

• How do the new requirements differ from before?

Previously, a project would need to show that adequate capacity was available on the roads serving the development to be approved as per Orange County’s Concurrency Management Ordinance. Now, developments in the AMAs no longer need to show adequate road capacity. Instead, improvements proposed by the developer that target any transportation mode are enough to allow the project to move forward

• How many Mobility Standards will my project need to meet?

The number of standards to meet is based on the number of new average daily trips the project generates. (Projects generating fewer than 10 new trips do not need to meet the mobility standard requirements.) A list of common development types, trip generation and required number of Mobility Standards is available on the County website for general guidance.

| NEW AVERAGE DAILY TRIPS | MOBILITY STANDARDS TO MEET |
|-------------------------|---|
| 0 to 9 | 0 |
| 10 to 49 | 1 |
| 50 to 99 | 3 |
| 100 to 399 | 5 |
| 400 to 999 | 7 |
| 1,000 to 4,999 | 12 |
| 5,000 or greater | 18 and be on an existing transit route or provide funding for a new transit route |

• How are the project’s new average daily trips determined?

County staff from the Transportation Planning Division can calculate trip generation or can verify a calculation provided by an applicant (407-836-8070). Only new trips are counted. If the project is a redevelopment of - or addition to - an existing development, the trips generated by the existing development are subtracted from the new development’s trip generation to arrive at an estimate of the new trips.

• How can I meet Mobility Standards?

The best way to meet Mobility Standards is to include features that enhance Mobility and note where they are on your site plan. Depending on your site, items in one category may count toward more than one standard.

Features that enhance Mobility include:

- Walkways with shade and lighting
- Bicycle parking (sheltered)
- Pedestrian Comfort (sheltered areas, furniture, etc.)
- Direct paths from entrance to transit
- Roadway projects (turn lanes, re-striping, etc.)

Additional information about Mobility Standards is available on our website.

• How will I know if the Mobility Standards I propose for my project are acceptable to the County?

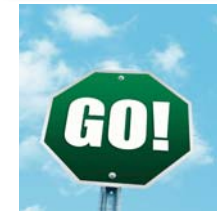
The Planning Context Assessment Study will guide applicants in choosing acceptable Mobility Standards. Early consultation with County staff members from the Transportation Planning Division (407-836-8070) or the Growth Management Department Planning Division (407-836-5600) is also recommended.



For more information, visit the Orange County Website:
www.ocfl.net/cms/DEPT/pw/transplan/default.htm

ORANGE COUNTY
 INTERIM MOBILITY STANDARDS
 FOR ALTERNATIVE
 MOBILITY AREAS*

*AREAS THAT ARE EXEMPT FROM
 TRANSPORTATION CONCURRENCY



AUGUST 31, 2009



• **Simply put, what is this Interim Mobility procedure all about?**

Orange County now has 4 *Alternate Mobility Areas* in which transportation concurrency no longer applies; instead, development projects will include features that make it easier and more convenient for people to get around by walking, cycling or taking a bus, in addition to driving.

• **Why is this being called an Interim procedure?**

Orange County is a *Dense Urban Land Area*, according to Senate Bill 360, which took effect June 30, 2009. Within two years, the County must adopt a *Mobility Plan*, which will include mobility procedures that will replace this interim procedure.

• **Is Interim Mobility a separate process from other land development processes?**

No. The Interim Mobility procedure fits into existing land development review and approval processes, so it will not lengthen the time it takes for development approval. Applicants will need to provide the Planning Context Assessment Study and include the required number of mobility standards in their project.

• **What is an *Alternative Mobility Area* or AMA?**

An AMA is one of the four areas of Orange County exempt from transportation concurrency that are subject to the Interim Mobility procedure. Maps of the AMA are available on our website.

• **Is Transportation Concurrency still in effect?**

Transportation Concurrency still applies to development located outside the four *Alternative Mobility Areas*.

What is a *Mobility Standard*?

A *Mobility Standard* is one of several options that an applicant seeking development approval for a project may include to enhance mobility. *Mobility Standards* are listed Transportation Element Policy T2.3.7, available on the County website. Examples of *Mobility Standards* include:

- Pedestrian Shelter
- Bicycle Parking
- Connection of gaps in sidewalks

• **What is a *Planning Context Assessment Study*?**

It is a map and accompanying information that show the proposed development in the context of the surrounding area, depicting existing transportation facilities and the improvements proposed to be provided. *Planning Context Assessment Study* information is available on the County website.

• **Do these new requirements apply to my project?**

Generally speaking, the Interim Mobility requirements apply to the following types of projects that are located within an AMA:

- Future Land Use Map Amendments
- Development Review Committee (DRC) projects, including:
 - Land Use Plans (LUP)
 - LUP Amendments
 - Development Plans (DP)
 - Preliminary Subdivision Plans (PSP)
- P&Z Rezoning cases (Planning & Zoning Commission)
- BZA Cases (Board of Zoning Adjustment)
- Commercial Site Plans

These mobility requirements **do not apply** if the proposed development generates **fewer than 10** new average daily trips. For example, one single family house would not need to meet these requirements.

• **Are there some requirements that all development must meet?**

Unless the project generates fewer than 10 new average daily trips, all development in an AMA must provide the items listed in Transportation Element Policy T2.3.6. These are summarized here:

- Sidewalk connections from the development to public sidewalks along the development frontage
- Closure of excessive or duplicative curb cuts, or narrowing of overly wide curb cuts at the site
- On-site pedestrian circulation connecting buildings and parking areas at the site
- Where appropriate and feasible, cross-access connections/easements or joint driveways
- Where appropriate and feasible, land or easements for construction of public sidewalks, bus turn-out facilities and/or bus shelters

