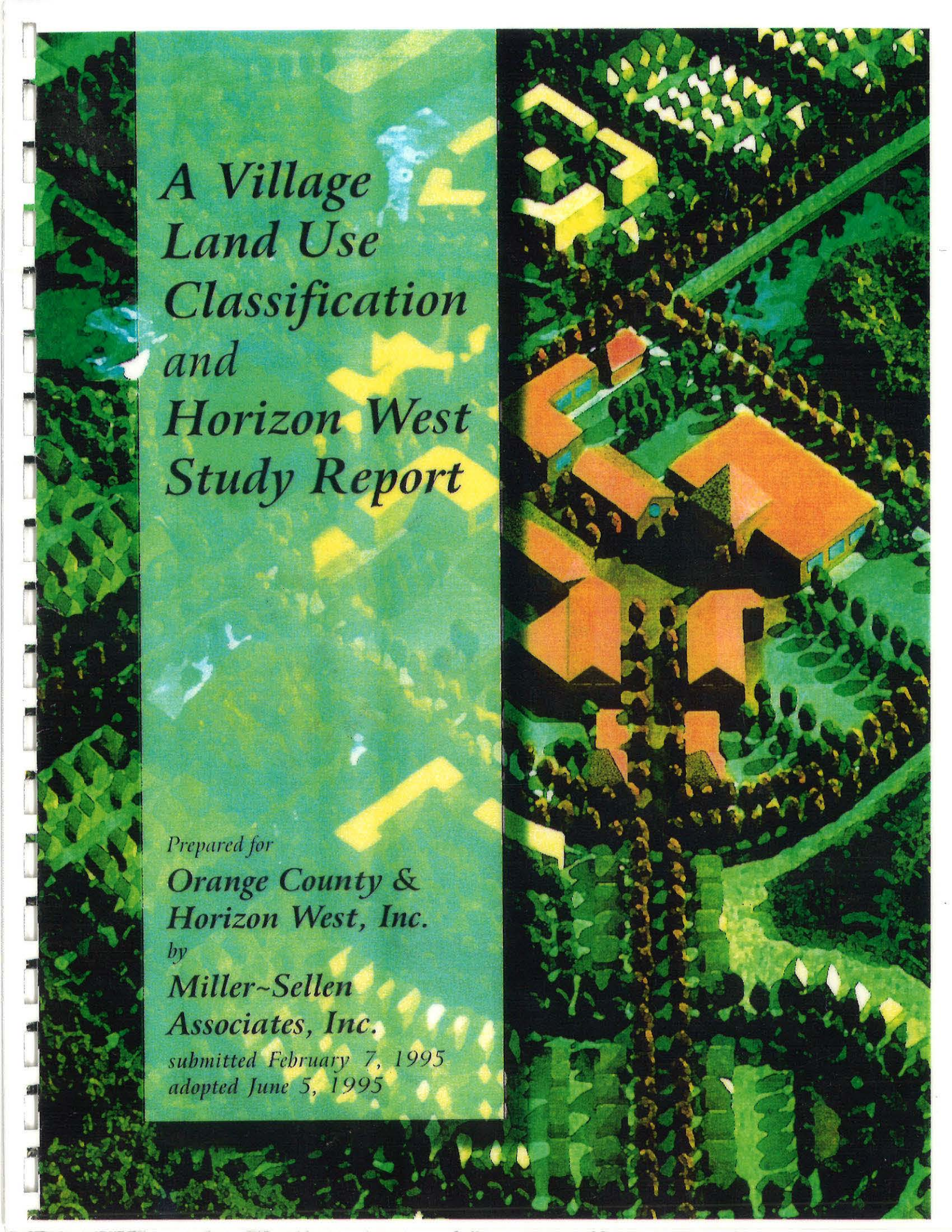

A Village Land Use Classification and Horizon West Study Report

Prepared for

Orange County & Horizon West, Inc.

by

Miller~Sellen Associates, Inc.

submitted February 7, 1995
adopted June 5, 1995

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Urban Planners & Engineers

and

Transportation Consulting Group

Traffic Engineers and Planners

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The Citizens of Orange County who participated in this process.

Orange County Board of County Commissioners

- Linda Chapin - Chairman
- Bob Freeman - District 1
- Tom Staley - District 2
- Mary Johnson - District 3
- Clarence Hoenstine - District 4
- Bill Donegan - District 5
- Mable Butler - District 6

Orange County Planning and Development

Horizon West, Inc. Board of Directors

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- Orange County Historical Society

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TABLE OF CONTENTS

CHAPTER 1

EXECUTIVE SUMMARY

Introduction

This document is comprised of three elements:

- The Executive Summary of the Horizon West Study.
- The Village Land Use Classification for amendment into the Orange County Comprehensive Policy Plan.
- The Horizon West Study Report and Background Data.

The Application for amendment to the Orange County Comprehensive Plan and proposed Village Land Use Classification are specific to the Horizon West Area and are the result of the Horizon West Study.

VICINITY MAP

Horizon West Study

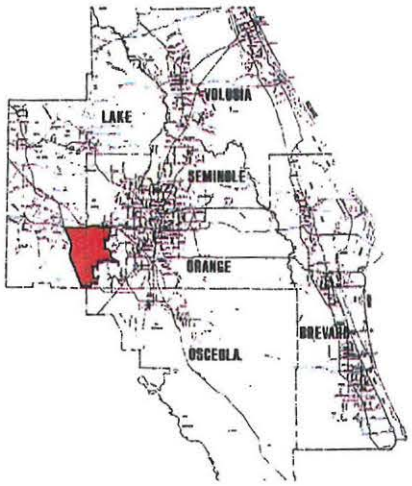
The Horizon West Study was initiated as a public/ private partnership in concensus building and visioning.

The Horizon West Study was initiated as a public/private partnership in consensus building and visioning. The Horizon West planning process has become more than a planning study. Horizon West is:

- A community concerned about its economic future.
- A community concerned about protection of its environment.
- A first of its kind results-oriented visioning process embracing participation from diverse interest to build a consensus for an approach to growth management, urban form, long range planning and environmental protection.
- A unique forum in which personal values and preferences contributed to in shaping tomorrow's community and quality of life in west Orange County.
- A demonstration area for a new approach to growth management in Orange County.
- A public/private partnership reflecting a grass roots approach to comprehensive long range planning.

Location

Horizon West encompasses a Study Area of approximately 66,000 acres which includes portions of West Orange and South Lake Counties. The Study Area is described as being that area: south of State Road 50; west of the Cypress Creek Drainage Basin (which includes the Butler Chain of Lakes); west of Reedy Creek Improvement District (Disney); north of U.S. 192; and east of U.S. 27. The area includes portions of unincorporated Orange County, unincorporated Lake County and the reserve areas of the City of Clermont, Oakland and Winter Garden.



LOCATION MAP

The Problem

In the 1950's Orange County was composed of a series of compact communities, Winter Garden was the hub of activity in west Orange County, while Orlando and Winter Park were the focus of the remainder of the County. These communities were distinct from one to the other, separated by open space. Today in response to a series of factors such as better accessibility/mobility, the desire for a more rural life style, and the availability of inexpensive land to accommodate affordable housing, we have filled our agricultural and open space areas with houses and strip commercial centers, located

our new communities at even greater distances from where people work and clogged our interstate and expressways with cars. The

...we have filled our agricultural and open space areas with houses and strip commercial centers, located our new communities at even greater distances from where people work and clogged our interstate and expressways with cars.

secondary impacts of our past land use decisions have been: neighborhoods with no sense of community; the location of homes, workplaces, recreation activities, commercial uses and schools in a manner that separates children from parents and their friends and requires endless commutes to carry on the activities of daily life; vanishing open space and wildlife habitat. Even the passage of state law requiring comprehensive planning and the subsequent passage of the Orange County Comprehensive Plan has failed to change the way we grow. The experience in west Orange County and the U.S. 27 corridor in east Lake County has proven that application of the Urban Service Area Boundary and the establishment of a density of 1 DU/ 10 acre has not resulted in managing growth but rather has contributed to more sprawl with development leap-frogging from Orange to areas in Lake, Osceola and Polk Counties. Because of the way we are growing, the social and physical structure necessary to support a thriving economy will not be in place.

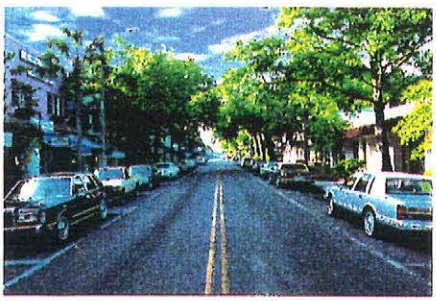
New development must become more compact, be of mixed uses and more pedestrian-orientated.

LEAP FROG DEVELOPMETNT

The Solution

New development must become more compact, be of mixed uses and more pedestrian-oriented. Communities must be designed in ways that empower and encourage people to move about as much as possible without depending on the personal automobile. To accomplish this communities must be designed to allow a greater variety of land uses closer to work and home, by providing more opportunities to connect land uses with walkways and bicycle paths, and by creating a land use pattern that is more transit friendly. How do we accomplish this? We must move beyond "piecemeal planning" where local officials are forced to react to new development proposals on a project by project basis with little hope of understanding how each fits logically into creating a sustainable community. It will be necessary to make more use of specific plans and other creative planning tools which focus on the use of incentives to the private market forces shaping land use decisions balanced with new regulations. We must extend our planning horizons beyond the 20 year periods set by state and federal programs, and we must involve people extensively in a planning process that is focused not on whether we have fulfilled the criteria set down by state statute—"form", but whether we have been successful in solving our growth management problems - "substance". The Horizon West Planning process has incorporated this solution into the development of the "Village Land Use Classification."

We must move beyond "piecemeal planning" where local planning officals are forced to react to new development proposals on a project by project basis with little hope of understanding how each fits logically into creating a sustainable community.



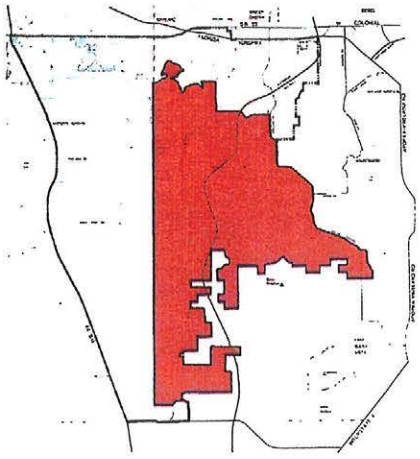
PROTOTYPICAL VILLAGE

Village Land Use Classification Overview

The Village Land Use Classification was shaped and affirmed by the citizens participating in Horizon West Visioning process. This vision is the reference point for objectives and policies developed for future growth management and development in the Horizon West Area of Orange County.

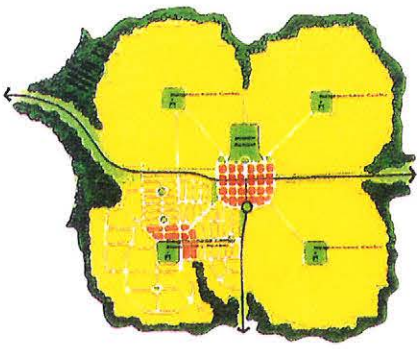
The Village Land Use Classification is the product of this citizen driven visioning process. The classification is a model program for Orange County, as a new approach to growth management, it is specific to the Horizon West Area. Approval of the Land Use Classification allows for the area to begin its transition from rural to urban uses. However, the current designation of 1 DU/10 AC, or the vested land use, remains in place until a Specific Area Plan (SAP) has been approved by the Orange County Board of County Commissioners. The Specific Area Plan for each village will detail land uses, public facilities, infrastructure, financing mechanisms, environmental elements and urban design criteria.

The Village Land Use Classification is designed as an alternative to piece meal planning which will discourage sprawl on a regional scale. The Village approach is a market responsive long range vision that utilizes the neighborhood as a building block to achieve growth in complete, compact and integrated urban form. The Village Concept is aimed at reducing the reliance on the automobile, providing a greater variety of land uses closer to work and home, and creating opportunities for pedestrian, bike and transit uses. The Village policies provide for permanent open space, protected green belts and wildlife corridors which create the village boundaries. Providing a permanent undeveloped edge discourages sprawl and gives meaning in building a sense of place and community. Through the specific area planning and creative design process the Village Land Use Classification addresses environmental protection, transportation, housing, community and regional land use issues as the Horizon West area of Orange County transitions from rural to urban in character.



VILLAGE LAND USE DESIGNATION AREA

The Village Land Use Classification is designed as an alternative to piece meal planning which will discourage sprawl on a regional scale.



PROTOTYPICAL VILLAGE

Village Land Use Classification

Objective 1.7

Orange County shall utilize a Village Land Use Classification to realize the long range planning vision for west Orange County created through the Horizon West planning process. The Village Land Use Classification has been designed to address the need to overcome the problems associated with and provide a meaningful alternative to the leap-frog pattern of sprawl now occurring in western Orange and eastern Lake County; create a better jobs/ housing balance between the large concentration of employment in the tourism industry and the surrounding land uses; create a land use pattern that will reduce reliance on the automobile by allowing a greater variety of land uses closer to work and home; and, replace piecemeal planning that reacts to development on a project by project basis with a long range vision that uses the Village as the building block to allow the transition of this portion of Orange County from Rural to Urban Use through a specific planning process that utilizes a creative design approach to address regional, environmental, transportation, and housing issues.

Orange County shall utilize a Village Land Use Classification to realize the long range planning vision for west Orange County created through the Horizon West planning process.

Policies:

1.7.1. General Village Principles

Each Village must adhere to the following Community Planning Principles:

a. Planning for the Village shall be in the form of complete and integrated neighborhoods containing housing, shops, work place, schools, parks and civic facilities essential to the daily life of the Village residents.

b. Village size shall be designed so that housing is generally within a 1.2 mile radius of the Village Center (shops, services and other activities). This radius may be relaxed where natural or community facilities and services interrupt the design.

c. A Village shall contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

d. Wherever possible, as many activities as possible shall be located within an easy walking distance of existing or designated transit stop.

e. The Village shall have a center focus that combines commercial, civic, cultural and recreational uses.

f. The Village shall contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.

g. Each Village shall have a well- defined edge, such as greenbelts or wildlife corridors permanently protected from development.

h. Local and collector streets, pedestrian paths and bike paths shall contribute to a system of fully-connected and interesting routes from individual neighborhoods to the Village Center and to other villages. Their design should encourage pedestrian and bicycle use by being spatially defined by buildings, trees, and lighting; by discouraging high speed traffic.

i. Wherever possible, the natural terrain, drainage and vegetation of the area shall be preserved with superior examples contained within parks or greenbelts.

j. The Village Center shall be designed to encourage and accommodate linkage with the regional transit system.

A Village shall contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

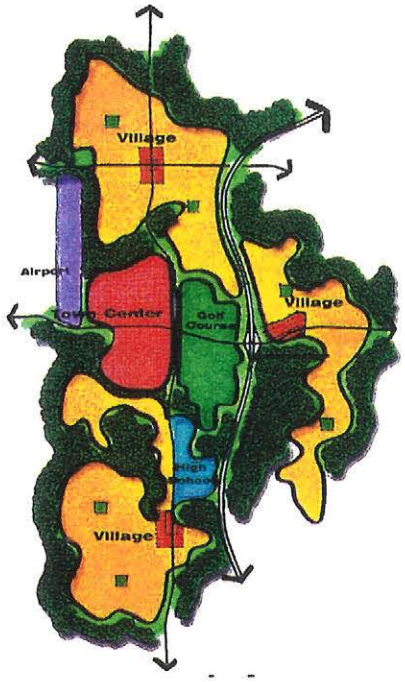
1.7.2. Town Center

A Town Center may be developed in support of the Villages in west Orange County. The purpose of the Town Center will be to provide a place for residential, office, retail and light industrial land uses with a more regional market base, the scale of which should not be permitted in the villages. The Town Center shall be planned and established with limited access expressways within the greenbelt (as defined in Policy 1.7.9) of the Town Center. In order for development to take place the town center must be located so that it has access to an interchange or interchanges of the Western Beltway or similar facility. The Town Center must be designed to encourage and accommodate linkage with the regional transit system and must provide for connections to and be integrated with the collector streets, pedestrian and bike path system provided in individual villages.

The Town Center must be integrated with the regional transit system. The design shall include designated locations for establishment of transit stations as a component of a mixed use development.

The following standards should be used in designing the Town Center:

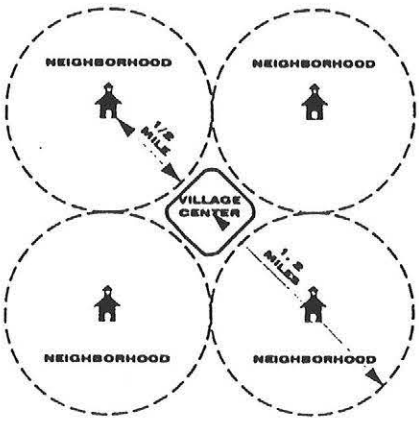
Maximum Size	To be determined by Specific Area Plan
Minimum Density	3.5 units/gross acre and 5.0 units/net acre (as defined in Policy 1.7.3)
Maximum F.A.R.	.60
Density Incentives	Up to 24 DU/net acre with Transfer of Development Rights (TDR)



PROTOTYPICAL TOWN CENTER PLAN

Land Use Mix	Minimum Land Area Required	Maximum Land Area Permitted
1. Residential*	15%	30%
2. Commercial & Retail Services	40%	70%
3. Regional Office	0%	30%
4. Light Industrial	0%	20%
5. Overall Office and Industrial (2-5)	0%	70%
6. Public and Civic	10%	No Max
7. Public Parks and Open Space	5%	No Max

*Residential dwellings are permitted above ground floor commercial uses.



VILLAGE

1. 2 MILE RADIUS
3000 ACRES APPROX.
VILLAGE CENTER MAX. 60 ACRES
UP TO 4 NEIGHBORHOODS
UP TO 4 ELEMENTARY SCHOOLS
UP TO 2 MIDDLE SCHOOLS

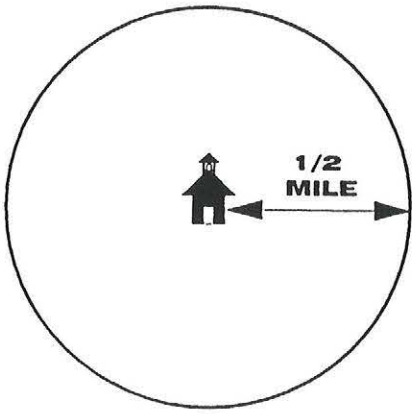
The Town Center must be integrated with the regional transit system. The design shall include designated locations for establishment of transit stations as a component of a mixed use development.

1.7.3 Village Size

Each Village shall be designed so that it includes no less than one thousand and no greater than three thousand (3,000) acres of gross land area. The Village gross land area refers to the total land area encompassing the neighborhoods, village centers and greenbelts. The minimum average gross density within the Village shall be 3.5 DU/acre. Gross density refers to the total number of dwelling units divided by the Village gross land area.The Village shall be composed of up to four (4) but no less than two (2) neighborhoods of approximately 500 acres of developable area. Developable area refers to the gross land area less conservation areas, natural water bodies, designated greenbelt, public open space and institutional uses. The minimum average net density within the Village shall be five (5) units per acre. The net density refers to the total number of units divided by the developable area. Each Village shall contain space for up to four Elementary Schools and one Middle School. One High School site should be provided for every two Villages.

1.7.4 Neighborhood Development

Residential neighborhoods shall not exceed five hundred (500) developable acres and must offer neighborhood facilities and services including passive and active recreation facilities, school site, sidewalks and bikeways. Each neighborhood must contain a central public focal point consisting of any, all, or a combination of parks, elementary school, public facilities such as churches or community center or neighborhood commercial uses as described in Policy 1.7.5. The development of a variety of housing types is encouraged with attached dwellings limited to the property surrounding the neighborhood center (focal point). Public open space shall be provided within each neighborhood. Each neighborhood shall be designed so all housing units are within a 1/2 mile radius of a neighborhood school site.



NEIGHBORHOOD

1/2 MILE RADIUS

500 ACRES

1.7.5 Commercial Development

Commercial development shall be permitted in conjunction with a Neighborhood or Village Center.

a. Neighborhood Center

Commercial development shall be permitted in Neighborhood Centers in association with the following standards:

- Total land area may not exceed two (2) to four (4) acres.
- Floor area ratio (FAR) may not exceed .4 FAR with maximum gross floor area of up to approximately 20,000 square feet.
- Located within walking distance (generally no greater than 1/2 mile) of most neighborhood residents.
- Must be located central to the neighborhood separated from major collector or arterial roads.

Commercial development shall be located within walking distance of most neighborhood residents.

Floor area ratio (FAR) may not exceed .4 FAR with maximum gross floor area of up to approximately 20,000 square feet.

- Site design which places parking behind or beside buildings and incorporates the use of landscaping and pedestrian amenities such as benches, bike parking and coordinated architectural scheme must be linked to the adjoining neighborhood by sidewalks and bike paths.

- Residential dwellings above ground floor commercial uses will be permitted/encouraged.

- Users shall be limited to convenience retail service operations and office, which are designed to serve the immediate neighborhood population.

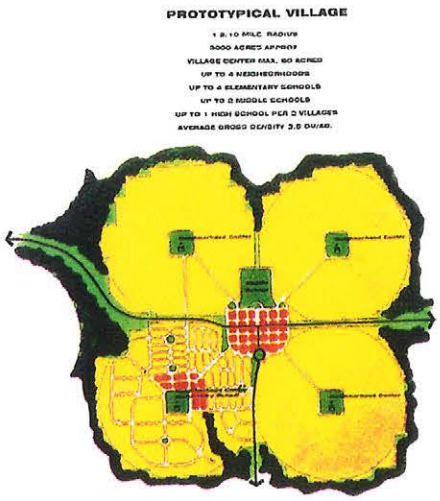
Users shall be limited to convenience retail service operations and office, which are designed to serve the immediate neighborhood population.

b. Village Center

The Village Center should function as a community of compatible uses in a compact setting serving the adjoining neighborhoods. The Village Center should provide for a mix of land uses including residential, commercial and office uses, personal and household service establishments, institutional uses, public facilities, parks, playgrounds, and other similar services designed to meet the needs of the adjoining neighborhoods. The following standards should be used in designing the Village Center:

The Village Center should function as a community of compatible uses in a compact setting designed to meet the needs of the adjoining neighborhoods.

Maximum Size	60 acres; and location to be determined by Specific Area Plan
Minimum Density	3.5 units/gross acre, 5.0 units/net acre
Maximum F.A.R.	.40
Density Incentives	Up to 16 units/net acre with Transfer Development Rights (TDR)



PROTOTYPICAL VILLAGE

Land Use Mix	Minimum Land Use Required	Maximum Land Area Permitted
1. Residential*	25%	40%
2. Commercial Retail and Services	20%	60%
3. Office	10%	25%
4. Overall Business (2&3 Combined)	30%	60%
5. Public and Civic	10%	No Max
6. Public Parks and Open Space	5%	No Max

*Residential dwellings are permitted above ground floor commercial uses.

The Village Center should be located on a collector road serving the village or at the junction of two (2) collector roads. The collector road may not split the Village Center unless the posted speed is reduced to 25 mph. The Village Center may be located on an arterial road provided that it is not a principal arterial road as defined by Orange County and that the center is not designed to be located on both sides of the arterial road. The Village Center shall be planned and established with limited access expressways within the greenbelt (as defined in Policy 1.7.9) of the Village Center. The Village Center shall be designed to accomodate linkage with the regional transit system. The transit stops should be located so that they are easily accesible to commercial uses. The Village Center may not be consolidated into a larger commercial complex serving more than one Village. The Village Center should maintain a minimum separation of approximately 10,000 feet from another Village Center and 2,640 feet from a Neighborhood Center. School sites if required shall not be included in the computation for maximum size of the Village Center.

The Village Center should maintain a minimum separation of approximately 10,000 feet from another Village Center and 2,640 feet from a Neighborhood Center.

1.7.6. Initiation of a Village/Specific Area Plan

Upon amendment of the Orange County Comprehensive Policy Plan to include the Village Land Use Classification, the Future Land Use Map (FLUM) shall also be amended to include the Village designation as developed for the Horizon West land use, "visioning," process. The addition of the Village Land Use Classification to the FLUM shall not in any way alter the Conservation Areas as they currently appear on the FLUM. The Village Land Use Classification shall be subject to the policies of the Orange County Comprehensive Policy Plan Conservation Element. When a Specific Area Plan (SAP) is approved by the Board of County Commissioners, the net acreage allocated for urban development by the SAP shall be counted against the amount of additional land identified by Future Land Use Element (FLUE) Policy 1.1.2.

No development shall be permitted until a SAP for the entire village has been approved by the Orange County Board of County Commissioners. A SAP must be developed in sufficient detail to allow evaluation of the interrelationship of its parts and establish consistency with polices 1.7.1-1.7.12 in this section.

Detailed village boundaries must be established through the adoption of a SAP. No development shall be permitted within a Neighborhood, Neighborhood Center or Village Center until a SAP for the entire village has been approved by the Orange County Board of County Commissioners. A SAP must be developed in sufficient detail to allow evaluation of the interrelationship of its parts and establish consistency with Policies (1.7.1 - 1.7.12) in this section. The SAP must include at a minimum the following information:

I. Identification of Preliminary SAP Boundaries

The preliminary boundaries for a SAP must be approved by Orange County before proceeding with design of any Village. Preliminary boundaries will be based on the criteria contained in Policies 1.7.1 through 1.7.13 of the Village Land Use Classification, as well as other applicable provisions of the Orange County Comprehensive Policy Plan.

II. Site Analysis

1. Identification of extent and location of natural features in the SAP area. The preparation of any SAP shall utilize, but not be limited to, the baseline environmental mapping prepared for the Horizon West Study Report.

2. Identification of the environmental opportunities and constraints to development within the area.

3. Identification of the net usable land area.

4. Identification of the preliminary area suitable to address stormwater management requirements.

5. Identification of public facilities and services available to the area; capacity available; and, any deficiencies.

6. Preparation of specific goals and objectives for staff and community review which will guide the planning process.

7. Conduct a public design workshop to generate design ideas and gather additional information.

Conduct a public design workshop to generate design ideas and gather additional information.

III. Master Plan

1. Prepare up to three (3) rough sketch plans for staff and community review. The sketch plans should include:

   a. The location of each neighborhood, neighborhood center and village center in conjunction with the requirements of the provisions of the Village Land Use Classification. For the neighborhoods, a computation of the net and gross density should be pro-

Prepare up to three (3) rough sketch plans for staff and community review.

vided along with the permitted uses and proposed lot sizes. For neighborhood and village center, a computation of net and gross density should be provided, as well as the area and percentage of land use mix in conjunction with the categories found in Policy 1.7.5.

b. Circulation routes for auto, transit, bicycles and pedestrians, including consideration for connection with the surrounding area. For each facility to be included in the SAP, design criteria should be included addressing:
   - Right-of-Way width
   - On street parking (if applicable)
   - Landscape and streetscape requirements
   - Design cross section
   - Streetscape

c. The proposed location, size or capacity of major infrastructure components including wastewater, water, stormwater and solid waste.

d. Preliminary criteria proposed for each land use category proposed for the SAP including, but not limited to:
   - Minimum lot size
   - Setbacks
   - Height
   - Density
   - Floor Area Ratio (commercial)
   - Signage

e. Illustrate how existing development, if any, is to be integrated within the plan.

f. Hold informational workshop open to the public to present the alternative master plans for the Village and how each relates to the goals and objectives established at the Site Analysis Work-

shop. Each property owner in the SAP area must be notified of the workshop as well as special interest groups identified by the Orange County Planning Department, and it must also be advertised in a newspaper of general circulation in the area. Comments from the public must be documented and included in a report to the Orange County Planning Department along with the consensus recommendation for the preferred plan alternative.

IV. Recommended Plan

Based on the results of the informational workshop described in III.f., prepare the preliminary Village Master Plan including the following elements:

1. Statement of the community goals and objectives to be accomplished by the Village SAP.

2. Preparation of the SAP exhibits:

   - Detailed land use plan indicating the location of neighborhoods, the neighborhood center, and village center including the proposed locations for transportation facilities (auto, transit, bike, pedestrian), major community services (water and wastewater plants, solid waste transfer stations, fire and police substations, government buildings), neighborhood school(s), parks, greenbelt and any conservation areas.

   - A Village Transportation Plan. This plan should include the location of all arterial and collector roadways necessary to serve the Village, their right-of-way width, and design cross section. It should also address the proposed location of transit routes and the man-

ner in which they can be integrated into the regional transportation system. The location of all bikeways and pedestrian paths should be provided demonstrating the ability to access all schools, commercial and civic areas from any point in the Village. The transportation plan should be accompanied by an analysis report demonstrating the impact on transportation facilities and documenting the timing and estimated cost for transportation improvements required by development of the Village.

- Location and size of the water and wastewater systems necessary to serve the Village. Includes an analysis of demand, the location and size of plants, major distribution and collection systems.

- The design performance standards that will be utilized in the review and approval of all development plans processed for different land use categories in the Village.

3. Preparation of a Public Improvements Plan which identifies the infrastructure necessary to support development of the SAP, the proposed source of funding, and the approximate timing for construction.

4. Hold an informational workshop as per the requirements of III.f.

V. Final Master Plan and Report

1. Preparation of a Final Master Plan with related drawings and text based upon final approval by the Board of County Commissioners. Make any refinements to the preliminary master plan documents based on the informational workshop described

Preparation of a Public Improvements Plan which identifies the infrastrucure necessary to support development of the SAP, the proposed source of funding, and the approximate timing for construction.

in IV.4. and submit the resulting final master plan to the Orange County Planning Department for review and approval by the Local Planning Agency and Board of County Commissioners.

2. The SAP may be prepared by Orange County or under the direction of Orange County by individual property owner(s) or some other cooperative venture. The SAP will not be effective until approved by the Orange County Board of County Commissioners. Until and unless a SAP is approved by the Orange County Board of County Commissioners, the property in the Village Land Use Classification shall maintain the future land use map designation existing prior to the Village Land Use Classification Amendment except for those projects that are vested.

Until and unless a SAP is approved by the Orange County Board of County Commissioners the property in the Village Land Use category shall maintain the future land use designation existing prior to the Village Land Use Classification amendament except for those projects that are vested.

1.7.7 Adequate Public Facilities and Services

By January 1, 1996 Orange County shall adopt an Adequate Public Facilities Ordinance (APFO) as a growth management tool for directing the timing and location of future development within the Horizon West Village Classification. Simultaneously with the plan amendment required for the first SAP, Orange County shall amend this policy to include additional details which address the standards by which facilities will be determined to be adequate and the point in the development process at which facilities will be determined to be adequate. The areas covered in the APFO shall include but not be limited to the following:

By January 1, 1996 Orange County shall adopt an Adequate Public Facilities Ordinance as a growth management tool for directing the timing and location of future development.

- Distance to Work Place
- Regional Roadway Network
- Road Rights-of-Way
- Major Collector Roads
- Stormwater Management
- Water Supply
- Wastewater Treatment
- Solid Waste Collection and Disposal

- Regional and Local Parks
- School Sites
- Distance to Transit
- Environmental Preservation/Constraints
- Police and Fire Protection
- Relationship to Existing Urban Development
- Distance to Community Shopping Centers
- Employment Generation
- Incentives for Infrastructure Completion

Each Specific Area Plan shall be evaluated to determine that adequate facilities and services are or will be available.

This criteria shall be in addition to and shall not replace or supersede any provisions of the Orange County Concurrency Management System.

Each Specific Area Plan shall be evaluated to determine that adequate facilities and services are or will be available. Where facilities or services are determined to be inadequate the developer(s) shall have the option of entering into a Development Agreement with Orange County to correct any deficiency and allow development to proceed. All development in the Village will be served by central sewer and water service and septic tank use shall be discouraged. However, on-site utilities, temporary septic tanks, and potable water wells, where deemed appropriate by Orange County Utilities, may be used in initial stages of development until adequate demand is available to support a central water and wastewater system. On-site utilities may only be utilized where soil and water table conditions will permit their use and; where the developer will install the necessary water and sewer lines (dry lines) to ultimately connect the development to the central utility system; and, the area is included in a capital improvement program or enforceable development agreement, pursuant to the APFO referenced in Policy 1.7.7, which provides for central utility services to be in place in the next five (5) years.

Where it is determined that services and facilities are adequate to permit development, the project shall be deemed in compliance with the Urban Service Area requirements in the Orange County Comprehensive Plan.

1.7.8 Village Greenbelts

In addition to requirements for formal parks and neighborhood greens, greenbelts surrounding each Village averaging 500 feet in width shall be required at the perimeter of each Village. This greenbelt must be provided to discourage sprawl by creating a definable Village and provide a permanent undeveloped edge, except as set forth in Policy 1.7.9, so that planning a Village within limited space takes on meaning. Topography and other physical features may allow this width to be reduced where visual separation can be accomplished with less distance. Where it may be beneficial to concentrate the acreage to enhance wildlife corridors, wetland connections, or preserve valuable uplands and protect sites critical for Floridian Aquifer protection the greenbelt may be concentrated in one section of the Village perimeter. In no case shall the greenbelt separation between Villages be less than 300 feet.

In addition to requirements for formal parks and neighborhood greens, greenbelts surrounding each Village averaging 500 feet in width shall be required at the perimeter of each Village.

1.7.9 Limited Access Expressways and Principal Arterial Highways

To protect the Village form of complete and integrated neighborhoods, to maintain a center focus that combines commercial, civic, cultural, and recreational uses accessible within a system of fully connected routes from neighborhoods to the village center at distances that encourage pedestrian and bicycle use, limited access expressways or principal arterial as defined by Orange County, shall not be located within Villages or the Town Center.

Limited access expressways or principal arterials, as defined by Orange County, shall not be located so as to sever any Village or Town Center, and shall be located within the greenbelt area in a manner which provides a separation from the Town Center or Village perimeter to the edge right-of-way of not less than 150 feet. The area of separation shall be maintained as a permanent greenbelt and buffer.

As a requirement of approval, a Specific Area Plan, shall consider provision and location of Rights-of-Way for the limited access expressways and principal arterial roadways.

Area sufficient to accomodate long range plans for mass transit shall be considered when acquiring rights-of-way for limited access expressways and principal arterial roadways serving the area included in the Village Land Use Classification.

Any owner or developer of property located within the Village Land Use Classification and within the right-of-way of the limited access expressways and principal arterial roadways, as defined by Orange County, may donate the right-of-way in exchange for on site density. Transportation Impact Fee Credits may be granted in accordance with the Orange County Impact Fee Ordinance.

To encourage provision of rights-of-way for limited access expressways or principal arterial roadways necessary to support the Villages, Orange County will allow Transfer of Development Rights from the rights-of-way to developable receiving areas. Transfer will be limited to the property on which the right- of-way is located or within 1/4 mile of the right-of-way sending area, whichever is greater.

In order to encourage the implementation of the greenbelt requirements in 1.7.8, as well as preserve other important uplands, agriculture areas, water reuse area, Floridan aquifer recharge, wetland connections and wildlife corridors, Orange County will allow the transfer of development rights from these sending areas to receiving areas.

1.7.10 <u>Transfer of Development Rights (TDR)</u>

In order to encourage: the implementation of the greenbelt requirements in Policy 1.7.8, as well as preserve other important uplands, agriculture areas, water reuse area, Floridan aquifer recharge, wetland connections and wildlife corridors, Orange County will allow the Transfer of Development Rights from these sending areas to receiving areas in Orange County. To provide rights-of-way for limited expressways or principal arterial roadways necessary to support the villages, Orange County will allow Transfer of Development Rights (TDR) from the rights-of-way to developable receiving areas. Transfer will be limited to the property on which the

right-of-way is located or within 1/4 mile of the right-of-way sending area, whichever is greater. Net density in Village Centers and the Town Center may be increased from 5.0 DU/net usable acres up to 16 DU/net usable acres where TDR's are utilized. However, the implementation of the greenbelt requirements in Policy 1.7.8 and the preservation of other important uplands, agricultural areas, water reuse areas, critical Floridan Aquifer recharge sites, wetland connections and wildlife corridors will not be limited to Transfer of Development Rights. Orange County may allow for purchase of these areas through special taxing districts and special impact fees for a specific Village to be utilized in the establishment of that Village. The Board of County Commissioners shall consider for adoption prior to January 1, 1996, an ordinance implementing Transfer of Development Rights. Simultaneously with the plan amendment required for the first SAP, Orange County shall amend this policy to include additional details addressing the criteria for locating, sending and receiving areas and the density value ranges for development rights transfer.

Net density in Village Centers and the Town Center may be increased from 5.0 DU/net usable acres up to 16 DU/net usable acres where TDR's are utilized.

By January 1, 1996, Orange County shall amend its Land Development Code to require that, prior to permitting any urban development on recharge soils, (as defined in accordance with the Orange County Land Development Code) an analysis be completed to insure that appropriate water recharge of the Floridan Aquifer can be maintained.

1.7.11 Aquifer Recharge

By January 1, 1996 , Orange County shall amend its Land Development Code to require that, prior to permitting any urban development on recharge soils, (as defined in accordance with the Orange County Land Development Code) an analysis be completed to insure that appropriate water recharge of the Floridan Aquifer can be maintained. The analysis must demonstrate that the recharge characteristics of water anticipated to enter the soil in the post development condition shall be comparable to that anticipated in the pre-development condition.

1.7.12 Plan Implementation

Orange County shall complete Specific Area Plans (SAP) for up to two (2) villages. The first SAP shall be processed as an amendment to the Orange County Comprehensive Policy Plan (CPP). The second SAP

shall not require a Plan Amendment, but shall be adopted by the Orange County Board of County Commissioners consistent with the public participation procedures established within the Orange County CPP. Prior to adoption, the second SAP shall be transmitted to the Department of Community Affairs for its review and comment. The Department of Community Affairs shall distribute the second SAP to external reviewing agencies which shall have thirty (30) days to submit comments to the DCA. The Department shall have sixty (60) days from receipt of the second SAP to review and transmit to the County comments for consideration by the County during the adoption process for the second SAP.

Subsequent to the second SAP the details for the evaluation of all future SAP's, and the development guidelines established for the Horizon West area (and Village Land Use Classification) by FLUE Objective 1.7 and associated implementing policies shall be in accordance with an agreement between Orange County and the Department of Community Affairs. It is intended that this agreement shall provide for an evaluation of FLUE Objective 1.7 and associated implementing policies to determine if the process established by these comprehensive plan provisions results in innovative planning and development strategies which allow the conversion of rural and agricultural lands to other uses while protecting environmentally sensitive areas, maintains any remaining viable agricultural and other predominantly rural land uses, establishes a functional relationship between land uses, provides a mix of housing types including affordable housing, and provides for the efficient delivery of public facilities and services including transit. The agreement shall provide that the County shall amend the objectives and policies relevant to planning and development activities in the Horizon West area, as necessary, to ensure an efficient land use pattern that protects natural resources and discourages urban sprawl. This agreement shall be prepared under the provisions of Chapter 380.032(3), F.S. or other State statutes which may be available to provide for the Department of Community Affairs to enter into an agreement with

Orange County. This agreement shall be executed prior to the Department's final agency action for the Plan Amendment [95-1(c)]. Such agreement shall also include the specific evaluation criteria for the review of the first SAP and those subsequent to the second SAP which may be subject to a review by the Department of Community Affairs.

Within one (1) year from the date of adoption of the Village Land Use Classification Orange County will have completed a Specific Area Plan for one (1) Villages. In order to promote and guide the Village Land Use planning process, by September 30, 1996 the appropriate governmental agencies shall complete a planning, design and engineering report for any limited access expressways within the Village Land Use District.

Orange County will establish a task force to examine and recommend alternative financing mechanisms...

Orange County will establish a task force to examine and recommend alternative financing mechanisms which will be considered by the Orange County Board of County Commissioners to accomplish the extension of public facilities and services as well as allow for the acquisition of environmentally sensitive areas within the Village District. Alternate financing methods should consider the funding for both capital and operation and maintenance of facilities. The recommendations of the Task Force should be completed within one year from the date of adoption of the Village District. The Board of County Commissioners shall consider the recommendations of the Task Force as to financing mechanisms and may take any action the Board deems appropriate to implement such financing mechanisms. Financing mechanisms satisfactory to the Board of County Commissioners shall be implemented within one year from acceptance of the Task Force report by the Board of County Commissioners.

1.7.13 Land Development Code Update

By January 1, 1996, Orange County shall amend its Land Development Code to incorporate the design criteria for the Village Land Use Classification as described in Policies 1.7.1 - 1.7.12.

CHAPTER 2

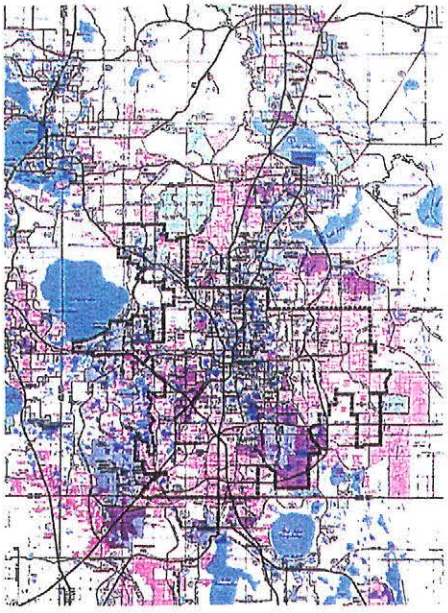
HORIZON WEST BACKGROUND & PURPOSE

In December of 1983, the economic foundation of west Orange County was severely shaken. The freeze of 1983 destroyed over 120,000 acres of Florida's citrus including most of West Orange County's trees. Subsequent freezes in 1985 and 1989 crippled the citrus based agricultural economy. The freezes proved that in today's competitive agriculture industry, citrus growers in Central Florida would only be one night away from disaster. The Florida citrus industry effectively took up roots and moved to South Florida creating a new competition for the once stronghold of Central Florida citrus. According to the Institute of Food and Agricultural Services at the University of Florida, experts have found no alternative crops to be proven economically or environmentally feasible. The long held perception that west Orange County (specifically the Horizon West area) would be Orange County's fruit basket and agricultural zone is today both unrealistic and a misperception.

"Orange growers this month start harvesting what government forecasters believe will be Florida's largest crop in 15 years. But as always, a severe freeze could prove the forecasters wrong. Three disastrous freezes in the 1980's knocked Florida's orange industry to its knees; prices soared but groves were decimated, putting many groweres out of business."

Florida Trend, December 1994

Orange County itself has become an urban county encouraged by tremendous growth in the tourism industry and a favorable climate for residential and business growth. Since the early 70's the largest employment center in Central Florida has been growing next door to the Horizon West area and it continues to grow. Among others the Disney complex by the year 2000 is expected to employ over 40,000 persons. However, the Horizon West area has not experienced the growth that would normally be associated with proximity to employment centers and the increasing pressures on urban growth in Orange County. This is due in part to the land owners and growers who prior to the 1980's freezes were relatively unconcerned about growth management, alternative land uses, journey to work and proximity to employers. The economic generator of citrus worked best without people living next door to the groves. The industrial character was incompatible with residential land uses for the most part; i.e., equipment noise, overspraying, security, etc. In short, the market (economic opportunity) was the effective growth management tool for the Horizon West area.



URBAN SERVICE AREA

Paralleling the change in economic opportunity for the Horizon West area was a philosophic change of Orange County's Urban Service

Area Boundary from a fiscal planning tool which focused on the delivery of services to a demarcation line (urban growth boundary) for growth management. The philosophic change was not accompanied by changes in policy. By the 1990 update of the Orange County Comprehensive Plan, the Urban Service Area Boundary became the focus of the County's strategy for compact and contiguous growth. Compact development is a major feature of Florida's Growth Management System mandated by the 1985 Growth Management Act legislation. Compact development has been, as noted by Robert Watson in Florida Planning Magazine, "widely heralded as a tool to alleviate many of the growth generated pressures and problems confronting the State's communities. Compact development is used principally to remedy the problem of urban sprawl". Mr. Watson went on to say, "compact development is only part of the planning puzzle and must consider other "pieces" such as architecture, traffic engineering, public safety, and environmental planning. As urban growth and development problems are interdependent, so too is the urban planning solution. Compact development, in and of itself, may do very little for the urban conditions of crime, congestion, and environmental degradation. In fact, it would appear that the opposite may be true...Indeed, if compact development is to be used, it is in suburbia where it may be most needed. Florida's suburbs are plagued by low-density, featureless, sprawling development that is neither designed for pedestrians nor for "livability" in the classic sense. An alternative model of urban form, one focusing on high-growth suburbs, may be needed in Florida"

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Robert P. Watson, PHD
Florida Planning, March1994

The application of the Urban Service Area and the misperception of the economic opportunity for the Horizon West area resulted in the area's designation on the County's Future Land Use Map as one dwelling unit per 10 acres (1/10 DU per Ac.). The 1/10 designation was considered a holding classification for long term future growth. There are three significant consequences of the 1/10 land use designation.

The first and most significant to growth management has been the consequence of regional urban sprawl. Surrounding counties also responding to the economic changes of the region have allowed for higher densities and encouraged opportunities for growth. The net result has been that the 1/10 land use designation in west Orange County has created an island of low density which has created leap frog urban sprawl. In preparation for updating Orange County's

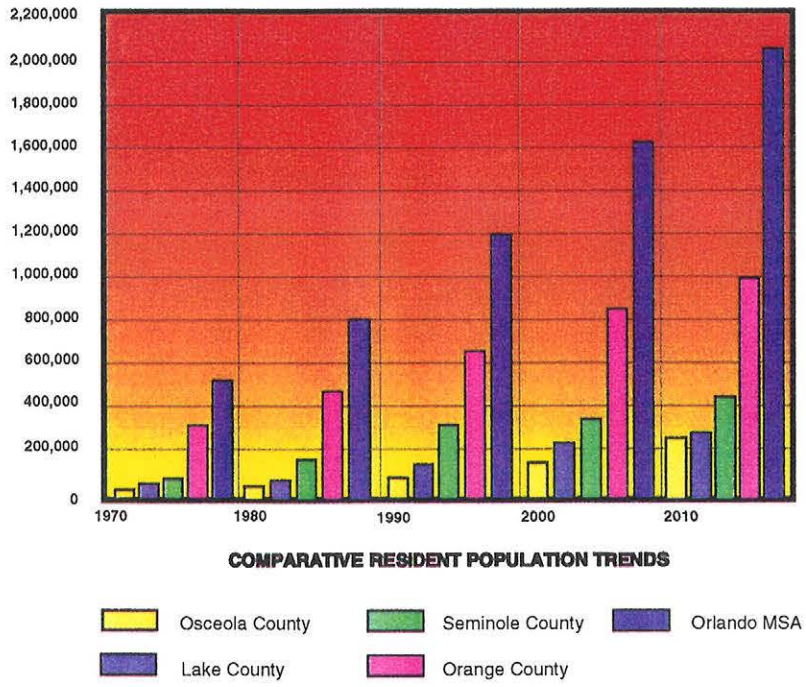
LEAP FROG DEVELOPMENT

Comprehensive Plan, County staff have estimated based on 1990 census data "that more than 100,000 people live in adjacent counties and commute to Orlando and Orange County for employment. By 2010, it is estimated that approximately 250,000 people living in adjacent counties will be supported by employment that requires commuting to Orange County. Growth that could be reasonably expected to come to unincorporated Orange County is being pushed to adjacent counties". Clearly, the Urban Service Area strategy and the 1/10 land use designation as a holding pattern for Orange County Planning is proving to be inappropriate and a negative influence which further encourages urban sprawl in the region.

The second consequence of the 1/10 land use designation on the Horizon West area has been the exclusion of pro-active long range planning for transportation, utilities and economic development.

"By 2010, it is estimated that approximately 250,000 people living in adjacent counties will be supported by employment that requires commuting to adjacent counties."

Orange County Planning Department

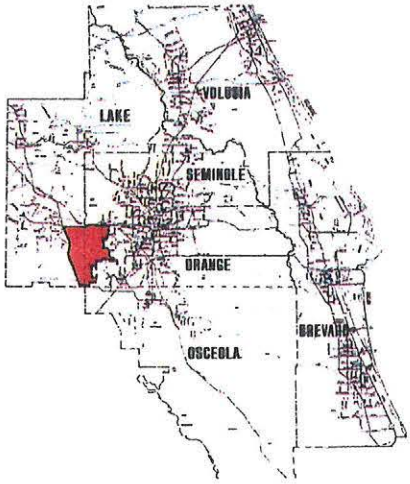


Until alternatives to the 1/10 designation are approved, the region's planning agencies will continue to update their 20 year plans and the Horizon West area will continue to be excluded from planning and Capital Improvements Programming in advance of growth. An approach which insures that good planning will continue to lag behind and resort to development pressures.

The third consequence resulted when the 1/10 designation was

overlaid on the lost agricultural economic opportunities leaving land owners and related interests with limited financial opportunities and land values, normally capable of supporting financing of those opportunities restrained by limited land use and agricultural alternatives.

In response, land owners and interested parties formed an association which has become Horizon West, Inc. Along with the encouragement of the Orange County Commission for private sector initiative, Horizon West, Inc., has moved from an association of land owners expressing their individual concerns to a public/private process for near and long term planning to benefit the community at large. Horizon West, Inc., with subsequent financial support from the County contracted with Miller-Sellen Associates, Urban and Strategic Planning Consultants, and initiated the Horizon West Study which has become a demonstration model for planning and growth management in Orange County.



VICINITY MAP

Beginning with research, base data collection and physical opportunity and constraints mapping, the Horizon West Study opened a public forum beginning with three public workshops in cooperation with the Orange County Planning Department, to seek out issues and build consensus in shaping alternatives for West Orange County's future. The Horizon West Study reached across jurisdictional boundaries to consider regional issues. It sought to build a cooperative environment for generating initiative for new economic development and responsible growth in western Orange County and surrounding counties. The Study also recognizes the need to plan beyond a 20 year period to allow government to address issues such as right-of-way acquisition, the conservation of permanent open space and maintenance of sensitive environments and establishment of a self-sustaining urban form in the context of an ultimate development plan (Full Buildout).

The Horizon West Study reached across jurisdictional boundaries to consider regional issues. It sought to build a cooperative environment for generating initiative for new economic development and responsible growth in western Orange County and surrounding counties.

Horizon West, Inc., the Orange County Planning Department and Miller-Sellen Associates, Inc. defined the objectives, the study process, and refined the initiative to advantage Orange County with a Comprehensive Planning process which could:

- Update a portion of the County's 2010 Comprehensive Plan.
- Provide a model for County wide Growth Management and a

framework for testing the adequate facilities ordinance approach.

- Provide land use policy and performance standards for implementation of a long range plan in west Orange County.
- Support advanced joint planning efforts with Orange and Lake Counties.
- Support economic initiative and provide model public/private partnerships.
- Address the need for the Western Beltway and solutions to the high cost of rights-of-way acquisitions.
- Long term solutions to guarantee effluent disposal for Orange County and protection for Water Conserve II.
- Provide a framework for proactive planning and funding for on-time provision for extending utility systems and other government services.

Provide land use policy and performance standards for implementation of a long range plan in west Orange County.

Address the need for the Western Beltway and solutions to the high cost of rights-of-way acquisitions.

Further, the process set out to advantage others with:

- Effective planning for relief to Interstate 4 and regional transportation networks.
- Solutions to the future of reliever airports in west Orange County.
- Solutions for high cost of right-of-way acquisitions and more accurate feasibility analysis for system planning and construction of the Western Beltway.
- For planning and provision of adequate systems and services related to surrounding cities and counties.
- Provide a foundation for effective intergovernmental coordination as required by ELMS Amendments to Chapter 163 of Florida Statutes.

The results of this grass roots process are reflected in a shared vision, **Village Concept**, for Orange County's Horizon West Area. This vision is embodied in and guided by the (objectives and policies) Village Land Use Classification.

Implementation of the Village Land Use Classification will be accomplished through an amendment to the Orange County Comprehensive Plan.

CHAPTER 3

HORIZON WEST VISIONING PROCESS

The goal of the Horizon West process was to create a long range vision of ultimate development for this area of west Orange County. The process was designed to minimize emphasis on form and process that tends to restrict the flow of ideas and imagination. Rather, the focus was on creating an informal atmosphere where the emphasis was placed on the substance of peoples ideas about the future or their perception of the future of their community. The theory of this approach is that informality encourages people to take part in a process where they are not afraid to express their personal values and ideas, as opposed to past planning approaches where people are given the vision in the form of draft goals, objectives and policies. The planning process for Horizon West created a shared "vision" and then the policies were written to implement that vision.

"Successful planning is starting with the areas we can agree on, developing respect for each other in working relationships, and offering trade-offs on the tougher issues to reach consensus."

Bruce W. McClendon
Orange County Planning
& Development Director

The Horizon planning process was designed to help citizens envision the future by answering basic questions such as:

What are we doing and why are we doing it?
What happens if we do not change the way we grow?
What shared values should guide our planning?
What are the alternative land use patterns that can be used to achieve our shared values (vision)?
What do we want our future to look like?

The process had to encourage the citizens to express their opinions and look beyond their special interests to reach a consensus on a common vision. Bruce McClendon , Director of Orange County Planning and Development, put this into perspective when he said "Successful planning is starting with the areas we can agree on, developing respect for each other in working relationships, and offering trade-offs on the tougher issues to reach consensus". Three extensive participatory workshops became unique forums for building consensus for a shared vision for Orange County's Horizon West Area.

Workshop #1 (Issues) focused on beginning to answer the questions: What are we trying to accomplish in the Horizon West planning process? What factors will influence how we plan for the future? This workshop was designed to receive public input and opinion, heighten public awareness, and uncover individual concerns on issues related to how we use the land (environment, infrastructure, transportation, economy and land use). The foundation of this workshop was built on extensive background research related to documenting existing conditions and defining the opportunities and constraints for the future use of the land. Presentations were made by experts in the fields of environmental consulting, regional planning, economic development, agriculture, transportation, economic consulting, and growth management from both the public and private sectors.

This workshop was designed to receive public input and opinion, heighten public awareness, and uncover individual concerns on issues related to how we use the land (environment, infrastructure, transportation, economy and land use).

Workshop #2 (Visioning) was designed to build a vision by answering the questions: What will the Horizon West Area look like if the trends of development continue into the future? How can we address the problems of growth and development inherent in continuing the trend of development? What planning values should be incorporated into developing our communities to achieve the quality of life we desire? What are the alternative land use patterns which could be considered to achieve our shared vision? (i.e., distance from home to work, to school, to shopping; neighborhood size; housing density; emphasis on automobile and creating alternatives to the use of the automobile.)

Workshop #3 (Implementation) was designed to provide answers to the question of what do we want our community to look like in the future? The shared vision of the Horizon West process resulted in the development of the Village Land Use Classification. It was at this workshop that the Village Classification was presented and explained. Based on the recommendations and positive response of the participants the classification was modified and is presented for amendment into the Orange County Comprehensive Policy Plan.

The following sections and paragraphs of this chapter have been provided to document the substance and results of the visioning process:

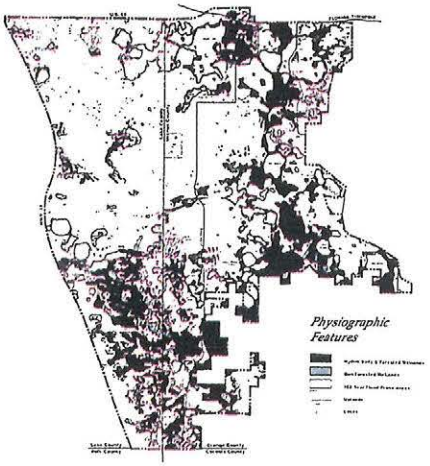
Existing Conditions and Issues

Extensive research and analysis was completed to determine the opportunity and constraints as a framework for growth in the Horizon Area. This work established a predicate to both public and specialized expert review and input on the critical issues, issues that would shape the subsequent workshops and the vision for west Orange County. These issues and conditions were grouped into five areas for study (environment; infrastructure; transportation; economic and land use).

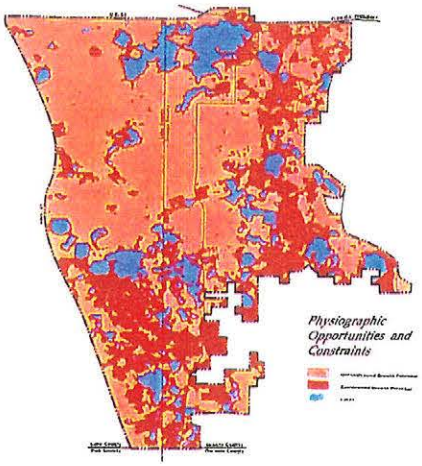
This work established a predicate to both public and specialized expert review and input on the critical issues, issues that would shape the subsequent workshops and the vision for west Orange County.

Environment

The Study mapped existing environmental conditions for soils, drainage, flood prone areas, topography, wetlands, upland forest, recharge potential and lakes. (Refer to Appendix 1, Environmental Mapping.) Research was initiated to bring attention to the issues of: recharge, both water quantity and quality; connections, both natural systems predominantly wetlands including the Green Swamp corridor from Bear Bay south through Osceola County's Davenport Creek and north through the Sawgrass Bay area in Lake County: for protection of surface water quality and landlocked lakes: for identifying areas with environmental constraints. Maps reflecting background research were compiled and in a "McHarg" style were overlaid to yield an overall physiographic features map. This map was consolidated into the generalized opportunity and constraints map to show areas for potential growth that would be relatively unconstrained and other areas with some environmental constraints. Utilizing the opportunity and constraints mapping, it was found that the Study Area includes approximately 66,000 acres of which approximately 38,000 acres are in Orange County and 28,000 acres are within Lake County. Within the Orange County portion of the Study Area about 20,000 acres exist with few constraints to growth. Of the remaining 18,000 acres, 12,000 acres have some form of environmental constraint and approximately 6,000 acres are within lakes and water bodies. Of the upland acres, only 560 acres± in Orange County's portion of the Study Area have some remaining upland xeric forest. Historically, the separation of upland and wetlands have been well defined due originally to the soil conditions and subsequently to the agricultural management practices. The predominant soils are well suited to citrus production, but relatively infertile and poorly suited to row crop production.



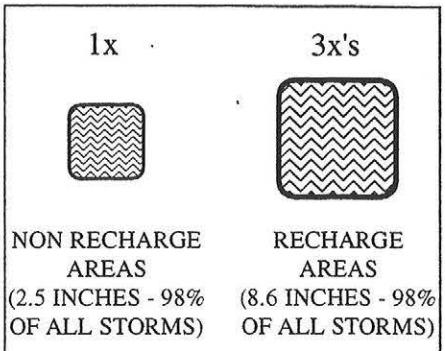
PHYSIOGRAPHIC FEATURES



OPPORTUNITIES & CONSTRAINTS

The issues expressed and documented on Environment are:

- Is the high recharge capability of the area a limitation on growth?
- What are most important aspects of recharge?
- How do stormwater management impacts recharge water quality and quantity?
- Do stormwater water management requirements in Orange County require excessive land for retention/detention?
- What is appropriate for preservation of water quality and water quantity in the landlocked lake systems in the area?
- Why should growth in the Horizon Area be restricted by aquifer recharge requirements in the rest of Orange County?
- Why should growth in the Horizon Area be restricted by effluent discharge requirements in the rest of Orange County?
- Will protection of the Butler Chain of Lakes (Outstanding Florida Waters) be maintained?
- What are the opportunities for Wildlife Habitat protection and provision of wildlife corridors?
- Upland areas for inclusion in wildlife corridors. How will they be determined and how will they be acquired?



ORANGE COUNTY STORM-WATER RETENTION REQUIREMENTS

Orange County Retention Requirements for typical subdivisions in recharge areas require pond sizes three times as large as the same subdivisions in the non-recharge areas of the County.

The Conclusions

Based on expert and public response, the consensus on issues of Environment are:

- Recharge is high in the area.
- Recharge limitations on growth and land use are related to water quality and water quantity not land coverage.
- Recharge "quantity" may be enhanced by an increase of impervious surface, reducing evapotranspiration thus creating a higher net recharge than the current condition.

- Studies of recharge rates will need to determine the appropriate pre- and post-development conditions to maintain recharge quantity (the pre- and post-development requirements can be applied on an individual site basis).

- Recharge water quality will require source controls to prevent groundwater contamination.

- Water quality protection will limit some land uses:

  - Septic tanks are not recommended as a permanent solution and should only be permitted for residential and limited demand purposes.

  - High risk land uses such as heavy industrial, gas stations and other uses utilizing or storing chemicals will require technical containment and should be limited.

- Stormwater management has a direct influence on recharge "water quality" through surface water and groundwater hydrology.

- Development should not change the hydrology of the area:

  - Excessive retention requirements have a negative impact by preventing natural hydrology.

  - Regulations should not prevent replacement of original hydrologic condition

- Landlocked lakes should be protected by maintaining pre-development conditions, providing pretreatment of stormwater and provision of upland buffers.

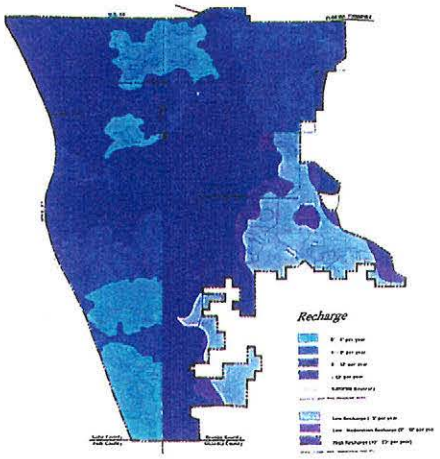
- Determine and maintain the water budget for the landlocked lakes.

- Competition for water resources will have to be closely monitored. Area representatives and constituents will have to become politically involved to:

  - Optimize distribution and withdrawals.

  - Consider regional impacts.

Stormwater management has a direct influence on recharge "water quality" through surface water and groundwater hydrology.



RECHARGE MAP

- Have a say in preserving water and wastewater resources for the growth of the area.

- Evaluate formation and feasibility of a water authority.

- The Study Area is outside the Cypress Creek drainage basin which includes the Butler Chain of Lakes "outstanding Florida waters".

- Other source controls to prevent groundwater contamination should be provided. This also is applicable to the Clermont Chain of Lakes.

- There is very limited upland scrub habitat remaining. Because of lack of contiguity they are valuable islands of genetic information.

- The opportunity exists to provide both genetic and travel wildlife corridors. Crossing of potential wildlife corridors should be limited and travel links be provided.

- The primary wildlife corridors are in Lake County and the most important one runs south from Bear Bay through Davenport Creek to the Green Swamp. A secondary corridor of concern is the system running northwest from Davenport Creek Swamp and Bear Bay to the Sawgrass Lake area. A third potential corridor runs north from Bay Lake towards Johns Lake, however, no specific interest has been shown of environmental concern in this system as a wildlife corridor. These potential corridors of wetlands and adjoining upland edges need further study to be carefully identified.

- There are no specific regulations or funding programs for wildlife corridors, however the wetlands are protected, the upland edges are not. The future designation of wetland corridors will need to provide for acquisition or transfer of development rights.

There are no specific regulations or funding programs for wildlife corridors, however the wetlands are protected, the upland edges are not.

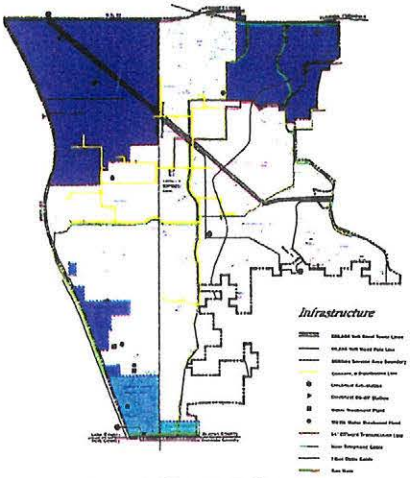
Infrastructure & Transportation

Existing infrastructure was determined and mapped including electric power transmission; distribution and substation networks; utility service areas; telephone; gas lines and the Conserve II water reuse facility transmission and distribution system. In addition to the infrastructure map, community facilities were also located and mapped. Special consideration has been given in the Study Area to the significance of the Conserve II Water Reuse Facility because of its importance to the whole of Orange County. An international model for water reuse, the Conserve facility utilizes rapid infiltration basins on about 2,241 acres of publicly owned land in Orange County and contracts with private land owners for over 20,000 acres of reclaimed water spray irrigation. Approximately 2,400 acres being in Orange County. The Conserve facility is a system that can be an asset to future growth and a system that has to be protected.

In addition to utilities and services, the existing transportation network was reviewed and mapped. The limitations of the existing network are easily recognized. The construction and timing of the proposed Western Beltway became an important consideration for the Horizon West Study visioning process as did the realization that the Horizon West Area was being overlooked in the Metropolitan Planning Organization future planning program.

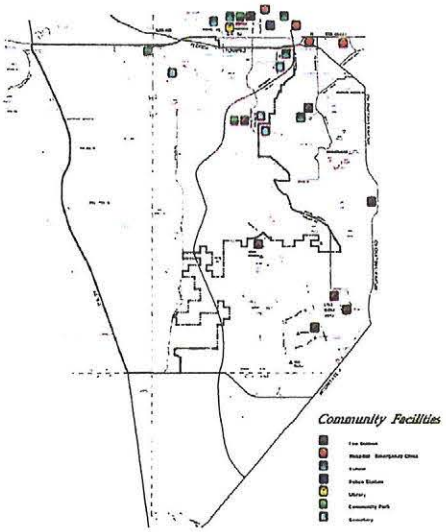
The issues expressed on Infrastructure, Community Facilities, and Transportation are:

- What changes in the Orange County Comprehensive Plan will be required to allow long range utilities systems planning?
- Does Orange County Utilities have an approach to west Orange County?
- What constraints to growth will be imposed by the presence of Water Conserve II?
- How can transportation capacity be improved in west Orange County?
- How can construction of the Southwest Beltway be accelerated?
- Why should growth in the Horizon Area be restricted by effluent discharge demand from the rest of Orange County.



INFRASTRUCTURE

The construction and timing of the proposed Western Beltway became an important consideration for the Horizon West Study visioning process as did the realization that the Horizon West Area was being overlooked in the Metropolitan Planning Organization future planning program.



COMMUNITY FACILITIES

The conclusions reached by consensus of the experts and public were:

- The Urban Service Area boundary was designed as a planning tool which would assist Orange County to determine the demands from future growth and development. It has become an inflexible boundary line discouraging proactive utilities and transportation planning.

- Orange County Utilities currently has no plans for wastewater expansion in the Study Area.

- The extension of central water and wastewater will be required for the transition from rural to urban land uses.

- Horizon West Area interests will have to continue to pursue provisions of utility systems expansion to share growth opportunities.

- Orange County should consider temporary use of interim wastewater treatment systems to service the Horizon West Area.

- A water system expansion is planned in the area of Winter Garden's Vineland Road to link the County's north and south systems.

- Water Conserve II is a significant influence on the Horizon Study Area:

  - RIB area consumes 2,241 acres of upland area. The RIB system will stay as long as Conserve operates.

  - Conserve is funded with Federal dollars and cannot be abandoned.

  - Reclaimed water now used for irrigation can be used for fire protection and residential irrigation.

  - Requires a central sewer system as a safeguard against aquifer contamination.

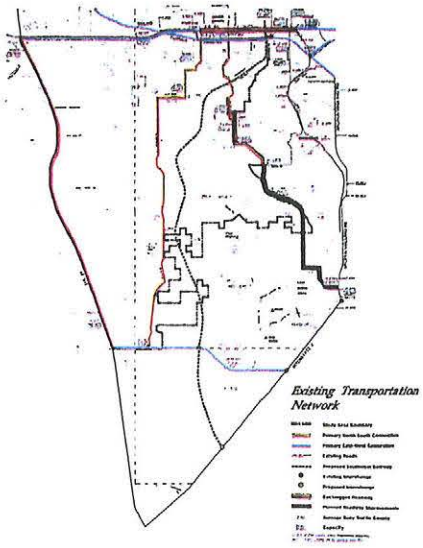
  - Protection of Conserve is important to the other areas of Orange County to preserve their growth opportunities.

The extension of central water and wastewater facilities will be required for the transition from rural to urban land uses.

WATER CONSERVE II FACILITY

Horizon West

- The Study Areas transportation network is constrained by lack of access to the regional beltway system and lack of capacity on Highway 50.
- The Study Area is constrained by available dollars to fund transportation improvements.
- Horizon West interests will have to become active in refocusing and changing regional transportation plans to include road improvement needs in the Horizon West Area.
- Unless Horizon West interests become involved in the process, no benefits will be received in the area within the next 20 years.
- Intergovernmental relations must be improved to provide for appropriate planning and network links.
- The Southwest Beltway Part C is not financially feasible as currently planned.
- Horizon West interests must become active in finding creative approaches to Beltway funding including right-of-way acquisition and increased priority for the project.
- OOCEA will need to be involved if the Southwest Beltway project is to be advanced. It is now a F.D.O.T. Turnpike Authority project.
- Feasibility of Western Beltway construction will be directly impacted by cost of right-of-way acquisition.



TRANSPORTATION

Horizon West interests must become active in finding creative approaches to Beltway funding including right-of-way acquisition and increased priority for the project.

Economic Growth

Economic Growth issues were considered in the context of historic economic growth of the area, opportunities for agriculture, the expansion of employment, overall pressures for growth in the region and how to create economic alternatives for Horizon West in the face of regional competition.

For over 100 years the Horizon Area has been driven by a citrus industry economy. At various times, the neighboring cities of Oakland and Winter Garden enjoyed a tourism enhanced economy until the loss of the railroad and the degradation of Lake Apopka. The citrus industry changed resulting from the 80's killer freezes have made citrus a high risk business in Central Florida. Of the Study Area's 66,000± acres originally in citrus, only 6,000± acres have been replanted.

The proximity to Universal Studios, Disney and the Interstate Highway system are all unrealized potential for economic development in west Orange County. Likewise the proximity to major employment centers and journey to work distances make the Horizon Area a target for growth.

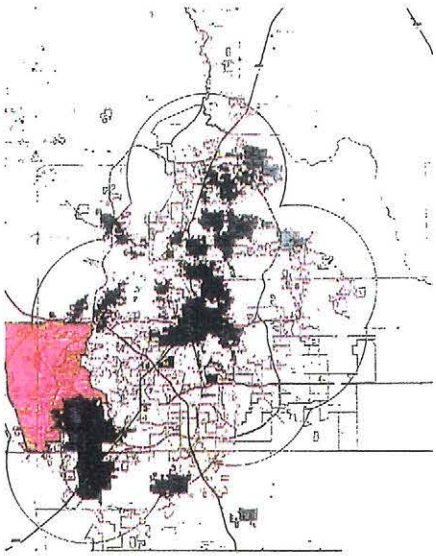
The proximity to Universal Studios, Disney and the Interstate Highway system are all unrealized potential for economic development in West Orange County.

The issues presented and documented on Economic Growth include:

- Is there market demand for the Horizon West Area?
- What is the outlook for citrus and agriculture in the Horizon Area?
- Economic development - what will it take?

The consensus of the experts and public about Economic Growth are:

- The market demand exceeds current growth projections for the Horizon West Area.



DISTANCE TO WORK EMPLOYMENT CENTERS ORANGE COUNTY

- The Horizon West Area has an equal opportunity of capturing market demand from other parts of the County.

- Disney is adding a fourth theme park and growing to over 40,000± employees. Universal is moving forward on a $6 billion expansion. Movie production, tourism, and supporting businesses will have a significant demand for housing and growth within the Horizon West Study Area.

- Citrus prevented growth prior to the freezes because citrus was profitable. There was no need to convert to other land uses.

- No alternative crop has been successful as replacement for citrus.

- The citrus industry is viewed as a high risk industry today more than any other time in its history.

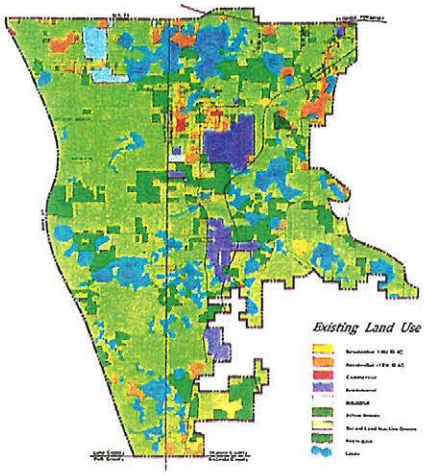
- Economic development in the Study Area will take:

  - Properly zoned land
  - Infrastructure
  - Some developed projects
  - Telecommunication infrastructure
  - Land and space cost competitiveness
  - Access
  - Time

Disney is adding a fourth theme park and growing to over 40,000+ employees. Movie production, tourism, and supporting businesses will have a significant demand for housing and growth within the Horizon West Study Area.

Land Use

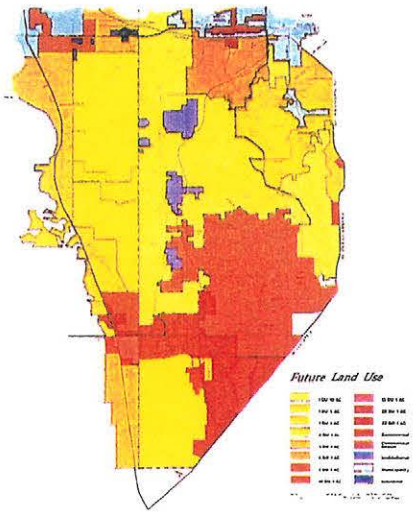
Much has been said on both sides of the issues of land use and growth management. In west Orange County, the primary issues became personal and real after the freezes. The planning challenge has become how to build a consensus toward a vision to accommodate the need for effective growth management and the reality of the market place. Three maps were presented at the Workshop to bring focus to the issues. Existing land use was mapped, depicting the existing scattered development pattern and large areas of vacant lands. The existing and approved developments determined by extensive research are documented on the development trend map. It was clear that the development had leap-frogged the Horizon West area of Orange County and located along U.S. 192 and U.S. 27 in Lake, Osceola, and Polk Counties. The primary reason for this leap frog development was a result of more favorable densities and land use designations in those Counties surrounding Orange County. The Future Land Use Map, a composite of the four counties future land use maps in effect in 1993, shows the Orange County 1/10 acre designation to be an island of very low density in a sea of growth potential. The Urban Service Area Boundary and the 1/10 land use designation in Orange County became a self fulfilling prophecy for leap frog urban sprawl.



EXISTING LAND USE

The issues raised by consultants, regional planning, County planning and the public were expressed as follow:

- What are the consequences of the one (1) unit/10 acres Future Land Use designation?
- Is the Horizon West Area rural or agricultural: Perception vs. Reality?
- What should be the next generation of growth management policy in Orange County?
- What are the implications of land use on the financing of agriculture?
- Can Transfer of Development Rights (TDR) be used to compensate land owners for protection of sensitive and public right-of-ways?

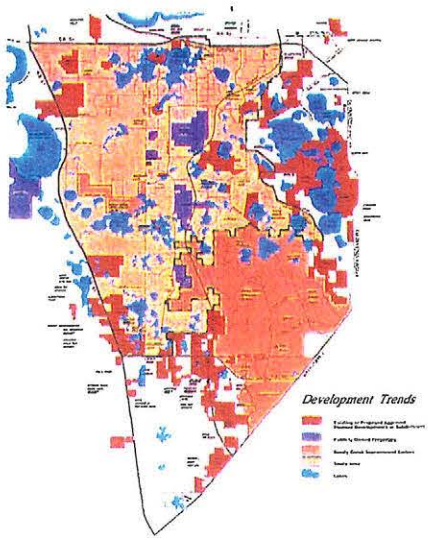


FUTURE LAND USE

- How do you create a shared regional vision to allow urbanization and supporting infrastructure?

The consensus on issues from the Land Use analysis concludes the following:

- The one (1) unit/10 acres Orange County Future Land Use designation:
  - Is not flexible or dynamic.
  - Has created leapfrog development and unintentional urban sprawl in the region.
  - Does not reflect the presence of Central Florida's largest employer and commercial land use, Disney.
  - Does not facilitate proactive planning for infrastructure.
  - Does not reflect the land use densities and intensity of surrounding counties.
  - Has negatively impacted financial feasibility of expansion of the regional Beltway system including the Southwest Beltway and relief to I-4.
  - Orange County is an urban county and the rural agricultural character of the Horizon West Area had not changed prior to the freezes because the citrus industry's grip on the area. The citrus growers did not want or need additional land uses even though many properties had higher uses and allowable densities. With the loss of the citrus industry, the 1/10 land use designation has artificially maintained the rural character yet lowered land values.
  - Citrus industry may continue, but not as a dominant land use.
- Future land uses will have to:
  - Consider recharge issues:
  - Recognize market demand created by tourism and other regional growth.

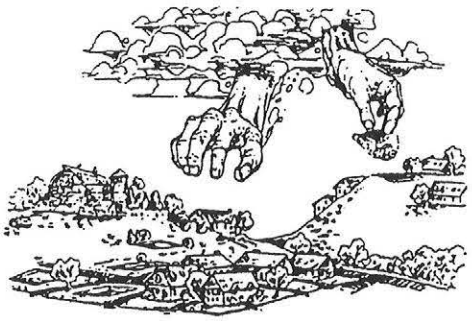


DEVELOPMENT TRENDS

- Consider Water Conserve II protection and expansion.
- Consider demand for survival or transition of agriculture in the area.

- Growth management in Orange County is broken. It has become inflexible. The people have been left out of the process.
- Growth management should be:
  - Proactive on planning for and providing adequate facilities.
  - Proactive in allowing development in certain areas.
  - Flexible in approach to market demand and changes.
  - Promote public/private partnership.
  - Increase levels of cooperation between jurisdiction and counties.
  - The Future Land Use Designation on a tract of land directly affects the ability to borrow against the value of the land. Typically, financing institutions value property on the highest and best use of the land and the purchase price, established in the market place, by a willing seller and a willing buyer, not on potential agricultural yield of a certain property.
  - Restoration and survival of agriculture in the area will depend on diversity of land uses and increased land value.
  - TDR's are a possible growth management tool to transfer development to areas for protection of sensitive areas; i.e., upland buffers, maintaining rural character or prime agricultural areas etc., to areas desirable for development.
  - TDR encourages acquisition of development rights from the sending area for increasing density in the receiving areas. In the Horizon Area specific sending and receiving areas will have to be identified and individual property owners interests considered.

Transferable Development Rights (TDR) are, in theory, a severed interest in real property, like an easement, mineral right or water right. The concept behind TDR is that a landowner whose land might otherwise be developable may simply sell the development rights to that land while retaining the land subject to a restriction against development. The purchaser of the development rights from that landowner can then use those rights to build additional development on another piece of property in a designated "recieving zone."



TRANSFERABLE DEVELOPMENT RIGHTS

In the Horizon Area specific sending and recieving areas will have to be identified and individual property owners interests considered.

- Regional cooperation must increase and deal with issues of transportation, water quality, and growth patterns. Market demand does not recognize jurisdictional boundaries.

- The Horizon Study crosses regional boundaries because growth will do the same. The confining influences to the Horizon Study Area are the Green Swamp and the Clermont Chain of Lakes in the west, the Butler Chain on the East, Disney and Davenport Creek Swamp on the South and Lake Apopka to the north. Osceola, Polk, Lake and Orange County as well as the cities of Clermont, Oakland, Montverde, Winter Garden, Ocoee and Windermere all will be influenced by growth management in the Horizon West Area.

- Lake County should be an active participant in Future Horizon Area planning.

- The Horizon West planning process provides Orange County Administration and Planning staff the opportunity to:

    - Develop public/private participation.

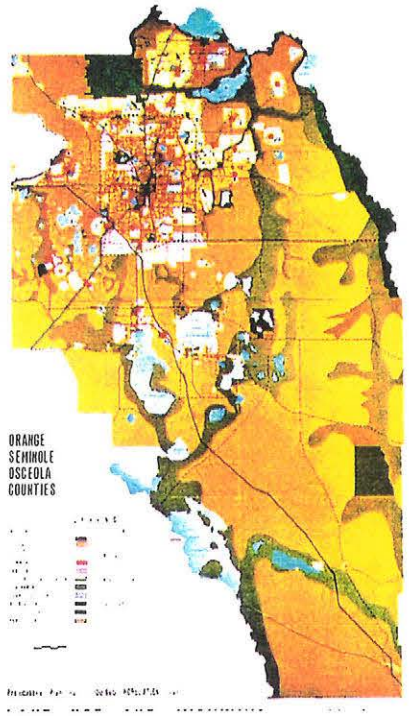
    - Bring people back into the planning process.

    - Be involved on a regional basis.

    - Examine new approaches in proactive planning and creating economic initiative.

    - Build a new Comprehensive Plan that is flexible and dynamic.

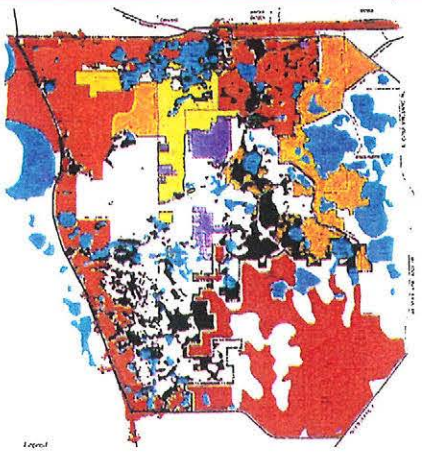
The Horizon West planning process provides Orange County Administration and Planning staff the opportunity to bring people back into the planning process.



1990 REGIONAL LAND USE PLAN PREPARED IN 1970

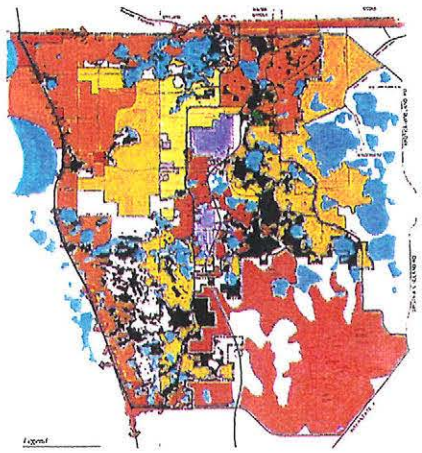
Growth Trend and Alternatives

Beginning with a reflective look at the 1990 Regional Land Use Plan prepared in 1970, workshop participants could see that the projected 20 year plan had greatly underestimated actual growth trends of the region and that Orange County has emerged as a growing dynamic urban county. Areas of Orange and Seminole Counties once considered similar to Horizon West are now nearing buildout. A fact important to consider in evaluating a vision and timing of growth in west Orange County.



TREND MAP - STAGE 1

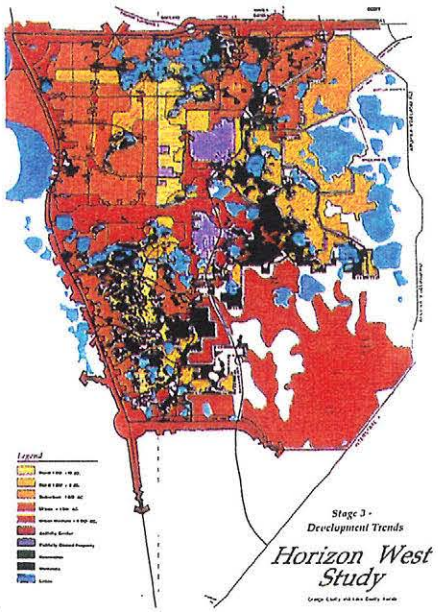
The first choice participants could consider as a vision for west Orange County, the urban form resulting from the existing Future Land Use Plan i.e. "The Trend" to subsequent incremental amendments. The existing land use pattern and development trend study showed growth leapfrogging the Horizon West Area and backfilling from Lake County. Trend plans were developed in three stages. The first being projected over the six (6) years to year 2000; the second projected to year 2015 or 20 years; and the third projected as full buildout at an undetermined future date. The full buildout plan recognizes the pressures of the marketplace and assumes that growth would collapse the 1/10 land use designation resulting in a haphazard checkerboard land use configuration of incompatible land uses and urban sprawl on a regional scale.



TREND MAP - STAGE 2

Trend Assumptions

Based on the results of the Trend Plan and Analysis the following common set of assumptions was made. These assumptions would also serve to define trend alternatives for this Horizon West Study Area.



TREND MAP - STAGE 3

Employment Assumption

- Disney will continue to be the largest private employer (40,000) in the Horizon West Area; perhaps the State of Florida.
- Lake Lotta Mall and peripheral development will create a new major employer and employment center at the northeast corner of the Study Area.

- The Four Corner's area will become a major employment node based on existing approvals and the present development pattern.

- Improvement in regional access will result in a new central employment node for local and regional business. This employment center may focus on region serving businesses and/or may be tourist oriented, re: influenced by new access to Disney.

- The Citrus industry will continue to decline due to weather/infestation/cost and market conditions.

- There is no alternative crop to replace citrus without loading up on chemicals in the aquifer recharge area.

- The Horizon West Area will transition from rural to urban use; Orange County will create a new generation of land use techniques to replace the Urban Service Area; the focus will be upon availability of services and community design.

Improvement in regional access will result in a new central employment node for local and regional business. This employment center may focus on region serving businesses and/or be tourist oriented, re: influenced by new access to Disney.

Access

- Inter-Regional.

- The Western Beltway will be constructed from U.S. 441 in Apopka I-4 South of 192.

- An extension of the East/West Expressway should be constructed from its current terminals at the Turnpike to interchange with U.S. Route 27 in Lake County. The Expressway will serve as a reliever route to S.R. 50 to serve work trips back into the Orlando metropolitan area as well as shopping trips to the Lake Lotta Mall.

- Transit service will be provided by standard bus service and bus ways along major highway corridors.

- A western access to Disney will be constructed with an interchange on the Western Beltway.

Regional Roadway

- Road connections will be constructed connecting U.S. 27 to at least two interchanges at the Western Beltway. Additional arterial connections will be constructed between U.S. 27 and S.R. 545.

- Alignment improvements will be made to existing arterial roadways including S.R. 545 and S.R. 535 and these roadways may be widened to four lanes.

- No new East/West roadway can be constructed south of Lake Sheen to connect S.R. 535 with Apopka-Vineland Road and development further east.

- Interchanges will be constructed for the extension of the East/West Expressway at S.R. 545, the West Beltway and U.S. 27. An interchange should be constructed at S.R. 535 , if feasible.

Road connections will be constructed connecting U.S. 27 to at least two interchanges at the Western Beltway. Additional arterial connections will be constructed between U.S. 27 and S.R. 545.

Local Streets

- Additional north/south and east/west arterial and collection roads will be constructed to support urbanization and discourage impact on Chase Road/Windermere.

- Gaps in the existing roadway system will be constructed:

East/West
Warrior Road
Roper Road
McKinnon Road/Butler Boulevard
North/South
Daniel's Road
S.R. 535
Overstreet
Reams Road

Utilities Assumptions

- Central Water/Wastewater services will be provided to the area.
- The reuse requirements for Orange County must be provided for with any new development.
- Reuse water should be provided to new development for fire protection and other non-potable uses.

Environmental Constraints Assumptions

- Must maintain recharge capacity (pre/post) if urban development is permitted in west Orange County.
- Heavy industrial uses should be discouraged from recharge areas.
- Preservation of wetlands systems and limited adjacent uplands will be accomplished to provide wildlife corridors and a linear open space system in the area.

  Bear Bay/Davenport Creek
  Lake Hancock/Sawgrass System
  Black Lake/Lake Speer/Lake Reams wetland connections
  West Beltway

- Use transfer development rights to recapture the value of land use windfalls/wipeout. Value that is taken away will be replaced. Note: Must keep receiving zone in lower density than market demand to ensure we are creating value and a market. Must keep receiving areas larger than sending zones to ensure a continued demand.
- Meet all FDEP/Water Management District and Orange County criteria for wetland protection.

Preservation of wetlands systems and limited adjacent uplands will be accomplished to provide wildlife corridors and a linear open space system in the area.

Ownership Pattern Assumptions

- Large amounts of governmental/special district controlled land will effect/interrupt the continuity of the future development pattern. Results: generally four zones for future growth;

  Reedy Creek/Disney
  S.R. 50 Corridor
  S.R. 535 Corridor
  U.S. 27 Corridor

- Reuse easements with Orange County will not be considered as a constraint for future land use decisions. Generally-parcel sizes in West Orange (Citrus) are smaller than East Orange (Cattle). Smaller parcels will reduce the number of large projects since it will be difficult to accomplish land assembly.

- There are approximately 40,020 acres of high growth potential land in the Horizon West Area that may be developed. Based on improvements to access, utilities as well as the continuation of the present market conditions, full build out could be completed in the next 50 years with substantial build out completed in the next 20 years.

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Trend Problems

The problems created by a buildout Trend plan for environment, transportation, land use and urban form were considered to be the following:

Environment Problems

- No provision for maintaining recharge volume on a project by project basis

- Protection of only least developable wetlands protected by local, state and federal regulations without the ability to link overall wetland systems.

- Limited ability to protect wildlife habitat due to smaller project sizes and incremental checkerboard growth pattern.

- Inability to assemble a continuous multifunctional open space systems corridor. Trend pattern encourages sprawl by allowing projects that are not linked in significant ways with the existing environment to fill in all vacant land areas.

- Increased potential for groundwater contamination due to reliance on Septic Tanks vs Central Wastewater Systems.

- Increased reliance on private wells for potable water supply and irrigation will effect water supply in the upper levels of the Floridan Aquifer and lake levels.

- No incentives for preservation/compensation to create open space/wetland systems due to very low density pattern of development.

Transportation Problems

- Beltway delayed until 2015 or later.

- Acquisition (R-O-W) costs for Beltway much greater.

- Inability to extend East-West Expressway or major arterial road parallel to S.R. 50 due to cost - disruption of existing neighborhoods.

- Inability to accommodate transit service due to dispersed pat tern for origins and destinations. Because uses are segregated (i.e. home, school, shopping, parks all in different locations) transit are not competitive with the automobile.

- High levels of congestion at Beltway interchanges and arterial road approaches to Beltway due to lack of supporting transit and road network.

- Everyone is forced to drive on same limited number of collector and arterial streets.

- Commuting pattern hopelessly complex. Commuting distances will continue to increase. Number of vehicle trips will continue to increase resulting in greater traffic congestion.

- Inability to construct a continuous network (grid) of arterial and local streets due to planning based on a "reaction" to incremental development timing, and incompatibility of adjacent development projects.

- No consideration of future road R-O-W for multipurpose uses (i.e. bikeways transit/light rail).

- No vehicle alternative to driving a car to move people (move cars vs. people. i.e. R-O-W widths).

- Transportation network lags behind demand for transportation improvements.

Land Use/Urban Form Problems

- Segregation of land users (home, school, shopping, parks) all at different locations makes it difficult to provide utilities in a cost effective manner.

- Incremental development approach delays acquisition of land for parks/schools, public safety and makes these improvements more costly when needed.

- Low density hodge podge pattern of development makes the provision of transit unfeasible as an alternative to the automobile.

- Dispersed pattern of development in the Trend Plan makes it impossible to integrate public facilities and services into the neighborhood or community. Forces total reliance on the automobile to access schools, parks, neighborhood shopping, and community services.

- Commercial development is dispersed such that it's location is at all intersections and stripped along major arterial corridors.

- Commercial development is not integrated into the community and therefore acts as a separate, incompatible use to adjacent residential land use.

- Commercial development takes place in multiple centers which focus on separate unrelated developments stripped along a single "overburdened" arterial road corridor.

- Vast majority of housing is single family detached with little opportunity for multifamily uses. Overall density will be 1.0 to 1.5 units per gross residential acre.

- Majority of lot sizes are 1/4 acre or larger, therefore affordable housing for local job market is a problem, jobs/housing imbalance is a problem. Longer commuting distances and more vehicle miles traveled = congested roadways.

- Walking and bikeway systems can not be provided separate from the streets as a means of connecting residential areas to parks and other community uses

- Sites for public parks/recreation and schools can not be provided by private development projects. Sites provided by public will not be located in close proximity to users.

- Piecemeal development will result in incompatible projects and land uses not properly integrated into the community. Prevents ability to make logical land use decisions detrimental to the process of creating neighborhoods. (NIBY's)

- Inability to create self-sustaining communities (workplace, shopping, schools, housing, civic uses, parks, Community Village Centers within reasonable proximity of each other).

- Development takes place as individual subdivisions with no sense of neighborhood or place.

- Local government reaction to projects on project by project "piecemeal planning" basis.

Trend Conclusions

The conclusions resulting from evaluation of the buildout trend plan are that the ultimate plan would effectively be a non plan for west Orange County and could not be approved by the County Commission or the Florida Department of Community Affairs (DCA) if presented for approval today. Through analysis of the historic trends of Orange County, the trend plans were projected and it could be seen that the USA (Urban Service Area) mechanism for growth management is predominantly a timing mechanism and lacks the tools to create a more self-sustaining urban form and create real alternatives to urban sprawl.

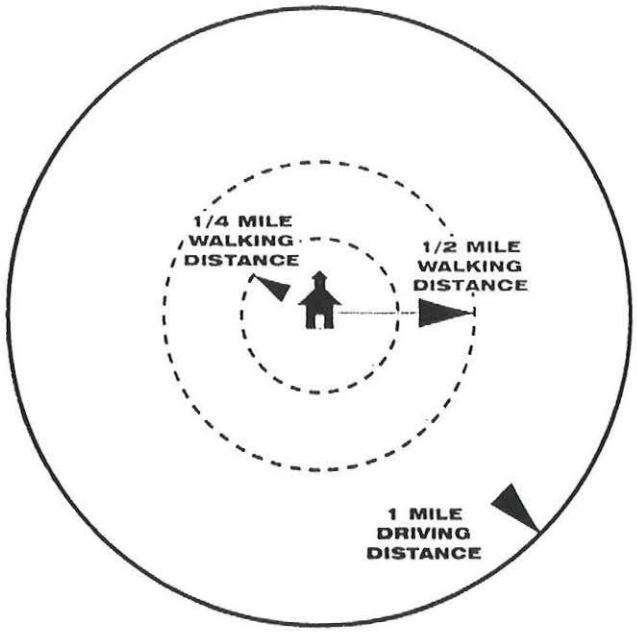
"Orange County's present approach to growth management, based on the use of the Urban Service Area strategy, is failing to produce the desired results. Rather than being limited, urban sprawl is being inadvertently promoted on a vast regional scale."

Bruce W. McClendon
Urban Land, October 1994

Through analysis of the historic trends of Orange County, the trend plans were projected and it could be seen that the USA (Urban Service Area) mechanism for growth management is predominantly a timing mechanism and lacks the tools to create a more self-sustaining urban form and create real alternatives to urban sprawl.

Charrette

The next step in the process divided the participants into three groups: environment, transportation, and land use, to consider the issues and problems created by the trend plan and to create preferred solutions. Urban form alternatives were developed as a means to assist in the creation of a preferred solution, however, additional input from the participants were welcome and new solutions were suggested. See Appendix 2. Each group moved through the issues and solutions responding to the facilitators questions and group discussion. A specific time segment was allocated for each topic. The final solution statements as well as the responses from each group were noted by the group's secretary and each participant contributed to the overall visioning process.

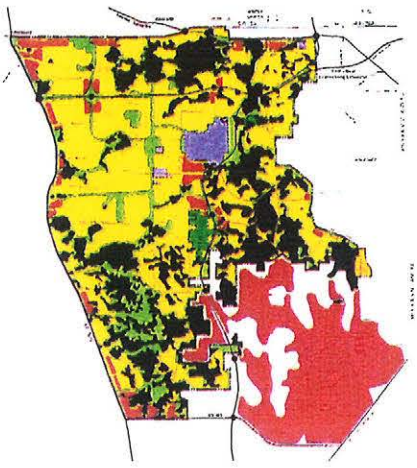


NEIGHBORHOOD SIZE ALTERNATIVES

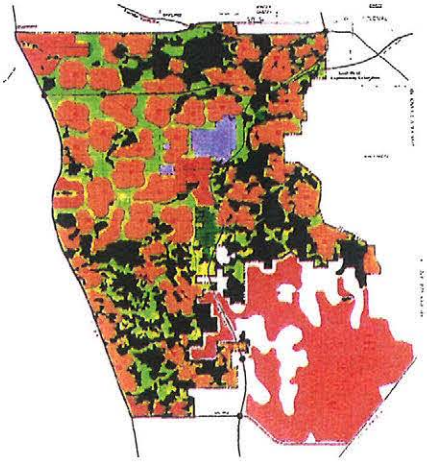
Urban Form Alternatives

The third step of the process presented planned urban form alternatives. The three alternatives were based on land use criteria including environment, transportation, land use and the issues and solutions. The three types of urban form alternatives presented included: Planned Development; Town; and, Village Concepts. The basic building block of each was neighborhood size. Neighborhood size was based on population and densities required to support an elementary school population. Each urban form alternative was correlated to the previous issues and solution discussions from which land use criteria was developed for comparison of each alternative form. (Refer to Appendix 3 for this analysis. Alternative Urban Form Type Land Use/Criteria) Representative examples of each urban form alternative, with most examples being found in Central Florida, were presented. A schematic concept for each alternative was applied to the Horizon West Study Area and presented to help shape the vision alternatives and relate to the issues expressed throughout the workshops.

For final discussion and input, the Charrette groups were reformed and comments received. A personal preference questionnaire was completed by each participant and the results presented at the end of the workshop. The questionnaire was formulated to quantify vision preferences and help discern the differences that might contribute to a modified concept representing the vision of the workshop participants.



PLANNED DEVELOPMENT

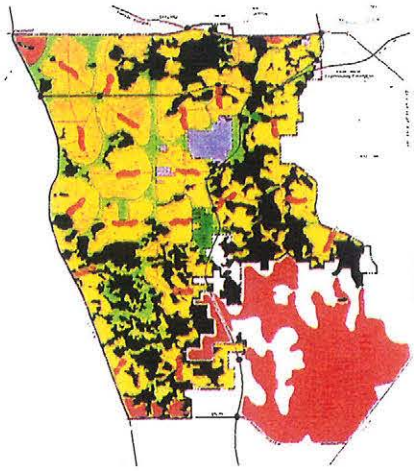


TOWN CONCEPT

Conclusions and Vision

The Village Concept was the preferred plan of the Charrette participants because of its sense of place and neighborhoods, its provision of neighborhood schools within walking distance from homes and the diversity of housing types and range of lot sizes available with a 3.5 dwelling units per gross acre density.

There was a consensus for the overall protection of wetlands wildlife corridors and open space in the Village Concept to be accomplished through a system of connected open spaces defining villages and neighborhoods.



VILLAGE CONCEPT

The high density required to support the Town Concept had less favor than lower density integrated uses under the Village Concept. The Village Concept could allow for some rural densities within its villages.

Implementation approaches when presented should contain a more detailed explanation of transfer development rights alternatives, for financing approaches, for purchase of open space, wildlife corridors, and recreational areas.

There was a willingness to consider special taxes and/or impact fees if spent within the area for parks, recreation, permanent open space and greenbelts.

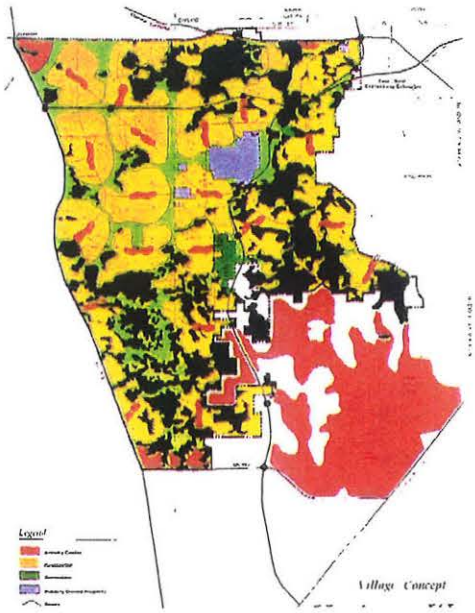
There was an interest in providing a town center within the Village Concept for regional and community shopping to serve the needs of the villages and market characteristics of major retailers, office and light industrial use.

Participants preferred integrated land uses afforded by the Village Concept.

Participants like existing life styles; i.e., one-quarter acre and larger lots, but want the Horizon Area to develop in a more compact manner and provide for more open space and greenbelts.

There was a strong preference for elementary schools to be located within one-quarter to one-half mile from residences.

There was an interest in providing a town center within the Village Concept for regional and communuty shopping to serve the needs of the villages and market characteristics of major retailers, office and light industrial use.



VILLAGE CONCEPT

CHAPTER 4

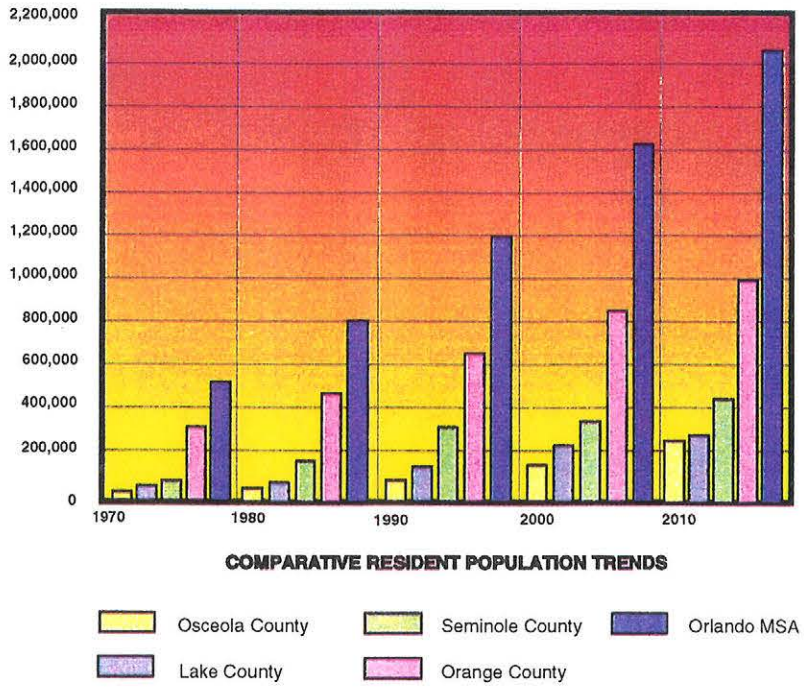
SOCIO ECONOMIC ANALYSIS

To underscore the regional perspective taken in the Horizon Study, the population and employment analysis shares a similar view.

Orange County and its neighboring counties of Lake, Osceola and Seminole make up the mid-Florida region and the Orlando MSA. The region has seen a massive in-migration of population. Since 1970, over 80% of the net population change has been from in-migration.

Regional Growth

A Perspective on the Mid-Florida Regional Economy, a report prepared by Real Estate Research Consultants (RERC), had the following review of the regional population and employment:



The regional population has more than doubled from 529,800 persons in 1970 to 1,237,500 persons in 1990, increasing its share of the State population from 7.7% to 9.5%. Orange County has essentially matched the regional pace, the populations of Osceola and Seminole have virtually exploded, increasing by 322% and 244% respectively from 1970 to 1990. Osceola's increase is a function of its lodging and service relationship with the Disney attractions. The pace of job growth in mid-Florida has consistently exceeded that of the State and the nation, achieving a 229% change from 1970 to 1990. Since 1970, this growth has contributed approximately 460,000 new jobs to the region. As of 1990, employment in the Metropolitan area was estimated at 611,000 persons.

From 1970 to 1990 in the MSA, the percentage of persons working expressed as a relationship between population and intended employment has shown a steady increase, from 35% to somewhat more than 50%. Based on current data, 72% of the existing jobs are within Orange County underscoring that jurisdictions role as the Region's primary employment center. Given the high percentage of the Regions population now employed, there is an implicit commuting pattern between Orange and each adjacent Metropolitan county.

By 2010, there should be an estimated 1,104,000 jobs in mid-Florida, principally concentrated in service industries. Orange County will remain the primary employment center of the region although there will be pronounced changes in Osceola and Seminole Counties. Lake County will show strong growth because of its present low employment base.

The population in mid-Florida is expected to grow to 1,615,000 persons by 2000 and 2,067,000 persons by 2010.

2010 BASELINE EMPLOYMENT AND POPULATION PROJECTION
MID-FLORIDA REGION

County	Employment	Population	Population Distribution by %	Employment/Population Ratio
Orange	790,000	1,035,000	50.1%	76.3%
Lake	71,000	300,000	14.5%	23.7%
Seminole	173,000	460,000	22.2%	37.6%
Osceola	70,000	272,000	13.2%	25.7%
Total	**1,104,000**	**2,067,000**	**100%**	**53.4%**

Source: Real Estate Research Consultants

Orange County Growth

From 1970 to 1980 the period most associated with the opening of the Disney attractions, the annualized change in Orange County's population trailed behind that of the State, 3.2% compared with 3.7% for the State. In the following decade, the annual change jumped to 3.7% compared with the State's 2.7%.

In 1990, Orange County's population of 677,500 persons represented 55% of the total regional population. Over three census periods, Orange County has consistently accounted for almost half the increase in the regional population. 78% of the net population change in Orange County has resulted from in-migration.

Orange County functions as the regions principle center of commerce and employment. From 1970 to 1990, the County's ratio of resident population to attendant unemployment has remained well over 60%.

Orange County employment increased from 125,750 jobs in 1970 to 439,166 jobs in 1990, a 249% gain over the 20 year time frame. The County's growth represents 67.6% of the total regional job change.

Orange County's forecasted employment growth should exceed that projected by the Bureau of Economic and Business Research (BEBR), at the University of Florida, for the State as a whole. RERC forecasts employment growth by 2010, to be an estimated 790,000 jobs in Orange County. An estimated net gain of 347,000 new employees in Orange County between 1992 and 2010. As to base line population projections, RERC projects that by the year 2010 Orange County population to be 1,034,700 persons or approximately 50.1% of the region population. This reflects a net gain of 322,100 people between 1992 and 2010. During that same time frame RERC projected the compound annual growth rate to decline from a high of 2.4% in the year 2000 to a low of 1.9% by 2010. For purposes of this analysis the trend from 2010 through 2015 was assumed to be an annual average growth rate of 1.8 yielding a total County baseline population of 1,131,236.

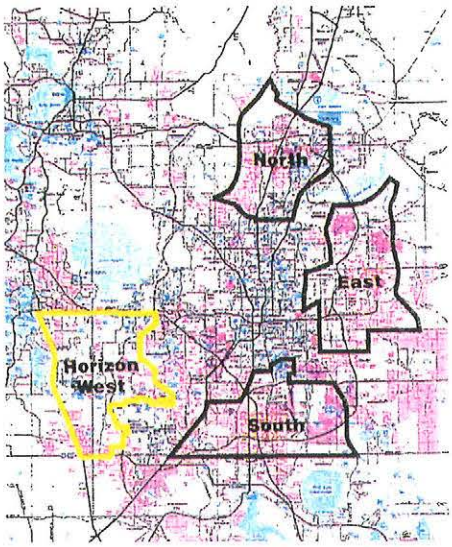
RERC forecasts employment growth by 2010, to be an estimated 790,000 jobs in Orange County. An estimated net gain of 347,000 new employees in Orange County between 1992 and 2010.

For purposes of this analysis the trend from 2010 through 2015 was assumed to be an annual average growth rate of 1.8 yielding a total County baseline population of 1,131,236.

Horizon West/Orange County Area Potential Growth

As a result of its former agricultural use and current 1/10 land use designation, the Horizon West Area of Orange County has had minimal population growth over the last 20 years and has been all but excluded from growth projections for the next 20 years. Consequently, to establish a reasonable growth potential for the Study Area, an analysis was conducted of growth areas within the region for the 20 year period from 1970 to 1990 which had similar conditions to compare to Horizon West. Additional analysis was conducted for comparison of selected Orange County planning areas.

The three regional growth areas were selected for evaluation as comparatives based on access, employment, physical characteristics, size and location. For purposes of this analysis, they are referred to as south, east and north areas.



REGIONAL GROWTH AREAS

The south areas generally described as that area east of Interstate 4, south of the Beeline Expressway, west of S.R. 15 in Orange County contains about 66,000 acres. Hunter's Creek, Meadow Woods and Southchase are developments well known in the area. This area is also included in County planning area #5.

The south area experienced a 101% increase in population between 1980 and 1990 an average annual increase of 2,566 persons. Much of that growth being added since 1985. Since 1990 the Southern Connector segment of the Orlando/Orange County Expressway Authority's Central Florida Greenway has been added. The early growth of the area has been influenced by the presence of the Beeline Expressway and Florida's Turnpike. Major employers in the area include Martin Marietta, Sea World, Harcourt and Orlando International Airport with a combined total employment of well over 13,000 in 1990. With the presence of Orlando International Airport, the area has grown to include the largest concentration of industrial land uses in Orange County. When considered with the tourism related uses, the available land for residential growth is more limited than those of the other comparative areas.

To establish a reasonable growth potential for the Study Area, an analysis was conducted of growth areas within the region for the 20 year period from 1970 to 1990 which had similar conditions to compare to Horizon West.

The east area is generally described as an area west of the Econlockhatchee River south of Oviedo in Seminole County north of Orange County's eastern wastewater treatment plant, landfill and

Stanton Energy Plant sites and east of S.R. 436 including approximately 68,000 acres. The Orange County portion of this area is included in County planning area #6.

The east area has experienced the largest growth with 148% increase in the ten (10) years between 1980 and 1990 with an annual average change of 7,328 persons per year. Over the 20 years from 1970 to 1990 the area has grown by 103,730 persons on average of about 5,200 persons per year. This area has been supported by the East-West Expressway and the recent addition of the Eastern Beltway both in Orange and Seminole Counties. The anticipation of the Eastern Beltway in Seminole County contributed to expansion in the Oviedo area. Major employers include Martin Marietta East facility, the University of Central Florida and Westinghouse Electric Corp. having a combined total of approximately 10,000 employees in 1990.

The north area is located in Seminole County and includes an area along the I-4 corridor from the St. Johns River on the north to S.R. 434 on the south, U.S. 17-92 on the east and the Wekiva River (Seminole County line) on the west. The area contains approximately 56,000 acres. This area has grown steadily throughout the 20 years from 1970 to 1990 with an overall growth in population of over 55,000 persons. Of that overall growth, approximately 60% occurred between 1980 and 1990 with an average annual change increase of 3,393 persons. Interstate 4 has been the supporting major transportation link to the other major employment centers in the Orlando MSA. Major employers local to the area include the American Automobile Association, Siemans Stromberg Carlson, Recoton Corporation and Connor Peripherals having a combined employment of 4,100 employees.

Of all the comparative growth areas, the east has consistently shown the highest gains in population. The east is also the area most frequently mentioned by community interest groups as the area which should direct its growth to west Orange County. Over the 20 year period from 1970 to 1990, the east grew with an average annual change in population of 5,186 persons which exceeds the annual average total change for all three areas for both a 10 year and 20 year period. That change should be considered a high for this analysis. The 10 year annual average change from 1980 to 1990 of 4429 persons is considered more reasonable and is utilized as a high projection for the Horizon Study Area. This high projection yields a total of 88,600 persons over a 20 year planning period ending in

Of all the comparative growth areas, the east has consistently shown the highest gains in population. The east is also the area most frequently mentioned by community interest groups as the area which should direct its growth to west Orange County. Over the 20 year period from 1970 to 1990, the east grew with an average annual change in population of 5,186 persons...

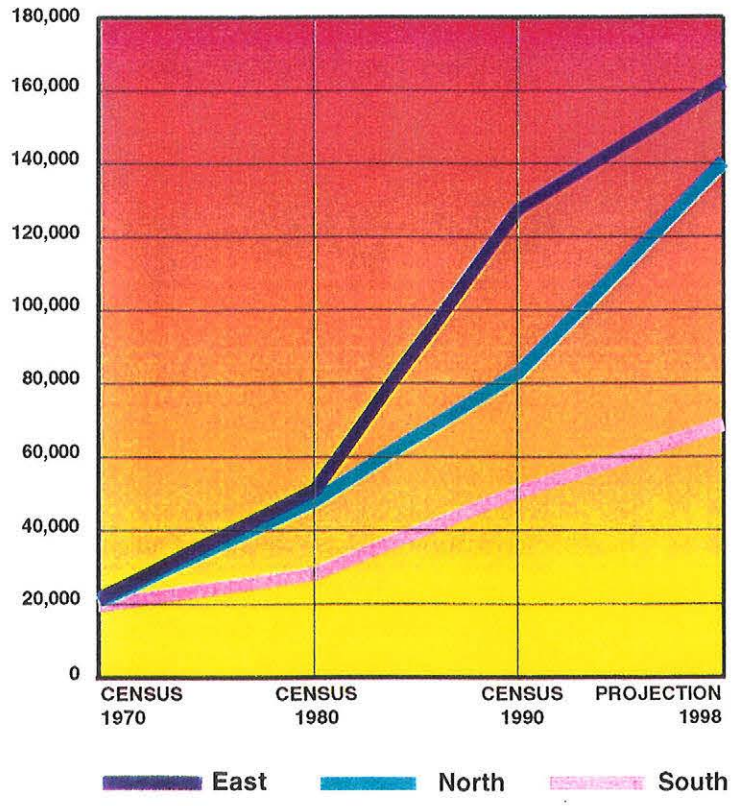
2015.A low projection based on this analysis utilizing the 20 year total average annual change for the three areas of 3172 would yield 63,400 persons projected for the Horizon Area.

COMPARATIVE GROWTH AREAS POPULATION

Area	1970 Census	1980 Census	10 Yr. 70' - 80'		1990 Census	10 Yr. 80' - 90		20 Yr. 70' - 90' Annual Avg. Change
South	19,636	25,381	5,745	575	51,037	25,656	2,566	1,570
East	19,019	49,468	30,449	3,045	122,749	73,281	7,328	5,186
North	27,426	48,712	21,286	2,129	95,104	33,929	3,393	2,760
Average Totals	22,027	41,187	19,160	1,916	89,630	44,289	4,429	3,172

Source: Real Estate Research Consultants, Inc.
Equifax/National Decision Systems; Census Information

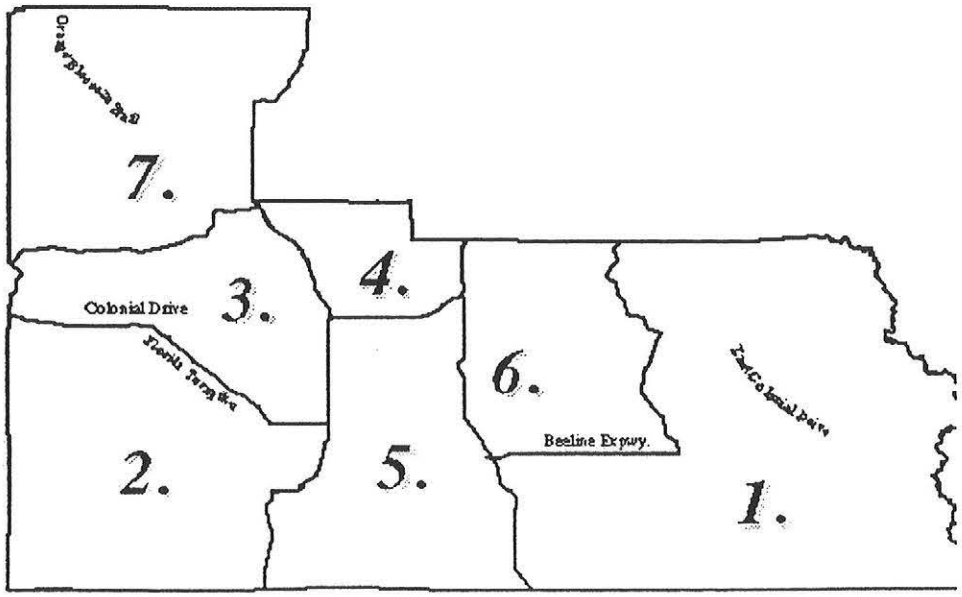
EAST, NORTH, AND SOUTH AREA POPULATION



In addition to the three comparative growth areas analyzed, three Orange County planning areas, No. 2, No. 5, and No. 6 were reviewed. These three areas experienced the highest population growth in the past 20 years. Planning area No. 2 encompasses west Orange County and the Orange County portion of the Horizon Study Area. However, due to the land use limitations, the growth in this planning area occurred on less than 1/2 of the planning area on its eastern side. The average annual increase for the three Orange County planning areas range from 3,197 to 4,404 persons per year. The total average annual increase being 3,074 persons for all three planning areas. Projecting these average annual increases over 20 year planning period shows the Orange County areas to be consistent with the ranges established from the comparative regional growth areas.

POPULATION GROWTH FOR SELECTED ORANGE COUNTY PLANNING AREAS

Planning Area	1980 Census	1990 Census	10 Yr. 80' - 90' Change	10 Yr. Annual Average Change
#2 West County	15,815	47,789	31,974	3,197
#5 South County	127,697	160,721	33,024	3,302
#6 East County	36,792	83,828	47,036	4,704
Average Total	**60,101**	**97,446**	**37,345**	**3,735**



Population Forecast

Population growth for the Horizon West Study is assumed over a 20 year planning period from 1995 to 2015 and the area is expected to parallel the comparative study areas and similar Orange County Planning Areas in terms of projected growth. The Horizon West Area can be expected to achieve a high growth projection and share equally in market opportunity with the rest of Orange and Lake Counties. Based on: the regional demand for growth; proximity of the Horizon Area to major employers, providing over 42,000 jobs; expanding access to regional transportation systems (US 27, Florida's Turnpike, Western Beltway) buildout and environmental constraints of other areas.

Assuming a slowing of regional growth throughout the planning period, a reasonable range for anticipated growth in the Horizon Study Area through 2015 would be from 63,000 to 88,000 persons.

Assuming a slowing of regional growth throughout the planning period, a reasonable range for anticipated growth in the Horizon Study Area through 2015 would be from 63,000 to 88,000 persons.

In Lake County's portion of the Study Area approximately 14,600 dwelling units have been approved in PUD's or DRI's which could result in a projected population of 35,000. Lake County, however, projected a resident population of 7,500 persons by 2015. Discussions with Lake County planning staff established a 2015 population projection ranging from 16,900 to 27,400 persons.

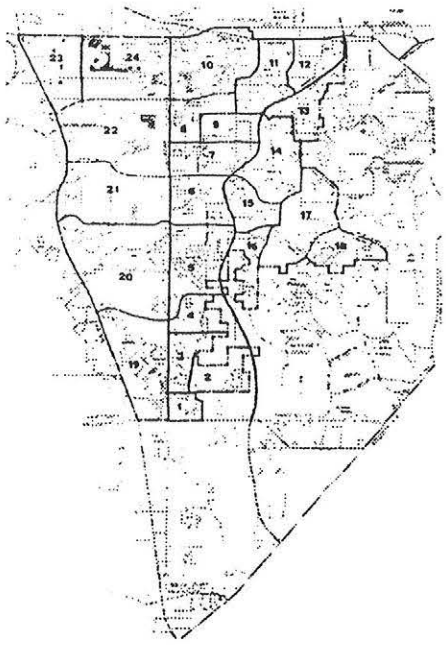
By the year 2015 it is estimated that the population for Orange and Lake County within the Horizon West Area to be 85,000. The Orange County portion of the Study Area is projected at a population of 62,000.

Employment Forecast

Employment estimates were developed by determination and application of multipliers as a factor of population. Employment is calculated for commercial, service and industrial uses. The projections for the Horizon Study Area reflect the limitations on industrial uses created by the high recharge area and needs to protect the recharge function of soils in west Orange County. The numbers also reflect the progression from neighborhoods which are housing dominant to village centers and ultimately the development of a town center. The Town Center will become an important employment center for all the villages within the Horizon West Study Area. The projection also recognizes the proximity to existing major employment centers which as noted previously are not now supported by adequate or proximate housing opportunities. Near term growth in the Study Area will support these major employment centers. The employment projected for the Study Area is based on jobs which will be located within the Study Area itself. Employment is projected to be over 22,800 jobs by 2015 in the Orange County portion of the Horizon West Area. The multipliers used for these projections were evaluated on two levels. The first by comparison of existing employment to population factors for areas within Orange County (by census and traffic zone), which had characteristics similar to those of the village concept. These were then contrasted with multipliers calculated by Real Estate Research Consultants (RERC for the Orlando Urban Area Employment projections study.) These factors were applied to population estimates for planning periods 2000 and 2015. Modifications were made to reflect the growth of neighborhood and villages, and reduction in overall industrial use due to recharge sensitivity as noted above.

The population in employment projections (see Appendix 5) were distributed based on the traffic zone maps for the Horizon Study Area, which was developed utilizing the village concept and the existing transportation network. The Orange County Planning Department, Transportation Consulting Group and Miller-Sellen Associates, Inc. established the proposed traffic zone map for the allocation of the population/employment data for use in this transportation analysis.

Employment is projected to be over 22,800 jobs by 2015 in the Orange County portion of the Horizon West area.



TRAFFIC ZONES

CHAPTER 5

TRANSPORTATION ANALYSIS

Transportation Model

The transportation model and the roadway network used for the Horizon West study are based on the "Cost Feasible," or adopted, version of the Orlando Urban Area Transportation Study (OUATS) transportation planning model. For use in this study the OUATS, which includes Orange, Seminole and Osceola Counties, was revised to include adjacent portions of Lake and Polk Counties. The OUATS model was also modified to include additional detail in, and around, the Reedy Creek Improvement District (RCID).

In the process of refining the transportation model for use in the Horizon West study, the OUATS traffic zones within the Study Area were expanded from 8 to 24. This effort of refining the model in the Study Area also included the establishment of a preliminary roadway network appropriate to the land uses under consideration. The 2015 version of this roadway network is also shown in Figure 1.

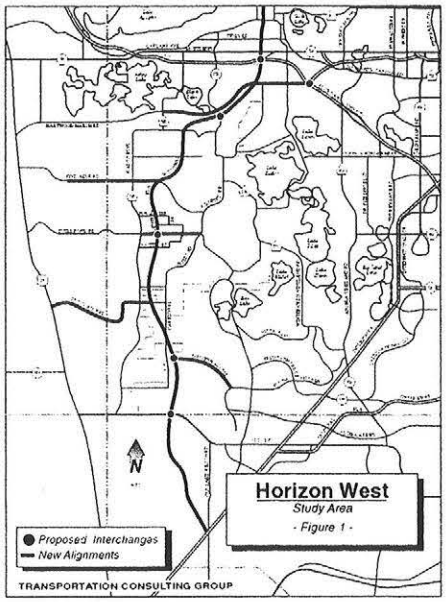


FIGURE 1

The roadway networks used in the Horizon West Study assume the construction of the Western Beltway in both the 2000 and 2015 scenarios. Another key assumption in the development of these networks was the concept of alternative alignment to S.R. 50. In this analysis, the alternative to SR 50 takes the form of an extension of Hartwood Marsh Road from C.R. 545 to the existing interchange formed between Florida's Turnpike and the East-West Expressway.

Socio–Economic Data

Socio-economic data, including population and employment forecasts, were developed for both of the analysis years. The first step in this process was to establish a base set of data, from existing sources. Most of the existing data is for the year 2010 and for this reason the base data was collected for that year. The source of data for Orange, Seminole and Osceola Counties was OUATS. Lake and Polk Counties data was derived from County Comprehensive Plans.

Since the analysis year for this study are 2000 and 2015, the second step in the process was to interpolate sets of base data for each of

these years. As part of this process the overall population forecast for each of the counties were calibrated to match the county population forecasts in the Florida Statistical Abstract - (1993 Ed.), published by the Bureau of Economic and Business Research (BEBR). Non-population based data, such as employment data, were adjusted to reflect the same proportions relative to population as exhibited in the base data.

The third step in the process was to adjust the Orange County socio-economic data totals to match forecasts prepared by Real Estate Research Consultants (RERC) which were provided as input to this study. Since the RERC data for Orange County extended only through 2010, it was interpolated to 2015 by the linear regression analysis. Minor adjustments were then applied to the population projections of Seminole and Osceola Counties in order to maintain consistency with the BEBR forecasts mentioned in the preceding paragraph.

The fourth, and final, step in the process of developing the socioeconomic data was to substitute the 2000 and 2015 data for the Horizon West Study Area furnished by Miller-Sellen Associates in the appropriate geographic locations. Orange County socio-economic data for all areas outside of the Horizon West Study Area was then adjusted proportionately to maintain the RERC forecasts for Orange County as established previously. Information summarizing the various adjustments to the socioeconomic data for each of the established planning districts within Orange County is provided in Table 1 of the Appendix (page 6-1). A map showing the boundaries of the Orange County planning districts is included as Figure 2.

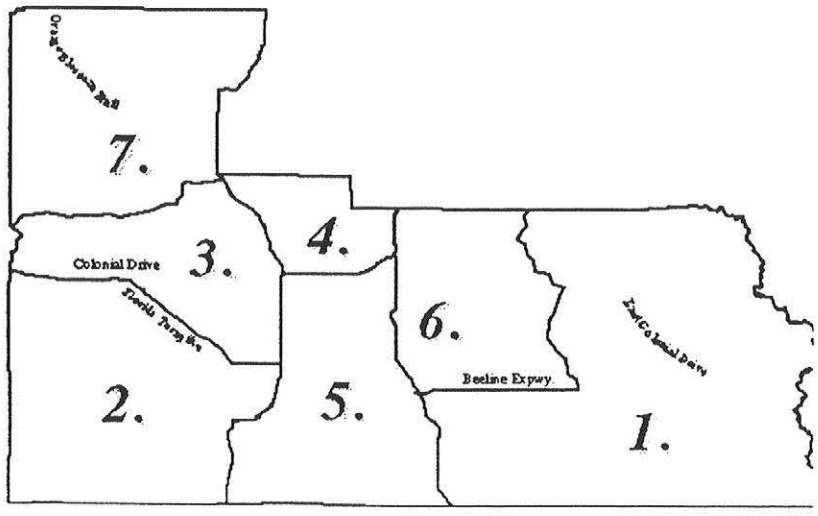


FIGURE 2

Analysis

Traffic forecasts for the roadways within and in the vicinity of the Horizon West Study Area for both analysis years are summarized in Figures 3 and 4. These forecasts were prepared using the transportation model and socio-economic data inputs described in the preceding section of this document. A key assumption of these traffic projections is that the Western Beltway will be in place by the year 2000.

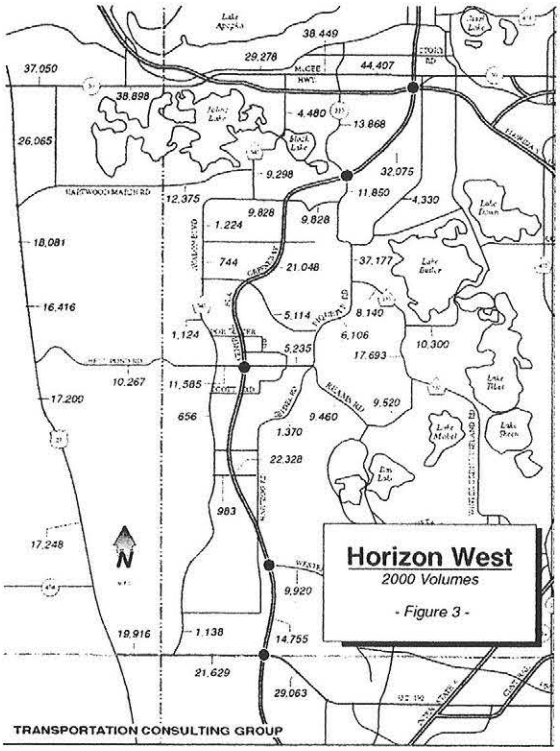


FIGURE 3

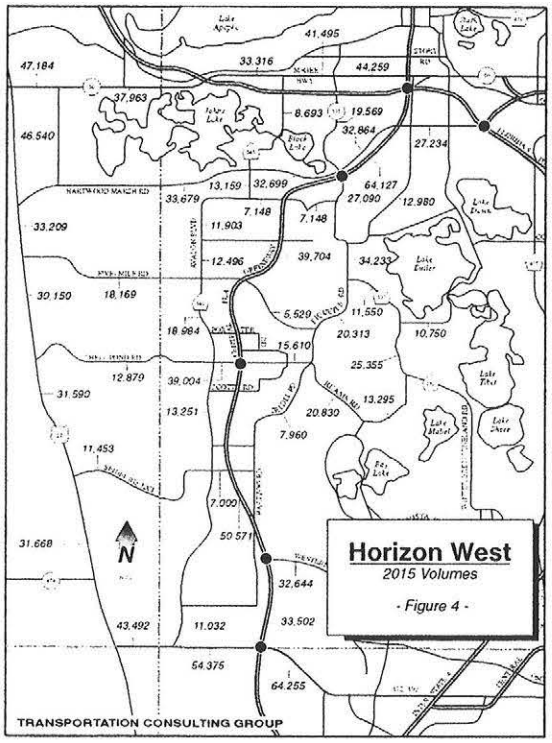


FIGURE 4

The projected traffic volumes for 2000 and 2015 were evaluated using the capacity and level-of-service standards of the Orange County Comprehensive Plan. In recognition of the change in development character that will occur assuming that the Horizon West proposal takes place, the capacity and level-of-service standards for many of the roadways within the Study Area were modified from the rural criteria to the urban criteria of the Orange County Comprehensive Plan. Figure 5 depicts the areas in Orange County where the development assumptions were such that this change in evaluation criteria were deemed appropriate.

The roadway laneage requirements for roadways that are within the Study Area and within Orange County are summarized in Table 2 of the Appendix (see page 6-2). Generally, these requirements indicated the need to widen certain roadways within the Study Area by one additional lane in each direction. These improvements will accommodate not only Horizon West but also other differences in the underlying assumptions (such as socio-economic data, and analysis years) between this analysis and the Orange County Comprehensive Plan.

In reviewing the laneage requirements summarized in this report, it is important to understand that these results are indicative of what might be needed assuming a hypothetical development program for the Horizon West Study Area. The actual development patterns, and in turn the transportation requirements, are dependent upon any number of factors including market forces, and the growth management policies of State and local governments.

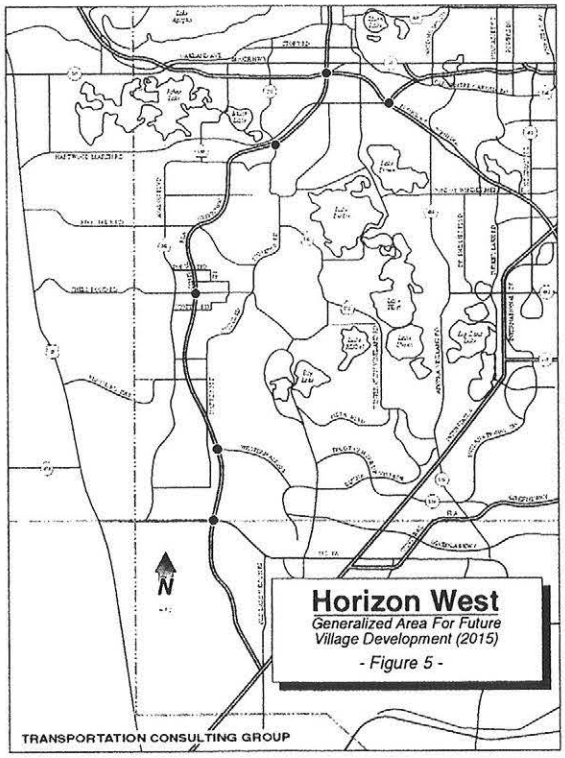


FIGURE 5

Conclusions

This analysis summarizes a preliminary evaluation of the roadway infrastructure needed in Orange County to support Horizon West. Today, the Study Area network is comprised of 95 centerline miles of predominately 2 lane roadways totaling 220 lane miles of capacity. To support the Horizon West, other development in adjacent Lake County and the access needs of the Western Beltway this existing system needs to be expanded to a total of 260 lane miles by the year 2000 (excluding the Western Beltway itself). This analysis assumes that some of this additional capacity would be gained by the construction of 11 new centerline miles of roadways.

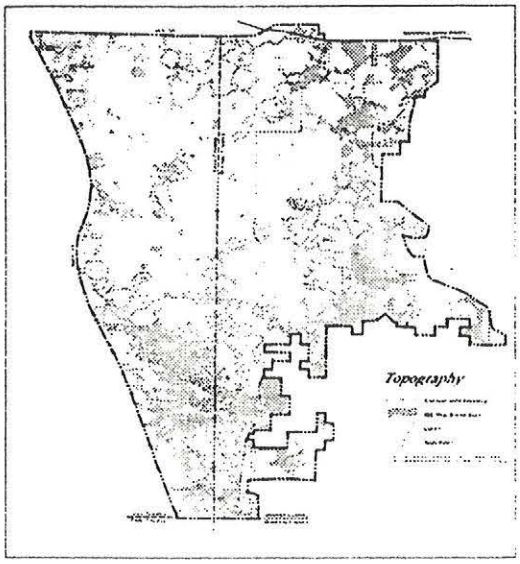
In the year 2015, which is beyond the horizon of Orange County's current Comprehensive Plan, the results of this analysis indicate the need for a total of 322 new lane miles of roadway capacity in the Orange County / Horizon West Study Area (excluding the Western Beltway). Of this new capacity, this study assumes 25 centerline miles of new roadway construction. The Western Beltway, which is included in both the 2000 and 2015 scenarios examined in this report, adds an additional 19 centerline miles, or 76 lane miles, of roadway capacity to each of the analysis years.

One of the most significant elements of the roadway network examined in this analysis is the extension of Hartwood Marsh Road to provide a southern alternative to SR 50. There are many obvious alternatives to the alignment shown in this study and while this alignment has not been examined in any detail with regard to environmental impacts and feasibility, it does have the potential to attract significant traffic according to the forecasts in this study. One of the reasons for it's attractiveness, in terms of traffic, is the direct connection to the East-West Expressway at Florida's Turnpike. Additional study of this corridor is recommended.

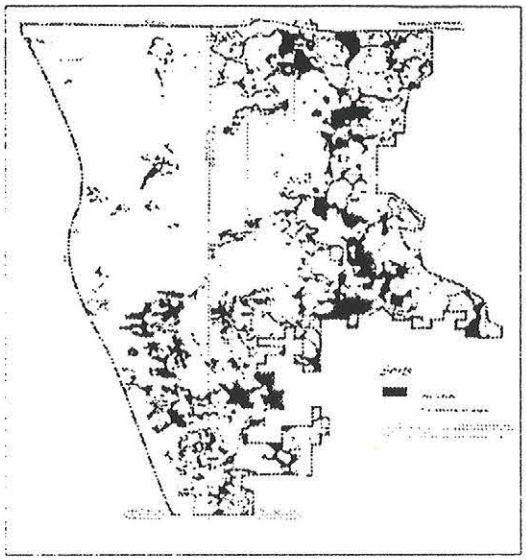
One of the most significant elements of the roadway network examined in this analysis is the extension of Hartwood Marsh Road to provide a southern alternative to S.R. 50. One of the reasons for it's attractiveness, in terms of traffic, is the direct connection to the East-West Expressway at Florida's Turnpike.

APPENDIXES

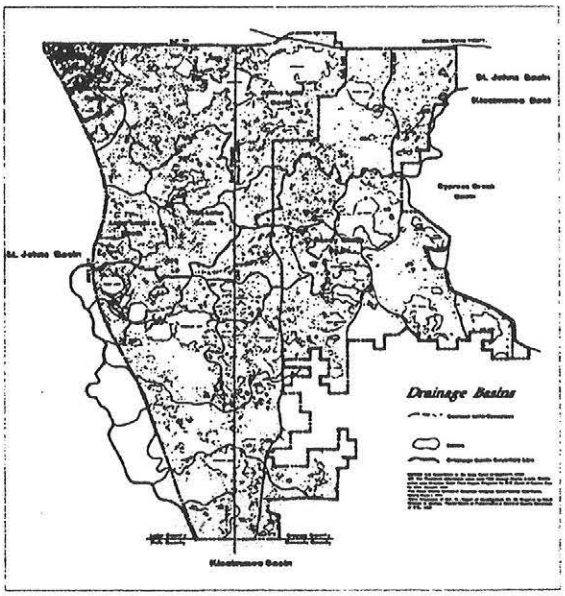
Horizon West Study
Environmental Mapping



TOPOGRAPHY

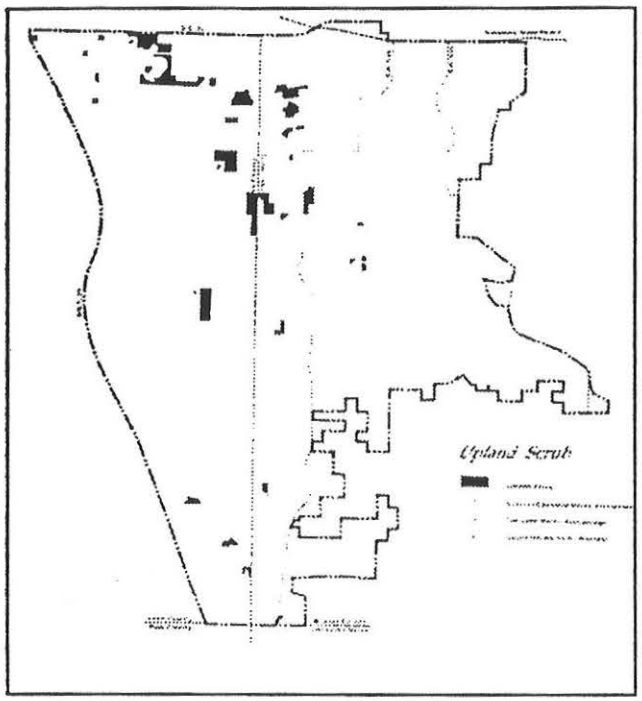


SOILS

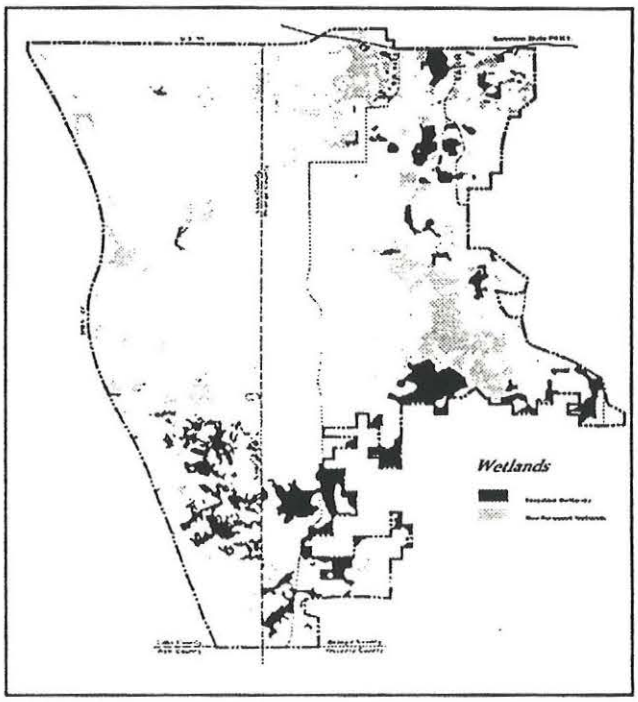


DRAINAGE BASINS

Horizon West Study
Environmental Mapping (Con't)



UPLAND SCRUB



WETLANDS

ISSUES & SOLUTIONS
HORIZON WEST CHARRETTE

ENVIRONMENTAL

Issues

1. a. Can wetland protection be accomplished on an incremental project by project basis?

   b. Is it possible to protect wildlife habitat on an incremental project by project basis?

Solutions

1. a. Define environmentally significant areas and create corridors linking wetlands/uplands to allow multiple use.

   b. Continue to utilize limited setbacks to buffer wetlands; wildlife protection only for large scale projects.

Issue

2. Can the protection of wetlands and wildlife habitat be combined with activities for people? (Multifunctional open space systems)?

Solutions

2. a. Provide open space on project by project basis, (i.e. County PD wetlands/setbacks/easements/open space/ recreation).

   b. Allow acquisition and dedication in designated open space corridors to satisfy open space requirements.

   c. Require developments which abut environmental systems corridors to provide for access ways which connect projects.

   d. Restrict open space systems from access to public and rely on street system for access.

   e. Other?

Issue

3. How can recharge volumes be maintained on a project by project basis?

Solutions

3. a. Acquire additional areas for disposal of wastewater effluent.

   b. Require projects to maintain pre/post development recharge conditions similar to stormwater management requirements.

   c. Require reuse of wastewater for all development in west Orange County.

   d. Other?

Issue

4. What alternatives should be considered for preserving open space and sensitive environmental areas?

Solutions

4. a. Use development regulations to delineate areas which qualify for use as mitigation banks and which can be purchased to compensate for off-site development impacts.

   b. Utilize the Transfer of Development Rights as an incentive to compensate for restricting development rights.

   c. Establish an environmental impact fee to fund acquisition.

   d. Establish a dedicated ad valorem based revenue source for parks/recreation/open space.

   e. Other ?

Issue

5. What impact will private wells and septic tanks have on Floridan Aquifer?

Solution

5. a. Require all development 1 DU/AC or greater in west Orange County to rely on Central Water/Wastewater systems (Orange County West Regional Water/ Wastewater Plants)

   b. Restrict development to very low densities to protect aquifer.

   c. Other?

Issues

6. Should urban development be permitted in a continuous pattern without interruption by open space? Sprawl!

Solutions

6. a. Group individual developments (neighborhoods) so that they combine to form villages; utilize open space corridors to define village boundaries; the process of planning a community within a limited space takes on more meaning.

   b. Require developments to create open spaces at their perimeter as a means of creating open space and defining urban areas.

   c. Other?

TRANSPORTATION

Issue

1. What measures should be taken to reduce traffic congestion on our arterial highway system?

Solutions

1. a. Provide a roadway network with adequate number and spacing of arterial roads.

   b. Require the interconnection of arterial roads (grid) to provide more than one or two routes to any destination.

   c. Promote a land use pattern that supports alternative modes of transportation and shorter trip lengths.

   d. Other?

Issue

2. How can we encourage the use of transportation alternatives to the automobile.

Solutions

2 a. Allow for higher density communities (7-8 DU/Acre) that are compatible with transit usage.

   b. Implement a land use pattern that will group (integrate) land uses together and reduce the trips necessary between jobs, housing, shopping, schools, recreation.

   c. Develop a transportation system not dominated by the automobile.

   - rectilinear street grid where possible
   - narrower streets; eliminate prescribed street widths; curb radii and set back requirements that preclude creating pedestrian friendly streets
   - sidewalks at curb
   - streets, pedestrian paths, bike paths provide fully connected routes to all destinations

d. Other?

Issue

3. How can R-O-W for new multifunctional roadways be acquired in advance of need and in the most cost-effective manner?

Solutions

3. a. Establish special tax districts to fund acquisition and construction

b. Utilize the Transfer of Development Rights (TDR) as a means of compensation.

c. Require dedication as a condition of land use change from rural to urban.

d Establish dedicated funding source, i.e. additional gas tax or sales tax revenue.

e. Other?

WHAT TRAVEL DISTANCES ARE ACCEPTABLE TO YOU FOR DAILY PURPOSES?

PREFERRED MODE	TRIP PURPOSE FROM HOME TO:	DISTANCE IN MILES OTHER		
WALK TRANSIT CAR	WORK	1	3	10
	GROCERY STORE	1/2	1	3
	LOCAL PARKS	1/4	1/2	1+
	SCHOOLS:			
	Elementary	1/4	1/2	1
	Junior High	1/2	1/2	3
	High School	1	3	10
	INSTITUTIONAL USES			
	Church, YMCA, etc.	1	3	10

LAND USE

Commercial Development

Issues

1. How can we avoid the problem created when commercial development is concentrated around beltway interchanges and stripped along arterial roads connecting to the beltway?

Solutions

1. a. Locate commercial uses in Village or Town Centers where they can be mixed with other uses instead of occupying separate unconnected sites and form a community focal point vs strip.

   b. Locate local commercial shopping in Village and Neighborhood Centers where they are in walking distance from residents. Locate large commercial uses in centers interconnected by a grid of arterial and collector streets.

   c. Limit large sub regional commercial uses to existing activity centers outside the Horizon West Area.

   d. Others?

Community Educators

Issues

2. How can we insure that elementary and middle schools are located so they are within walking/biking distance of the neighborhoods they serve and can provide recreational and institutional services for the community?

Solutions

2. a. Require all planning be based on a neighborhood or Village building block where the neighborhood school is

within a 1/4, to 1/2 mile radius of all residential development.

b. Insure that the mix of housing types permitted allow densities ranging from 2.5 to 8 DU/Acre.

c. Others?

Housing

Issues

3. How can we insure that there will be an adequate mix of housing at prices affordable to the local work force.

Solutions

3. a. Require that the development pattern for West Orange be in the form of mixed use communities/villages containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of residents.

b. Require that the West Orange area contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

c. Others?

Community Recreation/Open Space

Issue

4. How can we insure that recreation facilities are available within walking/biking distance to where people live?

Solutions

4. a. Require that the development pattern create a system of neighborhoods or villages each with a center forum that combines commercial, civic, cultural and recreational uses.

b. Require that each neighborhood/village contain an ample supply of specialized open space in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.

c. Others?

Development Regulation

Issues

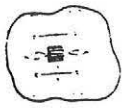
5. How can we insure that future development will take place according to an overall plan as opposed to the piecemeal approach?

Solutions

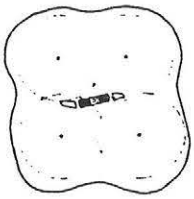
5. a. Small area plan. A specific plan should be prepared illustrating how any development fits into the components of urban form recommended for west Orange County.

b. Once a specific small area plan has been approved complying projects should proceed through an expedited appeal process.

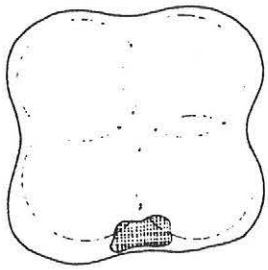
c. Others?



TRADITIONAL TOWN



VILLAGE



PLANNED DEVELOPMENT

ALTERNATIVE URBAN FORM TYPE

LAND USE/CRITERIA	PLANNED DEVELOPMENT	VILLAGE	TRADITIONAL TOWN
Residential Uses			
Pattern	Strict separation of uses served by single major arterial road	Organized into villages connected by rectilinear and curvilinear street systems	Organized into villages connected by rectilinear street system
Area of Neighborhood	2000 ± Acres or 1 Mile Radius	500± Acre or 1/2 mile radius	125 Acres or 1/4 mile radius
Gross Density	1.0 to 1.5 DU/AC	2.2 to 3.5 DU/AC	8.5 DU/AC or greater
Use Mix	None - all uses segregated	Mixed Use in Village Center only	Mixed use permitted throughout;Same use required facing streets
Building Block	None	Village	Neighborhood
Prototypical Example	Metro West; Hunter's Creek; Meadow Woods	Winter Park; Winter Garden	Savannah; Charleston; Kentlands, MD.
Community & Neighborhood Commercial			
Pattern	Multiple unconnected centers accessed by single arterial road	One of uses contained in multiple Village Centers connected by rectilinear street grid	One of uses contained in Village Center which serves neighborhoods interconnected by rectilinear street system
Service Area	3/4 mile to 3 mile (1100 Ac to 4400 AC) 1/2 mile - 500± Acres		1/4 mile or 125+ acres
Location	Concentrated at major intersections or fronting on major arterial road at edge of subdivisions	Internal to Village as focal point	Centerpiece of 4 neighborhood units
FAR	.25 or less	.25 to .50	.50 to 3.0
Access	Strictly auto oriented	Walk, Bicycle, Auto	Walk, Bicycle, Auto, Transit
Use Mix	None	May be mixed with residential office, recreational, institutional in Village Center	May be mixed with residential office, recreational, institutional in Village Center
Prototypical Example	Publix; Winn Dixie; Albertson's; Superstores; Strip Centers	College Park, Winter Park	Mizner Park, Boca Raton, Fl
Regional Commercial			
Location	Frontage on major arterial roads in Activity Center	Not permitted in Village Centers; in Activity Centers at periphery of Horizon West area	At periphery of Traditional Town but connected to rectilinear grid
Access	Automobile	Automobile	Automobile
Prototypical Example	Wal-Mart; K-Mart; Home Depot; Regional Malls	Wal-Mart; K-Mart; Home Depot; Regional Malls	Wal-Mart; K-Mart, Home Depot; Regional Malls
Community Education			
Location	At periphery of development to access students from outside planned development	Focal point of a Village combined with recreational, cultural, institutional uses	Focal point of a neighborhood combined with recreational, cultural, institutional uses
Distance From Home	3/4 mile to 1 mile minimum (1100 acres to 2000 acre)	1/2 mile/500 acres	1/4 mile 125 acres
Primary Access	Bus, Auto, Bike	Walk, Bike on rectilinear or curvilinear sidewalks serving street systems leading to Village Center	Walk, bike to neighborhood center on sidewalks of grid street system
Community Standard	Orange County Subdivision Regulations		
Prototypical Example	Aloma Elementary S.R. 436 and Scarlet Road	1 Elementary/Village 1 Middle School/4 Villages Lakemont, Brookshire, Winter Park Dommerich, Maitland	1 Elementary/Neighborhood 1 Middle/4 Neighborhoods Princeton Elementary
Open Space	Internalized in the form of golf courses and amenities. Emphasis on active open space vs preservation; minimum ability to connect most valuable/least developable upland/wetland areas	Natural systems connected and used where possible to separate Villages; Public Squares and Village Greens used to provide open space in Village Centers; walkways/bikepaths permitted in all open spaces to link housing, schools, Village Centers.	Natural systems connected and used where possible to separate Villages; Public Squares and Village Greens used to provide open space in Village Centers; walkways/bikepaths permitted in all open spaces to link housing, schools, Village Centers.
Affordable Housing	Separated from market rate housing in single use type subdivisions or apartment complex	Integrated into villages with mix of uses, especially in Village Center where journey to work may be shorter	Integrated into Neighborhood and Village Center where journey to work may be shorter and transit is an option.
Transportation	Auto dominant not transit feasible except for captive riders. Sidewalks and bikeways vs. separation of walking and bikepaths. Primarily curvilinear street patterns; lots of cul-de-sac's; wide streets. Parking lots vs. on-street parking.	Grid in Village/Town Center. Curvilinear in Neighborhoods and at periphery near open space, follow contour of land. Separate pedestrian/bikepath system with residential streets providing alternative to thepathway system. Transit marginal, may allow trolley type system to connect Villages.	Primarily grid vs. curvilinear streets. More streets, narrow width. On-street parking vs. reduce size and location of parking lots. Streets used to frame spaces; sense of place. Transit is integral part of design and feasible due to grouping of land uses and density. Opportunities for incorporation into metro-transit system due to higher densities.

Personal Preference Questionnaire

1. Rate each Planned Urban Form Alternative according to how well it satisfies your personal preference for each question listed below.

Please give a numerical rating for all questions:

(1) Poor (2) Fair (3) Good (4) Excellent (5) Outstanding

KEY:	**Planned Development**	=	**PD**
	Village Concept	=	**VC**
	Town Concept	=	**TC**

Which alternative best addresses your personal preference for:

PD	**VC**	**TC**

Protection of Environmentally significant areas?
Provision of Wildlife Corridors?
Provision for Open Space?
Recharge and Aquifer Protection?
Reducing Traffic Congestion on our Arterial Highway System?
Your desire to use transportation alternatives to your automobile?
The size of your neighborhood?
The distance traveled by school children?
Distance traveled to the grocery store?

Providing a mix of housing types you would like in your neighborhoods?
For providing affordable housing?
Providing local parks and recreation opportunities?

The overall concerns for the environment in west Orange County?
The overall concerns for transportation in west Orange County?
The overall concerns for land use in west Orange County?
The overall concerns for Urban Form in west Orange County?

TOTAL (PLEASE TOTAL YOUR ANSWERS HERE)

2. **If you could combine any of the three alternatives under consideration which combination best describes your preference (circle one):**

   A. Village/Town
   B. Village/Planned Development
   C. Other _____
   (if other write in here)

3. **What areas of concerns, if any, do you have that have not been addressed so far in the Horizon West Planning process?**

_____
_____
_____
_____
_____
_____
_____
_____

Table 1

Orange County Population & Employment Projections By Planning District

Analysis Year 2000

		Total Population		Total Employment		
District	OUAT 2000 ◊	With RERC Adjustments Δ	As Used in Horizon West •	OUATS 2000 ◊	With RERC Adjustments Δ	As Used in Horizon West •
1	14,370	14,534	14,413	6,988	7,068	7,110
2	84,006	84,962	90,993	106,236	172,125	169,520
3	196,801	199,041	197,396	102,827	103,997	104,619
4	118,742	120,094	119,101	120,234	121,603	122,329
5	235,673	238,355	236,386	185,319	187,428	188,548
6	109,486	110,732	109,817	39,371	39,819	40,057
7	80,664	81,582	80,908	21,477	21,721	21,851
Totals:	839,742	49,300	849,015	582,452	653,762	654,035

Analysis Year 2015

		Total Population		Total Employment		
District	OUATS 2015 ◊	With RERC Adjustments Δ	As Used in Horizon West •	OUATS 2015 ◊	With RERC Adjustments Δ	As Used in Horizon West •
1	21,021	20,857	19,771	12,535	11,906	11,672
2	128,829	127,303	179,149	190,484	213,037	226,805
3	256,445	250,106	237,088	151,571	139,775	137,025
4	134,651	135,215	128,177	153,918	141,813	139,022
5	313,383	302,182	286,453	287,188	278,232	272,757
6	167,676	168,140	159,388	70,078	64,715	63,442
7	119,935	119,964	113,720	34,625	31,836	31,209
Totals:	1,141,940	1,123,767	1,123,746	900,399	881,314	881,932

Notes:
◊ Derived from OUATS data.
Δ OUATS data adjusted to RERC totals
• Same as RERC Adjusted but with Horizon West Project. Remaining zones readjusted to RERC totals.

Table 2

Orange County Roadways

Roadway / Segments	Orange Co Comprehensive Plan Number of Lanes	Year 2000 Recommended Lanes	Year 2015 Recommended Lanes
US 192			
West of CR 545 N.	4LD Δ	4LD	6LD
CR 545 N. to Cent. Fla. Greeneway	4LD Δ	4LD	6LD
Cent. Fla. Greeneway to CR 545 S.	4LD Δ	6LD	6LD
Central Florida Greeneway			
US 192 to Disney Western Access Rd	NA ◊	4LD	4LD
Disney Western Access Rd to Shell Pond Rd	NA ◊	4LD	4LD
Shell Pond Rd to Tilden Rd	NA ◊	4LD	4LD
Tilden Rd to Fla's Turnpike			
SR 50			
West of Fla's Turnpike	4LD	4LD	4LD
Fla's Turnpike to CR 545	4LD	4LD	4LD
CR 545 to Winter Garden-Vineland Rd	4LD	6LD	6LD
Winter Garden-Vineland Rd to Cent. Fla. Greeneway	4LD	6LD	6LD
CR 545			
SR 50 to Hartwood Marsh Rd	2L	2L	2L
Hartwood Marsh Rd to Tilden Rd	2L	2L	2L
Tilden Rd to McKinney Rd	2L	2L	2L
McKinney Rd to Five Mile Rd	2L	2L	2L
Five Mile Rd to Shell Pond Rd	2L	2L	2L
Seidel Rd to US 192	2L	2L	2L
Hartwood Marsh Road			
West of CR 545	NA ◊	2L	4LD
CR 545 to Winter Garden-Vineland Rd	NA ◊	- - -	4LD
East of Winter Garden-Vineland Rd	NA ◊	- - -	4LD
Tildon Pond Road			
CR 545 to Cent. Fla. Greeneway	2L	2L	2L
Cent. Fla. Greeneway to Lake Hancock Rd	2L	2L	2L
Five Mile Road			
West of CR 545	NA ◊	- - -	4LD
CR 545 to Scott Rd	NA ◊	- - -	2L

Shell Pond Road			
West of CR 545	NA ◊	2L	2L
CR 545 to Cent. Fla. Greeneway	NA ◊	2L	4LD
Cent. Fla. Greeneway to Lake Hancock Rd	NA ◊	2L	2L
Seidel Road			
West of CR 545	2L	---	2L
CR 545 to Hartzog Rd	2L	2L	2L
Hartzog Rd to Reams Rd	2L	2L	2L
Reams Road			
Lake Hancock Rd to Center Dr	2L	2L	4LD
Center Dr to CR 535	2L	2L	2L
CR 535 / Winter Garden - Vineland Road			
Reams Rd to Chase Rd	2L	4LD	4LD
Chase Rd to Fiquette Rd	2L	2L	2L
Fiquette Rd to West Lake Butler Rd	2L	4LD	4LD
West Lake Butler Rd to Central FL Greeneway	2L	2L	4LD
Central FL Greeneway to Hartwood Marsh Rd	2L	2L	4LD
Hartwood Marsh Rd to SR 50	2L	2L	4LD
Fiquette Road			
Lake Hancock Rd to CR 535	2L	2L	4LD
CR 439 / Maguire Road North of Windermere Rd	2L	2L	2L
Chase Road			
East of CR 535	2L	2L	2L
Disney Western Access Road			
Cent. Fla. Greeneway to Buena Vista Dr. Ext.	NA ◊	4LD	4LD

Note:

◊ Not included in Orange Co Comprehensive Plan

Δ While these segments of US 192 are four (4) lanes in the Orange County Comprehensive Plan these are six (6) lanes in the adopted OUATS Plan.

Table 3

Roadway (Daily) Capacities

Roadway / Segments	Number of Lanes	DAILY LOS CAPACITIES A	B	C	D	E
US 192						
West of CR 545 N.	4LD	11,000	28,000	36,700	42,800	50,200
CR 545 N. to Cent. Fla. Greeneway	4LD	11,000	28,000	36,700	42,800	50,200
Cent. Fla. Greeneway to CR 545 S.	6LD	68,200	75,300	77,000	80,000	83,100
Central Florida Greeneway						
US 192 to Disney Western Access Rd	4LD	36,300	56,000	79,800	96,400	103,600
Disney Western Access Rd to Shell Pond Rd	4LD	36,300	56,000	79,800	96,400	103,600
Shell Pond Rd to Tilden Rd	4LD	36,300	56,000	79,800	96,400	103,600
Tilden Rd to Fla's Turnpike	4LD	36,300	56,000	79,800	96,400	103,600
SR 50						
West of Fla's Turnpike	4LD	11,000	28,000	36,700	42,800	50,200
Fla's Turnpike to CR 545	4LD	11,000	28,000	36,700	42,800	50,200
CR 545 to Winter Garden-Vineland Rd	4LD	-	25,900	31,900	34,200	34,200
Winter Garden-Vineland Rd to Cent. Fla. Greenway	4LD	-	25,900	31,900	34,200	34,200
CR 545						
SR 50 to Hartwood Marsh Rd	2L	-	11,600	14,700	16,100	16,200
Hartwood Marsh Rd to Tilden Rd	2L	-	11,600	14,700	16,100	16,200
Tilden Rd to McKinney Rd	2L	-	11,600	14,700	16,100	16,200
McKinney Rd to Five Mile Rd	2L	-	11,600	14,700	16,100	16,200
Five Mile Rd to Shell Pond Rd	2L	-	11,600	14,700	16,100	16,200
Shell Pond Rd to Seidel Rd	2L	-	11,600	14,700	16,100	16,200
Seidel Rd to US 192	2L	2,500	5,000	8,200	13,000	20,900
Hartwood Marsh Road						
West of CR 545	2L	2,500	5,000	8,200	13,000	20,900
CR 545 to Winter Garden-Vineland Rd	2L	-	11,600	14,700	16,100	16,200
East of Winter Garden-Vineland Rd	2L	-	11,600	14,700	16,100	16,200
Tildon Pond Road						
CR 545 to Cent. Fla. Greeneway	2L	-	11,600	14,700	16,100	16,200
Cent. Fla. Greeneway to Lake Hancock Rd	2L	-	11,600	14,700	16,100	16,200
Five Mile Road						
West of CR 545	2L	2,500	5,000	8,200	13,000	20,900
CR 545 to Scott Rd	2L	-	11,600	14,700	16,100	16,200

Shell Pond Road						
West of CR 545	2L	2,500	5,000	8,200	13,000	20,900
CR 545 to Cent. Fla. Greeneway	2L	-	11,600	14,700	16,100	16,200
Cent. Fla. Greeneway to Lake Hancock Rd	2L	-	11,600	14,700	16,100	16,200
Seidel Road / Lake Hancock Rd						
West of CR 545	2L	2,500	5,000	8,200	13,000	20,900
CR 545 to Hartzog Rd	2L	-	11,600	14,700	16,100	16,200
Hartzog Rd to Reams Rd	2L	-	11,600	14,700	16,100	16,200
Reams Road						
Lake Hancock Rd to Center Dr	2L	-	11,600	14,700	16,100	16,200
Center Dr to CR 535	2L	-	11,600	14,700	16,100	16,200
CR 535 / Winter Garden - Vineland Road						
Reams Rd to Chase Rd	4LD	-	25,900	31,900	34,200	34,200
Chase Rd to Fiquette Rd	2L	-	11,600	14,700	16,100	16,200
Fiquette Rd to West Lake Butler Rd	2L	-	11,600	14,700	16,100	16,200
West Lake Butler Rd to Central FL Greeneway	2L	-	11,600	14,700	16,100	16,200
Central FL Greeneway to Hartwood Marsh Rd	2L	-	11,600	14,700	16,100	16,200
Hartwood Marsh Rd to SR 50	2L	-	11,600	14,700	16,100	16,200
Fiquette Road						
Lake Hancock Rd to CR 535	2L	-	11,600	14,700	16,100	16,200
CR 439 / Maguire Road						
North of Windermere Rd	2L	-	-	10,900	13,400	14,700
Chase Road						
East of CR 535	2L	-	11,600	14,700	16,100	16,200
Disney Western Access Road						
Cent. Fla. Greeneway to Buena Vista Dr. Ext.	4LD	11,000	28,000	36,700	42,800	50,200

Table 4

Roadway Analysis

Roadway / Segments	Number of Lanes	Accept. LOS	Year 2000 Daily Model Volumes	Year 2000 Level of Service	Year 2000 Improv-ment	Year 2015 Daily Model Volumes	Year 2015 Level of Service	Year 2015 Improv-ment
US 192								
West of CR 545 N.	4LD	D	19,916	B		43,492	E	6LD
CR 545 N. to Cent. Fla. Greeneway	4LD	D	21,629	B		54,375	F	6LD
Cent. Fla. Greeneway to CR 545 S.	6LD	D	29,063	A		64,255	A	
Central Florida Greeneway								
US 192 to Disney Western Access Rd	4LD	D	14,755	A		33,502	A	
Disney Western Access Rd to Shell Pond Rd	4LD	D	22,328	A		50,571	B	
Shell Pond Rd to Tilden Rd	4LD	D	20,148	A		39,704	B	
Tilden Rd to Fla's Turnpike	4LD	D	32,075	A		64,127	C	
SR 50								
West of Fla's Turnpike	4LD	D	38,898	D		37,963	D	
Fla's Turnpike to CR 545	4LD	D	29,278	C		33,316	C	
CR 545 to Winter Garden-Vineland Rd	4LD	D	38,449	F	6LD	41,495	F	6LD
Winter Garden-Vineland Rd to Cent. Fla. Greeneway	4LD	D	44,407	F	6LD	44,259	F	6LD
CR 545								
SR 50 to Hartwood Marsh Rd	2L	E	4,480	B		8,693	B	
Hartwood Marsh Rd to Tilden Rd	2L	E	9,298	B		13,159	C	
Tilden Rd to McKinney Rd	2L	E	1,224	B		11,903	C	
McKinney Rd to Five Mile Rd	2L	E	744	B		12,496	C	
Five Mile Rd to Shell Pond Rd	2L	E	1,124	B		18,984	F	4LD
Shell Pond Rd to Seidel Rd	2L	D	656	B		13,251	C	
Seidel Rd to US 192	2L	D	1,138	A		11,032	D	
Hartwood Marsh Road								
West of CR 545	2L	D	12,375	D		33,679	F	4LD
CR 545 to Winter Garden-Vineland Rd	2L	D	---	---	---	32,699	F	4LD
East of Winter Garden-Vineland Rd	2L	D	---	---	---	27,234	F	4LD
Tildon Pond Road								
CR 545 to Cent. Fla. Greeneway	2L	D	9,828	B		7,148	B	
Cent. Fla. Greeneway to Lake Hancock Rd	2L	D	9,828	B		7,148	B	

Five Mile Road								
West of CR 545	2L	D	---	---	---	18,169	E	4LD
CR 545 to Scott Rd	2L	D	---	---	---	5,529	B	
Shell Pond Road								
West of CR 545	2L	D	10,267	D		12,879	D	
CR 545 to Cent. Fla. Greeneway	2L	D	11,585	B		39,009	F	4LD
Cent. Fla. Greeneway to Lake Hancock Rd	2L	D	5,235	B		15,610	D	
Seidel Road / Lake Hancock Rd								
West of CR 545	2L	D	---	---	---	11,453	D	
CR 545 to Hartzog Rd	2L	D	983	B		7,000	B	
Hartzog Rd to Reams Rd	2L	D	1,370	B		7,960	B	
Reams Road								
Lake Hancock Rd to Center Dr	2L	D	9,460	B		20,830	F	4LD
Center Dr to CR 535	2L	D	9,520	B		13,295	C	
CR 535 / Winter Garden - Vineland Road								
Reams Rd to Chase Rd	4LD	D	17,603	B		25,355	B	
Chase Rd to Fiquette Rd	2L	D	8,110	B		11,550	B	
Fiquette Rd to West Lake Butler Rd	2L	D	37,177	F	4LD	34,233	F	4LD
West Lake Butler Rd to Central FL Greeneway	2L	D	11,850	C		27,090	F	4LD
Central FL Greeneway to Hartwood Marsh Rd	2L	D	13,868	C		40,350	F	4LD
Hartwood Marsh Rd to SR 50	2L	D	13,868	C		19,569	F	4LD
Fiquette Road								
Lake Hancock Rd to CR 535	2L	D	6,106	B		20,313	F	4LD
CR 439 / Maguire Road								
North of Windermere Rd	2L	D	4,330	C		12,980	D	
Chase Road								
East of CR 535	2L	D	10,300	B		10,750	B	
Disney Western Access Road								
Cent. Fla. Greeneway to Buena Vista Dr. Ext.	4LD	E	9,920	A		33,100		

SOCIO-ECONOMIC DATA SUMMARY

YEAR 2000

Orange County	TZ	Single Family Dwelling Unit	Single Family Population	Multi-Family Dwelling Unit	Multi-Family Population	Total Population	Hotel Dwelling Unit	Hotel Population	Industrial	Employment Commercial	Service	Total Employment	School
	1	130	312	100	240	552	0	0	0	50	95	145	0
	2	80	192	0	0	192	0	0	0	0	20	20	0
	3	72	172	0	0	172	0	0	0	0	17	17	0
	4	40	96	0	0	96	0	0	0	0	9	9	0
	5	30	72	0	0	72	50	85	0	0	35	35	0
	6	150	360	0	0	360	0	0	10	32	39	81	0
	7	50	120	0	0	120	0	0	0	0	12	12	0
	8	80	192	0	0	192	0	0	10	17	19	46	0
	9	50	120	0	0	120	0	0	0	0	8	62	0
	10	175	420	0	0	420	0	0	54	15	42	258	0
	11	419	1006	226	541	1547	0	0	201	131	247	618	0
	12	501	1203	270	648	1851	0	0	240	157	314	593	1962
	13	402	964	216	519	1483	0	0	122	126	237	363	0
	14	216	90	0	0	90	0	0	0	0	0	0	0
	15	218	523	0	0	523	0	0	0	0	0	0	0
	16	0	0	0	0	0	0	0	0	0	0	0	0
	17	160	624	140	336	960	0	0	0	0	0	0	0
	18	195	468	105	252	720	0	0	0		20	20	0
Total Orange County		**2968**	**6934**	**1057**	**2536**	**9470**	**50**	**85**	**637**	**528**	**1114**	**2279**	**1962**

Lake County	TZ	Single Family Dwelling Unit	Single Family Population	Multi-Family Dwelling Unit	Multi-Family Population	Total Population	Hotel Dwelling Unit	Hotel Population	Industrial	Employment Commercial	Service	Total Employment	School
	19	1780	1411	800	144	1555	0	0	0	246	463	709	350
	20	200	360	0	0	360	0	0	0	30	53	83	0
	21	125	230	0	0	230	0	0	0	21	36	57	0
	22	250	450	0	0	450	0	0	0	38	72	110	0
	23	250	450	125	230	680	0	0	0	57	108	165	0
	24	650	1180	100	180	1360	0	0	312	46	87	445	0
Total Lake County		**2255**	**4081**	**1025**	**554**	**4635**	**0**	**0**	**312**	**438**	**819**	**1569**	**350**
Orange & Lake Co. Grand Total		**5223**	**11015**	**2082**	**3090**	**14105**	**0 50**	**85**	**949**	**966**	**1933**	**3848**	**2312**

SOCIO-ECONOMIC DATA SUMMARY

YEAR 2015

Orange County	TZ	Single Family Dwelling Unit	Single Family Population	Multi-Family Dwelling Unit	Multi-Family Population	Total Population	Hotel Dwelling Unit	Population	Industrial	Employment Commercial	Service	Total Employment	School
	1	271	650	146	350	1000	0	0	0	7500	12008700	0	
	2	133	319	71	171	490	0	0	0	0	51	51	0
	3	75	180	0	0	180	0	0	0	0	18	18	0
	4	50	120	0	0	120	0	0	0	0	11	11	0
	5	2113	5071	1137	2370	7441	50	85	0	34	115	149	600
	6	3250	7800	1750	4200	12000	0	0	2305	3300	3530	9135	1300
	7	100	240	0	0	240	0	0	0	0	24	24	0
	8	125	300	0	0	300	0	0	150	10	72	232	0
	9	71	170	0	0	170	0	0	0	0	11	11	0
	10	833	2000	0	0	2000	0	0	70	30	20	120	0
	11	2167	5200	1166	2800	8000	10	0	429	214	528	1171	0
	12	2167	5200	1166	2800	8000	0	0	429	214	528	1171	3200
	13	1625	3900	875	2100	6000	300	534	0	140	432	572	1575
	14	1083	2600	584	1400	4000	0	0	0	54	100	154	1745
	15	1625	3900	875	2100	6000	1200	2136	0	140	1232	1372	2160
	16	42	100	0	0	100	0	0	0	0	0	0	0
	17	325	780	175	420	1200	0	0	0	10	20	30	0
	18	1300	3120	700	1680	4800	0	0	0	34	80	114	600
Total Orange County		**17355**	**41650**	**8645**	**20391**	**62041**	**1560**	**2755**	**3383**	**11680**	**7972**	**23035**	**11180**

Lake County	TZ	Single Family Dwelling Unit	Single Family Population	Multi-Family Dwelling Unit	Multi-Family Population	Total Population	Hotel Dwelling Unit	Population	Industrial	Employment Commercial	Service	Total Employment	School
	19	3150	5700	3250	5880	11580	900	1602	0	984	1852	2836	1158
	20	800	1450	0	0	1450	0	0	0	123	232	355	0
	21	500	900	0	0	900	0	0	0	87	144	231	0
	22	1000	1800	0	0	1800	0	0	0	153	288	441	830
	23	1000	1800	500	900	2700	300	534	0	229	432	661	974
	24	800	1450	400	720	2170	0	0	1250	185	347	1782	0
Total Lake County		**7250**	**13100**	**4150**	**7500**	**20600**	**1200**	**2136**	**1250**	**1761**	**3295**	**6306**	**2962**

Orange & Lake Co. Grand Total		**24605**	**54750**	**12795**	**27891**	**82641**	**2760**	**4891**	**4633**	**13441**	**11267**	**29341**	**14142**