

ORANGE COUNTY

2023-1-C-CP-1 - VISION 2050

BCC TRANSMITTAL PUBLIC HEARING

JULY 25, 2023



ORANGE COUNTY PLANNING DIVISION

PLANNING, ENVIRONMENTAL & DEVELOPMENT SERVICES DEPARTMENT



OUTLINE

- **BACKGROUND**
- **PUBLIC AWARENESS/ENGAGEMENT SUMMARY**
- **NOTABLE CHANGES TO VISION 2050**
- **NEXT STEPS - TIMELINE**
- **REQUESTED ACTION**

BACKGROUND



VISION 2050 STATEMENT

We recognize Orange County’s diversity of people and places in planning for the future, to ensure that growth and development occur in a resilient, sustainable, equitable and inclusive manner that will preserve the natural resources, established neighborhoods, and create vibrant communities that are attractive to residents, businesses and visitors alike.



2023-1-C-CP-1 – VISION 2050

PEP TIMELINE / KEY MILESTONES





2023-1-C-CP-1 – VISION 2050

PEP TIMELINE / KEY MILESTONES





2023-1-C-CP-1 – VISION 2050

PEP TIMELINE / KEY MILESTONES



PUBLIC AWARENESS/ENGAGEMENT SUMMARY

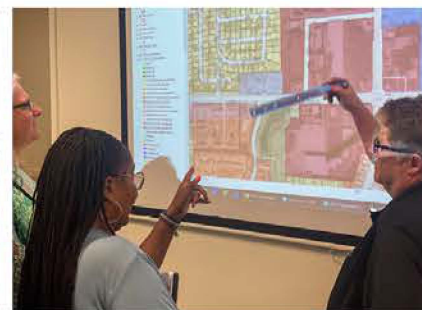
Town Halls Throughout The County



District 1

District 2

District 3



District 4

District 5

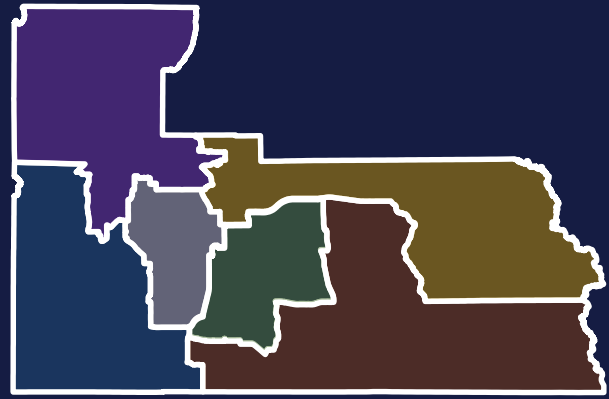
District 6



2023-1-C-CP-1 – VISION 2050

PUBLIC AWARENESS/ENGAGEMENT SUMMARY

TOWN HALL MEETINGS:



22 TOWN HALL MEETINGS
(In each Commission District)

12 WEEKS
(April 11 – July 28)

DIGITAL ENGAGEMENTS

- 97 Postings
- 132,190 Impressions*
- 1,040 Engagements
- 3 Mayor's Newsletter
- 32 E- Blasts

ATTENDEES

479 IN PERSON

COMMENTS



385 In Person



78 Interactive Map



50 emails

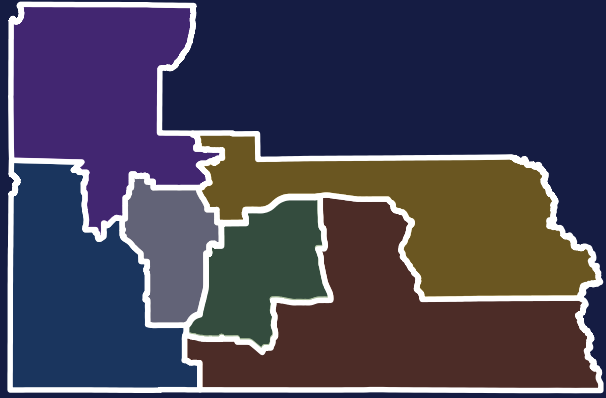
*impressions refer to the number of times users may have seen Vision 2050 postings.



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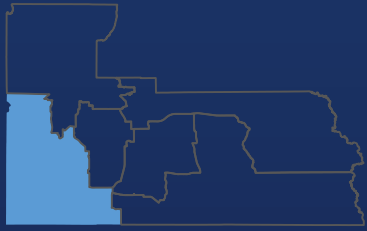
50 emails



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TOWN HALLS - TOP COMMENTS

DISTRICT 1



3 Town Hall Meetings



56

Attendees



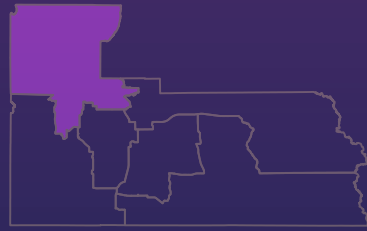
45

Comments

Major Public Concern

- Density In Centers
- Preserve Rural
- Walkability

DISTRICT 2



2 Town Hall Meetings



41

Attendees



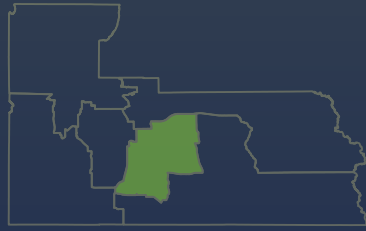
56

Comments

Major Public Concern

- Water/Sewer
- Stormwater
- Preserve Green Spaces

DISTRICT 3



5 Town Hall Meetings



78

Attendees



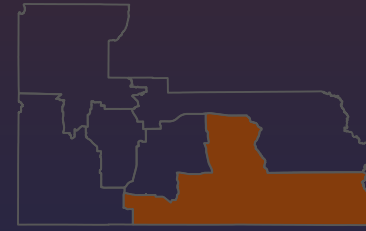
96

Comments

Major Public Concern

- Density
- Biking
- Walkability
- Safety

DISTRICT 4



3 Town Hall Meetings



35

Attendees



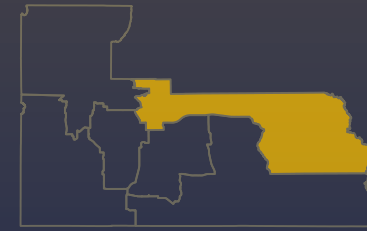
34

Comments

Major Public Concern

- Transportation
- Transit

DISTRICT 5



6 Town Hall Meetings



245

Attendees



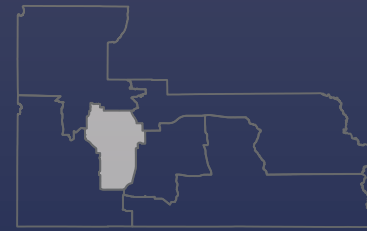
118

Comments

Major Public Concern

- Rural Land Use
- Biking
- Walkability

DISTRICT 6



2 Town Hall Meetings



24

Attendees



36

Comments

Major Public Concern

- Open Spaces
- Sustainability
- Streetscape



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TOWN HALLS - TOP COMMENTS

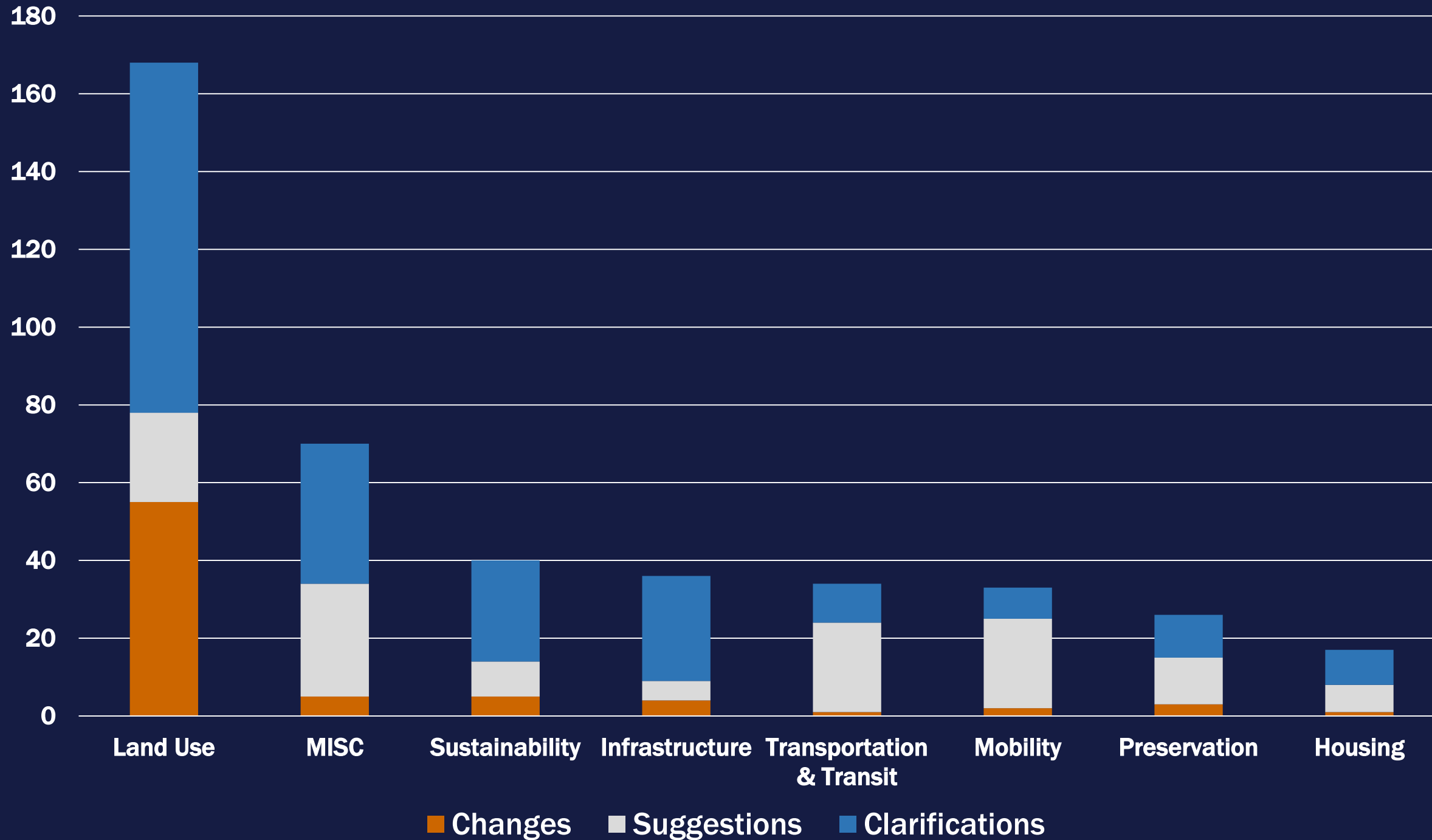




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TOWN HALLS - TOP COMMENTS

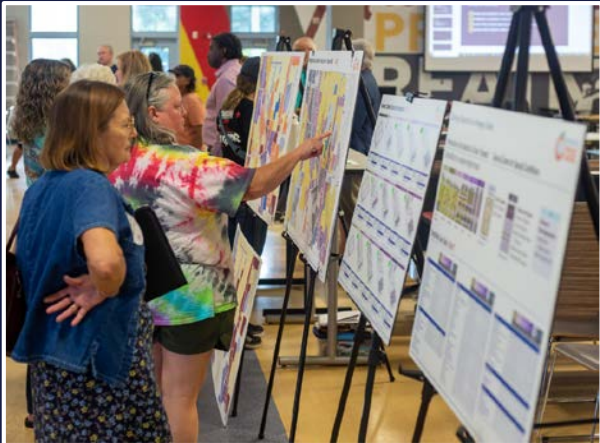
MOST HEARD TOPICS





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TOWN HALLS - RESPONSE METHODOLOGY



TOWN HALL MEETING

This past week in **VISION 2050**

Monday, June 26, 2023 - District 5 - Bithlo Community Center

QUICK FACTS

- Topics important to residents
 - Preserve Rural Areas
 - Land Use
 - Zoning/ Orange Code
 - Transportation/ Biking
 - Sustainability
 - Urban Infrastructure
 - Comp Plan Format
- Over **39** residents in attendance
- Over **37** community comments

PHOTOS THROUGH THE EVENING

Tuesday, June 27, 2023 - District 3 - Renaissance Senior Center

QUICK FACTS

- Topics important to residents
 - Walkability/ Connection
 - Open Space
 - Economic Development
 - Transportation
 - Housing
 - Land Use
- Over **16** residents in attendance
- Over **18** community comments

PHOTOS THROUGH THE EVENING

INDIVIDUAL TOWN HALL SUMMARY

VISION 2050

May 9, 2023 Vision 2050 District 1 Town Hall Community Comments & Staff Responses

Community Comments **Staff Response**

the Rural Settlements in Orange County on one another?

Each of Orange County's 21 Rural Settlements has its own unique character with varying degrees of residential density and lot sizes. The predominate land use designation in Rural Settlements is "Rural Settlement 1/1" which allows consideration of up to 1 home per acre, but some have lower densities (larger lot sizes) and provide for a more "rural" lifestyle, while others are more suburban in nature and include isolated single-family subdivisions. Commercial development is also varied, ranging from the Lake Avalon Rural Settlement in District 1, which has none, and the Bithlo Rural Settlement in District 5 which accommodates general commercial activities along the E. State Road 50 corridor.

The Comprehensive Plan precludes the creation of new Rural Settlements or the expansion of existing Rural Settlements. However, to ensure due process under the law, the County must accept and review any application to amend a property's Future Land Use Map (FLUM) designation. Comprehensive Plan provisions limit the requested density in a Rural Settlement to one (1) dwelling unit per acre, with exceptions only for certified affordable housing projects that are rural in character, or for a maximum density of two (2) dwelling units per acre for properties that are adjacent to other municipal jurisdictions. Any applications to establish a Commercial FLUM designation (or "Rural Center" under the Vision 2050 Plan), must be compatible with the surrounding development pattern, be limited to a maximum 0.15 Floor Area Ratio (FAR), and must be designed to serve the residents of the rural area only and not "pass by trips".

County adopt provisions to prevent applications for greater density from being?

VISION 2050 WEBSITE

CONTACT: Vision2050@ocfl.net

SCAN ME

RESPONSE TO COMMENTS

VISION 2050

A Smart, Thriving, and Healthy Region

USER GUIDE

COMPREHENSIVE PLAN 2020-2050

COMP PLAN - USER GUIDE

NOTABLE CHANGES TO VISION 2050

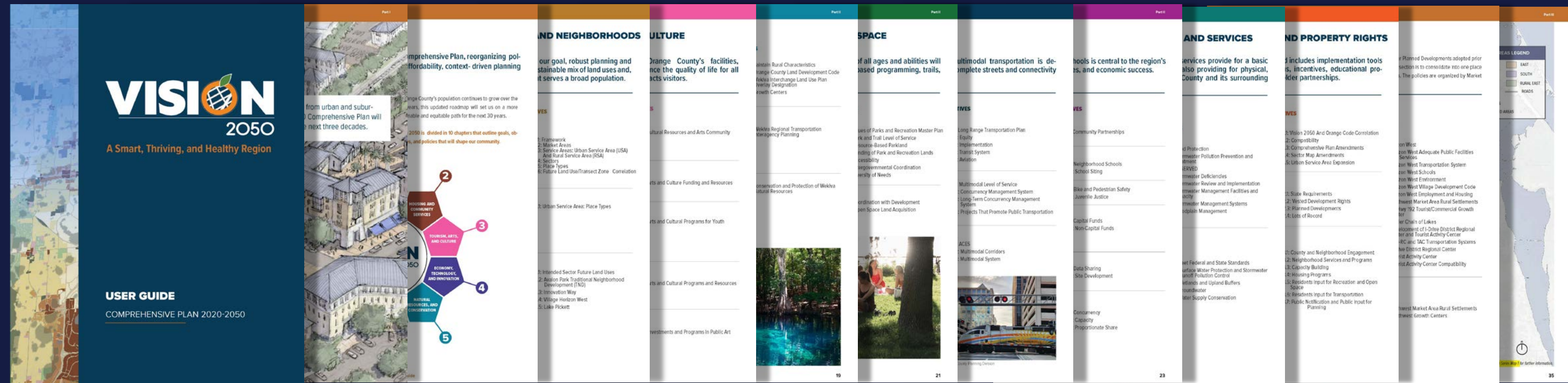


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NOTABLE CHANGE - AMENDMENT

1. Creation of Vision 2050 User Guide

- The Guide is intended to serve as an addendum to the adopted Vision 2050 document and highlights key plan components and assists the reader in navigating the document





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NOTABLE CHANGE - AMENDMENT

2. Chapter 1, Removal of Rural Hamlet & Rural Village Concepts

Changes affect nine (9) Policies, including correlation table and cut-sheets

- LMN 1.4.2
- LMN 1.4.8
- LMN 1.4.8.2
- LMN 1.5.7
- LMN 1.5.8
- LMN 1.6.3(d)
- LMN 4.1.2
- LMN 4.2.3 Rural Hamlet
- LMN 4.2.4 Rural Village

Rural Cluster concept is retained, but limited to the NW Market Area

The collage displays several pages from the Vision 2050 plan, including:

- Part 1 - Chapter 01 Land Use, Mobility, and Neighborhoods**: Contains sections on 'ESTABLISHED SECTOR', 'INTENDED SECTOR', 'SPECIAL SECTOR', 'RURAL SECTOR', and 'PRESERVED SECTOR'. It also includes 'LMN 1.4.3: The Urban Service Area includes three Sectors of various scales of development.' and 'GOAL LMN 5: COUNTYWIDE FUTURE LAND USES'.
- Part 2 - Chapter 02 Land Use, Mobility, and Neighborhoods**: Features a table with columns for 'DENSITY', 'FORMS / TRANSECTS', and 'Notes'. It includes aerial photos of residential areas.
- Part 3 - Chapter 03 Land Use, Mobility, and Neighborhoods**: Contains 'INFORMATION' tables and 'Notes' sections, including 'Notes (limited to a maximum of one):' and 'Notes (see OLI LMN 3.4)'. It also includes aerial photos of rural landscapes.



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NOTABLE CHANGE - AMENDMENT

3. Chapter 1, Policy LMN 1.5.7

- **Refined density calculation description and removed references to specific wetland classifications *(consistent with pending Chapter 15 update)***
- **Added criteria for residential densities that fall below prescribed minimums, all of which require Planning Manager approval:**
 - **When minimum density would adversely impact character of surrounding properties**
 - **When minimum density cannot be achieved due to existing site conditions (i.e., property size)**
 - **When minimum density cannot be achieved without an administrative or Board waiver**

LMN 1.5.4: Neighborhood Place Types vary by Sector, but also by density, housing types, and land use mix. In the Targeted and Established Sectors, Neighborhood Place Types often represent historic Orange County neighborhoods or undeveloped and underdeveloped areas that can support an interconnected grid of streets and walkable blocks. The Established Sector however, is mostly comprised of Neighborhood Place Types that reflect conventional single-family subdivisions with curvilinear street patterns, but where future mobility, access, and connectivity improvements may occur. To a limited extent, Neighborhood Place Types may also be applied to designated Growth Centers within the Intended Sector.

LMN 1.5.5: Corridor Place Types are primarily located within the Targeted and Established Sectors, as well as within designated Growth Centers of the Intended Sector, but to a limited extent. Most Corridor Place Types are located along major streets, roadways, and transit lines; help connect other centers and neighborhoods; and are defined by adjacent districts while providing entries into them. More specifically, the Corridor Place Types in Orange County include the “Urban Corridor” the “Main Street Corridor”; and the “Suburban Corridor”. All Corridor Place Types place greater design emphasis on creating an enhanced and safe pedestrian experience, building frontages that accommodate strategically placed open space and landscaping and context-scaled parking and multimodal transportation options.

LMN 1.5.6: Development within all Vision 2050 Place Types shall be designed to meet specific pedestrian sheds standards that ensure a safe and convenient walking experience. The size and radius of pedestrian sheds vary by Place Type, but should provide easy access to key destinations like shops, work places, public open space, civic uses, and transit without the reliance on the automobile.

LMN 1.5.7: Density and Floor Area Ratio (FAR) ~~calculation is determined~~ are calculated by dividing the total number of units/square footage by the developable land area. ~~The~~ Developable land area for density and FAR calculation (intensity) is defined as the gross land area, ~~excluding less all wetlands and surface waters and certain conservation areas from the land area calculations. In order to include Class I, II and III conservation areas~~ Wetlands and surface waters may only be considered as developable land area when the affected parcel(s) has in the density and FAR calculations, the parcels shall have an approved and valid Conservation Area Determination (CAD) and ~~when an approved Conservation Area Impact permit for such natural resources has been approved by~~ from the Orange County Environmental Protection Division or Board of County Commissioners. ~~Orange County may, in its Land Development Code, identify standards and criteria for alternative density compliance consistent with the intent of this policy. Specifically, minimum density standards may be reduced by the Planning Manager on parcels limited to less than one developable acre if conditions and constraints prohibit development in accordance with the adopted density of the future land use designation and if the project otherwise promotes infill and redevelopment.~~

The Planning Division Manager may grant a reduced minimum residential density on any parcel(s) as otherwise reflected in LMN Table 1.6.2(a) when one of the following circumstances exist:

- ~~Density/yield would adversely impact the character of the surrounding built environment and when perceived incompatibilities cannot be effectively mitigated by building placement and form.~~
- ~~Density/yield cannot be reasonably achieved due to existing site conditions or constraints, including but not limited to property size; and~~
- ~~Density/yield cannot be achieved without an administrative or Board-approved waiver from the otherwise applicable zoning standards.~~



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NOTABLE CHANGE - AMENDMENT

4. Chapter 1, Policy LMN 1.5.8

- Revision to existing alternative student housing density calculation requirement due to increased UCF-Regional Center densities
- Criteria for required mobility plan has been retained

Minimum density reductions shall not be considered as a means of avoiding appropriate infill and redevelopment opportunities, including missing middle housing (FLU1.1.2(B) and FLU1.1.2(C))

LMN 1.5.8: Orange County shall adopt standards and criteria for alternative density compliance to include the following:

- A. Accessory dwelling units (ADUs) and accessory structures shall not be included in density calculations. They are permitted in Place Types that permit residential dwelling units provided they comply with the code requirements.
- B. "Missing middle" housing such as duplexes, townhomes, and quadraplexes of up to 4 dwellings designed and fitting within the envelop of a single-family dwelling, those missing middle units will be equivalent to 1 dwelling unit for density purposes.
- C. Student housing may be permitted only within the Targeted Sector and within the UCF Regional Center and ~~Centers~~other "Center" place type designations within the East Market Area.
 - Student housing density shall be calculated based on the number of bedrooms, with four (4) bedrooms equal to one (1) multi-family unit. (FLU1.1.2E(2))
 - Student housing projects may use the flexible densities provided under Policy LMN 1.6.3 and Table 1.6.2(a) for the UCF Regional Center or any other "Center" place type designation when located within the area extending one (1) mile east and west of the Alafaya Trail corridor, between McCulloch Road and State Road 408. Developers must also commit to a mobility plan to be implemented with the development of the student housing projects. An alternative density calculation may be permitted upon the approval of the Board of County Commissioners, provided the developer has committed to a mobility plan to be implemented with the development of the student housing project, has demonstrated a need for the additional units, or has proposed a redevelopment project located within the area extending one (1) mile east and one (1) mile west of the Alafaya Trail corridor, between McCulloch Road and State Road 408. (FLU1.1.2E(3))
 - Any conversion of student housing to unrestricted housing shall require a Comprehensive Plan amendment and/or the approval under the provisions of Orange Code. If the conversion is approved, school impact fees in effect at the time shall be paid, and the project shall comply with any school capacity regulations in effect at the time of the proposed change. (Added 5/13, Ord. 2013-11) (POL 1.11.8) (FLU1.1.2E(3))
- D. A Community Residential Home (CRH) is defined in §419.001(1)(a), Florida Statutes as "a dwelling unit licensed to serve residents who are clients of the Department of Elderly Affairs, the Agency for Persons with Disabilities, the Department of Juvenile Justice, or the Department of Children and Families or licensed by the Agency for Health Care Administration which provides a living environment for 7 to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents". The definition of a Community Residential Home (CRH) can include uses such as Assisted Living Facilities, Adult Family Care Homes, group homes, and other similar uses.
 - A CRH that serves six (6) or fewer residents, which otherwise meets the definition of a CRH, shall be deemed a permitted use in the Suburban Neighborhood Place Type, allowing 6 du/ac.
 - A CRH serving seven (7) to fourteen (14) residents shall be permitted in any Place Type allowing residential uses at 10 du/ac and above.



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NOTABLE CHANGE - AMENDMENT

5. Chapter 1 Rural Center - Place Type Residential Density (Rural Settlements)

- Previously Proposed Maximum Density of 2 du/ac amended to a maximum of one (1) integrated dwelling unit/commercial building

- LMN 4.1.1(a)
- LMN 4.1.2
- LMN 4.2.5

Part II - Chapter 01 Land Use, Mobility, and Neighborhoods

Table LMN 4.1.1 (a) RURAL SERVICE AREA FUTURE LAND USE DESIGNATIONS

Growth Sector	Place Type/Future Land Use	Max. Density/Intensity
Rural	Rural	1 DU/10 AC
	Rural Residential Enclave	Min. lot sizes of either 1 or 2 developable acres, depending on location
	Rural Cluster	1 DU/1 AC clustered (60% Preserved)
	Rural Hamlet	2 DU/1 AC clustered (70% Preserved)
	Rural Village	4 DU/1 AC clustered (70% Preserved)
	Rural Settlement - Low Density (RS-LD)	1 DU/1 AC
	Rural Settlement 1/1 (RS 1/1)	1 DU/1 AC
	Rural Settlement 1/2 (RS 1/2)	1 DU/2 AC
	Rural Settlement 1/5 (RS 1/5)	1 DU/5 AC
	Rural Settlement - Suburban Neighborhood 2/1 (RS-SN 2/1)	2 DU/1 AC
	Rural Settlement Suburban Neighborhood 4/1 (RS-SN 4/1)	4 DU/1 AC
	Rural Settlement Suburban Mixed Neighborhood 10/1 (RS-SM 10/1)	10 DU/1 AC
Rural Center	2 DU/1 AC Varies (limited to a maximum of one (1) integrated dwelling unit per commercial building) 0.15 FAR	
Parks & Recreation	N/A	
Educational	N/A	
Institutional	N/A	
Intended	Horizon West	Density / FAR varies (See OBJ LMN 3.4)
	Lake Pickett	Density / FAR varies (See OBJ LMN 3.5)
Preserve	Preservation	N/A
Special	Major Industrial	N/A
	Major Institutional	N/A

LMN 4.1.2: Where required for protection of significant environmental features such as Wekiva Study Area, ~~conservation~~ conservation areas, or rare upland habitat, additional conservation and open space may be required within the RSA. Clustering of residential units for this purpose or for retaining important agriculture and open space shall be permitted only within Rural Settlements and Board-approved Rural Clusters ~~Rural Hamlets and Rural Villages~~ in the Northwest Market Area. (Added 11/99, Ord. 99-19; Amended 10/10, Ord. 2010-13, Policy 2.2.4-f) (FLU6.1.3)

LMN 4.1.3: Public facilities, such as wastewater treatment and landfill facilities, whether operated by a local government or private enterprise, while allowed in the RSA shall not be an impetus for additional urban development in the RSA. (Policy 2.3.2) (FLU6.1.4)

LMN 4.1.4: Orange County shall promote agribusiness within the RSA to accommodate uses such as vegetable and fruit packaging, ornamental horticulture operations, fish culture, and other new and innovative agribusiness and support functions. (Added 12/00, Ord. 00-25, Policy 2.2.2-f) (FLU6.1.6)

LMN 4.1.5: Orange County shall support the goals of the Rural Land Stewardship program as presented in Chapter 163.3248, F.S., and consider cooperative implementation of this program where there are interested property owners, and adjoining entities willing to participate in this effort. (Amended 06/17, Ord. 2017-12) (FLU6.1.10)


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Chapter 01 - Land Use, Mobility, and Neighborhoods

LMN 4.2.5: RURAL CENTER

Description and Purpose

Rural Centers are generally located at existing or proposed intersections within a designated Rural Settlement, and may contain a mixture of rural neighborhood-scale residential and non-residential uses. With only a few existing exceptions, the extent of Rural Centers is generally limited to areas around rural roadway intersections, and development must complement the character of the existing Rural Settlement community with regard to scale, architecture, and materials, while maintaining a rural "sense of place". Where appropriate, and based on the context of surrounding properties, a mix of uses are encouraged within Rural Centers, including residential and neighborhood-serving commercial, office, public assembly, civic, and institutional uses.



Place Type Characteristics

Allowable Uses

Rural-scale neighborhood commercial, office, ~~single-family detached, and institutional uses, with limited residential use in the form of one (1) integrated (attached) dwelling unit per commercial building.~~

Development Density / Intensity

~~Maximum density is determined by building height and development standards. Varies, limited to a maximum of one (1) integrated dwelling unit per commercial building.~~
FAR 0.15 (see table below)

Pedestrian Shed

n/a

Civic Space

Public civic spaces are infrequent

Design Characteristics

Building Placement

Building designs are compatible with the area's rural setting and building setbacks from the road may vary.

Building Height

Not to exceed 2.5 stories

Parking

Parking areas may be located in front, besides, or behind buildings, but designed in the context of the area's rural character.

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NOTABLE CHANGE - AMENDMENT

6. Mixed Use Place Type Cut Sheets


- Inserting language to recognize that existing single-use projects and limited expansions that are not expected to immediately evolve into mixed use sites are permitted

- LMN 2.1.2
- LMN 2.1.3
- LMN 2.1.6
- LMN 2.2.1
- LMN 2.2.2

LMN 2.1.2: UCF REGIONAL CENTER

Background and Purpose
The University of Central Florida (UCF) Regional Center includes the University Campus Special District and surrounding properties that provide other university-related and supportive uses, including facilities to high-density residential housing and student housing, retail, professional office and research facilities, institutions, civic spaces, and recreation. **With a total mix of land uses as provided within the UCF Regional Center, it may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.**

The UCF Regional Center Place Type also accommodates and supports multiple public transit and alternative modes of transportation. Throughout the Center, denser and more compact development patterns that feature integrated plazas, courtyards, park spaces, and pedestrian passageways are provided. Parking garages should include ground level retail and professional office spaces.



Place Type Characteristics	Design Characteristics
Allowable Uses Internally-related, support, retail, and other university-related uses, including multi-family residential, business, and institutional uses. Uses include: • Max. 10 stories - Max. 100 feet • Max. 100 stories (The Housing District's certified Affordable Units) to be used for student housing.	Building Placement Buildings are located to define outdoor spaces, such as courtyards, plazas, and pedestrian paths. Buildings are designed to be visually connected to the street and to the surrounding built environment. Buildings are designed to be visually connected to the street and to the surrounding built environment.
Development Density / Intensity High density, high intensity	Building Height Typically 1 to 10 stories, as controlled by zoning.
Prohibited Uses None	Parking A balance of parking garages, on-street parking, and surface parking.
Civic Space Parks, plazas, and open spaces, typically in the form of courtyards, plazas, and greenways.	

LMN 2.2.1: TOURIST ACTIVITY CENTER

Background and Purpose
The Tourist Activity Center (TAC) Place Type recognizes a mixture of tourist-related development, which provides a transition area between the established suburban neighborhoods of the area and the International Drive Regional Center (IDRC). The TAC includes a mix of commercial, office, institutional uses, and sport- and long-term residential uses. **The TAC may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.**

The TAC development pattern which encourages pedestrian activity, minimizes travel distance and time between uses, ensure adequate infrastructure programming, and achieve environmental protection and compatibility with existing neighborhoods.




Place Type Characteristics	Design Characteristics
Allowable Uses Residential, commercial, office, lodging, and institutional uses, including multi-family residential, business, and institutional uses. Uses include: • Max. 10 stories - Max. 100 feet • Max. 100 stories (The Housing District's certified Affordable Units) to be used for student housing.	Building Placement Buildings are located along sidewalks and streets, and are designed to be visually connected to the street and to the surrounding built environment. Buildings are designed to be visually connected to the street and to the surrounding built environment.
Development Density / Intensity High density, high intensity	Building Height Typically 1 to 10 stories, as controlled by zoning.
Prohibited Uses None	Parking A balance of parking garages, on-street parking, and surface parking.
Civic Space Parks, plazas, and open spaces, typically in the form of courtyards, plazas, and greenways.	

LMN 2.2.2: MAIN STREET CORRIDOR

Background and Purpose
Main Street Corridor Place Types coordinate street design and land use in order to support existing or emerging commercial main streets. Main streets are characterized by a mix of small shops, restaurants, services, and entertainment providing cross-shopping opportunities and encouraging people to discover new businesses. Offices and housing may be located above the ground floor along the corridor, and housing and small work spaces may be located nearby, just off of the corridor. **Buildings of land uses are encouraged, while Main Street Corridors may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.**

Streetscape character is a prominent feature of Main Street Corridors. The main street should be designed for slower speeds and travel times that are lined by parking and well-maintained street trees. Sidewalks should be 6-8 feet wide to support frequent pedestrians and outdoor dining. Bicycles should be carefully accommodated, with consideration for protected lanes or adjacent adjacent lanes to retain a narrow path for cars. Moreover, the streetscape is a high quality and carefully designed outdoor room with buildings lining the edges.




Place Type Characteristics	Design Characteristics
Allowable Uses Small retail, commercial and institutional uses, including multi-family residential, business, and institutional uses. Uses include: • Max. 10 stories - Max. 100 feet • Max. 100 stories (The Housing District's certified Affordable Units) to be used for student housing.	Building Placement Buildings are located along sidewalks and streets, and are designed to be visually connected to the street and to the surrounding built environment. Buildings are designed to be visually connected to the street and to the surrounding built environment.
Development Density / Intensity High density, high intensity	Building Height Typically 1 to 10 stories, as controlled by zoning.
Prohibited Uses None	Parking A balance of parking garages, on-street parking, and surface parking.
Civic Space Parks, plazas, and open spaces, typically in the form of courtyards, plazas, and greenways.	

LMN 2.2.3: URBAN CORRIDOR

Background and Purpose
Corridors reflect the location of major transit routes, stations or transfer points that support high-density residential and intense mixed-use development activity. Urban Corridor Place Types are intended to support urban development and future transit service between Urban Core and Urban Center Place Types, while managing traffic congestion by sustaining safe, convenient, and affordable transportation options. Urban Corridors consist primarily of high-density housing and provides residents with convenient access to existing and future transit. Limited non-residential uses may be located along Urban Corridors, but a majority of such uses are directed to and concentrated within anchoring center place types. **Buildings of land uses are encouraged, while Urban Corridors may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.**

Redevelopment in Urban Corridors provides an opportunity to add through-connections to parks and recreation, dining, a more robust and resilient street network. Bicycles and micro-mobility access along the corridor and to adjacent corridors provides easy access to nearby job centers, retail, and services.




Place Type Characteristics	Design Characteristics
Allowable Uses Residential, commercial, multi-family residential, business, and institutional uses, including multi-family residential, business, and institutional uses. Uses include: • Max. 10 stories - Max. 100 feet • Max. 100 stories (The Housing District's certified Affordable Units) to be used for student housing.	Building Placement Buildings are located along sidewalks and streets, and are designed to be visually connected to the street and to the surrounding built environment. Buildings are designed to be visually connected to the street and to the surrounding built environment.
Development Density / Intensity High density, high intensity	Building Height Typically 1 to 10 stories, as controlled by zoning.
Prohibited Uses None	Parking A balance of parking garages, on-street parking, and surface parking.
Civic Space Parks, plazas, and open spaces, typically in the form of courtyards, plazas, and greenways.	

LMN 2.3.2: NEIGHBORHOOD CENTER - LOW

Background and Purpose
The Neighborhood Center (Low) Place Type provides for neighborhood-serving retail shops, services, small workplaces, and institutions that are centrally located within a neighborhood or grouping of neighborhoods in the Established Single Neighborhood Centers are supported by an interconnected pattern of streets and are typically anchored by a civic plaza or square.

Although the integration of residential units in mid-rise buildings are encouraged, non-residential uses found in Neighborhood Center (Low) Place Types are primarily supported by residents of adjacent neighborhoods that are located within a walkable market area. **Neighborhood Centers may also consist of existing single-use projects and limited expansions that are not expected to immediately evolve into mixed-use sites due to the existing built environment.**

Neighborhood Center (Low) Place Types are typically located at the intersection of collector roads or in places where existing neighborhood-service commercial uses are located. Frequent pedestrian and bicycle connections to surrounding neighborhoods are encouraged along with vehicular access.



Place Type Characteristics	Design Characteristics
Allowable Uses A mixture of building types, service-oriented, and institutional uses, including multi-family residential, business, and institutional uses. Uses include: • Max. 10 stories - Max. 100 feet • Max. 100 stories (The Housing District's certified Affordable Units) to be used for student housing.	Building Placement Buildings are located along sidewalks and streets, and are designed to be visually connected to the street and to the surrounding built environment. Buildings are designed to be visually connected to the street and to the surrounding built environment.
Development Density / Intensity High density, high intensity	Building Height Typically 1 to 10 stories, as controlled by zoning.
Prohibited Uses None	Parking A balance of parking garages, on-street parking, and surface parking.
Civic Space Parks, plazas, and open spaces, typically in the form of courtyards, plazas, and greenways.	



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NOTABLE CHANGE - AMENDMENT

7. Suburban Mixed Neighborhood Place Type

- Removal of commercial and office land from list of allowable uses in both the Correlation Table and Cut Sheet
- In response to both potential “Live Local” ramifications and concerns of residents in adjacent neighborhoods

○ LMN 1.6.3(c)

○ LMN 2.3.4

Part II - Chapter 01 | Land Use, Mobility, and Neighborhoods

LMN 2.3.4: SUBURBAN MIXED NEIGHBORHOOD

Description and Purpose

Suburban Mixed Neighborhood Place Types are found throughout the county and provide for a mix of single-family detached residential units and attached townhomes on variety of sizes, and are typically located near collector and arterial roads. Suburban Mixed Neighborhoods also represent locations for missing middle housing types due to the nature of existing housing supply. While many Suburban Mixed Neighborhoods have an adequate street network, new street connections and civic spaces are necessary to support access, health, and safety of their residents.

Place Type Characteristics

Allowable Uses
A mixture of dwelling types and supportive institutions, including small multi-family homes, courtyard buildings, duplexes, small and medium single-unit detached houses, townhomes, ~~diverse residential~~ and accessory dwellings.

Development Density / Intensity
Min. 6 du/ac - Max. 12 du/ac*
*Max. 20 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.

Pedestrian Shed
Standard

Civic Space
Civic spaces are a prominent feature of Suburban Mixed Neighborhoods, typically consisting of greens, greenways, and multiple compact greens distributed throughout. Small sites and individual buildings sites do not require civic space, but larger development sites are required to provide space for area-wide use. One square or green should be within 1,200 feet of each building and a smaller civic space with play features should be within 800 feet of each residence.

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Table LMN 1.6.3 (c) CORRELATION TABLE

USA / ISA	SECTOR	PLACE TYPES	PRIMARY TYPOLOGIES	SUPPLEMENTAL TYPOLOGIES	BASE DENSITY / FAR	FLEXIBLE DENSITY	ZONING / TRANSECTS
Urban Service Area & Rural Service Area	Master Planned Communities	Horizon West - ISA	Density / FAR: varies (See MA 1: Southwest Market Area)				PD or PG-SP
		Arden Park (700) - USA	Density: varies (See MA 5: East Market Area) FAR: Office 1.7; Commercial 1.0; Industrial 0.5				PD
		Innovation Way - USA	Density / FAR: varies (See MA 4: South Market Area and specific PG-4P)				PG-4P
		Lake Pickett - ISA	Density / FAR: varies (See MA 3: Rural East Market Area and specific PG-4P)				PG-4P
	Centers	Branch C: Growth Center Urban Center	Density: Min. 20 du/ac - Max. 50 du/ac FAR 2.0 (Residential, Commercial, Office & Mixed Use)			Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	TS1, TS2, TS3, TS4, TS5 PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Civic Zone
		Branch C: Neighborhood Center (High)	Density: Min. 10 du/ac - Max. 40 du/ac FAR: 2.0 (Residential, Commercial & Mixed Use)			Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	TS2, TS3, TS4, TS5, TS6 PD (existing prior to Code adoption), Civic Zone
	Corridors	Branch C: Urban Corridor	Density: Min. 10 du/ac - Max. 50 du/ac FAR: 2.0 (Residential, Commercial & Mixed Use)			Max. 75 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	TS1, TS2, TS3 PD (existing prior to Code adoption), Special Zone - Entertainment and Resort, Civic Zone
		Branch C: Main Street Corridor	Density: Min. 10 du/ac - Max. 40 du/ac FAR 2.0 (Residential, Commercial & Mixed Use)			Max. 60 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	TS4, TS5, TS6, TS7 PD (existing prior to Code adoption), Civic Zone
		Branch C: Suburban Corridor	Density: Min. 10 du/ac - Max. 20 du/ac FAR 1.5 (Residential, Commercial & Mixed Use)			Max. 40 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	TS2, TS3, TS4, TS5, TS6 PD (existing prior to Code adoption), Civic Zone
	Neighborhoods	Branch C: Traditional Neighborhood	Density: Min. 10 du/ac - Max. 30 du/ac FAR 1.5 (Residential, Commercial & Mixed Use)			Max. 40 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	TS1, TS2, TS3, TS4, TS5, TS6 PD (existing prior to Code adoption), Civic Zone
		Branch C: Suburban Mixed Neighborhood	Density: Min. 6 du/ac - Max. 12 du/ac Min. 6 du/ac - Max. 12 du/ac			Max. 20 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	TS2, TS3, TS4, TS5, TS6 PD (existing prior to Code adoption), Special Zone - Mobile Home Parks, Civic Zone
		Branch C: Suburban Neighborhood	Density: Max. 6 du/ac Note: Properties within the Strategic Growth Protection Area shall be limited to a maximum residential density of 4 du/ac and are not eligible for the higher residential density as otherwise provided, including the flexible density.			Max. 8 du/ac if the Housing Division's certified Affordable/Attainable criteria is met.	TS1, TS2, TS3, TS4, TS5 PD (existing prior to Code adoption), Special Zone - Mobile Home Parks, Civic Zone
Special	Other	Major Educational	N/A				PD (existing prior to Code adoption), Special Zone - Education
		Major Industrial - Single Use	FAR: 0.75				Special Zone - Craft and Light Industrial, Special Zone - Heavy Industrial
		Major Institutional	N/A				Any

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Design Characteristics

Building Placement
Buildings have moderate setbacks from sidewalks and open spaces and shallow setbacks from each other. Buildings are located near each other and are occasionally attached.

Building Height
Typically up to 3.5 stories, as controlled by zoning.

Parking
Parking is located on-street and behind buildings relative to the street, including residential garages accessed by alleys, next to parking courts, or front or side driveways.

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8. Minor revisions to Mobility & Transportation-Related Polices (*Clean Up*)

- **Various Goals, Objectives and Policies in Chapter 1 under Goal 6 and in Chapter 7 were modified or relocated to better align with general Chapter 1 mobility provisions vs. Chapter 7 transportation improvement provisions**

1. Delete LMN 7.3.8 (referenced in T 4.1.6) and restore/renumber LMN 7.3.10. LMN 7.3.8 and LMN 7.3.9
2. Revise T 1: and reduce while minimizing environmental impacts and...
3. Revise T 1.1: current and future roadway transportation deficiencies
4. Revise T 1.5.6: Revise ~~School Board~~ Public Schools and LYNX
5. Revise OBJ T 1.2.24.1: VISION ZERO
6. Revise T 1.2.4.1.1:
7. Revise T 4.1.65: Traffic calming...



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NOTABLE CHANGE - AMENDMENT

8. Minor revisions to Mobility & Transportation-Related Policies (Clean Up)

- Various Goals, Objectives and Policies in Chapter 1 under Goal 6 and in Chapter 7 were modified or relocated to better align with general Chapter 1 mobility provisions vs. Chapter 7 transportation improvement provisions

Part II - Chapter 01 Land Use, Mobility, and Neighborhoods	Part II - Chapter 01 Land Use, Mobility, and Neighborhoods	Part II - Chapter 01 Land Use, Mobility, and Neighborhoods	Part II - Chapter 01 Land Use, Mobility, and Neighborhoods	Part II - Chapter 01 Land Use, Mobility, and Neighborhoods	Part II - Chapter 07 Transportation	Part II - Chapter 07 Transportation	Part II - Chapter 07 Transportation	Part II - Chapter 07 Transportation
<p>LMN 5.2.4.1: For those projects that submitted a legally sufficient application for a Capacity Enhancement Agreement (CEA) prior to July 1, 2019, if the Orange County School Board determines that a CEA is required, the applicant must deliver to the Planning Division, a copy of a fully-executed CEA at least two weeks prior to the BCC adoption public hearing for the respective large scale or small scale Future Land Use Map amendment. If a CEA is required, but the applicant is receiving an assignment or transfer of school capacity credits in lieu of executing a CEA, a copy of the executed transfer or assignment document must be delivered to the Planning Division at least two weeks prior to the BCC adoption public hearing. If the applicant has negotiated a postponement agreement with the Orange County School Board, delaying the CEA to the rezoning stage, a copy of the executed postponement agreement must be delivered to the Planning Division at least two weeks prior to the adoption public hearing.</p> <p>If the applicant does not deliver a copy of a fully-executed CEA, transfer document, assignment document, or postponement agreement at least two weeks prior to the BCC adoption public hearing, the Future Land Use Map amendment application may be continued to the next Future Land Use Map amendment cycle. If the application is continued to the next cycle, the applicant is still required to submit the necessary documents to the Planning Division at least two weeks prior to the scheduled BCC adoption public hearing for that Future Land Use Map amendment cycle.</p> <p>Any Future Land Use Map amendment application continued under this policy is subject to the refund policy in effect at that time. (Amended 6/14, Ord. 2014-12) (FLU8.21f)</p> <p>GOAL LMN 6: LAND USE AND MOBILITY A multimodal transportation system that integrates land use, transportation strategies, and the provision of infrastructure will be established to provide a sustainable transportation and mobility infrastructure for all users. (T.3)</p> <p>OBJ LMN 6.1: CONTEXT SENSITIVE DESIGN: The land development regulations will integrate a system of Complete Streets and a convenient and efficient mobility system for all users of the transportation system based upon the land use and development context. (OBJ 2.3-4)</p> <p>LMN 6.1.1: The County shall require densities, intensities, and mixed uses that integrate and support all modes of transportation, enhance the feasibility of transit, decrease trip lengths, reduce greenhouse gas emissions through reduced VMT, and promote internal capture of vehicle trips where feasible. (Added 05/04, Ord. 04-06, Policies 1.6.10-r, 1.6.11-r, 21.4-c, 21.5-r, 21.8) (T3.1)</p> <p>LMN 6.1.2: The Future Land Use Map will reflect a correlation between densities and intensities of development, the mobility options and interconnectivity of the transportation network, and level of service. (Policy 3.6.2) (FLU2.3.2)</p> <p>LMN 6.1.3: The County shall promote pedestrian-friendly, compact, mixed-use, transit-ready, and transit-oriented development in designated activity centers with existing or programmed high-frequency transit service for more efficient use of land, infrastructure, and services within the Urban Service Area boundary. (T3.1.2)</p> <p>LMN 6.1.4: Complete Street design will consider the needs of all roadway users, including motorists, freight, and service operators while prioritizing the needs of vulnerable community users including pedestrians, cyclists, transit users, and disadvantaged populations. (Added 1/16, Ord. 2016-28) (T3.3.7) (Revised for clarity)</p> <p>LMN 6.1.5: Roads will be designed considering the safe, convenient access, and mobility needs of all users by incorporating context-sensitive design that reflects local development patterns and future land use designations, aesthetics and green infrastructure. Quality and Level of Service standards, and the functional classification of roads. (Policy 3.6.1) (FLU2.3.1) (UD4.2.4)</p>	<p>LMN 6.1.1: The County shall require densities, intensities, and mixed uses that integrate and support all modes of transportation, enhance the feasibility of transit, decrease trip lengths, reduce greenhouse gas emissions through reduced VMT, and promote internal capture of vehicle trips where feasible. 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NOTABLE CHANGE - AMENDMENT

9. Minor revisions to Public School-Related Policies

- Minor edits or clarifications to 8 polices in Chapter 8 (Public Schools) and 3 policy in Chapter 10 (Implementation & Property Rights) as coordinated with OCPS staff and County Attorney's office

- OBJ PS 2.1: Schools and Community Support
- PS 2.1.9
- PS 2.2.7
- PS 3.1.5
- PS 6.2.1
- PS 6.2.2
- PS 6.2.5
- PS 6.2.6
- OBJ PS 6.3: Proportionate Share
- PS 6.3.2
- PS 6.3.3
- IMP 4.3.14
- IMP 5.14.7
- IMP 5.14.8

Part II - Chapter 08 | Public Schools

PUBLIC SCHOOLS

GOAL PS 1: SCHOOLS AND COMMUNITY SUPPORT
Provide a community of support for the positive development and growth of all children. (Added 10/97, Ord. 97-18) (GOAL PS1)

OBJ PS 1: COMMUNITY PARTNERSHIPS; Further Orange County School Board programs and initiatives through the combined involvement of local government, community agencies, businesses, and citizen volunteers in a range of programs and activities that benefit children and families. (OBJ PS1.1)

PS 1.1.1: Encourage and promote community and business partnerships that further children's education through such initiatives as magnet programs, mentoring opportunities, internships, vocational training, and job placement. (PS1.1.2 and PS1.1.3)

PS 1.1.2: Continue partnering with the School Board to provide a range of social services for children and families at school facilities. (PS1.1.4)

PS 1.1.3: Support and enhance community-based programs for children's athletics, arts education, volunteer service, and after school enrichment in conjunction with school personnel and facilities. (PS2.1.7)

PS 1.1.4: Create and enhance partnerships to develop programs for students and parents to understand, experience, and appreciate the environment, including programs about sustainable practices and natural resource protection.

GOAL PS 2: SCHOOL PLANNING AND DESIGN
Make public schools an integral component of community planning and design. (GOAL PS2)

OBJ PS 2: NEIGHBORHOOD SCHOOLS; Apply urban design, transportation and principles in the siting and design of school facilities to enhance neighborhood and communities. Enhance communities and neighborhoods through school facility and design and siting standards. (OBJ PS2.2) (Revised for clarity)

PS 2.1.1: Support the School Board in identifying, assessing, and entitling appropriate sites for schools and ancillary facilities and providing and maintaining necessary infrastructure throughout the County. (PS2.2.7)

PS 2.1.2: Coordinate with School Board members, school faculty, staff, and advisory committees, and citizen groups on neighborhood planning and community development initiatives. (PS5.1.9)

PS 2.1.3: Link schools, parks, libraries, and other public facilities with bikeways, trails, and sidewalks. (PS2.1.6)

PS 2.1.4: Work jointly with Orange County Public Schools (OCPS) to co-locate such public facilities as parks, libraries, and community centers with public schools, whether on OCPS or Orange County property. (Added 06/06, Ord. 871) (PS2.1.2)

PS 2.1.5: Where such collocation occurs, the County and OCPS will maintain an ongoing management relationship via written agreement that permits the schools' use of County public facilities and the public's use of school facilities for such purposes as community meetings and sports activities. (JCE 1.9.11)

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Part II - Chapter 08 | Public Schools

Notwithstanding the requisite future land "Development Appr facility is approved Approvals in the fut duly advertised and County is not taking success of any Deve Ord. 2013-03; Amen

IMP 4.3.13: The Cou level of Service (

IMP 4.3.14: The lev concurrency shall b (Added 6/08, Ord. 0

A. Elementary: 1K
B. Middle: 100% o
C. High, including

The LOS for OCPS') manner: Grades K-5 all other K-8 (and an and grades six thro (Revised for clarity)

IMP 4.3.15: Consist dards shall be appli Service Areas (CSAs

Improvements Schedu, with the exception of the backlogged CSAs which have been placed in a long term concurrency management system. Each backlogged CSA must meet the adopted LOS within the 10-year period identified within the respective adopted Long Term Concurrency Management System for Schools (LTCMSS). (Amended 4/11, Ord. 11-03) (CIE1.3.18)

OBJ IMP 4.4: REVENUE SOURCES; Orange County shall continue to investigate and identify sources of revenue and promote the adoption of non-ad valorem based revenue sources. (Amended 12/00, Ord. 00-25) (OBJ CIE1.4)

IMP 4.4.1: Orange County shall continue to impose impact fees as a means of establishing and paying for future development's proportional cost of capital improvements. (CIE1.4.1)

IMP 4.4.2: To the maximum extent feasible, the "user pays" philosophy shall be incorporated into the revenue structure of all major public improvements and infrastructure systems which do not provide substantially equal benefit to all County residents on a Countywide basis. (CIE1.4.2)

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and performing arts space, and

siting, design, and development le with surrounding land uses.

County will promptly notify the

which OCPS is responsible pur- enovated. (PS5.3.4) (Revised for

to identify and implement (Revised for clarity)

ites based on the criteria

ssed on the best available

period, coordinate the siting of the needs of future residential safe learning environments, are hensive Plan. (Added 6/08, Ord.

onnel. (OBJ PS3.1)

tion to facilitate the policies of

osed school sites are ac- cess to school sites and

in size, shape and location for tion. (PS2.2.6)

to ensure the safety and

ool sites and facilities. (OBJ

ools through the Student-

or school siting as a component s and turnaround in both

to the County may be donated

er locations near directly

by for the construction of the responsibility of OCPS.

appropriate sites are identified val of projects generating new

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Part II - Chapter 08 | Public Schools

school impacts shall be included lities. (Added 6/08, Ord. 08-11)

student generation threshold-in less than one student shall be) (PS6.3.5) (Revised for clarity)

accordance with applicable law.

residential uses shall be exempt

velopers as mitigation are eligible orida Statutes. (Added 96/08, Ord.

apter, Policy PS 6.2.6.

in existing platted residential lot

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Part II - Chapter 08 | Public Schools

amend its Capital Improvements (Revised for clarity)

ols, donations of land, expansion ools contained in the ten (10) year is for Educational Facilities (SREF) District, Community Development 5.14.8 and as may be negotiated County. (Added 06/08, Ord. 08-11;

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in Policy IMP 5.14.8. (Amended 11/17, Ord.

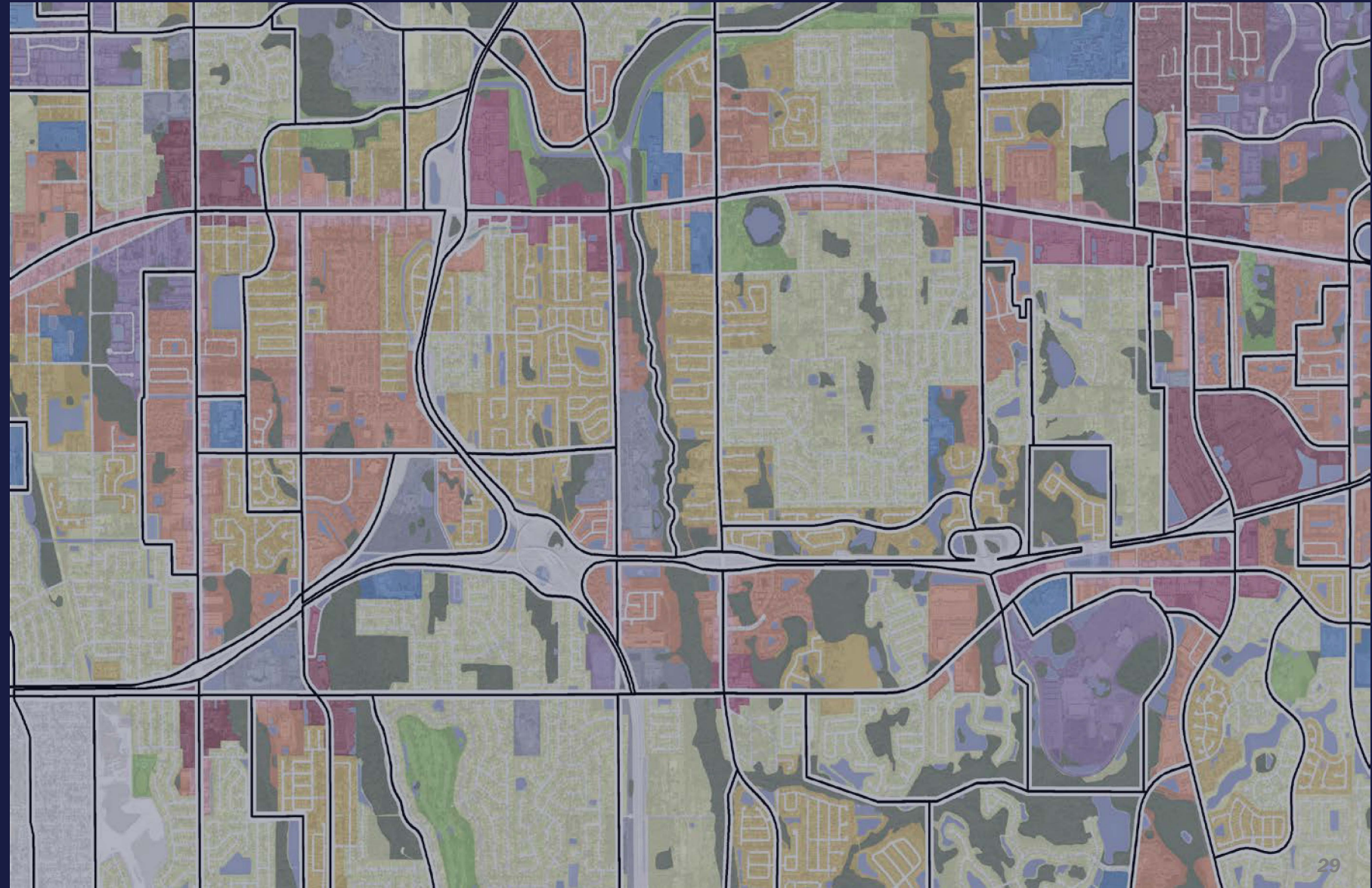
281



10. Updates to all exhibits in the Transportation Map Series

- **Edits are consistent with completed Transportation Chapter Data & Analysis**

- **Traffic Analysis Zones (TAZs) were used to forecast residential and non-residential travel demands for the 2050 planning horizon**
- **The updated LRTP is utilizing the Vision 2050 Place Types information to populate the TAZs and generate an updated 2050 model**



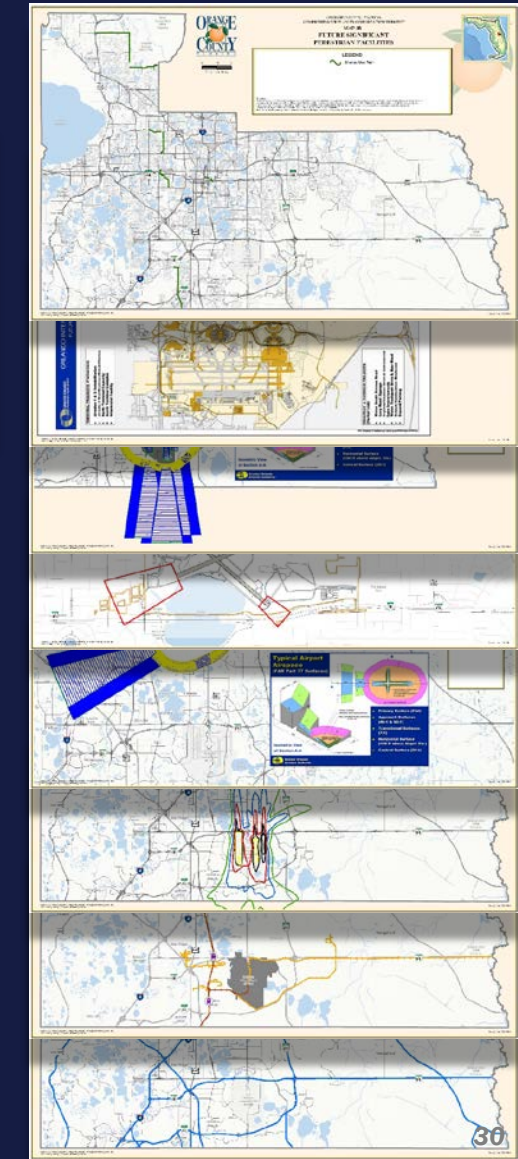
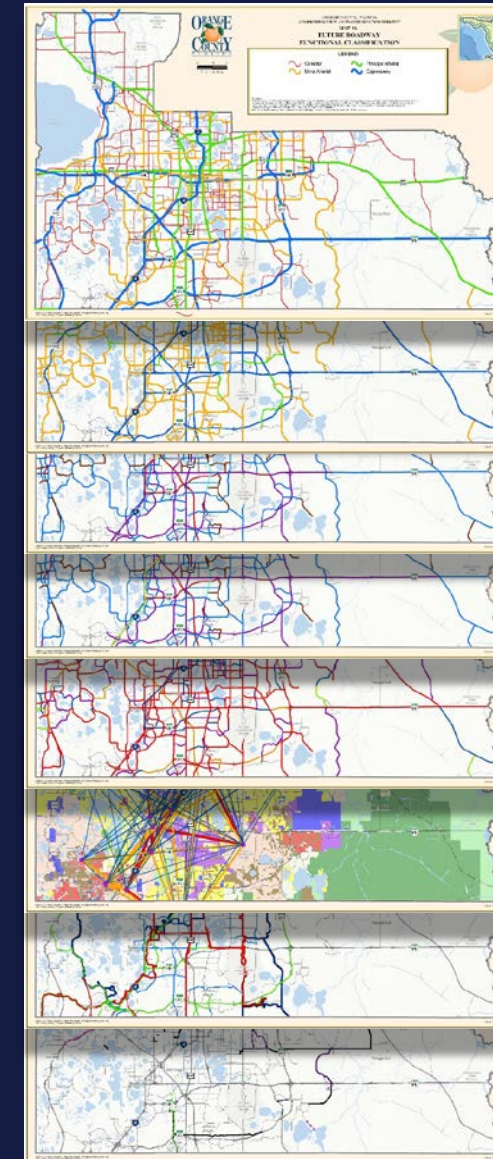
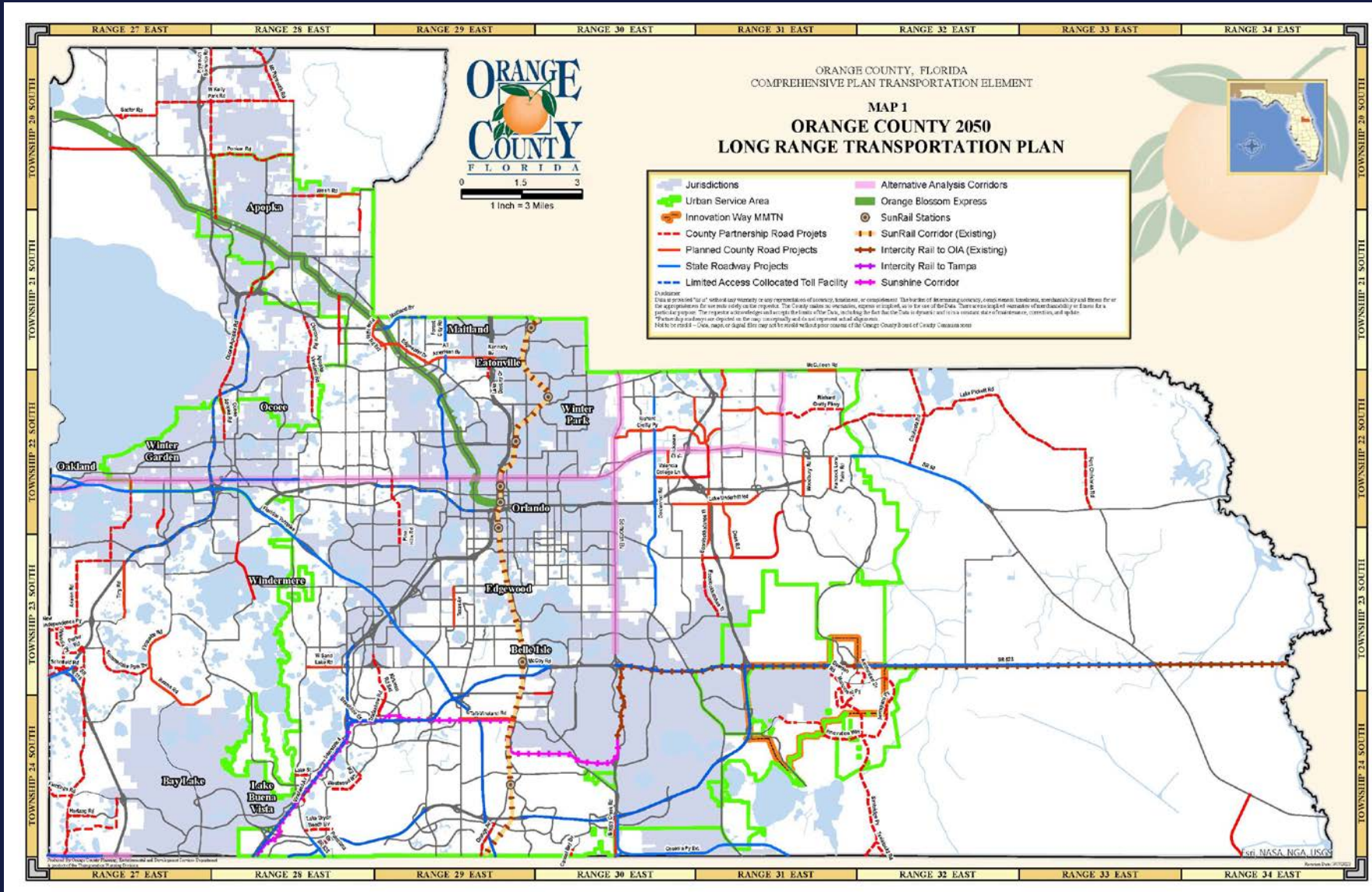


2023-1-C-CP-1 – VISION 2050

NOTABLE CHANGE - AMENDMENT

10. Updates to all exhibits in the Transportation Map Series

- Edits are consistent with completed Transportation Chapter Data & Analysis





2023-1-C-CP-1 – VISION 2050

PUBLIC ENGAGEMENT PROCESS

PUBLIC ENGAGEMENT

Ongoing

Launch participation in the effort to continue to receive comments on:

- **Preservation**
- **Smart Growth**
- **Housing**
- **Transportation**
- **Technology**
- **Sustainability**

Visit:

www.ocfl.net/Vision2050

The screenshot shows the top navigation of the Orange County Government website. It includes the logo, utility links like 'Site Map' and 'Español', a search bar, and a menu with categories: RESIDENTS, VISITORS, BUSINESSES, EMPLOYEES, and ABOUT US. The breadcrumb trail reads 'You are here: Vision 2050 | Planning Principles'. The main heading is 'VISION 2050 Planning Principles' with a logo on the right. A left sidebar contains a vertical menu with items: Overview, Vision, Planning Principles (highlighted), Place Types, Get Involved, News and Videos, Orange Code, Mayor Initiatives, Share an Idea, and Draft Chapters of the Plan. The main content area features an 'Overview' section with a video player for 'Vision 2050: Overview' on 'Orange TV'. Below the video is a paragraph about the county's diverse environments and the Vision 2050 initiative. Further down, there is a section titled 'Why We Need an Updated Plan'. On the right side, there is a 'LATEST UPDATES:' section with three items: 'Upcoming Town Hall Meetings', 'Community Comments', and 'Vision 2050 Mapping tool'.

NEXT STEPS - TIMELINE



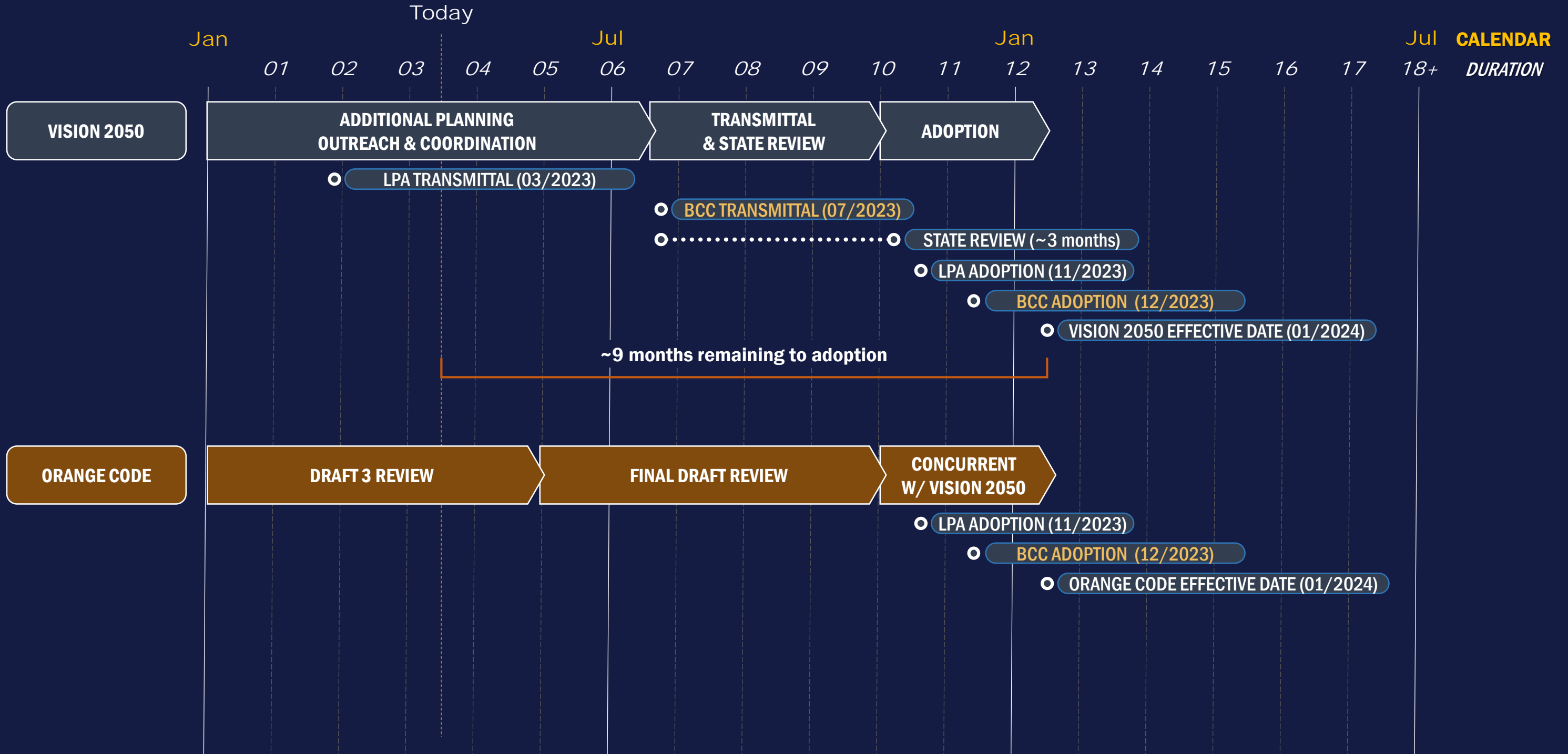
TRANSMITTAL:

- **The benefit of a broader review by the Department of Commerce (DEO) and other state agencies**
- **Presents how statutory requirements are being met**
- **Additional time to refine maps / policies, and to further incorporate received Board and residents input before adoption**
- **Transmittal allows for greater focus on Orange Code's completion and related updates to other Code Chapters**
- **Allows for extended public engagement and outreach mechanisms and technologies**



VISION 2050 & ORANGE CODE

PUBLIC REVIEW & ADOPTION TIMELINE





2023-1-C-CP-1 – VISION 2050

AMENDMENT REQUEST

SUMMARY:

- **Vision 2050 uses Smart Growth strategies to shape the planning framework and outlines a roadmap for a County wide sustainable future growth**
- **Extensive coordination and public outreach has been on going and a robust public awareness campaign and focus groups meetings are expected to continue between now and adoption**
- **The Comp Plan prioritizes diversity, focuses on livability, resiliency, environmental protection, economic opportunity, the housing need and plans for safe transportation and mobility options. It is organic, adaptable and it is expected to continue to adjust over time**
- **The Comp Plan Amendment is consistent with the current Comp Plan and transmittal will allow for state reviewing agencies to comment on the Plan's re-organization approach and requirements compliance**



2023-1-C-CP-1 – VISION 2050

AMENDMENT REQUEST

STAFF RECOMMENDATION

Transmit

LOCAL PLANNING AGENCY (LPA) RECOMMENDATION

Transmit

REQUESTED ACTION

Make a finding that the proposed amendment, as further amended today, is sufficiently complete, is consistent with the current Orange County Comprehensive Plan 2010-2030 - Destination 2030, and transmit Amendment 2023-1-C-CP-1 to state reviewing agencies.