

ORANGE COUNTY FLORIDA



COMPREHENSIVE PLAN 2020-2050 **GOALS, OBJECTIVES, & POLICIES**

CHAPTER 1

DRAFT - 07/18/2022

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VISION 2050 DOCUMENT STRUCTURE

The Vision 2050 document is comprised of three parts: **PART I** introduces the Plan, including the County’s new Guiding Principles and Planning Framework. **PART II** contains the Plan’s ten chapter/subject areas, including elements required by Florida Statute §163.3177 and concurrency requirements in Florida Statute §163.3180 (denoted by *), as well as three optional chapters; and each chapter’s associated goals, objectives, and policies. The Plan has also identified six geographic planning areas in the County by defining characteristics, features, and community types. **PART III** contains Goals, Objectives, and Policies specific to these Market Areas.

PART I - INTRODUCTION TO VISION 2050

- About the Plan
- Vision 2050 and Guiding Principles
- Overview of the Planning Framework
- Market Areas
- Urban Service Area
- Sectors
- Place Types

PART II - ADOPTED POLICIES AND MAPS

- Chapter 1. Land Use, Mobility, and Neighborhoods*
- Chapter 2. Housing and Community Services*
- Chapter 3. Tourism, Arts, and Culture
- Chapter 4. Economy, Technology, and Innovation
- Chapter 5. Natural Resources, Conservation, and Resiliency*
- Chapter 6. Recreation and Open Space*
- Chapter 7. Transportation*
- Chapter 8. Public Schools
- Chapter 9. Community Facilities and Services*
- Chapter 10. Implementation and Property Rights*
- Map Series

PART III. MARKET AREAS

- Market Area Profiles
- Market Area-Specific Adopted Policies
(e.g. I-Drive, Horizon West, Innovation Way)



PART II - ADOPTED POLICIES AND MAPS

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Goal 2: Urban Place Types

Goal 3: Intended Sector Future Land Uses

Goal 4: Rural Sector Future Land Uses And Place Types

Goal 5: Countywide Future Land Uses

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Goal 8: Sustainable And Resilient Development

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Goal 3: Housing Programs, Grants, and Funding

Goal 4: Substandard Housing, Rehabilitation,
and Preservation

Goal 5: Access to Affordable and Attainable Housing

Goal 6: Public Health, Homelessness, and Social Services

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CHAPTER OVERVIEW

Orange County is fortunate to have a great diversity of environments, from urban and suburban to rural and pristine natural areas. Vision 2050 guides how – and where – growth occurs over the next three decades.

The Vision 2050 Plan is implemented through the adoption of a new Land Development Code - Orange Code - which focuses on placemaking standards and context-based regulations. The Code relies on development characteristics that are desired rather than what communities seek to avoid.

Great places are not created by accident - shaping our future requires smart planning and ongoing consideration of future growth. Our community is growing and we will continue to grow for the foreseeable future, therefore we need to prepare and plan to serve all of our residents: Our long-term vision must continue to reflect the diversity of Orange County while planning for an increasingly urbanized region.

WHY DO WE NEED TO UPDATE THE COMPREHENSIVE PLAN?

Florida Law requires local jurisdictions to implement comprehensive plans to manage growth and guide public investment. Since 1972 this legal framework has defined growth management and shaped development patterns throughout the state.

We are one of the fastest growing regions in the United States. In fact, by 2050 the County's population is estimated to increase by 700,000, exceeding 2 million residents. Therefore, we need to prepare for this growth in a smart and responsible way.

Smart Growth and Sustainability are two of Orange County's key planning goals. Together, we must rethink how we envision our communities by managing infrastructure needs, while preserving our priceless cultural, historic and natural resources.

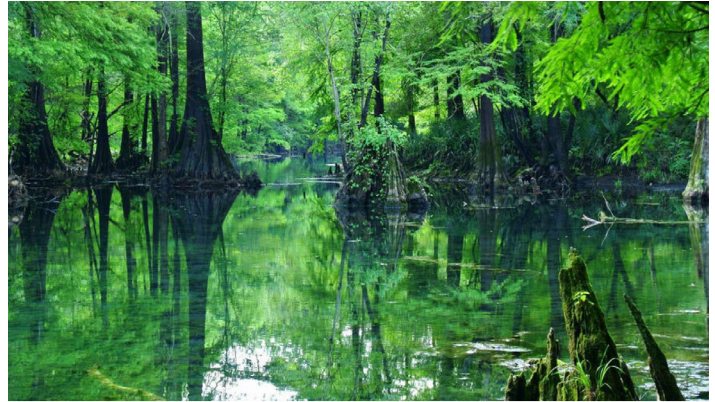
Best practices in planning have also changed significantly during recent decades, providing new opportunities for local policies and regulations to evolve accordingly to meet the needs of the 21st century.

PLANNING FOR ORANGE COUNTY'S DIVERSITY

Orange County's environmental diversity ranges from pristine natural lands to rural, suburban and high-density urban areas. To be successful, our plan needs to embrace this diversity and leverage the potential of context-sensitive planning.

Vision 2050 protects our environmentally sensitive lands and the rural lifestyle that is cherished by so many of our residents, while preserving and enhancing the character of our established residential neighborhoods.

By directing growth to previously urbanized areas that are located near existing or planned transit corridors, Vision 2050 seeks to promote new and intensified development through urban infill and redevelopment, with a greater mix of uses and enhanced walkability.



NATURAL ENVIRONMENT



RURAL ENVIRONMENT

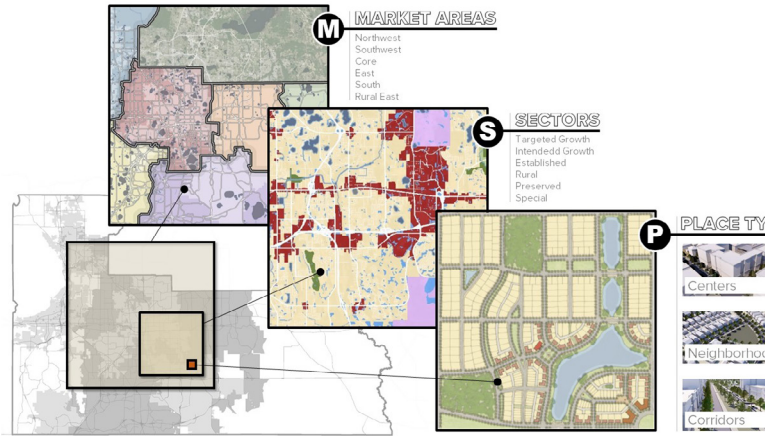


SUBURBAN ENVIRONMENT



URBAN ENVIRONMENT

PLANNING SCALES



A variety of planning scales provides planners, elected officials, and the public a better tool set to understand and craft long-range policies, sector-wide strategies and place-specific standards.

The Vision 2050 plan is organized around three scales: **Market Areas, Planning Sectors, and Place Types.**

Market Areas describe the general character of geographical areas within the County. They inform and influence the structure of subsequent planning layers.

Planning Sectors are associated with specific long-range planning strategies that indicate whether an area should develop, redevelop or stay largely unchanged within the planning horizon.

Place Types define existing and future planning areas, including appropriate development densities and intensities. These typologies are classified as Centers, Corridors, and Neighborhoods.

Together, these three planning types create a cohesive framework for walkable and resilient places. While Market Areas and Sectors provide larger scale, strategic policy-making guidance, typologies define clear visual representations of how specific places should be developed.

PLANNING STRATEGIES

The following strategies are closely associated with Planning Sectors and the County’s long-term goals to preserve or change the character of specific areas:

- 1 TRANSFORM** The primary objective of the “transform” strategy is to promote major opportunities for transformational change such as infill, redevelopment, densification, or public improvements that will enhance the development pattern within targeted areas. In neighborhood settings, these strategies seek to improve walkability, strengthening the urban fabric.
- 2 EVOLVE** The “evolve” strategy is closely associated with incremental changes, such as small-scale infill and re-development and other public improvements. The key difference between “transform” and “evolve” actions is that the former seeks to change a particular development pattern, while the latter seeks to reinforce local community character through localized incremental action.

The “grow” strategy is applied to a limited number of greenfield areas within the County, with the intent of guiding their development through more sustainable practices and smart growth planning principles.

The “maintain” strategy seeks to protect and enhance existing neighborhoods, established rural areas, and the County’s natural environment. This strategy applies to most of the County’s geographic extent, where the existing natural or built character of an area is not expected to significantly change.



WHAT ARE PLACE TYPES?

Place types are the critical link between medium or long-range policies and short-term, “on-the-ground” land development regulations. They have well-defined boundaries that provide clear design intent with visual and descriptive definitions of how each place will be developed.

The Vision 2050 includes three major place typologies: Centers, Neighborhoods, and Corridors.

Centers are denser activity areas, ideally located in proximity to major transportation corridors or transit routes, and primarily defined by a mix of job-creating activities and residential development.

Neighborhoods are predominantly residential places, but that should also include other uses such as schools, civic uses, open spaces, local shops and restaurants. In much of our suburban fabric, these complementary uses may be missing, increasing automobile dependency.

Corridors are the connecting links between neighborhoods, centers and other special areas. They are primarily defined by streets, roadways or transit lines, but also extend into adjacent development to integrate transportation and land uses.

WHY ARE PLACE TYPES IMPORTANT?

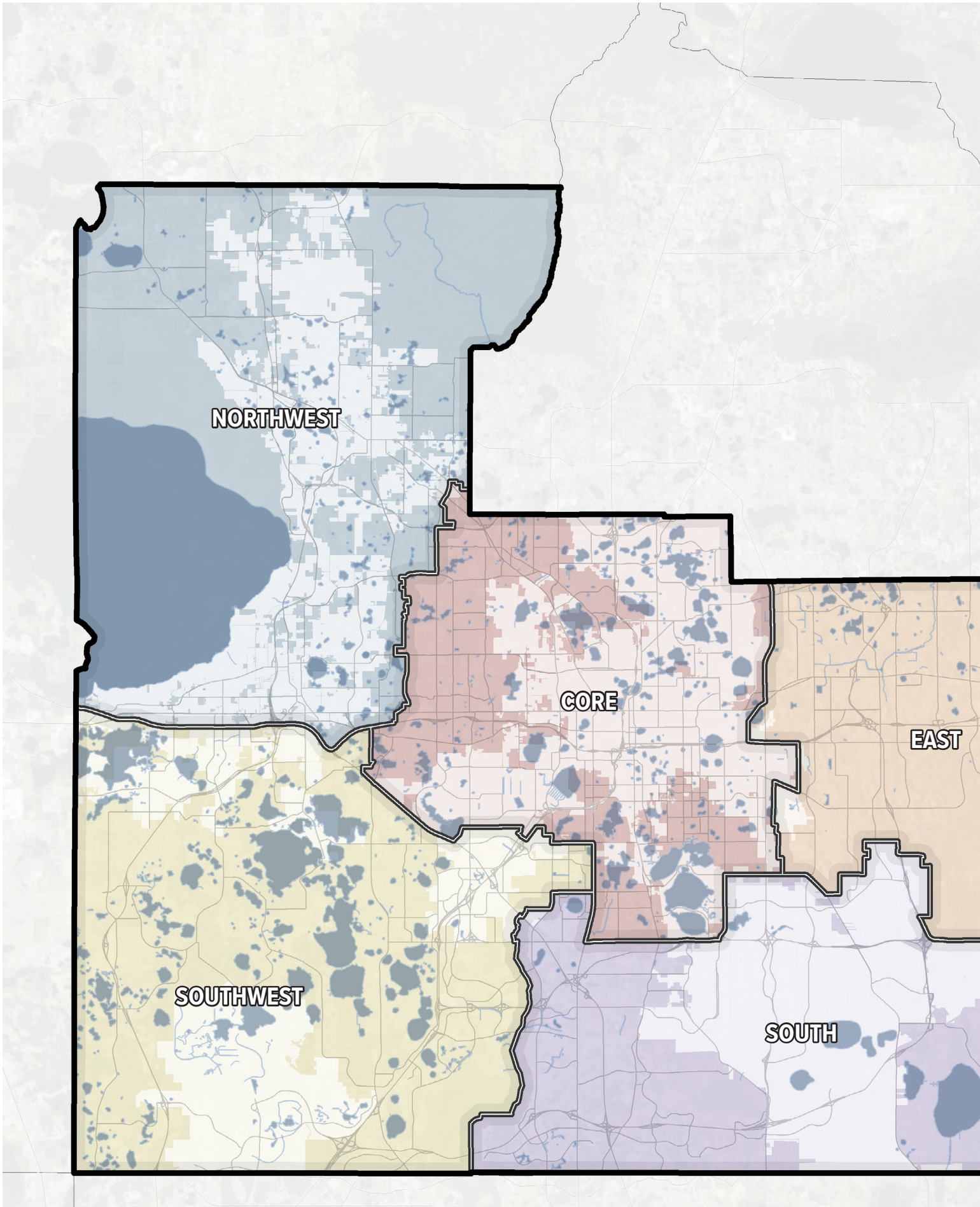
Place types organize the future development pattern, set a desired urban form, encourage greater walkability, create accessible public spaces, promote a more competitive environment for small businesses and foster a greater housing diversity.

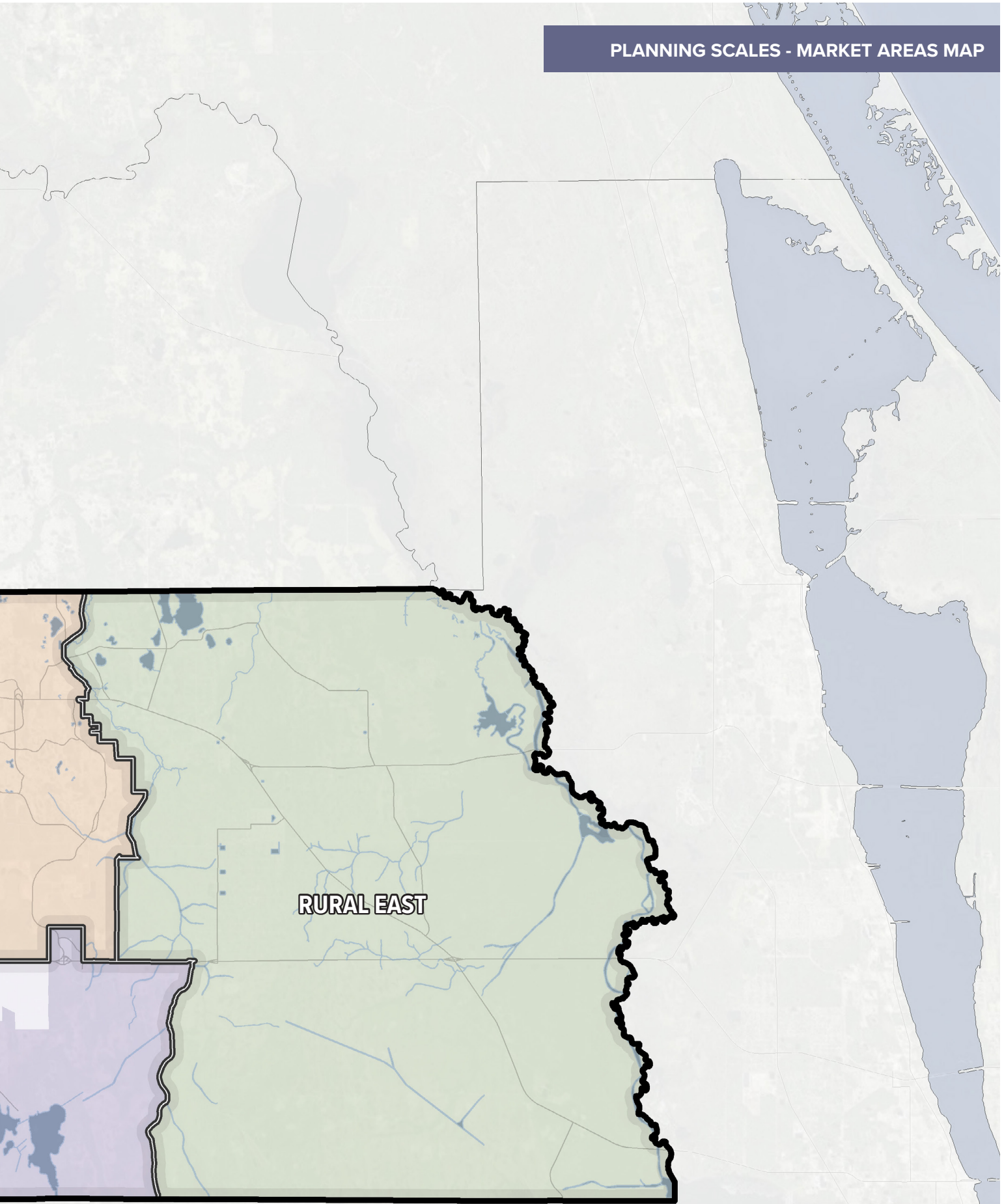
Typology definitions may include a target-mix of land uses, the layout of roads and parking, the character and distribution or open spaces and civic uses or other the location of major infrastructure elements such as master stormwater planning areas or utility corridors.

HOW ARE PLACE TYPES DETERMINED?

Unincorporated areas that have already been developed in the past may receive a designation during the ongoing mapping process, and the great majority of the County’s suburban neighborhoods will also be mapped, with the primary goal of maintaining or reinforcing their existing residential character. Environmental lands, rural properties and many other undeveloped areas do not receive a place type designation, unless — and until — they become part of a specific land development application or small-area planning project.

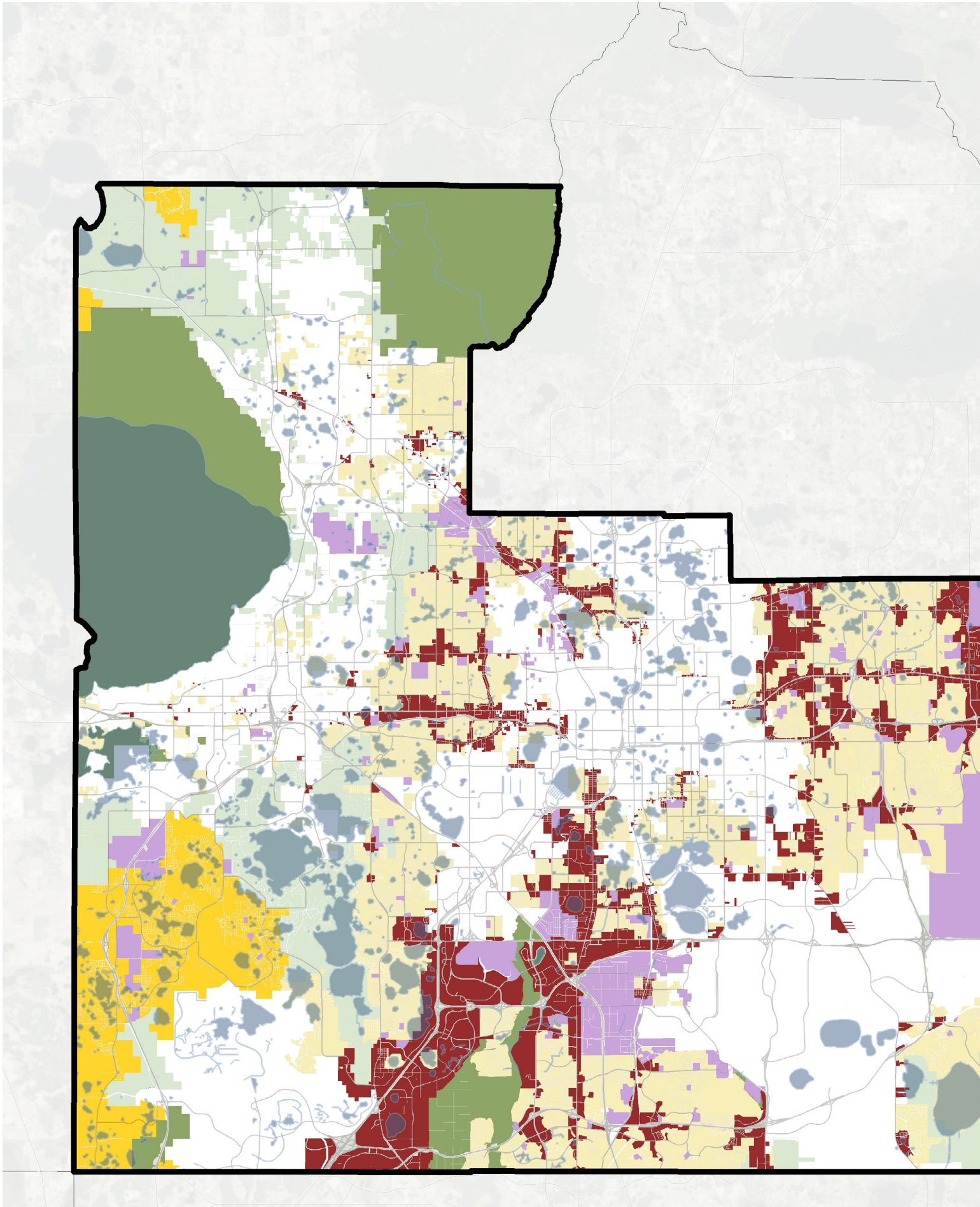
The designation process of future planning areas will become another component of our regular land development process with the specific goal of providing more predictable development outcomes.





RURAL EAST

Illustration for general reference only. Refer to Map X.XXX for further information.



PLANNING SCALES - SECTORS MAP

- (none)
- Established
- Intended
- Preserved
- Rural
- Special
- Targeted

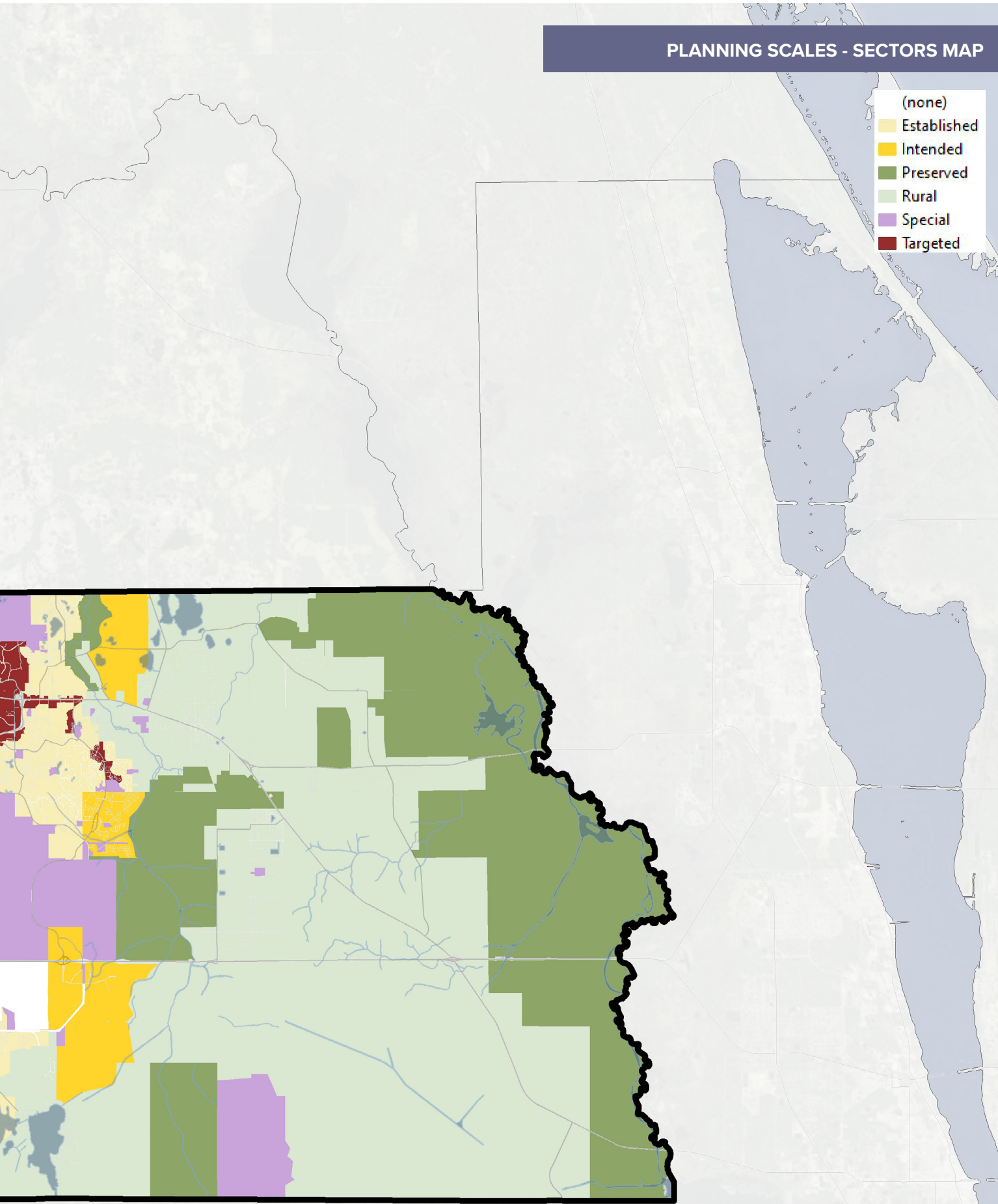
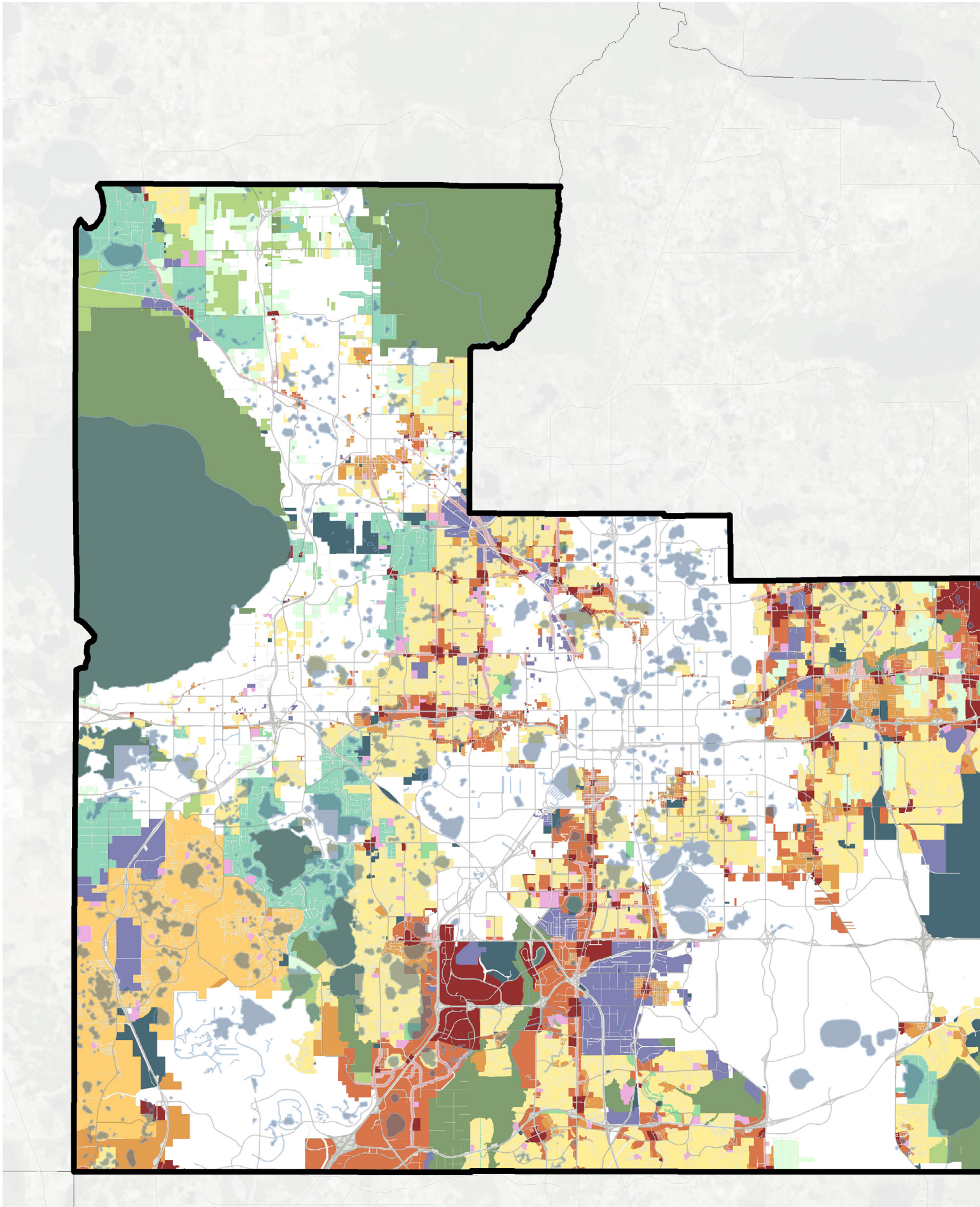


Illustration for general reference only. Refer to Map X.XXX for further information.



PLANNING SCALES - PLACE TYPES MAP

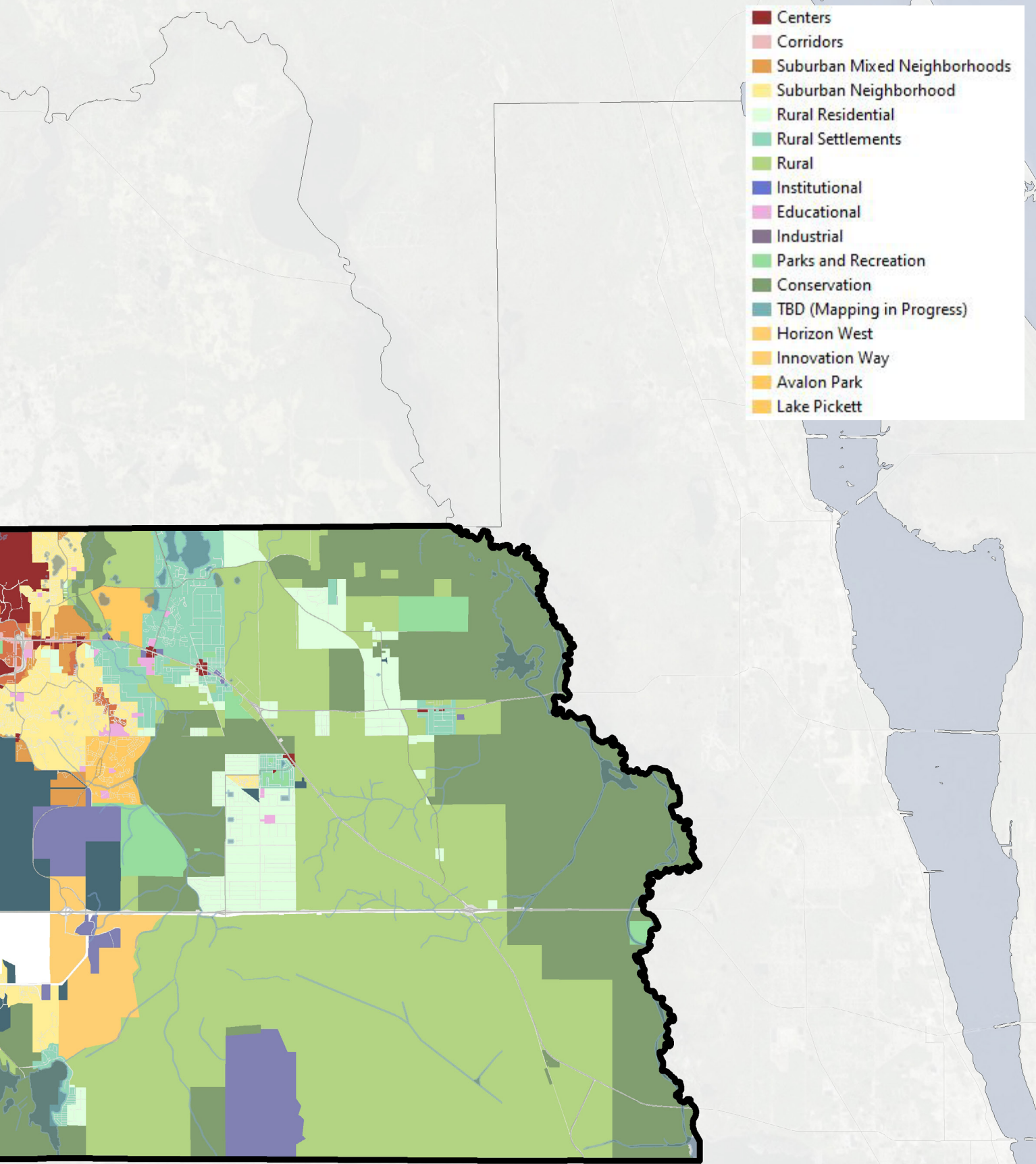


Illustration for general reference only. Refer to Map X.XXX for further information.

LAND USE, MOBILITY, NEIGHBORHOODS, & SUSTAINABILITY

The purpose of the Vision 2050 Comprehensive Plan is to provide a collective vision for the future growth of Orange County and a planning framework to achieve those goals. The strategy for Orange County's future focuses growth where it can provide the greatest social, environmental, and economic benefits. Many variables and interests must be addressed in the Comprehensive Plan to meet the needs of today without compromising the ability of future generations to meet the needs of tomorrow. Integrating environmental, social, and economic perspectives in the decision-making process is critical to building a sustainable future for Orange County.

The general organization of this chapter is comprised of Orange County's **GROWTH FRAMEWORK** and three major components that, when combined, shape the livability of our places: **MOBILITY**, **NEIGHBORHOODS**, and **SUSTAINABILITY**. This chapter acknowledges that Land Use, Mobility, Sustainability, and Neighborhoods are intricately linked. The built environment should be instrumental in the improvement of people's daily lives and well-being. Transportation systems must fit the context of the adjacent built environment, not vice versa. Lastly, sustainability must be embedded in all planning decisions and allocation of resources in order to create the kind of neighborhoods we love.



GROWTH FRAMEWORK FOR COMMUNITY PLACEMAKING

This section outlines a framework for regulating, directing, and planning for growth and development. This framework will allow for flexibility for developers to create innovative places that have mixed uses and serve the people in surrounding communities. Rather than planning for individual land uses, the new planning framework introduced in this goal will focus on Complete Streets sensitive to the land use context, Place Types as the new future land uses, and provide a new implementing Form Based Code and Transect zoning to create neighborhoods and communities that are vibrant, walkable, diverse, and long-lasting. The new framework also includes a vision map of Sectors showing where the County will encourage more intensive growth and where this growth will be discouraged over the next 30 years.

With livable communities as our goal, future growth will be steered to areas and locations that are well served by a network of multi-modal transportation options and have a number of properties with redevelopment potential. Future development of these areas should ensure that historic businesses and established residential neighborhoods are not destabilized nor displaced. Robust planning and urban design are essential to achieve a sustainable mix of land uses and, in turn, a strong and diverse economy that serves a broad population.

The Vision 2050 Comprehensive Plan is intended to provide a clear expression of the shared values and growth patterns that the County desires to see demonstrated over the planning period. The Land Use, Mobility and Neighborhood policies and other related principles and strategies of the Plan shall be used to guide the County's future decisions in evaluating new development requests, in providing capital improvement expenditures, and in the development of other implementing programs and public policy in a consistent manner and in a way that ensures that Orange County continues to be the community that its citizens are proud to call home.



MOBILITY

The key component of creating vibrant places and improving quality of life is to understand and strategically manage the ongoing relationship between land use and transportation. To do this, land use and transportation decisions must be made in conjunction with each other. This is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation system that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility for all users.

Vision 2050 continues to promote Complete Neighborhoods, which have walkable streets that connect to commercial districts and special areas, and public transit system service improvements that connect populations to jobs and other services.



Redevelopment of existing corridors should be supported by quality transit services, including buses and streetcars, combined with urban design and traffic engineering standards to promote safe, comfortable and attractive streets.

Streetscapes around Orange County continues to be improved with the addition of canopy street trees, decorative paving patterns, and street furniture. Greater emphasis will be placed on creating safer streets with enhanced crosswalks, additional protected bike lanes, wider sidewalks, and appropriate speed limits in order to prioritize bicyclists and pedestrians over motorized modes of transportation. All Orange County divisions shall endeavor to reduce the annual number of annual bicycle and pedestrian accidents to zero. This can be accomplished through the systematic improvement of existing transportation infrastructure ensuring that it prioritizes all users and includes collaboration with stakeholders at each level of development.



COMPLETE STREETS

Orange County is steadily moving to a more multimodal, choice-focused transportation system to support its residents and visitor populations regardless of age and abilities or whether they are traveling as drivers, pedestrians, bicyclists or public transportation riders. Complete Streets is a process for considering all users of streets as well as the overall context of the area with each transportation decision. Orange County's Complete Streets Implementation Guide provides a framework to guide the County in implementing a process for creating safer and more inviting access to streets for walking, jogging, bicycling, taking the bus, and more comfortably traveling by any mode in the County.

The vision and intent of the Complete Streets Implementation Guide is to develop an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably, and where sustainable transportation options are available to everyone. The goals of this Complete Streets Implementation Guide are:

- To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development, and provides livable communities.
- To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
- To provide contextual design flexibility for different types of streets, areas, and users.





NEIGHBORHOODS

Orange County's neighborhoods reflect the diverse heritage of the community and provide a range of living choices. Orange County aims to produce a distinctive, high-quality built environment whose form and character respect its unique historic, environmental, and architectural context, and create memorable places that enrich community life. The County will use neighborhood design and the community planning process to promote social engagement, participation and a sense of community identity for residents. Orange County will also seek to promote the design of neighborhoods, centers, streets, and public spaces that enhance public safety and discourage crime by providing street-fronting adequate lighting and sight lines, and features that cultivate a sense of community 'ownership.'

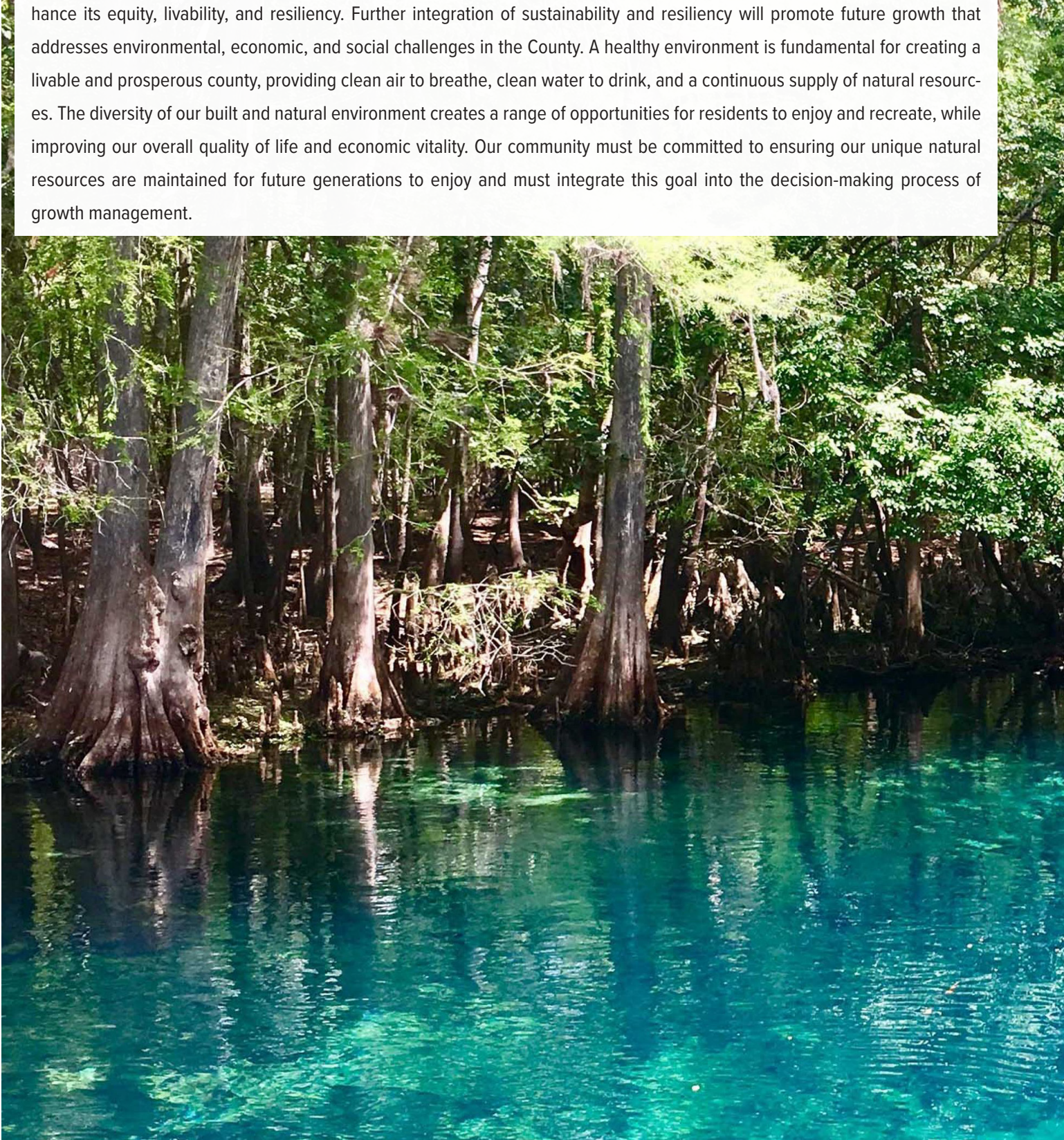
Orange County will emphasize Complete Neighborhoods with equal access to essential services, daily needs, and public amenities. The County will create more mixed-use, walkable areas served and connected by multi-modal transportation systems consistent with Complete Neighborhoods and Complete Streets principles. In addition, Orange County will integrate age-friendly and universal design principles into County planning and service delivery strategies. The physical layouts of county neighborhoods should encourage walking, bicycling, and transit use, be safe, family friendly, usable by people of all ages, and encourage interaction between people to help instill a sense of pride in all of the County's residents. Establishing and maintaining functional, safe, attractive connections must also be at the foundation of all neighborhoods. The streets, trails and scenic corridors that physically link our community and its neighborhoods are part of our legacy and must be designed and maintained to promote livability.

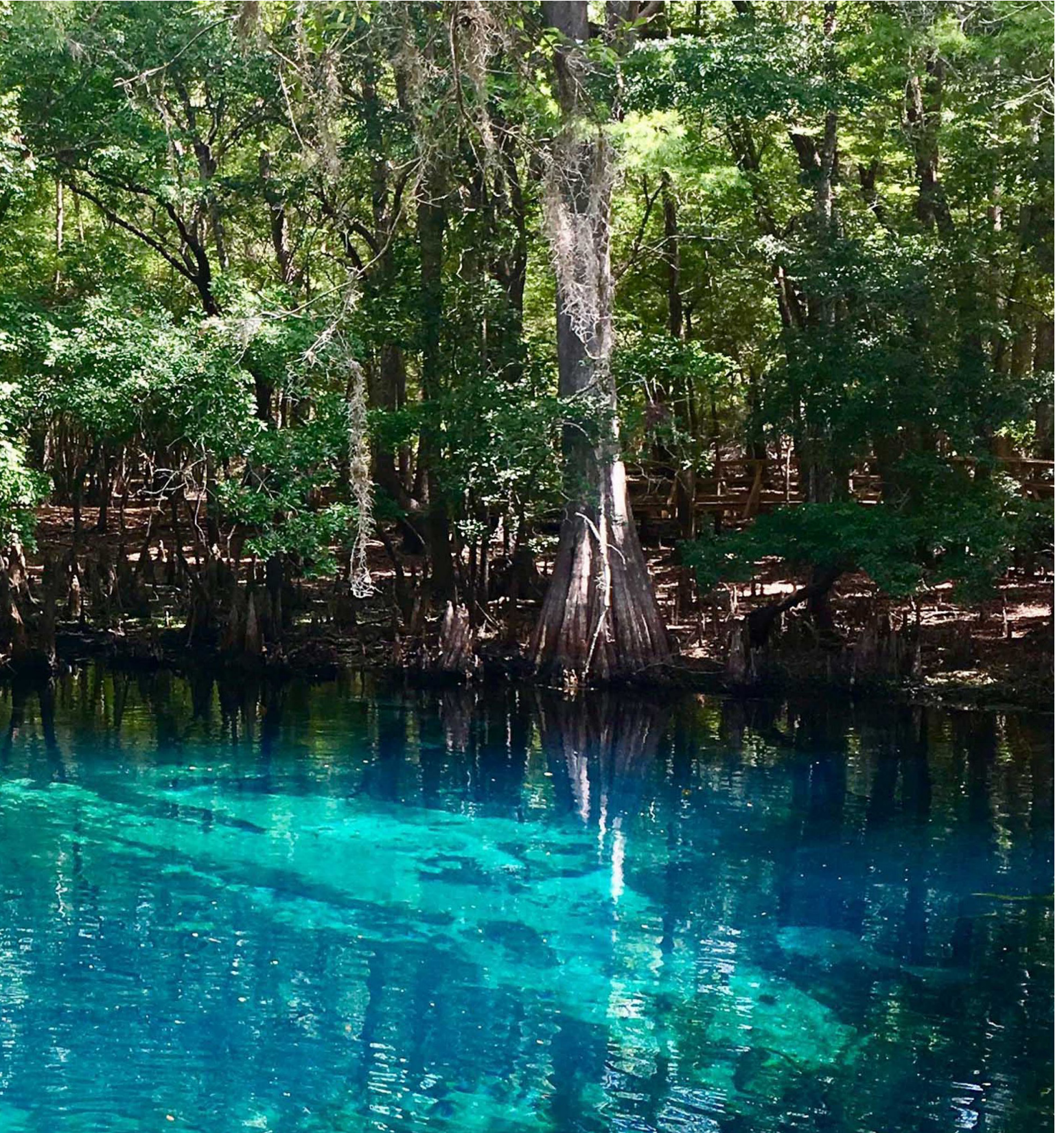




SUSTAINABILITY

Orange County must continue to lead the way in advancing sustainability and resiliency, addressing the causes of climate change, and transitioning to clean energy. Our most vulnerable citizens and businesses are often most impacted by extreme weather and environmental disasters. Orange County recognizes that integrating sustainability into decision-making will enhance its equity, livability, and resiliency. Further integration of sustainability and resiliency will promote future growth that addresses environmental, economic, and social challenges in the County. A healthy environment is fundamental for creating a livable and prosperous county, providing clean air to breathe, clean water to drink, and a continuous supply of natural resources. The diversity of our built and natural environment creates a range of opportunities for residents to enjoy and recreate, while improving our overall quality of life and economic vitality. Our community must be committed to ensuring our unique natural resources are maintained for future generations to enjoy and must integrate this goal into the decision-making process of growth management.





LAND USE, MOBILITY, NEIGHBORHOODS, & SUSTAINABILITY

GOAL 1: GROWTH FRAMEWORK FOR COMMUNITY PLACEMAKING

Vision 2050 is the County's new comprehensive plan that creates places that include walkable, resilient, and sustainable communities that enable the long-term, cost effective provision of public services and facilities, and an economically resilient future land development patterns while protecting the County's unique natural resources.

OBJ 1.1: FRAMEWORK; Growth Framework for Community Placemaking; Orange County's strategy for regulating, directing, and planning for growth and development in the most appropriate locations and forms, with policies and objectives that respect the vision, unique context, and resources of each community and its respective Market Area.

POL 1.1.1: Market Areas; A tool used alongside the Growth Framework to guide area-specific plans and placemaking initiatives based on the unique character and values of each localized community. Goals, objectives, and policies specific to the Market Areas are located in Part III of this plan.

POL 1.1.2: The tools below implement the Growth Framework of Community Placemaking. They are based on an analysis of projected growth and service needs and allow for rational planning and furthering of the County's future development vision.

- Service Areas: Urban Service Area (USA) and Rural Service Area (RSA)
- Sectors
- Place Types/Future Land Uses
- Transects
- Context-Sensitive and Sustainable Development

POL 1.1.3: Land Development Regulations: Vision 2050 will be implemented in part through appropriate land development regulations and a form-based land development code, known as Orange Code.

OBJ 1.2: MARKET AREAS; Orange County is a large urban county with diverse centers and neighborhood places, and expansive rural and environmentally sensitive natural areas, lakes and rivers. The County's six discernable and distinct Market Areas are geographical planning areas that assist in the comprehensive understanding of the complexities and diverse characteristics of the County.

POL 1.2.1: Establishment of Market Areas are illustrated on Map XX and are generally described as follows:

- **The NORTHWEST** is anchored by Lake Apopka and the Lake Apopka North Shore Management Area, and the rural lands and northwestern communities surrounding the Wekiva River, Wekiwa Springs State Park, Rock Springs Run State Reserve, and the City of Apopka.
- **The SOUTHWEST** contains the historic communities of Gotha and Windermere, the planned community of Horizon West, Walt Disney World, and the Tourist Corridor of International Drive.
- **The CORE** consists mostly of established neighborhoods and historic downtowns of Winter Park and Orlando along the

I-4 corridor, the industrial areas of Lockhart/John Young Parkway, the early settlements of Goldenrod, Lockhart and Pine Castle, the early suburban neighborhoods of Pine Hills, Azalea Park, and Orlo Vista, and the South Orange and Conway area neighborhoods.

- **The EAST** includes the University of Central Florida and Valencia College, and the surrounding residential development and established neighborhoods of Goldenrod, Waterford and the planned traditional neighborhood of Avalon Park.
- **The SOUTH** includes the Orlando International Airport, warehousing and distribution operations of the Tradeport and Airport International Park of Orlando (AIPO) areas, large scale planned communities of Medical City and Innovation Way, as well as adjacent established neighborhoods.
- **The RURAL EAST** is bounded by the St. Johns River on the east and the Econlockhatchee River on the west, and is the largest planning area consisting mostly of state-preserved natural lands, large agricultural land holdings including a portion of Deseret Ranch, and rural landscapes interspersed with rural settlements and large lot residential communities along the SR 50 corridor.

OBJ 1.3: SERVICE AREAS: URBAN SERVICE AREA (USA) AND RURAL SERVICE AREA (RSA); Orange County shall use Service Areas as an effective fiscal and land use technique for managing growth. Urban Service area is where the County provides urban services and growth is directed. The Rural Service Area is the area outside the Urban Service Area in which the County promotes agricultural activity and a rural residential lifestyle, with limited urban services available.

POL 1.3.1: The Urban Service Area (USA) promotes and guides infill development and allows for a timed development of vacant lands, while protecting green, agricultural and preservation lands within the Rural Service Area (RSA). (Added 12/00, Ord. 00-25, Obj. 1.1–r; Amended 5/13, Ord. 2013-11) (OBJ FLU 1.2)

POL 1.3.2: The Urban Service Area (USA), and its acreage allocation, shall be based on the supply of usable land needed to accommodate the County’s population and employment forecasts by Year 2050 with respect to the County’s planned development pattern, the County’s ability to provide urban services and facilities, and the County’s strategies to guide how specific places should be developed. (FLU 1.2.1)

POL 1.3.3: County land within the Urban Service Area shall be designated as land within the Urban Service Area (USA) where Orange County has the primary responsibility for providing infrastructure and services to support urban development, and lands where urban services are available by Joint Planning Area or development agreements. (Added 12/00, Ord. 00-25, Obj. 1.1–r; Amended 5/13, Ord. 2013-11) (FLU 1.2)

POL 1.3.4: More intensive development during the 2020-2050 planning period will occur within the Urban Service Area, and the Intended Sector where urban services are available as specified by Joint Planning Agreement or development agreement.

POL 1.3.5: The portion of the County outside of the Urban Service Area is designated as the Rural Service Area to promote the management of land uses within the Rural Service Area, including agricultural lands, historic resources, and Rural Settlements, together with environmental lands, natural resources, and the Wekiva Study Area and Econlockhatchee River Protection Areas environmental lands, so as to conserve these assets and their values. The intended rural character and assets of the Rural Service Area shall be protected. (Goal 2-r; Amended 07/16, Ord. 2016-17) (GOAL FLU6) (Obj. 2.3) (OBJ FLU6.1)

OBJ 1.4: SECTORS; Orange County’s Vision 2050 Sector Map is the adopted vision for growth and development over the next 30 years. The Sector Map includes six sectors that are defined by their potential characteristics to develop, redevelop, or stay largely the same.

POL 1.4.1: The Sector Map includes locations where growth shall be directed for infill, areas not developed but are suitable for growth, wetlands, and forested natural areas to be preserved, and rural areas and residential neighborhoods to be protected. Additionally, special areas integral to the economic health of the County are also identified. The Sectors will primarily direct development to the Urban Service Area where services and infrastructure can be provided in the most cost-efficient manner.

POL 1.4.2: The Sectors depicted on the Sector Map includes the following:

- **TARGETED SECTOR:** The Targeted Sector shall be limited to lands within the Urban Service Area, in designated urban infill and redevelopment areas, where new and intensified development can occur within already urbanized areas and around existing or planned transit corridors. The primary objective is to incentivize infill, redevelopment and adaptive reuses, mixed-use and mixed income housing in areas that have access to existing or planned transit and supporting infrastructure.
- **ESTABLISHED SECTOR:** The Established Sector shall be applied to lands within the Urban Service Area, comprised primarily of existing suburban residential neighborhoods and supporting uses. While consisting primarily of single-family or low-density neighborhoods, the level of connectivity and adjacency to transit, services and amenities may vary. Most of the neighborhoods within the Established Sector are connected to essential Orange County services. Growth within the Established Sector is generally infill or redevelopment, where the character of the area will not change significantly, and new road capacity infrastructure is limited. The primary objective is to maintain the neighborhood character while improving interconnectivity, housing accessibility, walkability and accessibility to transit, parks and trails, neighborhood schools and services.
- **INTENDED SECTOR:** The Intended Sector requires planning for future infrastructure and transportation needs associated with new development in a systematic and coordinated fashion. These previously master-planned communities include Horizon West Special Planning Area, the Innovation Way Overlay Area, Lake Pickett Study Area and Growth Centers. The primary objective of the Intended Sector is that development will occur consistent with their area specific policies, special area planned developments and/or regulating plans. To see these areas develop according to their adopted master/development plans, pre-planned areas shall require adequate infrastructure to support them.
- **SPECIAL SECTOR:** The Special Sector applies to large areas of land uses supporting a single functional purpose that require special rules. They are usually Industrial or Institutional uses across the County; power plants, landfills, major industrial areas, sports facilities, and airports are among the types of land uses included in the Special Sector. The primary objective of the Special Sector is to maintain an adequate supply of special area lands where these uses may operate with minimal conflict with incompatible uses.
- **RURAL SECTOR:** The Rural Sector shall be applied to lands within the Rural Service Area, where agricultural activities, large lot rural development, and very limited development may occur. Specifically, clustered development that complements the rural character may occur within existing Rural Settlements or designated Rural Clusters, Hamlets, and Villages when large amounts of permanently protected natural open space or agricultural lands are protected or preserved. The primary objective is to protect and maintain long-term agricultural activities, environmental quality, and rural character within the Rural Service Area.
- **PRESERVE SECTOR:** The Preserve Sector shall be applied to environmentally-sensitive publicly- or privately-owned lands that have been preserved or conserved for environmental protection. Located primarily in the Rural Service Area, these areas are

protected from development in perpetuity. The primary objective is to maintain its natural character.

POL 1.4.3: The Urban Service Area includes three Sectors of various scales of development. These include areas targeted for urban infill and redevelopment, and for maintaining the established residential “fabric” of the immediate and surrounding neighborhoods, while accommodating areas intended or committed for future growth according to special area master plans and regulating plans. Two remaining Sectors are included, one for the preservation of natural lands, and the other for rural and agricultural lands are located primarily within the Rural Service Area. While large preservation areas exist primarily in the Rural Service Area, they are also found within the Urban Service Area. A Special Sector designation for uses such as: landfills, water treatment facilities, utilities, airports, and other special areas set aside for industrial uses, may primarily occur within the Urban Service Area.

POL 1.4.4: TARGETED SECTOR; Orange County shall promote pedestrian-friendly, compact, transit-oriented development in the Targeted Sector as a means of creating a more efficient use of land, infrastructure and services within the Urban Service Area. Place Types will replace traditional single land use designations within the Targeted Sector which include mixed use activity centers, walkable neighborhoods, and multimodal corridors with convenient access to transit. Infill development or redevelopment within the Targeted Sector shall reflect the following objectives (OBJ FLU3.2):

- Building thriving mixed use, mixed income, and walkable neighborhoods while encouraging quality urban design standards to achieve attractive pedestrian-friendly environments;
- Establishing a relationship between buildings, streets and open spaces that is ideal for pedestrian, bicyclist and transit users;
- Achieve energy conservation and reduction of greenhouse gases by encouraging appropriate densities and strategic investment in transit services;
- Encouraging multimodal options and complete street corridors with connectivity and convenient access to transit and recreational amenities;
- Creating opportunities for affordable and attainable housing options;
- Preserving and creating the unique character of neighborhoods rather than specific uses; and
- Bringing people and businesses back into areas targeted for urban infill, redevelopment and adaptive re-use.

POL 1.4.4.1: The Place Types that are permitted within the Targeted Sector include:

Targeted Sector Place Types			
Centers	Neighborhood	Corridors	Other Future Land Use (FLU) Designations
I-Drive Regional Center	Traditional Neighborhoods	Urban Corridor	Parks and Recreation / Open Space
UCF Research Center		Main Street Corridor	Educational
Urban Center			Industrial
Neighborhood Center			Institutional

POL 1.4.4.2: Development or redevelopment within the Targeted Sector shall reflect the following standards (FLU 3.2.1):

- Occurs within the Urban Service Area in locations where relatively higher intensities of urban activity already exist, and provide opportunities for urban infill, redevelopment, and adaptive reuse;

- Encourage a balanced mix of land uses, including a variety of residential, office, commercial, recreational, educational, cultural, open space, and, when appropriate, institutional and craftsman industrial facilities;
- Ensure development intensities and densities at locations that make transit a viable alternative to the automobile;
- Provide a variety of multimodal options including high-capacity travel choices and connections; and a circulation network designed to be safe, comfortable, and attractive and encourages more walking, bicycling, and transit use, with enhanced access and connectivity to surrounding development and the regional transportation network. Development shall also include and adhere to appropriate transit-supported and oriented development, Complete Streets guidelines, and Context-Sensitive standards
- Achieve sustainable development patterns and the County's goals for reductions of greenhouse gas emissions, energy efficiency, environmental protection green building and green development, in addition to high performance building practices that protect the quality of our natural resources and that provide both employees and the public with safe and healthy environments;
- Recognize, enhance and protect existing and well-established neighborhoods; Ensure that new development provides appropriate scale, massing, design features, and active ground floor uses that are conducive to pedestrian activity, including, but not limited to, clusters of retailing, personal services, entertainment, eating and drinking establishments, and climate protection elements, such as arcades, colonnades, and awnings;
- Promote reduced and shared parking, and on-street parking through the use of appropriate positioning, liner shops, well-designed permeable facades, and/or landscaping;
- Ensure that new development incorporates transitional intensities and design elements including buildings, streets, and open spaces that are ideal for pedestrians, bicyclists, and transit users that are conducive to achieving compatibility with surrounding development, particularly neighborhoods; and
- Ensure sufficient infrastructure capacity and services to meet the needs of the development including connection to central water and wastewater systems, master stormwater systems, and low impact development techniques which shall be required to be reflected in the annual update of the County's Capital Improvements Element (CIE) 5-year plan.

POL 1.4.4.3: Orange County will support mixed use development through Place Type adoption and Orange Code. Additional actions shall include creation of development incentives for vertical mixed use and mixed-income housing, such as: allow higher thresholds for small-scale amendments in the Targeted Sector, density bonuses for affordable and attainable housing, prioritization of infrastructure projects, exemption from transportation concurrency and lowered impact fees, tax credits, and deferred ad valorem tax and adequate densities and intensities of use to support enhanced transit. (FLU 2.2.14)

POL 1.4.4.4: The County shall continue its proactive public land investment initiatives along with exploring incentives for private developments. These should include but are not limited to the following: impact fee relief for the development of affordable housing, disposition of surplus public land with developer incentives; public land assembly, disposition, and developer incentives in a comprehensive redevelopment framework and/or neighborhood rehabilitation plans; supplementary public initiatives to support private land assembly and affordable housing development; and the creation of a public-private partnership corporation to undertake land investment and facilitate private development of affordable housing in desirable locations. (H1.3.4)

POL 1.4.4.5: Infill and redevelopment projects must integrate into existing residential neighborhoods and ensure that such projects

complement and enhance surrounding uses and connect to adjacent streets and sidewalk corridors. (OBJ UD3.1)

POL 1.4.4.6: Orange County will support greater residential densities within the Targeted Sector near employment and transit to improve access and opportunity in the County.

POL 1.4.4.7: Orange County shall facilitate the development of small area plans as an appropriate strategy to encourage infill, mixed development, and redevelopment in a manner compatible with existing communities. These studies will help identify opportunities and challenges in the specified area and will help identify needed actions including community improvements and schedules for implementation.

POL 1.4.5: ESTABLISHED SECTOR; The character of established neighborhoods will be maintained, while enhancing and improving desired levels of connectivity, walkability and access to goods and services. These areas are located primarily within the Urban Service Area of the Urban service area where suburban development patterns exist, where opportunities for more sustainable and efficient land use patterns can still be achieved. The Established Sector also includes selected Rural Enclaves that continue the character of rural residential neighborhoods located in the Urban Service Area, in order to provide a variety of lifestyles and housing choices. New development or redevelopment within the Established Sector should strive to meet the following objectives:

- Protecting the physical character and appearance of neighborhoods and neighborhood gateways;
- Maintaining and enhancing the centers of community life (such as parks, schools, churches, and community centers) and social fabric central to a neighborhood or group of neighborhoods within walking distance of neighborhood residences;
- Providing opportunities for missing middle housing types;
- Protecting and improving connectivity and pedestrian safety enhance walking and biking opportunities to schools, parks, greenways and trails;
- Improving access to centralized services such as water, reclaimed water, and wastewater; and
- Protecting and preserving the County’s beautiful natural setting of lakes, rivers and protect the quality of lakeside neighborhoods and embrace these unique assets in future development.

POL 1.4.5.1: In the Established Sector, Orange County will support methods to create more livable communities with enhanced connectivity and access to neighborhood-serving uses, safer travel routes for bicyclist and pedestrians, and continue to expand the availability of a variety of transportation alternatives, including transit service.

POL 1.4.5.2: The Place Types that are permitted within the Established Sector include:

Established Sector Place Types			
Centers	Neighborhood	Corridors	Other Future Land Use (FLU) Designations
Neighborhood Center	Traditional Neighborhood	Suburban Corridor	Parks and Recreation / Open Space
	Suburban Mixed Neighborhood		Educational
	Suburban Neighborhood		Industrial
	Rural Enclave		Institutional

POL 1.4.5.3: By XXX, Orange County will devise a toolbox of strategies to improve multimodal transportation connectivity and walkability within Established Sector neighborhoods, centers, and corridors. Orange County will likewise work with internal divisions

and intergovernmental organizations to improve the availability and provision of central utility infrastructure for the Established Sector.

POL 1.4.5.4: Every five years Orange County will assess the impacts of population increase and development pressure on Established Sector Neighborhoods.

POL 1.4.5.5: In the Established Sector, neighborhood area plans will inform and prioritize infrastructure for improving access and connectivity and for beautification investment. These studies will help identify opportunities and challenges in the specified area and will help identify needed actions including community improvements and schedules for implementation.

POL 1.4.6: INTENDED SECTOR; The communities located within the Intended Sectors shall follow a master plan or regulating plan created for the specific community. These communities were formerly green spaces that have been or will be developed over time, and have been planned to include smart growth principles such as preserved and conserved specific environmentally sensitive areas, improved connectivity, transit-readiness, and walkability.

POL 1.4.6.1: The Intended Sector consists of areas that were master planned for urban uses and were originally located outside of the Urban Service Area (USA). These areas include Horizon West Village, the Innovation Way Overlay, Lake Pickett, Avalon Park TND, and the Growth Centers.

POL 1.4.6.2: The future land use designations permitted within the Intended Sector include:

Intended Sector Place Types	
Future Land Use (FLU) Designation	Applicable Development Regulations
Horizon West Village (V)	Village Planned Development (PD) Code (Chapter 38)
Growth Center (GC)	See Project Specific PD
Avalon Park Traditional Neighborhood Development (TND)	See Avalon Park PD
Innovation Way (IW)	See Project Specific Planned Development Regulating Plan (PD-RP)
Lake Pickett (LP)	See Project Specific PD-RP

POL 1.4.7 SPECIAL SECTOR; The Special Sector is established to accommodate uses that may constitute health or safety hazards, have greater than average impacts on the environment, or diminish the use and enjoyment of nearby property by generating noise, smoke, fumes, odors, glare, commercial vehicle traffic, or similar nuisances. Because uses allowed in the Special Sector vary as to their impacts, they may likewise vary as to effective mitigating conditions.

POL 1.4.7.1: The Special Sector includes the most appropriate locations for major institutional and industrial uses. The designation of industrial uses within the Special Sector seeks to retain an adequate supply of industrial land use designations and freight-intensive land uses during the planning horizon. Potentially incompatible land uses, such as residential or neighborhood commercial, shall not be established adjacent to industrial future land use designations.

POL 1.4.7.2: The future land use designations permitted within the Special Sector include:

Special Sector Place Types	
Future Land Use (FLU) Designation	Applicable Development Regulations
Industrial	
Institutional	
Educational	
Parks & Recreation/Open Space	

POL 1.4.8: RURAL SECTOR; Recognize existing Rural Settlements or Rural Residential Enclaves and provide for limited development in designated Rural Clusters, Hamlets, and Villages where land is set aside as natural landscapes, conservation, or agriculture. Development types and land uses associated with the Rural Sector generally include rural or low-density residential neighborhoods within existing Rural Settlements (including non-residential uses within Rural Centers); rural conservation neighborhoods or communities within designated Rural Clusters, Hamlets, and Villages and where significant land areas are primarily reserved for passive open space, conservation, and agriculture; and vast rural areas of the county reserved for agriculture, conservation, and extremely low-density residential activity with scattered ranches and homesites.

POL 1.4.8.1: Promote the management and stewardship of assets and values of rural land uses within the Rural Sector, including environmental lands, natural resources, agricultural lands, and historic and cultural resources.

POL 1.4.8.2: Designate that portion of the County outside the Urban Service Area as the Rural Service Area . The intended rural character and assets of the Rural Sector shall be promoted. (OBJ FLU 6.1)

POL 1.4.8.3: The Place Types and Future Land Uses permitted within the Rural Sector include:

Rural Sector Place Types			
Centers	Neighborhood	Corridors	Other Future Land Use (FLU) Designations
Rural Center	Rural Settlement	N/A	Rural
	Rural Residential Enclave		Educational
	Rural Cluster		Institutional
	Rural Hamlet		Parks and Recreation/Open Space
	Rural Village		

POL 1.4.9: PRESERVE SECTOR; The objective of the Preserve Sector is to conserve, protect, and enhance the County’s natural resources, including air, surface water, groundwater, vegetative communities, imperiled species, soils, recharge areas, floodplains, and wetlands, to ensure that these resources are preserved for the benefit of present and future generations. Lands located within the Wekiva Study Area and Econlockhatchee River Protection Area shall be considered high priority for protection.

POL 1.4.9.1: The future land use designations permitted within the Preserve Sector include:

Intended Sector Place Types	
Future Land Use (FLU) Designation	Applicable Development Regulations
Preservation	FAR 0.10
Conservation Overlay	Class 1- 0.01 ISAR
	Class 2 - 0.25 ISAR
	Class 3 - 1.0 ISAR
Parks and Recreation / Open Space	0.8 ISAR

OBJ 1.5: PLACE TYPES; In addition to traditional future land use designations, Place Types are adopted future land use categories to create complete communities that support active mobility; enable livable, walkable urban places; allow for a vibrancy that comes with a variety of uses and activities; preserve and protect rural, agricultural, and environmentally sensitive lands; and provide the ability to adapt to changing conditions.

This approach includes the adoption of Place Type future land use category designations and maps, in conjunction with implementation of a form-based code, Orange Code. Orange Code incorporates a place-making lexicon of destinations which includes Rural-to-Urban Transects, building types, thoroughfare types, and frontage types.

Place Types classify and differentiate walkable urban places and implement a framework of walkable urban centers, corridors and neighborhoods. These Centers, Corridor and Neighborhood Place Types become the priority for implementing the County’s Form-Based Code.

POL 1.5.1: Orange County’s future land use designations include Place Types of Centers, Neighborhoods, and Corridors, and conventional future land uses of Rural, Recreation and Open Space, Education, Industrial, Institutional, Preservation.

Within each Place Type, future land uses and developments are regulated to encourage a more diverse mix of land use, accessible public spaces, and a variety of housing types to create walkable, pedestrian-friendly places that are distinctive to the physical character of the place in which it is located. Place Types are further refined in terms of the Sector in which the place is suitable, the density and intensity of development and types of uses allowed, as well as other standards including those for the control and distribution of population densities and building and structure intensity of use.

POL 1.5.2: Place Types will be implemented by Transect Zones established in Orange Code. Transect Zones replace and supersede some of the previously approved zoning districts, with the goal of producing a sustainable environment, predictable human scale development, and livable public spaces.

POL 1.5.3: There are three (3) Center Place Types within the Urban Service Area: Regional Center, Urban Center, and Neighborhood Center. These Place Types share common elements of horizontally or vertically mixed uses, walkability, and access to transit,

goods, and services, but differ according to types of use and level of intensity. For example, the I-Drive District Regional Center supports more intense tourist related activities such as the Orange County Convention Center, high-rise hotels, mixed-income residential, and theme parks, while the other Regional Center located in the East Market Area primarily supports the University of Central Florida and surrounding research-related and student housing developments. Similarly, the Urban Center Place Type allows for two supplemental typologies, including an “Urban Core” where very intense Transit-Oriented Development (TOD) within a ¼ mile of designated premium transit stations is permitted, and the remaining Urban Center areas beyond the Urban Core where slightly reduced – but still intense urban activities are allowed. The Neighborhood Center Place Type is found in both the Targeted and Established Sectors and provides for a mix of neighborhood serving uses and development that is built at a scale to compliment surrounding neighborhoods.

Finally, the Rural Center Place Type is found only in the Rural Service Area and within certain Rural Settlements. Typically located at existing intersections, the primary intent of the Rural Center is to provide commercial, office, public assembly, civic and institutional uses that support existing rural residential neighborhoods at a scale and intensity that compliments the character of the surrounding area. However, the Rural Center Place Type may also represent parcels, projects, and corridors where more intense non-residential development with suburban characteristics were previously approved and permitted.

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

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

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

POL 1.5.7: Density and Floor Area Ratio (FAR) calculation is determined by dividing the total number of units/square footage by the net developable land area. The net developable land area for density and FAR calculation (intensity) is defined as the gross land area, excluding surface waters and certain conservation areas from the land area calculations. In order to include Class I, II and III conservation areas in the density and FAR calculations, the parcels shall have an approved Conservation Area Determination (CAD) and an approved Conservation Area Impact permit from the Orange County Environmental Protection Division. (FLU 1.1.2(B)).

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

- a. Accessory dwelling units (ADUs) and accessory structures shall not be included in density calculations. They are permitted in Place Types that permit residential dwelling units provided they comply with the code requirements.
- b. “Missing middle” housing such as duplexes, Townhomes, and Quadraplexes of up to 4 dwellings designed and fitting within the envelop of a single-family dwelling, those missing middle units will be equivalent to 1 dwelling unit for density purposes.
- c. Student housing may be permitted only within the Targeted Sector (in which medium or high-density student housing is included as a single use or part of a mix of uses).
 - Student housing density shall be calculated based on the number of bedrooms, with four (4) bedrooms equal to one (1) multi-family unit.
 - An alternative density calculation may be permitted upon the approval of the Board of County Commissioners, provided the developer has committed to a mobility plan to be implemented with the development of the student housing project, has demonstrated a need for the additional units, or has proposed a redevelopment project located within the area extending one (1) mile east and one (1) mile west of the Alafaya Trail corridor, between McCulloch Road and State Road 408.
 - Any conversion of student housing to unrestricted housing shall require a Comprehensive Plan amendment and/or the approval under the provisions of Orange Code. If the conversion is approved, school impact fees in effect at the time shall be paid, and the project shall comply with any school capacity regulations in effect at the time of the proposed change. (Added 5/13, Ord. 2013-11) (Pol 1.11.8)
- d. A Community Residential Home (CRH) is defined in §419.001(1)(a), Florida Statutes as “a dwelling unit licensed to serve residents who are clients of the Department of Elderly Affairs, the Agency for Persons with Disabilities, the Department of Juvenile Justice, or the Department of Children and Families or licensed by the Agency for Health Care Administration which provides a living environment for 7 to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents”. The definition of a Community Residential Home (CRH) can include uses such as Assisted Living Facilities, Adult Family Care Homes, group homes, and other similar uses.
 - A CRH that serves six (6) or fewer residents, which otherwise meets the definition of a CRH, shall be deemed a permitted use in the Suburban Neighborhood Place Type, allowing 6 du/ac.
 - A CRH serving seven (7) to fourteen (14) residents shall be permitted in any Place Type allowing residential uses at 10 du/ac and above.
 - A CRH, such as an Assisted Living Facility, serving greater than fourteen (14) residents shall be permitted in any Place Type allowing residential uses at 20 du/ac and above. In residential districts, density for such uses shall be calculated based on the number of beds, with two (2) beds equal to one (1) residential unit. Facilities located in nonresidential districts shall be regulated based on the Floor Area Ratio (FAR) consistent with the Future Land Use designation. (Added 09/2020, Ord. 2020-04)

OBJ 1.6: PLACE TYPE FUTURE LAND USE/TRANSECT ZONE CORRELATION; Orange County's Land Development Code, Transect Zones, Regulating Plans, and Planned Development (PD) process only where applicable (changes to existing PDs only) will continue to be implementing tools for ensuring compatible, and integrated land development that promotes the public health, safety, and welfare in Orange County. The County will be phasing out the Planned Development process. After the adoption of Vision 2050 and Orange Code, the County will be eliminating Planned Developments (FLU8.1)

POL 1.6.1: The following Transect Zones are created to regulate the location of distinct mixes of building forms and uses. The zones are organized into six categories representative of a typical traditional neighborhood structure: T6 - Core, T5 - Center, T4 - Edge, T3 Suburban, T2 - Rural, T1- Natural zones. Each zone consists of a series of sub-zones at different intensities.

Zones that are not representative of a typical neighborhood structure are listed under Special Districts including the UCF Campus, Industrial, Institutional, Educational and Parks and Open Spaces.

- **T6 CORE ZONES:** Core Zones are the most dense and intense zones and include the majority of the shops and workplaces within the neighborhood, along with the public gathering spaces such as libraries, squares, and plazas. The storefront building and civic building create the form of the neighborhood core in varying degrees. The storefront building defines a street wall along the primary streets of the area with storefront glass windows. Upper stories of the storefront building may be utilized for living and working.
- **T5 CENTER ZONES:** Center Zones are located in neighborhood centers, near transit, and along corridors and provide a balance of uses and urban form similar to the Core Zone but with lower densities and a more limited height. Uses may include shops and workplaces within the neighborhood, along with the public gathering spaces such as libraries, squares, and plazas. The storefront building and civic building create the form of the neighborhood core in varying degrees. The storefront building defines a street wall along the primary streets of the area with storefront glass windows. Upper stories of the storefront building may be utilized for living and working. Center Zones differ from the Core by capping building heights and smoothly transitioning down to the Edge and Sub-urban Zone scale.
- **T4 EDGE ZONES.** Edge Zones provide a transition between the higher density Core and Center Zones and the lower density Suburban Zone. The Edge Zone allows a mix of housing types including townhomes, small lot houses, duplexes, triplexes, quadruplexes, and live/work units. The T4 Edge A allows some mix of small-scale retail, office, and neighborhood service uses while the T4 Edge B is limited to residential uses only. Building massing is also regulated to ensure the scale is appropriate for adjacency to single family. The level of intensity should vary depending on the context, hence the development of several Edge Zones.
- **T3 SUBURBAN ZONES.** Sub-urban Zones consist of low-density residential areas with single family detached homes, adjacent to Edge Zones and, in rare cases, Center Zones. Home occupations and outbuildings are permitted. Planting is naturalistic and setbacks are relatively deep allowing for front yards and porches. Blocks may be larger and the roads irregular to accommodate natural conditions. Sub-urban Zones can be adjacent to mixed use to encourage walkability.
- **T2 RURAL ZONES.** Rural Zones consists of sparsely settled lands in an open or cultivated state. Some Rural Zones may be in the urban service area and utilized to protect existing agricultural and rural development. In general, Rural Zones include woodlands, agricultural land, native habitat, wetlands and grasslands. Typical buildings are single-family detached dwellings, farmhouses, and agricultural buildings
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- **T1 NATURAL ZONES.** Natural Zones include lands approximating or reverting to a wilderness condition, publicly owned natural areas or lands unsuitable for settlement due to topography, hydrology or vegetation.

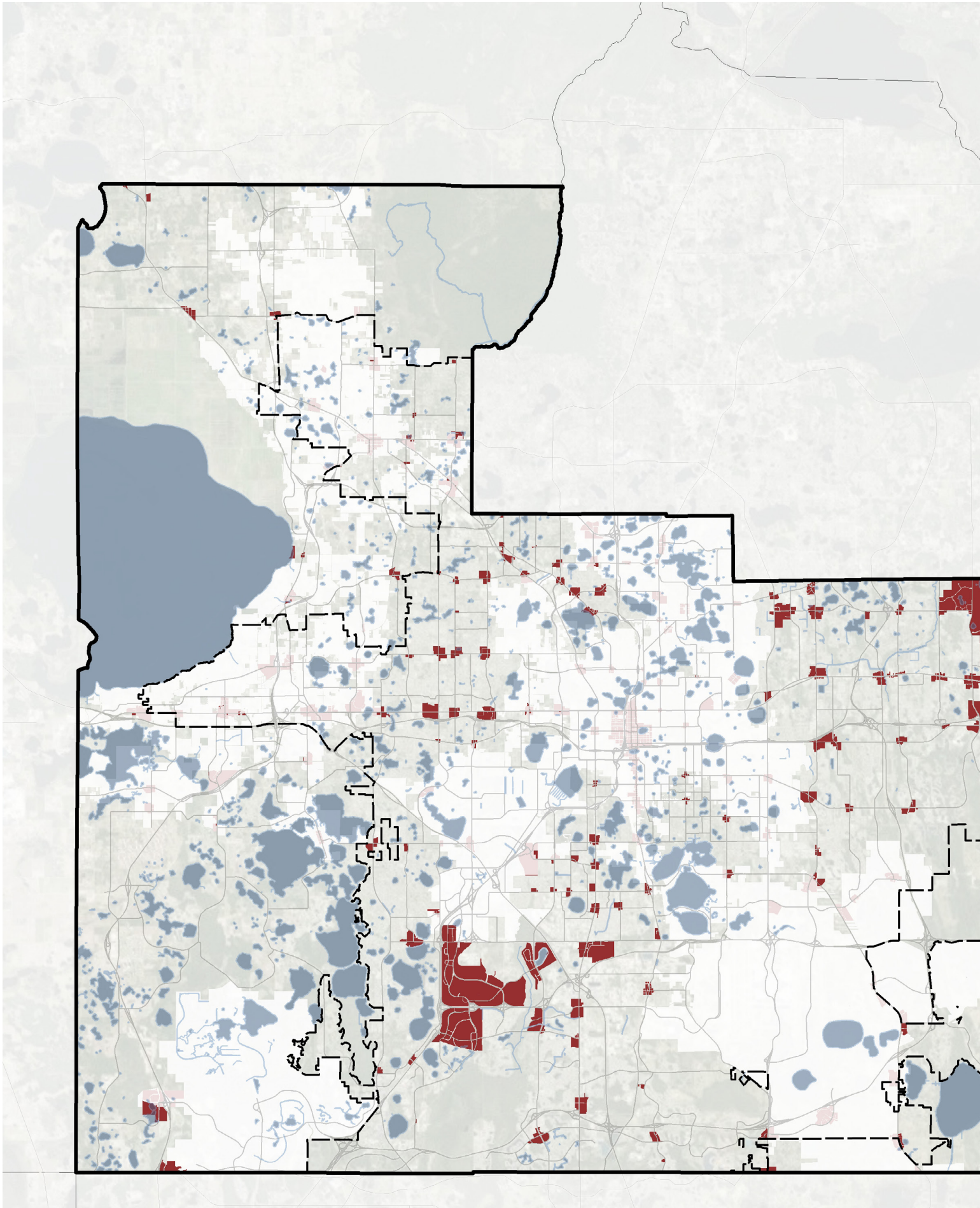
POL 1.6.2: The following future land use and Transect Zone correlation table shall be used to determine zoning consistency with the Place Type Future Land Use Map. Land use compatibility, the location, availability and capacity of services and facilities; market demand, and environmental features shall also be used in determining which specific Transect Zone is most appropriate. Density is restricted to the maximum allowed by the Place Type Future Land Use Map designation regardless of zoning. Density and Floor Area Ratio (FAR) calculation shall be defined as the language specified in Future Land Use Element Policy FLU1.1.2(C). (FLU8.11)

Orange County’s Future Land Use and Zoning Correlation Table is referenced herein as follows:

Vision 2050 - Service Areas / Growth Sectors / Place Types / Transects					
USA/RSA	Sector	Place Types & Primary Typologies (Centers, Corridors, & Neighborhoods)	Supplemental Typologies	Maximum Density / FAR	Zoning / Transect
DRAFT 06.28.2022					
Urban Service Area	Targeted	Regional Center		I-Drive Regional Center: Density: 65 du/ac FAR: 5.0 (Commerical, Office & Mixed Use) Other Regional Center Locations: Density: 50 du/ac FAR: 3.0 (Commerical, Office & Mixed Use)	See I-Drive District Overlay Zone: T6.3, SZ Civic, SZ Theme Park, existing PDs Other Regional Center Locations: T6.3, T6.2, T6.1; T5.3; PD (existing prior to Code adoption); CZ SZ-EN, SZ-ED
		Urban Center	Urban Core WITHIN a 1/4 Mile of a Designated Premium Transit Station (BRT, LRT, CRT or HSR Service)	Density: 65 du/ac FAR: 3.0 (Commercial, Office & Mixed Use)	T5.1, T5.2, T5.3 T4.2, T4.3 PD (existing prior to Code adoption) SZ-EN CZ
			Urban Center BEYOND a 1/4 Mile of a Designated Premium Transit Station (BRT, LRT, CRT, or HSR Service)	Density: 35 du/ac FAR: 3.0 (Commercial, Office & Mixed Use)	
		Urban Corridor		Density: 35 du/ac FAR: 1.5 (Commerical & Mixed Use) or 1.25 (Office)	T5.1, T5.2, T5.3 PD (existing prior to Code adoption) SZ-EN CZ
		Main Street Corridor		Density: 12 du/ac FAR: 1.5 (Commerical & Mixed Use) or 1.25 (Office)	T.5.1, T5.2, T5.3 T4.3 PD (existing prior to Code adoption) SZ-EN CZ
		Traditional Neighborhood		Density: 20 du/ac FAR: 1.5 (Commerical & Mixed Use) or 1.25 (Office)	T4.1, T4.2, T4.3 T3.3 PD (existing prior to Code adoption) SZ-ED CZ
		Neighborhood Center		Density: 10 du/ac FAR: 1.5 (Commerical & Mixed Use) or 1.25 (Office)	T5.1, T5.2 T4.1, T4.2, T4.3 PD (existing prior to Code adoption) SZ-ED CZ
		Parks & Recreation (FLU)		Density: N/A FAR: 2.0	CZ
		Educational (FLU)		Density: N/A FAR: 2.0	SZ-ED PD
		Industrial - Single Use (FLU)		N/A	SZ-LI, SZ-HI
	Institutional (FLU)		N/A	Any	
	Established	Suburban Mixed Neighborhood		Density: 12 du/ac FAR: 1.5 (Commerical & Mixed Use) or 1.25 (Office)	T4.1, T4.2 T3.2, T3.3 PD (existing prior to Code adoption) SZ-MH, SZ-ED CZ
		Suburban Neighborhood		Density: 6 du/ac	T4.1 T3.1, T3.2, T3.3 PD (existing prior to Code adoption) SZ-MH CZ
			Rural Enclave (Chickasaw / Berry Dease / Rocking Horse) (FLU)	Density: 1 du /2 ac (min. lot size) - Berry Dease / Rocking Horse du/ac (min. lot size) - Chickasaw	T2.1, T2.2* (*Subject to min. density req's.)
		Suburban Corridor		Density: 12 du/ac FAR: 1.5 (Commerical & Mixed Use) or 1.25 (Office) Four Corners only: Density 3 du/ac; FAR 0.25	T5.1, T5.2 T4.3 T3.2, T3.3 SZ-ED PD (existing prior to Code adoption) CZ
		Neighborhood Center		Density: 10 du/ac FAR: 1.5 (Commerical & Mixed Use) or 1.25 (Office)	T5.2, T5.3 T4.2, T4.3 T3.2, T3.3 PD (existing prior to Code adoption) CZ
		Parks & Recreation (FLU)		Density: N/A FAR: 2.0	CZ
		Educational (FLU)		Density: N/A FAR: 2.0	SZ-ED PD (existing prior to Code adoption)
Industrial - Single Use (FLU)			N/A	SZ-LI, SZ-HI	
Institutional (FLU)		N/A	Any		

(Continued on next page)

USA/RSA	Sector	Place Types & Primary Typologies (Centers, Corridors, & Neighborhoods)	Supplemental Typologies	Maximum Density / FAR	Zoning / Transect
DRAFT 06.28.2022					
(cont.)					
Urban Service Area & Rural Service Area	Intended	Village (Horizon West) (FLU) - RSA		Density / FAR varies (See FLUE Goal FLU4)	PD or PD-RP
		Avalon Park (TND) (FLU) - USA		Density Varies (See FLU Goal FLU3) FAR: Office 1.7; Commercial 1.0; Industrial 0.5	PD
		Innovation Way (FLU) - USA		Density / FAR varies (See FLUE Obj. FLU6.8 & specific PD-RPs)	PD-RP
		Lake Pickett (FLU) - RSA		Density / FAR varies (See FLUE Obj. FLU6.8 & specific PD-RPs)	PD-RP
		Growth Center (FLU) - RSA	URBAN CORE WITHIN a 1/4 Mile of a Designated Premium Transit Station (BRT, LRT, CRT or HSR Service)	Density: 65 du/ac FAR: 3.0 (Commercial, Office & Mixed Use)	T5.1, T5.2, T5.3 T4.2, T4.3 PD (existing prior to Code adoption) SZ-EN CZ
			URBAN CENTER BEYOND a 1/4 Mile of a Designated Premium Transit Station (BRE, LRT, CRT or HSR Service)	Density: 35 du/ac FAR: 3.0 (Commercial, Office & Mixed Use)	
			Urban Corridor	Density: 35 du/ac FAR: 1.5 (Commercial & Mixed Use) or 1.25 (Office)	T5.1, T5.2, T5.3 PD (existing prior to Code adoption) SZ-EN CZ
			Main Street Corridor	Density: 12 du/ac FAR: 1.5 (Commercial & Mixed Use) or 1.25 (Office)	T5.1, T5.2, T5.3 T4.3 PD (existing prior to Code adoption) SZ-EN CZ
			Traditional Neighborhood	Density: 20 du/ac FAR: 1.5 (Commercial & Mixed Use) or 1.25 (Office)	T4.1, T4.2, T4.3 T3.3 PD (existing prior to Code adoption) SZ-ED CZ
			Suburban Mixed Neighborhood	Density: 12 du/ac FAR: 1.5 (Commercial & Mixed Use) or 1.25 (Office)	T4.1, T4.2 T3.2, T3.3 PD (existing prior to Code adoption) SZ-MH, SZ-ED CZ
			Suburban Neighborhood	Density: 6 du/ac 1 du/ac (Chickasaw RRE) 1 du/2 ac (Berry Dease & Rocking Horse RREs)	T4.1 T3.1, T3.2, T3.3 PD (existing prior to Code adoption) SZ-MH CZ
			Suburban Corridor	Density: 12 du/ac FAR: 1.5 (Commercial & Mixed Use) or 1.25 (Office) Four Corners only: Density 3 du/ac; FAR 0.25	T5.1, T5.2 T4.3 T3.2, T3.3 SZ-ED PD (existing prior to Code adoption) CZ
		Neighborhood Center	Density: 10 du/ac FAR: 1.5 (Commercial & Mixed Use) or 1.25 (Office)	T5.2, T5.3 T4.2, T4.3 T3.2, T3.3 PD (existing prior to Code adoption) CZ	
		Rural Service Area	Rural	Rural (FLU)	Rural Enclave (Lake Mabel) - (FLU)
Rural Cluster	1 du/10 unless clustered with a TBD density				T5.1 T4.1 T3.1, T3.2, T3.3 T2.1, T2.2, T2.2 SZ-ED CZ
Rural Hamlet	70% Preserved - 2 du/ac clustered				T5.1 T4.1 T3.1, T3.2, T3.3 T2.1, T2.2, T2.2 SZ-ED CZ
Rural Village	70% Preserved - 4 du/ac clustered				T5.1, T5.2 T4.1, T4.2 T3.1, T3.2, T3.3 T2.1, T2.2, T2.3 SZ-ED CZ
Rural Settlement (FLU)	Rural Settlement - Low Density			Density varies: 1 du/5 ac -to- 4 du/ac	T5.1 T3.1, T3.2., T3.3 T2.1, T.2.2*, T.2.3* (*Subject to min. density req's.) SZ-ED CZ
	Rural Settlement 1/1				
	Rural Settlement 1/2				
	Rural Settlement 1/5				
Rural Center	Density: 4 du/ac FAR: 0.15 (Non-residential)			T5.1	
Parks & Recreation (FLU)	N/A			CZ	
Educational (FLU)	N/A		SZ-ED PD		
Institutional (FLU)	N/A	Any			
Preserved	Preserved (FLU)	N/A	Any		
Urban Service Area & Rural Service Area	Special	Major Industrial - Single Use (FLU)		N/A	SZ-LI, SZ-HI
		Major Institutional (FLU)		N/A	Any



GOAL 2: URBAN PLACE TYPES

The Urban Service Area shall be the area for which Orange County is responsible for providing infrastructure and services to support urban development. Urban densities and intensities will be directed to this area using Urban Place Type future land uses to concentrate growth and create compact, transit-oriented, walkable places. (OBJ FLU 1.1) (Added 12/00, Ord. 00-25-r, Obj. 1.1)

OBJ 2.1: URBAN SERVICE AREA: PLACE TYPES - CENTERS; Centers are generally denser places closer to Urban or Suburban Corridors, and meant for job-creating mix of uses, but with residential space. Most centers exist primarily within the Urban Service Area.

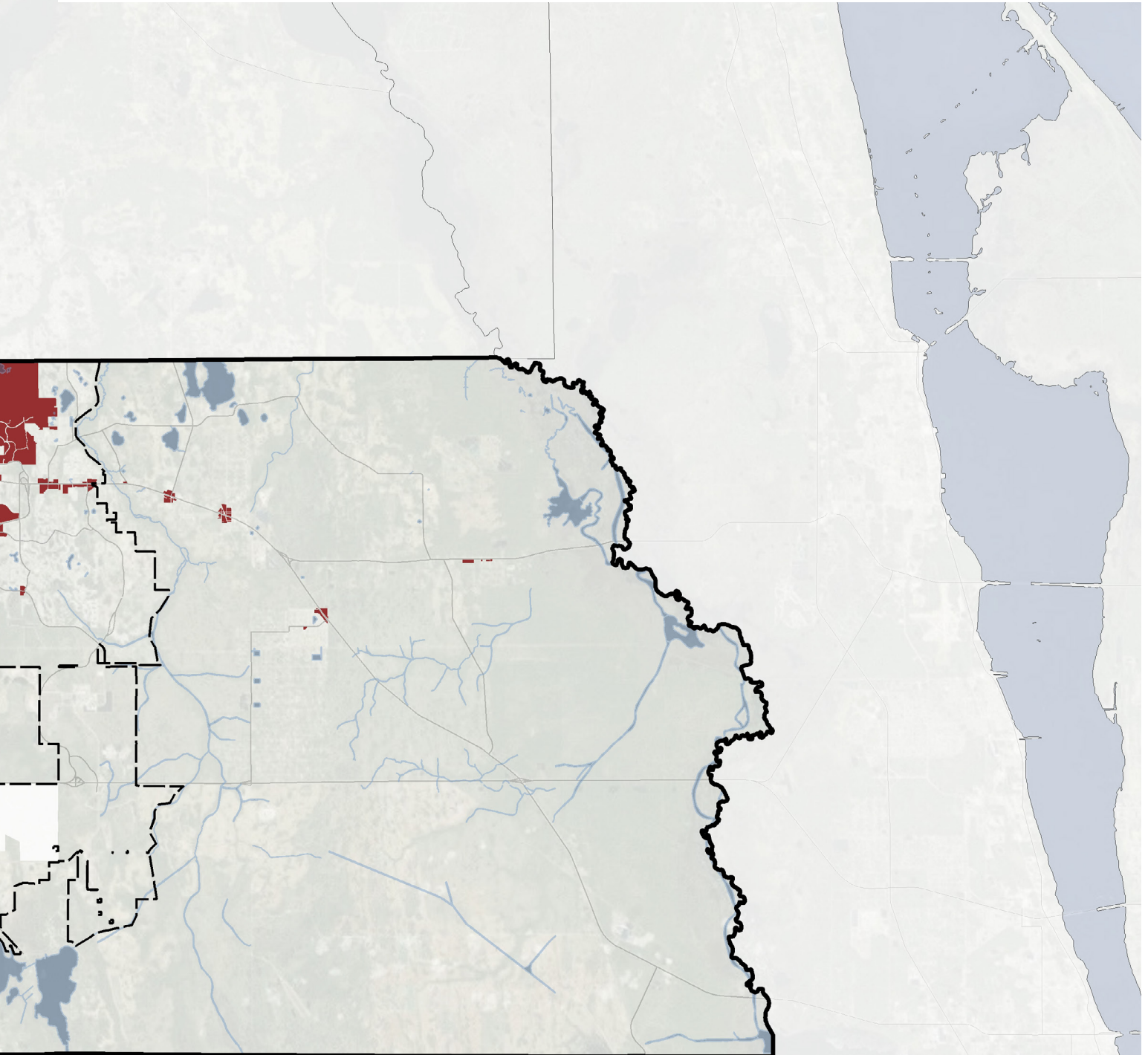


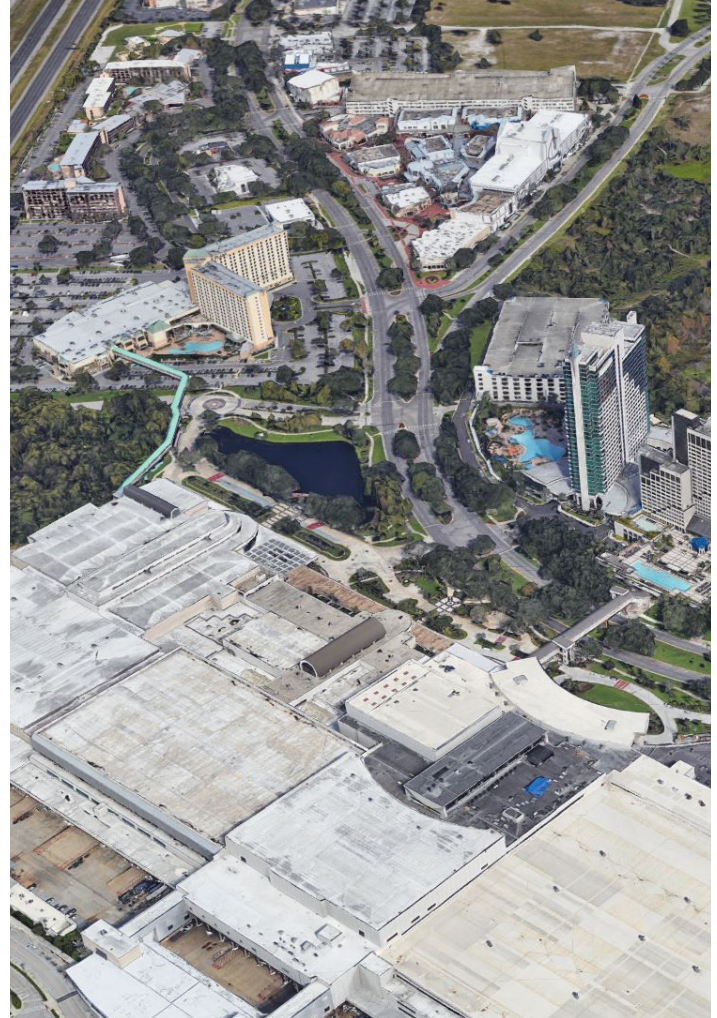
Illustration for general reference only. Refer to Map X.XXX for further information.

POL 2.1.1: I-DRIVE DISTRICT REGIONAL CENTER

Description and Purpose

The I-Drive District Regional Center is the primary tourist destination of Orange County with venues and amenities for visitors, conventioners, local residents, and businesses. The Regional Center Place Type promotes a mixture of land uses with the highest residential density in unincorporated Orange County, and is characterized by complete streets and transit, urban amenities, and a safe and walkable pedestrian environment that reinforces the I-Drive District’s stature as a worldwide destination.

The I-Drive District Regional Center is intended to accommodate urban and transit centers with a higher concentration of people and jobs. With the presence of limited access highway facilities and transit, the I-Drive District Regional Center is planned to ensure that residents, workers and visitors can conveniently access transit and parking facilities through strategically designed pedestrian passageways. Throughout the Vision 2050 planning horizon, the I-Drive District Regional Center will provide a vibrant urban environment where people can shop, work, live, learn, and recreate.



Development Uses and Policies

Land Uses	I-Drive District Regional Center: Tourist related, retail, services, higher density residential, mixed uses, alternative transportation
Development Density/Intensity	I-Drive District Regional Center: Maximum of 70 du/ac with high intensity development
Pedestrian Shed	¼ - ½ mile long
Open Space and Tree Canopy	See I-Drive District Overlay Zone Code
Main Civic Space	See I-Drive District Overlay Zone Code
Sewage Treatment	Centralized sewage treatment available; connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Building facades of mixed use and/or commercial uses are built close to sidewalk
Building Frontage	Mixed use and commercial buildings have shop fronts at street level; Street facing facade have at least one entrance that faces the street; Residential units often include balconies
Building Height	7 Stories and above
Impervious Surface Coverage	n/a
Access	Direct street access; alleys and shared access
Parking	Parking behind the building; Parking areas have perimeter landscaped buffers; Garages are located behind the front facade, under the buildings or to the rear of the buildings; May include public parking lots and parking garages



Desired Land Use Transects and Mix		Mobility	
Transects & Desired Mix	See I-Drive District Overlay Zone Code: T6, SZ Civic, SZ Theme Park, and PD	FDOT Context	C6
		Street Types	Boulevard, Avenue, Main Street
		Non-Vehicular Mobility	Pedestrian facilities on both sides of the street, bike lanes and bike racks
		Transit	Transit service including Bus Rapid Transit, express bus, bus service

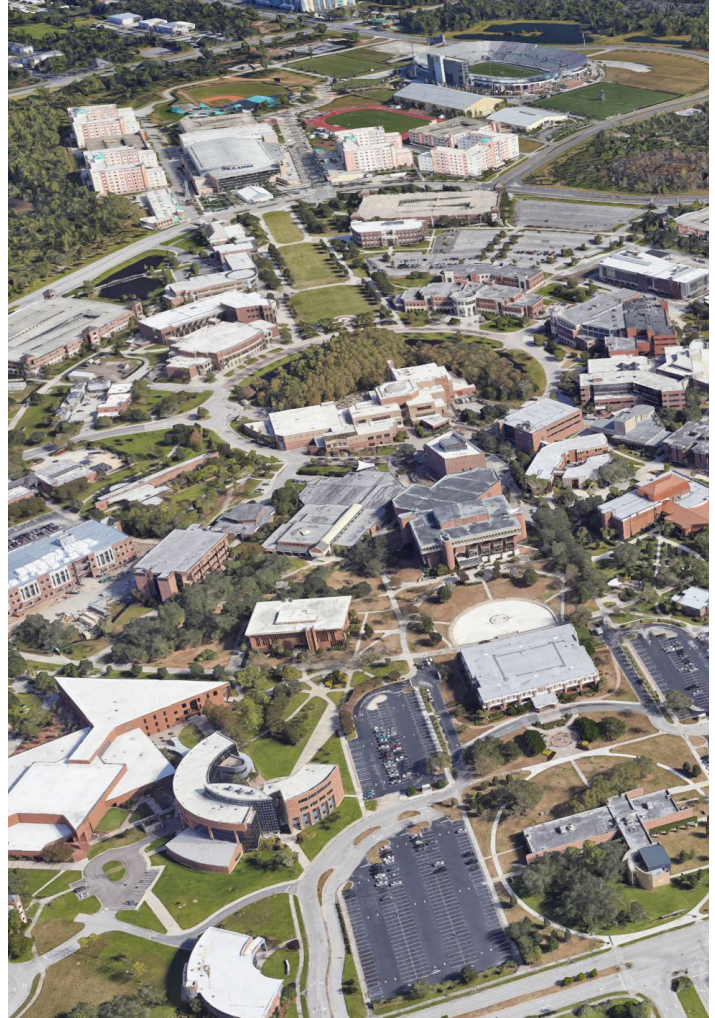
Notes
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POL 2.1.2: UCF RESEARCH CENTER

Description and Purpose

The The University of Central Florida (UCF) Research Center includes the University Campus Special District and surrounding properties that provide other university-related and/or supportive uses, including medium to high density residential housing and student housing, retail, professional office and research facilities, civic, and recreation.

The UCF Research Center Place Type also accommodates and supports various public transit and alternative modes of transportation. Throughout the Center, denser and more compact development patterns that feature integrated plazas, park spaces, and pedestrian passageways are provided, and required parking garages are encouraged to include ground level retail and professional office spaces.



Development Uses and Policies

Land Uses	UCF Research Center: University related, research park, retail, services, high to medium-high density residential, student housing, recreation, alternative transportation
Development Density/Intensity	UCF Research Center: Maximum of 50 du/ac with moderate to high intensity development
Pedestrian Shed	Standard (1/4) or Long (1/2 mile)
Open Space and Tree Canopy	UCF Research Center: 30%* for developments > 1 acre
Main Civic Space	Plaza or Square
Sewage Treatment	Centralized sewage treatment available; connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Building facades are set back from the street but should form a street wall
Building Frontage	Buildings front the primary street; Buildings are clustered to form building groupings
Building Height	UCF Research Center: Not to exceed 5 Stories
Impervious Surface Coverage	n/a
Access	Direct street access; shared access; cross access between developments is common
Parking	Parking between buildings; Additional parking behind the building or beside the street facing the street; Parking areas have perimeter landscaped buffers; Garages are located behind the front facade, under the buildings or to the rear of the buildings; May include public parking lots and parking garages



Desired Land Use Transects and Mix

Transects & Desired Mix UCF Research Center:
T5, T4, T1, SZ-Civic, SZ University, existing PD's

Mobility

FDOT Context	C5 or C4
Street Types	Boulevard, Avenue, Main Street
Non-Vehicular Mobility	Pedestrian facilities on both sides of the street, bike lanes and bike racks or bikeways, and trails
Transit	Transit service including Bus Rapid Transit, express bus, bus service

Notes

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POL 2.1.3: URBAN CORE

Description and Purpose

The Urban Core Place Type is applied to areas where a variety of moderate and higher density housing options are located within easy walking distance from a centrally-located transit station or transit corridor (generally ¼ to ½ mile radius). Transit types may include high-capacity commuter rail, light rail, express bus, bus rapid transit or streetcar service.

The Urban Core promotes transit-oriented development that maximizes the amount of residential, business and leisure space within walking distance of public transit stations, and promotes a symbiotic relationship between dense, compact urban form and public transport use. By providing a concentration of complementary uses, activities, and services, residents can commute to work, run errands, recreate, and meet basic needs without needing an automobile.



Development Uses and Policies

Land Uses	Transit oriented development and transit supportive uses (commercial, office, mixed uses with residential on upper floors) with higher densities/intensities than Urban Centers within ¼ to ½ mile catchment area of high-capacity premium transit
Development Density/Intensity	Maximum of 65 du/ac and moderately high intensity
Pedestrian Shed	Standard (1/4 mile) or Long (1/2 mile)
Open Space and Tree Canopy [1]	30%* for developments > 1 acre; Reduced by 10% for developments <1 and >0.2 acres, and another 10% for developments <0.2 acre;
Main Civic Space	Plaza or Square
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Building facades of mixed use and/or commercial uses are built close to sidewalk
Building Frontage	Mixed use and commercial buildings have shop fronts at street level; Street facing facade have at least one entrance that faces the street; Residential units often include balconies
Building Height	7 stories minimum
Impervious Surface Coverage	n/a
Access	Direct street frontage; alleys and shared access
Parking	Parking behind the building or beside the street facing building facade on the primary street; Parking areas have perimeter landscaped buffers; Garages are located behind the front facade, under the buildings or to the rear of the buildings; May include public parking lots and parking garages



Desired Land Use Transects and Mix		Mobility	
Transects & Desired Mix	T6, T5, T4, T1, SZ Civic, existing PD's See Table X for Desired Mix of Transects	FDOT Context	C5
		Street Types	Boulevard, Avenue, Main Street
		Non-Vehicular Mobility	Pedestrian facilities on both sides of the street, bike lanes and bike racks
		Transit	Urban Cores are Transit Destinations with access to premium transit; Commuter or Light Rail, Bus Rapid Transit, Premium Bus Service or Streetcar service

Notes

[1] Public realm spaces, such as plazas or squares that are of high quality and achieve the tree canopy goals can take the place of required open space

POL 2.1.4: URBAN CENTER

Description and Purpose

The Urban Center Place Type allows for a mixture of land uses aimed at incentivizing redevelopment in areas with a predominate concentration of a single non-residential use and underutilized urban land. Found in the Targeted Sector only, the Urban Center provides a balanced mix of residential and non-residential land uses with slightly lower residential densities than the Urban Core. More specifically, Urban Centers allow for a variety of housing types to be dispersed amongst compatibly designed retail, professional office, institutional, civic uses.

Appropriately placed light industrial uses such as craftsman retail may also be permitted within the Urban Center. While they are supportive of public transit, Urban Centers shall be readily accessible by automobile, bicycle, or foot. A broad array of uses is expected in the Urban Center in a pattern which integrates shops, restaurants, services, work places, civic, educational, and religious, and higher density housing in a compact, pedestrian oriented environment. Urban Center edges transition to Traditional Neighborhoods.



Development Uses and Policies

Land Uses	Mid to high rise vertical mixed use, retail, office, and compatible light industrial uses oriented around transit with high to medium-high density residential
Development Density/Intensity	Maximum of 35 du/ac with moderate to moderately high intensity <i>(Need to add reference to “attainable housing”)</i>
Pedestrian Shed	Standard (1/4) or Long (1/2 mile)
Open Space and Tree Canopy	30%* for developments > 1 acre; Reduced by 10% for developments <1 and >0.2 acres, and another 10% for developments <0.2 acre [1]
Main Civic Space	Plaza, Square or Green
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Building facades of mixed use and/or commercial uses are built adjacent to sidewalk; Residential buildings have shallow setbacks
Building Frontage	Mixed use and commercial buildings have shop fronts at street level; Street facing facade have at least one entrance that faces the street;
Building Height	Residential units are likely to have balconies, stoops or porches
Impervious Surface Coverage	Not to exceed 4 ½ stories
Access	Note: Should we identify a minimum / maximum?
Parking	Direct street access; shared access and alleys; Parking behind the building or beside the street facing building facade on the primary street; Parking areas have perimeter landscaped buffers; Garages are located behind the front facade, under the buildings or to the rear of the buildings



Desired Land Use Transects and Mix		Mobility	
Transects & Desired Mix	T5, T4, T1, SZ Civic, existing PD's	FDOT Context	C5 or C4
		Street Types	Boulevard, Avenue, Main Street
		Non-Vehicular Mobility	Pedestrian facilities on both sides of the street, bike lanes and bike racks
		Transit	Transit service including Bus Rapid Transit, express bus, bus service

Notes

[1] Public realm spaces, such as plazas or squares that are of high quality and achieve the tree canopy goals can take the place of required open space

POL 2.1.5: NEIGHBORHOOD CENTER

Description and Purpose

The Neighborhood Center Place Type provides for neighborhood-serving retail shops, services, small workplaces, and civic uses that are centrally located within a neighborhood or grouping of neighborhoods within the Targeted and Established Sectors. Neighborhood Centers are supported by an interconnected pattern of streets and a 1/8-mile pedestrian shed.

Although the integration of residential units in mixed-use building types are encouraged, non-residential uses found in Neighborhood Centers are primarily supported by residents of adjacent neighborhoods that are located within a 1-mile market area. If a Neighborhood Center includes an existing or planned transit stop, it should be designed to serve the neighborhood’s residential base plus transit riders.

Finally, Neighborhood Centers shall contain all designated Main Street Corridors, and certain Transit Corridors.



Development Uses and Policies

Land Uses	Medium to low-medium density residential, mixture of neighborhood serving retail and services, residential above retail
Development Density/Intensity	Maximum of 12 du/ac with moderately low intensity of development
Pedestrian Shed	Short (1/8 mile)
Open Space and Tree Canopy	30%* for developments > 1 acre; Reduced by 10% for developments < 1 and > .2 acres, and another 10% for developments < .2 acre [1]
Main Civic Space	Square or Green
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Figure XX LID Techniques by Transect

Design Characteristics

Building Placement	Building facades of are built close to sidewalk or may be setback from the street; Residential buildings have shallow setbacks
Building Frontage	Building fronts the primary street; Street facing facade have at least one entrance that faces the street
Building Height	Not to exceed 3 ½ stories
Impervious Surface Coverage	n/a
Access	Direct street access; shared access and alleys
Parking	Parking between buildings and along primary streets; Additional parking behind, beneath or beside street facing buildings



Desired Land Use Transects and Mix

Transects & Desired Mix T5, T4, T3, T1, SZ Civic, existing PD's

Mobility

FDOT Context C4 or C3

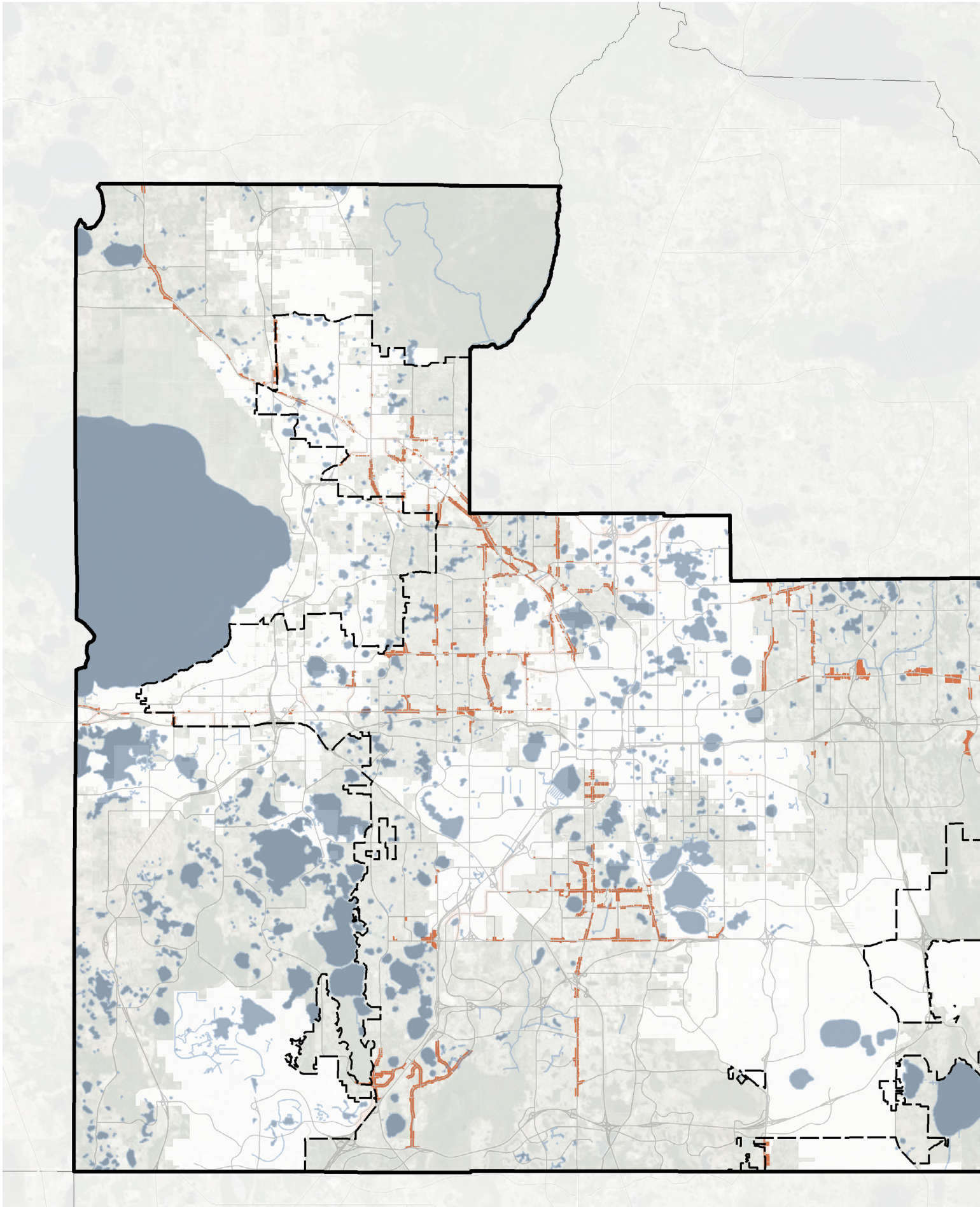
Street Types Parkway, Avenue, Main Street, Local

Non-Vehicular Mobility Pedestrian facilities on both sides of the street, bike lanes and bike racks

Transit Transit generally available when in the Targeted Sector

Notes

[1] Public realm spaces, such as plazas or squares that are of high quality and achieve the tree canopy goals can take the place of required open space



OBJ 2.2: URBAN SERVICE AREA: PLACE TYPES - CORRIDORS; Corridors reflect the location of major transit routes, stations or transfer points that support high density residential and intense mixed-use development activity.

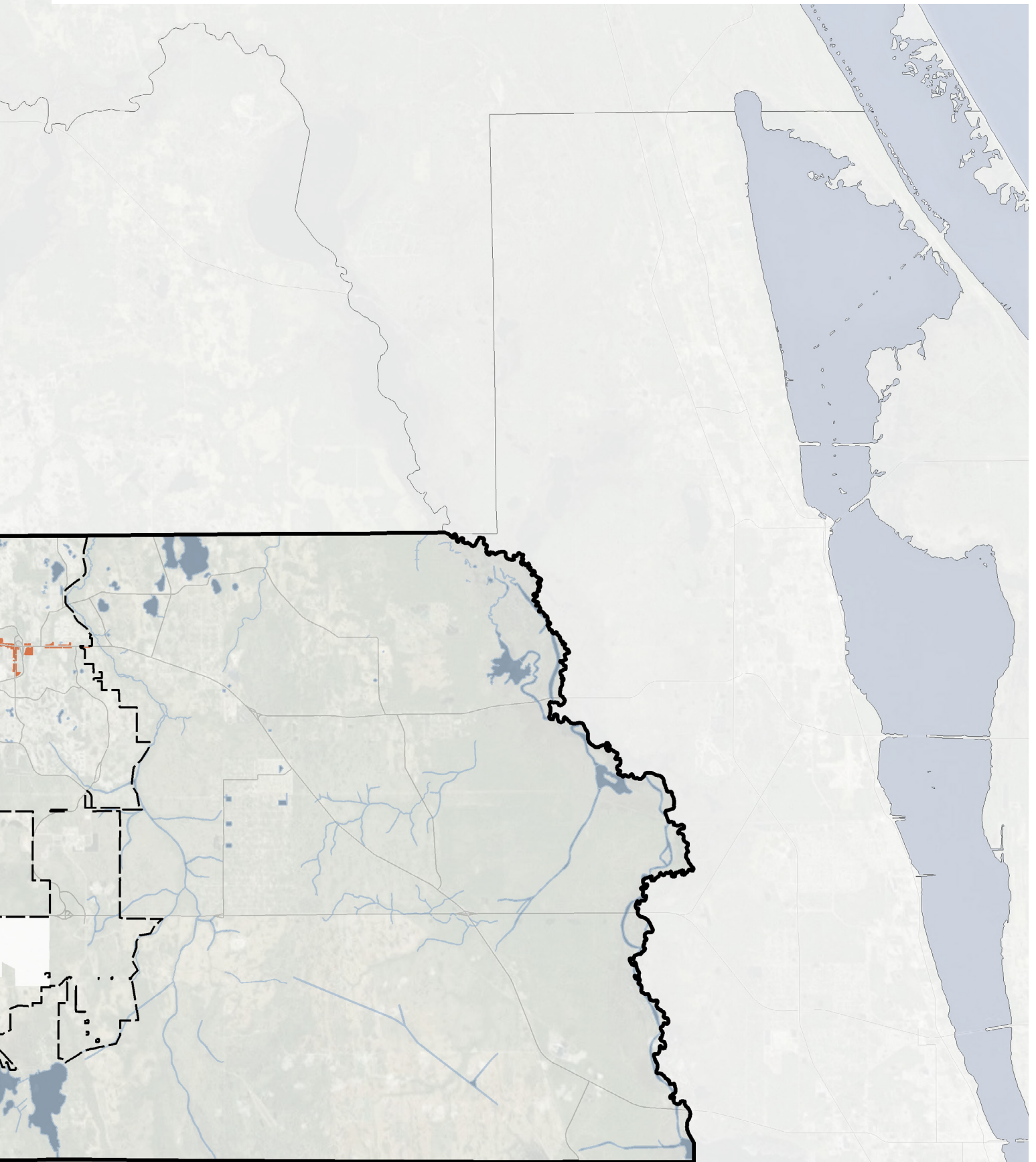
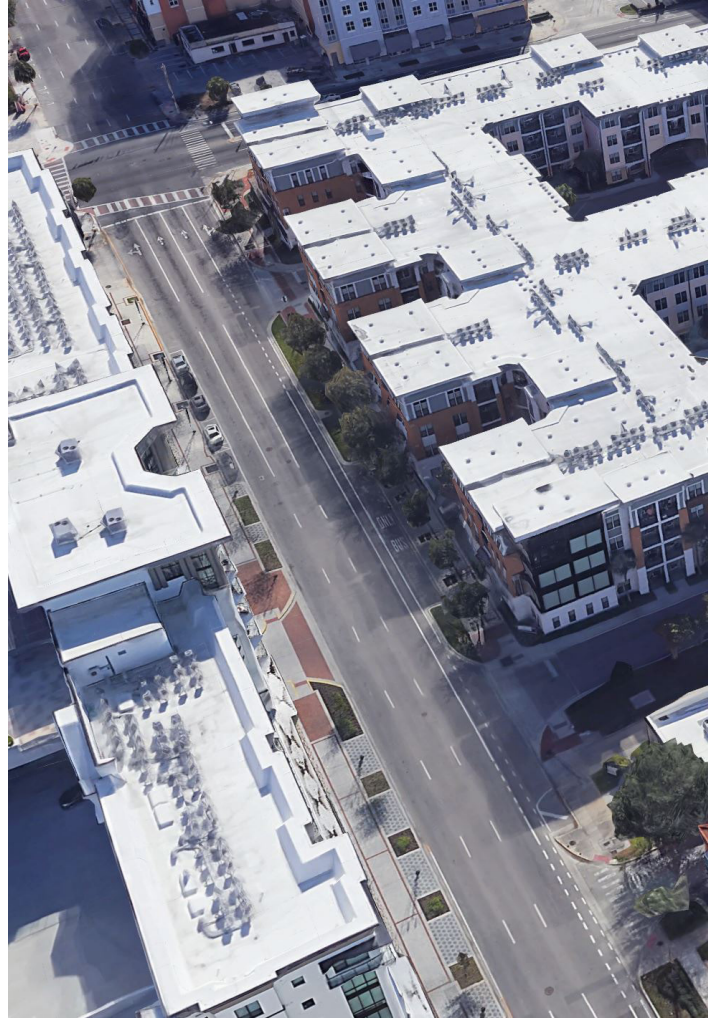


Illustration for general reference only. Refer to Map X.XXX for further information.

POL 2.2.1: URBAN CORRIDOR

Description and Purpose

Urban Corridors are located within designated Regional Centers, Urban Cores, and Urban Centers. In some locations, Urban Corridors may support future premium transit service that helps better manage congestion and sustain safe, convenient and affordable transportation options. Urban Corridors are also multimodal by supporting the pedestrian, cyclist, micro-mobility user, transit user, and motorist.



Development Uses and Policies

Land Uses	Mid to high rise vertical mixed use, retail, office, and compatible light industrial uses oriented around transit with high to medium-high density residential
Development Density/Intensity	Maximum of 35 du/ac or equal to an adjacent higher density with moderate to moderately high intensity
Pedestrian Shed	Standard (1/4) or Long (1/2 mile) (10 – 20 minute walk)
Open Space and Tree Canopy	15% for developments > 1 acre; Reduced by 10% for developments < 1 and > .2 acres, and another 10% for developments < .2 acre [1]
Main Civic Space	Plaza, Square, or Green
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Buildings oriented towards primary streets; Building facades of mixed use and/or commercial uses are built close to sidewalk; Residential buildings have shallow setbacks
Building Frontage	Mixed use and commercial buildings have shop fronts at street level; Street facing facade have at least one entrance that faces the street; Residential units are likely to have balconies, stoops or porches
Building Height	Not to exceed 4 ½ stories
Impervious Surface Coverage	n/a
Access	Direct street access; shared access and alleys
Parking	Parking behind the building or beside the street facing building facade on the primary street; Parking areas have perimeter landscaped buffers; Garages are located behind the front facade, under the buildings or to the rear of the buildings



Desired Land Use Transects and Mix

Transects & Desired Mix T5, T4, T1, SZ Civic, existing PD's

Mobility

FDOT Context C5 or C4

Street Types Boulevard, Avenue

Non-Vehicular Mobility Pedestrian facilities on both sides of the street, bike lanes and bike racks

Transit Transit service including Bus Rapid Transit, express bus, bus service

Notes

[1] Public realm spaces, such as plazas or squares that are of high quality and achieve the tree canopy goals can take the place of required open space

POL 2.2.2: MAIN STREET CORRIDOR

Description and Purpose

Main Street Corridors are located within Neighborhood Centers as depicted on the FLUM, and are intended to support a mix of small shops, restaurants, local services, and entertainment-based uses located in buildings with active storefronts. Housing in the form of attached (townhome) residential units and live-work units are also encouraged within and along Main Street Corridors. The physical depth of Main Street Corridors may vary from either side of the street, but typically extend two-to-four linear blocks. These corridors are also designed in a “complete street” context that ensures safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities, and provides for ample streetscape furnishings, landscaping, and public art to enhance the pedestrian experience. In addition, the corridors are typically designed with two (2) travel lanes, bicycle lanes, and on-street parking. Public transit is also commonly located along or near-by the Main Street corridors.



Development Uses and Policies

Land Uses	Neighborhood and Traditional Neighborhood Development with higher density and intensity of development within a walkable, pedestrian friendly environment
Development Density/Intensity	Maximum of 25 du/ac or equal to adjacent higher density with moderate intensity development
Pedestrian Shed	Standard (1/4 mile) or Short (1/8 mile) < 10 minute walk
Open Space and Tree Canopy	30%* for developments > 1 acre; Reduced by 10% for developments < 1 and > .2 acres, and another 10% for developments < .2 acre [1]
Main Civic Space	Square or Green
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Building facades of are built close to sidewalk or may be setback from the street;
Building Frontage	Residential buildings have shallow setbacks
Building Height	Building fronts a primary street; Street facing facade have at least one entrance that faces the street
Impervious Surface Coverage	Not to exceed 3 ½ stories
Access	n/a
Parking	Direct street access; shared access and alleys Parking between buildings and along primary streets; Additional parking behind, beneath or beside street facing buildings



Desired Land Use Transects and Mix

Transects & Desired Mix T5, T4, T3, T1, SZ Civic, existing PD's

Mobility

FDOT Context	C4
Street Types	Main Street
Non-Vehicular Mobility	Pedestrian facilities on both sides of the street, bike lanes and bike racks
Transit	Transit generally available when in the Targeted Sector

Notes

[1] Public realm spaces, such as plazas or squares that are of high quality and achieve the tree canopy goals can take the place of required open space

POL 2.2.3: SUBURBAN CORRIDOR

Description and Purpose

Suburban Corridors are located along designated segments of arterial roadways in the Targeted and Established Sectors where historical development patterns primarily reflect low-rise commercial and office buildings with scattered residential uses, but where ample infill development and redevelopment opportunities exist. Although some Suburban Corridors have been developed with auto-dependent uses and may lack ideal access to public transit, they serve as an essential link between other centers and neighborhoods while providing a linear mix of land uses. Direct vehicular access to and from Suburban Corridors typically exist, but newly constructed frontage roads with on-street parking and other visually oriented streetscape amenities are encouraged within large infill and redevelopment sites.



Development Uses and Policies

Land Uses	Commercial, office and compatible light industrial; Multi-family, and multi-family above first floor in mixed use buildings
Development Density/Intensity	Maximum of 12 du/ac with low to moderate intensity development
Pedestrian Shed	Standard (1/4 mile) or Short (1/8 mile) < 10 minute walk
Open Space and Tree Canopy	30%* for developments > 1 acre; Reduced by 10% for developments <1 and >0.2 acres, and another 10% for developments <0.2 acre [1]
Main Civic Space	Square or Green
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Building facades are built close to sidewalk or may be setback from the street; Residential buildings have shallow setbacks
Building Frontage	Building fronts the primary street; Street facing facade have at least one entrance that faces the street; Residential buildings typically have stoops, porches or balconies
Building Height	Not to exceed 3 1/2 stories
Impervious Surface Coverage	n/a
Access	Direct street access; shared access and cross access between developments is common
Parking	Parking between buildings and along primary streets; Additional parking behind, beneath or beside street facing buildings; Parking areas have a perimeter landscaped buffer



Desired Land Use Transects and Mix

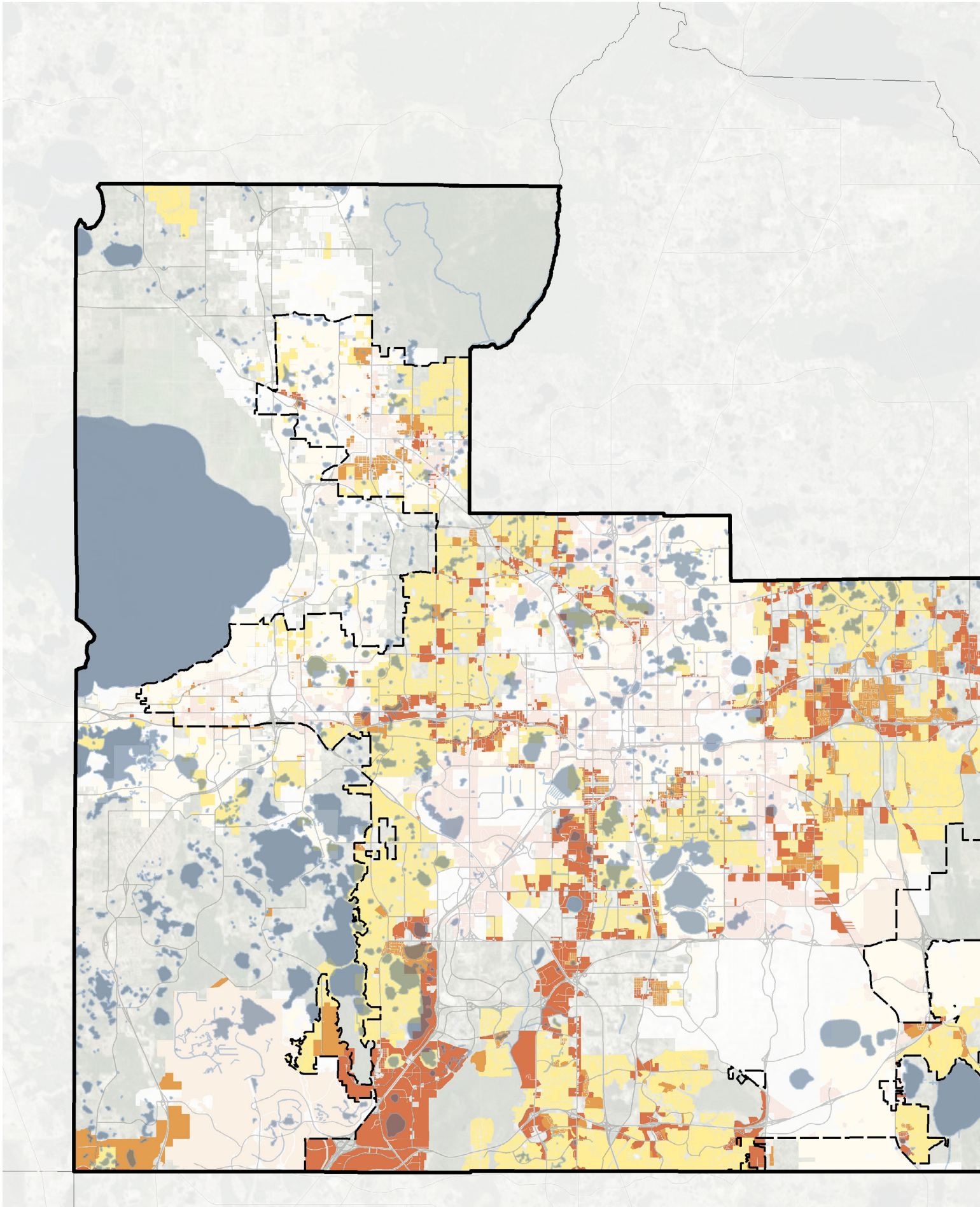
Transects & Desired Mix T5, T4, T3, T1, SZ Civic, existing PD's

Mobility

FDOT Context	C4 or C3
Street Types	Parkway, Boulevard, Avenue
Non-Vehicular Mobility	Pedestrian facilities on both sides of the street, bike lanes and bike racks
Transit	Transit generally available

Notes

[1] Public realm spaces, such as plazas or squares that are of high quality and achieve the tree canopy goals can take the place of required open space



OBJ 2.3: URBAN SERVICE AREA: PLACE TYPES - NEIGHBORHOODS; Neighborhoods are the residential section of the community or places accessible to nearby Centers within a pedestrian shed along transit or suburban corridors or to neighborhood serving and compatible uses.

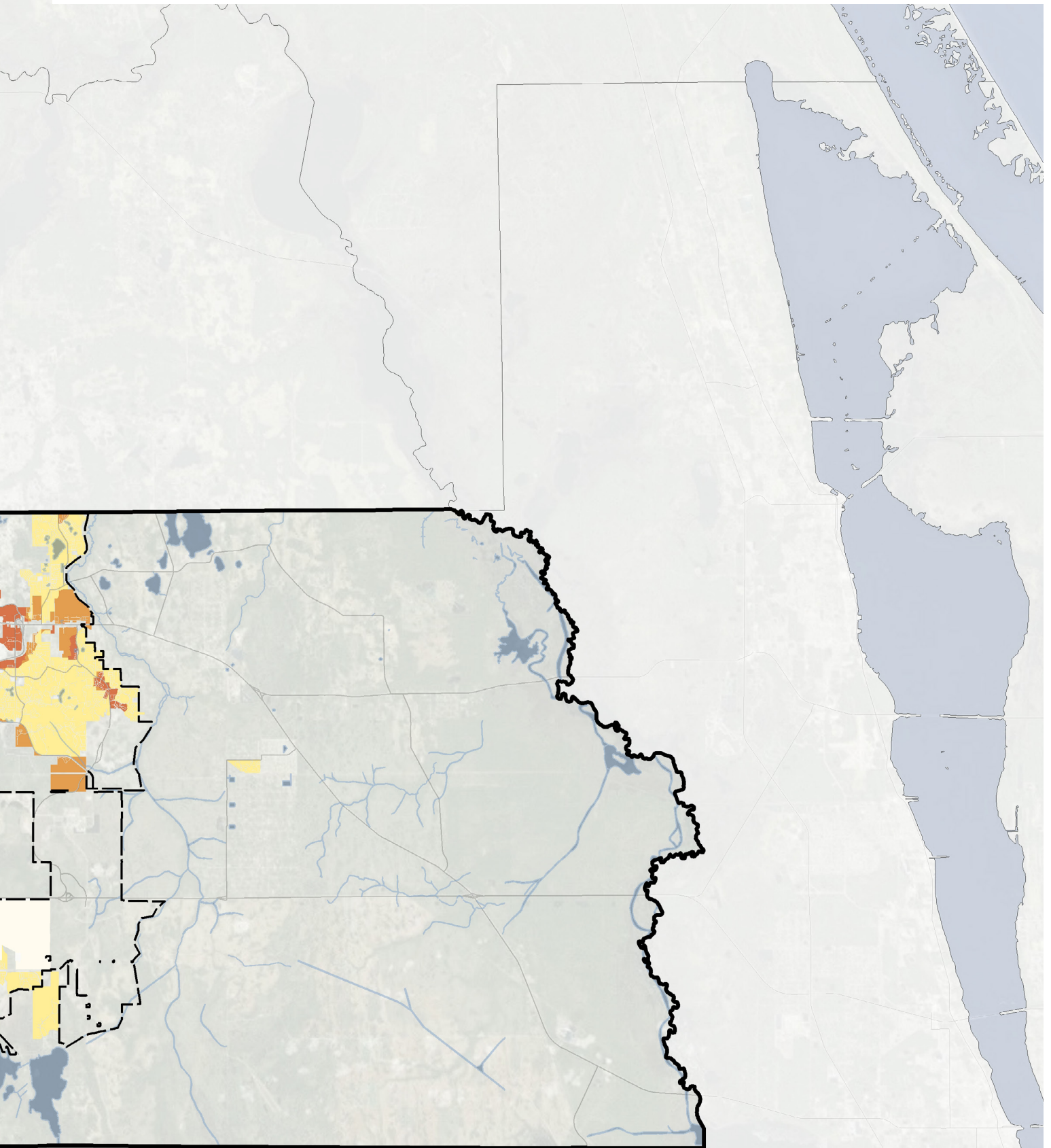


Illustration for general reference only. Refer to Map X.XXX for further information.

POL 2.3.1: TRADITIONAL NEIGHBORHOODS

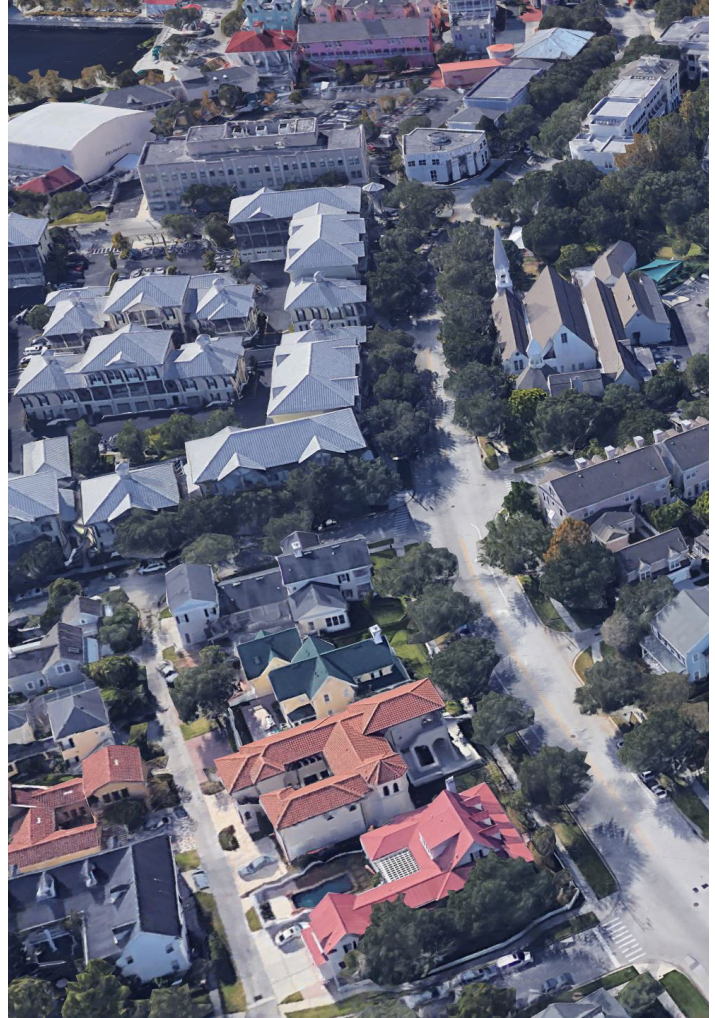
Description and Purpose

Existing or new residential neighborhoods that replicate historic development patterns found in 20th century American towns, and reflects some of their basic design elements. The built environment typically consists of an interconnected street network and small-to-medium block sizes, unless interrupted by environmental constraints or by other unavoidable breaks.

May be located within the Targeted Growth or Established, and serve as a transition between the more intense Urban and Neighborhood Centers, and the less intense Suburban and Suburban Mixed Neighborhoods.

These Neighborhoods provide greater connectivity and walkability, and are designed to support a variety of residential product types, including attached, semi-detached, and detached building types, and live/work units.

A mixture of supportive non-residential uses is also permitted when sited and designed to promote walking between uses and a variety of transportation modes, such as bicycles, transit, and automobiles.



Development Uses and Policies

Land Uses	Medium to low-medium density residential near walkable Centers with access to transit, interconnected streets, small to medium block sizes, and residential scale stores, offices and workplaces. Often includes mixed blocks of 'Missing Middle' housing types.
Development Density/Intensity	Maximum of 20 du/ac with moderate intensity of development
Pedestrian Shed	Standard (1/4)
Open Space and Tree Canopy	15%* for developments > 1 acre; Reduced by 10% for developments <1 and >0.2 acres, and another 10% for developments <0.2 acre
Main Civic Space	Square or Green
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Figure XX LID Techniques by Transect

Design Characteristics

Building Placement	Buildings oriented towards primary streets; Building facades of mixed use and/or commercial uses are built close to sidewalk; Residential buildings have shallow setbacks
Building Frontage	Residential units are likely to have balconies, stoops or porches; Single family residences typically have stoops or porches; Mixed use and commercial buildings have shop fronts at street level; Street facing facade have at least one entrance that faces the street
Building Height	Not to exceed 4 stories
Impervious Surface Coverage	n/a
Access	Direct street access; shared access and alleys
Parking	Parking behind the building or beside the street facing building facade on the primary street; Parking areas have perimeter landscaped buffers; Garages are located behind the front facade, under the buildings or to the rear of the buildings



Desired Land Use Transects and Mix

Transects & Desired Mix T5, T4, T3, T1, SZ Civic, existing PDs

Mobility

FDOT Context	C4
Street Types	Avenue, Main Street, Local
Non-Vehicular Mobility	Pedestrian facilities on both sides of the street, bike lanes and bike racks
Transit	Transit service generally available

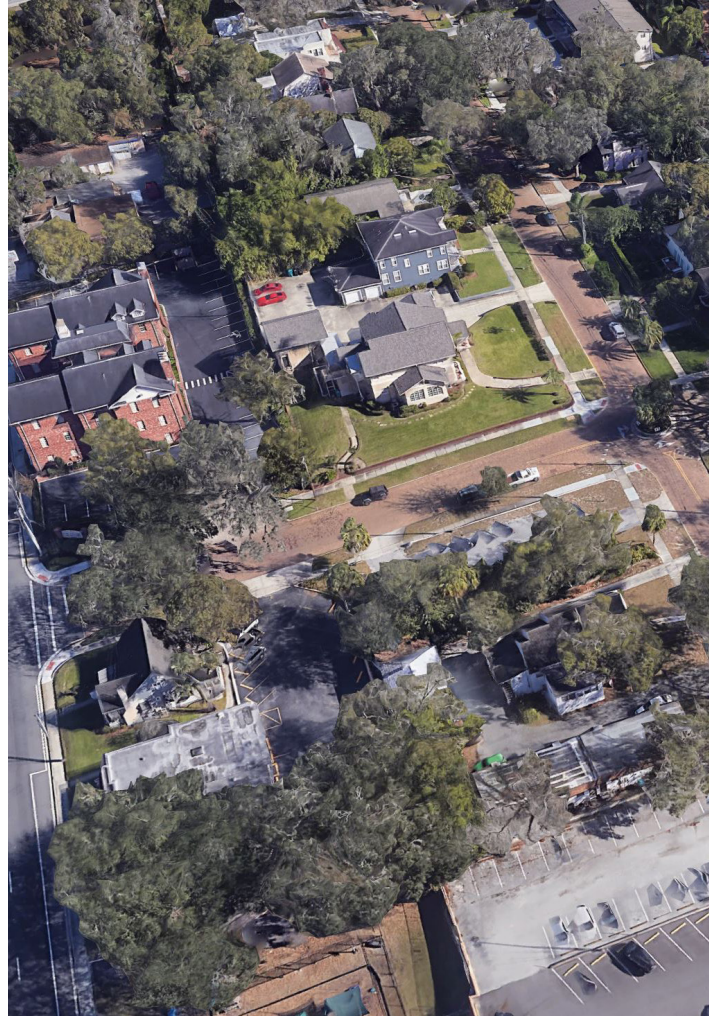
Notes

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POL 2.3.2: SUBURBAN MIXED NEIGHBORHOOD

Description and Purpose

Suburban Mixed Neighborhoods primarily consist of areas where a mix of single family detached homes and single family attached homes (townhome) are provided, and where public water, wastewater and in some locations reclaimed water service is available or is planned. With a maximum residential density of 12 units per developable acre, Suburban Mixed Neighborhoods provide greater opportunities for infill development where missing middle housing types may be constructed to help satisfy the County’s need for more affordable or attainable housing stock.



Development Uses and Policies

Land Uses	Residential blocks of single-family detached units and accessory dwellings, along with mixed blocks of missing middle housing that may include duplexes, triplexes, fourplexes, multiplexes, courtyards, bungalow courts, small carriage houses, townhomes, and live work, and accessory dwellings. These areas provide a transition from suburban single family neighborhoods to more intensive housing or non-residential uses.
Development Density/Intensity	Mixed blocks: Up to 12 dwelling units per acre (du/ac)
Pedestrian Shed	Short (1/8 mile)
Open Space and Tree Canopy	30% for developments > 1 acre; Reduced by 10% for developments < 1 and >0.2 acres, and another 10% for developments <0.2 acre [1]
Main Civic Space	Square or Green
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement
Building Frontage
Building Height
Impervious Surface Coverage
Access
Parking



Desired Land Use Transects and Mix

Transects & Desired Mix

Mobility

FDOT Context

Street Types

Non-Vehicular Mobility

Transit

Notes

[1] Public realm spaces that are high quality and achieve the tree canopy goals can take the place of required open space

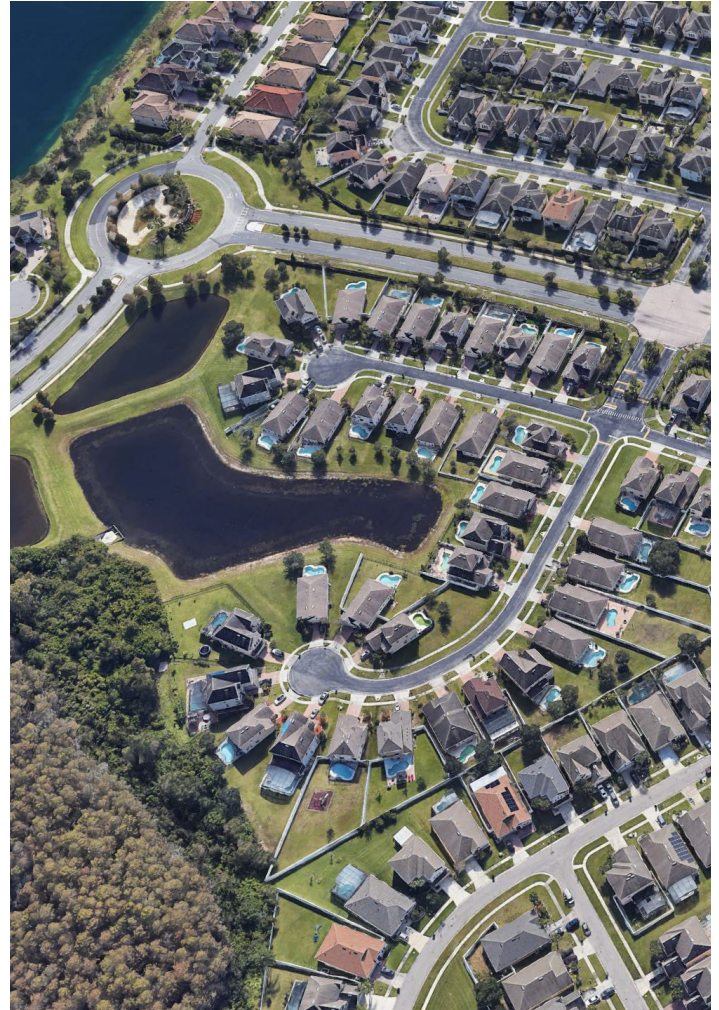
POL 2.3.3: SUBURBAN NEIGHBORHOOD

Description and Purpose

With a maximum residential density of six (6) dwelling units per developable acre, Suburban Neighborhoods primarily consist of single family detached and attached (townhome) residential housing units in existing conventional subdivisions, and where public water, wastewater and in some locations reclaimed water service is available or is planned.

Undeveloped or underdeveloped areas within Suburban Neighborhoods may also be used to accommodate new single-family residential infill development, including affordable or attainable “missing middle” housing types.

Density bonuses may be granted by the Board of County Commissioners for projects that provide affordable and/or attainable housing units and that would result in compatible single-family development.



Development Uses and Policies

Land Uses	Residential blocks of single-family detached units and accessory dwellings
Development Density/Intensity	Residential blocks: Up to 6 dwelling units per acre
Pedestrian Shed	Short (1/8 mile)
Open Space and Tree Canopy [1]	30% for developments > 1 acre; Reduced by 10% for developments <1 and >0.2 acres, and another 10% for developments <0.2 acre
Main Civic Space	Square or Green
Sewage Treatment	Centralized sewage treatment generally available within the Urban Service Area where connection to central water and sewer is required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Building facades are set back from the street; Accessory dwellings and buildings at the rear; Recessed garages
Building Frontage	Residential buildings typically have porches; At least one entrance faces the primary street
Building Height	Not to exceed 2 stories
Impervious Surface Coverage	n/a
Access	Individual driveways
Parking	1 space for 1 bedroom and larger; 0.5 spaces for studio, accessory unit; Garages are located behind the front facade or at the rear of the lot



Desired Land Use Transects and Mix

Transects & Desired Mix T3, T1, SZ Civic, existing PD's

Mobility

FDOT Context	C3
Street Types	Parkway, Avenue, Local
Non-Vehicular Mobility	Pedestrian facilities on both sides of the street; Greenways, Trails, Bikeways or bike lanes
Transit	Transit may be available

Notes

[1] Public realm spaces that are high quality and achieve the tree canopy goals can take the place of required open space

POL 2.3.4: RURAL RESIDENTIAL ENCLAVES

Description and Purpose

Rural Residential Enclaves play a critical role in supplying a variety of lifestyles and housing choices that foster rich, diverse and vibrant places.

Orange County shall continue to support these rural residential neighborhoods by addressing local compatibility challenges while promoting context-sensitive community planning solutions. (Added 8-31-18, Ord. 2018-17) (OBJ FLU2.5)

[SECTION INCOMPLETE - WORK IN PROGRESS]



Development Uses and Policies

Land Uses

Development Density/Intensity

Pedestrian Shed

Open Space and Tree Canopy

Main Civic Space

Sewage Treatment

Stormwater Treatment

Design Characteristics

Building Placement

Building Frontage

Building Height

Impervious Surface Coverage

Access

Parking



Desired Land Use Transects and Mix

Transects & Desired Mix

Mobility

FDOT Context

Street Types

Non-Vehicular Mobility

Transit

Notes

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POL 2.3.5: RURAL RESIDENTIAL ENCLAVES: Rural Residential Enclaves play a critical role in supplying a variety of lifestyles and housing choices that foster rich, diverse and vibrant places. The County shall continue to support these rural residential neighborhoods by addressing local compatibility challenges while promoting context-sensitive community planning solutions. (Added 8-31-18, Ord. 2018-17) (OBJ FLU2.5)

POL 2.3.6: Rural Residential Enclaves are generally described as established neighborhoods with a homogeneous and stable rural residential development pattern; well- defined or fairly defined geographic boundaries; and the presence of historic, physical, environmental, regulatory, or other site-specific constraints. Rural Residential Enclaves may also reflect other rural characteristics, despite being located in the Urban Service Area (USA), or in close proximity to designated urban growth areas. (Added 8-31-18, Ord. 2018-17) (FLU2.5.1)

POL 2.3.7: The following Rural Residential Enclaves are hereby established, with boundaries defined on Maps 25(a) through 25(d) of the Future Land Use Map Series:

- a. Lake Mabel Rural Residential Enclave
- b. Berry Dease Rural Residential Enclave
- c. Chickasaw Rural Residential Enclave
- d. Rocking Horse Rural Residential Enclave

(Added 8-31-18, Ord. 2018-17) (FLU2.5.2)

POL 2.3.8: Rural Residential Enclave designations must be initiated by the Board of County Commissioners (BCC), or by County staff, in coordination with the BCC. Comprehensive Plan Amendment(s) shall be required for all new designations, or changes to existing enclaves, with boundaries incorporated into the Future Land Use Map Series. (Added 8-31-18, Ord. 2018-17) (FLU2.5.3)

POL 2.3.9: Properties within Rural Residential Enclaves shall be subject to the minimum net developable land area [1] requirements and corridor guidelines as specified below, and as depicted on Maps 25(a) through 25(d) of the Future Land Use Map Series. (FLU2.5.4)

Rural Residential Enclaves - Development Requirements			
Rural Residential Enclave	Minimum Net Developable Area Requirement	Identified Rural Residential Corridors	Market Area
Lake Mabel	1.0 Ac. Min.	None	Southwest
Berry Dease	2.0 Ac. Min.	Berry Dease Road Sunderson Road Gregory Road	East
Chickasaw	1.0 Ac. Min.	S. Chickasaw Trail Chickasaw Farms Lane	East
Rocking Horse	2.0 Ac. Min.	Rocking Horse Road Tamanaco Trail Koi Road	East

[1] Minimum Net Developable Land Area as defined by Policy FLU1.1.2(c). (Added 8-31-18, Ord. 2018-17)

POL 2.3.10: Clustering of residential units to accommodate smaller lot sizes than as prescribed by Policy FLU2.5.4 shall be prohibited. (Added 8-31-18, Ord. 2018-17) (FLU2.5.5)

POL 2.3.11: Pursuant to and consistent with Policy FLU8.1.1(a) and Section 38-77, Orange County Code, uses of property within a Rural Residential Enclave shall be permitted by right or Special Exception, permitted with conditions or prohibited, in accordance with the zoning district in which the property is located. (Added 8-31-18, Ord. 2018-17) FLU2.5.6

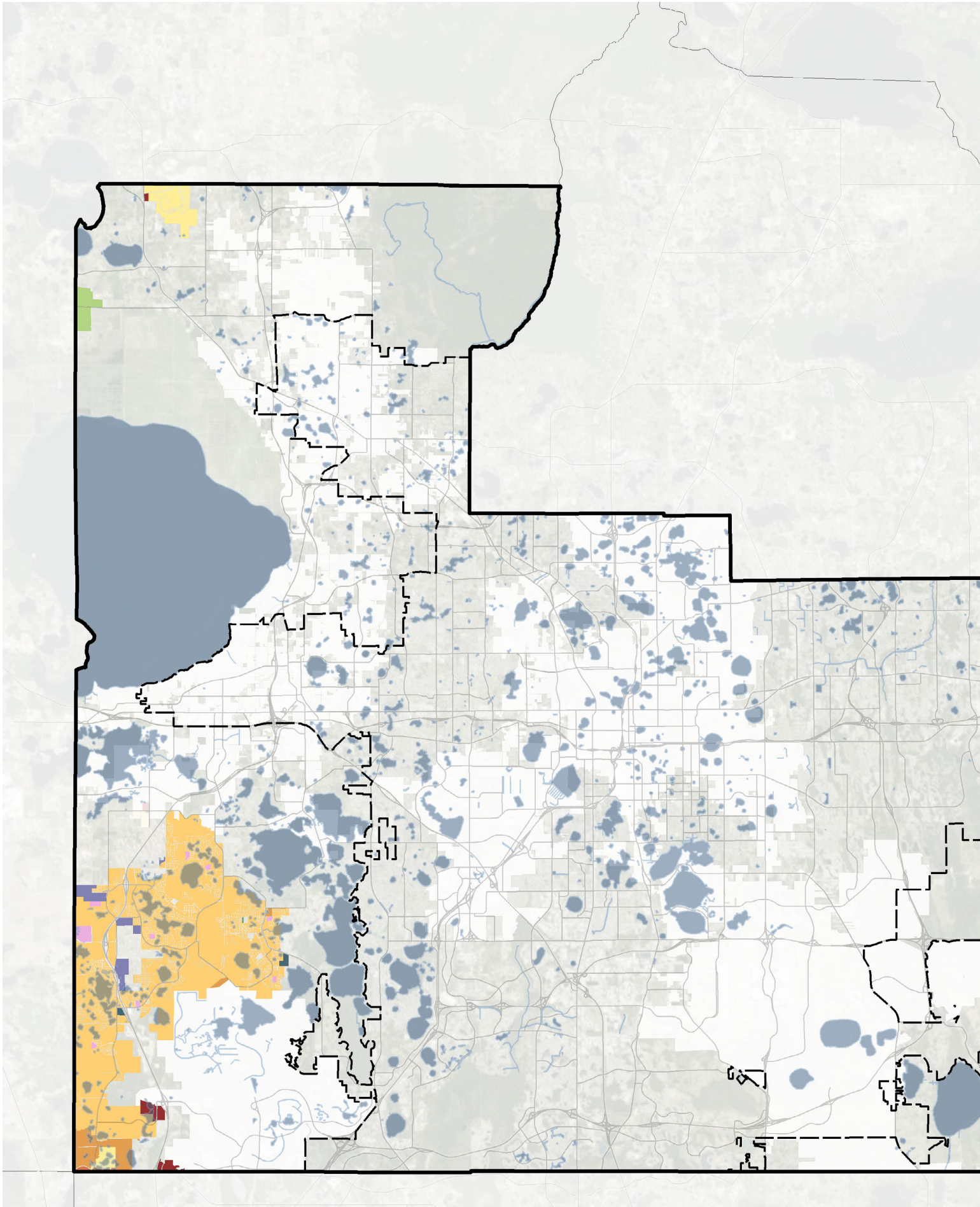
POL 2.3.12: To protect and enhance existing rural character, the following requirements and guidelines shall apply to all new development or redevelopment within Rural Residential Enclaves:

- a. Gated subdivisions shall be prohibited within Rural Residential Enclaves, except where those rights have been vested.
- b. Built forms commonly associated with suburban development, such as 'themed' subdivisions, entryway monuments, geometric or layered landscaping forms, or similar design elements shall be prohibited.
- c. Continuous masonry walls shall be prohibited along frontages of Identified Rural Residential Corridors, as specified by Policy FLU2.5.4.
- d. The existing character of Identified Rural Residential Corridors should be preserved and/or enhanced. Examples of character-defining elements include, but are not limited to:
 - i. Agriculture, croplands, pastures, rural open spaces, thickets of trees and bushes, hedgerows, natural topography, and other natural elements.
 - ii. Rural fencing, such as split-rail, paddock, picket, rustic timber, barbed wire, wire meshes or panels, livestock fences, or similar styles and materials.
 - iii. Narrow streets, often containing no more than two vehicular lanes, grass shoulders, and limited or absent lane striping.
 - iv. Drainage swales or other open stormwater systems, and the absence of curb-and-gutter systems.
 - v. Shared use of Right-of-Way by motorists, pedestrians, cyclists, and horses.
 - vi. Single-family residential frontages, often characterized by an organic distribution of homes and auxiliary structures, with large front setbacks, narrow residential driveways, and alternative paving materials.
 - vii. Shade trees, continuous street canopy, and scattered clusters of natural landscaping.

(Added 8-31-18, Ord. 2018-17) FLU2.5.7

OBJ 2.4 DENSITY BONUSES

[SECTION INCOMPLETE - WORK IN PROGRESS]



GOAL 3: INTENDED SECTOR FUTURE LAND USES

The Intended Sector requires planning for future infrastructure and transportation needs associated with new development in a systematic and coordinated fashion. These previously master-planned communities include the Horizon West Special Planning Area, the Innovation Way Overlay Area, Avalon Park, the Lake Pickett Study Area, and the Growth Centers. The primary objective of the Intended Sector is that development will occur consistent with their area specific policies, special area planned developments and/or regulating plans. These pre-planned areas require adequate infrastructure to support development according to their adopted master/development plan.

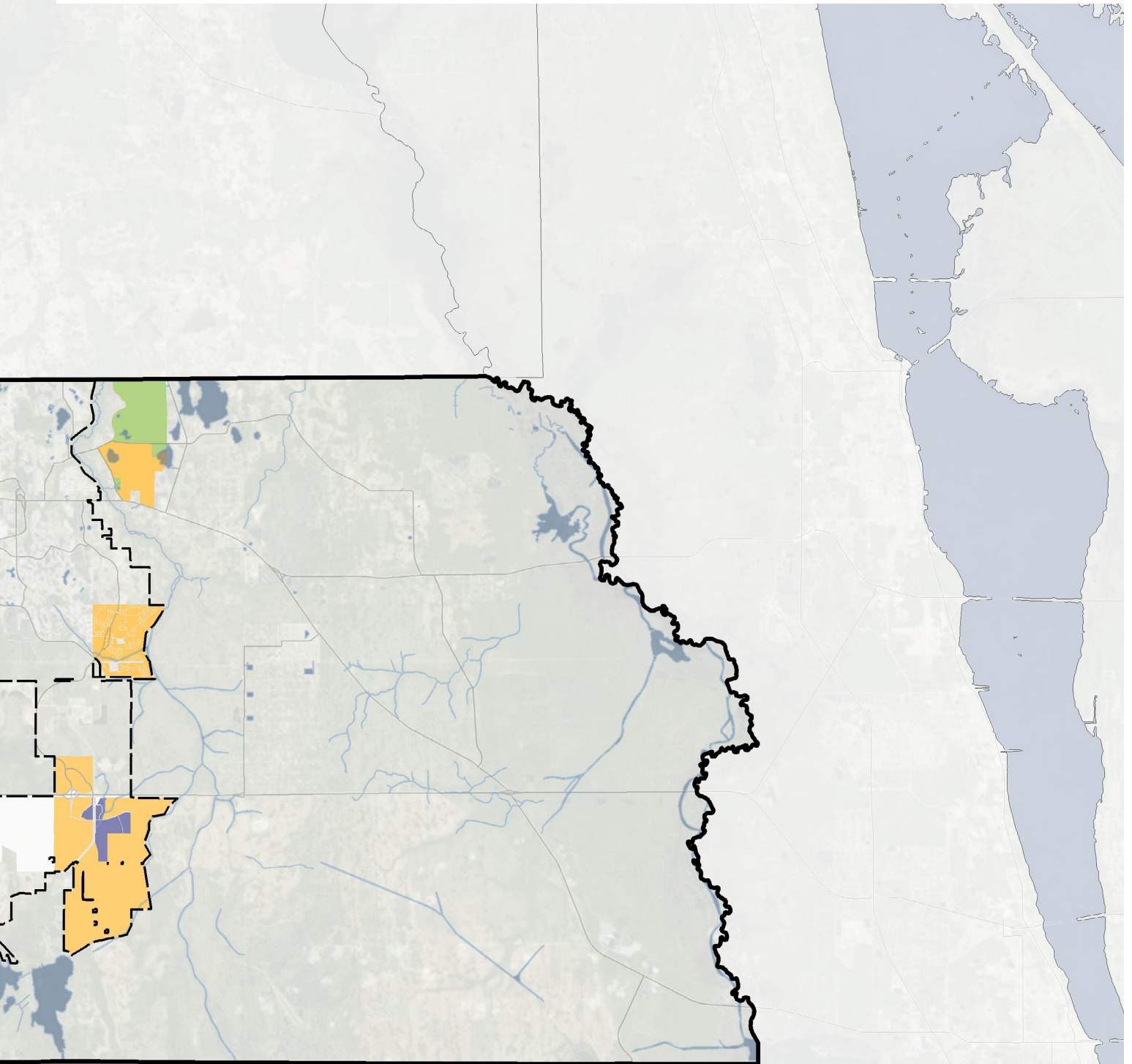


Illustration for general reference only. Refer to Map X.XXX for further information.

OBJ 3.1: INTENDED SECTOR FUTURE LAND USES; The Intended Sector emphasizes the creation and orderly growth of sustainable, complete communities within the framework of a master development plan or regulating plan.

POL 3.1.1: Within the Intended Sector, the following Future Land Use designations are allowed:

Intended Sector Future Land Use Designations

Intended Sector - FLU Designation	Applicable Development Regulations	Market Area
Village Horizon West (V)	Village Planned Development (PD) Code (Chapter 38)	Southwest
Growth Center (GC)	See Project Specific PD	Northwest (Growth Center Boundary) Southwest (Growth Center Resort PD) Northwest (Aviation Growth Center)
Avalon Park Traditional Neighborhood Development (TND)	See Avalon Park PD	East / Rural East
Innovation Way (IW)	See Project Specific Planned Development Regulating Plan (PD-RP)	South
Lake Pickett (LP)	See Project Specific PD-RP	Rural East

OBJ 3.2: AVALON PARK TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND); Avalon Park is a 1,860-acre master-planned Traditional Neighborhood Development (TND) located within the East and Rural East Market Areas that received its initial approval in 1998. Avalon Park was developed in accordance with New Urbanism planning concepts, which emphasize human-scale communities in which traditional-style neighborhoods are within easy walking distance of a town center. The community features a mix of housing types, civic uses, office/commercial buildings, and the Downtown Avalon Park area. Avalon Park includes approximately 3,400 single-family units, 1,431 multi-family units, and more than 500,000 square feet of commercial space. It also contains approximately 240 acres of wetlands, 400 acres of upland preserve, 250 acres of man-made lakes, and walking/biking trails. (Added 8/93, Ord. 93-20, Obj. 1.6-r)(OBJ FLU3.1)

Avalon Park Future Land Use Designation

FLUM Designation	General Description	Density/Intensity
Avalon Park Traditional Neighborhood Development (TND)	TND uses included mixed use communities with “towns and villages” designed to be within a walking distance of central commercial and transit stops. TNDs include a town center, public facilities, and open space designed to integrate with the residential development. A P-D zoning district is required.	Office 1.7 FAR Commercial 1.0 FAR Industrial 0.5 FAR

OBJ 3.3: INNOVATION WAY; The Innovation Way Overlay is a conceptual transect-based overlay designation where the County envisions a transit-ready, multi-modal mixed-use, walkable community with sustainable economic development, adequate public infrastructure, and the protection and resource management of environmentally sensitive areas. The Innovation Way policies and Environmental Land Stewardship Program (“ELSP”) ordinance provide the foundation necessary to support and guide the implementation of the Innovation Way vision. The overlay does not change the underlying land use – individual property owners must apply to change their Future Land Use designation to Innovation Way (IW) and rezone to PD-RP (Planned Development-Regulating Plan). (Added 08/08, Ord. 06-08, Objective 8.2; Amended 10/10, Ord. 2010-13, Obj. FLU5.2-r; Amended 01/16, Ord. 2016-04) (OBJ FLU5.1)

Innovation Way Future Land Use Designations

FLUM Designation	Innovation Way Transect Zone	Residential (Density)	Non-Residential (Intensity)
Innovation Way (IW)	T-1 Natural Zone (NZ)	N/A	See FLU5.1.7.1
	T-2 Rural Development Zone (RDZ)	Planned yield ¹ of 2 du per net developable acre- with a range of 1-4 du/ac	See FLU5.1.7.1
	T-3 Low-Medium Density Zone (LMDZ)	Planned yield ¹ of 3-4 du per net developable acre with a range of 1-10 du/acre	See FLU5.1.7.1
	T-4 Medium-Density Zone (MDZ) 1	Minimum ² of 7 du per net developable acre with a range of 4-20 du/acre	See FLU5.1.7.1
	T-5 Transit Station Area Core 2	Minimum ² of 10 du per net developable acre with range of 7-100 du/acre	See FLU5.1.7.1
	T-SD Special District	Established through the CRP process	Established through the CRP process

OBJ 3.4: VILLAGE HORIZON WEST; Horizon West Properties include those that are designated “Village” on the Future Land Use Map (FLUM), with specific parcel development entitlements assigned and secured with the approval of a required Planned Development / Land Use Plan (PD/LUP). Horizon West was originally established through the State of Florida’s Sector Planning program in 1996, but was released from the program in 2016. Currently, there are six adopted Special Planning Areas (Villages) – Lakeside, Bridgewater, Town Center, Village F, Village H (Hickory Nut), and Village I. Policies for Horizon West are found in the Southwest Market Area Chapter.

Areas of Horizon West that are not included in an approved Village retain a base residential density of one (1) dwelling unit per ten (10) developable acres, consistent with the Rural Future Land Use Map (FLUM) designation.

Horizon West Future Land Use Designations - Refer to Adopted Special Planning Areas

FLUM Designation	General Description	Density/Intensity
Village Horizon West (V)	Horizon West is a mixed-use integrated development that includes integrated neighborhoods and schools. Must be a minimum of 1,000 acres and consist of two neighborhoods. Boundaries established through Special Planning Area. Includes minimum densities (5 DU/AC), design standards, and requirements for adequate public facilities. Must be developed as PD; separate calculation standards are required.	One dwelling unit per 10 acres, unless approved as a SPA. Densities and intensities are designated through implementation of SPAs at the Planned Development stage.

POL 3.4.1: Orange County shall use 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; 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 uses a creative design approach to address regional, environmental, transportation, and housing issues. Properties with Village Future Land Use Map (FLUM) designation, as well as six villages adopted to date, are depicted on Map 2 of the FLUM series. (Added 6/95, Ord. 95-13; Amended 5/97, Ord. 97-07, Obj. 6.1; Amended 11/13, Ord. 2013-22; Amended 11/16, Ord. 2016-26) (OBJ FLU4.1)

OBJ 3.5: LAKE PICKETT; The Lake Pickett Future Land Use Map (FLUM) Amendment and Conceptual Regulating Plan (CRP) and Lake Pickett Planned Development Regulating Plan (PD-RP). Development approval of a community within the Lake Pickett Study Area shall require an LP Future Land Use Map designation, public outreach, an approved Transportation Term Sheet or other transportation mitigation framework presented to and reviewed by the Board of County Commissioners and corresponding Agreement(s) for provision of infrastructure, and an approved Lake Pickett PD-RP, which determines the adopted boundaries and location of the Transect Zones. The proposed Transect Zone locations shall be illustrated on a Conceptual Regulating Plan (CRP) during the FLUM amendment process and finalized on an approved Lake Pickett PD-RP.

Lake Pickett Future Land Use Designation

FLUM Designation	General Description	Density/Intensity
Lake Pickett (LP)	The LP designation provides for a transition of development from surrounding rural neighborhood densities and preservation areas to more dense development towards the center of the Lake Pickett Study Area. Transition is provided through compatibility measures.	Transect-based; Densities/intensities established on a Conceptual Regulating Plan

OBJ 3.6: GROWTH CENTERS; Growth Center is a future land use designation for properties located outside of the Urban Service Area created to guide urban-scale development implemented through Joint Planning Area agreements with other jurisdictions. The Growth Centers currently approved in the County are: the Northwest Growth Center, Growth Center/Resort PD (GC/RPD), and the Aviation Growth Center (AGC). Once an area is approved as a Growth Center on Orange County’s FLUM, urban densities and intensities (and FLUM designations) may be considered, based on Joint Planning Area (JPA) agreement between Orange County and the adjacent jurisdiction providing utilities. Growth Centers established prior to June 21, 2011, and which would not be consistent with the provisions of this Objective or associated Policies, shall be permitted to continue subject to the Future Land Use Goals, Objectives and Policies under which the Growth Center was originally approved. (Amended 10/11, Ord. 2011-08, Obj. 1.2) (OBJ FLU7.4)

POL 3.6.1: Growth Center is a Future Land Use designation implemented through Joint Planning Area agreements with external jurisdictions. These agreements provide, at a minimum, that the County will not incur initial capital costs for utilities. Orange County has three Growth Centers – one in the northwest referred to as the Northwest Growth Center, one in the southwest referred to as Growth Center/Resort/PD, and the Aviation Growth Center.

Growth Centers Future Land Use Designations - Refer to Growth Center Maps and Policies

FLUM Designation	Location	General Description	Density/Intensity
Growth Center (boundary)	----	Growth Center recognizes urban development outside and adjacent to the boundaries of unincorporated Orange County. New Growth Centers or extensions shall be established only as part of adopted JPAs. The initial capital costs will not be incurred by Orange County. A PD is required.	Refer to PD(s)
Northwest Growth Center	Immediately South of Mount Dora	n/a	n/a
Growth Center/Resort PD (GC/RPD)	Located in Southwest Orange County on the boundary of Orange and Osceola Counties	GC/RPD is similar to GC boundary in GC requirements, but it also must have a minimum of 200 acres. FLU 7.4.7 states applicant must demonstrate clear rationale for separating from Horizon West. See FLU7.4.1 – FLU 7.4.7.	Refer to PD(s)
Aviation Growth Center (AGC)	North of Lake Apopka on the Orange/Lake boundary	The purpose of the AGC is to anticipate and coordinate development related to future establishment of a general aviation facility within the West Orange Aviation District.	Refer to FLU7.4.9

POL 3.6.2: Establishment of new or extensions of existing Growth Centers shall only be accomplished through an amendment to the Comprehensive Plan, along with:

- a. Joint Planning Area agreement that is consistent with the Intergovernmental Coordination Element. If appropriate, the Joint Planning Area agreement shall define the Growth Center boundary and establish Future Land Use Map designations, infrastructure and utility provision, and development regulations., as applicable, or
- b. Service agreement between Orange County and a duly established Authority enabled to provide or secure an adequate level of urban public facilities and services to serve the use(s) for which the Authority is responsible, or
- c. Agreement with other service providers for the provision of all necessary public facilities and services. (Added 8/92, Ord. 92-24; Amended 2/96, Ord. 96-13; Amended 10/11, Ord. 2011-08, Policy 1.2.1-r) (FLU7.4.1)

POL 3.6.3: After the adoption of a Joint Planning Area or Service agreement, the Future Land Use Map may be amended to reflect the boundaries and future land use of Growth Centers, if other Comprehensive Plan and application requirements are met. (Amended 10/11, Ord. 2011-08, Policy 1.2.2-r) (FLU7.4.2)

POL 3.6.4: Urban intensities shall be permitted in designated Growth Centers when urban services are available from other sources as approved by Orange County, consistent with the appropriate policies of the Comprehensive Plan. If services and facilities sufficient to maintain adopted level of service standards are not available concurrent with the impacts of development, the development will be phased such that the services and facilities will be available when the impacts of development occur or the development orders and permits will be denied. (Policy 1.2.3)(FLU7.4.4)

POL 3.6.5: Development in Growth Centers shall only occur when someone other than Orange County incurs the initial capital cost of the required urban facilities and the incremental cost of the required urban services. Consistent with applicable law, paybacks shall be implemented with respect to future users benefiting from the supplied facilities and services; but such paybacks shall not be from Orange County except as a conduit.

The provision of service by Orange County may be permitted when all of the following criteria are met:

- a. The connection point(s) to Orange County facilities exists within two (2) miles (as measured along existing road right of way) of the proposed "affordable housing development;"
- b. Capacity is available at the time of the requested Growth Center amendment;
- c. Extension of services and facilities and reservation of capacity is at the expense of someone other than Orange County.

(Added 8/92, Ord. 92-24; Amended 10/11, Ord. 2011-08, Policy 1.2.4)(FLU7.4.5)

POL 3.6.6: Within a Growth Center, all new development must apply for Planned Development zoning, in order to specifically identify densities, intensities and mixture of land use. Additionally, all new development and substantial redevelopment in portions of Growth Centers located within the Wekiva Study Area shall adhere to the development standards adopted to implement the Wekiva Parkway and Protection Act, Ch. 369, Part III, FS. Such standards shall include, but are not limited to one or more of the following:

- d. Additional stormwater treatment and retention (maintenance of water quality and recharge);
- e. Enhanced wastewater treatment;
- f. Limitations of certain allowed uses within the most vulnerable portions of the Study Area;

- g. Subdivision standards;
- h. Open space requirements;
- i. “Smart growth” roadway design standards;
- j. Parking lot design standards,
- k. Upland habitat protection, and
- l. Such other measures as required to protect ground and surface water in the Wekiva Study Area.

(Added 11/95, Ord. 95-35, Ord. 2007-20, Policy 1.2.5) (FLU7.4.6)

GOAL 4: RURAL SECTOR FUTURE LAND USES AND PLACE TYPES

Orange County shall designate that portion of the County outside the Urban Service Area as the Rural Service Area. The Rural Service Area Place Types are characterized by open spaces, agricultural uses, and very low-density residential development that does not require urban services. Protection and conservation of environmental resources and wildlife are a primary goal of maintaining the Rural Service Area. (GOAL FLU 6?) (Obj 6.1)

OBJ 4.1: RURAL SERVICE AREA: PROTECTION OF RURAL LAND RESOURCES AND OTHER ASSETS; The portion of the County outside of the Urban Service Area is designated as the Rural Service Area to promote the management of land uses within the Rural Service Area, including agricultural lands, historic resources, and Rural Settlements, together with environmental lands, natural resources, and the Wekiva Study Area and Econlockhatchee River Protection Areas environmental lands, so as to conserve these assets and their values. The intended rural character and assets of the Rural Service Area shall be promoted through the following policies. (Goal 2-r; Amended 07/16, Ord. 2016-17) (GOAL FLU6) (Obj. 2.3) (OBJ FLU6.1)

POL 4.1.1: The Future Land Use densities and intensities for the Rural Service Area are:

Rural Service Area Future Land Use Designations		
FLUM Designation	General Description	Density/Intensity
Rural/Agricultural (R)	Rural promotes long-term viability of agricultural uses as an economic asset while allowing single family residential on large lots. Compatible non-residential activity may be related to agribusiness.	1 DU/10 AC
Rural Cluster (RC)	Rural conservation subdivision	1 DU/5 AC; cluster 50% OSR 50 AC min size; 2 AC min lot size to qualify
Rural Hamlet (RH)	Refer to XXX	70% Preserved - 2 du/ac clustered
Rural Village (RV)	Refer to XXX	70% Preserved - 4 du/ac clustered

(FLU6.1.1) (Amended 07/16; Ord. 2016-17)

POL 4.1.2: Residential uses in areas designated Rural shall be limited to a maximum density of 1 du/10 ac, and may be permitted in the Rural Cluster (RC) Place Type limited to a maximum density of 1 du/2 ac. The minimum open space for the Rural Cluster (RC) is 50%. Where required for protection of significant environmental features such as Wekiva Study Area, Class I conservation areas, or rare upland habitat, additional conservation and open space may be required. (Added 11/99, Ord. 99-19; Amended 10/10, Ord. 2010-13, Policy 2.2.4-r) (FLU6.1.3)

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

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

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

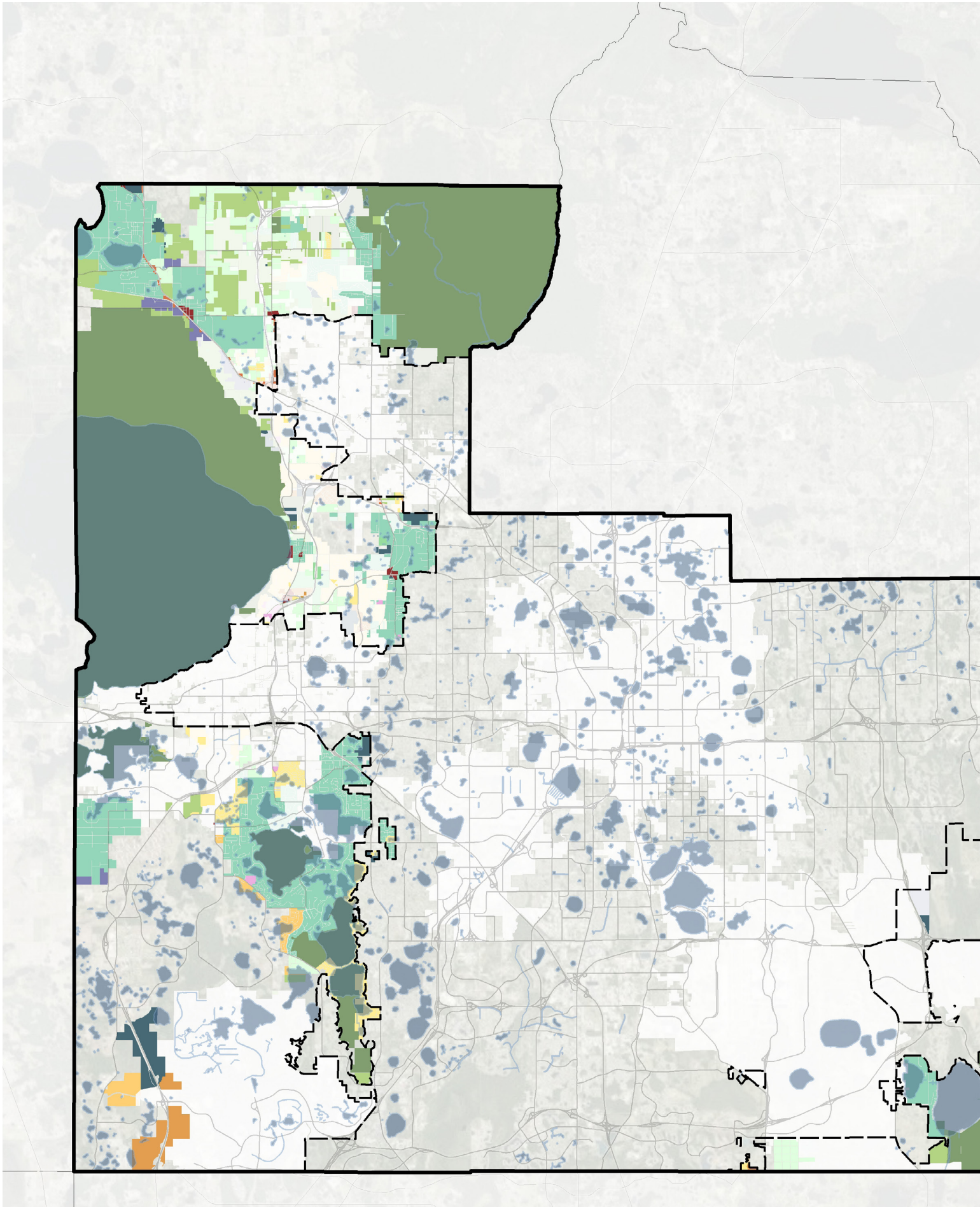
POL 4.1.6: Orange County shall protect and promote the vitality of the nursery industry in Northwest Orange County. (FLU6.1.11)

POL 4.1.7: Orange County shall continue to promote the long-term viability of agricultural uses, and agribusiness itself, as an economic asset. (Obj. 2.2-r) (FLU6.1.12)

POL 4.1.8: Orange County will support the creation and availability of fresh food initiatives and efforts, including local farmers markets, community vegetable gardens, and other small scale agricultural efforts that promote local sustainability. (FLU6.1.13)

POL 4.1.9: LAKE MABEL RURAL RESIDENTIAL ENCLAVE.

[SECTION INCOMPLETE - WORK IN PROGRESS]



OBJ 4.2 : RURAL SECTOR FUTURE LAND USES AND PLACE TYPES; Orange County shall designate that portion of the County outside the Urban Service Area as the Rural Service Area. The intended rural character and assets of the Rural Service Area shall be promoted through implementation of rural place types and future land uses.

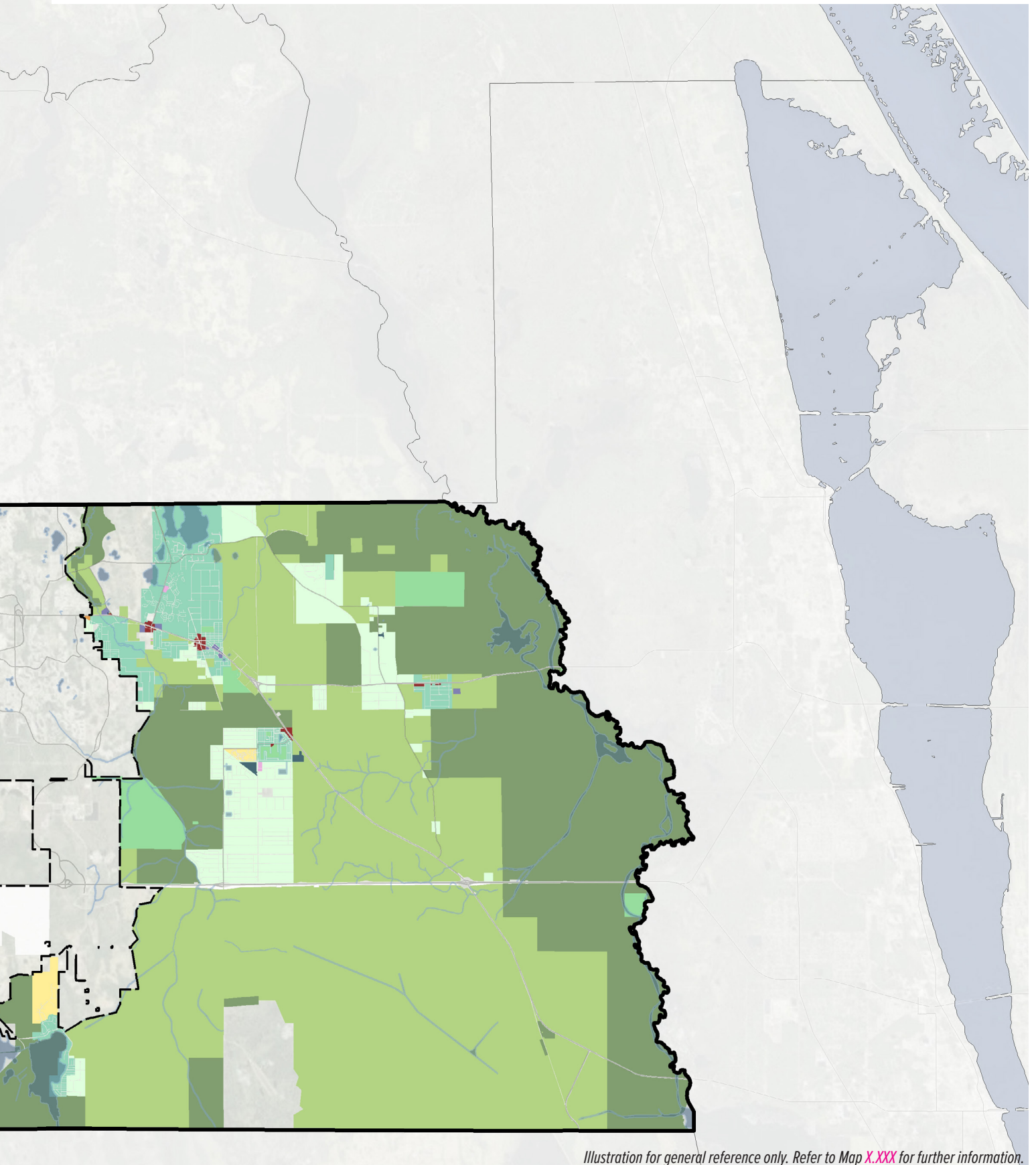


Illustration for general reference only. Refer to Map X.XXX for further information.

POL 4.2.1: RURAL CENTER

Description and Purpose

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



Development Uses and Policies

Land Uses	Neighborhood Commercial, Office, Single Family detached or attached, and Institutional Uses
Development Density/Intensity	2 du/acre / 0.15 FAR
Pedestrian Shed	n/a
Open Space and Tree Canopy	n/a
Main Civic Space	The public realm and civic spaces are infrequent
Sewage Treatment	On-site sewage disposal
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Building designs compatible with the area’s rural setting; Buildings setbacks from the road vary; Parking areas may occur on the side or the back of buildings
Building Frontage	Non-residential and mixed-use buildings have store fronts at street level; Residential buildings have front porches; At least one primary entrance faces the street
Building Height	Not to exceed 3 stories with limitations to transition to complement the scale of existing Rural Settlement community
Impervious Surface Coverage	n/a
Access	Limited curb cuts, shared access
Parking	Parking areas behind or beside the front facade on the primary road



Desired Land Use Transects and Mix

Transects & Desired Mix T2, T1, SZ Civic, existing PD's

Mobility

FDOT Context	C2, C1 (See FDOT context classification for C2T)
Street Types	Parkway, Avenue, Main Street, Local
Non-Vehicular Mobility	Low to moderate levels of connectivity with rural routes, greenways and multi-use trails/paths leading to surrounding rural areas and open space
Transit	Planned transit may be available to the Rural Center.

Notes

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POL 4.2.2: RURAL (PLACE TYPE)

Description and Purpose

Within the Rural Service Area, the intended rural character and assets shall be promoted primarily through the establishment of the Rural Place Type designation. This shall enforce criteria to ensure the scale, and density and/or intensity of development.

Rural place types may include working farms actively used for agricultural activities, such as cultivated cropland, pastures, agritourism, agribusiness, and raising livestock. The physical environment may consist of fences, tree rows, wooded areas, ponds, or large swales to drain cropland. Rural place types allow for the primary residence of the property owner and any out-buildings associated with the activities of a working farm — otherwise, these are places characterized by natural or cultivated landscapes with minimal development.

[WORK IN PROGRESS - ADDITIONAL CUTSHEET NEEDED FOR RURAL CLUSTERS]



Development Uses and Policies

Land Uses	Greenhouses and nurseries, agriculture, single-family residential, open space, parks
Development Density/Intensity	Average maximum density of 1 du/10 ac; may allow rural clustered development on smaller 2 acre lots to preserve open spaces and agricultural uses provided the average maximum density is not exceeded.
Pedestrian Shed	N/A
Open Space and Tree Canopy	Farmland and natural areas, large undeveloped parks.
Main Civic Space	N/A
Sewage Treatment	On-site sewage disposal
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	Primary residence of the property owner, accessory dwellings, and any out-buildings associated with the activities of a working farm are on large lots set back from the street.
Building Frontage	Residential buildings typically have porches; At least one entrance faces the primary street
Building Height	Not to exceed 2 stories
Impervious Surface Coverage	n/a
Access	Private driveways and garages
Parking	1 space for 1 bedroom and larger; 0.5 spaces for studio, accessory dwelling unit; Garages are located behind the front facade or at the rear of the lot



Desired Land Use Transects and Mix

Transects & Desired Mix T2, T1, SZ Civic, existing PD's

Mobility

FDOT Context C2, C1

Street Types Parkway, Avenue, Local

Non-Vehicular Mobility Automobile-oriented, large blocks, rural routes, gravel roads, greenways, multi-use trails

Transit On-demand or paratransit may be available

Notes

GENERAL NOTE: FOR RURAL CLUSTER POLICIES AND STANDARDS, REFER TO XXX.XXX

POL 4.2.3: RURAL HAMLET

Description and Purpose

A Rural Hamlet is a distinct, free-standing, and residential community located in the rural countryside, and surrounded by open land generally reserved for environmental and agricultural purposes. Rural Hamlets must have access to central water and wastewater service, and all public and/or private roadways shall be designed in a 2-lane rural context. Each Rural Hamlet is also comprised of a compact “Hamlet Core” that contains a majority of all residential units. The development areas immediately beyond the Hamlet Core are made up of very low-density residential development, agriculture, or preserved natural areas. Rural Hamlets also provide a limited amount of community open space, and typically in the form of small greens for gathering. Finally, a Rural Hamlet shall be structured to include a Short Pedestrian Shed, creating a limited but walkable environment within an otherwise rural context.



Development Uses and Policies

Land Uses	Greenhouses and nurseries, agriculture, single-family residential, open space, greens and parks.
Development Density/Intensity	Min. Land Area of 300 gross acres.
	Max. residential density of 2 du / developable acre [1], but located and clustered within Hamlet Core only.
	Min. 70% of gross acres preserved, or used only for agricultural and/or residential purposes with a max. density of 1 unit per 20 acres, and min. 20-acre lot sizes.
	Max. 30% of gross acres used for other development purposes and supportive rights-of-way and stormwater; and excluding any classified wetlands or natural waterbodies as measured by the normal high-water-line.
Pedestrian Shed	Short Pedestrian Shed
Open Space and Tree Canopy	To be Determined
Main Civic Space	Small greens or parks
Sewage Treatment	On-site sewage disposal
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations

Design Characteristics

Building Placement	To be Determined; Development within the Hamlet Core shall meet the design characteristics of Rural Centers (See Policy x.x.x)
Building Frontage	To be Determined
Building Height	Not to exceed 2 stories
Impervious Surface Coverage	n/a
Access	Private driveways or garages;
Parking	1 space for 1 bedroom and larger;
	0.5 spaces for accessory unit; Garages are located behind the front facade or at the rear of the lot



Desired Land Use Transects and Mix

Transects & Desired Mix T4 Rural, T3, T2, T1, SZ Civic

Mobility

FDOT Context	C2, C1 (check FDOT for Context classification for rural towns, centers)
Street Types	Parkway, Avenue, Local
Non-Vehicular Mobility	Automobile-oriented, large blocks, rural routes, gravel roads, greenways, multi-use trails
Transit	On-demand paratransit may be available

Notes

[1] Developable Acreage: gross acreage, less natural waterbodies and classified wetlands.

POL 4.2.4: RURAL VILLAGE

Description and Purpose

A Rural Village is a complete, mixed-use rural community, standing free in the countryside, and surrounded by open land that is generally reserved for environmental and agricultural purposes. Rural Villages must have access to central water and wastewater service, and most public and/or private roadways shall be designed in a 2-lane rural context. Each Rural Village is also comprised of a compact “Village Core” that contains not only a majority of all residential units, but also a smaller Village Center District with a mixture of residential units, and commercial, office, and civic/institutional uses that primarily serve and cater to rural residents. The development areas immediately beyond the Village Core are made up of very low-density residential development, agriculture, or preserved natural areas. Rural Villages also provide a limited amount of community open space spread across the developable environment in the form of playgrounds, passive civic areas; or as small greens or plazas within the Village Core. Finally, a Rural Village shall be structured to include a Standard Pedestrian Shed, whereby fully walkable neighborhoods with a small mixed-use district are established in a rural context.

Development Uses and Policies

Land Uses	Greenhouses and nurseries, agriculture, single-family residential, open space, parks, and other non-residential uses within the Village Center.
Development Density/Intensity	Min. Land Area of 600 gross acres.
	Max. residential density of 4 du / developable acre [1], but located and clustered within Village Core only.
	Min. 70% of gross acres preserved, or used only for agricultural and/or residential purposes with a max. density of 1 unit per 20 acres, and min. 20-acre lot sizes.
	Max. 30% of gross acres used for other development purposes, including residential neighborhoods, the Village Center, and supportive rights-of-way and stormwater; and excluding any classified wetlands or natural waterbodies as measured by the normal high-water-line.
Pedestrian Shed	Standard Pedestrian Shed
Open Space and Tree Canopy	To be Determined
Main Civic Space	Square or Village Green
Sewage Treatment	Centralized water and sewer services required
Stormwater Treatment	See Article XX, Division XX: Low Impact Development Regulations



Design Characteristics

Building Placement	To be Determined; Development within the Hamlet Core shall meet the design characteristics of Rural Centers (See Policy x.x.x)
Building Frontage	To be Determined;
Building Height	Not to exceed 2 stories
Impervious Surface Coverage	n/a
Access	Private driveways and garages
Parking	1 space for 1 bedroom and larger; 0.5 spaces for accessory unit; Garages are located behind the front facade or at the rear of the lot



Desired Land Use Transects and Mix		Mobility	
Transects & Desired Mix	T4 Rural, T3, T2, T1, SZ Civic	FDOT Context	C3, C2, C1 (Check FDOT context classification for Rural Towns, Centers – C2T?)
		Street Types	Parkway, Avenue, Local
		Non-Vehicular Mobility	Automobile-oriented, large blocks, rural routes, gravel roads transition to Pedestrian facilities on both sides of the street within the suburban neighborhoods and Village Center; Greenways, Multi use Trails.
		Transit	Planned transit may be available to the Village Center.

Notes

[1] Developable Acreage: gross acreage, less natural waterbodies and classified wetlands.

OBJ 4.7: RURAL SETTLEMENTS; Rural Settlements provide for a rural residential lifestyle. In some instances, Rural Settlements allow a transition of rural areas adjacent to the Urban Service Area while avoiding development in active agricultural areas. Rural Settlements were intended to recognize and preserve existing development patterns at the time the Comprehensive Plan was adopted in 1991. The creation of Rural Settlements recognized the need to maintain agricultural areas and rural uses in the Rural Service Area, while providing for rural communities. (Added 12/00, Ord. 00-25, Obj. 2.1-r)

Table XX, in POL 1.15.4, lists the Rural Settlements within their four Market Areas. To maintain adequate potable water and wastewater quality for Rural Settlements, new construction or extension of central water systems serving Rural Settlements may be approved by the BCC on a case-by-case basis consistent with the Comprehensive Plan. For these services to be considered, the BCC must make a finding of need for the services as well as a finding of consistency with the Comprehensive Plan. At this time, the BCC has made such a finding in only one instance – that the extension of potable water facilities was required to remediate health and safety concerns in the Bithlo and Wedgefield Rural Settlements.

POL 4.7.1: The following Rural Settlements shall be designated on the Future Land Use Map, as classified by Market Area, to meet the desire for a rural lifestyle. No new Rural Settlements or expansions to the existing Rural Settlement boundaries shall occur. (FLU 6.2.1) The intent of the prohibition of expansions of existing or the creation of new rural settlements is to focus development within the County’s Urban Service Area and discourage the proliferation of extended Rural Settlement boundaries. In addition, this policy will allow time for vacant and committed lands within existing Rural Settlements to develop as a means of satisfying this style of living. (Added 12/00, Ord. 00-25; Amended 6/10, Ord. 10-07, Policy 2.1.1-r)

Rural Settlements in Orange County by Market Areas

Northwest Market Area	Southwest Market Area	South Market Area	Rural East Rural East
Apopka / Wekiva RS	Gotha RS	Lake Hart / Lake Whippoorwill RS	Bithlo RS
Clarcona RS	Lake Avalon RS	Lake Mary Jane RS	Corner Lake RS
North Otter Lake RS	Tildenville RS		Lake Pickett RS
Paradise Heights RS	West Windermere RS		Sunflower Trail/Seward Plantation RS
Rainbow Ridge RS			Wedgefield RS
Tangerine RS			North Christmas RS
Zellwood RS			Christmas RS
Zellwood Station RS			

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POL 4.7.2: The Future Land Use densities and intensities for Rural Settlements are:

Rural Settlements (Former FLU 1.1.4H)		
FLUM Designation	General Description	Density/Intensity
Rural Settlement 1/5 (RS 1/5)	RS 1/5 recognizes and preserves existing development patterns, provides for a rural residential lifestyle, and manages the transition of rural areas near the USA	1 DU/5 AC
Rural Settlement 1/2 (RS 1/2)	Similar to above but the acreage required is less.	1 DU/2 AC
Rural Settlement 1/1 (RS 1/1)	Similar to above, but lots once again are smaller size	1 DU/1 AC
Rural Settlement Low Density (RSLD 2/1)	RSLD is intended to recognize existing development patterns and rural and suburban lots at 2 DU/AC. However, this category may be suited for new residential projects abutting urban development in adjacent municipalities.	2 DU/1 AC
Rural Center		
Replaces rural settlement office/commercial	See Future Land Use Policy FLU 6.2.9	DISCUSS & UPDATE

POL 4.7.3: Every effort shall be made to preserve the existing character of the Christmas, Clarcona, Gotha, Tangerine, and Zellwood Rural Settlements as part of Orange County's heritage and historic preservation. Rural Settlements may be designated as Preservation Districts for the purposes of municipal annexation pursuant to the Orange County Charter, Article V. (Added 12/00, Ord. 00-25, Policy 2.1.2-r) (FLU6.2.2)

POL 4.7.4: The County may use the designation to ensure new development within the Rural Settlement contributes to the community's sense of place. These criteria shall include, but not be limited to, the following:

- a. Designs for new roads, and alterations to existing roads, should ensure the physical impact on the natural and historic environment is kept to a minimum;
- b. New roads or road improvements shall be designed to accommodate the anticipated volume and nature of traffic, but pavement shall be kept as narrow as safety allows while encouraging equestrian, bicycle, pedestrian, and other non-motorized, alternative means of transportation, preservation of wildlife corridors and habitat, and aesthetically pleasing landscape treatment; and,
- c. New buildings and structures shall be located where their construction or access does not cause substantial modification to the topography and natural resources.
- d. Provide for increased setbacks along roadways to preserve views, open space, and rural character; and provide guidelines for lot layout and cluster development for residential development to maintain open space and rural character.

(Added 12/00, Ord. 00-25, Policy 2.1.7-r) (FLU6.2.4)

POL 4.7.5: The permitted densities and intensities of land use within the Rural Settlements shall maintain their rural character. Factors to be considered shall include lot size, open space and views, tree canopy, building location and orientation, and compatibility with existing land uses. (Added 12/00, Ord. 00-25; Amended 6/10, Ord. 10-07, Policy 2.1.8-r, 2.1.9-r) (FLU6.2.5)

POL 4.7.6: The Future Land Use Map shall reflect the permitted densities of development within the Rural Settlements. Clustering of units with dedicated open space shall be allowed so long as the overall density does not exceed that specified on the Future Land Use Map. (Added 8/92, Ord. 92-24; Amended 8/93, Ord. 93-19; Amended 6/10, Ord. 10-07, Policy 1.1.11)

Clustering shall be supported to maintain the rural character through preservation of open space and lot layout and design. Generally recognized and accepted Rural Clusters can be used where they minimize impacts on areas with rural character provided their use is consistent with the overall intent of Rural Settlement boundaries.

Clustering, with permanent protection of open space, shall be encouraged or required for all new development and redevelopment within the Wekiva Study Area, based on location, i.e., Urban Service Area, Rural Service Area, Rural Settlement, Growth Center and overall project acreage. The County shall evaluate incentives to further the implementation of open space preservation and maximum impervious surface ratios and include these in the Land Development Code. (Added 12/00, Ord. 00-25, Policy 2.1.9-r) (FLU6.2.6)

POL 4.7.7: Amendments to the residential densities of the Rural Settlement shall not allow residential densities greater than one dwelling unit per acre, except for those exemptions listed below:

- a. Land designated Suburban and Suburban Mixed (formerly Low Density Residential (LDR) and Low-Medium Density Residential (LMDR), respectively) at the time of the adoption of Vision 2050;
- b. County certified affordable housing projects that are rural in character. (Added 6/94, Ord. 94-13; Amended 12/00, Ord. 00-25, Policy 2.1.10) (FLU6.2.7)
- c. Rural Centers? (use same as Rural Settlements)

POL 4.7.8: Residential development in a Rural Settlement may be permitted up to two (2) dwelling units per acre in limited areas that are adjacent to higher density or intensity urban development located in adjacent municipal jurisdictions, provided site design standards are provided to ensure compatibility with the Rural Settlement. This provision is intended to serve as a buffer and transition. The Future Land Use designation of Rural Settlement Low Density Residential shall be restricted to no more than 2 DU/AC. Higher density shall only be considered if existing or vested development. Adjacency requires a minimum of 25% contiguity. Such increased density shall not be an impetus for the provision of central services within Rural Settlements. (Added 6/94, Ord. 94-13, 12/00, Ord. 00-25, Policy 2.1.17-r) (FLU6.2.8)

POL 4.7.9: The future land use, density, and intensity of development adjacent to a Rural Settlement shall not negatively impact the character of the Rural Settlement. Density on adjacent parcels shall be reviewed in the context of its compatibility with the Rural Settlement. Additional compatibility may be provided using buffering or the clustering of units with dedicated open space, consistent with Future Land Use FLU6.2.6. Adjacent development shall be designed to produce minimal impact on local roads within the Rural Settlement. (Added 12/00, Ord. 00-25, Policy 2.1.18) (FLU6.2.10)

POL 4.7.10: Neighborhood commercial and office uses shall be allowed in Rural Settlements in areas designated as Rural Centers (formerly Office (O-RS) and Commercial (C-RS)) on the Future Land Use Map. The scale and intensity of Rural Centers must be compatible with the development pattern of the existing Rural Settlement. (Added 12/00, Ord. 00-25, Policy 2.1.12-r)(FLU6.2.11)

POL 4.7.11: Industrial uses in the Rural Service Area shall be permitted only as shown on the Future Land Use Map within the Rural Settlements of Bithlo, Christmas, and Zellwood. Any development order permitting industrial uses within a Rural Settlement shall be consistent with the Orange County Individual On-site Sewage Disposal System (OSDS) Ordinance, Chapter 37, Article XVII, of the Orange County Code and shall be contingent upon the provision of adequate fire flows. Furthermore, such industrial uses shall be limited to those that do not produce hazardous, toxic, or industrial waste. Further industrial designations shall be prohibited from all Rural Settlements including Bithlo, Christmas, and Zellwood. (Added 12/00, Ord. 00-25, Policy 2.1.13) FLU6.2.14)

POL 4.7.12: Expansion of existing water and wastewater facilities providing service to Rural Settlements (Rural Centers), Rural Villages, and Rural Hamlets shall be consistent with Conservation Element C1.11.7, Potable Water, Wastewater and Reclaimed Water Element Objectives WAT1.5 and WAT1.6, and applicable Future Land Use Policies. The existing capacity shall not be used as a reason for increased densities within the Rural Settlements (Rural Centers), Rural Villages, and Rural Hamlets. (Added 12/00, Ord. 00-25, Policy 2.1.15) (FLU6.2.15)

FLU 6.1.11-13 REVISIT THE POLICIES FOR COMMERCIAL/OFFICE in Rural Settlements

GOAL 5: COUNTYWIDE FUTURE LAND USES

Maintain distinct land use designations that promote health, safety, and welfare and minimize negative impacts posed by hazards, nuisances, incompatibility, and environmental degradation.

OBJ 5.1: OPEN SPACE PLACE TYPES; Orange County uses two Future Land Use designations and one Overlay designation to permanently establish open space: Parks and Recreation/Open Space Future Land Use, Preservation Future Land Use, and Conservation Overlay. In addition, Civic and Open Spaces will be established through code provisions in Article 5 Division 4 of Orange Code. These include plazas, squares, greens, playgrounds, pocket parks, parks, community gardens, and sports facilities.

- a. The Preservation Future Land Use category is located within the Preservation Sector. The Preservation Future Land Use category is intended for the preservation of publicly and privately-owned lands important for maintaining valuable natural areas—such as wildlife habitats and water supply sources—and to channel development away from these locations to more appropriate locations. Lands located within the Wekiva Study Area, the Econlockhatchee River Protection Area, and those areas necessary for lake, wetland, and rare upland habitat protection shall be considered high priority for preservation.
- b. Parks and Recreation/Open Space Future Land Use category refers to undeveloped or developed lands as passive and active parks.
- c. The Conservation Overlay can be adopted within all Place Types for the protection of wetland systems and conservation lands, including privately-owned and managed lands placed in dedicated tracts or recorded easements to ensure their perpetual preservation or conservation. The Conservation Overlay also serves as an indicator of wetlands or other environmentally-sensitive land.

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POL 5.1.1: There are two types of Open Space Future Land Use designations permitted in the Comprehensive Plan: Parks and Recreation/Open Space Future Land Use and Preservation Future Land Use, and one Overlay, the Conservation Overlay.

Open Space- Refer to Future Land Use Map and associated open space policies		
FLUM Designation	General Description	Density/Intensity
Preservation	Preservation recognizes publicly or privately-owned lands of significant environmental importance for the purposes of environmental protection. Publicly owned lands shall be owned by federal, state, or local governments acquired for environmental preservation, rehabilitation, or management. Designation of privately-owned lands shall be limited to lands used for wetland mitigation banks. Compatible very-low impact recreational or educational uses that use natural amenities of the site for public benefit are allowable uses. All other uses are prohibited. Refer to Conservation Element policy C1.4.4.	FAR 0.10
Parks and Recreation / Open Space (PR/OS)	Refers to undeveloped or developed lands as passive and active parks. This category also includes multi-use trails identified in the Orange County Trails Master Plan, and other Open Space Types for recreation: Squares, Greens, and Plazas.	0.8 ISAR
Conservation (Overlay)	Conservation recognizes land designated for conserving natural resources, including Wekiva Open Space, and those conservation areas within the Econlockhatchee River Protection Area. EPD formally reviews proposals within these designations. Must be determined by Conservation Area Determination (CAD). Refer to Conservation Element policy C1.4.5	0.01 ISAR- Class 1 0.25 ISAR- Class 2 1.0 ISAR- Class 3

POL 5.1.2: PRESERVATION; The Preservation Future Land Use category is used to identify areas established to recognize publicly or privately-owned lands of significant environmental importance for the purposes of environmental protection. Publicly owned lands designated Preservation shall be lands owned by federal, state, or local governments acquired for environmental preservation, rehabilitation, or management. Privately owned lands such as wetland mitigation banks, Regional Offsite Mitigation Areas, and environmentally sensitive properties owned by the Florida Audubon Society, Nature Conservancy, or similar types of non-profit entities, may be designated as Preservation so long as formal consent is provided. Compatible very-low impact recreational or educational uses, such as hiking, non-motorized boating, bird watching, horseback riding, fishing, cabins, camping, and nature study, that use natural amenities of the site for public benefit are allowable uses in the Preservation designation, so long as these uses avoid development encroachment into warranted, environmentally-sensitive areas. (Deleted 12/00, Ord. 00-25; Added 05/03, Ord. 03-03, Policy 1.4.4-r; Amended 6/10, Ord. 10-07)

OBJ 5.1.3: CONSERVATION OVERLAY; The Conservation Overlay is permitted within all Place Types and is intended for the protection of wetland systems and other environmentally-sensitive lands including land placed in recorded conservation easements for the perpetual protection of natural resources. The Conservation Overlay designation on the Future Land Use Map shall serve as a conceptual indicator of conservation and wetland indicators. The precise delineation of these areas shall be determined through site-specific studies and field determinations that assess the extent of wetland vegetation, Wekiva Open Space, and Econlockhatchee River Protection Area conservation lands consistent with Conservation Policy C1.4.1. If an area designated as Conservation/Wetlands on the Future Land Use Map is determined to be a developable area, the Future Land Use Map designation shall be as shown. (Added 12/00, Ord. 00-25)

OBJ 5.1.4: PARKS AND RECREATION/OPEN SPACE; The Parks and Recreation/Open Space Future Land Use category includes the parks and facilities identified in the Orange County Parks and Recreation Master Plan, the multi-use trails identified in the Orange County Trails Master Plan, and may include other open spaces and recreational areas such as squares, greens, and plazas to meet the diverse needs of a growing community. Only parks 20 acres or more are currently mapped in the recreation layer. Smaller parks are permitted within all Place Types designated for parks, trails, greenways, and other passive and active open spaces and recreational areas.

OBJ 5.2: SPECIAL FUTURE LAND USES; Orange County will maintain the character of the Special Sector which include large areas of institutional and industrial land uses in the Urban Service Area that require special rules. Power plants, landfills, major public facilities, and airports uses are among the types of land uses allowed in the Rural Service Area of the Special Sector.

POL 5.2.1: The Special Sector future land uses are primarily located within the Urban Service Area, and under special conditions may be included in the Rural Service Area. The following Future Land Use Map (FLUM) designations as reflected in the Vision 2050 Comprehensive Plan, include the following Institutional and Industrial designations:

Special Sector Future Land Uses		
FLUM Designation	General Description	Density/Intensity
Institutional (INST)	Institutional uses include public and private utilities, facilities, structure and lands that serve as a public or quasi-public purpose. Public schools that have been designated Institutional may continue to maintain that designation.	2.0 FAR
Industrial (IND)	Industrial uses include the processing of both hazardous and non-hazardous materials ranging from light assembly and manufacturing to chemical processing.	0.75 FAR
Educational (EDU)	Educational includes public elementary, K-8, middle, and high schools and ninth grade centers	2.0 FAR

POL 5.2.2: INSTITUTIONAL USES; Institutions can be broadly defined as land uses which serve a community’s educational, religious, social, healthcare, recreational, and cultural needs. Institutions may be privately owned or owned and/or operated by government agencies. For the purposes of this Plan, institutional uses that function as an arm of the municipal government, such as hospital and fire services, are addressed in the Community Facilities Chapter. Other examples of institutional uses in this category includes the Orlando Executive Airport, the University of Central Florida Campus, as well as landfills, power generation facilities, water and wastewater treatments facilities.

- Institutional
- Public and Private Schools and Colleges (Other than K-12)
- Hospitals
- Churches
- University of Central Florida Campus
- Public Facilities (landfills, power generation facilities, water and wastewater treatments facilities etc.)

POL 5.2.2.1: Utilities and public facilities, and all pipes and lines associated with such utilities and facilities, shall be allowed in all Future Land Use designations, subject to complying with applicable laws and regulations, including zoning restrictions. Utilities and public facilities, except associated pipes and lines, shall have a Future Land Use Map designation of Institutional. (Policies 4.1.15 and 4.3.1; Amended 11/17; Ord. 2017-19) (FLU 1.4.25)

POL 5.2.3: INDUSTRIAL USES; Industrial uses include the processing of both hazardous and non-hazardous materials ranging from light assembly and manufacturing to chemical processing. The use of land for the primary purpose of conducting industrial manufacturing and assembling processes and their ancillary uses may include, without limitation such uses as factories, metal foundries, wood treatment facilities, refineries, metal smelters, automotive assembly plants, rail car or locomotive maintenance facilities, railyards, non-retail breweries and bakeries, cellular towers, electrical transformer stations and salvage yards.

- Industrial
- Heavy Industrial
- Craftsman or Light Industrial

POL 5.2.3.1: INDUSTRIAL; The Future Land Use Map shall reflect appropriate locations for industrial use. Potentially incompatible land use designations, such as residential or neighborhood commercial, shall not be established adjacent to industrial land use designations. Proposed land use changes from industrial to residential or commercial shall be evaluated in the context of potential impacts to long-term viability of surrounding industrial uses and of freight transportation corridors. Proposed industrial changes shall be evaluated relative to the need to maintain adequate industrial sites to serve the projected market demand, freight movement and efficiency, and corresponding needs for job creation and economic development. (Added 05/03, Ord. 03-03, Policy 4.1.10-r; Amended 11/16, Ord. 2016-28) (FLU1.4.16)

POL 5.2.3.2: Orange County seeks to retain an adequate supply of industrial land use designations and freight-intensive land uses during the planning horizon, consistent with the findings of the County’s most current Industrial Lands Analysis and the desire to maintain jobs to housing balance within the County. Industrial requests found to be consistent with the Comprehensive Plan in areas where there are industrial deficits should be supported, provided these locations are found to be compatible and services are available. Further, amendments to DRIs or PDs that have the effect of reducing industrial lands in these submarkets should be discouraged, consistent with FLU1.4.16. (Amended 11/16, Ord. 2016-28) (FLU 1.4.20)

POL 5.2.3.3: Orange County will plan appropriately for fuel terminal infrastructure to ensure efficient and reliable multimodal transportation, consistent with s. 163.3206, Florida Statutes, (Added 11/16, Ord. 2016-28) (FLU 1.4.21)

POL 5.2.3.4: The Future Land Use Map shall reflect a distribution of industrial areas throughout the Urban Service Area to reduce the journey to work, ensure efficient freight movement and operations, avoid large concentrations of freight traffic, provide adequate and sufficient locations for industrial uses – particularly in existing corridors and areas in proximity to Activity Centers – and provide a variety of locations with different transportation accessibility opportunities (such as arterials, limited-access highways, airports and railroad). (Added 12/00, Ord. 00-25, Policy 3.2.15, Amended 11/16, Ord. 2016-28) (FLU 1.4.17)

POL 5.2.3.5: Redevelopment of former landfills, industrial, or other designated areas as defined by the State and “brownfield development” standards shall comply with the County’s Planned Development process, S38-1201, OCC. The proponent for redevelopment shall enter into a developer’s agreement with the County delineating specific procedures and/or conditions to deal with any environmental issues before redevelopment. (Amended 6/10, Ord. 10-07) (FLU 1.4.22)

POL 5.2.3.6: Orange County will evaluate, and support accordingly, the freight-intensive land use concepts, including intermodal logistics centers, distribution centers, and freight villages, identified in MetroPlan Orlando Regional Freight Study to enhance freight movement and efficiency and to attract high-value employment. Orange County will review the conceptual locations identified in the Regional Freight Study to assess their compatibility with existing Future Land Use designations and evaluate the locations

within the context of surrounding land uses. (Amended 11/16, Ord. 2016-28) (FLU 1.4.23)

POL 5.2.3.7: Orange County shall encourage the improvement of existing conditions of brownfield and vacant industrial land within the Urban Service Area. (FLU1.4.21)

POL 5.2.3.8: New adult entertainment shall be located only within Industrial designated areas within the Urban Service Area. This policy does not supersede International Drive Policy ID11.6. (Added 8/92, Ord. 92-24, Policy 3.2.24) (FLU 1.4.26)

POL 5.2.3.9: Orange County shall not approve industrial uses that produce or emit noises, significant vibrations or noxious/hazardous wastes/fumes resulting in adverse impacts to adjacent residential uses, unless such impacts are mitigated. (Policy 4.1.19-r) (FLU 1.4.18)

POL 5.2.3.10: Orange County may require appropriate design controls for each industrial district such as, but not limited to, building setbacks, lot size building coverage ratios, impervious surface limitations and landscaping provisions to ensure industrial districts are compatible with surrounding areas. (Policy 4.1.12-r) (FLU 1.4.19)

OBJ 5.2.4: PUBLIC SCHOOLS/EDUCATIONAL; Identify the future land use designations in which schools will be an allowable use. (PS5.2)

POL 5.2.4.1: The Educational future land use category is primarily located within the Urban Service Area, and under special conditions may be included in the Rural Service Area, and may be developed at the density/intensity listed in the table below:

Educational Future Land Use		
FLUM Designation	General Description	Density/Intensity
Educational (EDU)	Educational includes public elementary, K-8, middle, and high schools and ninth grade centers	2.0 FAR

POL 5.2.4.2: Orange County will advocate for the siting of safe and suitable public schools that will serve as integral components of its neighborhoods and communities. For purposes of this Comprehensive Plan, the terms “public schools,” “schools,” “public school facilities,” “educational facilities,” and the like, shall mean (1) traditional, publicly supported and controlled schools under the jurisdiction of the Orange County School Board, consisting of kindergarten, elementary, and/or secondary school grades, and (2) schools organized as a nonprofit organization that have applied for and received authorization from the School Board to operate a charter school for kindergarten, elementary, and/or secondary school grades in accordance with Florida Statutes pertaining to charter schools, which became law in 1996, as that statute may be amended or replaced, but only where the permanent student capacity is 550 or greater. (OBJ FLU8.7)

All new public school locations and certain renovation and construction projects on existing school sites shall be subject to the provisions of the Public School Siting Regulations, developed jointly by the County and the School Board and set forth in Chapter 38, Article XVIII of the Orange County Code. (Amended 11/17, Ord. 2017-19) (PS5.2.4)

POL 5.2.4.3: Unless otherwise prohibited or precluded by existing development patterns, Orange County will support and encourage the location of new elementary, K-8, and middle schools—which include ninth grade centers—internal to existing and planned residential neighborhoods. The County will coordinate with the Orange County School Board to identify locations for new high schools on the periphery of residential neighborhoods, where access to major roads is available. (Added 12/00, Ord. 00-25, Policy 3.2.19.1) (FLU 8.7.2 and 8.7.3)

POL 5.2.4.4: Public schools will be allowed as permitted uses or as conditional uses by special exception in the following Place Types and Future Land Use Designations and as established in the Public School Siting Regulations of Chapter 38, Article XVIII, Orange County Code, as amended: (FLU8.7.5 and FLU8.7.6)

Place Type Future Land Use Designations For Schools											
Sector	Targeted Growth & Established			Special			Intended Growth	Rural			
	Neighborhoods	Centers	Corridors	Educational	Institutional	Industrial	Special Planning Areas	Rural	Rural Settlements	Hamlets	Villages
Elementary School	A	C	C	A	A	N	R	N	C	R	R
K8 School											
Middle School [1]	A	C	C	A	A	N	R	N	C	R	R
High School	C	A	A	A	A	C	R	[2]	N	N	R

A= Allowed by Right | C= Conditional Use by Special Exception | R= Allowed by Regulating Plan | N= Not Allowed

Notes:

[1] Middle School category may also include 5th-9th grade schools.

[2] Refer to Policy XX.XXX. Requires Comprehensive Plan Amendment

POL 5.2.4.5: Consider development incentives such as density bonuses and expedited development review for residential properties located within a half mile of an existing elementary school with a school enrollment below 100% of the permanent core capacity, excluding portables, and the residential property is located in the subject school’s attendance zone. No development incentives will be granted that would result in school enrollment over 100% of the permanent capacity. (PS4.1.3)

POL 5.2.4.6: In the event the School Board determines a public school facility is required in an area designated Rural/Agricultural on the Future Land Use Map, an amendment to the Future Land Use Map will be required to change that designation to Educational (EDU). The School Board may request an amendment to the Future Land Use Map for a proposed school site at no cost. (PS5.2.3)

POL 5.2.4.7: The County will protect existing schools from the intrusion of incompatible land uses through the development review and code enforcement processes. (Added 6/08, Ord. 08-11; Amended 06/17, Ord. 2017-12) (PS5.2.6)

OBJ X.X Sustainable Agriculture (the design standards would be under sustainable design goal) []

GOAL 6: LAND USE AND MOBILITY

A multimodal transportation system that integrates land use, transportation strategies, and the provision of infrastructure and services will be established to provide a sustainable transportation and mobility infrastructure for all users. (GOAL T3)

OBJ 6.1: The land development regulations will integrate a system of Complete Streets and a convenient and efficient mobility system for all users of the transportation system based upon the land use and development context. (OBJ 2.1-r)

POL 6.1.1: New developments within the Urban Service Area of Orange County will be required to include densities, intensities and mixed uses that integrate and support transit infrastructure and bicycle and pedestrian facilities that decrease trip lengths and promote internal capture of vehicle trips. (T3.1.1)

POL 6.1.2: Place Type typologies adopted as the new future land use categories reflect a correlation between densities and intensities of development, the mobility options and interconnectivity of the transportation network and level of service. (Policy 3.6.2) (FLU2.3.2)

POL 6.1.3: Transit-oriented, transit-ready, compact, and mixed-use development will be encouraged within Place Types with existing or planned transit service. (T3.1.2)

POL 6.1.4: Complete Streets will be integrated into County practices, policies, and decision-making for the planning, design, construction, operation, and maintenance of roadways, directing investment toward creating a safe, complete, and equitable transportation network for all users. The County will consider motorists, freight, and service operators while prioritizing the needs of vulnerable communities, including pedestrians, cyclists, transit users, and disadvantaged populations. (Added 11/16, Ord. 2016-28) (T3.3.7)

POL 6.1.5: Roads will be designed considering the safe, convenient access and mobility needs of all users, by incorporating context-sensitive design that reflects local development patterns and future land use designations, Quality and Level of Service standards, and the functional classification of roads. (Policy 3.6.1) (FLU2.3.1) (UD4.2.4)

POL 6.1.6: Orange County will coordinate with its partners in all aspects of public and private corridor investment to include private development; and the projects of various County Divisions, MetroPlan Orlando, Florida Department of Transportation (FDOT), LYNX and other agencies to implement Complete Streets for a safe, accessible, convenient and efficient transportation system that enhances the County's desired urban form. (Objective 1.3-r, Policies 1.3.1-r, 1.3.4-r, 3.1.1-r, 3.1.3-r; Amended 11/15, Ord. 2015-20) (T3.4.2)

OBJ 6.2: CONTEXT SENSITIVE DESIGN; Orange County will use the Florida Department of Transportation (FDOT)'s context sensitive design classification system in order to better integrate land use and multimodal transportation and enhance pedestrian and bicycle safety. This context classification system helps to emphasize the need to support all users within a complete network of streets, according to each street's existing and desired future context and transportation characteristics.

POL 6.2.1: Orange County will coordinate with FDOT and the District Five Complete Streets Coordinator to apply the appropriate context classification to the Strategic Intermodal System and State Highway System to ensure the design and improvement of roadways complements the Vision 2050 growth framework of Community Placemaking, as implemented by Orange Code.

POL 6.2.2: The County will coordinate with FDOT's state roadway Context Classification designations, ensuring that the state roadways are planned, designed, constructed, and maintained to support safe and comfortable travel for all users by adopting Place Types and Transect Zones that are informed by the County's Vision 2050 Comprehensive Plan.

POL 6.2.3: Orange County will employ the latest methodologies established by FDOT, such as the Florida Design Manual and the Florida Green Book, and will enlist the help of an interdisciplinary team to analyze and apply context classifications to all County owned and maintained roadways.

POL 6.2.4: Plan amendments, rezonings, and development projects that require a transportation study will consider the availability of multimodal transportation, impacts to adopted Quality and Level of Service standards, and the appropriate context-based design standards according to each street's existing and future land use context and transportation characteristics. Transportation improvements will include consideration of the options in Policy 6.2.6.

POL 6.2.5: The County supports the development of multimodal transportation corridors to increase the viability of walking, biking, and transit along these corridors. Development within these corridors will be subject to design standards as determined by a transportation impact study. (T2.2.9)

POL 6.2.6: Investments in the Targeted Sector in transit, non-motorized transportation, and infrastructure will support multimodal network connectivity and access that is safe and comfortable for transit users, pedestrians, and bicyclists. Development design standards will ensure an attractive streetscape and parking facilities designed to avoid conflicts with pedestrian, transit, automobile, and truck traffic. (Amended 06/10, Ord. 2010-07; Amended 03/13, Ord. 2013-07) (T2.3.1)

OBJ 6.3: Orange County will require the construction of street, pedestrian and bicycle networks that provide regional, community, and neighborhood interconnectivity and ensure direct access to existing and planned multimodal transportation facilities, activity centers and corridors, community services, and public amenities where appropriate. (Policies 2.1.1-r, 2.1.1.1-r, 2.1.1.4; Amended 06/17, Ord. 2017-11) (OBJ T3.2)

POL 6.3.1: Proposed communities must provide an interconnected grid street pattern providing connections to adjacent roadways and such communities may not gate their entrances or otherwise restrict public access, except in certain locations and under limited certain circumstances. Redevelopment in infill areas will be required to restore grid systems where possible. (Policy 2.1.1.4) (T3.2.1)

POL 6.3.2: Where feasible, developments will be required to provide an interconnected transportation grid with pedestrian and bicycle networks and should include additional measures such as cross-access easements, public rights-of-way, and transportation facility stub-outs to adjacent parcels. (Amended 06/17, Ord. 2017-11) (T3.2.1)

POL 6.3.3: The County will ensure that existing and new developments are connected by pedestrian, bikeways, and roadway systems unless prevented by physical or environmental barriers, such as limited access roadways, railroads, and environmental features. Where full street connections are not possible, bicycle and pedestrian connections may be required by the County. (Amended 06/17, Ord. 2017-11) (T3.2.2)

POL 6.3.4: An interconnected transportation network will be required that accommodates local and regional travel demand and allows access between neighborhoods. Residential streets will be designed to limit excessive speeds and will incorporate traffic calming measures where appropriate. (Policies 2.1.1.2-r, 2.1.1.3, 2.1.1.4; Amended 11/15, Ord. 2015-20; Amended 06/17; 2017-11) (T3.2.3)

POL 6.3.5: To promote multimodal transportation choice and encourage an interconnected street network, the County will not close or vacate streets except under the following conditions:

- a. the loss of the street will not forestall reasonably foreseeable future bicycle/pedestrian use;
- b. the loss of the street will not forestall non-motorized access to adjacent land uses or transit stops;
- c. the loss of the street is necessary for the construction of a high-density, mixed-use project containing both residential and non-residential uses; and
- d. there is no reasonably foreseeable need for any type of transportation corridor for the area in the future.
- e. the loss of the public right of way will not disrupt a viable street grid

(Amended 03/13, Ord. 2013-07) (T3.2.4)

OBJ 6.4: The County will support high-frequency public transit including, but not limited to, commuter rail, light rail (LRT), circulator systems, and Bus Rapid Transit (BRT), where appropriate. (Policy 1.7-r) (T3.3.1)

POL 6.4.1: The County will continue to support the SunRail Commuter Rail System and will establish Transit Oriented Development Overlay Districts. Additionally, the County will evaluate future Transit Oriented Development locations and will coordinate with local jurisdictions to establish a corridor land use plan for commuter rail stations. (FLU2.3.12)

POL 6.4.2: The County will support the provision of intermodal stations that facilitate safe and accessible transitions between appropriate travel modes, including pedestrians, bicycles, rail, buses, and automobiles. (Added 05/04, Ord. 04-06, Policy 1.7.4-r; Amended 11/16, Ord. 2016-28) (T3.3.6)

OBJ 6.5: The County will support the infrastructure and service improvements necessary to increase mobility options for all users, promote safety for all modes of the transportation system, and promote the use of non-motorized transportation, with a special emphasis on transit, bicycle, and pedestrian facilities, including multi-use trails. (Amended 11/16, Ord. 2016-28) (OBJ T3.3)

POL 6.5.1: The County will include the appropriate pedestrian facilities on any new or reconstructed street in accordance with federal accessibility laws and with Florida Department of Transportation (FDOT) guidance, including the Florida Design Manual (FDM). (Amended 11/16, Ord. 2016-28) (T3.3.4)

POL 6.5.2: Public roads should provide multimodal opportunities for all users by including sidewalks, multi-use trails, bike lanes, and transit stops where feasible. (UD5.1.1)

POL 6.5.3: The County will encourage design features associated with roadway projects on the state highway system, in order to promote safe and convenient bicycle travel in accordance with FDOT guidance, including but not limited to the Florida Design Manual (FDM). (Added 05/04, Ord. 04-06, Policies 1.6.8, 1.6.8.1-r, Amended 11/16, Ord. 2016-28) (T3.3.2)

POL 6.6.4: The County will continue to use the Orange County Trails Master Plan to design and develop a countywide multi-use trail system. (Added 05/04, Ord. 04-06, Policy 1.6.8.2-r; Amended 11/13, Ord. 2013-22) (T3.3.3)

POL 6.5.5: The County will consider the special mobility and transit needs of the transportation disadvantaged in association with the construction or retrofit of sidewalks, signalized intersections, roadways at collector or arterial roadways, including design and installation of midblock crossings, rapid flashing beacons, and other safety features, as warranted. (Policy 2.2.6-r; Amended 11/16, Ord. 2016-28) (T3.3.5)

POL 6.5.6: The County will coordinate with local governments, government agencies, public and private entities to develop a regional multimodal transportation system. (Goal 3-r; Objective 3.1-r) (OBJ T3.4)

GOAL 7: NEIGHBORHOOD CHARACTER AND DESIGN

Our neighborhoods are shaped by smart growth, sustainable development, and green infrastructure.

OBJ 7.1: DESIRABLE, SAFE, AND DIVERSE NEIGHBORHOODS; The County's land development regulations promote the creation and preservation of desirable, safe, and diverse neighborhoods. New neighborhood development, infill projects, and redevelopment initiatives emphasize compact form, a mix of uses, community character, and sustainability. The County will support the provision of a variety of housing types and sizes, multiple modes of transportation, and the preservation of natural features. (OBJ UD4.1)

POL 7.1.1: Place Types will be implemented by Transect Zones in Orange Code and will address neighborhood compatibility, form, character, and circulation. When appropriate, a mix of uses shall be encouraged within abandoned stores and properties to provide residents with goods and services within their neighborhoods and encourage multipurpose trips. (UD3.1.2)

POL 7.1.2: Orange Code establishes a predictable, adaptable, and scalable approach to neighborhood design with smooth transitions between Transect Zones. Zone transitions are achieved by requiring buildings to change in mass and height between Transects, so such buildings are adjacent to buildings that are subject to significantly different permitted height and bulk dimensions.

POL 7.1.3: Adaptive reuse of buildings and underdeveloped sites will be encouraged in the Targeted Sector to allow for neighborhood convenience and the encouragement of multipurpose trips. (UD3.1.2)

POL 7.1.4: Encourage adaptive reuse of vacant stores and homogenous sites by allowing a mix of retail, office, institutional, and residential uses. (UD3.1.4)

POL 7.1.5: Encourage a vertical mix of uses and varying housing styles, sizes, and types, including opportunities for live/work units and ground-floor commercial that support public transportation. (UD4.2.1, UD3.1.3)

POL 7.1.6: During the design development phase of large commercial sites, exterior design consideration should be given to the future conversion of large single user façades into smaller, more diverse shop fronts, including multiple entrances, along with landscaping schemes that contemplate multiple entrance designs. (UD3.1.7)

POL 7.1.7: Orange Code and Place Types will encourage and promote neighborhood revitalization, with an emphasis on infill and redevelopment areas, and will take into consideration focus on preserving the preexisting residential character of the immediate and surrounding neighborhoods and ensure that such projects are compatible with their surrounding uses. (OBJ UD3.1)

POL 7.1.8: Streets types will encourage pedestrian activity along abutting land uses that frame the street. (UD4.2.5)

POL 7.1.9: Public open spaces will be centralized within neighborhoods and easily accessible by the community for gatherings and recreation. (UD4.2.6)

OBJ 7.2: COMPATIBILITY; New development will be compatible with existing neighborhoods in regard to building height, setbacks, character, and context.

POL 7.2.1: New developments within centers, neighborhoods, and corridors adjacent to existing neighborhoods will ensure traditional design treatments that integrate peripheral buildings, ancillary structures, and circulation systems with continuous transition. (UD1.6.1)

POL 7.2.2: Signage, fences, and walls will be designed to complement the adjacent uses, as well as the street and pedestrian network. Such features will be subject to a coordinated/unified design plan. Use of walls or other opaque screening materials other than vegetation will be discouraged along public or private rights-of-way.

POL 7.2.3: Early project site planning will include sheltered and shaded outdoor pedestrian corridors, parks, and other public gathering places—with convenient access between individual buildings, outdoor spaces, and parking facilities—and will promote and accommodate pedestrian and bicycle trips from surrounding off-site locations. (UD1.6.2, UD1.6.3)

POL 7.2.4: Developments will interconnect with surrounding neighborhoods to minimize impacts to adjacent collector and arterial streets. (UD1.6.4, UD1.6.5)

POL 7.2.5: New development or redevelopment will include a grid design with multiple access points to surrounding neighborhoods to reduce overloading of adjacent collector and arterial roadways. (UD1.6.4, UD1.6.5)

POL 7.2.6: The County's land development regulations will require the provision of screening and visual buffers between neighborhoods and businesses where outdoor storage of materials or equipment is permitted. (N1.1.1)

OBJ 7.3: LIVABLE NEIGHBORHOOD DESIGN; The County's residents and visitors will enjoy vibrant, diverse communities characterized by inviting and safe outdoor gathering spaces and streetscapes that encourage walking and social interaction. (OBJ UD1.4)

POL 7.3.1: Within the appropriate ¼-mile or ½-mile pedestrian shed distance of existing or planned transit services, projects will incorporate Transit-Supported and Transit-Oriented Development (TOD) design solutions, including vertically-mixed uses, and higher residential densities and commercial intensities. (OBJ UD1.4)

POL 7.3.2: Bicycle paths and multi-use trails will be separated and protected from vehicular roadways, whenever possible. (UD1.6.7)

POL 7.3.3: The County's neighborhoods will be transit-oriented and/or transit-ready to provide convenient access to employment and education centers and will feature parking and boarding areas with such amenities as benches, shelters, waste receptacles, and bicycle racks. (UD1.6.8)

POL 7.3.4: Building frontages will have direct access to safe and inviting public walkways and transit waiting areas. (UD1.4.1)

POL 7.3.5: Parking for new development and redevelopment will incorporate joint access, shared parking, and interconnectivity with adjoining land uses, while supporting transit. (FLU2.2.2 and FLU 2.2.3, UD3.1.6)

POL 7.3.6: Parking requirements for new development or redevelopment projects within the appropriate established pedestrian shed of ¼- or ½-mile of premium transit or Transit Oriented Developments (TODs) will be subject to reduced parking requirements and may apply for shared parking agreements. (UD1.4.4)

POL 7.3.7: Transit Oriented Development (TOD) within the Urban Core will be, to the greatest extent possible, physically integrated into the surrounding neighborhood and adjacent street and sidewalk corridors. (OBJ UD1.6)

POL 7.3.8: Traffic calming measures such as narrowed roadway and lane widths, on-street parking, reduced posted speeds, speed bumps, roundabouts, raised crosswalks, and continuous walking and bicycling routes shall be encouraged. (UD1.4.3)

POL 7.3.9: Employ Complete Streets principles in new development, infill and redevelopment initiatives, and existing neighborhoods.

POL 7.3.10: Support the incorporation of community and neighborhood services—including schools, parks, hospitals, libraries, community centers, and access to healthy food—into new and existing neighborhoods.

OBJ 7.4: NEIGHBORHOOD SCHOOLS; Make public schools an integral component of neighborhoods and communities through the joint use of educational facilities by encouraging the colocation of such public facilities as parks, libraries, and community and recreation centers in conjunction with school sites. (GOAL PS2 AND OBJ PS2.1)

POL 7.4.1: Orange County Public Schools (OCPS) and Orange County will work jointly to colocate public facilities such as parks, libraries, and community centers with public schools, whether on OCPS or Orange County property. (Added 06/08, Ord. 8/11) (PS2.1.2)

POL 7.4.2: To enhance its communities and neighborhoods, the County will participate with OCPS in the school siting, design, and development processes so that schools serve as models and catalysts for innovative urban design while maintaining consistency with the Future Land Use Map and compatibility with surrounding land uses. (ICE 1.15.4), (Amended 11/17, Ord. 17-19) (PS2.2.1)

POL 7.4.3: Unless precluded by existing development patterns, the County will coordinate with the School Board to provide school sites and facilities within planned neighborhoods and communities. (Duplicated in FLU8.7.3) (Added 12/00, Ord. 00-25, Policy 3.2.19.1) (PS2.2.2)

POL 7.4.4: Support and coordinate with the School Board to locate new elementary schools within reasonable walking distance of the dwelling units they serve. (PS2.2.5)

POL 7.4.5: Link schools, parks, libraries, and other public facilities with bikeways, trails, and sidewalks. (PS2.1.6)

POL 7.4.6: Program community development improvements in older or distressed neighborhoods near schools. (PS3.1.8)

POL 7.4.7: To the extent feasible, public schools will be accessible from sidewalks, trails, and bikeways. (Policy 3.2.20; Amended 11/17, Ord. 2017-19) (FLU8.7.4)

POL 7.4.8: Provide assistance in developing traffic circulation plans to serve schools and their surrounding neighborhoods. (PS3.1.5)

OBJ 7.5: NEIGHBORHOOD OPEN SPACE AND PARKS; Ensure that parks, open space, and recreation facilities are efficiently and adequately provided, the design of which will be integrated into the overall community fabric and accessible by all residents of Orange County. (OBJ UD5.2)

POL 7.5.1: Children’s play environments will be separated and protected from streets by fences, barrier plantings, multi-use trails, and/or other recreation facilities, with clear views into and out of the area. (UD5.2.1)

POL 7.5.2: Active and passive recreational amenities and public open space will be incorporated into new development and redevelopment proposals. (UD5.2.2)

POL 7.5.3: Ensure an equitable countywide distribution of active and passive recreational amenities and public open space. (UD5.2.2)

POL 7.5.4: New development and redevelopment will incorporate dedicated corridors for recreational use and public enjoyment and protection of the natural environment. (UD5.2.4)

POL 7.5.5: Lake edges and conservation areas will be visually and/or physically accessible and treated as recreational features and/or shared amenities. (UD5.2.5)

POL 7.5.6: Open spaces provided in new residential and mixed-use developments may be centrally-located and/or linear and woven throughout the development.

OBJ 7.6: IMPLEMENT LOW IMPACT DEVELOPMENT (LID); incorporate green infrastructure, and develop site design standards such as requirements for tree surveys approved by qualified arborists, minimize clear cutting and mass grading, as well as standards which maximize open space tree canopy.

POL 7.6.1: New developments will integrate a project site's existing tree canopy within planned open spaces, and at other location opportunities to the extent possible, while factoring in the water table depth and the health of the existing tree canopy.

POL 7.6.2: Strive to maintain the natural character of neighborhoods by identifying and preserving historic trees and native plant communities. (UD7.1.6)

POL 7.6.3: All new site development plans shall include a tree survey created by a licensed arborist and should include information such as species diversity, Diameter at breast height (DBH) for all on-site trees, and other assessments as needed. A site suitability analysis shall be required prior to site development and shall include tree and habitat surveys to determine the most appropriate area on the site for development that will protect and enhance Orange County's tree canopy. Orange County will supply resources to audit tree surveys as needed.

POL 7.6.4: New site development plans will strive to integrate the existing tree canopy within the project's planned open spaces and throughout the project site, while protecting the health of the existing tree canopy.

POL 7.6.5: If preserved or proposed trees and vegetation are to be used in mitigation, any such trees or vegetation should be healthy; if their health fails or they die, any such trees and vegetation should be replaced to achieve mitigation requirements.

POL 7.6.6: New developments shall strive to preserve the existing natural condition of the site including its tree canopy, native plant communities (especially those habitat-contributing communities), topographic features, and drainage patterns.

POL 7.6.7: Include ample tree species diversity, emphasizing native tree species, on all development sites that require new or replacement trees. Monoculture tree palettes shall be discouraged.

POL 7.6.8: Orange County will encourage the planting of forested corridors on sites throughout the County.

POL 7.6.9: Tree mitigation regulations and development requirements will factor the site's place type designation.

POL 7.6.10: Orange County shall protect tree canopy resources while considering that existing site conditions, such as the presence of wetlands or dense, existing stands of trees distributed over a majority of a subject property, may combine to pose limitations on the maximum allowable development of a property.

POL 7.6.11: Establish land development standards which, prior to development order, discourage clear cutting, unnecessary grading of sites, and other development activities that could potentially degrade or destroy wildlife habitats.

POL 7.6.12: Payment into the Tree Mitigation Fund shall not be the default course of action for tree mitigation. Alternatively, preservation of on-site trees should be the intent of all site developments.

OBJ 7.7: URBAN CANOPY; Protect the existing tree canopy and increase the County's urban forest to enhance the quality and value of the County's neighborhoods and communities by providing shade, wildlife habitat, erosion mitigation, stormwater reduction, pollution control, noise abatement, energy demand reduction, reduced heat re-radiation, and increased neighborhood character and walkability.

POL 7.7.1: Strive to maintain the natural and ecological character of the pre-development environment and communities by identifying and preserving canopy tree and native plant communities. (UD7.1.6)

POL 7.7.2: Incorporate and update tree preservation standards in Orange Code. Those code requirements affecting natural systems shall be evaluated and, if necessary, revised, regularly.

POL 7.7.3: Prioritize the preservation of mature and mid-growth trees to preserve an age-diverse urban forest canopy and to protect existing habitats.

POL 7.7.4: An expanded tree palette shall be included in tree mitigation requirements to improve and preserve the species diversity of Orange County's urban forest.

OBJ 7.8: SIDEWALKS, BIKE PATHS, AND MULTI-USE TRAILS; New and retrofitted sidewalks, bicycle paths, and multi-use trails will be constructed within and/or adjacent to new and established neighborhoods. Locations with higher pedestrian activity will have wider sidewalks, as specified in the County's land development regulations.

POL 7.8.1: Require new projects to provide bicycle parking that is visible from the street, at convenient and sheltered locations near or within building entrances. Such bicycle parking facilities will be located to minimize conflict with pedestrian and vehicular movement. (UD1.5.6)

POL 7.8.2: To increase safety in areas heavily trafficked by pedestrians and bicyclists, the County will continue to employ such mechanisms as distinct pedestrian and bicycle crossings and road signage, contrasting materials, and elevated crosswalks to increase driver awareness at all times of day. (UD1.2.4 and UD1.2.5)

OBJ 7.9: CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED); Ensure public safety and promote development that incorporates Crime Prevention Through Environmental Design (CPTED) principles, in conjunction with other County design objectives. (UD6 and UD 6.1)

POL 7.9.1: CPTED principles will be incorporated throughout Orange Code. (UD6.1.1)

POL 7.9.2: By reducing opportunities for entrapment, concealment, and vandalism, the following exterior design and building treatment principles will be considered in design development:

- f. Ensure that entrances to buildings are oriented toward “active” spaces.
- g. Minimize opaque walls surrounding overlooking parks, parking lots, and other common space areas and public rights-of-way.
- h. Design entrances and other features to avoid opportunities for concealment.
- i. Clearly distinguish primary entrances that lead to and from public walkways.
- j. Vary building facades, building bay articulation, and landscaping concepts to create interesting built environments.
- k. Provide clear sight lines from within the building at the entry point so that occupants can see out into a space before exiting.
- l. Provide uninterrupted view sheds of the foyer/reception area before they enter.
- m. Ensure that landscaping design will not provide concealment or entrapment areas. (UD6.1.11 and UD6.1.12)

OBJ 7.10: WAYFINDING AND SIGNAGE; Signage for businesses and neighborhoods will be aesthetically pleasing and will complement and enhance the built neighborhood character.

POL 7.10.1: Signage should be designed and architecturally incorporated into the structures and businesses they are meant to advertise.

POL 7.10.2: Wayfinding signage may adopt neighborhood branding or gateway signage that is succinct, place-oriented, ADA compliant, and considers the various languages spoken in the neighborhood, while allowing users to conveniently navigate places and destinations. (UD1.2.1, UD1.2.2, UD 1.2.3)

GOAL 8: SUSTAINABLE AND RESILIENT DEVELOPMENT

Sustainable development practices are incorporated into elements of design, development, and construction throughout the County. (GOAL UD7)

OBJ 8.1: RESOURCE CONSERVATION AND LOW IMPACT DEVELOPMENT; Encourage new development, infill projects, and re-development initiatives that are designed, constructed, and maintained to conserve and protect natural resources, improve water quality, and reduce energy and water consumption.

POL 8.1.1: Establish regulations to improve the energy and water efficiency of the community’s residential, commercial, and institutional building stock.

POL 8.1.2: Provide incentives for the incorporation of green building practices and materials that are environmentally responsible and resource-efficient throughout a building’s life cycle to create high-quality and efficient residential and non-residential buildings.

POL 8.1.3: Provide incentives for increasing efficiency in new and existing buildings, such as recognition for meeting standards in the Leadership in Energy and Environmental Design (LEED), LEED for Neighborhood Development (LEED-ND), and Energy Star certification programs.

POL 8.1.4: Promote existing energy assessment services and rebate programs offered by utility providers.

POL 8.1.5: Adopt an energy benchmarking program for commercial buildings.

POL 8.1.6: Explore means to minimize energy consumption by encouraging the optimal solar orientation of buildings, energy-efficient windows, improved insulation in building spaces and roofs, and smart thermostats. (UD7.1.7)

POL 8.1.7: Promote water conservation through Florida-Friendly Landscaping, smart irrigation, and other technologies and methods. (C1.11.11)

POL 8.1.8: Integrate Low Impact Development (LID) techniques into new development and redevelopment projects to maintain and enhance the pre-development hydrologic regime of urbanized and developing watersheds. (UD7.1.1)

POL 8.1.9: Encourage project design that incorporates integrated, aesthetically-pleasing stormwater capture and management. (UD1.1.4.)

POL 8.1.10: Stormwater retention ponds will utilize LID techniques and will be integrated into a development's active and passive open spaces.

POL 8.1.11: Facilitate new stormwater management systems that are designed, constructed, and maintained with a focus on function, safety, and aesthetics. Such systems should feature greater efficiency and give importance to the aesthetic characteristics of all system components that might be visible to the public, including structures, fencing, slopes, Florida-Friendly Landscaping, and plant materials, location within the project, and the potential for passive park uses. (UD1.5.10)

POL 8.1.12: Require LID for new development, and provide incentives to retrofit older stormwater management systems using LID techniques.

POL 8.1.13: Encourage design and construction of master stormwater systems that integrate best management practices. (UD4.2.3)

POL 8.1.14: Support and encourage new master stormwater management systems that incorporate aesthetic and recreational components. (UD1.5.10)

POL 8.1.15: Explore incentives and methods for encouraging new projects to incorporate and maintain LID techniques, including porous asphalt, pervious concrete, grass pavers, or other permeable paving materials. Such LID solutions will be designed to maximize the capture, management, and treatment of parking lot stormwater runoff, and to best maintain and enhance the pre-development hydrologic regime of urban and developing watersheds. (UD1.5.5)

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