

Growth Management Plan Policy Framework

The City's Growth Management Plan Future Land Use Element has been amended to address the development of the Southeast Orlando Sector Plan area. Following are the pertinent goals, objectives and policies which relate to Southeast Orlando.

Future Land Use Element Policy 2.4.4 (Establishes the Urban Village Concept)

In order to encourage long term sustainable development practices, the Urban Village future land use designation shall be encouraged and applied to the Future Land Use Map to designate areas subject to an integrated planning process. The application of an Urban Village future land use designation shall reflect the use of planning practices which ensure neighborhoods and communities contain a mixture of land uses that fully promotes multi-modal development options, ensures a realistic jobs-housing balance, provides housing opportunities reflective of the community at large, protects and enhances sensitive environmental areas and incorporates traditional community building practices. The Urban Village future land use designation may include compatible land uses other than those specifically listed as allowable in Figure LU-1.

The Urban Village future land use designation provides for a mixture of land uses and intensities within a development site in order to preserve conservation areas, to reduce public investment in provision of services, to encourage flexible and creative site design and to provide sites for schools, recreation and other public facilities which provide an area-wide benefit to the community. The Urban Village future land use designation is specifically intended to provide a means of streamlining the development review process where a Development of Regional Impact (DRI) and DRI Development Order, a Sector Plan, and/or Master Plan, have already fully accounted for the impacts of development. The designation shall be structured to ensure that the Urban Village and the individual components of the Urban Village are compatible with existing or projected surrounding land uses, taking into consideration environmental constraints, health and safety issues, and the appropriateness and potential impact of the Urban Village on adjacent existing and future land uses.

In order to encourage innovative land use techniques, creative urban design, environmental protection, and the judicious use of sustainable development principles and practices, the following areas may be designated with the Urban Village designation on the Official Future Land Use Map: projects within the Southeast Orlando Sector Plan area provided the project's master plan and actual development complies with the Southeast Orlando Sector Plan - Conceptual Master Plan Map (Figure LU-2A), Future land Use Goal 4 and associated objectives and policies, and applicable development standards; projects within a previously approved Development of Regional Impact; projects within an approved Sector Plan as may be defined in Chapter 163 and Rule 9J-5; and areas such as the Orlando Naval Training Center, where future land use designations and associated impacts have been reviewed and approved through a comprehensive and integrated planning process.

In order to obtain the Urban Village future land use designation, the applicant shall initiate a Growth Management Plan amendment that includes one or more subarea policies which provide structure and detailed development criteria for each individual project. The subarea policy shall address, at a minimum, the following items: (1) fundamental community design principles, standards and guidelines; (2) allowable uses and composition of mix; (3) overall intensities and densities for each Urban Village, and where applicable, for each land use component of the Urban Village; and (4) minimum transportation requirements to ensure maximum connectivity and appropriate access.

The Urban Village future land use designation shall appear on the Official Future Land Use Map as a subarea policy boundary, with either future land use designations, land use classifications, or references to site specific master plans or other land use identification techniques consistent with the specific subarea policy establishing the Urban Village. Allowable use types may be shifted within the Urban Village future land use designation or individual components of the Urban Village through an amendment to the project master plan, so long as the change is consistent with the standards and criteria specified in the pertinent adopted subarea policy. For DRIs, uses may only be shifted in conformance with an approved DRI equivalency matrix and the applicable GMP subarea policy, where applicable.

Higher densities and intensities may be applied on specific building sites within each component of the Urban Village designation, provided that the relationship to surrounding properties is enhanced through strong pedestrian linkages, appropriate consideration of scale and streetscape, and gross densities and intensities of the entire Urban Village remain within the range of densities/intensities specified in the required subarea policy.

The City shall designate environmentally sensitive lands within the boundaries of the Urban Village as Conservation Use, Resource Protection Overlay, and/or Transitional Wildlife Habitat Overlay, consistent with the goals, objectives and policies of the City's Growth Management Plan. In addition, all environmentally sensitive lands identified in an Application for Development Approval (ADA) and/or DRI Development Order/Map H as Conservation, Preservation, or Mitigation, shall be designated Conservation Use on the City's Official Future Land Use Map. Any proposed shifting of land uses shall not result in additional significant and adverse impacts on environmentally sensitive lands as identified on the Official Future Land Use Map and in the Conservation Element.

Impact Study. For any proposed change to an Urban Village which would increase the maximum development capacity, the applicant shall be required to provide an analysis to determine whether the projected traffic associated with the change has significant and adverse impacts on the surrounding road network as defined in Chapter 380, F.S. Any such proposed change which results in greater off-site impacts or potential significant and adverse impacts on adjacent land uses or the surrounding roadway network, shall be reviewed to determine consistency with the Growth Management Plan and to determine if a Plan amendment is necessary.

Implementation of the Urban Village future land use designation shall be through a DRI Development Order, if applicable and sufficiently specific; the required subarea policy; and rezoning to Planned Development (PD) as defined in the City's Land Development Code. Each Development Order and/or PD zoning ordinance shall be consistent with the pertinent subarea policy and include an appropriately detailed master plan and development guidelines.

Growth Management Plan Amendments. New development inconsistent with the applicable subarea policy (or in the case of the Southeast Orlando Sector Plan area, Future Land Use Goal 4 and associated objectives and policies) shall not be allowed to occur until after a GMP amendment is made effective. At a minimum, a GMP amendment shall be required when: (1) a proposed change would be in direct conflict with the fundamental community design principles, standards and guidelines specified in the adopted subarea policy; or (2) a proposed change includes a principal land use not specified in the adopted subarea policy; or (3) the proposed change would be in conflict with the overall intensities and densities specified in the adopted subarea policy, or (4) the proposed change would be in conflict with the minimum transportation connectivity and access requirements specified in the adopted subarea policy.

Urban Village/Planned Development (PD) Zoning Ordinance Amendments. Alterations to an approved Urban Village PD shall be classified as either substantial or non-substantial, and if substantial shall require an amendment to the PD zoning ordinance. The following criteria shall be used to identify a substantial amendment: (1) a change which would include a principal land use not previously permitted under the approved PD zoning ordinance and/or applicable GMP subarea policy(ies); (2) a change which would alter a land use type adjacent to a property boundary, except where it is (i) a reduction in density or (ii) a reduction of intensity or approved residential development, unless the reduction locates a residential use adjacent to an incompatible land use; (3) an alteration which would increase the size of an Activity Center, Town Center, Village Center, or Neighborhood Center; (4) a proposed change which would increase the land use intensity within the Urban Village PD without a corresponding decrease in some other portion of the PD and which results in greater off-site impacts or potential significant and adverse impacts on adjacent land uses of the surrounding roadway network.

Any proposed alterations to the Urban Village PD shall be reviewed on a case-by-case basis to determine whether the alteration is substantial, and to determine if a change to the PD zoning ordinance is necessary. The determination of a substantial or non-substantial alteration shall be made jointly by the City Planning Official and Planning and Development Director. If an applicant disagrees with the Planning Official/Planning Director determination, the issue may be presented to the Municipal Planning Board and ultimately the City Council for resolution.

Alterations to the Urban Village PD determined to be substantial must submit plans and support data as specified in the Land Development Code for review by the Municipal Planning Board with a public hearing for final action by the Orlando City Council.

Alterations necessary to accurately reflect the location of schools, parks, libraries, public safety facilities or other small scale public facilities shall be considered non-substantial. All nonsubstantial alterations to an Urban Village PD, except those specified in the PD zoning ordinance as a minor administrative modification, must be submitted and approved by the City Planning Official and Planning Director through administrative review.

The provisions specified in this policy and/or future subarea policies related to individual Urban Villages shall work in conjunction with all other applicable GMP objectives and policies and shall not supercede such policies. In all land use categories, the Planned Development (PD) zoning classification shall be encouraged, and may include, as secondary uses, compatible land uses other than those specifically listed as allowable in Fig. LU-1.

Policy 2.4.11 (Introduces Aircraft Noise/Land Use Control Concepts)

The City of Orlando shall cooperate with the Greater Orlando Aviation Authority in its efforts to implement the Aircraft Noise and Land Use Control Zone Map concept, along with associated noise control/sound level reduction standards. Following notice to City property owners and public hearing as deemed acceptable to the City, the City shall consider amendment of this policy to adopt the Aircraft Noise and Land Use Control Zone Map concept, or such other map deemed acceptable to the City, along with associated noise control/sound level reduction standards. Upon such amendment to this policy, the City shall consider the adoption of processes for public disclosure of potential noise impacts, and avigation easement and waiver requirements in the Land Development Code. It is anticipated that the following aircraft noise attenuation standards may be adopted as a future amendment to this policy, on a City-wide basis:

Sound Level Reduction

Single Family	Prohibited in Zones A and B SLR 35 Reduction in Zone C SLR 30 Reduction in Zone D SLR 20 Reduction in Zone E	Multifamily	Prohibited in Zones A and B SLR 30 Reduction in Zone C SLR 25 Reduction in Zone D Permitted in Zone E
Hotel	SLR 35 Reduction in Zone A SLR 35 Reduction in Zone B SLR 30 Reduction in Zone C Permitted in Zones D and E	Hosp'l/Clinic	Prohibited in Zones A and B SLR 30 Reduction in Zone C SLR 25 Reduction in Zone D Permitted in Zone E
Childcare	Prohibited in Zones A and B SLR 30 Reduction in Zone C SLR 25 Reduction in Zone D Permitted in Zone E	Schools	Prohibited in Zones A and B SLR 30 Reduction in Zone C SLR 25 Reduction in Zone D Permitted in Zone E

1. While residential uses are permitted in Aircraft Noise Control Zone C, they are not encouraged.
2. Childcare facilities in Zone C shall only be permitted as an accessory uses. Stand-alone childcare facilities shall be prohibited. Existing childcare facilities shall be permitted to expand so long as new structures meet the noise attenuation standards listed above.
3. Elementary, Middle, and High School facilities, whether public or private, shall be prohibited in Zone C. Other school facilities shall be reviewed as a Conditional Use, in which the SLR reduction specified above and additional land use compatibility standards would apply.

Upon the amendment of this policy, and thereafter until specific requirements are adopted into the City's Land Development Code, appropriate public disclosure notice may be required and/or applied on a project by project basis within Aircraft Noise Control Zones A through F. In addition, at such time, the City may require avigation easements and/or waivers as appropriate on a project-by-project basis within Aircraft Noise Control Zones A through D.

Subarea Policies S.34.2 and S.35.4

The properties within the boundary of this Subarea Policy area located within the Southeast Orlando Sector Plan area. The provisions specified in Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies shall apply within this area.

Subarea Policy S.35.3

One Village Center/Urban Transit Center may be permitted north of Lake Nona (the lake) and west of Narcoossee Road in the future, as part of an individual master plan submission. The Center shall not be located within Aircraft Noise Control Zones A-D, but shall be permitted in Aircraft Noise Control Zone E. This Village Center/Urban Transit Center designation may be established within an Urban Village PD in conformance with Policy 2.4.4. If not established as part of an Urban Village PD, a Growth Management Plan amendment shall be required.

Subarea Policy S.38.1

The Poitras property, currently under the control and ownership of the City of Orlando/Greater Orlando Aviation Authority, shall be held in reserve for future urban development until such time as adequate infrastructure is made available, and market conditions clearly indicate the need for additional urban land. Permitted uses under the current Urban Reserve future land use designation shall include Single Family Residential at a density of 1 dwelling unit per 10 acres, Agriculture, Conservation Uses, Stormwater Facilities, Borrow Pits and Utility Facilities. Conditional Uses shall include Golf Course and Public Benefit Uses/Park. Borrow pits shall be permitted upon receipt of a South Florida Water Management District Permit. A Growth Management Plan amendment will be necessary in order to apply urban land uses to the subject property. Any change in land use within this area shall be conducted in accordance with provisions of Chapter 163, including Sections 163.3184, 163.3187, 163.3189, F.S; Rule 9J-5.005 (2 and 8); Rule 9J-11, F.A.C., and the applicable goals, objectives and policies of the City's Growth Management Plan. In addition, future urban development within this area shall be subject to the standards established in the Southeast Orlando Sector Plan.

FUTURE LAND USE GOAL 4

The City recognizes the importance of the Orlando International Airport (OIA) to the state and regional economy, particularly in regards to commerce, and the tourism and convention industries. As the only major airport in the State with the potential for expansion, the OIA is an essential component of Orlando's continued economic development. Because the airport's role in the regional and state economy is so vital, the City of Orlando is dedicated to the continued growth of airport facilities, and to the planned growth of those surrounding areas which provide support to, and are supported by, the airport.

Objective 4.1

In order to implement the Southeast Orlando Sector Plan, the City shall process and adopt appropriate Growth Management Plan amendments, rezones, and amendments to the Land Development Code, by 1999. Strategies for creating a sustainable development pattern shall be incorporated into the Growth Management Plan and Land Development Code amendments. Such strategies shall emphasize the provision of adequate infrastructure services, the protection of environmentally sensitive lands and other natural resources, and a development framework featuring sustainable TRADITIONAL DESIGN principles.

Policy 4.1.1

The City shall encourage the steady growth of aviation facilities, and associated, supportive high-technology industries in the vicinity of the Orlando International Airport, in order to successfully compete with other growing cities in the southeastern United States, and to capture Orlando's "fair-share" of economic opportunity.

Policy 4.1.2

Because the Southeast/Orlando International Airport Future Growth Center currently contains a large employment population, one that will continue to grow well into the future, a mixture of urban land uses and development opportunities must be provided in order to serve that population. A mixed use community is desirable in this area because of its proximity to the Orlando International Airport. Therefore, Planned Development shall be encouraged, including a mixture of residential uses types, hotel, commercial, office, industrial, conservation, and recreational uses.

Policy 4.1.3

The City of Orlando shall review, and where appropriate, revise the density and intensity bonus system found in the Land Development Code in order to encourage a functional mixture of land use types in the Southeast/Orlando International Airport Future Growth Center area.

Policy 4.1.4

The City shall allow limited transfer of development rights for the purpose of clustering residential and non-residential development and protecting important natural resources and environmentally sensitive lands, as stipulated in Conservation Element Policy 1.4.6. In addition to allowing density transfers within a development site, the City shall examine the feasibility of an expanded transfer of development rights system that would allow density transfers between development sites in the Southeast/Orlando International Airport Future Growth Center area. In addition to the Southeast/Orlando International Airport Future Growth Center area, similar transfer of development rights provisions shall be considered for other compact and related areas.

Policy 4.1.5

The City's activity center concept, which provides for concentrations of urban densities and intensities, is designed to limit urban sprawl. The City recognizes that the benefits of a concentrated urban form include efficiencies related to public services, neighborhood protection, energy consumption, and environmental protection. The City shall conscientiously plan for the growth of the Southeast/Orlando International Airport Future Growth Center, and will ensure that adequate facilities and services to serve this fast-growing urban area are available and financially feasible.

Policy 4.1.6 (This represents a key policy, which states the overall land use and design vision for the Southeast Orlando Sector Plan)

The Southeast Orlando Sector Plan area shall accommodate approximately 13,300 residential units, 2.1 million square feet of retail, 3.3 million square feet of office, 1,950 hotel rooms, 4.7 million square feet of industrial space, and 600,000 square feet of civic/government space by the year 2020. In order to build a sustainable community in the Southeast Orlando Sector Plan area, development shall conform to a land use plan which promotes a positive jobs-housing balance recognizing the presence of the Orlando International Airport, provides for an integrated mixture of land uses featuring diverse residential uses and centrally located non-residential cultural and civic uses, and provides for increased accessibility and interconnectedness through an integrated multi-modal transportation system, featuring a strong pedestrian environment and network.

It is the City's intention that the percentage of multi-family units within the Plan area shall not exceed 40%. In general, this standard will be applied on a project-by-project basis. However, the City may allow more multi-family units within individual projects if there is a preponderance of single family development in an adjacent area.

This land use plan will integrate urban activity with appropriate environmental protections, providing opportunities for social interaction within the context of an integrated amenity framework. This plan shall be implemented through land development regulations which enhance the advantages of the Orlando International Airport and utilize TRADITIONAL DESIGN concepts to create a hierarchy of places ranging from a Town Center that will serve as a primary destination and job center within the community, to Village and Neighborhood Centers that provide local shopping and civic spaces for residential areas, to airport-related employment districts that include a variety of industrial and office uses and employment opportunities, to prominently located public uses. In the Southeast Orlando Sector Plan area, mixed use centers and residential neighborhoods shall be compact, walkable, and interconnected, and residential neighborhoods shall be defined by diverse and integrated housing opportunities, easily accessible public space and activated by locally oriented civic and commercial facilities. The City shall promote design concepts that provide a strong connection between nature and the built environment, and shall pursue an innovative and comprehensive approach to stormwater control by integrating these facilities with parks and open space, pedestrian and bicycle pathways, and wetland protection/wildlife corridors. The City shall encourage the use of Crime Prevention Through Environmental Design techniques throughout the Southeast Orlando Sector Plan area.

Policy 4.1.7

Figure LU-2A presents the Southeast Orlando Sector Plan Conceptual Master Plan, or Southeast Plan map. This map shall appear in the Future Land Use Element Support Document and shall be used to guide development within the Southeast Orlando Sector Plan area. The City Planning Official shall be authorized to revise Figure LU-2A to reflect changes approved through the Urban Village future land use process specified in Policy 2.4.4, following a determination that the proposed alteration is compatible with the intent of the Southeast Orlando Sector Plan, and the subarea policies which define the Urban Village future land use designated areas. Any change to properties outside an Urban Village future land use designation shall require an amendment to the Official Future Land Use Map, and an amendment to Figure LU-2A.

Policy 4.1.8 (Key policy; establishes the basic framework for the application of the future land use categories created for the Southeast Orlando Sector Plan and the supporting TRADITIONAL DESIGN concepts)

Development in the Southeast Orlando Sector Plan area shall be encouraged to incorporate sustainable land use techniques and principles which ensure a strong local economy, produce communities of diverse livable neighborhoods, and conserve and protect the fragile natural and built environment. The Town Center/Urban Transit Center, Village Center/Urban Transit Center, Village Center, Neighborhood Center and associated Residential Center future land use categories shall be applied singularly and together to ensure:

- (a) development in the form of coherent and compact interconnected districts and neighborhoods with clearly defined centers and edges and a diverse mix of activities (residences, shops, schools, workplaces and parks, etc.) located to minimize the use of the automobile.
- (b) mixed and multiple use integrated districts providing residential and employment opportunities and variety of shops, services, restaurants, and civic activities that serve the needs of surrounding neighborhoods.
- (c) diverse, compact (typically no more than one quarter mile from center to edge) neighborhoods which encourage pedestrian activity.
- (d) neighborhoods with a wide spectrum of housing options which enable people of a broad range of incomes, ages, and family types to live within a single neighborhood or district. Large developments featuring a single use or serving a single market segment are discouraged.
- (e) a balanced transportation system providing equal emphasis to transit, pedestrian, and bicycle mobility to reduce the reliance on automobiles. Streets laid out as an interconnected network, forming coherent blocks where building entrances front the street rather than parking lots. Provision of bicycle/pedestrian connections as necessary to directly connect to nearby uses. Public transit available to connect neighborhoods to each other, and the surrounding region.
- (f) the celebration of public space. Civic buildings, such as government offices, community or neighborhood centers, churches and libraries should be sited in prominent locations, which are accessible to the pedestrian. Open spaces, such as parks, playgrounds, squares, and greenbelts should be located at accessible locations throughout a neighborhood.
- (g) Cohesive urban design which builds civic pride, enhances community identity and reinforces the culture of democracy.

The City shall utilize the Growth Management Plan policies, the Urban Village future land use designation, and the Land Development Code to further implement these concepts.

Policy 4.1.9 (Key policy; establishes the future land use designations and standards that will apply in the Southeast Orlando Sector Plan area)

Properties within the Southeast Orlando Sector Plan area may utilize the future land use designations provided in this policy or the Urban Village designation provided under Policy 2.4.4. Projects that utilize the Urban Village designation shall be developed under the Planned Development (PD) zoning classification, as specified in the City's Land Development Code. This process shall provide for continuing public input into the planning process.

Projects that utilize the future land use designations provided in this policy without the Urban Village future land use designation, shall conform to the Southeast Orlando Sector Plan - Conceptual Master Plan Map (Figure LU-2A). Any change to an individual project Master Plan which is inconsistent with Figure LU-2A shall only be allowed following the approval of a Growth Management Plan future land use map amendment.

The Southeast Orlando Sector Plan allows the use of CONVENTIONAL LDC Standards (see below) under certain conditions. As an alternative, property anywhere within the Southeast Orlando Sector Plan area may be developed in accordance with TRADITIONAL DESIGN planning principles (see below), and the incentives associated with such planning principles as a matter of right. Development shall conform to TRADITIONAL DESIGN planning principles when specifically required by the Southeast Orlando Sector Plan and associated future land use designations, this policy, and Policy 4.1.8. More detailed guidelines and standards, including illustrations, are provided in the “Southeast Orlando Sector Plan Development Guidelines and Standards” document, prepared by Calthorpe Associates and dated October 14, 1997, or as may be subsequently incorporated into the Orlando Land Development Code. In addition to, or in conjunction with, the Urban Village future land use designation, the City shall utilize the following future land use designations within the Southeast Orlando Sector Plan area.

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.

Airport Support District - High Intensity (ASD-2)

Allowable Uses: Heavy Manufacturing, Light Manufacturing, Warehouse, Office, Hotel, Support Retail and Service Activities, Automobile and Truck Rental, Civic.

Intensity: Minimum Intensity - None
Maximum Intensity - 1.5 FAR

Standards: ALL DEVELOPMENT:
- Conventional LDC for all development.
- I-G for heavy manufacturing uses.
- I-P for light manufacturing and office uses.
- AC-2 for all other permitted uses.
- Civic space such as parks/plazas/greens shall not be required.
- Aircraft noise attenuation standards shall apply.

Airport Support District - Medium Intensity (ASD-1)

Allowable Uses: Light Manufacturing, Warehouse, Office, Hotel, Support Retail and Service Activities, Automobile and Truck Rental, Single Family and Multi-family Residential, Civic and Parks; Golf Course.

Intensity: Minimum Intensity - 5 du/gross acre/No minimum for non-residential uses.
Maximum Intensity - 25 du/gross acre/0.7 FAR.

Standards: ALL DEVELOPMENT:
- Residential development required to attain an average density of 5 du/gross acre.
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.
- Residential developers shall be required to provide land, or an equivalent fee-in-lieu thereof for public schools based upon actual residential entitlements at the time of mastersite plan, land subdivision, or its administrative equivalent.

Definition in Terms

CONVENTIONAL LDC - City of Orlando Land Development Code, as may be amended from time to time.

TRADITIONAL DESIGN - Guidelines and Standards as provided in the remainder of this document, or as may be subsequently incorporated into the Land Development Code.

- The following minimum and maximum percentages of total land area shall be achieved in the Airport Support District - Medium Intensity designation on a project by project basis. However, some flexibility may be granted for small development sites after administrative review, so long as the land use mix is achieved on a district wide basis:

<u>Use</u>	<u>Minimum Land Area Required</u>	<u>Maximum Land Area Allowed</u>
Residential	0%	65%
Support Retail, Hotel, and Services	10%	25%
Office	15%	70%
Industrial	0%	60%
Civic	10%	No Maximum

CONVENTIONAL LDC:

- Retail uses less than 0.25 FAR.
- Office, hotel, and industrial development less than 0.5 FAR.
- All multifamily residential uses less than 12 du/gross acre.
- The standards of the AC-2 district shall apply; however, each proposed development shall be required to undergo Planned Development (PD)/master plan review to ensure that adequate design standards are implemented or buffering is provided between compatible residential and non-residential uses and to ensure that appropriate development standards are applied.

TRADITIONAL DESIGN:

- Retail uses equal to or greater than 0.25 FAR.
- Office and hotel development equal to or greater than 0.5 FAR..
- Industrial development equal to or greater than 0.5 FAR.
- Village Center-Residential Block standards shall apply to all single family residential uses, and to all multifamily residential uses which exceed 12 du/gross acre.
- Civic space such as parks/plazas/greens are required.

Town Center/Urban Transit Center

Allowable Uses: Retail, Services, Restaurants, Office, Cinema, Grocery, Hotel, Single Family and Multi-Family Residential, Civic, Parks, Recreation, Civic, Day-Care, and/or other uses consistent with the City's AC-3 district.

Intensity: Minimum Intensity - 7 du/gross acre/0.4 FAR for non-residential uses.
Maximum Intensity - 50 du/gross acre/No maximum FAR for non-residential uses.

Standards: **ALL DEVELOPMENT:**

- Traditional Design Standards for "Town Center" shall apply to all development. This includes the following composition of mix in relation to specified block types:
 - Mixed Use Blocks - 15% to 40% of Center (30-80% retail, cinema or hotel required, 20-70% other)
 - Office Blocks - 0% to 30% of Center (retail 10% maximum)
 - Residential Blocks - 30% to 75% of Center
 - Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Village Center/Urban Transit Center

Allowable Uses: Retail, Services, Grocery, Restaurants, Cinema, Gas Stations, Offices, Hospitals, Hotels, Single Family and Multi-family Residential Civic including Schools and Colleges, Park/ Plaza and/or other uses consistent with the City’s AC-1 district.

Intensity: Minimum Intensity - 7 du/gross acre/0.3 FAR for non-residential uses.
Maximum Intensity - 30 du/gross acre/No maximum FAR for non-residential uses.

Standards: ALL DEVELOPMENT:
- Traditional Design Standards for “Village Center” shall apply to all development. This includes the following composition of mix in relation to specified block types:
Mixed Use Blocks - 15% to 40% of Center (30-80% retail, cinema or hotel required, 20-70% other)
Office Blocks - 0% to 30% of Center (retail 10% maximum)
Residential Blocks - 40% to 75% of Center
Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Village Center

Allowable Uses: Retail, Services, Grocery, Restaurants, Cinema, Gas Stations, Offices, Hospitals, Hotels, Single Family and Multi-family Residential Civic including Schools and Colleges, Park/ Plaza and/or other uses consistent with the City’s AC-1 district.

Intensity: Minimum Intensity - 7 du/gross acre/No minimum for non-residential uses.
Maximum Intensity - 30 du/gross acre/No maximum FAR for non-residential uses.

Standards: ALL DEVELOPMENT:
The following composition of mix shall be required in each Village Center:

Use	Minimum Land Area Required	Maximum Land Area Allowed
Residential*	25%	40%
Commercial, Retail, and Services	20%	60%
Office	10%	25%
Overall Non-Residential	30%	60%
Public and Civic	10%	No Maximum
Public Parks & Greenspace	5% (of total	No Maximum

** Residential dwellings are encouraged above ground floor commercial and office uses, and may be allowed beyond the maximum percentage indicated above.*

- Aircraft noise attenuation standards shall apply.

CONVENTIONAL LDC:

- Non-residential development less than 0.4 FAR.
- Residential Development less than 25 du/gross acre.
- Standards shall be consistent with the City’s AC-1 zoning district, with the FAR exceptions noted above.

TRADITIONAL DESIGN:

- Non-residential development equal to or greater than 0.4 FAR use standards for “Village Center/Urban Transit Center”.
- Residential development equal to or greater than 25 du/gross acre use standards for “Village Center/Urban Transit Center”.

Neighborhood Center

Allowable Uses: Neighborhood Retail up to 100,000 square feet per Neighborhood Center, Grocery up to 50,000 square feet per Neighborhood Center, Restaurants, Services, Offices, Hotel, Single Family and Multi-Family Residential, Civic including Elementary Schools and Day Care, Park/Plaza, and/or other uses consistent with the City’s AC-N district.

Intensity: Minimum Intensity - 7 du/gross acre/No minimum for non-residential uses.
Maximum Intensity - 25 du/gross acre/ 0.3 FAR for non-residential uses.

Standards: ALL DEVELOPMENT:
- TRADITIONAL DESIGN Standards for “Neighborhood Center” shall apply to all residential and non-residential development. The following composition of mix shall apply to specified block types:
Mixed Use Blocks - 12% to 25% of Center (30-80% retail, cinema, or hotel required, 20-70% other)
Office Blocks - 0% to 13% of Center (office only)
Residential Blocks - 52% to 78% of Center
Civic Blocks - 10% of Center
- Aircraft noise attenuation standards shall apply.
- Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.

Residential Neighborhood

Allowable Uses: Single Family and Multi-family residential up to Four-plexes; and Ancillary Dwelling Units; Parks; Golf Course; Residential Center (permitted within Residential Neighborhood in accordance with standards listed below)

Intensity: Minimum Intensity - No minimum.
Maximum Intensity - 12 du/gross acre.

Standards: ALL DEVELOPMENT:
- Aircraft noise attenuation standards shall apply.
- A centrally located neighborhood park shall be provided generally within 1/4 to 1/3 miles walking distance of most homes within individual development sites, consistent with Policies 4.1.13 through 4.1.15.

CONVENTIONAL LDC:

- Within 2000 feet of the Narcoossee Road ROW, and north of the Central Florida Greenway, and where development is less than an average density of 5 du/gross acre.
- Greater than 2000 feet from the Narcoossee Road ROW, and north of the Central Florida Greenway, and where development is less than an average density of 3 du/gross acre.
- South of the Central Florida Greenway, where development is less than an average density of 3 du/gross acre.

TRADITIONAL DESIGN:

- Within 2000 feet of the Narcoossee Road ROW, and north of the Central Florida Greenway, and where development is equal to or greater than an average density of 5 du/gross acre, “Residential Neighborhood” land use and building standards shall apply.

- Greater than 2000 feet from the Narcoossee Road ROW, and north of the Central Florida Greenway, and where development is equal to or greater than an average density of 3 du/gross acre, "Residential Neighborhood" land use and building standards shall apply.
- South of the Central Florida Greenway, where development is equal to or greater than an average density of 3 du/gross acre, "Residential Neighborhood" land use and building standards shall apply.

Residential Center

(Optional only as a component of a Residential Neighborhood for those utilizing TRADITIONAL DESIGN)

Allowable Uses: Single Family and Multi-family Residential; Small Retail; Market (no more than 10,000 square feet); Mixed Office/Residential; Services; Restaurant/Cafe; Civic including Elementary Schools and Day Care; Parks.

Intensity: Minimum Intensity - 7 du/gross acre. No minimum FAR for non-residential uses.
Maximum Intensity - 25 du/gross acre/ 0.3 FAR.

Standards: ALL DEVELOPMENT:
- TRADITIONAL DESIGN land use and building standards shall apply to such areas. This includes the following composition of mix in relation to specified block types:
Mixed Use Blocks - 12% to 25% of Center (30-80% retail, cinema, or hotel required, 20-70% other)
Office Blocks - 0% to 13% of Center (office only)
Residential Blocks - 52% to 785 of Center
Civic Blocks - 10% of Center
- The focal point of any such Center shall be a civic use such as a school or park, and any non-residential uses shall be neighborhood-serving only. Residential developers shall be responsible for dedicating park land prior to receiving development approval, as per adopted level of service standards.
- In no instance shall the Residential Center exceed 20 acres in size, nor the non-residential portions of the Residential Center exceed 8 acres in size, including civic uses.
- Aircraft noise attenuation standards shall apply.

Public/Recreational/Institutional

Allowable Uses: Elementary, Middle and High Schools, College Campus: Library; Water Treatment Plant; Public Safety Facilities; Community and Neighborhood Parks, Recreation Centers, Gymsnasiums, Neighborhood Greens and Plazas; Golf Courses, Playgrounds, Play Fields, Active and Passive Recreation Areas, Public Buildings, Utility Facilities, Borrow Pits, and all other uses associated with the City's P zoning district. Borrow Pits shall be permitted upon receipt of a South Florida Water Management District Permit.

Intensity: Minimum Intensity - N/A.
Maximum Intensity - N/A.

Standards: ALL DEVELOPMENT:
- Aircraft noise attenuation standards shall apply.
- School sites shall be provided prior to the issuance of development approvals, as required by Policy 4.1.16.
- Siting and the design of physical structures shall be consistent with the Southeast Orlando Sector Plan locations and characteristics and the TRADITIONAL DESIGN Standards, particularly for schools and public offices.
- The City's current park level of service standards shall be maintained in the Southeast area. See Policies 4.1.13 through 4.1.15.

- Residential developers shall be responsible for dedicating the appropriate amount of park land as part of the development approval process.

CONVENTIONAL LDC:

- Parks and other recreational facilities shall undergo master plan review, and shall be landscaped consistent with the Land Development Code.

TRADITIONAL DESIGN:

- Siting and the design of physical structures shall be consistent with the Southeast Orlando Sector Plan.

Conservation Use/Resource Protection

The policy requirements of the GMP Conservation Element shall apply to all Conservation Use/Resource Protection lands within the Southeast Orlando Sector Plan area. The Southeast Orlando Sector Plan map (Figure LU-2A) identifies a Primary Conservation Network (PCN) which includes both jurisdictional wetland areas and potential upland preservation areas. The City shall continue working with the State and southeast area property owners to implement the PCN. Additional regulation shall require adequate consultation with the southeast area property owners and shall include only duly noticed public hearings.

In addition to complying with the adopted Conservation Element objectives and policies, all master plans in the Southeast Plan area shall be reviewed using the following general guidelines for environmentally sensitive lands: Roads that cross wetland systems should be fitted with oversized culverts and/or other facilities, devices or techniques to facilitate and maintain wildlife corridors. Upland buffers, preservation areas, and wetland systems should be maintained so as to prevent invasion by nuisance and/or exotic species. Recreation opportunities within or adjacent to environmentally sensitive lands should be limited to passive uses. Every attempt should be made to mitigate for impacts to wetlands and listed wildlife species through enhancement and/or preservation of habitat. Retaining existing native vegetation and the use of native drought-resistant plants in residential, commercial and common use areas is encouraged.

The Southeast Orlando Sector Plan calls for additional road crossings and encroachments across/into environmentally sensitive lands to be minimized; encourages the placement of stormwater management ponds, utility facilities, and other similar non-residential land uses adjacent to environmentally sensitive lands; and states that, while not a requirement, a 500-foot minimum width for environmentally sensitive lands should be maintained wherever possible to allow wildlife movement. Finally, the Southeast Plan calls for the reduction of fencing as a means to delineate property ownerships, and the creation of an area-wide environmental education and signage program.

Policy 4.1.10

TRADITIONAL DESIGN standards may be utilized in other areas of the City, provided the property owner/developer uses all pertinent standards and the proposed intensities and uses are consistent with the sites' future land use designation. The Residential Center component of Residential Neighborhoods shall be deemed consistent with all Residential future land use categories. TRADITIONAL DESIGN standards may be applied by right, provided the minimum criteria, as outlined in the land development regulations, are met. The City Planning Official shall be authorized to determine such appropriateness and consistency.

Policy 4.1.11

The Conservation Use future land use designation shown on the Orlando International Airport property may be removed after satisfactory completion of all permitting processes of the appropriate environmental regulatory agencies, and consistent with Conservation Element Policy 1.4.4. Conservation Element Policy 1.4.4 states that on Orlando International Airport property, issuance of a permit by the Department of Environmental Protection and/or the South Florida Water Management District for impacts to wetlands shall be sufficient to demonstrate compliance with the City wetland regulations. In order to foster efficient development of the Orlando International Airport, the City Planning Official shall be authorized to alter the Southeast Orlando Sector Plan map, the Official Future Land Use Map, the Official Zoning Map and GMP Conservation Element Figure C-2B, consistent with the terms of the approved environmental permits without the need to process a GMP Amendment.

Policy 4.1.12

The City of Orlando shall implement the Aircraft Noise and Land Use Control Zone Map concept in the Southeast Orlando Sector Plan area, consistent with Future Land Use Policy 2.4.11. The Aircraft Noise and Land Use Control Zone Map (Figure LU-2B) shall be incorporated into all illustrative master plans for properties within the Southeast Orlando Sector Plan area, either as an inset or as a separate map sheet.

In the Southeast Orlando Sector Plan area, the City shall utilize the Aircraft Noise and Land Use Control Zone Map (Figure LU-2B) to determine if any incompatibilities would be created by the shifting of land uses or alterations proposed to projects designated Urban Village on the Official Future Land Use Map. Changes that create such incompatibilities shall not be allowed.

Adoption of the Southeast Orlando Sector Plan and related Land Development Code standards shall in no way invalidate or modify either the recorded avigation easement or the noise damage claim waiver covering the Lake Nona DRI/PD property.

Policy 4.1.13

Residential developers shall be responsible for dedicating park land prior to receiving development approval. Within Residential Neighborhood designated areas, a centrally located neighborhood park shall be provided generally within 1/3 to 1/4 miles walking distance of 60% of the homes within individual development sites. Most users should not need to cross arterial streets to get to the park. Where possible, neighborhood parks should be located adjacent to elementary schools and should connect with the trail and greenway network.

Greens and Plazas. At least one Green and/or Plaza shall be provided within all Town, Village, Neighborhood and Residential Centers, unless served by a Neighborhood Park. Greens and Plazas shall also be included in the Airport Support District-Medium Intensity designation, where TRADITIONAL DESIGN standards apply. Parks, plazas and greens shall not be required in non-residential areas where TRADITIONAL DESIGN standards do not apply.

Policy 4.1.14

Consistent with Recreation, Open Space and Cultural Element Policy 1.1.1, the City's park level of service standard of 3.25 acres per 1,000 population shall be maintained in the Southeast Orlando Sector Plan area. At least 2.05 acres per 1,000 population shall be in functional community and neighborhood parks. The community and neighborhood park land shall consist of useable upland area. The remaining 1.2 acres may be made up of village greens and plazas, conservation buffers and the Primary Conservation Network if such areas are visually accessible by the general public (not private backyards). To satisfy the requirement for new parks, both CONVENTIONAL LDC and TRADITIONAL DESIGN developments shall meet the following park dedication or cash-in-lieu of dedication (if allowed by the City) requirements:

Community Parks:	0.003 acres per residential unit
Neighborhood Parks:	0.0017 acres per residential unit
Remaining Open Space (visually accessible conservation buffers, Primary Conservation Network, or village greens/plazas):	0.0027 acres per residential unit.

Policy 4.1.15

Parks shall be surrounded by streets and/or building fronts, except where they are bound by woodlands, creeks, agricultural uses or other significant open space features. At least 50% of a parks perimeter should front onto a public street. Under no circumstances may the edge of a park abut a rear yard fence, unless such property consists of a linear park or trail with the facing edge being a natural system. Park paths should support local connections from neighborhoods and surrounding commercial areas into parks. Fences should not prohibit access from neighborhoods into a park. Parks should include adequately shaded areas for comfortable sitting and recreation year-round. Parks should be designed to conserve valuable natural features including creeks, significant habitats, woodlands, and existing heritage trees. Finally, vistas from surrounding streets that end in a park shall be encouraged. Loading and storage areas shall not occupy these vistas. All parks, plazas and greens shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) standards.

Policy 4.1.16

As shown on and consistent with the Southeast Orlando Sector Plan map, Figure LU-2A, residential developers shall be required to provide land, or an equivalent fee-in-lieu thereof (if allowed by the City) for public schools based on actual residential entitlements at the time of master site plan, land subdivision or its administrative equivalent. School sites shall either be donated to the City of Orlando prior to the issuance of plat approval for residential projects, or the property owner/developer may propose alternative mechanisms for providing the required school site; however, any such alternative mechanism must be approved by the City of Orlando prior to plat approval. The City supports innovative solutions to the provision of school facilities, and shall encourage property owners/developers to coordinate with the Orange County School Board and/or other public and private entities to provide schools in the Southeast Plan area. TRADITIONAL DESIGN standards shall apply to all schools.

Policy 4.1.17

The landscaping requirements for the Southeast Orlando Sector Plan area shall be those specified in the Land Development Code. Street trees shall be spaced in accordance with specifies type and other qualitative and quantitative standards as described in the LDC.

Policy 4.1.18

New and/or replacement billboards shall be prohibited in the Southeast Orlando Sector Plan area.

Objective 4.2

The City of Orlando Transportation Planning Bureau shall, by 1998, refine its study of the Southeast/Orlando International Airport Future Growth Center, identifying and analyzing the various transportation opportunities and constraints present in the area. This study shall investigate the potential use and incorporation of light rail transit into the broader regional system.

Policy 4.2.1

The Transportation Planning analysis shall identify methods to implement a high capacity multi-modal transportation system which maximizes accessibility to the Orlando International Airport, and within the Southeast/OIA Future Growth Center area, to further the land use and commerce objectives of this major metropolitan activity center, while at the same time protecting the unique natural features present in the area. The OIA shall function as the multi-modal hub for the Central Florida region, incorporating aviation, rail, and other surface transportation facilities. The City of Orlando shall promote adequate design and planning of transportation facilities. This includes planning roadways serving aviation facilities to provide easy flow of people and cargo as the facilities expand.

Policy 4.2.2

In order to develop public transit systems and services that encourage public transit ridership, increase personal mobility, conserve energy resources, preserve air quality, and foster economic growth within the Southeast Orlando Sector Plan area, projects that will include a concentration of more than 500 employees shall coordinate with MetroPlan Orlando and the Central Florida Regional Transportation Authority to implement Transportation Demand Management programs.

Policy 4.2.3

The City shall foster, encourage, and support projects designed to capture and enhance the secondary technological effects of airport-area high speed rail projects including educational programs and centers, design and manufacturing firms, and research and development projects.

Policy 4.2.4

The Southeast Orlando Sector Plan map (Figure LU-2A) identifies a conceptual interconnected road network. The connections represent the minimum necessary to support the land use entitlements provided by the Plan. The final alignments and connections shall be established based on individual master plan proposals and within existing environmental constraints.

Arterials are defined as major high-volume roadways such as Narcoossee Road and Alafaya Trail. Town and Village Center streets should be composed of arterial and local streets. Neighborhood Center and Residential Center streets should be local in nature. Residential Neighborhoods should be comprised of connector and local streets. Residential and commercial connector streets shall provide vehicular connections between residential neighborhoods and commercial centers. Airport Support District streets are generally local in nature, but with a lane width and intersection radius sufficient to handle large trucks. Specific street cross-sections shall be consistent with standards reflective of TRADITIONAL DESIGN and CONVENTIONAL LDC development options, as applicable.

Policy 4.2.5

In the Southeast Orlando Sector Plan area, the City shall combine the mobility of the traditional interconnected street pattern with the safety, security, and topographic sensitivity of the conventional or contemporary network. Such a hybrid network features short, curved stretches that follow the lay of the land or contribute to good urban design, as well as short loops and cul-de-sacs, so long as the higher-order street network is left intact. "Higher-order" means arterials, collectors, and sub-collectors that carry through traffic. An acceptable master plan may feature interrupted grids of short streets ending at T or Y intersections, traffic circles or squares/parks. By design, local streets may carry some through-traffic, but the truncated nature of local streets means that traffic moves more slowly and the heaviest volumes are diverted to higher-order streets.

A simple measure of connectivity is the number of street links divided by the number of nodes or link ends (including cul-de-sac heads). The more links relative to nodes, the more connectivity. A connectivity index of 1.6 to 1.8 represents the optimum for a street network. Criteria for applying this or a similar connectivity measure concept shall be reviewed with the Southeast Orlando Sector Plan partnership and incorporated into the Land Development Code by 1999.

Policy 4.2.6

Bicycle lanes shall be designed for all connector and arterial streets in the Southeast Orlando Sector Plan area. Bicycle lanes are a portion of the roadway which has been designated for the preferential or exclusive use of the bicycle. Sidewalks shall not substitute for bicycle lanes.

Policy 4.2.7

A wide variety of street design features can create more livable streets. "Neighborhood Traffic Control", or "Traffic Calming" measures are based on the ability to slow vehicle speeds, provide drivers with awareness of other users, and buffer pedestrians from traffic flow. Traffic Calming devices have potential use in both the design of new road segments in the Southeast Orlando Sector Plan area, as well as the modification of existing roads, or the future modification of roads initially built without traffic calming features. Appropriate traffic calming devices for use in the Southeast area include: (1) Street Narrowing; (2) Vehicle Deflection; (3) Pavement Sharing; (4) Rerouting; and (5) Pavement Surface Treatments. A detailed description of these methods can be reviewed at the City of Orlando Planning and Development Department.

Policy 4.2.8

Streets provide a highly visible element in the public realm. For this reason, major public utility lines should be located underground. All electrical, cable, telephone, and other distribution lines within private developments in the Southeast Orlando Sector Plan area shall be located underground.

Note: Other pertinent policies can be found in the GMP Future Land Use Element, Conservation Element and Urban Design Element.

SOUTHEAST ORLANDO SECTOR PLAN
DEVELOPMENT GUIDELINES AND STANDARDS