

## LAND USE GUIDELINES AND STANDARDS

Consistent with GMP Future Land Use Policy 4.1.9 (see GMP Policy Framework), the Southeast Orlando Sector Plan allows the use of CONVENTIONAL LDC standards under certain conditions. However, property anywhere within the Southeast Plan area is encouraged to develop in accordance with TRADITIONAL DESIGN planning principles and the incentives associated with such planning principles as a matter of right. The remainder of this document assumes that the property owner/developer has chosen, or is otherwise required, to develop consistent with the Southeast Orlando Sector Plan, the Master Plan, and applicable TRADITIONAL DESIGN standards.

The following guidelines and standards are organized by land use designation. Coupled with the GMP Policy Framework, they describe the fundamental planning principles that will guide site planning for each land use designation, as well as the recommended mix of uses, configuration, and intensity of development.

### Land Use Designations

The following land use designations are used in the Southeast Orlando Sector Plan - Master Plan Map:

#### Mixed Use Centers

*Town Center/Urban Transit Center* – The Town Center shall act as the primary destination within Southeast Orlando for living, working, shopping, and entertainment. The mix of uses within the Town Center, the urban fabric of streets and blocks, and the architectural character of individual buildings should be the most intensive in the planning area.

*Village Center/Urban Transit Center* – Village Centers shall be developed as important destinations for each Residential Neighborhood, providing a variety of shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods.

*Neighborhood Center* – Each neighborhood will have a “Neighborhood Center” that provides gathering places for people and walkable destinations for neighborhood-focused retail and/or civic activities. Moderate density housing, located within the Neighborhood Center designation, should surround the core commercial area and be integrated with its design.

*Residential Center* – Residential Centers represent an optional land use within areas developed under TRADITIONAL DESIGN standards. These centers serve essentially the same function as a Neighborhood Center, but are typically smaller (no more than 20 acres in size).

#### Neighborhoods

*Residential Neighborhood* – The majority of housing in Southeast Orlando shall be located in Residential Neighborhoods. These medium to low density areas shall be scaled to the needs of pedestrians, with local destinations, such as Mixed Use Centers, schools and community parks, within walking distance.

#### Districts

*Airport Support District* – Airport Support Districts shall be the primary employment locations within the Southeast Orlando community. The Airport Support Districts have been divided into two distinct types or levels of intensity (High and Medium). It is a goal of the plan to create a community structure that will encourage people to both live and work in the community. TRADITIONAL

DESIGN standards shall not be applied to High Intensity Airport Support Districts unless desired by the property owner/developer. The street network and hierarchy of uses in the Airport Support District-Medium Intensity designation shall encourage residents to use alternatives to single-occupancy vehicles to get from home to work or for mid-day errands.

**Other**

*Public/Recreational/Institutional*– This land use is applied to proposed locations for schools and parks (community, neighborhood, plazas and greens).

*Primary Conservation Network* – The Primary Conservation Network (PCN) establishes an interconnected open space system that protects wetland communities and habitat for numerous common and protected wildlife species while allowing passive recreation uses such as pedestrian and bike trails.

*Campus Crusade for Christ* - The Southeast Orlando Sector Plan does not create any special conditions for the Campus Crusade for Christ facilities as its implementation is guided by Orange County.

### TRADITIONAL DESIGN Thresholds by Future Land Use Designation

	<u>TRADITIONAL DESIGN:</u>	<u>CONVENTIONAL LDC:</u>
Airport Support District High Intensity (ASD-2)	-Optional; Encouraged	-All Development
Airport Support District Medium Intensity (ASD-1)	-Retail uses equal to or greater than 0.25 FAR -Office, hotel & industrial equal to or greater than 0.5 FAR -All Single Family -Multifamily greater than 12 du/gross acre	-Retail uses less than .25 FAR -Office, hotel & industrial less than 0.5 FAR  -Multifamily less than 12 du/gross acre
Town Center/ Urban Transit Center	-All Development	
Village Center/ Urban Transit Center	-All Development	
Village Center	-Non-residential development equal to or greater than 0.4 FAR -Residential development equal to or greater than 25 du/gross acre	-Non-residential development less than 0.4 FAR -Residential development less than 25 du/gross acre
Neighborhood Center	-All Development	
Residential Center	-All Development	
Residential Neighborhood	-Within 2000 feet of the Narcoossee Road ROW, & north of the Central Florida Greenway, & where development is equal to or greater than an average density of 5 du/gross acre.  -Greater than 2000 feet from the Narcoossee Road ROW, & north of the Central Florida Greenway, & where development is equal to or greater than an average density of 3 du/gross acre.  -South of the Central Florida Greenway, where development is equal to or greater than an average density of 3 du/gross acre.	-Within 2000 feet of the Narcoossee Road ROW, & north of the Central Florida Greenway, & where development is less than an average density of 5 du/gross acre.  -Greater than 2000 feet from the Narcoossee Road ROW, & north of the Central Florida Greenway, & where development is less than an avg. density of 3 du/gross acre.  -South of the Central Fl. Greenway, where development is less than an average density of 3 du/gross acre.
Public/Recreational/ Institutional	-Siting and Design of all Physical Structures	-Landscaping

*Note: Gross residential density shall be determined by dividing the number of dwelling units by the total area of the development site, minus retained wetlands, water bodies and road right-of-way providing access to the development site, but not road right-of-way internal to the development site.*

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## Mixed-Use Center Guidelines and Standards

There are four types of mixed-use centers within the Southeast Orlando Sector Plan. Their development standards are based on a simple set of “Block” Standards. More detailed building type, street, and open space standards also apply in the mixed-use centers, as identified in subsequent sections.

Each urban area (Town, Village, Neighborhood or Residential Center) shall be developed as a series of complete blocks with interconnected streets bordering four sides. Thirty percent of the blocks adjoining a wetland may have streets on three sides. Each area must contain a minimum mix of the different block types: mixed-use, residential, office or park blocks. The different block types each have standards for maximum size, allowable uses, minimum density or FAR (floor area ratio), minimum building street frontage, building height, and parking ratios which are quantified in the following table.

	<b>Town Center</b> Urban Transit Center	<b>Village Center</b> Urban Transit Center	<b>Neighborhood Center</b>	<b>Residential Center</b>
<b>Mixed Use Blocks</b>	15% to 40% of Center	15% to 40% of Center	12% to 25% of Center	12% to 25% of Center
Mix of Uses* *30-80% retail, cinema, or hotel required each block, 20-70% other.	Retail, Services, Restaurants, Office, Cinema, Grocery, Hotel, Residential, Civic, Park/Plaza	Grocery, Local-Serving Retail and Services, Restaurants, Gas Stations, Professional Offices, Residential, Civic, Park/Plaza	Neighborhood Retail up to 100,000 sq.ft., Grocery up to 50,000 sq.ft., Services, Restaurant, Office, Civic, Hotel, Residential, Park/Plaza	Small Retail, Market (no more than 10,000 sq.ft.) Restaurant/Cafe, Services, Civic, Residential, Park/Plaza
Maximum Block Size	7 acres	7 acres	N/A	4 acres
Minimum FAR	FAR: 0.4	FAR: 0.3	N/A	N/A
Minimum Frontage	65% of each street	65% of each street	N/A	65% of each street
Parking Ratio	3 spaces: 1,000 sf	3 spaces: 1,000 sf	AC-N Standards Apply	3 spaces: 1,000 sf
Building Height	2 to 10 story	1 to 3 story	1 to 3 story	1 to 3 story
<b>Commercial Blocks</b>	0% to 30% of Center	0% to 30% of Center	0% to 13% of Center	0% to 13% of Center
Allowable Uses	Office, Retail (10% Max)	Office, Retail (10% Max)	Office	Office
Maximum Block Size	7 acres	4 acres	N/A	3 acres
Minimum FAR	FAR: 0.4	FAR: 0.3	N/A	N/A
Minimum Frontage	65% of each street	65% of each street	N/A	65% of each street
Parking Ratio	3 spaces: 1,000 sf	3 spaces: 1,000 sf	AC-N Standards Apply	3 spaces: 1,000 sf
Building Height	2 to 10 story	1 to 3 story	1 to 2 story	1 to 2 story
<b>Residential Blocks</b>	30% to 75% of Center	40% to 75% of Center	52% to 78% of Center	52% to 78% of Center
Allowable Uses	Apartments, Condos, Townhomes, Duplexes, Small Lot Single Family	Apartments, Condos, Townhomes, Duplexes, Small Lot Single Family	Apartments, Condos, Townhomes, Duplexes, Small Lot Single Family	Apartments, Condos, Townhomes, Duplexes, Small Lot Single Family
Maximum Block Size	3 acres	3 acres	N/A	3 acres
Density Range	7 to 50 du/acre	7 to 25 du/acre	7 to 25 du/acre	7 to 25 du/acre
Minimum Frontage	65% of each street	60% of each street	N/A	60% of each street
Parking Ratio	1.5 spaces/unit	1.5 spaces/unit	1.5 spaces/unit	1.5 spaces/unit
Building Height	2 to 5 story	1 to 3 story	1 to 3 story	1 to 3 story
<b>Civic Blocks</b>	10% of Center	10% of Center	10% of Center	10% of Center
Allowable Uses	Parks, Recreation, Civic, Day Care	Parks, Recreation, Civic, Day Care	Parks, Recreation, Civic, Day Care	Parks, Recreation, Civic, Day Care
Maximum Block Size	3 acres	3 acres	N/A	3 acres

## Definitions

The following are definitions of the table's variables:

*Block Size:* Block areas are calculated net of surrounding streets and wetlands setbacks. It is assumed that storm water detention is piped to adjacent neighborhood residential areas and open spaces.

*Allowable Uses:* In addition to the uses shown in the preceding table, it should be noted that GMP Future Land Use Element Policy 4.1.9 states that: for Town Center/Urban Transit Center, other uses consistent with the City's AC-3 district may apply; for Village Center/Urban Transit Center, other uses consistent with the City's AC-1 district may apply; and for Neighborhood Centers, other uses consistent with the City's AC-N standards may apply. Alcoholic Beverage Sales and Consumption are permitted within all Mixed Use Centers; and there shall be no distance requirements between such uses and schools and daycare facilities.

*Density and FAR:* Density and FAR are based on the net block size and measured per block. For the mixed-use blocks the residential square footage shall be added to the commercial development for a total block FAR.

*Minimum Frontage:* Minimum frontage will be measured on each street of each block. The percent frontage shall include the linear feet of building within 20 feet of the edge of street r.o.w. which has windows and entries oriented to the street. In addition, 20% of the frontage area can be comprised of plazas or pedestrian accessible landscaped areas with depths no less than 30 feet. In no case shall parking lots or blank rear or side walls be included in the minimum frontage calculation.

*Building Height:* Height is limited by the number of stories not the overall height to provide variety to the skyline in the Mixed Use Centers. Civic buildings may have unlimited floor to floor heights. Commercial and residential buildings may have no more than 25 foot floor to floor heights.

*Parking Ratio:* The parking requirement shall be a minimum. Additional parking may be provided at the developer's discretion providing the other standards are achieved. The required parking shall include all on-treet parking on the adjacent side of each surrounding street.

*Residential Centers:* In no instance shall a Residential Center exceed 20 acres in size, nor non-residential portions of the Residential Center exceed 8 acres in size, including civic uses.

### Town Center Guidelines

- a. *Primary Activity Centers.* Mixed-use districts should be developed as distinct and identifiable places within the community. Second only to Downtown Orlando, the Town Center shall act as an important destination for living, working, shopping, and entertainment. The mix of uses within the Town Center, the urban fabric of streets and blocks, and the architectural character of individual buildings shall all be coordinated and contribute to a coherent identity and sense of place.
- b. *Pattern of Streets and Buildings.* A pattern of streets and blocks, scaled to the needs of pedestrians, shall be required. Blocks greater than 600 ft. in length, dead end streets and cul-de-sacs should be avoided. All buildings should contribute to a cohesive city “fabric” and reinforce the overall goal of creating a walkable district. Buildings shall offer attractive pedestrian scale features and spaces. Building placement and massing shall relate to nearby buildings in the Town Center and to the urban context. Use-segregated or parking-driven developments shall be discouraged.
- c. *Mid-Block Connections.* Pedestrian and/or auto connections shall be provided at mid-block locations for mixed-use and commercial blocks to increase the permeability of the site and encourage walking for some daily trips. Mid-block connections should be provided every 200 to 400 feet.
- d. *Land Use Transitions.* Land use boundaries and density changes in Town Centers should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual.
- e. *Housing.* Moderate and high density housing, located within the Town Center, should surround the core commercial area and be integrated with its design. Appropriate housing types include: Apartments/condominiums, elderly housing, residential over commercial, townhouses, duplexes, bungalows, and small-lot single-family. Owner-occupied homes are specifically encouraged.
- f. *Placement of Commercial Activity.* The configuration of everyday shops in the Town Center shall balance pedestrian and auto comfort, visibility, and accessibility. Building setbacks from public streets shall be minimized. Primary ground-floor commercial building entrances shall orient to plazas, parks, or pedestrian-oriented streets, not to interior blocks or parking lots. Anchor tenant retail buildings may have their entries from off-street parking lots but are also required to have direct pedestrian connections to surrounding streets. On-street entries are strongly encouraged.



Mizner Park in Boca Raton, Florida

- g. Relationship of Building to Public Spaces.* Buildings should reinforce and revitalize streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways. Buildings should have human scale in details and massing. Free-standing or “monument” building should be reserved for public uses.
- h. Public Spaces.* Greens and plazas may be used to create a prominent civic component to core commercial areas. Greens should be between 1 and 3 acres in size; plazas may be smaller. They should be placed at the juncture between the core commercial area and surrounding residential or office uses.
- i. Civic Uses.* Civic services, such as community buildings, government offices, recreation centers, post offices, libraries, and daycare, shall be placed in central locations as highly visible focal points. Where feasible, they should be close to transit stops.
- j. Pedestrian and Multi-Modal Design.* Streets and other public outdoor spaces within the Town Center should be functional, attractive, and designed to enhance the pedestrian life of the community. Seek to create a balanced transportation system that invites pedestrians, bicyclists, and transit riders, as well as motor vehicles. Provide a fine grain system of connections to maximize choices for all modes of travel.
- k. Direct Pedestrian Connections.* Direct local street access from surrounding neighborhoods must be provided so visitors do not need to use arterial streets to access the Town Center. When existing developed areas are redeveloped or retrofitted, ensure that pedestrian and/or auto access from surrounding neighborhoods is provided.
- l. Arterial Streets as Edges.* Arterial streets should be considered edges of a Town Center, unless they are designed as a one-way couplet or substantial pedestrian improvements are made and traffic through the Town Center is slowed. The Primary Conseration Network may also be used as an edge.
- m. Transit.* The Town Center shall be the primary stop on the regional transit system. Transit stops should, whenever possible, be centrally located and adjacent to the core commercial area. Commercial uses should be directly visible and accessible from the transit stop. Transfers to feeder buses (local bus network) should be provided for in the design and location of these stops.



### *Village Center Guidelines*

- a. *Core Commercial Area:* Village Centers should be developed as important destinations for each Residential Neighborhood, providing a variety of shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods.
- b. *Housing.* Moderate density housing, located within the Village Center designation, should surround the core commercial area and be integrated with its design. Appropriate housing types include: Apartments/condominiums, elderly housing, residential over commercial, townhouses, duplexes, bungalows, small-lot single-family, and standard-lot single family. Owner-occupied housing is specifically encouraged.
- c. *Urban Design Character.* Buildings should be placed to form active street fronts and other connecting pedestrian spaces, with rear or courtyard-style parking. The dominance of parking shall be reduced by breaking large lots into smaller blocks of parking, locating employee parking in less-used areas, and maximizing on-street parking.
- d. *Mid-Block Connections.* Pedestrian and/or auto connections shall be provided at mid-block locations to increase the permeability of the site and encourage walking for some daily trips. Mid-block connections should be provided every 200 to 400 feet.
- e. *Land Use Transitions.* Land use boundaries and density changes in Village Centers should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual.
- f. *Relationship of Building to Public Spaces.* Buildings should reinforce and revitalize streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways. Buildings should have human scale in details and massing. Free-standing or “monument” building should be reserved for public uses.
- g. *Central Feature or Gathering Place.* A Village Center shall include a comfortable, centrally located park or plaza with public amenities such as civic buildings, benches, monuments, kiosks, and public art.
- h. *Direct Pedestrian Connections.* Direct local street access from surrounding neighborhoods shall be provided so visitors do not need to use arterial streets to access the Village Centers. When existing developed areas are redeveloped or retrofitted, ensure that pedestrian and/or auto access from surrounding neighborhoods is provided. Providing direct connections from the public pedestrian network to the front door of businesses and residences is essential.
- i. *Arterial Streets as Edges.* Arterial streets should be considered edges of Village Centers, unless they are designed as a one-way couplet or substantial pedestrian improvements are made and traffic through the Center is slowed.
- j. *Integration of the Transit Stop.* Village Centers should be consid-

ered major stops on the local transit network. Associated transit stop facilities should be integrated into the design of the center, centrally located, and easily accessible for pedestrians walking to and from the surrounding neighborhoods.

### *Neighborhood and Residential Center Guidelines*



*Neighborhood Center: Small-scale office over retail building in Seattle, Washington*

- a. *Mix of Uses.* Neighborhoods should be designed to foster access to everyday services (public, semi-public, and private commercial), promote a sense of community and encourage the use of alternative modes of transportation. Retail uses shall not exceed 100,000 sq.ft. per Center, nor shall grocery stores exceed 50,000 sq.ft. per Center. Each neighborhood will have a “Neighborhood or Residential Center” that provides gathering places for people and walkable destinations for neighborhood-focused retail (e.g., markets, stores, delis, video stores, bakeries, etc.), day care, elderly care, places of worship, recreation, and/or civic activities.
- b. *Housing.* Moderate density housing, located within the Neighborhood Center designation, should surround the core commercial area and be integrated with its design. Appropriate housing types include: small apartment buildings, residential over commercial, townhouses, duplexes, bungalows, small-lot single-family, and standard-lot single family. Owner-occupied housing is specifically encouraged.
- c. *Location.* In general, Neighborhood and Residential Centers should be located so that the majority of residents are within a short walking distance and the mix of uses should ensure that most patrons are from the adjacent neighborhood. Neighborhood Centers along arterial streets must be spaced so they are at least 1 mile apart and are designed to provide direct, safe, and attractive access from the adjacent neighborhood.
- d. *Pedestrian-Oriented Design and Access.* Neighborhood Centers shall be mixed-use, pedestrian oriented gathering places that help establish the identity and character of the neighborhood. Neighborhood Centers shall require access by autos and require truck loading areas, but their design should prioritize convenient and comfortable access for pedestrians and bicycles.
- e. *Public Spaces.* A small neighborhood park, green space, or plaza should be associated with every Neighborhood Center to provide opportunities for small gatherings, neighborhood events, and some active recreation.

## Residential Neighborhood Guidelines and Standards

- a. *Residential Neighborhood Structure.* All neighborhoods shall be mixed-use, that is, neighborhoods shall contain both residential and non-residential uses. Residential uses will include both single-family and multi-family housing types. The majority of non-residential uses shall be clustered in the Neighborhood and Residential Centers, including: retail and non-retail commercial and business uses as well as public and semi-public uses such as day care, churches, and civic centers. Schools and major parks should be located outside of the Neighborhood and Residential Centers, because of their larger land area requirements. Retail, commercial, and business uses shall not be located outside of the Neighborhood or Residential Centers. Neighborhoods shall be pedestrian and bicycle friendly.
1. Neighborhoods shall be scaled to the pedestrian, with Neighborhood and Residential Centers within a comfortable 1/4 to 1/3 mile walking distance of most homes.
  2. Land use boundaries and density changes in neighborhoods should occur at mid-block locations whenever possible, rather than along streets so that buildings facing each other are compatible and transitions between uses are gradual.
- b. *Location and Density.* Residential Neighborhoods shall:
1. Be located in the areas depicted on the Master Plan Map.
  2. Have a maximum density of 12 dwelling units per gross acre.
  3. Contain the following residential housing types: large-lot, standard-lot, and small-lot single-family homes; townhomes and other types of attached single-family houses; duplexes and multi-family units up to fourplexes; and ancillary dwelling units. Owner-occupied housing is specifically encouraged.
  4. Focus on a centrally-located Residential Center, Neighborhood Center or Village Center which will include public, semi-public, and private services and uses.
- c. *Housing Diversity.* Each neighborhood shall include a variety of housing types and styles to allow people with a range of different ages and incomes to live in the neighborhood of their choice as an integrated and diverse community. In order to maintain the desired density of residential neighborhoods, a variety of housing types, lot sizes, and patterns shall be required. Each



*Small-lot Single-Family homes at Harbortown, Tennessee*

neighborhood, however, while having a mix of housing types, does not need to have every type of housing product. (See also Residential Building Standards.)

d. *Housing Design and Orientation.* New residential neighborhoods will be designed to orient buildings to streets and public parks. Houses shall address the local street system and public spaces with entries, balconies, porches, architectural features, and activities to enliven the streets and create safe and pleasant walking environments.

1. The design of attached and multi-family dwellings shall include features typically associated with detached single-family houses, including private outdoor spaces and individual identity. Garages for lower intensity single-family housing and parking lots for higher intensity multi-family type housing shall not be allowed to dominate the frontage of local neighborhood streets. (See the Residential Building Standards for additional clarification on this issue.)

2. New housing shall be “human scale.” Massing, setbacks, and character of new residential developments shall encourage structures that do not overly dominate streets, foster diversity in design, and maintain the character of the community. Alternative housing forms, such as small-lot single-family, bungalow single-family, townhomes, small-scale apartments, and ancillary dwelling units (“granny flats”) that increase density and provide diversity of housing opportunities shall be encouraged.

e. *Parks.* Small parks should be located within two to three blocks of every home within a neighborhood. Pedestrian and bicycle connections shall be enhanced to allow surrounding residents to easily and safely access public recreational facilities. Larger neighborhood parks with multiple play fields will be centrally located and should be connected to the citywide parks and open space network whenever possible. All parks should:

1. encourage easy access via streets and trails;
2. foster safety by making it easy to view into parks from streets and surrounding homes; and
3. include program elements that make the construction and on-going maintenance of small parks affordable.

f. *Schools.* An elementary school shall be located to serve every two to three neighborhoods and shall be situated so students from each neighborhood can easily walk or bike to school along safe, low traffic streets. Middle schools shall be located to serve four to six neighborhoods. Students of these schools should be able to walk or bike to school along safe streets and/or greenway bike/pedestrian paths.

1. The City shall encourage the use of neighborhood elementary schools as community gathering places. Infrastructure improvements shall be identified which



Neighborhood Park at Harbortown in Memphis, Tennessee

- are needed to make school sites available for evening and weekend use (e.g., better lighting and improved security).
2. Where appropriate, elementary schools should be located adjacent to Neighborhood Centers and Residential Centers and explore opportunities for incorporating civic programs, such as places for cultural events, adult education, recreation facilities, branch libraries, and child care.
- g. *Street Configuration.* Local streets shall form an interconnected network, including automobile, bicycle, and pedestrian routes, that provide direct connections to local destinations. Local streets shall provide for both intra- and inter-neighborhood connections and thus knit neighborhoods together, not form barriers between them. Proposals for gated entryways into new developments or neighborhoods shall be reviewed for conformance with the City's Land Development Code. In general, gated communities shall not be permitted unless the site is either surrounded by wetlands on three sides or is a pocket of land within a street system that does not connect through some type of Mixed Use Center.
  - h. *Street Design.* Local streets shall be considered to be both public ways and neighborhood amenities. They will have continuous detached sidewalks, bikeways, street trees, and other amenities, such as benches, that favor the pedestrian. Individual residential homes should provide entries, gates, porches, and other inviting features that face local streets to help create a sense of community and improve safety.
  - i. *Edges.* Arterial streets, changes in street fabric, greenways, and natural features (such as wetlands, lakes, and major creeks) should define the edge of a neighborhood. Landscaped setbacks and trails should be used to create an attractive environment at a neighborhood's edge.
  - j. *Natural Features.* Valuable natural features including creeks, significant trees, and wetlands shall be protected and accentuated through sensitive site planning, building placement, and other measures.
  - k. *Phasing.* Neighborhoods should be livable at all stages of their development. The City shall require the provision of important public facilities concurrently with new development, including streets, utilities, local neighborhood parks, schools, and civic buildings.



Local Street

## Airport Support District Guidelines and Standards

The Airport Support Districts (High and Medium Intensity) provide important employment areas within Southeast Orlando, with activity in these areas being supported by the adjacency of the Orlando International Airport. An effort shall be made to create housing opportunities within the Plan area that will be affordable to employees of the businesses and industries within the Airport Support Districts. There are clear differences between the two designations. The High Intensity designation does not allow residential uses, while the Medium Intensity designation allows for limited residential opportunities. All projects in the Airport Support District-High Intensity designation shall be developed consistent with CONVENTIONAL LDC standards as per GMP Future Land Use Policy 4.1.9. In the Airport Support District-Medium Intensity designation, TRADITIONAL DESIGN standards shall apply to retail uses equal to or greater than 0.25 FAR, office and hotel development equal to or greater than 0.5 FAR, and industrial development equal to or greater 0.5 FAR. Village Center/Urban Transit Center-Residential Block standards shall apply to all single family uses and all multifamily uses which exceed 12 dwelling units per acre. It should be noted that full service grocery stores and retail shopping centers are not permitted in either designation.

### Airport Support District-High Intensity

Allowable Uses	Heavy Manufacturing, Warehouse, Support Retail and Service Activities, Automobile & Truck Rental, Office, Hotel, Big-Box Retail. Full Service Grocery Stores, Retail Shopping Centers & Residential development prohibited.
Floor Area Ratio	0.0 to 1.5 FAR.
All Other Standards	Conventional LDC. I-G for Heavy Manufacturing; I-P for Light Manufacturing and Office; AC-2 for all other uses.

### Airport Support District-Medium Intensity

Allowable Uses	Light Manufacturing, Warehouse, Support Retail and Service Activities, Automobile & Truck Rental, Office, Hotel, Big-Box Retail. Full Service Grocery Stores and Retail Shopping Centers are prohibited in this designation.		
Land Use Mix*	Use	Minimum Land Area	Maximum Land Area
* To be achieved on a project by project basis. Some flexibility may be granted for small sites after administrative review.	Residential	0%	65%
	Support Retail, Hotel & Services	10%	25%
	Office	15%	70%
	Industrial	0%	60%
	Civic	10%	None
Floor Area Ratio	0.0 to 0.7 FAR for non-residential uses.		
Density	5 du/acre to 25 du/acre for residential uses.		
Parking Ratio	Industrial Uses: Equivalent to I-P Zoning. Other Uses: Equivalent to City's AC-2 Zoning District.		
Building Height	Industrial Uses: 1 to 3 story. Other Uses: 1 to 10 story.		

### Airport Support District-Medium Intensity Guidelines

- a. *Primary Employment Centers.* The Airport Support Districts shall be the primary employment locations within the Southeast Orlando community. It is a goal of the plan to create a community structure that will encourage people to both live and work in the community. The street network and hierarchy of uses in the Airport Support Districts should encourage residents to use alternatives to single-occupancy vehicles to get from home to work, including: carpooling, transit, walking, and bicycling. Retail, commercial, recreation, and civic uses should be provided to maximize the potential for employees to take care of daily errands within the Districts, thereby reducing mid-day traffic. However, these commercial uses should not take away from the primacy of the Centers.

- b. *Pattern of Streets and Buildings.* It is a goal of the plan to create an environment that is scaled to the needs of pedestrians and bicyclists. Blocks greater than 600 ft. in length, dead end streets and cul-de-sacs should be avoided. Within larger blocks of employment use, pedestrian/bicycle pathways shall be provided to increase accessibility within the block and to adjacent areas within the district. All buildings should contribute to a cohesive city “fabric” and reinforce the overall goal of creating a walkable district. Buildings should offer attractive pedestrian scale features and spaces. Building placement and massing should relate to nearby buildings within the District and to the urban context.
- c. *Mixed-Use Precincts.* Airport Support District-Medium Intensity areas shall be developed with a hierarchy of uses that creates nodes of activity (Mixed-Use Precincts). More intensive uses — offices, hotel, restaurant and retail, and civic uses (i.e. - day care) — shall be clustered around public spaces in the Mixed-Use Precincts. Street networks shall provide pedestrian, transit and bicycle access from surrounding areas of lower intensity office and industrial development.
- d. *Local Connections.* Direct local street access within the districts and from surrounding areas of development shall be provided so that workers and visitors do not need to use only arterial streets for access.
- e. *Public Spaces.* Similar to mixed-use centers and residential neighborhoods, parks and plazas shall be used to create an identity for the activity centers within the districts and to provide relief in the urban fabric.
- f. *Relationship of Building to Public Spaces.* Buildings should reinforce and provide vitality to streets and public spaces, by providing an ordered variety of entries, windows, bays, and balconies along public ways. Where buildings are not used to form street edges, landscape treatments shall create a human-scaled pedestrian environment and a buffer to adjacent parking lots and work areas. Buildings should have human scale in details and massing. Free-standing or “monument” building should be reserved for civic uses.
- g. *Arterial Streets as Edges.* Arterial streets should be considered as edges to subareas within the Airport Support District, unless substantial pedestrian improvements are made and traffic is slowed along the arterial street.
- h. *Integration of Transit Stops.* Mixed-Use Precincts within the Airport Support District should be considered major stops on the local transit network. Associated transit stop facilities should be integrated into the design of the node, centrally located, and easily accessible for pedestrians walking to and from the surrounding employment areas.
- i. *Truck Access.* Truck traffic generated by uses within the Airport Support Districts shall be directed to the arterial street system and shall not be allowed to travel through adjacent residential neighborhoods.

## Other Land Use Guidelines and Standards

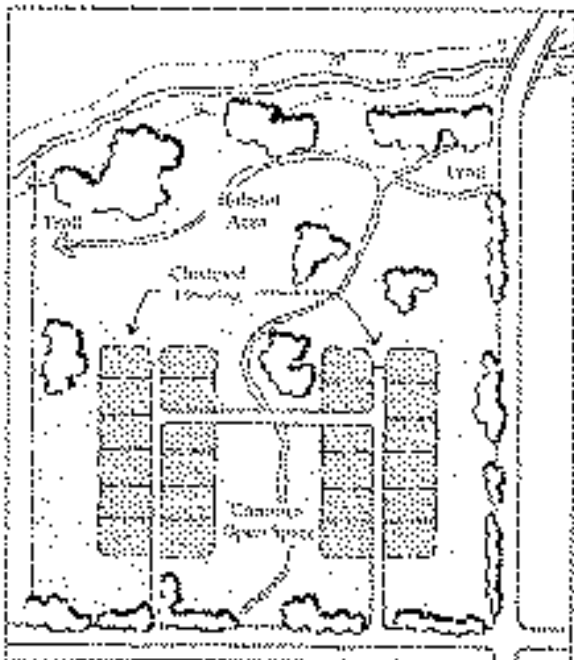
### *Estate Residential (Within Residential Neighborhoods)*

In certain Residential Neighborhood areas within Southeast Orlando, a more rural development pattern which recognizes unique environmental conditions may be appropriate. Designation of such areas shall be determined through master plan review of individual projects. General guidelines for estate residential (or estate preserve) areas are discussed below, while more specific building guidelines and standards are provided in the Residential Building Standards. Allowable uses include:

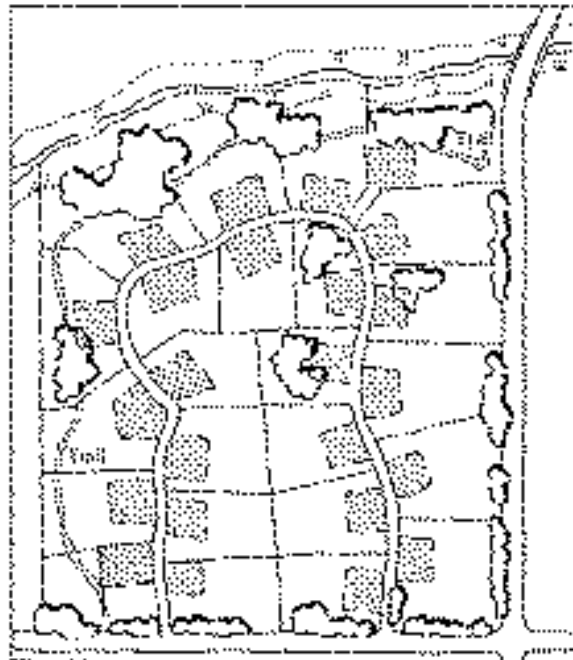
- clustered residential development with a gross density of 1 dwelling unit per acre;
- parks, recreation, and open space; and
- public or private golf courses.

The most environmentally sensitive areas (i.e. - wetlands, tree stands, clusters of high quality shrubs and undergrowth) should be preserved with residential clusters, roadways, trails, and developed open space elements knitted around these areas.

- a. *Residential Clusters.* The pattern of residential clusters shall allow for sensitive development of some natural areas within Southeast Orlando. The maximum number of units that can be developed within estate residential areas is 1 unit per gross acre. Buildings shall be sited within a 1/4 acre "buildable envelope." Ar-



*Clustered Option*



*Dispersed Option*



eas outside of the buildable envelope shall be kept in a more natural state, but can include roads and trails. Only areas within the buildable envelope may be fenced, irrigated, landscaped, or built upon. Several methods of ownership and protection of the areas outside of the buildable envelope are possible, including:

- Private ownership with protective covenants and public trail easements;
- Joint ownership with protective covenants and public trail easements;
- Ownership by a private conservation trust; or
- Public ownership.

Buildings and structures in the estate residential should use materials and colors that provide a more neutral character to the architecture, allowing the buildings to integrate with the landscape.

- b. *Street Design.* Streets within the estate residential areas should be more rural in character. Only more heavily traveled streets should have sidewalks and planter strips. Landscaping should have a less formal structure and native plantings should be used for street trees and ground cover. Swales may be used within Estate Residential areas only after approval by the City Planning Official and the City Engineer.
- c. *Wildlife Corridors.* Site planning of the estate residential areas shall take into consideration the provision of wildlife corridor connections between adjacent areas within the Primary Conservation Network. To the greatest extent possible, street crossings of the corridors should be minimized. The corridors should also link the highest quality habitats within the estate preserve area.
- d. *Trails.* Site planning shall also provide public trail connection links from trails within the Primary Conservation Network.