2~~ T2.5.4 shall be maintained to avoid current and future deficiencies. (Replaced 09/13, Ord. 2013-19)

T2.1.3 ~~RESERVED~~ ~~According to the adopted Concurrency Management System, development permits shall not be issued if the total weekday transit capacity drops below 73,500 person trips per day. This number is equal to 75 percent of the mass transit person trips that are available. (Policy 1.6.2)~~

OBJ T2.2 The County ~~will~~shall maintain a concurrency management system ~~which that ensures that transportation facilities and services needed to support development and redevelopment are available concurrent with the impacts of such development.~~ (Objective 1.4)

POLICIES

T2.2.1 Orange County shall review the impacts of development in conjunction with the issuance of all development permits to ensure the following:

- A. Level of service is maintained.
- B. ~~Prior to October 1, 2014, roadway projects, for which construction is scheduled to commence on or before the third year of the County's five-year Capital Improvements Program and which, in addition to meeting all other statutory and rule requirements, are financially feasible; or, facilities included in the first three years of the FDOT Five-Year Transportation Plan shall be in the roadway capacity analysis of the Concurrency Management System.~~ On or after October 1, 2014, roadway projects, for which construction is scheduled to commence on or before the first year of the County's five-year Capital Improvements Program and which, in addition to meeting all other statutory and rule requirements, are financially feasible; or, facilities included in the first year of the Florida Department of Transportation (FDOT) Five-Year Transportation Plan shall be in the roadway capacity analysis of the Concurrency Management System.
- C. Orange County shall not delete from the Capital Improvements Program any road project for which building permits were issued dependent upon the capacity of the road with the project.
- D. Projects funded by developers, as stipulated within an executed developer's agreement, shall be included in the capacity analysis if the services will be in place when the impacts of development occur.

(Added 05/04, Ord. 04-06; Amended 06/07, Ord. 2007-06, Policy 1.4.1-r; Amended 09/13, Ord. 2013-19)

T2.2.2 ~~For projects reviewed prior to October 1, 2014, that degrade the roadway level of service below the adopted level of service standard, development permits shall not be issued unless the facility impacted is in the County's five-year Capital Improvements Program, and construction is scheduled within the first three years. If the facility is not scheduled within the first three years of the five-year Capital Improvements Program, the County will calculate a proportionate share contribution based on the formula provided in the Orange County Code.~~ For projects reviewed on or after October 1, 2014, that degrade the roadway level of service below the adopted level of service standard, development permits shall not be issued unless the facility impacted is in the County's five-year Capital Improvements Program, and construction is scheduled within the first year. If the facility is not scheduled within the first year of the five-year Capital Improvements Program, the County will calculate a proportionate share

contribution based on the formula provided in the Orange County Code. (Added 03/08, Ord. 2008-05, Policy 1.4.2; Amended 09/13, Ord. 2013-19)

T2.2.3 The County shall enforce applicable concurrency regulations on new development permits for non-vested development that adversely impact constrained or backlogged facilities. A constrained roadway is defined as a facility to which adding two or more through lanes to meet current or future traffic needs is not possible because of location within the boundary of a municipal jurisdiction, existing development and right-of-way limitations, policy barriers and/or hydrological features. A backlogged roadway is defined as a facility where the ~~existing traffic volume exceeds the~~ level of service standard adopted in the Orange County Comprehensive Plan is not being met, the facility is not constrained, and improvements for the roadway segment are not programmed for construction. (Added 5/04, Ord. 04-06, Policies 1.1.2.1(A)(B), 1.1.2.3-r; Amended 09/13, Ord. 2013-19)

T2.2.3.1 Constrained and backlogged facilities shall be included in annual updates to the Capital Improvements Element and the Concurrency Management System, based on available funding. The following roadway facilities are considered constrained:

FACILITY	SEGMENT
6 th Street (Windermere)	Park Ridge-Gotha Road to Hempel Avenue*
Aloma Avenue	Brewer Avenue to Lakemont Avenue* Semoran Boulevard to Seminole County Line
Hoffner Avenue	Orange Avenue to Conway Road*
Conroy-Windermere Road	Apopka-Vineland Road to Dr. Phillips Boulevard Kirkman Road to Millenia Boulevard*
Consulate Drive	Beachline Expressway to Orange Blossom Trail
Curry Ford Road	Econlockhatchee Trail to Central Florida Greeneway
Michigan Avenue	Bumby Avenue to Crystal Lake Drive*
Orange Avenue	Hansel Avenue North to Hansel Avenue South*
Turkey Lake Road	Vineland Road to Conroy-Windermere Road* Central Florida Parkway to Sand Lake Road
University Boulevard	Dean Road to Alafaya Trail
John Young Parkway	Colonial Drive to Princeton Street* Town Center Boulevard to Beachline Expressway
Clay Street	Par Avenue to Fairbanks Avenue*
Forsyth Road	Colonial Drive to University Boulevard

FACILITY	SEGMENT
N. Tanner Road	Lake Pickett Road to Seminole County Line
Winter Garden-Vineland Road	Interstate 4 to Apopka-Vineland Road* Buena Vista Drive to Perrihouse Acres Lane*

*Roadway segments that are under state or municipal jurisdiction or located within a municipal jurisdiction as described in Transportation Policy T2.2.3. The County will coordinate with the respective agencies regarding projects to improve levels of service on these facilities. (Amended 09/13, Ord. 2013-19; Amended 12/14, Ord. 2014-30; Amended 6/16, Ord. 2016-15; Amended 06/17, Ord. 2017-11)

T2.2.4 Within Orange County, development applications ~~along~~ impacting backlogged and constrained facilities shall be subject to concurrency and, if needed, proportionate share. A comprehensive transportation study shall be required, and if the adopted level of service cannot be met under current conditions, or if the improvement is not funded for construction in the adopted Capital Improvements Program, the applicant and County must agree upon mitigating improvements. Private developers shall contribute to the County’s multimodal transportation system through the County’s transportation concurrency and proportionate share regulations. As parcels are developed or redeveloped, the site design shall conform to applicable standards and requirements in the County’s Land Development Code, transportation impact analysis requirements, and concurrency requirements. ~~Projects required of development applicants may include, but are not limited to, the following:~~

- ~~• Pedestrian access requirements, including extending the sidewalk network to make off-site connections to public streets,~~
- ~~• Bicycle connections to adjacent parcels,~~
- ~~• Bicycle circulation from adjacent public streets and multi-use paths or trails to bicycle parking areas,~~
- ~~• Connection of established transit stops to the sidewalk network,~~
- ~~• Incorporation of established transit stops into the site’s building placement and design,~~
- ~~• Bus stop amenities,~~
- ~~• Improvements to parallel transportation facilities,~~
- ~~• Creation of parallel transportation facilities,~~
- ~~• Intersection improvements,~~
- ~~• Traffic calming measures,~~
- ~~• Transportation System Management (TSM) improvements,~~
- ~~• Intelligent Transportation Systems (ITS) improvements,~~
- ~~• Transportation Demand Management (TDM) techniques, and/or~~
- ~~• Payment to the County in lieu of the improvements listed above, if approved~~

by the Board of County Commissioners. (Added 05/04, Ord. 04-06, Policy 1.2.4-r; Amended 09/13, Ord. 2013-19)

- T2.2.5 Proposed partnership projects cannot be used to satisfy traffic concurrency unless necessary interlocal agreements or joint participation agreements have been executed. (Policy 1.2.7)
- T2.2.6 The transportation impact area for all concurrency applications, including Future Land Use Map (FLUM) Amendments, shall include all roadway segments and signalized intersections located within the analysis radius defined by the latest Orange County Concurrency Management System (CMS) or Comprehensive Plan Amendment (CPA) methodology. Amended 12/14, Ord. 2014-30, Policy T1.3.8-r)
- T2.2.7 The County shall coordinate, ~~as appropriate,~~ with all counties and local governments in, or adjacent to, Orange County, as appropriate, to ensure that development impacts that traverse jurisdictional boundaries will not cause the level of service in the adjacent jurisdiction to diminish below the adopted standard. This shall be done through the comprehensive plan amendment and review process, by providing up-to-date information and data sets regarding proposed and future developments, and through scheduled coordination meetings to ensure that development impacts that traverse boundaries will not cause the level of service in the adjacent jurisdiction to diminish below the adopted standard. (Policies 3.1.4-r, 3.1.5-r; Amended 09/13; Ord. 2013-19, Policy T2.2.8-r)
- T2.2.8 The Concurrency Management System shall maintain traffic count data for State and City roadways located within a municipal boundary for informational purposes and to aid coordination efforts. Development that impacts these roadways shall be subject to the mobility requirements of the relevant jurisdiction, in coordination with Orange County and the County's Concurrency Management System, as applicable. (Amended 09/13; Ord. 2013-19, Policy T2.2.8.1-r)
- T2.2.8.1 The Concurrency Management System shall maintain traffic count data on limited access facilities for informational purposes and to aid coordination efforts. Implementation of the Concurrency Management System shall continue to ~~divert~~ ensure the appropriate distribution and assignment of trips from limited access facilities to other roadway facilities in the impact area in review of development-related transportation studies. (Amended 09/13; Ord. 2013-19, Policy T2.2.8.2-r)
- T2.2.9 The County supports the development of multimodal transportation corridors to increase the viability of walking, biking, and transit along these corridors. Transportation improvements shall focus on operational (TSM&O) enhancements, intersection improvements that provide for safe movement of pedestrians and bicyclists, and design that supports transit-oriented

development. Considerations should include, but are not limited to, high-visibility pavement markings and pedestrian refuge islands for pedestrians, multiuse-shared use paths, landscaping, bicycle facilities, increased transit service and bus shelters, and facilities and design that support transit-oriented development. Development within these corridors shall be subject to the site design standards in Policy T2.2.4, as determined by a transportation impact study.

Orange County’s designated multimodal corridors include:

Table 1 Orange County Designated Multimodal Corridors	
<u>FACILITY</u>	<u>SEGMENT</u>
Alafaya Trail	Seminole County Line to Innovation Way
Econlockhatchee Trail	University Boulevard to Lake Underhill Road
Innovation Way	Alafaya Trail to SR 528
International Drive	Sand Lake Road to Central Florida Parkway
Orange Avenue	Hoffner Avenue to Sand Lake Road
University Boulevard	Semorran Boulevard to Alafaya Trail
Valencia College Lane	Goldenrod Road to Econlockhatchee Trail

Additional multimodal corridors may be designated, by amending the table above, where premium or high-frequency transit service is either is available or forthcoming existing or programmed or and where recommended by the State, Metropolitan Planning Organization (MPO), or County, on state roadways that are the subject of multimodal corridor feasibility studies by the Florida Department of Transportation. (Amended 09/13; Ord. 2013-19; Amended 12/14, Ord. 2014-30)

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T2.5.1

General Multimodal Transportation Networks (MMTN) Principles
GENERAL PRINCIPLES

Designation Criteria. Existing areas with multimodal characteristics or proposed new areas for multimodal developments (e.g. greenfield developments) may be designated as an Multimodal Transportation Network (MMTN) consistent with the following criteria.

A. **Financial Feasibility.** Multimodal Transportation Network (MMTN) MMTNs shall be approved only in conjunction with a financially feasible infrastructure plan as defined by the County and applicable policies in the Comprehensive Plan, including but not limited to Objective CIE1.6 and implementing Policies CIE1.6.5 and 1.6.6.

B. **Preservation of Strategic Intermodal System (SIS) Facilities.** Proposed

Multimodal Transportation Network (MMTN) shall not significantly degrade the adopted level of service standards for facilities designated as part of the Florida – Strategic Intermodal System – major arterial roadways that have the primary function of moving high volumes of statewide and regional traffic – without appropriate mitigation. Any impacts outside the Multi-Modal Transportation Network (MMTN) shall be mitigated within the MMTN to the extent possible. (Amended 11/12, Ord. 2012-20)

C. **Required Design Elements.** ~~Proposed~~ Multimodal Transportation Network (MMTN) shall exhibit the following community design elements:

1. An interconnected network of streets and paths designed to encourage walking and bicycle use, with traffic calming where desirable;
2. A complementary mix and range of land uses, including residential, employment, educational, recreational, and cultural;
3. Appropriate densities and intensities of land uses within walking distance of transit stops;
4. Daily activities within walking distance of residences and public uses, streets and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with all transportation modes. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

T2.5.2

Transportation Quality/Level of Service.

A. Level of service shall be consistent with T-2.1.1. Orange County establishes the following minimum quality/level of service standards for transit, bicycle, and pedestrian facilities and roadways within a Multimodal Transportation Network (MMTN). The Level of Service (LOS) shall be measured in accordance with professionally-accepted methodologies detailed in Florida Department of Transportation (FDOT) publications, handbooks, and/or software implementing multimodal quality of service, as they may be updated from time to time.

<i>Table 3 Level of Service Standards</i>				
	<i>Pedestrian</i>	<i>Transit</i>	<i>Bicycle</i>	<i>Automobile</i>
Transit-oriented	C	C	D	E *
Bicycle/Pedestrian-oriented	C	D	C	E *
*Automobile LOS shall be periodically reviewed as the transit network and other non-motorized transportation improvements are implemented.				

- B. Orange County shall coordinate with appropriate agencies to apply the transit quality of service framework as found in the most recent edition of the *Transit Capacity and Quality of Service Manual* (TCQSM).
- C. Orange County establishes the following performance targets for transit, bicycle, and pedestrian facilities, and roadways within an Multimodal Transportation Network (MMTN) as follows:
 1. 80% of all the bicycle and pedestrian facilities within the MMTN network shall function at LOS C or better;
 2. All parcels within ¼ mile of an existing or identified future a transit stop should be serviced by pedestrian facilities operating at LOS C or better;
 3. 70% of the employees and dwelling units in an MMTN should generally be located within ½ mile of a transit stop.

(Added 09/11, Ord. 2009-28; Amended 11/12, Ord. 2012-20; Amended 09/13, Ord. 2013-19; Amended 01/16, Ord. 2016-04)

T2.5.3 **Transportation Concurrency.** Transportation concurrency in an Multimodal Transportation Network (MMTN) shall be evaluated based upon a financially feasible capital improvements plan as defined by the County and applicable policies in the Comprehensive Plan, including but not limited to Objective CIE1.6 and implementing Policies CIE1.6.5 and 1.6.6. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

T2.5.4 **Vehicle Trip Reduction/Transportation Demand Management.** When appropriate, Orange County ~~will~~ shall identify and work with other service providers, to implement transportation demand management strategies into the transportation planning process for Multimodal Transportation Network (MMTN) ~~MMTNs~~ to alleviate congestion. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

T2.5.5 **Intergovernmental Coordination.** Orange County shall coordinate with the Florida Department of Transportation, MetroPlan Orlando ~~METROPLAN ORLANDO~~, LYNX, and other affected agencies and jurisdictions to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network. Orange County shall make every reasonable effort to coordinate with the Greater Orlando Aviation Authority to integrate Innovation Way into the airport’s transportation master plan. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

T2.5.6 **Consideration for Demographics.** Special consideration shall be given to areas with concentrations of students, seniors, low income families, or others that are more dependent on modes other than the automobile to provide a safe, accessible environment. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

- T2.5.7 **Contributions to Multimodal Network.** New development or redevelopment projects shall contribute to providing a safe, convenient, comfortable, and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network may be required as a condition of development approval, including, but not limited to the following:
- A. Accommodations for pedestrian access and movement, including shaded sidewalks, benches, and enhanced crossings;
 - B. Direct connections between the Multimodal Transportation Network (MMTN) and the regional bicycle/ pedestrian network;
 - C. Installation of shared use paths in accordance with the Florida Department of Transportation (FDOT) Bicycle Facilities Planning and Design Guidelines Handbook;
 - D. Well-designed accommodations for transfer of passengers at designated transit facilities;
 - E. Preferential parking for rideshare participants;
 - F. Well-designed access for motor vehicle passenger drop-offs and pick-ups at designated transit facilities and at commercial and office development sites;
 - G. Accommodations for car sharing, bike sharing, and electric cars, including designated locations, preferential parking, and electric car charging stations, as applicable.
 - H. Weather protection at transit stops. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

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- T2.5.8 **Multimodal Street Design and Operation.** Orange County shall establish multimodal street cross-sections, design standards, and operational measures (e.g. pre-emptive signals, dedicated bus lanes, etc.) to ensure streets are safe, convenient, and appealing for all modes of travel, including transit, automobiles, trucks, bicycles, and pedestrians. Strategies shall include marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians, adequate drainage, or other appropriate safety enhancements that reduce hazardous conflicts between modes and that are consistent with the planned functions of the roadway. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

- T2.5.9 **Street Network and Connectivity.** To provide continuous circulation systems for pedestrians, bicyclists, and automobiles, unconnected streets (cul-de-sacs, T- turnarounds, and dead ends) shall be avoided. In places where an unconnected street cannot be avoided, pedestrian and bicycle connectivity shall be provided with a through-connection designed into the street. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

- T2.5.9.1 To promote communities that are physically connected to each other, and to foster community and connectedness beyond the development, all development plans shall include streets stubbed to the boundary of the development in all major directions. Development plans shall include streets connecting to all streets stubbed to the boundary of adjacent development plans. Street connections shall be made between adjacent development, in order to continue the interconnected street network of the Multi-Modal Transportation Network (MMTN) from one development to the next. The requirements of this policy do not apply if it is demonstrated that a connection cannot be made because the existence of one or both of the following conditions:
- A. Physical conditions preclude development of a connecting street on the adjacent property; or,
 - B. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude a connection now or in the future, considering the potential for redevelopment. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)
- T2.5.10 **Bicycle/ Pedestrian Network and Connectivity.** Multimodal Transportation Network (MMTN) MMTNs shall provide direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools.
- Bicycle lanes may be provided on new or reconstructed arterials and collector roadways within the MMTN in accordance with the Florida Department of Transportation (FDOT) guidelines or other standards determined appropriate by the County Engineer.
- (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)
- T-2.5.11 **Consideration for Schools.** Orange County shall give special consideration to schools and their multimodal needs to provide a safe, accessible environment for students. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)
- T-2.5.11.1 Developments adjacent to school properties shall be required to provide right-of-way and a direct safe access path for pedestrian and bicycle travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)
- T-2.5.11.2 Where a designated walk or bicycle route to a school must cross a roadway greater than two lanes wide, the crossing must be designed to allow safe passage across the roadway for school-aged children. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

T-2.5.12 **Transit.** The County shall work with LYNX and other transit providers to ensure that the Multimodal Transportation Network (MMTN) is well-connected via transit to major trip generators and attractors both inside and outside of the MMTN, ~~that Transit transit stops and waiting areas~~ should be planned concurrent with development and designed in a manner to provide a safe and comfortable environment to encourage their use, and to enhance intermodal connections.

The County shall coordinate with LYNX and other transit providers regarding the provision of benches, signage, lights, bicycle parking, and covered or enclosed waiting areas for transit stops within the Multimodal Transportation Network (MMTN). Where provided, shelters shall include a level of amenities appropriate for the stop type for passenger comfort and convenience. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

OBJ T2.6 Innovation Way Multimodal Transportation Network is hereby established on Map 1 of the Transportation Element Orange County 2030 Long Range Plan. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

POLICIES

T2.6.1 Development within Innovation Way that is proceeding substantially in accordance with a Development Order approved prior to June 13, 2006, shall be exempt from the design requirements of the Multimodal Transportation Network (MMTN). Such exemption shall not relieve the developer from meeting all conditions of approval in the Development Order. In other areas of Innovation Way, development will be guided by a Regulating Plan that describes each transect and associated development requirements. (Added 09/11, Ord. 2009-28; Amended 01/16, Ord. 2016-04)

T2.6.2 **Street Function and Type.** Characteristics shall be appropriate to Innovation Way’s context and multimodal planning objectives, as described below and in corresponding roadway network agreements, as applicable. Additional street types will be defined in the Innovation Way Code.

Innovation Way: Designed to incorporate Two~~two~~ spine roads, limited to four travel lanes with a dedicated (future) transit envelope and include an 8 to 12-foot wide multi-purpose paths on both sides of the road.

Four-Lane Avenue: Roadways shall be limited to four travel lanes and may include wide sidewalks, on-street parking, and enhanced features for pedestrians, bicyclists, and transit users.

(Added 09/11, Ord. 2009-28; Policy 2.6.5-r, Amended 11/12, Ord. 2012-20; Amended 01/16, Ord. 2016-04)

* * *

T2.6.4 **Funding of Capital Improvements.** An Innovation Way Transportation

Agreement (IW-TA) financially feasible capital improvements plan, as defined by the County, and applicable policies in the Comprehensive Plan, including but not limited to Objective CIE1.6 and implementing Policies CIE1.6.5 and 1.6.6, shall be developed for the network. Funding sources for identified projects may include, but are not limited to, the following:

- Community Development District
- Road Impact Fees
- General Fund
- Tax Increment Financing District
- Developer Contributions and other Public-Private Partnerships
- Municipal Service Taxing Unit/Municipal Service Benefit Unit
- Farebox Revenues
- Available State or Federal Highway or Transit Funds
- Others as approved by the Board of County Commissioners

(Added 09/11, Ord. 2009-28; Amended 11/12, Ord. 2012-20, Policy 2.6.13-r; Amended 01/16, Ord. 2016-04)

OBJ T2.7 (OBJ T2.7 deleted 09/13, Ord. 2013-19)

POLICIES

T2.7.1 (Policy T2.7.1 deleted 09/13, Ord. 2013-19)

NOTE: The following objective and policies originally were adopted as part of the EAR-based amendments (Ordinance 2009-15, adopted May 19, 2009) as Objective T2.6 and Policies T2.6.1 through T2.6.10. Subsequently, the Innovation Way ~~MMTD~~ Multimodal Transportation Network (MMTN) was adopted (Ordinance 2009-28, adopted October 13, 2009) as Objective T2.6 and associated policies. Therefore, this objective and policies have been renumbered as Objective T2.8 and Policies T2.8.1 through T2.8.10.

OBJ T2.8 Orange County shall may grant an exception from transportation concurrency for projects that promote public transportation, as defined in Chapter 163.3164(37), Florida Statutes. (Added 05/09, Ord. 2009-15; Amended 06/12, Ord. 2012-14; Amended 03/13, Ord. 2013-07)

POLICIES

T2.8.1 Projects that promote public transportation are developments within the Urban Service ~~Boundary~~ Area boundary that directly affect the provision of public transit, including transit terminals, transit lines and routes, separate lanes for the exclusive use of public transit services, transit stops (shelters and stations), office buildings or projects that include fixed-rail or transit terminals as part of

the building, and projects ~~which~~ that are transit oriented and designed to complement reasonably proximate planned or existing public facilities. (Added 05/09, Ord. 2009-15, Policy T2.6.1; Amended 06/12, Ord. 2012-14)

* * *

T2.8.4 Proposed transit oriented projects shall be reviewed based on the results of a study conducted by the applicant, which shall be consistent with County-approved methodologies. ~~completed for the proposed development by the applicant to include the following.~~

- ~~• A map depicting the proposed development site in the context of the transit corridor, rail station, or other transit facility;~~
- ~~• A map depicting the proposed development site in the immediate context of adjacent parcels;~~
- ~~• Existing circulation network (streets, sidewalks, pedestrian paths, and bicycle paths, with stub outs clearly indicated);~~
- ~~• Proposed circulation network for the development site in relationship to its immediate context and in connecting to existing and/or planned transit stops/stations;~~
- ~~• Footprint of proposed development;~~
- ~~• Current land use and density/intensity for developed sites;~~
- ~~• Future Land Use Designations for parcels adjacent; and~~
- ~~• Location of any existing and/or planned transit stops/stations.~~

(Added 05/09, Ord. 2009-15, Policy T2.6.4; Amended 06/12, Ord. 2012-14; Amended 03/13, Ord. 2013-07)

T2.8.5 Compliance with performance standards shall be subject to the final approval by the County during the development review process based upon the following:

- Land uses shall be organized in such a way that the densities and intensities promote transit use, primarily with higher density and intensity uses such as commercial offices, multifamily residential, and institutions shall be located within walking distance to activities along the major route transit stations/stops and connected by pedestrian and bicycle circulation systems, consistent with all County-adopted Land Development Code standards for transit-oriented development. The densities along perpendicular facilities to the major route will decrease as distance from the major route increases.
- Vehicle parking supply shall be based on average demand, not peak demand, using shared vehicle parking to accommodate demand peaks. It is preferred that parking be located on the street, behind buildings, and in carefully designed and located parking structures.

- Buildings are, to the extent practicable, to be located and oriented in a manner that accommodates non-motorized travel and with facades and design features that contribute to an active street scene and create pedestrian-oriented environments, consistent with all County-adopted Land Development Code standards for transit-oriented development. (Added 05/09, Ord. 2009-15, Policy T2.6.5; Amended 06/12, Ord. 2012-14)

T2.8.6 ~~RESERVED. Parking supply shall be based on average demand, not peak demand, using shared parking to accommodate demand peaks. Parking is preferred to be located on the street, behind buildings, and in carefully designed and located parking structures. Parking lots should have a carefully planned and clearly marked pedestrian circulation system and a landscape architecture plan that aid stormwater management. (Added 05/09, Ord. 2009-15, Policy T2.6.6; Amended 06/12, Ord. 2012-14; Amended 03/13, Ord. 2013-07)~~

T2.8.7 ~~RESERVED. The development must provide continuously linked walkways with shade trees, plantings, benches, transit stop shelters, and directions to places of interest where appropriate. (Added 05/09, Ord. 2009-15, Policy T2.6.7; Amended 06/12, Ord. 2012-14)~~

T2.8.8 ~~RESERVED. Wherever possible, design features that cause cars to slow down when turning and reduce the amount of time a walker spends crossing traffic shall be used to provide safe and convenient on-site pedestrian circulation at the development site. (Added 05/09, Ord. 2009-15, Policy T2.6.8; Amended 06/12, Ord. 2012-14)~~

T2.8.9 ~~RESERVED. Buildings are preferred to be located and oriented in a manner that accommodates alternative modes of travel in addition to the automobile, and that contributes to an active street scene, to create pedestrian oriented areas and surroundings so that transit-related development will be able to function effectively as an asset to the community. The impact of the building facades at the street level and design features that are human in scale and comprehensible to pedestrians shall be considered. (Added 05/09, Ord. 2009-15, Policy T2.6.9; Amended 06/12, Ord. 2012-14; Amended 03/13, Ord. 2013-07)~~

T2.8.10 ~~RESERVED. Compliance with performance standards shall be subject to the final approval of the County during the plan approval process. (Added 05/09, Ord. 2009-15, Policy T2.6.10; Amended 06/12, Ord. 2012-14; Amended 03/13, Ord. 2013-07)~~

GOAL T3 **A multimodal transportation system that integrates land use, transportation strategies with and the provision of infrastructure and services shall be established to provide a sustainable transportation and mobility infrastructure for all users.**

OBJ T3.1 **The County shall support land use strategies in the Future Land Use Element and revisions to the Land Development Code ~~which~~ that promote**

a convenient and efficient mobility system for for pedestrians, cyclists, transit riders, and motorists all users of the transportation system based upon the development context. (Objective 2.1-r)

POLICIES

T3.1.1 The County shall require land use densities, intensities and mixed uses that integrate and support alternative-non-motorized transportation modes, enhance the feasibility of transit, decrease trip lengths, and promote internal capture of vehicle trips. (Added 05/04, Ord. 04-06, Policies 1.6.10-r, 1.6.11-r, 2.1.4-r, 2.1.5-r, 2.1.8)

T3.1.2 Orange County shall promote pedestrian-friendly, compact, mixed-use, transit-ready and transit-oriented development in Mixed Use Development and other designated Activity Centers activity centers with existing or programmed high-frequency transit service as a means for making more efficient use of land, infrastructure, and services within the Urban Service Area boundary. Mixed-Use Development and other Activity Centers will help reduce automobile use through greater multi-modal connectivity, supporting transit services, and opportunities for workforce housing, while encouraging quality urban design standards. (Policies 2.1.4-r, 2.1.5-r, 2.1.8; Amended 10/10, Ord. 2010-13)

~~Activity Center development shall meet the following transportation requirements:~~

~~A. Vehicular, bicycle, and pedestrian connections to existing or potential future development on adjacent parcels, including cross-access agreements, new streets, and sidewalks that encourage travel between adjacent land uses and provide access to transit without requiring the use of major thoroughfares. To the greatest extent feasible, the project shall provide interconnectivity to all adjacent parcels and parcels located on roadways immediately across from the project. (Policy 2.1.1.4; Amended 03/13, Ord. 2013-07)~~

~~B. Streets designed for transportation choice. Such design standards call for minimal street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, sidewalks, bicycle facilities and the limited use of cul-de-sacs.~~

~~C. All projects within an MXDAC shall submit a mobility plan that preserves major arterial capacity and includes access management. An MXDAC should avoid straddling major roadways or roadway intersections. Vehicular access should be oriented away from major roadways and onto minor roadways to protect the major roadways and reinforce alternative transportation modes. MXDAC mobility plans shall address pedestrian and bicycle circulation, access, safety, and facilities through design, particularly at roadway crossings along adjacent major arterials and/or at roadway intersections. Mobility plans also shall depict existing and planned multi-modal circulation systems internal and external to the MXDAC, including transit services and facilities. The street network and pedestrian~~

~~connectivity within MXDACs are encouraged to meet multi-modal transportation district standards. (Added 05/04, Ord. 04-06, Policies 1.6.11-r, 1.7.2; Amended 03/13, Ord. 2013-07)~~

~~D. Provision of transit centers, super stops, and other facilities necessary for the transfer of passengers to and from the regional transportation system. (Policy 1.6.9-r)~~

~~E. Parking management standards that support different modes of transportation. (Policy 1.6.12-r; Amended 03/13, Ord. 2013-07)~~

T3.1.3 ~~RESERVED The County shall work with LYNX to locate regional transit routes and facilities with the location of Mixed Use Development and other Activity Centers as identified in the Comprehensive Plan. (Policy 2.1.9-r; Amended 10/10, Ord. 2010-13)~~

T3.1.4 ~~RESERVED Orange County strongly supports the use of a designated Orlando International Airport (OIA) Activity Center as a regional intermodal center. (Policy 1.9.3-r)~~

~~T3.1.5 Proposed gated communities and private streets will be evaluated on a case-by-case basis for appropriateness. (Policy 2.1.1.4)~~

* * *

POLICIES

T3.2.2 The County shall ensure that existing and new developments are connected by pedestrian, bikeways, and roadway systems unless prevented by physical or environmental barriers, including, but not limited to, limited access roadways, railroads, and environmental features. Where full street connections are not possible, bicycle and pedestrian connections may be required by the County. (Amended 06/17, Ord. 2017-11)

* * *

T3.2.4 To promote multi-modal transportation choice and encourage an interconnected street network, the County shall not close or vacate streets except under the following conditions:

- A. the loss of the street will not forestall reasonably foreseeable future bicycle/pedestrian use;
- B. the loss of the street will not forestall non-motorized access to adjacent land uses or transit stops;
- C. the loss of the street is necessary for the construction of a high-density, mixed-use project containing both residential and non-residential uses; and
- D. there is no reasonably foreseeable need for any type of transportation corridor for the area in the future.

(Amended 03/13, Ord. 2013-07)

~~T3.1.5~~T3.2.5 Proposed gated communities and private streets will be evaluated on a case-by-case basis for appropriateness. (Policy 2.1.1.4)

* * *

T3.3.1 The County shall support ~~the use of high-capacity~~ high-frequency public transit systems including, but not limited, to commuter rail, light rail, circulator ~~rail~~ systems, and Bus Rapid Transit (BRT), where appropriate. (Policy 1.7-r)

T3.3.2 Orange County shall, where appropriate, ensure that design features associated with major roadway projects promote safe and convenient bicycle travel in accordance with Florida Department of Transportation (FDOT) guidance or other engineering standards determined appropriate by the County Engineer. (Added 05/04, Ord. 04-06, Policies 1.6.8, 1.6.8.1-r, Amended 11/16, Ord. 2016-28)

* * *

T3.3.4 Orange County shall include the appropriate pedestrian facilities on any new or reconstructed street in accordance with federal accessibility laws and with Florida Department of Transportation (FDOT) guidance or other engineering standards determined appropriate by the County Engineer. (Amended 11/16, Ord. 2016-28)

* * *

T3.4.1 The County, in collaboration with Florida Department of Transportation (FDOT), ~~MetroPlan~~ METROPLAN Orlando, LYNX, local governments, Central Florida Expressway Authority, and the private sector, will plan the development and operation of viable and financially feasible transportation systems on a local and regional scale that use state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies, where economically feasible. (Added 05/04, Ord. 04-06, Policies 1.7.1-r, 1.7.3-r, 3.1.1-r, 3.1.2-r, Objective 3.2-r, Policy 3.4.1; Amended 11/15, Ord. 2015-20)

T3.4.2 The County will continue to coordinate with Florida Department of Transportation (FDOT), ~~MetroPlan~~ METROPLAN Orlando, Central Florida Expressway Authority, local governments, and private entities to identify needed ~~roadway~~ transportation projects. These include projects named on the Orange County Five-Year Capital Improvements Program and Ten-Year Capital Improvements ~~Program~~ Schedule, ~~MetroPlan~~ METROPLAN Orlando Transportation Improvement Program, State Transportation Improvement Program, and ~~MetroPlan~~ METROPLAN Orlando Long Range Transportation Plan. (Objective 1.3-r, Policies 1.3.1-r, 1.3.4-r, 3.1.1-r, 3.1.3-r; Amended 11/15, Ord. 2015-20)

T3.4.2.1 The County will continue to coordinate with Florida Department of Transportation (FDOT), MetroPlan Orlando, Central Florida Expressway

Authority, local governments, and private entities to address capacity and operational project needs identified in state and regional freight plans. (Added 11/16, Ord. 2016-28)

* * *

T3.4.3 The County shall coordinate with MetroPlan Orlando to ensure that air quality, and carbon emissions standards, tourism, and freight movement are issues considered in the development of the regional Long Range Transportation Plan and in related project development activities. (Added 05/04, Ord. 04-06, Policies 1.5.1, 3.1.1-r, 3.4.3-r; Amended 03/13, Ord. 2013-07; Amended 11/16, Ord. 2016-28)

T3.4.4 Orange County shall continue to coordinate with LYNX, Florida Department of Transportation (FDOT), MetroPlan Orlando, and other local governments and agencies to identify, design and develop transportation facilities that promote safety for all users of the transportation system and the use of non-motorized transportation. (Policies 1.6.6-r, 3.2.2-r, Amended 11/16, Ord. 2016-28)

T.3.4.4.1 The County shall partner with Florida Department of Transportation (FDOT), MetroPlan Orlando, LYNX, local governments, and other regional and local entities, as appropriate, in regional and local initiatives focused on engineering, evaluation, enforcement, education, and encouragement of activities to improve pedestrian and bicyclist safety and to reduce crashes. (Added 11/16, Ord. 2016-28)

T3.4.5 The County shall work with Florida Department of Transportation (FDOT), MetroPlan-METROPLAN Orlando, LYNX, local governments, and the private sector to promote the use of Travel Demand Management (TDM), Transportation Systems Management and Operations (TSMO), and Intelligent Transportation Systems (ITS) strategies along with other capacity improvements and transit services. (Added 05/04, Ord. 04-06, Policies 1.3.2, 1.6.4, 1.6.5, 1.6.7)

* * *

T3.4.8 The County shall coordinate with MetroPlan-METROPLAN Orlando and local governments to implement the regional connectivity of the Trails Master Plan, to plan state and regional trail networks and projects, and to promote the development of recreational trails and other forms of active transportation. (Policies 1.6.8.3-r, 1.6.8.4-r; Amended 11/13, Ord. 2013-22; Amended 11/15, Ord. 2015-20)

T3.4.9 Orange County shall work with all appropriate entities to develop a comprehensive multimodal improvement strategy which includes the connection of regional employment centers and other economic assets and high density and high intensity land use areas to each other by appropriate modes.

(Policy 1.6.1-r; Amended 11/15, Ord. 2015-20)

- T3.4.10 Orange County shall provide the opportunity for the public to participate in the transportation planning process through public meetings, public workshops, small group meetings, websites and press releases, and other public forums. Public input shall be solicited at the Roadway Conceptual Analysis or other initial stage of planning through public meetings held in the ~~affected impact geographic area of the project~~. These meetings shall be scheduled and conducted in accordance with county guidelines, including public notification, Title VI compliance, and accessibility. (Objective 3.3-r; Policies 3.3.1-r, 3.3.2-r)
- T3.4.11 Orange County shall continue to support the construction of the Wekiva Parkway and associated transportation projects, including improvements by the Central Florida Expressway Authority, the Florida Department of Transportation (FDOT), or Florida's Turnpike Enterprise to the greatest extent feasible. (Added 12/07, Ord. 2007-20; Policy 1.3.5-r; Amended 11/15, Ord. 2015-20)
- T3.4.12 The County ~~will~~ shall continue to work with Lake and Seminole Counties, ~~The~~ the Florida Department of Transportation, the Central Florida Expressway Authority, Florida's Turnpike Enterprise, and other state agencies and ~~jurisdictions—municipalities~~ to help ensure the construction of the Wekiva Parkway and associated improvements in a cost effective and environmentally sensitive manner. The County shall encourages the use of parkway-associated stormwater management facilities for aquifer recharge, wetland and habitat restoration, and as irrigation sources in lieu of groundwater. (Added 12/07, Ord. 2007-20; Policy 3.1.7; Amended 11/15, Ord. 2015-20)

* * *

- T3.5.1 The County shall coordinate with the Greater Orlando Aviation Authority (GOAA), the City of Orlando, LYNX, MetroPlan Orlando, and the Florida Department of Transportation (FDOT), the Central Florida Expressway Authority, and private entities, as applicable, to promote ~~increased alternative multimodal and intermodal transportation opportunities~~ systems that connect at the Orlando International Airport (OIA) and the Orlando Executive Airport (OEA) to the overall transportation network. (Policy 3.2.4-r)
- T3.5.2 Orange County, through its role on ~~MetroPlan~~ METROPLAN Orlando and the Greater Orlando Aviation Authority (GOAA) governing boards and other appropriate means, shall continue to ensure that ~~planned~~ GOAA's aviation expansions—improvements and operations are coordinated with area transportation agencies and projects, the appropriate Federal, State and regional agencies and regulations, and are supported by appropriate land use and airport noise regulations, are reviewed for potential transportation and environmental impacts and required mitigation, and are consistent with the Comprehensive Plan. (Objective 1.8-r; Policy 1.8.7-r)

- T3.5.2.1 ~~RESERVED Orange County shall enforce the Airport Noise Zoning Ordinance. This Ordinance determines the compatibility of residential, commercial, office, industrial, recreational, conservation, and agricultural uses within the 55, 60, 65, 70 and >70 Ldn contours (Zones E-A respectively). (Policies 1.8.1-r, 1.8.2-r)~~
- T3.5.2.2 ~~RESERVED The Orlando/Orange County Airports Zoning Board of Adjustment shall monitor the placement of tall structures within the County, ensuring that clear zones of existing publicly owned, for public use airports and Federal Aviation Administration Regulation Part 77 are not violated. (Policy 1.8.3)~~
- T3.5.2.3 ~~RESERVED The Orlando/Orange County Airports Zoning Board of Adjustment shall incorporate any amendments to the airport flight zone areas within six months of approval by the Federal Aviation Administration. (Policy 1.8.8)~~
- T3.5.2.4 ~~RESERVED The County shall adopt and maintain comprehensive airport-related land use standards, consistent with those of the appropriate jurisdictions. (Policy 1.8.9)~~
- T3.5.3 ~~RESERVED Orange County shall participate in the review process to ensure that any adverse impacts from GOAA related development are avoided or mitigated.~~
- T3.5.3.1 ~~RESERVED Orange County shall participate in the Development of Regional Impact (DRI) review process so that improvements to existing aviation facilities are reviewed for adverse transportation impacts against the criteria for new facilities. (Policy 1.8.5-r)~~
- T3.5.3.2 ~~RESERVED The County shall ensure that potentially adverse environmental impacts are eliminated or minimized by utilizing the best management practices during any aviation facility expansion. (Policy 1.8.6)~~
- T3.5.3.3 ~~RESERVED If no other practical alternatives exist for avoiding environmentally sensitive lands when siting new aviation facilities, then Orange County shall require appropriate mitigation measures to be consistent with the County's Conservation Element and Conservation Ordinance. (Policy 1.8.4)~~
- T3.5.4 ~~RESERVED Orange County and the Greater Orlando Aviation Authority shall coordinate airport ground traffic generating facilities with surface transportation and transit improvements. (Objective 1.9-r)~~
- T3.5.4.1 ~~RESERVED The OIA access area shall be defined as all County and State roadway segments in which projected year 2030 airport traffic constitutes ten percent of the acceptable level of service volume threshold on the existing plus committed network. Projected OIA traffic shall also be added to existing traffic~~

~~to determine access area roadway deficiencies using the acceptable level of service standards. (Policy 1.9.1 r)~~

T3.5.4.2 ~~RESERVED~~ ~~The State, County, City of Orlando, and GOAA shall coordinate on roadways providing OIA access identified as having deficiencies in order to determine appropriate mitigation measures. Mitigation measures, in order of preference, shall include one or a combination of the following: (Added 05/04, Ord. 04-06, Policy 1.9.2)~~

- ~~• Complete funding or construction of roadway projects that restore an acceptable level of in the Airport's access area;~~
- ~~• Restricting non-OIA development along congested corridors in the access area until roadway projects which restore an acceptable level of service are added to the County or State capital improvements program; or,~~
- ~~• Ensure that new developments provide for a transportation plan that mitigates congestion in the appropriate corridors.~~

T3.5.5 Orange County ~~will work~~ shall coordinate with any proposed new general aviation facility ~~development~~ to provide technical assistance as needed and to ensure ~~that plans are~~ aviation development is consistent and compatible with surrounding land use and community context to address transportation and environmental impacts and required mitigation consistent with applicable plans and regulations; a noise ordinance in compliance with the FAA is approved; to implement appropriate land use and airport noise regulations; and coordinate surface transportation access and projects is coordinated and consistent with relevant local, regional, and state transportation plans. (Added 05/03, Ord. 03-03, Objective 1.10, Policies 1.10.1, 1.10.2, 1.10.3, 1.10.4)

* * *

T3.6.1 The County shall direct ~~Direct~~ strategic investments to transportation corridors that will provide better access to regional employment centers and other economic assets or provide better connectivity to global markets. (Added 11/15; Ord. 2015-20)

T3.6.2 The County shall make ~~Make~~ optimal use of existing transportation facilities before adding new capacity to existing facilities or developing new facilities. (Added 11/15; Ord. 2015-20)

T3.6.3 Where ~~possible~~ feasible, the County shall give preference to enhancing existing corridors, recognizing that new corridors may be needed to meet current or future mobility and connectivity needs. (Added 11/15; Ord. 2015-20)

T3.6.4 The County shall make ~~Make~~ early decisions about the location of new or enhanced corridors to ensure effective coordination with conservation and land use decisions and to enable timely preservation, management, or acquisition of

property necessary to accommodate existing and planned transportation facilities. (Added 11/15; Ord. 2015-20)

- T3.6.5 The County shall plan ~~Plan~~-enhanced or new transportation corridors, where appropriate, to accommodate multiple modes of transportation, including opportunities for recreational trails and other forms of active transportation, and to accommodate multiple uses, including utility infrastructure. (Added 11/15; Ord. 2015-20)
- T3.6.6 The County shall protect ~~Protect~~-the integrity of statewide and interregional corridors by developing and maintaining strong regional and local transportation networks to accommodate demand for regional and local trips. (Added 11/15; Ord. 2015-20)
- T3.6.7 The County shall plan ~~Plan~~, design, construct, and operate transportation corridors to reflect the context of the communities and environment through which the corridors pass to the fullest extent possible. (Added 11/15; Ord. 2015-20)
- T3.6.8 The County shall use ~~Use~~-state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies, where economically feasible, to develop and operate transportation corridors. (Added 11/15; Ord. 2015-20)
- T3.6.9 The County shall plan ~~Plan~~, design, construct, and operate transportation corridors to be safe and secure for all users. (Added 11/15; Ord. 2015-20)
- T3.6.10 The County shall plan ~~Plan~~, design, construct, and operate transportation corridors to support emergency evacuation, emergency response, and post disaster recovery activities; ensure that corridor improvements intended to enhance emergency evacuation and response are not used to promote additional development in hazardous areas or areas not planned for growth. (Added 11/15; Ord. 2015-20)

* * *

Section 4. Effective Dates for Ordinance and Amendment.

- (a) This ordinance shall become effective as provided by general law.
- (b) In accordance with Section 163.3184(3)(c)4., Florida Statutes, no plan amendment adopted under this ordinance becomes effective until 31 days after the DEO notifies the County that the plan amendment package is complete. However, if an amendment is timely challenged,

the amendment shall not become effective until the DEO or the Administration Commission issues a final order determining the challenged amendment to be in compliance.

(c) No development orders, development permits, or land uses dependent on this amendment may be issued or commence before the amendment has become effective.

ADOPTED THIS 23rd DAY OF FEBRUARY, 2021.

ORANGE COUNTY, FLORIDA
By: Board of County Commissioners

By: *Jerry L. Demings*
for Jerry L. Demings
Orange County Mayor

ATTEST: Phil Diamond, CPA, County Comptroller
As Clerk to the Board of County Commissioners

By: *Katie Smith*
Deputy Clerk

