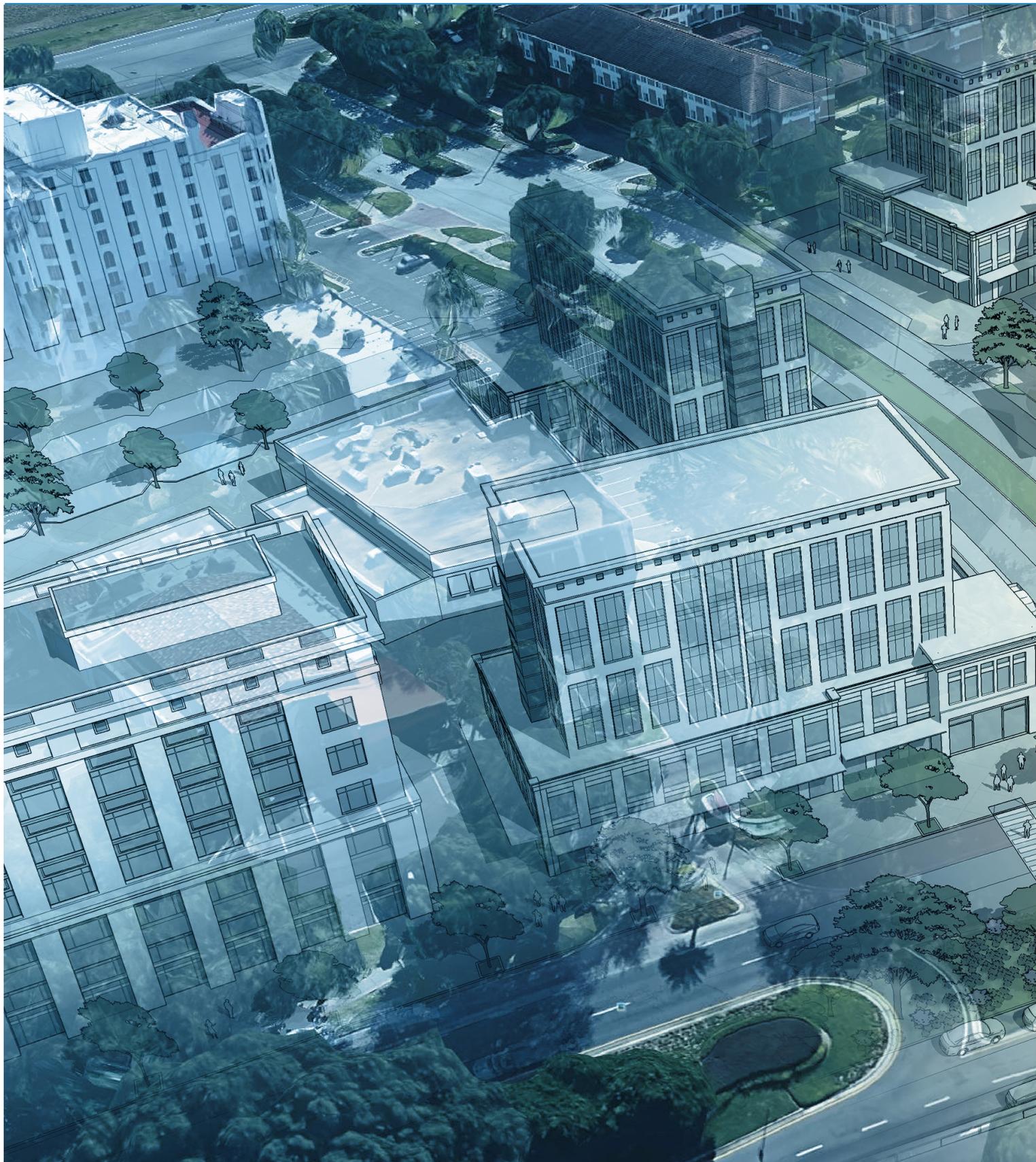


# I-Drive District Overlay Zone





# I-Drive District Overlay Zone

**Adopted February 7, 2017**

*As Amended by Ordinance 2018-24, October 30, 2018;  
Ordinance 2019-06, May 21, 2019; Ordinance 2020-02,  
January 14, 2020*

<b>Sec. 38-860. District &amp; Transects</b>	<b>2</b>
<b>Sec. 38-861. Block Configuration</b>	<b>3</b>
<b>Sec. 38-862. Street Types</b>	<b>4</b>
<b>Sec. 38-863. Open Space Types</b>	<b>10</b>
<b>Sec. 38-864. Site and Building Requirements</b>	<b>13</b>
<b>Sec. 38-865. Uses</b>	<b>16</b>
<b>Sec. 38-866. Off-street Parking and Loading</b>	<b>20</b>
<b>Sec. 38-867. Landscape</b>	<b>23</b>
<b>Sec. 38-868. Approval Requirements</b>	<b>23</b>
<b>Sec. 38-869. Definitions</b>	<b>26</b>
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**Sec. 38-860. District and Transects.**

**a. Intent and Purpose.**

The I-Drive District allows for the highest intensity of buildings with unlimited height in its T6 Core, a wide mix of uses, high level of employment uses, amusement rides, and a variety of transit.

It is the intent of this code to provide a clear and comprehensive approach to development within the District. This code reflects the goals established in the Orange County Comprehensive Plan, the “Our Home for Life” Sustainability Plan, and the I-Drive District 2040 Vision. It includes, but is not limited to, the specific purposes below.

- (1) To achieve mixed use development that is appropriate in scale and intensity for the neighborhoods and sites proximate to transit stops and stations.
- (2) To establish a relationship between buildings, streets, and open spaces that is pedestrian, bicycle, and transit-oriented through achieving target height to width ratios between 1:2, 1:3 and 1:4.
- (3) To preserve and enhance the county’s natural resources, energy, water, and open spaces and to promote innovative development that sustainably manages these issues, including stormwater runoff and reducing urban heat island effect.
- (4) To ensure that a variety of housing types and sizes can be developed to meet the needs of the entire community.
- (5) To promote a variety of transportation options for residents and visitors.

**b. Application.**

The District requirements apply to all parcels within the geographic area of the I-Drive District. If any District requirement contained in Sections 38-860 through 38-869 is inconsistent with any other portion of Orange County Code, the provision in Sections 38-860 through 38-869 shall govern and supersede the conflicting Code provision to the extent of the inconsistency.

**c. Establishment of the I-Drive District and Transects.**

The areas and boundaries of the District, Sub-districts, and Transects listed in Sec. 38-860 are established as shown on Figure (1). I-Drive District Regulating Plan and are referred to herein as “Regulating Plan”.

(1) **Transect Zones.** Transect Zones are a designation given to each lot within the district that dictates the standards for development on that lot. Some lots may have more than one Transect Zone. The following Transect Zones are defined:

(T6) **General Transect** - Includes the majority of the shops and workplaces within the district, along with the public gathering spaces and residences. The Core typically allows for unlimited building height.

(T6) **I-Drive Corridor Transect** - Similar to the T6 General Transect with some context sensitive standards and located within 200 feet from the right of way line of the International Drive corridor.

(T6) **Universal Blvd Corridor Transect** - Similar to the T6 General Transect with some context sensitive standards and within 200 feet from the right of way line of the Universal Boulevard corridor.

(2) **Special Zones.** Special Zones include uses that require additional standards or are exempt from standard transect requirements. For the I-Drive District, a Special Zone will be created to address the convention center use and theme park uses. The following Special Zones are defined:

**SZ Civic.** The Special Zone Civic Transect consists of uses associated with the Convention Center as well as uses such as museums and historic buildings.

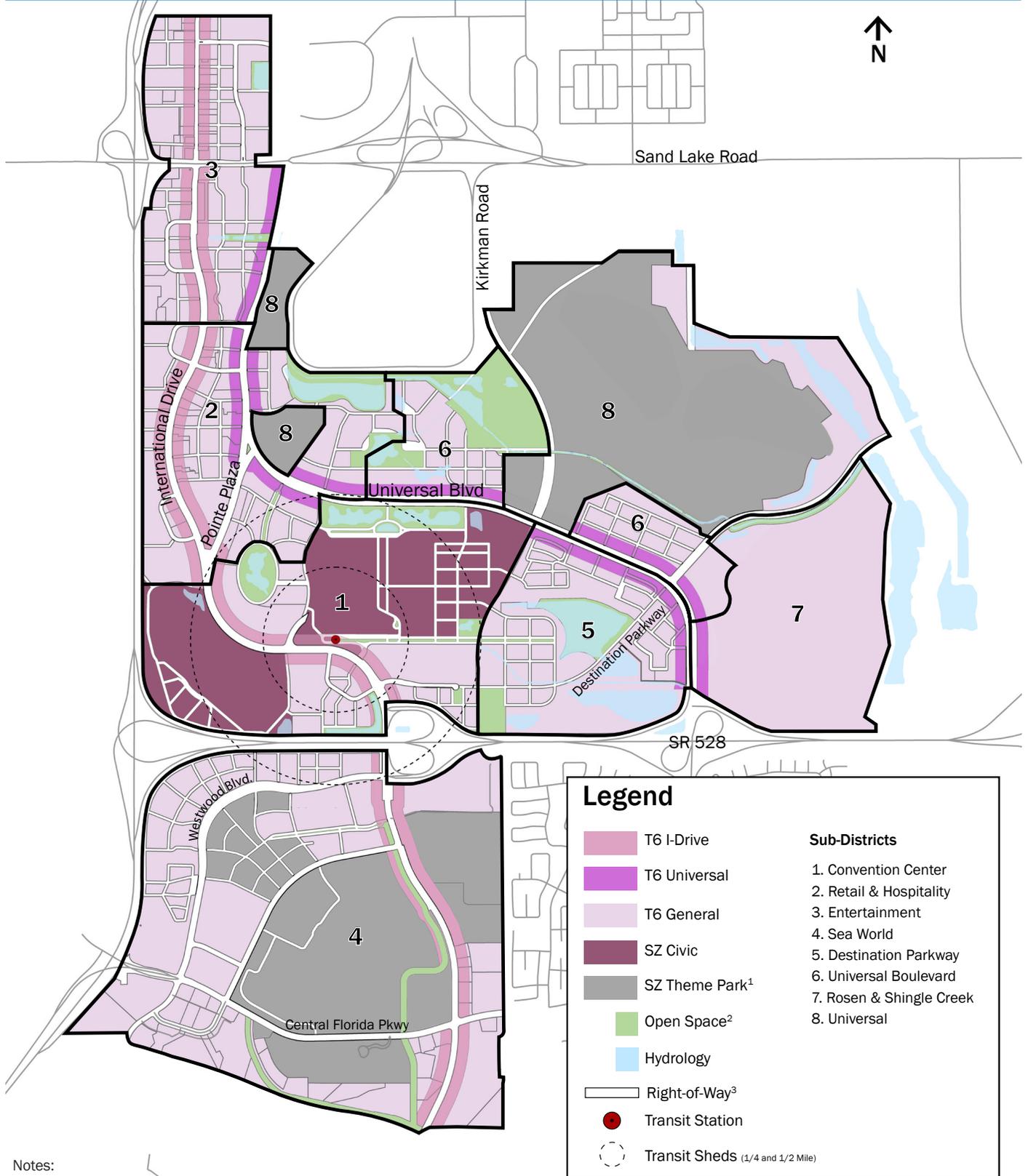
**SZ Theme Park.** The Special Zone Theme Park consists of a concentration of amusement rides, hotels, retail, and their accessory uses, without open, public access.

**d. I-Drive District Requirements.**

The following requirements are applicable to the District. Refer to Table (1) for a summary of requirements for the I-Drive District.

Table (1). I-Drive Summary Table.			
<b>Sub-districts</b>	1. Convention Center	5. Destination Parkway	
	2. Retail & Hospitality	6. Universal Boulevard	
	3. Entertainment	7. Rosen & Shingle Creek	
	4. Sea World	8. Universal	
<b>Permitted Transects</b>	T6 Core	T6 General T6 I-Drive Corridor T6 Universal Boulevard Corridor	
	Special Zone SZ	SZ Civic SZ Theme Park	
<b>Block Configuration</b>	Maximum Block Perimeter Length	1,320’ within the 1/2 mile transit shed and 2,000’ outside the 1/2 mile transit shed. For block faces greater than 500 ft, a mid-block passage is required. Refer to Sec. 38-861 “Block Access Configurations.”  SZ Civic and SZ Theme Park are exempt.	
<b>Permitted Street Types</b>	Alley	P	All Street Types listed, except for the Alley and Frontage Road, are block delineating and shall count toward the maximum block perimeter requirement detailed above.
	Frontage Road	P	
	Local	p	
	Avenue	P	
<b>Permitted Open Space Types</b>	Boulevard	P	All T6 Transects require a 15% minimum with potential bonus reductions for public access and conservation. SZ Civic and SZ Theme Park are exempt.
	Plaza	P	
	Square	P	
	Green	P	
	Park	P	
	Greenway	P	

Figure (1). I-Drive District Regulating Plan.



Notes:

1. When SZ Theme Park abuts Universal Boulevard or International Drive, the Site and Building Requirements shall apply as provided on Table (22).
2. Open Spaces are conceptual and the underlying land shall be treated as a T6 General Transect.
3. Block configurations are conceptual and will be established at Site Plan submittal.

## Sec. 38-861. Block Configuration

### a. Interconnected Street Pattern.

The network of streets within the District shall form an interconnected pattern with multiple intersections and resulting block sizes as designated in the requirements for the District. See Table (1), I-Drive Summary Table.

- (1) The arrangement of streets shall provide for the continuation of existing streets from adjoining areas into new developments.
- (2) Cul-de-sac and dead end streets are prohibited.
- (3) Streets shall follow natural features rather than interrupting or dead-ending at the feature.
- (4) Streets shall be designed as described in Sec. 38-862, Street Types.
- (5) In three way intersections, the terminating street should end in a natural feature, open space or building facade.

### b. Block Configuration.

Refer to Figure (2) for an illustration of Typical Block Elements.

- (1) The shape of a block shall be generally rectangular, but may vary due to natural features or site constraints.
- (2) Blocks shall typically be two lots deep with the exception of blocks containing open space. Blocks may also include an Alley.
- (3) Blocks shall typically be fronted with lots on at least two faces, preferably on the longest street faces.
- (4) For increased energy efficiency, block orientation should be along an east-west longitudinal axis to the greatest extent practicable. For long, central corridor buildings, this block orientation will encourage development of buildings oriented along an east-west axis, with smaller east and west facing facades, resulting in taking advantage of passive solar design.

### c. Maximum Block Size.

Block sizes shall meet the requirements outlined in Table (1) I-Drive Summary Table. A network of streets, limited to Local Streets, Avenues, and Boulevards described in Sec. 38-862, Street Types, are required to meet the maximum block size requirements. Deviations may be provided for blocks within the district boundary that are adjacent to parcels outside the district boundary or where connections cannot be made because of physical obstacles, such as wetlands and water bodies, railroad and existing highway rights of-way. See Sec. 38-868 subsection h.

### d. Designate Primary Streets.

The intent of the Primary Street designation is to develop a network of streets with continuous building frontage and no or limited vehicular access to reduce conflicts between pedestrians and vehicular traffic. See Figure (3).

- (1) Primary streets and secondary streets shall be designated along appropriate corridors. Refer to Sec. 38-862 Table 5 "Street Hierarchy." Alleys can not be designated Primary Streets.
- (2) All lots shall front on at least one primary street and that street frontage shall serve as the front of the lot, as referred to in the Transects requirements.
- (3) For lots with two or more primary street frontages, all primary street frontages shall require primary facade treatment.

Figure (2). Typical Block Elements.

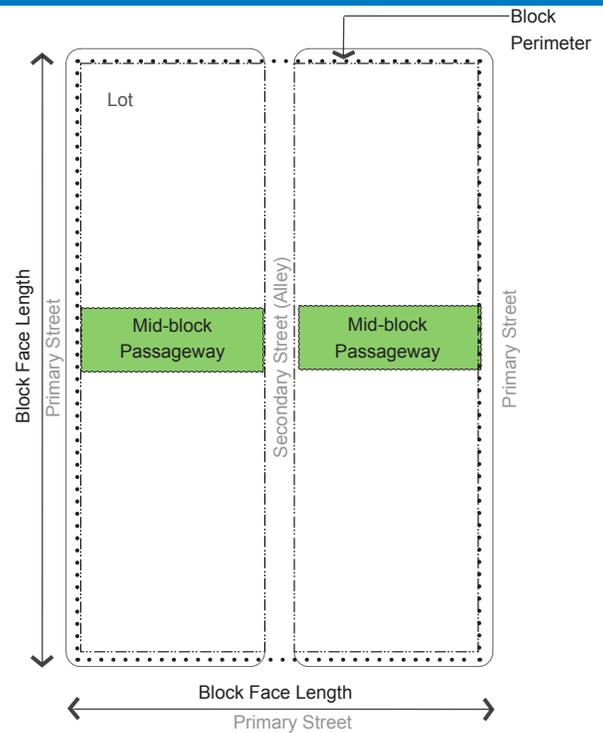
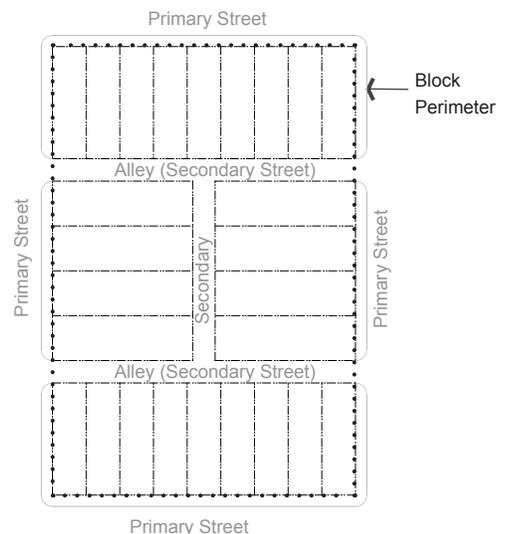


Figure (3). Example Primary and Secondary Streets.



**e. Block Access Configurations.**

- (1) Vehicular access shall not be located off a primary street, unless the parcel is fronted by more than two primary streets, in which case, staff shall determine which is the appropriate street for vehicular access. The determination shall be based on locations of existing and proposed vehicular access points of other developments along the primary streets.
- (2) Blocks may include, but are not limited to, Alleys or driveway entrances with the following configurations. See Figure (4).
  - (A) Mid-Block Access. This configuration includes an Alley or drive running through the center of the block.
  - (B) "T" Configuration. This configuration includes two Alleys within a Block that are perpendicular to each other, forming a "T," allowing development to front on three block faces.
  - (C) "H" Configuration. Similar to the "T" configuration, this configuration allows development to front on all four block faces.
  - (D) The minimum spacing between intersections is 125 feet.
- (3) Block access points shall be aligned with other access points within the same block or across streets.
- (4) **Mid-Block Pedestrian Pathways.** Mid-Block pedestrian pathways, or a qualified Open Space Types, are required on blocks with a face 500 feet or longer.
  - (A) When approximately parallel to existing mid-block street crossings, these pathways shall align to facilitate easy pedestrian movements.
  - (B) Mid-Block pedestrian pathways shall be located in the middle third of a block face.
  - (C) Minimum width for mid-block pathways is 12 feet with no vehicular access.

**f. Lots.**

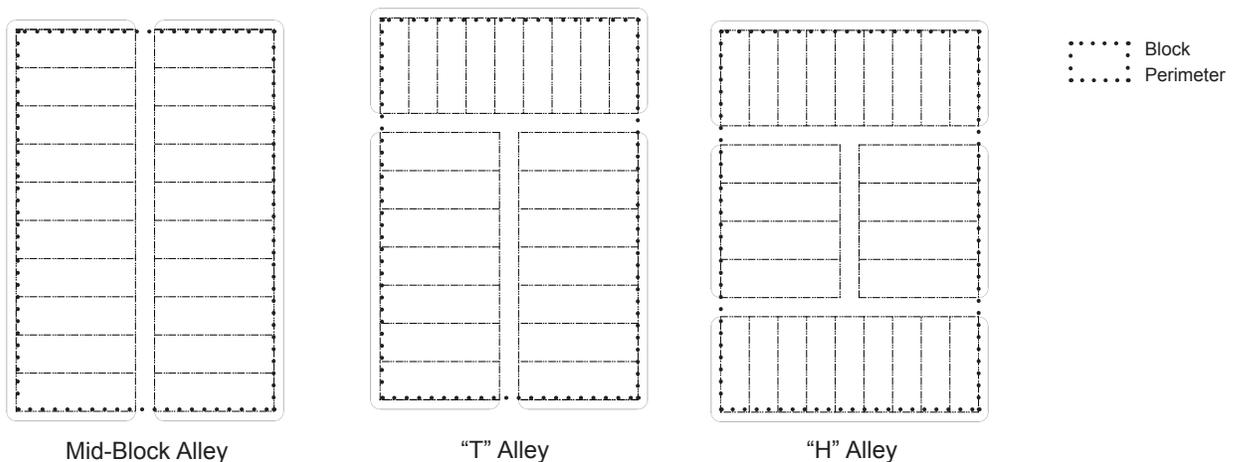
- (1) **Typical Lot Dimensions.** All lots of record shall be developed to meet the requirements outlined in Sec. 38-864, Site and Building Requirements.
- (2) **Typical Lot Configuration.** All lots shall have frontage along a public street unless otherwise specified.
  - (A) Lot Shape. To create regular, rectangular lots, side property lines shall be perpendicular to the vehicular right-of-way to the extent practical.
  - (B) Through-Lots. Through lots have frontage on two parallel streets, excluding Alleys, and are prohibited unless both streets are treated as primary frontage and meet the appropriate transect requirements.
  - (C) Corner Lots. Corner lots have frontage on two perpendicular and intersecting streets. Buildings shall occupy the corner, per transect requirements. Consistency with adjacent corner parcels is encouraged.
  - (D) Flag Lots. Flag lots are prohibited.
- (3) **Lot Orientation.** For increased energy efficiency, the recommended lot orientation is typically along an east-west longitudinal axis. For single buildings, this lot orientation will usually encourage development of buildings with smaller east and west facades.

**g. General Transect Layout.**

The following outlines how the Transects should relate to one another.

- (1) **All Transects.** The following applies to all Transects.
  - (A) Similar intensities of uses should face each other across the street.
  - (B) More intense uses that share blocks with less intense uses should be located on block ends.
  - (C) Blocks may contain multiple Transects; however, changes in Transects should occur along an Alley, the rear property line, or at a corner parcel.

**Figure (4). Potential Alley Configuration.**



## Sec. 38-862. Street Types

### a. Intent.

The standards outlined in this section are intended to:

- (1) Create complete streets for all users and address all modes of travel, including pedestrian traffic, bicycle traffic, transit, and vehicular traffic.
- (2) Address all features of the street right-of-way, including sidewalks, landscaped buffers, traffic lanes, bicycle lanes, and medians.
- (3) Continue the existing logical and comprehensible system of street types that result in a simple, consistent and understandable pattern of blocks and lots.
- (4) Provide adequate access to all lots for vehicles and pedestrians.
- (5) Create Street Types that are appropriate for their contexts in residential, commercial, or mixed use areas and are designed to encourage travel at appropriate volumes and speeds.
- (6) Encourage streets that respect natural features by following topography and drainage systems, rather than interrupting or dead-ending at the feature.
- (7) Create streets and public rights-of-way that result in stormwater runoff quantity reduction and improved quality of stormwater.

### b. Applicability.

The standards in this section apply to all vehicular rights-of-way within the I Drive District as described by the Street Types Plan. Refer to Figure (5). SZ Civic and SZ Theme Park are exempt. New streets and their associated facilities shall meet the standards in this section. References to standards detailed in the most recent edition of the MUTCD, Florida Greenbook and all applicable state and federal laws and rules governing access by persons with disabilities, including the Americans with Disabilities Act shall be required.

### c. General Requirements.

All proposed streets, landscape or furnishings zones, and sidewalks shall be located in dedicated vehicular Rights-of-Way as a tract of land or easement.

- (1) **Street Types.** All new vehicular rights-of-way and easements shall match one of the Street Types, described in this chapter, whether publicly dedicated or privately held.
- (2) **Public Use.** All streets shall be available for public use at all times. Gated streets and streets posted as private are not permitted.
- (3) **Block Standards.** See Sec.38-861. for block configuration standards.
- (4) **Site Plan.** All site plans are required to include Street Types from this section for both primary and secondary streets. Local Streets, as depicted on both the Regulating Plan and Street Types Plan, are conceptual only. Site Plans will determine final configuration of these street types. See Sec.38-868. Approval Requirements. f. Site Plan Approval.

- (5) **Maintenance.** Aside from county-owned roadway facilities, all streets shall be maintained by the property owner, POA, HOA or similar privately administered entity.

### d. Street Types.

Street Types defined in this section outline acceptable street configurations. New streets shall be designed using the principles and characteristics defined by each Street Type.

### e. Vehicular Travel Lanes

The number and width of vehicular travel lanes are determined by the Street Type.

### f. Vehicular On-Street Parking.

On-street parking, as permitted on designated Street Types, shall meet the following requirements.

- (1) **Vehicular Parking Space Dimensions.** The appropriate dimensions for on-street parking spaces are outlined in Table (2). On-Street Parking Space Dimensions and Figure (6). On-Street Parking Layout. The width of a parking space shall be measured from the center of a stripe.
- (2) **Parking Travel Lanes.** The appropriate dimensions for travel lanes adjacent to parking are outlined in Table (3) Parking and Travel Lanes Dimensions.

### g. Bicycle Facilities.

All required bicycle accommodations shall be provided as described below. The following types of bicycle accommodations are permitted per each Street Type. Refer to Figure (7). Bicycle Facilities.

- (1) **Cycle Track.** A cycle track is a separate bicycle facility that is physically separated from vehicular traffic by a landscape buffer, parking or a barrier. It may be raised or level with the street. This track occurs on one side of the street as a two-way facility or on each side of the street as paired, one-way facilities. Minimum width for a one-way cycle track is 5' with a 3' minimum buffer. Minimum width for a two-way cycle track is 10', with a 3' minimum buffer.
- (2) **Shared Lane.** A shared lane is a lane that is shared between vehicles and bicycles on roads posted 25 MPH or less. It includes a thermoplastic bicycle marker combined with a double arrow (known as a "sharrow") at every 250 feet or less. Sharrow location and design require County Traffic Engineer approval. This improvement occurs in both directions. Refer to Figure (7) Bicycle Facilities for sharrow dimensions.
- (3) **Best Practices.** For additional information, reference the most current National Association of City Transportation Officials' (NACTO's) Urban Bikeway Design Guide or FHWA Separated Bike Lane Planning and Design (SBL) Guide. The County Engineer may provide interim approval for alternative designs.

Figure (5). Street Types Plan



\* See Street Types for lane configurations and additional standards.

Note: The boulevard, avenue and street network shown in Figure (5) is conceptual only. Actual alignments will be determined and established at site plan approval stage

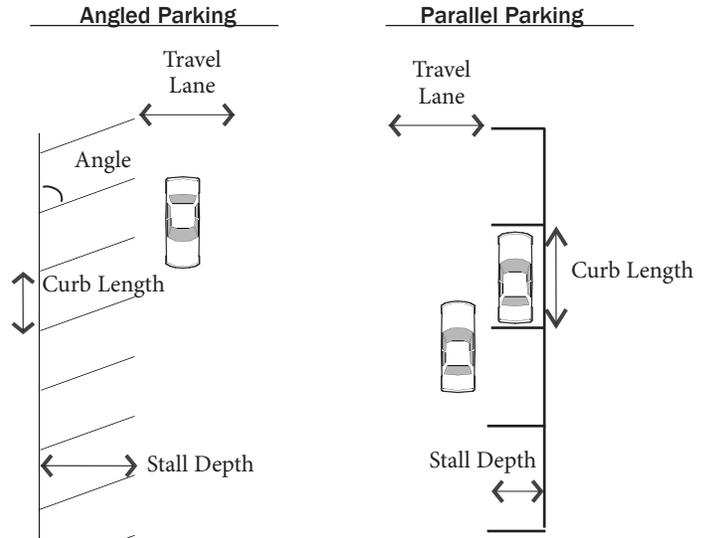
**Table (2). On-Street Parking Space Dimensions**

Angle (degrees)	Curb Length (feet)	Stall Depth (feet)
0 (Parallel)	22	8.5
30	18	18
45	12	17
60	10	18
90	9	18

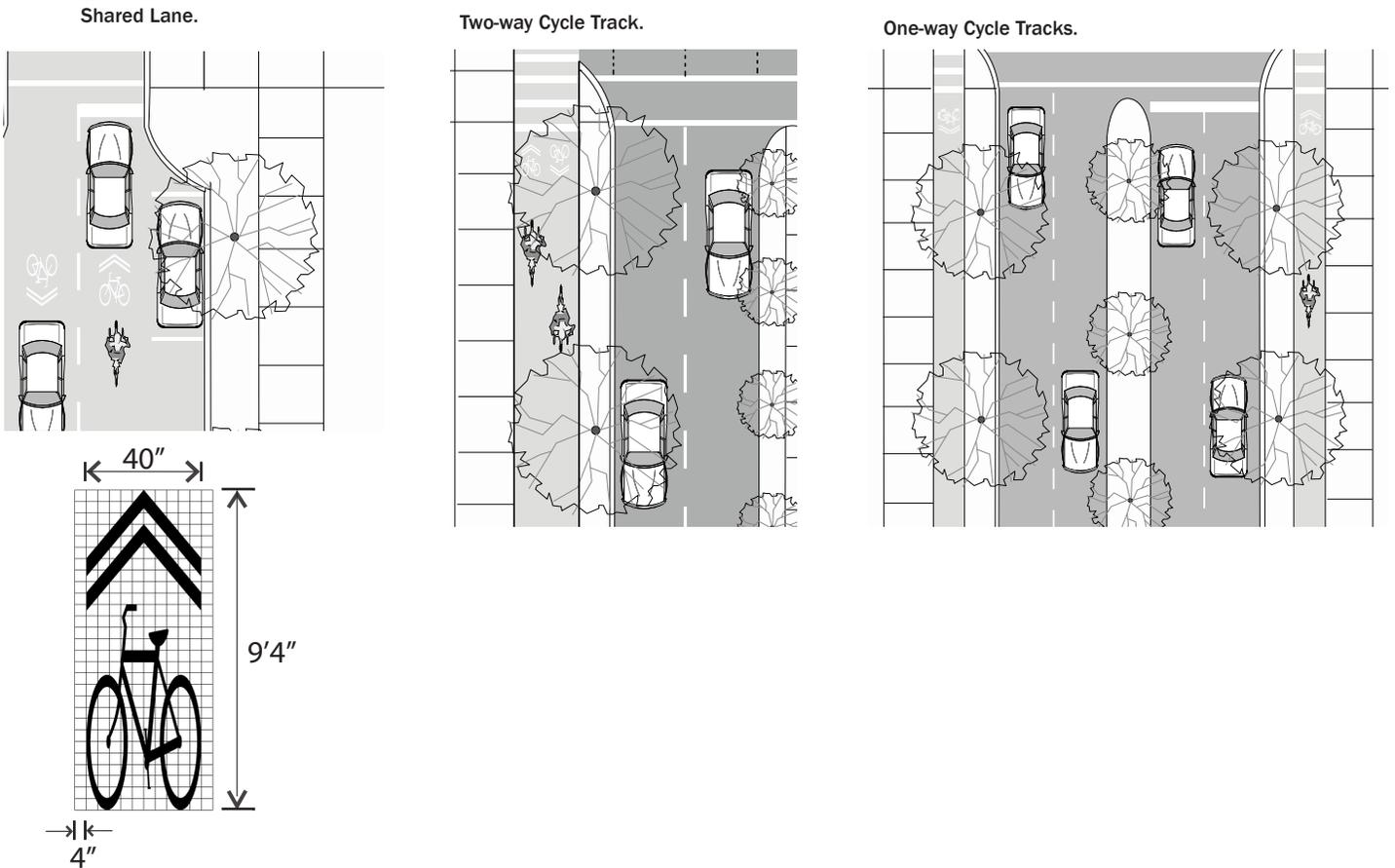
**Table (3). Parking and Travel Lane Dimensions**

Angle (degrees)	One Way Travel Lane (feet)	Two Way Travel Lane (feet)
0 (Parallel)	12	20
30	12	20
45	14	20
60	18	22
90	20	22

**Figure (6). On-Street Parking Layout**



**Figure (7). Bicycle Facilities**



**h. Fire Access.**

Street configurations have been calculated to provided fire truck access. Where the total width of all travel lanes totaled is narrower than 20 feet, the following shall apply.

- (1) **Room to Pass.** At 120 foot increments, an opening in the on-street parking or a dedicated pull-off space at least 20 foot long must be provided to allow vehicles to pull over for a fire truck to pass.
- (2) **Driveway or Fire Hydrant Zone.** A driveway or fire hydrant zone may be utilized to fulfill the requirement.

**i. General Layout Standards.**

The following standards apply to new streets or newly platted vehicular Rights-of-Way.

- (1) **Treatment of Natural Features.** Streets shall be designed to respect natural features, such as rivers, woodlands, or slopes, by following rather than interrupting or dead-ending at the feature.
- (2) **Street Network.** The network of streets shall form an interconnected pattern with multiple intersections.
- (3) **Existing Streets.** The arrangement of streets shall provide for the continuation of existing streets from adjoining areas into new developments.

**j. Green Streets.**

Incorporation of Low-Impact Development (LID) best practices, with approval of the County Engineer, is encouraged to capture additional stormwater and reduce runoff, provided that the County does not maintain these features. See Table (4).

Table (4). LID Practices for Streets	
LID Practice	Stormwater Credit
Pervious Pavement	The county may provide stormwater credit where volume is retained pending approval from the County Engineer.
Shallow Retention/ Bioretention Swale	
Raingardens	
Tree Box Filter	
Curb Cuts/ Inverted Medians	

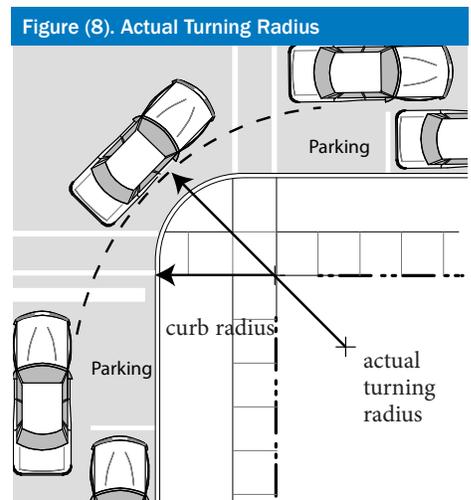
**k. Disconnected Streets.**

Disconnected streets may take the following form:

- (1) **Stub Streets.** Where adjoining areas are not subdivided, streets in new subdivisions shall be extended to the boundary line of the tract to make provision for the future projection of streets into adjacent areas.
  - (a) Where abutting property is not subdivided, stub streets shall be provided at intervals no greater than the maximum block length and width requirements in Table (1) I-Drive Summary Table
  - (b) Existing stub streets adjacent to a proposed subdivision shall be connected.
- (2) **Cul-de-Sac Streets.** Cul-de-sac streets are prohibited in the I-Drive District.

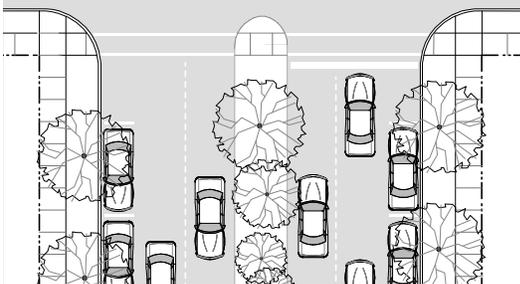
**l. Intersections.**

- (1) **Curb Radii.** The following curb radii shall be utilized unless otherwise authorized by the County Engineer.
  - (A) Intersections should be designed for actual turning radius of the typical design vehicle as opposed to the maximum design vehicle. Small curb radii at intersections shorten pedestrian crossing distances and reduce vehicle turning speeds, thereby balancing the ease of travel of the vehicles and pedestrians. Refer to Figure (8).
  - (B) **Local Streets.** At the intersection of two Local Streets, the following curb radii shall be utilized.
    - (i) With on-street parking on both streets, a 5 foot radius may be utilized.
    - (ii) Without on-street parking, a 15 foot radius is required.



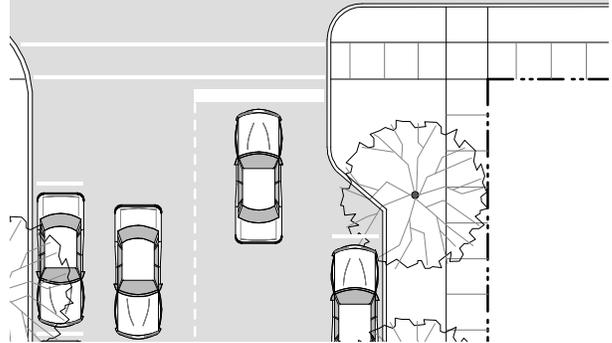
- (C) **Avenue Streets.** At the intersection of Avenues to Avenues or Boulevards, the following curb radii shall be utilized.
    - (i) With on-street parking on both streets, a 10 foot radius is required.
    - (ii) Without on-street parking on either street, a 25 foot radius is required.
  - (D) **Larger Radius.** When the design vehicle requires a larger curb radius and no on-street parking exists, a 30 foot radius may be utilized for Avenues or Boulevards. Larger radii require approval of the Department of Public Works and shall follow FDOT Greenbook.
  - (E) **Alley Intersections.** The curb radius at intersections involving Alleys shall be no greater than 5 feet.
- (2) **Crosswalks.** Crosswalks shall be required at all stop-controlled intersections involving Frontage Roads, Local Streets, Avenues, and Boulevards with an ADT of 3,000 or greater. Any proposed crosswalks at uncontrolled locations require a study.
- (A) **Dimensions.** Crosswalks shall be a minimum 10 feet in width, measured from mid-stripe to mid-stripe, per MUTCD.
  - (B) **Markings.** Crosswalks shall be appropriately indicated on the finished street surface with thermoplastic markings. Textured/colored pavement is permitted provided that it is privately maintained.
  - (C) **Crossing Distances.** To encourage pedestrian activity, typical crosswalks shall not extend over 38 feet without a landscape median, bulb-outs and/or other pedestrian refuge to mitigate the effects of vehicular traffic on crossing and to increase pedestrian safety and comfort. Refer to Figure (9).

Figure (9). Pedestrian Refuge in Median.



- (D) Accessible ramps and warning panels, per the American Disabilities Act, Florida Accessibility Code or any more stringent state requirement, are required where all sidewalks or trails terminate at a crosswalk or curb.
  - (E) **Ramp Orientation.** Ramps shall be oriented perpendicular to traffic, requiring two ramps per corner at intersecting streets.
- (3) **Bulb-outs.** To shorten pedestrian crossing distances, bulb-outs shall be utilized at intersections when on-street parking is provided. Refer to Figure (10).
- (A) The depth of the bulb-out shall match the utilized on-street parking, either the width of the parallel space or the depth of the diagonal space.
  - (B) The radius of the bulb-out shall match the requirements for the intersection.

Figure (10). Bulb Out.



### m. Street Types Graphics and Requirements.

The following graphics and tables outline the permitted Street Types and their specific requirements. The streets described in Table (5) shall be used to achieve the maximum block perimeter standards outlined in Table (1) I-Drive Summary Table.

Table (5). Street Hierarchy

Street Type	Block Delineating	Primary or Secondary
Alley	No	Secondary
Frontage Road	No	Primary
Local Street	Yes	Primary*
Avenue	Yes	Primary
Boulevard	Yes	Primary

\* In some cases, Local Streets may be designated as secondary at the Site Plan stage and reviewed by staff to determine the appropriateness of the designation. By way of example, but not limitation, some secondary streets will provide access for off-street parking, loading areas, solid waste collection, and other necessary functions, but would not meet the pedestrian-oriented intent for Primary Streets, and would more appropriately be designated as Secondary Streets.

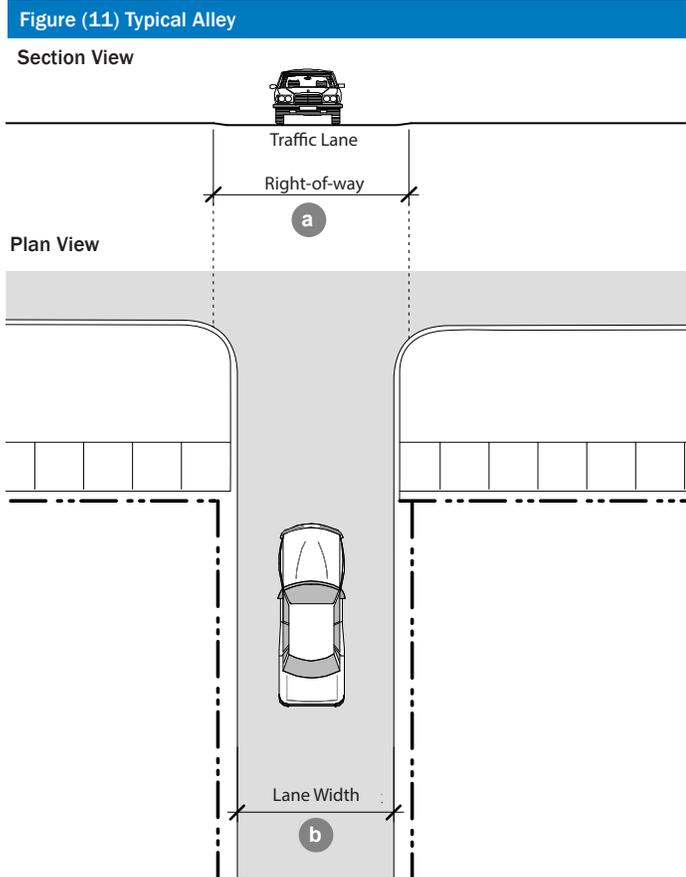
**(1) Alley.**

**(A) Intent.**

The Alley is a very low capacity drive located at the rear of parcels. From the Alley, access to parking facilities, loading facilities, and service areas, such as refuse and utilities is possible without a curb cut or driveway interrupting a street type. Refer to the typical plan and section in Figure (11) or Figure (12). Alleys are a mid-block treatment and do not count towards block perimeter requirements.

**(B) General Requirements.**

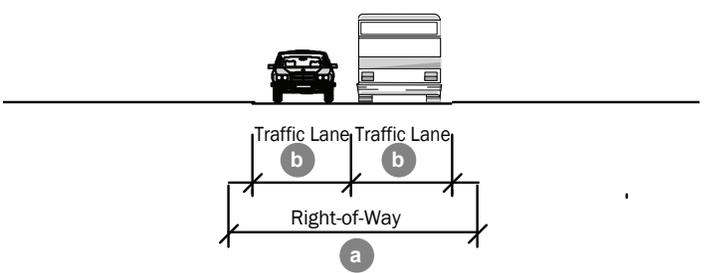
Alleys shall be developed using the standards in Table (6).



**Table (6). Alley Requirements**

Expected ADT	Not Applicable
<b>a</b> Typical Right-of-way Width	20' Typical Alley 24' Two-Way Alley
<b>Vehicular Realm</b>	
Traffic Lanes	1 yield lane 2 lane alternative
<b>b</b> Traffic Lane Width	20' minimum for two-way movements
Speed	10 mph
Allowable Turn Lanes	Not applicable
Parking Lanes	Not applicable
Median	Not applicable
Bicycle Facilities	None required; travel lanes are shared among drivers, pedestrians and bicyclists
<b>Pedestrian Realm</b>	
Sidewalk	None required; travel lanes are shared among drivers, pedestrians and bicyclists
Landscape Buffer	Not required

**Figure (12). Two-Way Alley**



## (2) Frontage Road.

### (A) Intent.

The Frontage Road is a low capacity, one-way drive only permitted along the corridors referenced in Figure (5) Street Types Plan. These optional streets help to calm traffic along busier corridors by adding on-street parking near store fronts, enhancing pedestrian facilities and increasing access. This parallel facility creates a multi-way boulevard, Refer to the typical plan and section in Figure (13) and the Multiway Boulevard example in Figure (14). Frontage Roads do not count towards block perimeter requirements.

### (B) General Requirements.

Frontage Roads shall be developed using the standards in Table (7).

### (C) Applicability.

Permitted within T6 Core Universal or parallel to streets as detailed in Figure (5) Street Types Plan.

Figure (13). Typical Frontage Road

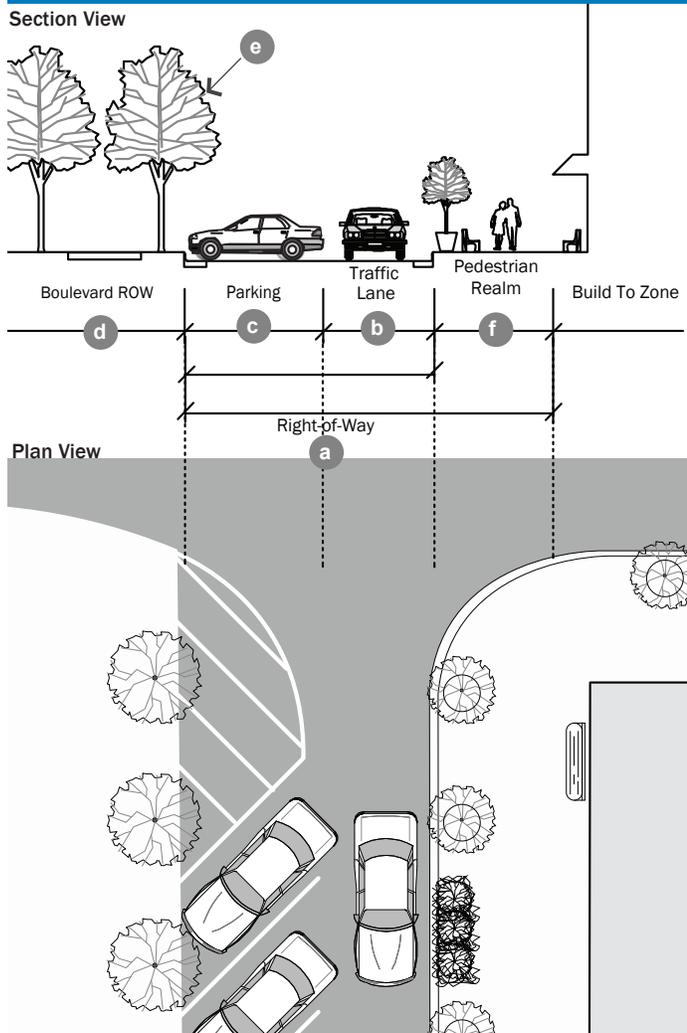
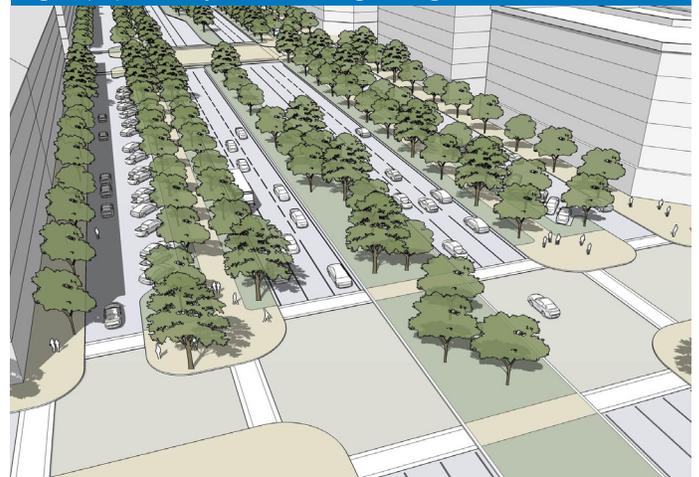


Table (7). Frontage Road Requirements

Expected ADT	Not Applicable
<b>a</b> Typical Right-of-way Width	40' Typical Frontage Road
<b>Vehicular Realm</b>	
Traffic Lanes	1 traffic lane (one-way)
Traffic Lane Width	10' minimum 11' minimum with truck/transit traffic 12' minimum with angled parking
<b>b</b> Speed	10 mph
Allowable Turn Lanes	Not applicable
<b>c</b> Parking Lanes	Parallel or angled required on one side of street
<b>d</b> Setback from ROW	minimum 0' setback with a minimum of 60' from Boulevard curb to edge of Frontage Road to allow for safe turn movements.
Median	Not applicable
Bicycle Facilities	None required.
<b>Pedestrian Realm</b>	
<b>e</b> Landscape	Canopy trees with a minimum caliper of 6" or minimum height of 17', whichever achieves a greater overall height*, shall be planted within the ROW every 30' on center. Maximum distance of plantings from the building facade is 40', measured on-center to the building base. See Ch. 24 for more detail.
<b>f</b> Pedestrian Realm	<p><b>Sidewalk:</b> Minimum 10' clear sidewalk adjacent to store fronts.</p> <p><b>Furnishing Zone:</b> cafe seating and furniture requires 5' clear walking path</p> <p><b>Lighting:</b> Per local utility standards.</p>

\* Caliper measurements are per the most recent Florida Grades and Standards for Nursery Plants

Figure (14). Multiway Boulevard using Frontage Road



### (3) Local Street.

#### (A) Intent.

The Local Street is a medium capacity street for slow speeds with a standard right-of-way. It primarily serves as a through street within the District and is primarily used to meet block perimeter standards. Refer to the typical plan and section, Figure (15) or Figure (16).

#### (B) General Requirements.

Local Streets shall be developed using the standards in Table (8).

Figure (15). Typical Local Street

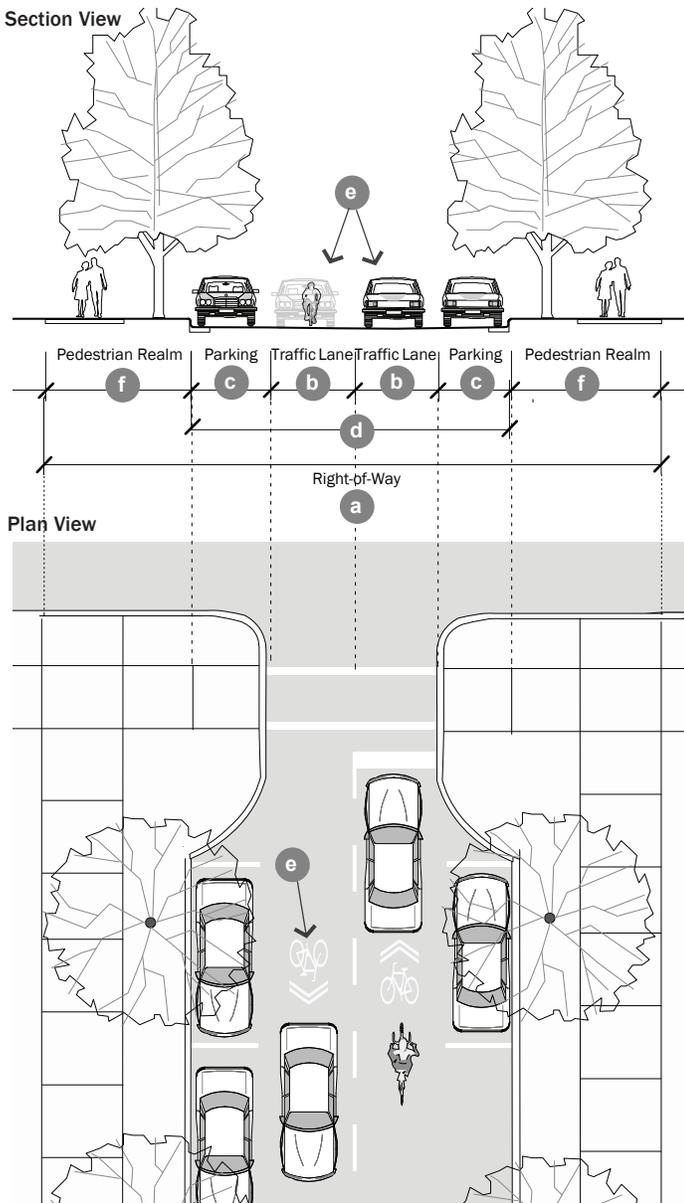
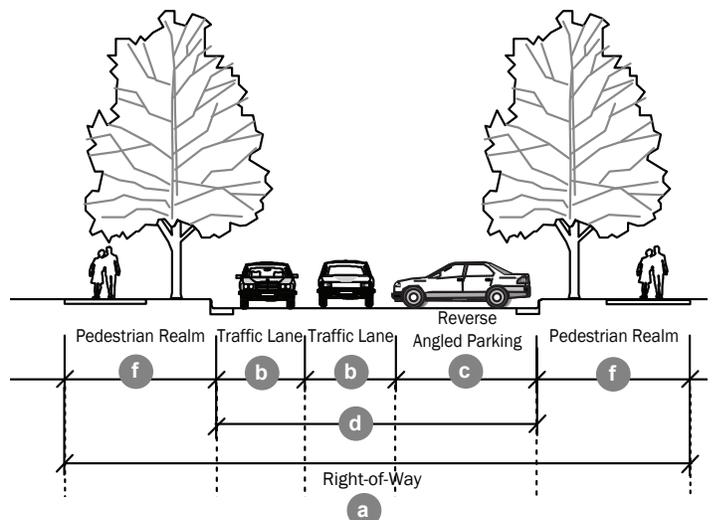


Table (8). Local Street Requirements

Expected ADT	500 - 5,000
<b>a</b> Typical Right-of-way Width	68' to 75' maximum
<b>Vehicular Realm</b>	
Traffic Lanes	1 traffic lane in each direction
<b>b</b> Traffic Lane Width	10' minimum 11' with truck/transit traffic 12' when reverse angled parking is adjacent
Design Speed	25 mph
Allowable Turn Lanes	Right permitted in place of parking at intersections with Avenue; left prohibited
<b>c</b> Parking Lanes*	On-street parking required on primary streets. Parallel permitted on both sides of street. Angled or reverse angled permitted on only one side of the street. On-street parking optional on secondary streets.
<b>d</b> Curb to Curb Width	36' Minimum, bulb-outs may be required.
Median	Prohibited
<b>e</b> Bicycle Facilities**	Shared Lane (sharrows) required
<b>Pedestrian Realm</b>	
<b>f</b> Pedestrian Realm	<b>Landscape:</b> Street trees and landscaping recommended adjacent to storefront. See Ch. 24 for more detail. <b>Sidewalk:</b> Minimum 10' clear sidewalk on both sides of street <b>Furnishing Zone:</b> cafe seating and benches requires 5' clear walking path <b>Lighting:</b> Per local utility standards.
* See Figure 6 for Vehicular On-Street Parking requirements	
** See Figure 7 for Bicycle Facilities requirements	

Figure (16). Alternative Local Street



## (4) Avenue.

### (A) Intent.

The Avenue is a medium to high capacity street that transitions between two lanes with on-street parking and a four lane configuration. When the four lane configuration is used, two of the lanes must be transit priority lanes. The avenue serves all types of development and provides additional parking or additional transit connections. Refer to the Typical Avenue in Figure (17), or the Transit Avenue in Figure (18).

### (B) General Requirements.

Avenues shall be developed using the standards in Table (9).

Figure (17). Typical Avenue

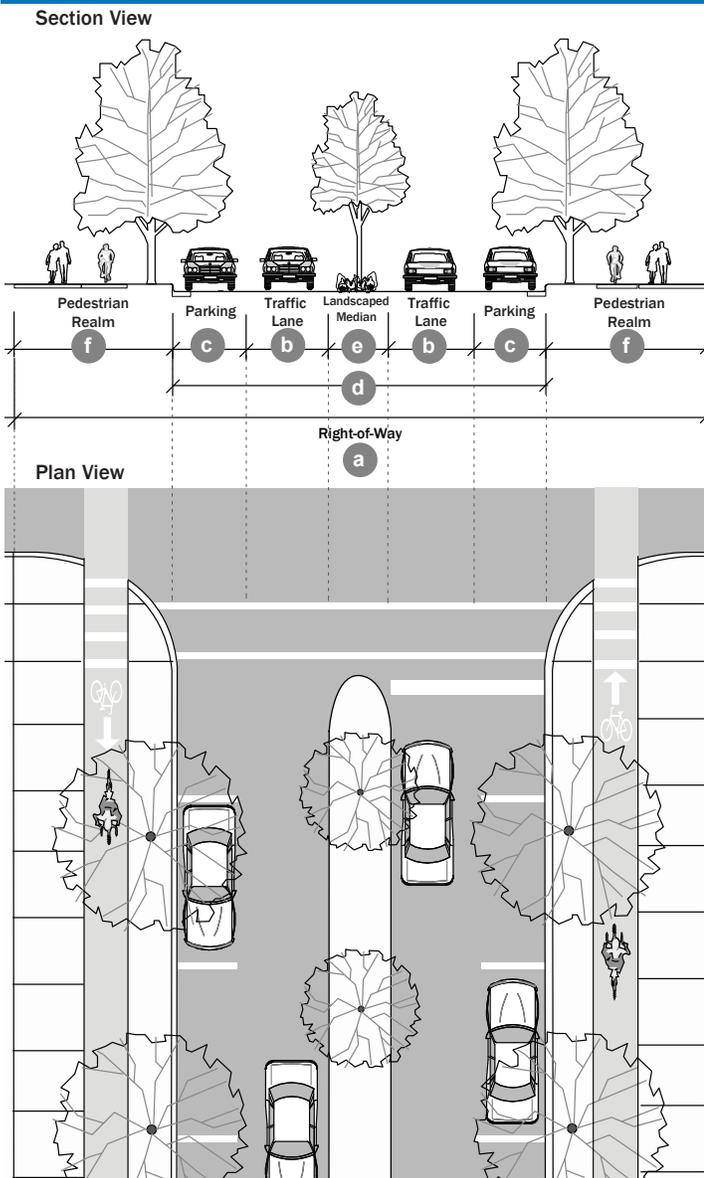
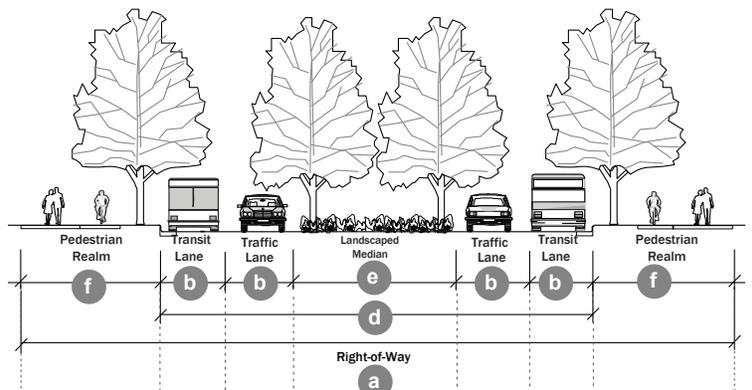


Table (9). Avenue Requirements

Expected ADT	1,000 - 10,000
<b>a</b> Right-of-way Widths	80' for Typical Avenue 100' and greater for Transit Avenue
<b>Vehicular Realm</b>	
Traffic Lanes	1 Traffic Lanes in each direction 1 Additional Transit Lane permitted in place of parking, additional traffic lane prohibited.
<b>b</b> Traffic Lane Width	11' minimum 12' with truck/transit traffic
Design Speed	25 mph with On-Street Parking 30 mph with Transit Lanes
Allowable Turn Lanes	Right permitted in place of parking at intersections with Local Road; left only with median.
<b>c</b> Parking Lanes *	Parallel required on both sides of street if additional Transit Lane is not provided; angled parking prohibited.
<b>d</b> Curb to Curb Width	50' or greater
<b>e</b> Median	Permitted. 9' min
<b>Pedestrian Realm</b>	
<b>f</b> Pedestrian Realm	<b>Landscape:</b> Street trees required. See Ch. 24 for more detail. <b>Bicycle Facilities**:</b> Shared lane, one or two-way Cycle Tracks permitted. <b>Sidewalk:</b> Minimum 10' clear sidewalk on both sides of street. <b>Furnishing Zone:</b> cafe seating and benches requires 5' clear walking path <b>Lighting:</b> Per local utility standards.
* See Figure 6 for Vehicular On-Street Parking requirements	
** See Figure 7 for Bicycle Facilities requirements	

Figure (18). Transit Avenue



## (5) Boulevard (4 lane).

### (A) Intent.

The Boulevard is a high capacity street for speeds between 25-35 mph with a wider right-of-way. It serves all types of development and provides crosstown connections. Landscaped medians are included. A Multi-way Boulevard is created by adding Frontage Roads parallel to the Boulevard, Refer to Figure (12). These access lanes front development, have slower design speeds and require on-street parking. For typical boulevards, refer to the typical plan and section, Figure (19). or Figure (20).

### (B) General Requirements.

Boulevards shall be developed using the guidelines in Table (10).

Figure (19). Typical Boulevard

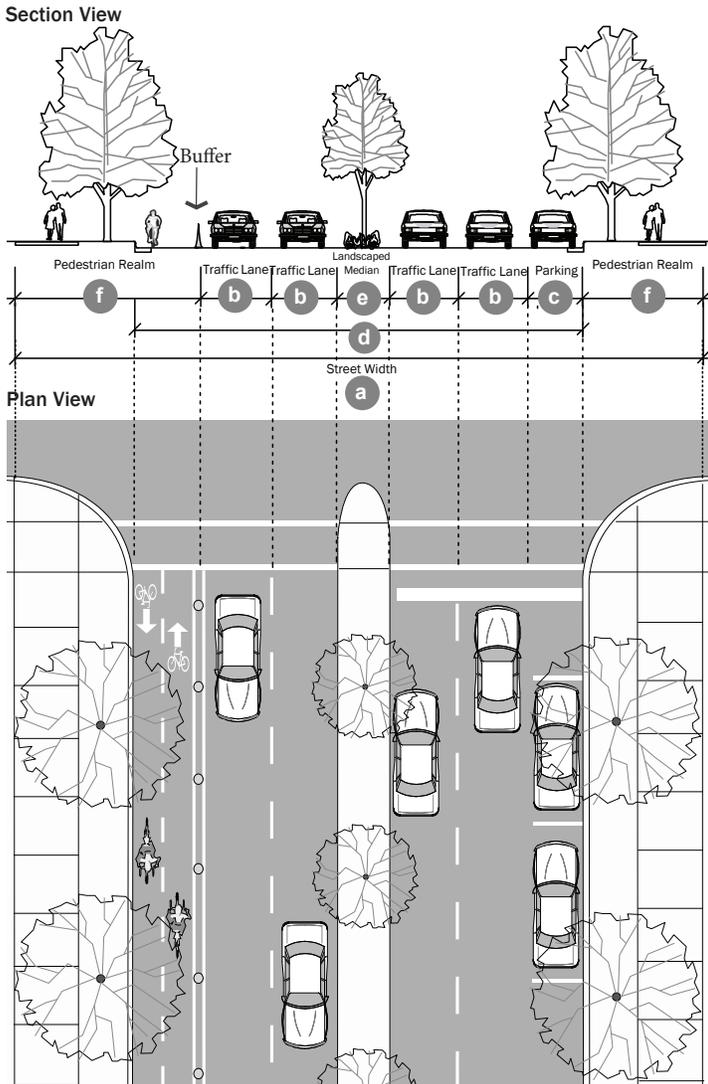


Table (10) Boulevard Requirements

Expected ADT 5,000 - 30,000

a Right-of-way Widths 105' Typical Boulevard  
65' Alternative Boulevard

#### Vehicular Realm

Traffic Lanes 2 traffic lanes in each direction permitted .

b Traffic Lane Width 11' minimum  
12' with truck/bus traffic

Design Speed 25 to 35 mph, depending on parking

Allowable Turn Lanes Permitted in place of parking and bulb out at intersections

c Parking Lanes\* Both sides permitted, parallel only

d Curb to Curb Width 70' and greater

e Median Required, 15.5' minimum

#### Pedestrian Realm

Landscape: Street trees required. See Ch. 24 for more detail.

Bicycle Facilities\*\*: One or two-way Cycle Track permitted.

Sidewalk: Minimum 12' clear sidewalk on both sides of street. Minimum 10' if cycle track is adjacent and parallel to sidewalk.

Furnishing Zone: cafe seating and benches requires 5' clear walking path

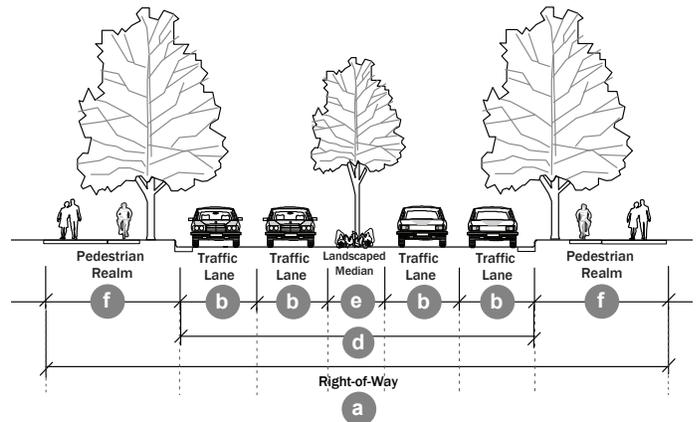
Lighting: Per local utility standards.

f Pedestrian Realm

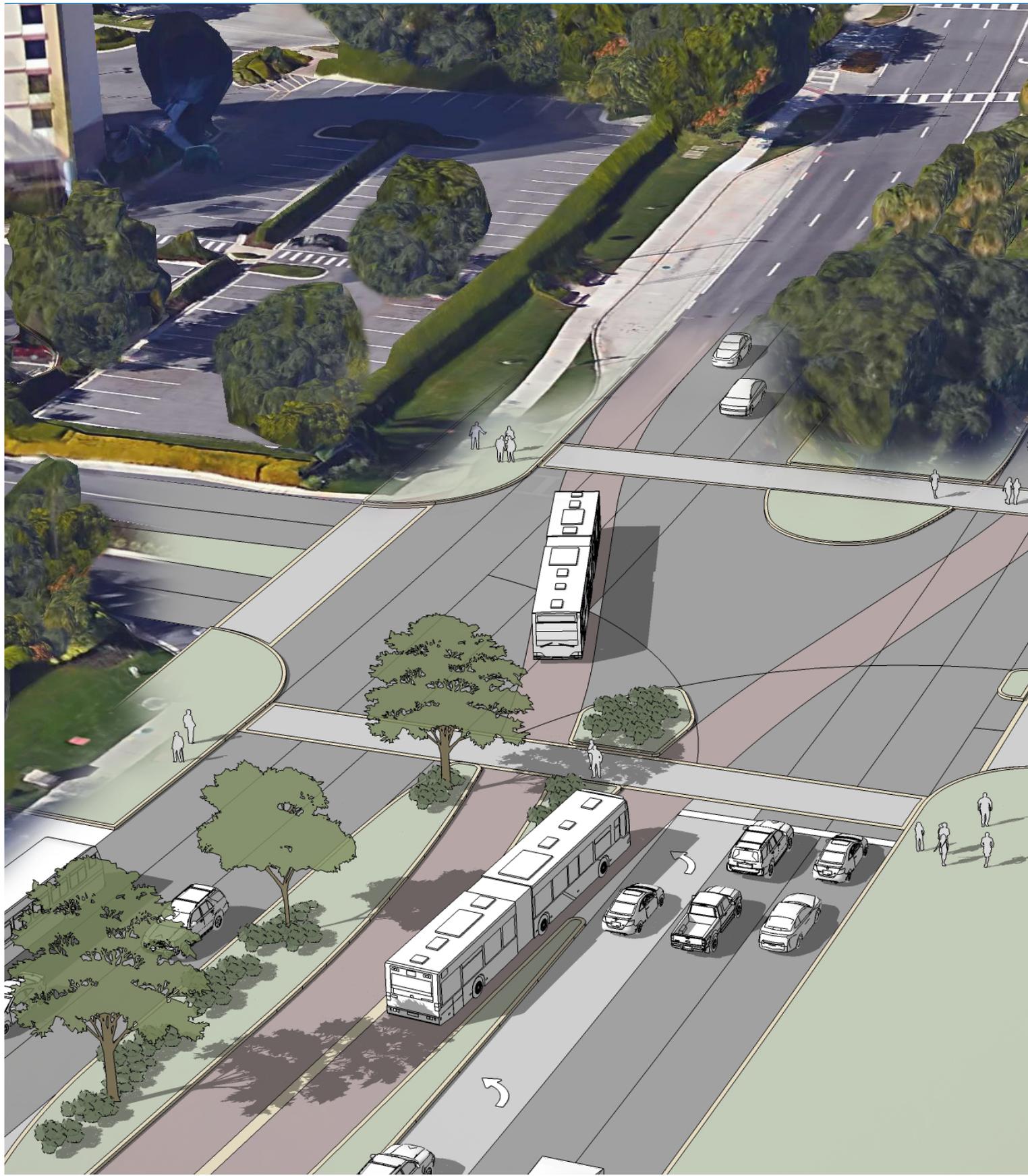
\* See Figure 6 for Vehicular On-Street Parking requirements

\*\* See Figure 7 for Bicycle Facilities requirements

Figure (20). Alternative Boulevard



# I-Drive District Overlay Zone



ADOPTED FEBRUARY 7, 2017  
As Amended by Ordinance 2018-24, October 30, 2018;  
Ordinance 2019-06, May 21, 2019; Ordinance 2020-02, January 14, 2020

## (6) Boulevard (6 lane).

### (A) Intent.

The six lane boulevard is a high capacity street for speeds between 30-35 mph with a wider right-of-way. It serves all types of development and provides crosstown connections for transit and cyclists as well as automobiles. Transit lanes are provided. Refer to the typical plan and section, Figure (21). or Figure (22).

### (B) General Requirements.

Six lane boulevards shall be developed using the guidelines in Table (11).

Figure (21). Six Lane Boulevard.

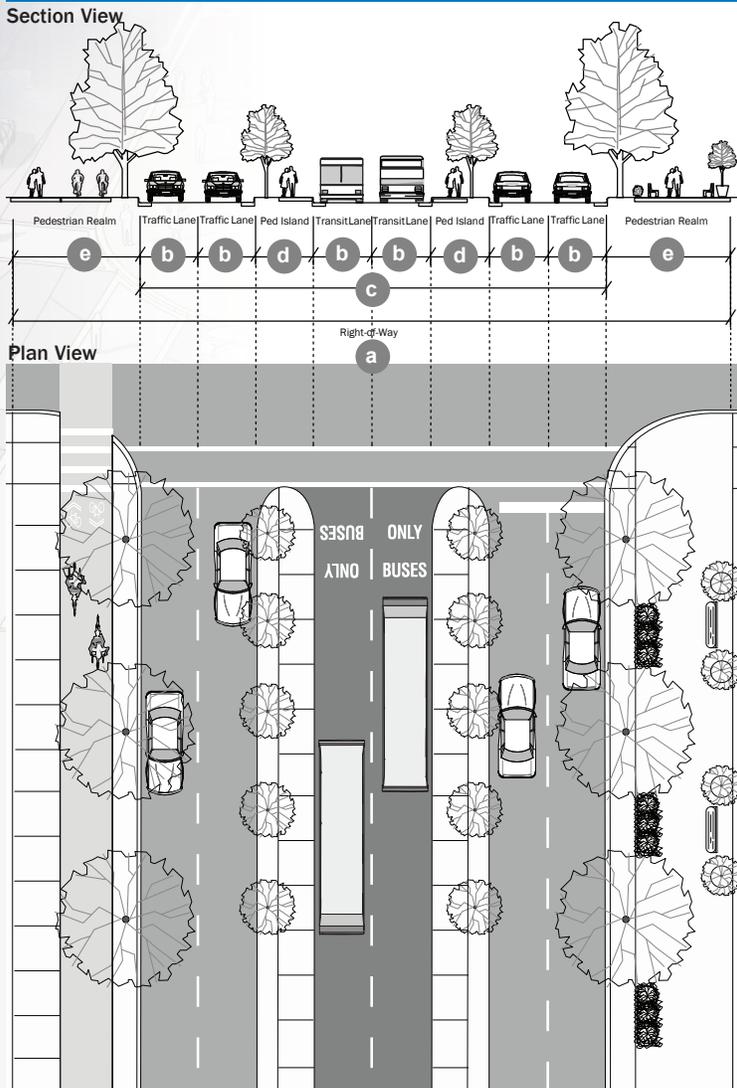
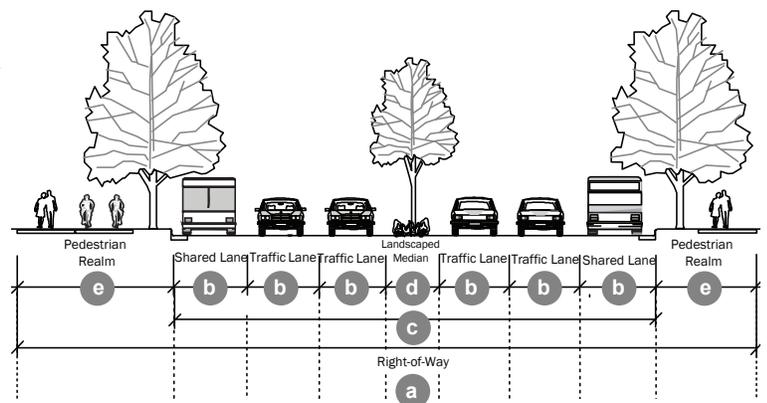


Table (11) Six Lane Boulevard Requirements

Expected ADT	20,000 +
<b>a</b> Right-of-way Widths	128' - 140'
<b>Vehicular Realm</b>	
Traffic Lanes	1 transit lane with 2 traffic lanes recommended. 3 traffic lanes in each direction permitted.
<b>b</b> Traffic Lane Width	11' minimum 12' with truck/bus traffic
Design Speed	30-35 mph
Allowable Turn Lanes	Permitted.
Parking Lanes	Prohibited.
<b>c</b> Curb to Curb Width	96' and greater
<b>d</b> Median & Pedestrian Islands	Required, minimum 12' wide. 15.5' for left turns.
<b>Pedestrian Realm</b>	
	<b>Landscape:</b> Street trees required. See Ch. 24 for more detail.
	<b>Bicycle Facilities*:</b> One or two-way Cycle Track permitted.
<b>e</b> Pedestrian Realm	<b>Sidewalk:</b> Minimum 14' clear sidewalk on both sides of street. Minimum 10' if cycle track is adjacent and parallel to sidewalk.
	<b>Furnishing Zone:</b> cafe seating and benches requires 5' clear walking path
	<b>Lighting:</b> Per local utility standards.

\* See Figure 7 for Bicycle Facilities requirements

Figure (22). Alternative Six Lane Boulevard.



## Sec. 38-863. Open Space Types.

### a. Intent.

To provide open space as an amenity that promotes physical and environmental health within the community and to provide access to a variety of active and passive open space types. Special features, such as fountains and public art installations, are encouraged.

### b. Applicability.

The open space standards outlined apply to all development within the District and supersede any conflicting code provisions in the Orange County Code. SZ Civic and SZ Theme Park are exempt.

### c. General Requirements.

A minimum of fifteen percent (15 %) of the project area shall be open space, unless reduced by a public access and/or conservation bonus as permitted herein. All open space shall meet the following requirements.

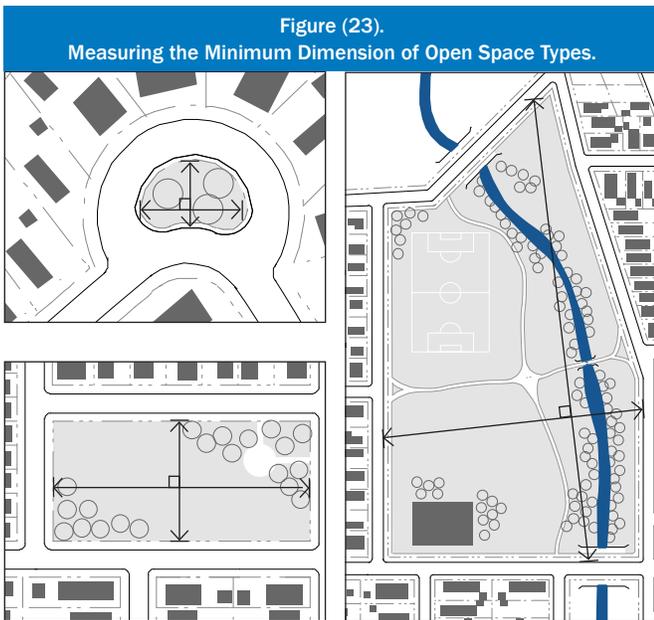
- (1) Required open spaces may be shared or located on any property within the district, subject to review by the Planning and Zoning Managers, or Parks Manager, when applicable. The cumulative total open space area is not reduced when shared between two or more property owners.
- (2) **Types of Open Space.** All open space provided within the I-Drive District shall generally conform with one of the Open Space Types defined in this section. Alternative open space types, meeting the intent of this section, may be presented to the Planning and Zoning Managers for approval.
- (3) **Diversity of Open Space Types.** For developments proposing more than three Open Space Types to meet the open space requirement, at least two different open space types shall be provided.
- (4) **Location.** Open Space Types designated pursuant to this section shall be identified on site plans.
- (5) **Knee Walls.** Open Space Types may incorporate knee walls provided that the following requirements are met.
  - (A) **Height.** Walls shall be a maximum height of 48 inches, unless approved by the Planning and Zoning Managers for such circumstances as proximity to railroad right-of-way and use around swimming pools, ball fields, and ball courts.
  - (B) **Type.** Chain-link fencing is not permitted along any street frontage, with the exception of dedicated sports field or court fencing approved by the Planning and Zoning Managers.
  - (C) **Spacing of Openings.** Openings or gates shall be provided when facing streets. Spacing between openings can be no larger than 150 feet.
- (6) **Open Water Body.** All open water bodies, such as lakes, ponds, creeks, and streams, within an open space type shall be located to allow for pedestrian and bicycle access as well as a landscape area surrounding the water body.
- (7) **Ownership.** Open Space Types may either be publicly or privately owned.
- (8) **Parking Requirements.** Parking shall not be required for any Open Space Type, unless a use other than open space is determined by the Planning Zoning and Managers. Adjacent on-street parking is encouraged.
- (9) **Continuity.** Connections to existing or planned trails or open space types shall be made when the Open Space abuts an existing or planned trail right-of-way or other open space type.

### d. Definition of Requirements.

The following further explains or defines the requirements included in Tables (15) through (21) for each Open Space Type. Refer to each table for the specific requirements of each Open Space Type.

- (1) **Size.**
  - (A) **Minimum Size.** The minimum size of the Open Space Type is measured within the parcel lines of the property.
  - (B) **Maximum Size.** The maximum size of the Open Space Type is measured within the parcel lines of the property.
  - (C) **Minimum Dimension.** The minimum length or width of the Open Space Type. See Figure (23).
- (2) **Minimum Percentage of Vehicular Right-of-way Frontage Required.** The minimum percentage of the open space perimeter, as measured along the outer parcel line, that shall be located directly adjacent to a vehicular right-of-way, excluding Alley frontage. This requirement provides access and visibility to the open space and is only required when meeting the Public Access Bonus.
- (3) **Adjacent Parcels.** Parcels directly adjacent to or across the street from an Open Space Type.
  - (A) **Transects Permitted on Adjacent Parcels.** The Transects permitted directly adjacent to or across the street from a given open space.
  - (B) **Frontage Orientation of Adjacent Parcels.** The preferred orientation of the adjacent parcels' frontages to the open space. Front, corner, side, and rear refers to the property line either adjacent to the Open Space or facing the open space across the street.
- (4) **Improvements.** The following types of development and improvements may be permitted on an Open Space Type.
  - (A) **Designated Sports Fields.** Sports fields, ball courts, or structures designated for one or more particular sports including, but not limited to, baseball fields, softball fields, soccer fields, basketball courts, football fields, tennis courts, climbing walls, and skate parks.
  - (B) **Playgrounds.** Playgrounds include a defined area with play structures and equipment such as slides, swings, climbing structures.
  - (C) **Fully Enclosed Structures.** Fully enclosed structures may include such uses as park offices, maintenance sheds, restrooms, neighborhood retail and civic uses defined in Sec. 38-865.
    - (i) **Maximum Area.** For some open space types, fully enclosed structures are permitted, but limited to a maximum building coverage as a percentage of the open space area.
    - (ii) **Semi-Enclosed Structures.** Open-air structures, such as gazebos are permitted in all open space types.

- (D) **Maximum Impervious and Semi-Pervious Surface Permitted.** The amounts of impervious and semi-pervious coverage are provided separately to allow an additional amount of semi-pervious surface, such as permeable paving, above the Impervious surfaces permitted, including, but not limited to, parking facilities, driveways, sidewalks, paths, and structures as permitted.
- (E) **Maximum Percentage of Open Water Body.** The maximum amount of area within an Open Space Type that may be covered by an open water body, including, but not limited to, ponds, and lakes.
- (F) **Landscaping.** In addition to turfed surfaces, open spaces shall also incorporate areas of groundcover, shrubs and understory trees in accordance with maximum impervious and semi-pervious surface permitted.
- (G) **Lighting.** Lighting may be required for some Open Space Types. Refer to Sec. 9-646 for all other lighting standards.



**e. Stormwater in Open Space Types.**

Stormwater management practices, such as storage and retention facilities and Low Impact Development practices, may be integrated into Open Space Types and utilized to meet stormwater requirements for surrounding parcels.

**Stormwater Features.** Stormwater features in open space may be designed as formal or natural amenities with additional uses other than stormwater management, such as an amphitheater, sports field, or a pond or pool as part of the landscape design. Stormwater features shall not be fenced and shall not impede public use of the land they occupy.

**f. Public Access Bonus.**

The 15% open space requirement shall be reduced to 10% if public access is provided for all open spaces. The Minimum Percentage of Vehicular Right-of-way Frontage standard is required for this bonus.

**g. Conservation Bonus.**

If the landscape features described in Tables (12) through (14) are implemented as described below, the open space requirement can be reduced by 2%. For example, the required 15% open space for 2.5 acres is .375 acres. Conserving 2,000 square feet of existing contiguous native plant communities on-site, per Table (13), can reduce your total required open space to 13% or .325 acres. These bonuses may reduce the minimum open space size. Below the bonuses are further defined and the appropriate requirements are described.

**Table (12). Significant Tree Bonus Requirements**

A Significant Tree is considered an on-site tree at least 24" in diameter at breast height and in fair to excellent condition, as determined by an ISA Certified Arborist.

<b>(1) Quantity Retained</b>	
Existing Significant Trees	Retain <sup>(a)</sup>
1 to 4 trees on site	Min. 1 tree
4 or more trees on site	Min. 25% retained
<b>(2) Additional Design Requirements</b>	
(a) At least 3/4 of the critical root zone of each retained tree shall be undisturbed. The critical root zone is a circle extending 1 foot radius for every 1 inch in trunk diameter measured at 4.5 feet from the ground (see Ch. 24 for more detail).	

**Table (13). Conservation Community Bonus Requirements**

A Conservation Community is an existing native plant community situated on-site with contiguous vegetation and protected during construction not including preservation already required.

<b>(1) Area of Community</b>	
Total Required Open Space	Retain <sup>(a)</sup>
< .5 acres	Min. 2,000 sq ft.
≥ .51 acres	Min. 10% of open space area.
<b>(2) Additional Design Requirements</b>	
(a) An existing native plant community shall be at least 2,000 contiguous square feet and 20 feet in width at any given stretch at minimum. Native plant communities are comprised of native vegetation including canopy trees, understory trees, and other vegetation, such as shrubs, grasses, or vines.	
(b) Manual removal of non-native, exotic species may be required. Use of herbicides is prohibited.	

**Table (14). LID Bonus Requirements**

Low Impact Development practices are stormwater practices that remove pollutants from run-off, reduce peak volume on the stormwater system, irrigate landscape and are an aesthetic amenity.

<b>(1) Low Impact Minimum Requirements</b>	
LID Practice	Required for Bonus
Pervious Pavers or Similar	2,000 sq ft. for every .25 acres
Rain Garden, Bioswale or Similar	2,000 sq ft. for every .25 acres
Cistern or Rain Catchment	2,000 Gallons for every .25 acres
<b>(2) Combining LID Practices</b>	
Pervious pavers, rain gardens and bioswales may be combined to meet this requirement.	

## h. Square

**Intent.** To provide a formal Open Space of medium scale to serve as a gathering place for civic, social, and commercial purposes. Squares are rectilinear in shape and are bordered on all sides by vehicular right-of-way and building facades. See Figure (24).

Figure (24). Typical Square.



## i. Plaza

**Intent.** To provide a formal Open Space of medium scale to serve as a gathering place for civic, social, and commercial purposes. The Plaza may contain a greater amount of impervious coverage than any other Open Space Type. Special features, such as fountains and public art installations, are encouraged.

Figure (25). Typical Plaza.



Table (15) Square Requirements

(1) Dimensions	
Minimum Size (acres)	0.25
Maximum Size (acres)	3
Minimum Dimension (feet)	80' wide
Minimum % of Vehicular ROW Frontage	100%
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted; maximum 5% of total area
Maximum Impervious Surface	60%
Maximum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

Table (16) Plaza Requirements

(1) Dimensions	
Minimum Size (acres)	0.1
Maximum Size (acres)	2
Minimum Dimension (feet)	80' wide
Minimum % of Vehicular ROW Frontage	50%; 70% building frontage required on non-street frontage
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
(3) Improvements	
Designated Sports Fields	Not permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted; maximum 10% of area
Maximum Impervious Surface	90%
Maximum % of Open Water	50%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required
(4) Additional Design Requirements	
Minimum impervious is 40%.	

**j. Green.**

**Intent.** To provide informal, medium scale active or passive recreation for neighborhood residents within walking distance, mainly fronted by streets for public access or buildings for increased privacy.

Figure (26). Typical Green Layout.



Table (17) Green Requirements	
<b>(1) Dimensions</b>	
Minimum Size (acres)	1
Maximum Size (acres)	10
Minimum Dimension (feet)	100' wide
Minimum % of Vehicular ROW Frontage	0%, 50% for Public Access Bonus
<b>(2) Adjacent Parcels</b>	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Front, Corner, Side
<b>(3) Improvements</b>	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface	35%
Maximum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

**k. Greenway.**

**Intent.** To provide informal, primarily natural linear open spaces that serve to enhance connectivity between open space types and other uses. Greenways are linear open spaces that often follow a natural feature, such as a river, stream, ravine, or man-made feature, such as a vehicular right-of-way. A greenway may border other open space types.

Figure (27). Typical Greenway.



Table (18) Greenway Requirements	
<b>(1) Dimensions</b>	
Minimum Size (acres)	1
Maximum Size (acres)	None
Minimum Dimension (feet)	50' wide
Minimum % of Vehicular ROW Frontage	0%; 1 access point required per 500 linear ft, minimum 20' width for Public Access Bonus
<b>(2) Adjacent Parcels</b>	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Any
<b>(3) Improvements</b>	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Not permitted
Maximum Impervious Surface	30%
Maximum % of Open Water	75%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

## I. County Park.

**Intent.** To provide informal active and passive large-scale recreational amenities to local residents and the greater region. Parks have primarily natural plantings and are frequently created around an existing natural feature such as a water body or stands of trees.



Table (19) County Park Requirements	
<b>(1) Dimensions</b>	
Minimum Size (acres)	10
Maximum Size (acres)	No Max
Minimum Dimension (feet)	400' wide
Minimum % of Vehicular ROW Frontage	50%
<b>(2) Adjacent Parcels</b>	
Permitted Transects	T6 Core General, SZ Civic
Frontage Orientation of Adjacent Parcels	Any
<b>(3) Improvements</b>	
Designated Sports Fields	Permitted
Playgrounds	Permitted
Fully Enclosed Structures	Permitted, maximum 15% of total area
Maximum Impervious Surface	30%
Maximum % of Open Water	30%
Trees (minimum)	1 canopy tree per 1,000 sf
Seating	1 per 1,000 sf
Lighting	Required

## m. Mid-block Passageway.

**Intent.** To provide mid-block pedestrian access and activate courtyards, cafes and seating areas not fronting a street type. Passageways may be covered or open and should provide potted plants and similar landscaping. They may offer overhead tree canopy (or fabricated) shade; and pedestrian-scaled finished surfaces including decorative paving, seating, shop doorways and windows, and adequate pedestrian lighting. Vehicular access is prohibited

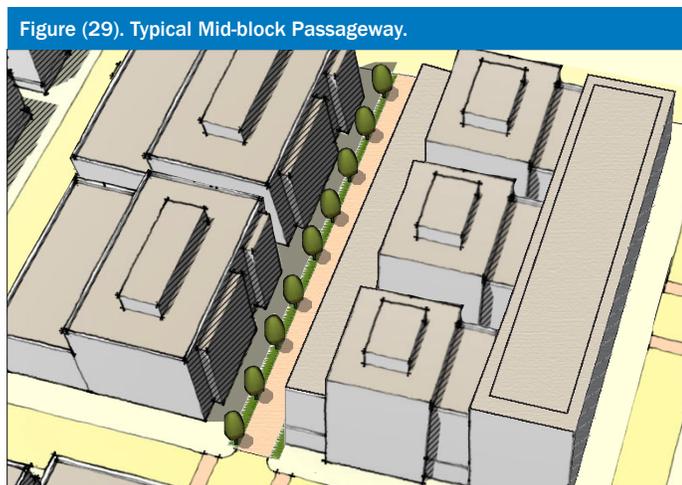


Table (20) Mid-block Passageway Requirements*	
<b>(1) Dimensions</b>	
Width	12' min, 50' max
Minimum Length	Block Depth
Minimum Clear Path	5' wide
<b>(2) Adjacent Parcels</b>	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Corner, Side
<b>(3) Improvements</b>	
Fully Enclosed Structures	Prohibited, second story and above can encroach the passageway or fully cover it.
Maximum Impervious Surface	N/A
Landscaping	Continuous landscaping strip or potted plants required on both sides of path
Seating	1 per 1,000 sf
Lighting	Required

\*Mid-block passageways shall be privately owned and maintained.

**n. Conservation Park.**

**Intent.** To provide informal active and passive large-scale conservation amenities to local residents and the greater region. Conservation Parks have all native plantings and are frequently created around an existing natural feature such as a water body or native ecosystem, such as a Cypress Dome. Native habitat is to be mostly undisturbed and enclosed structures are typically conservation education related. Raised boardwalks are often used to provide pedestrian access while protecting sensitive habitat.

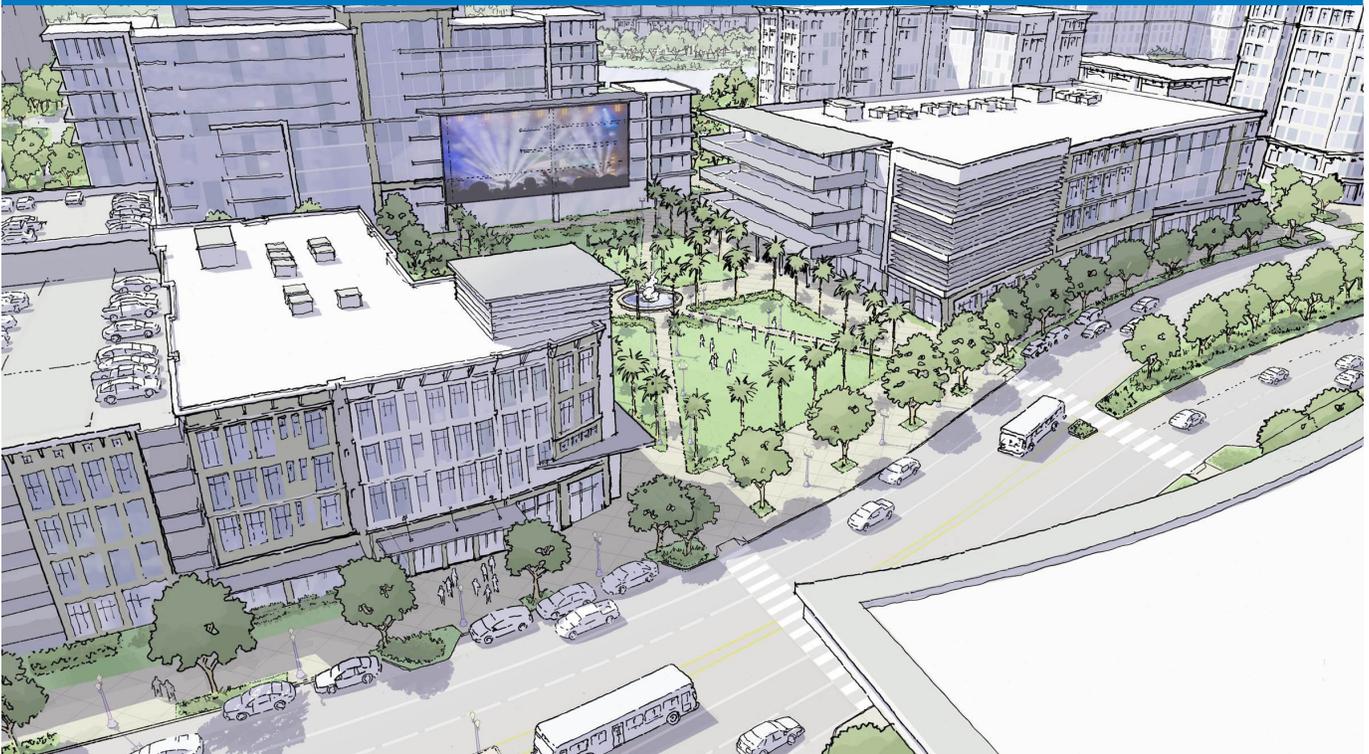
Figure (30). Typical Conservation Park.



Table (21) Conservation Park Requirements

(1) Dimensions	
Minimum Size (acres)	.20
Maximum Size (acres)	None
Minimum Dimension (feet)	45'
Minimum % of Vehicular ROW Frontage	30%; up to 5 acres; 20% over 5 acres
(2) Adjacent Parcels	
Permitted Transects	All
Frontage Orientation of Adjacent Parcels	Any
(3) Improvements	
Designated Sports Fields	Prohibited
Playgrounds	Prohibited
Fully Enclosed Structures	Permitted, maximum 5% of area
Maximum Impervious Surface	20%
	All native plantings, turf prohibited
Landscaping	1 canopy tree per .01 acres required
	1 understory tree per .01 acres required
Maximum % of Open Water	30%

Figure (31). Example Open Space in I-Drive.



## Sec. 38-864 Site and Building Requirements.

The following table outlines building siting, height, frontage, and roof requirements per transect.

Table (22). I-Drive Transects Requirements.

	T6 General	T6 I-Drive	T6 Universal	SZ Civic	SZ Theme Park
<b>a. Building Siting</b> Refer to Figure (32).					
<b>a</b> Frontage Build-to-Zone	0' to 10'	0' to 10' 20' to 30' for buildings fronting I-Drive	0' to 10' 40' to 50' with optional Frontage Road		
<b>b</b> Frontage Build-to-Zone Coverage	70% min, up to 35% coverage may be met with a qualified Open Space Type				
<b>c</b> Occupation of Corner	required <sup>1</sup>				
<b>d</b> Minimum Side Setback	0'				
<b>e</b> Minimum Rear Setback	0'				
<b>f</b> Minimum Lot Area	1,400 sf				
<b>f</b> Minimum Lot Width Maximum Lot Width	16' none				
<b>f</b> Maximum Impervious Coverage	none				
<b>g</b> Parking & Loading Location	Only located in rear lot on Alleys or secondary streets. Parking lots shall be screened from primary streets and parking structures require a liner building if fronting a primary street. <sup>2</sup>				
<b>h</b> Minimum Liner Building Depth	65'				
<b>i</b> Vehicular Access	Permitted only on Alley or other secondary street.				
<b>b. Height</b> Refer to Figure (33).					
<b>j</b> Minimum Overall Height	none	none	none		
<b>k</b> Ideal Height for Spatial Enclosure	2 story min.	3 story min.	4 story min.		
<b>k</b> Maximum Overall Height	Unlimited, however, all structures with a height of two hundred (200) feet or greater must obtain FAA approval.				
<b>l</b> Ground Story: Minimum Height	14' <sup>3</sup>				
<b>c. Frontage</b> Refer to Figure (34).					
<b>m</b> Permitted Frontage Types	storefront, arcade, stoop				
<b>n</b> Minimum Ground Story Transparency Measured between 2' and 8' above grade	60% <sup>4</sup>				
<b>o</b> Minimum Transparency upper stories	not required				
<b>p</b> Principal Entrance Location	facing primary streets				
<b>q</b> Horizontal Facade Division	required on ground story with a minimum height of 8' and maximum height of 14' above grade				
<b>d. Roof</b>					
<b>r</b> Permitted Roof Types	parapet, pitched				
<b>r</b> Tower	permitted				

SZ: Civic is exempt from Site and Building requirements.

SZ: Theme Park is exempt from Site and Building requirements and Open Space standards; however, when the SZ: Theme Park abuts Universal Boulevard or I-Drive, such development shall demonstrate adherence to the intent of the T6 Universal and T6 I-Drive Transect's Site and Building requirements and Open Space standards.

### Notes

<sup>1</sup> Occupation of corner is required unless a qualified Open Space Type is provided at the corner of the lot.

<sup>2</sup> See Ch. 24 for buffer requirements.

<sup>3</sup> Ground story minimum height is not required for residential use.

<sup>4</sup> Ground story minimum transparency is not required for residential use.

Figure (32). Building Siting.

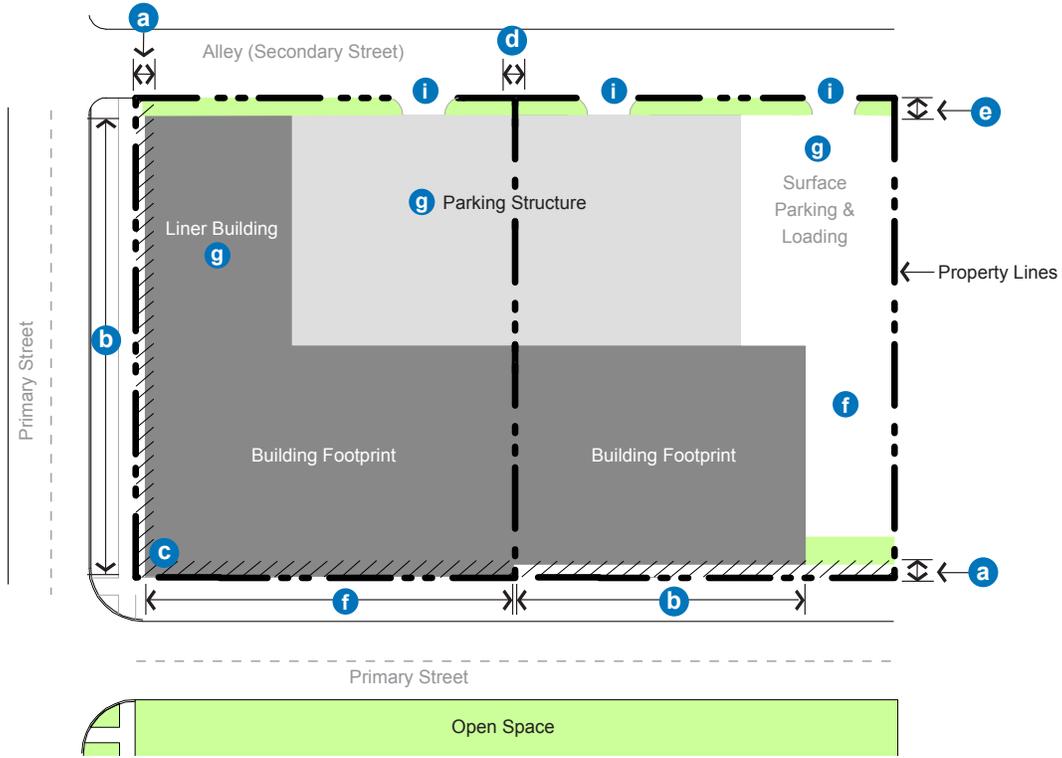


Figure (33). Height Requirements.

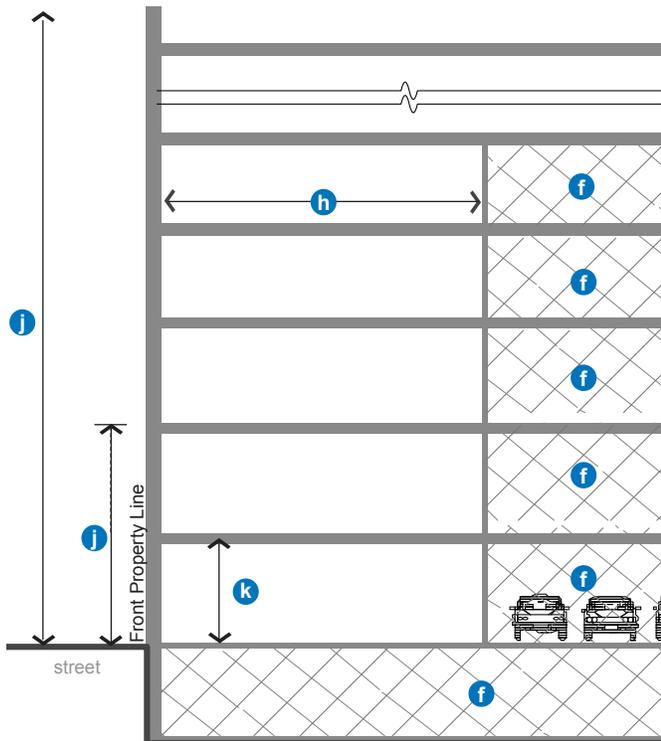
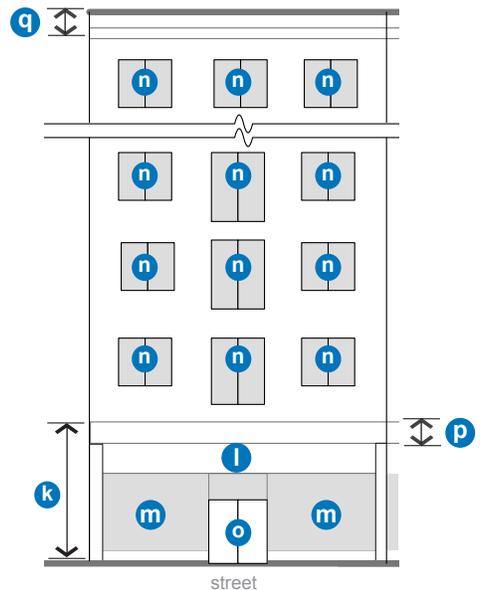


Figure (34). Frontage Requirements.



### a Building Siting.

The following explains Building Siting requirements for each Transect, see Table (22). Figure (32) illustrates siting requirements.

- (1) **Frontage Build-to-Zone.** The build-to-zone or setback parallel to the front property line. Building components, such as awnings, balconies, colonnades, or signage, are permitted to encroach into the Build-to-Zone. All build-to-zone and setback areas not required to be covered by building facade must contain either landscape, patio space, or sidewalk space.
- (2) **Frontage Build-to-Zone Coverage.** Measurement defining the minimum required percentage of an occupiable building's facade that must front primary streets. The required percentage shall be measured as the width of the primary structure(s) within the Build-To-Zone divided by the total width of all lot lines parallel to primary streets. Non-occupiable structures, such as parking structures, do not count towards this requirement.
- (3) **Occupation of Corner.** Occupying the intersection of the front and corner build-to-zone with a principal structure.
- (4) **Rear Setback.** The minimum required setback along a rear property line.
- (5) **Side Setback.** The minimum required setback along a side property line not facing a primary street or mid-block passageway.
- (6) **Minimum & Maximum Lot.** The minimum and maximum width of a lot, measured at or parallel to the front property line.
- (7) **Maximum Impervious Coverage.** The maximum percentage of a lot permitted to be covered by principal structures, accessory structures, pavement, and other impervious surfaces.
- (8) **Parking & Loading Location.** The area on the lot in which surface parking, detached garage, attached garage door access, loading and unloading, and associated driveway is permitted.
- (9) **Liner Building.** A building specifically designed to mask a parking lot, parking structure or amusement uses from the primary streets.
- (10) **Vehicular Access.** The permitted means of vehicular ingress and egress to the lot.

### b. Height

The following explains Height requirements for each Transect, see Table (22). Minimum height standards are detailed below as a means of providing pedestrian enclosure, illustrated in Figure (35). Height shall be measured in stories. See Figure (33) for an example of a how to measure the Height Requirements.

- (1) **Minimum Overall Height.** The minimum overall height for the building shall be measured in number of stories located within the Build-to-Zone along primary streets; stories above the required minimum height may be setback outside of the Build-to-Zone.
- (2) **Maximum Overall Height.** The sum of a building's total number of stories.

- (3) **Ground Story and Upper Story Height.** Each transect includes a permitted range of height in feet for each story. Story height is measured in feet between the floor of a story to the floor of the story above it.



### c. Frontage

The following explains Frontage requirements for each Transect, see Table (22). Frontages include the full linear length of building facades facing any open space type or any primary street. Architectural appendages, including but not limited to, porte cocheres and awnings, are permitted in conjunction with any frontage type. The rear or interior side lot facades are not required to meet these standards.

- (1) **Frontage Types.** The Frontage Type(s) permitted for a given Transect. Frontage types guide the design of the ground story and visible basement of all buildings to relate appropriately to pedestrians on the street. Alternative frontage types, meeting the principal entrance location and ground floor transparency, may be presented to the Planning and Zoning Managers for approval.

(A) **Storefront.** The Storefront is a highly transparent ground story treatment designed to serve primarily as the display area and primary frontage for retail or service uses. Refer to Figure (36).

(B) **Arcade.** An Arcade is a covered pedestrian walkway within the recess of a ground story. Refer to Figure (37).

(C) **Stoop.** A Stoop is an unroofed, open platform. Refer to Figure (38).

(2) **Principal Entrance Location.** Principal entrances shall be located on frontages facing primary streets to optimize pedestrian access.

(3) **Required Number of Street Entrances.** The minimum number of and maximum spacing between entrances on the ground story.

(4) **Horizontal Facade Divisions.** The use of a horizontally oriented expression line, awning, or other form to divide portions of the facade into horizontal divisions.

(5) **Transparency** includes windows and glass doors that are highly transparent with low reflectance. Mullions are also included.

(6) **Ground Story Transparency.** Ground story transparency shall be measured between two feet and eight feet from the average grade at the base of the front facade facing primary streets. A general Minimum Transparency requirement shall be measured from floor to floor of each story.

Figure (37). Arcade Frontage Type



Table (23). Arcade Entrance

Transparency	Per transect Table (22)
Arcade	Minimum Depth of 8', max of 15'
Build-to-Zone	The Arcade's outside face shall be considered the frontage and located within the build-to-zone.
Horizontal Facade Division	Per transect Table (22)
Visible Basement	Prohibited

Figure (36). Storefront Frontage Type

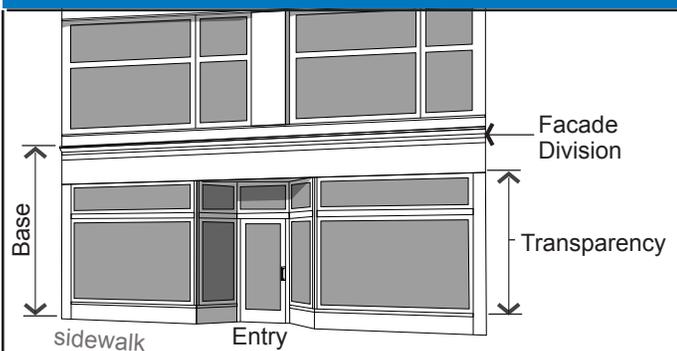


Table (24). Storefront Entrance

Transparency	Per transect Table (22)
Horizontal Facade Division	Per transect Table (22)
Visible Basement	Permitted

Figure (38). Stoop Frontage Type

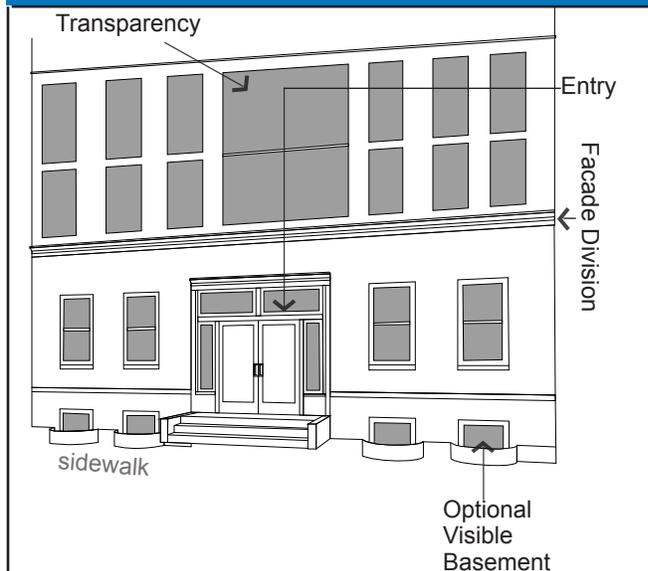


Table (25). Stoop Entrance

Transparency	Per transect Table (22)
Entries	All entries shall be located off a stoop
Horizontal Facade Division	Per transect Table (22)
Visible Basement	Permitted

#### d. Roof

Roof requirements apply to all buildings within the district. One of the following Roof Types is required per Transect.

- (1) **Parapet Roof Type.** A parapet is a low wall projecting above a building's roof along the perimeter of the building. It can be utilized with a flat or low pitched roof and serves to limit the view of roof-top mechanical systems from the street. This roof type is also ideal for green/vegetated roofs. Refer to Figure (40).
- (2) **Pitched Roof Type.** This roof type has a sloped or pitched roof. Slope is measured with the vertical rise divided by the horizontal span or run. Refer to Figure (41).
- (3) **Towers.** A tower is a vertical element, that may be permitted in conjunction with another roof type in certain Transects. Refer to Figure (42).

Figure (40). Parapet Roof Type

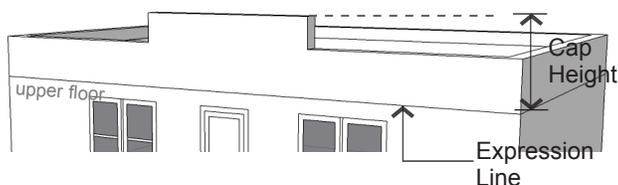


Figure (41). Pitched Roof Type

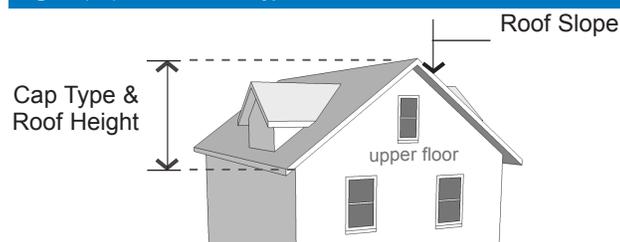
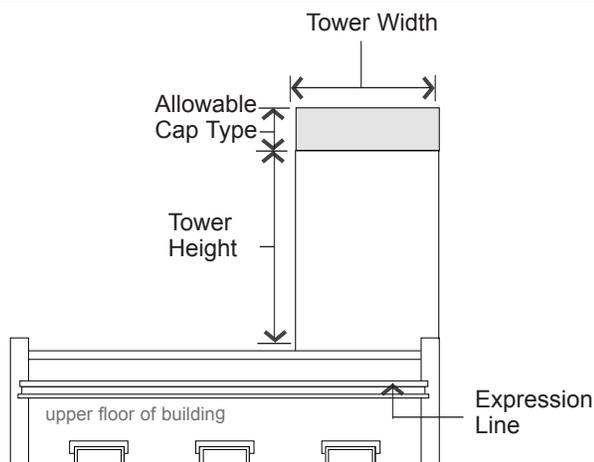


Figure (42). Tower



#### Sec. 38-864.1 Dynamic Art

##### a. Intent and Purpose.

These regulations are intended to establish Dynamic Art standards within the I-Drive District Overlay Zone, with the purpose and goal of promoting broader-scale works of art that are visible to the public, encouraging creativity, developing a stronger sense of place that activates the public realm and the built environment, and balancing a unique tourism and entertainment experience with the need for traffic safety.

##### b. General Standards.

Subject to approval of an application submitted under subsection c., and subject to the application satisfying any and all other regulatory jurisdiction's requirements, including the requirements of Chapter 479, Florida Statutes, to the extent those requirements may be deemed applicable by the State of Florida Department of Transportation, Dynamic Art may only be displayed on an exterior surface area of a building or parking structure with a minimum height of 3 stories or 35 feet in I-Drive District Overlay Sub-Districts 1, 2, and 3.

- (1) **Site and Building Requirements.** Dynamic Art shall meet all applicable Site and Building Requirements of the I-Drive District Overlay Zone, unless otherwise stated in this Section.
- (2) **Location.** Dynamic Art shall comply with the requirements of Chapter 479, Florida Statutes, including for permitting, to the extent those requirements may be deemed applicable by the State of Florida Department of Transportation. At a minimum, Dynamic Art that would be visible from any portion of the main-traveled way of Interstate 4 or S.R. 528 shall be prohibited within 600 feet of the right-of-way centerline of I-4 or S.R. 528, whichever the case may be, as measured from the applicable centerline to the nearest surface area of the Dynamic Art.
- (3) **Brightness.** Dynamic Art illumination may not exceed the brightness level of 0.3 foot candles above ambient light levels, as defined and as measured in Orange County Code Section 31.5-16(b)(2).
- (4) **Performance.** Dynamic Art that is displayed through a digital medium must be equipped and maintained with a default display that will, in the event of malfunction, either effectively hold a non-distorted and steady image at a light output level in compliance with brightness level limits or display a blank and lightless screen. Prior to the issuance of a permit for a digital screen, the applicant must provide written certification from the digital manufacturer that the light intensity has been factory preset not to exceed the standards and that the intensity level is protected from manipulation by password protected software or other security systems approved by the planning division manager.
- (5) **Permission/Authorization.** Projections onto a building or parking structure from a source located on a neighboring property or across or over a public right-of-way shall require appropriate written permission/authorization from the County for public rights-of-way, and any affected property owner, entity, or organization.

- (6) **Sight and Safety.** Changes or movement within Dynamic Art imagery and any text shall occur only through subtle transitions, and not in a manner that would obstruct the view of, or could be confused with, any traffic signal, traffic control device, or emergency vehicle lights. In addition, changes or movement within Dynamic Art imagery and Text shall not create hazards or distractions to drivers of motor vehicles resulting from direct or reflected natural or artificial light, flashing, or intermittent or flickering lighting.
- (7) **Acknowledgment of Artistic Sponsors; Artistic Sponsor Copy Area.** Artistic Sponsors may be acknowledged only within Artistic Sponsor Copy Area, including by letters, words, and numbers, and Artistic Sponsor Copy Area shall adhere to the following criteria:
  - (A) A maximum of ten percent (10%), not to exceed 672 sq. ft., of the proposed Dynamic Art Surface Area displayed on a façade of a building or parking structure may be used as Artistic Sponsor Copy Area;
  - (B) Artistic Sponsor Copy Area shall not be displayed more than once per minute, and no more than thirty (30) consecutive seconds per minute;
  - (C) The end and beginning of consecutive displays of Artistic Sponsor Copy Area shall be at least thirty (30) seconds apart; and
  - (D) Artistic Sponsor Copy Area shall not be located more than one hundred (100) feet above the finished grade at the base of the building or parking structure.

The County's sole intent in permitting Artistic Sponsor Copy Area is to allow a limited duration of time, a limited amount of space, and a maximum height for the acknowledgment of Artistic Sponsors, including by letters, words, and numbers. However, the County does not regulate the content of Artistic Sponsor Copy Area.

- (8) **Hours of Operation.** Dynamic Art installations may only operate between 7:00 a.m. and 12:00 a.m. within Sub-Districts 1 and 2, and 7:00 a.m. and 2:00 a.m. of the following day within Sub-District 3.

**c. Dynamic Art Application.**

An application for a new Dynamic Art display, or for any material changes to an existing Dynamic Art display not included in an earlier approved application (other than changes to the content of Dynamic Art, which the County does not regulate), shall be submitted to the Planning Division for review on a County approved application form, along with payment of an application fee in an amount established by the Board of County Commissioners. The County does not regulate the content of Dynamic Art. The following items shall be included as part of any Dynamic Art application:

- (1) The proposed method or technology for displaying / projecting proposed Dynamic Art.
- (2) The exact physical location and placement of proposed Dynamic Art, including:

- (A) A dimensioned building or parking structure elevation for all facades of the building or parking structure that will be used to display Dynamic Art, including Dynamic Art Surface Area and Artistic Sponsor Copy Area; and
- (B) Colored graphical renderings or computer simulations of proposed Dynamic Art and Artistic Sponsor Copy Area for informational purposes, it being recognized that the County does not regulate the content of Dynamic Art or Artistic Sponsor Copy Area.
- (3) The time frame of proposed Dynamic Art exhibit (hours, days, weeks, months, permanent, etc.).
- (4) Details and specifications for proposed Dynamic Art, including:
  - (A) Narrative or explanation of the art work, concept and intent;
  - (B) Display medium, techniques and materials (provided that the applicant will not be required to reveal any proprietary intellectual property);
  - (C) Maintenance plan; and
  - (D) If applicable, information regarding the creative studio, design professional or artist.
- (5) A signed and notarized affidavit from the applicant agreeing to comply with all Dynamic Art standards and requirements; and
- (6) Completed Agent Authorization; Specific Project Expenditure Report; and Relationship Disclosure Forms, as may be applicable.

After an application has been reviewed and approved pursuant to subsection d., any proposed material changes to any of the items set forth in subsection c.(1) through (4) (other than changes to the content of Dynamic Art, which the County does not regulate) shall be presented to the Planning Manager for review pursuant to subsection d.

**d. Dynamic Art Application Submittal, Review, Approval, and Appeal Process.**

Within seven (7) days of receipt of a Dynamic Art application, the Planning Division will notify the applicant whether the application is complete or identify the specific items to be completed or additional information needed. Within thirty (30) days after a determination of completeness, the Planning Division Manager shall review the application for compliance with the standards for Dynamic Art as set forth in this section, and review any potential traffic safety hazard issues with the County Traffic Engineer pursuant to the traffic safety standards in Section 479.11 (5) and (6), Florida Statutes. If the standards herein have been met, the Planning Division Manager shall approve the application. Should the County Traffic Engineer determine that proposed Dynamic Art will result in a traffic safety hazard based upon traffic safety standards in Section 479.11 (5) and (6), Florida Statutes, the application shall be denied.

Furthermore, if any Dynamic Art is found to constitute a traffic safety hazard after installation based upon traffic safety standards in Section 479.11 (5) and (6), Florida Statutes, the County Traffic Engineer shall require the operator of the Dynamic Art to either reduce the intensity

of the condition or effect that causes the hazard to an acceptable level, or if such reduction is not feasible or possible, to remove or alter the Dynamic Art to eliminate the hazard. Finally, the County Traffic Engineer may require an immediate cessation of such conditions or effects where the County determines that an imminent danger to the traveling public exists.

Any decision of the Planning Division Manager to deny an application for Dynamic Art, or the Planning Division Manager's failure to render a decision in accordance with the time requirements of this section, may be appealed by the applicant to the Board of County Commissioners for a de novo determination of whether the application complies with the criteria in this Section. Appeals of any decision of the Planning Division Manager to deny a Dynamic Art application may also be immediately reviewed as a matter of right by a court of competent jurisdiction upon the filing of an appropriate pleading by the applicant when the applicant alleges First Amendment violations relating to the denial. Any determination by the County Traffic Engineer about a traffic safety hazard may be appealed to the Board by the operator of the Dynamic Art.

(Ord. No. 2019-06, 5-21-19; Ord. No. 2020-02, 01-14-20).

## Sec. 38-865 Uses.

### a. General Provisions.

The following general provisions apply to the uses outlined in this section.

- (1) A lot may contain more than one use.
- (2) Each of the uses may function as either a principal use or accessory use on a lot, unless otherwise specified.
- (3) Uses are either permitted by-right in a Transect or permitted by-right with additional standards.
- (4) Each use may have both indoor and outdoor facilities, unless otherwise specified.

### b. Organization.

The uses are grouped into general categories, which may contain lists of additional uses or clusters of uses.

- (1) Unlisted Similar Use. If a use is not listed but is similar in nature and impact to a use permitted within a Transect, the Planning and Zoning Managers may interpret the use as permitted. The Planning and Zoning Managers may refer to the the North

**KEY**  
**P** Permitted  
**P\*** Permitted with Additional Standard

Table (26) Uses by Transect.					
Uses	Transects				
	T6 Core General	T6 Core I Drive	T6 Core Universal	SZ Civic	SZ Theme Park
<b>Residential &amp; Hospitality</b>					
Multifamily Residential	P	P	P		P
Townhomes/Single Family Attached	P				P
Live/Works	P*	P*	P*		P
Accessory Dwelling Unit	P	P	P		P
Short Term Rental	P	P	P		P
Hotel, Resort & Inn	P	P	P		P
Residential Care	P	P	P		
<b>Civic</b>					
Assembly	P	P	P	P	P
Hospital & Clinic	P	P	P	P	P
Library/Museum/Post Office	P	P	P	P	P
Law Enforcement & Fire	P	P	P	P	P
School	P	P	P	P	
<b>Retail</b>					
Neighborhood Retail - Table (27)	P	P	P		P
General Retail - Table (28)	P	P	P		P
Craftsman Retail - Table (29)	P*	P*	P*		P
<b>Service</b>					
Neighborhood Service - Table (30)	P	P	P		P
General Service - Table (31)	P	P	P		P
<b>Office</b>					
Office	P	P	P	P	P
<b>Infrastructure</b>					
Communication Tower	P*	P*	P*		P*
<b>Accessory Uses</b>					
Home Occupation	P*	P*	P*		
Amusement Supportive Industrial					P*
<b>Amusement</b>					
Recreation Indoor - Table (32)	P*	P*	P*		P
Recreation Outdoor - Table (33)	P*	P*	P*		P
Amusement Ride - Table (34)	P*	P*	P*		P

**Table (27). Neighborhood Retail Uses.**

Neighborhood uses occupy less than 12,000 sf.

Package sale vendor  
 Antique Shop  
 Apparel & Accessory Store  
 Art & Education Supplies  
 Bakery, Retail  
 Bicycle Sales & Repair  
 Book, Magazine,  
 & Newspaper Store (Indoor/Outdoor)  
 Building Materials, Hardware,  
 and Garden Supply  
 Camera & Photo Supply Store  
 China & Glassware Shop  
 Convenience Store  
 Drug Store/Pharmacy  
 Fabric & Craft Store  
 Florist  
 Gift, Novelty, & Souvenir Shop  
 Grocery Store  
 Hardware Store  
 Hobby Shop  
 Jewelry Sales & Repair  
 Luggage & Leather Goods  
 Music Store  
 Musical Instrument Repair & Sales  
 Office Supply  
 Optical Goods  
 Paint & Wallpaper  
 Party Supply Shop  
 Pet & Pet Supply  
 Specialty Food Market (Butcher,  
 Candy, Fish Market, Produce, etc.)  
 Sporting Goods Sales & Rental  
 Stationary & Paper Store  
 Toy Shop  
 Video/Game Sales & Rental

**Table (28). General Retail Uses.**

Includes Neighborhood Retail uses occupying greater than 12,000 sf.

Appliance & Electronic Sales & Service  
 Automotive Rental  
 Automotive Supply (no service)  
 Computer Software Sales & Leasing  
 Department Store  
 Home Furnishings & Accessories Sales  
 & Rentals  
 Medical Supply Store, Sales & Rental  
 Motorcycle & Motor Scooter Sales  
 Heating, Air Conditioning & Plumbing  
 Supplies, Sales, & Service  
 Cabinet Supply (display only)  
 Machine Sales and Rental  
 Agriculture Equipment and  
 Supply  
 Electrical Supplies  
 Merchandise Vending Machine  
 Operators

**Table (29). Craftsman Retail Uses.**

Apparel & Finished Fabric Products  
 Artist Studio  
 Bakery & Confections  
 Beverages, including Beer, Wine, Liquor, Soft Drinks, Coffee  
 Botanical Products  
 Brooms & Brushes  
 Canning & Preserving Food  
 Commercial Scale Copying & Printing  
 Construction Special Trade Contractors  
 Cut Stone & Cast Stone  
 Dairy Products  
 Electronics Assembly  
 Engraving  
 Electrical Fixtures  
 Fabricated Metal Products  
 Film Making  
 Furniture & Fixtures  
 Glass  
 Greenhouse  
 Household Textiles  
 Ice  
 Jewelry, Watches, Clocks, & Silverware  
 Leather Products  
 Meat & Fish Products, no Processing  
 Musical Instruments & Parts  
 Pasta  
 Pottery, Ceramics, & Related Products  
 Printing, Publishing & Allied Industries  
 Shoes & Boots, manufacturing and repair  
 Signs & Advertising  
 Small Goods Manufacturing  
 Seamstress  
 Taxidermy  
 Textile, Fabric, Cloth  
 Toys & Athletic Goods  
 Upholstery  
 Woodworking

(Ord. No. 2017-03, Exhibit A, 2-7-17; Ord. No. 2018-24, § 2, 10-30-18).

**Table (30). Neighborhood Service Uses.**

Neighborhood uses occupy less than 12,000 sf.

---

Bank or other Financial Service  
Barber shops  
Bars and Clubs  
Beauty Salons  
Catering  
Check Cashing  
Counseling  
Clothing & Costume Rental  
Day Care, Adult or Child  
Dry Cleaning & Laundry  
Emergency Care Clinic  
Fitness, Dance Studio, & Gym  
Framing  
Home Furniture & Equipment Repair  
Locksmith  
Mailing Services  
Microbrewery  
Pet Grooming  
Photocopying & Printing  
Photography Studio & Supplies  
(on-site processing permitted)  
Restaurants (refer to state law for alcoholic  
beverage requests)  
Theater  
Travel Agency & Tour Operator  
Veterinarian without outside runs

---

**Table (31). General Service Uses.**

Includes Neighborhood Service uses occupying  
greater than 12,000 sf.

---

Animal Boarding (interior only)  
Concert Hall  
Exterminating & Disinfecting Service  
Funeral Home  
Private Museums & Exhibits  
Repair of Small Goods & Electronics

---

**Table (32). Recreational Indoor Uses.**

---

Arcade & Game Rooms  
Batting Cage  
Billiard Parlor  
Bowling Lane  
Discotheque  
Tennis & Racketball  
Skating Rink

---

**Table (33). Recreation Outdoors Uses.**

---

Athletic Facilities  
Aquatic Facilities  
Batting Cages  
Golf Driving Ranges  
Golf Courses  
Go-cart tracks  
Miniature Golf

---

**Table (34) Typical Amusement Ride Uses.**

---

Carousel  
Drop Tower  
Pendulum Ride  
Roller Coasters  
Swing Ride  
Train Ride  
Water Ride

---

American Industry Classification System (NAICS) for use interpretation. The unlisted use will be subject to any additional standards applicable to the similar permitted use.

- (2) **Unlisted Dissimilar Use.** If a use is not listed and cannot be interpreted as similar in nature and impact to a permitted use, the use may only be permitted if submitted to the DRC for recommendation of approval or denial and approved by the BCC.

### c. Use Table.

Table (26). Uses by Transect outlines the permitted uses in each Transect within the Regulating Plan (refer to **Figure (1). I-Drive District Regulating Plan**). Each use is given one of the following designations for each Transect in which that use is permitted.

- (1) **Permitted ("P").** These uses are permitted by-right in the Transects in which they are listed.
- (2) **Permitted with Additional Standards ("P\*").** These uses are permitted with additional standards listed in this section.
- (3) Listed uses that are prohibited in the Transect are indicated by a blank space.

### d. Definition of Uses and Additional Standards.

The following defines uses and provides additional standards for uses with a "P\*" in Table (26) Uses By Transect.

#### (1) Residential and Hospitality Uses.

A category of uses that include several residence types.

- (A) **Residential and Live/Work.** One or more dwelling units located within the principal structure of a lot, in which the units may or may not share a common wall with the adjacent (horizontally or vertically) unit or have individual entrances from the outside. In a live/work unit, the use is required to meet the following standards.
  - (i) **Hour of Operation.** Permitted hours of operation are 6:00 AM to 9:00 PM.
  - (ii) **Entrances.** Separate entrances must be provided for business and dwelling.
  - (iii) **Signage.** Refer to Ch. 31.5 for signage requirements.
  - (iv) **Percentage of Non-Residential.** In no case shall the square footage of the non-residential use exceed 49% of any unit's net living area.
- (B) **Short Term Rental.** A facility or dwelling where the length of stay under the rental or lease arrangement is one hundred seventy-nine (179) days or less. Examples of nonresidential uses requiring short-term rental include time-shares, condominium hotels, resort residential, resort villa, and transient rental.
- (C) **Hotel, Resort & Inn.** A facility offering temporary lodging to the general public consisting of sleeping rooms with or without in-room kitchen facilities. Secondary uses may also be provided, including but not limited to, restaurants, conference space, meeting rooms, resort amenities and entertainment venues. Secondary uses are encouraged to be located near active street frontage. Hotel rooms shall be accessed from the interior of the building.

- (D) **Residential Care.** A facility offering temporary or permanent lodging to the general public consisting of an unlimited number of sleeping rooms with or without in-room kitchen facilities. Residential care includes such uses as independent and assisted living facilities, nursing homes, residential care homes, and transitional treatment facilities. Assistance with daily activities may be provided for residents. Secondary service uses may also be provided, such as restaurants and meeting rooms. Rooms shall be accessed from the interior of the building.

#### (2) Civic Uses.

A category of uses related to fulfilling the needs of day-to-day community life including assembly, public services, educational facilities, and hospitals.

- (A) **Assembly.** A facility that has organized services, meetings, or programs to benefit, educate, entertain, or promote discourse amongst the residents of the community in a public or private setting. Assembly includes such uses as a community center, private clubs and lodges.
- (B) **Hospital & Clinic.** A licensed institution providing medical care and health services to the community. These services may be located in one building or clustered in several buildings and may include laboratories, in- and out-patient facilities, training facilities, medical offices, staff residences, food service, pharmacies, and gift shop.
- (C) **Library/Museum.** A structure open to the general public housing educational, cultural, artistic, or historic information, resources, and exhibits. Food service and a gift shop may be permitted as accessory uses.
- (D) **Law Enforcement and Fire.** A facility providing public safety and emergency services; training facilities, locker rooms, and limited overnight accommodations may also be included. The facilities shall be housed in a permitted building, but shall have the following additional allowances:
  - (i) Garage doors are permitted on the front facade.
  - (ii) Exempt from maximum driveway widths.
- (E) **Post Office.** A publicly accessed facility for the selling of supplies and mail related products and the collection and distribution of mail and packages.
- (F) **School.** A public or private education facility with classrooms and offices, that may also include associated indoor facilities such as student housing, ball courts, gymnasium, theater, and food service.

#### (3) Retail Uses.

A category of uses involving the sale of goods or merchandise to the general public for personal or household consumption.

- (A) **Neighborhood Retail.** A use in this category occupies a space of less than 12,000 square feet. Neighborhood retail includes such uses as those listed in Table (27). Typical Neighborhood Retail Uses.

- (B) **General Retail.** A use in this category includes all Neighborhood Retail uses occupying a space of greater than 12,000 square feet and such uses as those listed in Table (28). Typical General Retail Uses.
- (C) **Outdoor Sales or Display.** Outdoor sales or display of merchandise is not permitted unless approved by the Planning and Zoning Managers. Outdoor seating for eating or drinking establishments, or displays of merchandise directly in front of a retail establishment shall provide a minimum clearance of five feet for pedestrians.

**(4) Craftsman Retail.**

A use involving small scale manufacturing, production, assembly, and/or repair with little to no noxious by-products that includes a showroom or small retail outlet. Craftsman retail includes such uses as those found in Table (29). This use may also include associated facilities such as offices and small scale warehousing where distribution is limited. The maximum overall gross floor area is limited to 12,000 square feet. In the Transects where a craftsman retail use is permitted with additional standards, the following apply:

- (A) A minimum 20% of gross floor area shall be dedicated to a showroom adjacent to a Primary Street and directly accessible through the principal entrance.
- (B) Outdoor manufacturing activities and storage of goods are prohibited.

**(5) Service.**

A category of uses that provide patrons services and limited retail products related to those services. Visibility and accessibility are important to these uses, as most patrons do not utilize scheduled appointments.

- (A) **Neighborhood Service.** A use in this category occupies a space of less than 12,000 square feet. Neighborhood service includes such uses as those listed in Table (30).
- (B) **General Service.** A use in this category includes all Neighborhood Service uses occupying a space of greater than 12,000 square feet and such uses as those listed in Table (31).

**(6) Office Uses.**

A room, studio, suite or building in which a person transacts business or carries out a stated occupation. However, this term does not include any facility involving manufacturing, fabrication, production, processing, assembling, cleaning, testing, repair or storage of materials, goods and products; or the sale or delivery of any materials, goods or products which are physically located on the premises.

**(7) Infrastructure.**

A use involving communication towers, including cell towers, shall meet all standards outlined in the code except where they conflict with the I-Drive District Overlay Zone. Communication towers shall be located

on the top of buildings, and are prohibited on buildings less than 4 stories.

**(8) Accessory Uses.**

A category of uses that are not permitted to serve as the principal use on a zoning lot.

- (A) **Home Occupation.** An occupational use that is clearly subordinate to the principal use as a residence and does not require any alteration to the exterior of a building.
- (B) **Amusement Supportive Industrial.** Industrial-type uses serving as an accessory use to amusement rides and/or uses within the Special Zone Theme Park only. Industrial-type uses shall not be visible from any primary streets within the District and shall require at least a 10 foot landscaped buffer from the edge of the property line.

**(9) Amusement Uses.**

A category of uses that are permitted for the purpose of recreation and giving passengers amusement, pleasure, thrills, or excitement.

- (A) **Recreation, Indoor. See Table (32).** In the Transects where Recreation, Indoor is permitted, with additional standards, the following apply:
  - Another use, such as office or structured parking, shall provide a buffer between ground floor recreational uses and residential uses in the upper floors.
- (B) **Recreation, Outdoor.** Any premises (whether public or private) where the principal use is the provision of outdoor amusements but does not include public open space. See Table (33). In the Transects where Recreation, Outdoor is permitted, with additional standards, the use must be framed by liner buildings or civic open space meeting the minimum standards of this code.
- (C) **Amusement Ride.** Any mechanical device which carries or conveys passengers around, over, or along a fixed or restricted route or course or within a defined area for the purpose of giving its passengers amusement, pleasure, thrills, or excitement. In the Transects where amusement rides are permitted, with additional standards, the following apply. See Table (34). Helicopter commercial enterprises (heli-tours or similar uses) are not considered an Amusement Ride use and are not permitted.
  - (i) Limited to the area within the Entertainment, Sea-World, and Universal Sub-districts as described on the Regulating Plan.
  - (ii) Framed by liner buildings or civic open space meeting minimum standards of this code.
  - (iii) **Flashing lights.** Strobe or other exterior lighting which flashes or blinks, on any exterior portion of the development, including the ride, are prohibited.
  - (iv) **Kelvin Rating (white light intensity).** All project exterior white

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colored lighting, located more than 40 feet above finished grade, shall be 3,000K or less.

- (v) **Timing Between Light States (color changing).** The project shall incorporate exterior lighting control systems which shall ensure that color changing of any lighting installed more than 40 feet above finished grade shall occur through a transition, or gradual fading, by means of granular lighting control systems. Additionally, light color change transitions may only be initiated at a minimum of 8 second intervals.
- (vi) **Lighting Power Shut Down.** Except for any FAA-required lighting, power to all white-colored lighting shall be shut off by 2 AM. All other non-white colored lighting shall be dimmed.
- (vii) **Special Events.** Requests for special event lighting- which deviates from the exterior lighting parameters described above - shall be subject to approval by the Planning and Zoning Managers.

**(10) Package sale vendors.**

No more than four (4) package sale vendors may be permitted within the I-Drive District Overlay Zone. Only one such package sale vendor may be located within sub-district 2 of the I-Drive District Overlay Zone, only one package sale vendor may be located within sub-district 3, only one package sale vendor may be located within sub-district 4, and only one package sale vendor may be located within sub-district 5 or 6, provided that no package sale vendor within a sub-district may be located within three thousand five hundred (3,500) feet of a package sale vendor in another sub-district. The package sale vendor existing within sub-district 3 as of October 30, 2018, may close its location and relocate once to a location outside of the I-Drive District Overlay Zone anywhere within unincorporated Orange County that is no closer than three thousand five hundred (3,500) feet of any existing package sale vendor in the county. Distances referenced in this subsection d(10) shall be measured as described in Section 38-1414(e).

*(Ord. No. 2017-03, Exhibit A, 2-7-17; Ord. No. 2018-24, § 2, 10-30-18; Ord. No. 2019-06, 5-21-19).*

**e. Prohibited Uses.**

The following list of uses are prohibited within the I-Drive District, except as ancillary or accessory uses in Special Zone: Theme Park or as may be expressly permitted or allowed elsewhere in Sections 38-860 through 38-875. Uses not listed here may be prohibited per Sec. 38-865(b)(2).

**Table (35). Prohibited Uses.**

- (1) Accessory buildings in the front or side yards for retail purposes.
- (2) Adult entertainment establishments.
- (3) Any business commonly known as “check cashing,” or any business in which a material part of its services includes future employment wages or other compensation (often known as “payday loans,” or “pay day advances”), but not including retail businesses which provide a check cashing service as an incidental part of their business and financial institutions such as banks, credit unions, and trust companies.
- (4) Auctions.
- (5) Automobile towing services.
- (6) Bail bond agencies, as defined by F.S. § 648.25(1)(2016).
- (7) Bottle clubs.
- (8) Bus, cab, truck repair, storage and terminal.
- (9) Display, sale or storage of food, commodities or equipment outside an enclosed building, except for restaurants with outdoor seats and tables, or approved food trucks.
- (10) Flea markets
- (11) Gas Stations.
- (12) Helicopter commercial enterprises (heli-tours or similar uses)
- (13) Labor pools and labor halls, as defined by F.S. §§ 448.22(1) and (3) (2016), respectively.
- (14) Mechanical garage, including automobile body shop and painting.
- (15) Warehouses and Mini-warehouses not meeting Craftsman Retail use standards.
- (16) Modular and prefab home displays.
- (17) New and used automobile service.
- (18) Outdoor display or storage.
- (19) Pawn Shops, as defined by F.S. § 539.001(2)(2016).
- (20) Recreational vehicle service.
- (21) Veterinary hospital and kennels with outside runs.

*(Ord. No. 2017-03, Exhibit-A, 2-7-17; Ord. No. 2019-06, 5-21-19).*



## Sec. 38-866 Off-street Parking and Loading.

### a. Intent.

The following provisions are established to accomplish the following:

- (1) Ensure an appropriate level of vehicle parking, loading, and storage to support a variety of land uses.
- (2) Provide appropriate site design standards to mitigate the impacts of parking lots on adjacent land uses.
- (3) Provide specifications for vehicular site access.

### b. Applicability.

This section shall apply to all new development and redevelopment in the I-Drive District. SZ Civic and SZ Theme Park are exempt.

- (1) **Compliance.** Compliance with the standards outlined shall be attained in the following circumstances:
  - (A) Development of all new parking facilities, loading facilities, and driveways.
  - (B) Improvements to existing parking facilities, loading facilities, and driveways, including reconfiguration, enlargement, or the addition of curbs, walkways, fencing, or landscape installation.
- (2) **Damage or Destruction.** When a use that has been damaged or destroyed by fire, collapse, explosion, or other cause is reestablished, any associated off-street parking spaces or loading facilities must be reestablished based on the requirements of this section.
- (3) **Site Plan Approval Required.** Parking quantities and parking design and layout shall be approved through the Site Plan Approval process.

### c. Vehicular and Bicycle Parking Requirements.

Table (36) outlines the required off-street vehicular and bicycle parking requirements.

- (1) **Organized by Use.** The parking requirements are organized by use, in a similar fashion to Table (26) Uses By Transect. Parking rates are provided for general use categories; these numbers are applicable for all of the uses within these categories.
- (2) **Vehicular Spaces Required.** The vehicular spaces required column indicates the required off-street parking ratio, which may be subject to credits and other reductions and a maximum number, as are detailed in this section.
 

Outdoor patio seating, or similar use, is counted towards gross square footage.
- (3) **Maximum Allowable Vehicular Spaces.** When a use requires more than 20 spaces, it is not permitted to provide surface parking greater than 25% over the minimum parking requirement. There is no cap on structured parking spaces.
- (4) **Required Bicycle Parking.** Table (36) indicates the minimum bicycle parking ratio for a given use.

- (5) **Required Accessible Parking.** Parking facilities accessible for persons with disabilities shall be in compliance with or better than the standards detailed in the Florida Accessibility Code, including quantity, size, location, and accessibility.

**Table (36) Required Off-street Vehicular and Bicycle Parking.**

Use	Minimum Vehicle Spaces <sup>1</sup>	Minimum Bicycle Spaces
Multifamily Residential	1 Bedroom: 1.5 / Dwelling Unit, 2 Bedroom and above: 2 / Dwelling Unit	1.5 / Dwelling Unit
Townhomes	2 / Dwelling Unit	2 / Dwelling Unit
Hospitality	1 / 1.5 Room	2 / 10 vehicular spaces, no more than 12 spaces required
Retail & Service	1 / 200 gross sq. ft.	Minimum 2 spaces, 1 / additional 5,000 sf
Restaurant	1 / 4 seats	Minimum 2 spaces, 1 / additional 5,000 sf
Amusement	1 / 3 patrons, plus 1 / employee	2 / 10 vehicular spaces, no more than 12 spaces required
Office	1 / 250 gross sq. ft.	Minimum 2 spaces, 1 / additional 10,000 sf

#### Notes

<sup>1</sup> Refer to Sec. 38-866 c. (3) Maximum Allowable Vehicular Spaces. In no case, shall any development be required to provide more than 15 bicycle spaces.

**d. Parking Reductions and Credits.**

Vehicular parking standards in Table (36) may be reduced by achieving one or all of the following reductions and credits.

- (1) **Cooperative Vehicular Parking.** When two or more categories of uses share a parking lot and are located on the same lot or adjacent lots, the following applies:
  - (A) **General Provisions.** Cooperative parking will be approved in accordance with the following. Refer to Table (37) Cooperative Parking Factors.
    - (i) Calculate the number of spaces required for all uses to obtain a grand total of required spaces.
    - (ii) Divide the total number of required spaces by the appropriate factor provided for the applicable two uses.
    - (iii) When there are three or more uses, the highest cooperative parking requirement is applied. For example, a mixture of Retail, Hospitality & Office uses provide these potential factors: 1.2, 1.3 or 1.7. Since a factor of 1.2 requires the most parking, it is the applicable factor for this credit.
  - (B) **Location of Cooperative Parking.** Any cooperative parking must be within 660 feet from the entrance of the use to the closest parking space within the cooperative parking lot, measured along a dedicated pedestrian path.
- (2) **Public Parking Credit.** For all non-residential uses, public parking spaces available 24 hours a day, including on-street parking and structured parking, may be credited towards the parking requirement at a rate of one credit for every three public parking spaces. Spaces must be located within 660 feet from the entrance of the use and measured along a dedicated pedestrian path.
- (3) **Transit Credit.** For all uses, vehicular parking requirements may be reduced with proximity to any commuter transit station with up to 30 minute headways. Proximity is measured along a walking path from any point along the property line to the transit stop.
  - (A) Within 660 feet. A reduction of 15% of the required off-street parking.
  - (B) Within 1,320 feet. A reduction of 10% of the required off-street parking.
- (4) **Other Parking Reductions.** Additional reductions may be approved by Transportation Planning with the submittal of a parking study.

**Table (37) Cooperative Parking Factors.**

Use	Residential	Hospitality	Retail and Service	Office
Residential	1	1.1	1.2	1.4
Hospitality	1.1	1	1.3	1.7
Retail & Service	1.2	1.3	1	1.2
Office	1.4	1.7	1.2	1

**f. Vehicular Off-Street Parking Lots.**

The design or redesign of all off-street parking facilities shall be subject to the site plan approval procedure.

- (1) **Vehicular Parking Space Dimensions.** The appropriate dimensions for parking spaces are outlined in Table (38) Parking Space Dimensions and Figure (43) Off-Street Parking Layout.
  - (A) The width of a parking space shall be measured from the center of a stripe.
  - (B) Each space shall have a vertical clearance of at least seven feet.
- (2) **Wheel Stops.** Install wheel stops or bumper guards when parking is adjacent to a pedestrian pathway to limit vehicle overhang that reduces the sidewalk width. Such stops or guards shall be properly anchored or secured.
- (3) **Location of Parking.** Refer to Sec. 38-864 Site and Building Requirements for information on the location of parking facilities.

- (4) **Access.** All off-street parking and loading facilities shall open directly onto an aisle, Alley, or driveway designed to provide safe access to such facilities. Exceptions include:
  - Tandem Parking. No more than two spaces may be included in a tandem parking spot, and the rear space must meet the access requirement. Permitted in townhomes only.
- (5) **Edge of Lot and Drives.** All curb and gutter shall be located a minimum of 3 feet from any adjacent property line or right-of-way.
- (6) **Landscape Requirements.** All parking areas shall meet the requirements of the Landscape section.

Figure (43). Off-Street Parking Layout

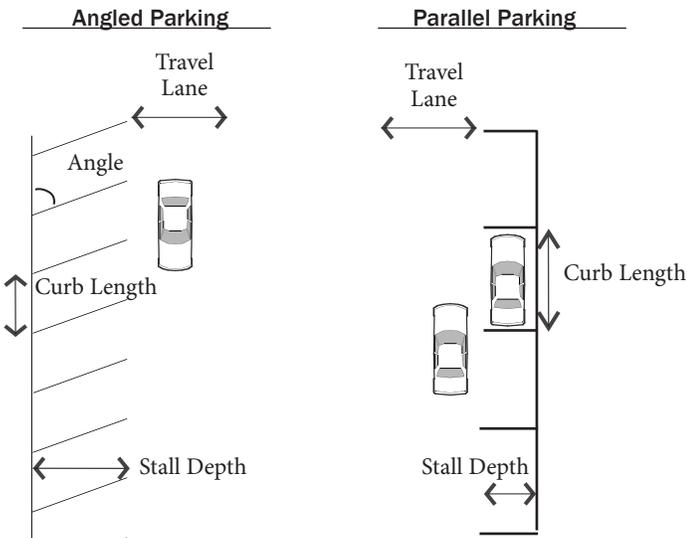


Figure (44). Parking Lot Pedestrian Walkway.

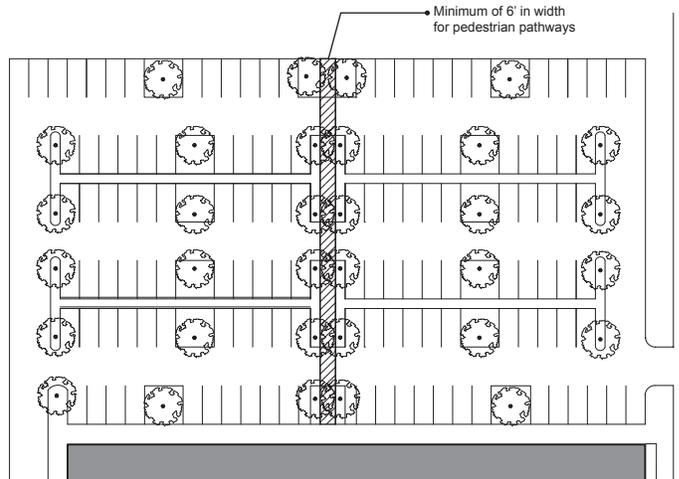


Table (38). Off-Street Parking Space Dimensions

Angle (degrees)	Curb Length (feet)	Stall Depth (feet)	One Way Travel Lane (feet)	Two Way Travel Lane (feet)
0 (Parallel)	22	8.5	12	20
30	18	18	12	20
45	12	17	14	20
60	10	18	18	22
90	9	18	20	22

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### **g. Pedestrian Access.**

All parking lots with two or more double-loaded aisles shall provide internal pedestrian pathway(s) within the parking area and outside of the parking drive aisle.

- (1) **Dimension.** The pathway shall be a minimum of six feet in width.
- (2) **Quantity.** One pathway is required for every 250 feet of building perimeter facing the parking lot and is measured along the building edge.
- (3) **Location.** The pathway shall be centrally located within the parking area to serve a maximum number of parking stalls.
  - (A) Pathways shall provide direct connections to the principal structure(s) entrances from the spaces furthest from the entrance.
  - (B) At least one pathway shall provide a direct connection between adjacent vehicular rights-of-way and/or trails and the principal structure's entrance.
- (4) **Pathway Delineation.** Pedestrian pathways should be clearly marked with striping or through the use of alternative materials, such as pavers. Refer to Figure (44).
- (5) **Accessibility.** Pedestrian facilities within the parking lot, buildings access and access to adjacent areas shall comply with the applicable ADA standards.

### **h. Bicycle Parking Design.**

- (1) **Bicycle parking.** Bicycle parking shall be designed with the following performance standards:
  - (A) Bicycle parking should be located within 50 feet of the entrance of the use and clearly visible.
  - (B) Bicycle racks shall be an inverted "U"/hoop rack, post and ring racks, galvanized racks, or similar device that accommodates two (2) bicycle parking spaces per rack and enables users to lock the frame and both wheels.
  - (C) Bicycle racks shall have a minimum tube diameter of 1.9 inches and be powder coated or coated with another weather-proof surface.
  - (D) Bicycle racks shall be a maximum height of thirty-six (36) inches, and two feet by six feet to fully accommodate a parked bicycle. Racks shall be a minimum of three (3) feet from any building wall. They shall be anchored to a common base or mounting surface of concrete or pavement. If more than one (1) row of bicycle racks is installed to create the required bike parking area, the installation shall provide a minimum of sixty (60) inches in an aisle in each row, assuming additional spacing for parked bicycles.
  - (E) If a building has an arcade, colonnade, awning, or other shade structure, bicycle racks shall be installed under this feature to provide shaded parking.

(F) A bicycle parking device shall not impede pedestrian travel, bus boarding, or freight loading and shall be designed and located to ensure a minimum of five (5) feet of continuous pedestrian access.

- (2) **Alternative bicycle rack designs.** Alternative designs may be approved, provided they comply with the following standards:
  - (A) Alternative bicycle rack designs shall accept multiple bicycle frame sizes and styles and accommodate the use of cable and U-type locks. Alternative bicycle rack designs shall support a bicycle frame at two (2) points above the wheel hubs to allow the frame and at least one (1) wheel of the bicycle to be locked to the rack without lifting the bicycle onto the device.
  - (B) Alternative bicycle rack designs shall be easy to understand and operate, with no moving parts. Alternative bicycle rack designs shall be visible to pedestrians and the visually impaired, but consistent with the scale of the bicycle locked to the device.
  - (C) Alternative bicycle rack designs shall be powder coated, galvanized or coated with another weather-proof surface.

**i. Loading Requirements.**

All uses except in the residential and civic categories shall provide off-street loading spaces in compliance with Table (39) Required Loading Facilities.

- (1) All loading facilities shall adhere to the following requirements.
  - (A) **Use of Off-Street Loading Areas.** Space allocated to any off-street loading use shall not be used to satisfy the space requirements for any off-street parking facilities or portions thereof.
  - (B) **Location.** Unless otherwise specified, all required loading facilities shall be located on the same lot as the use to be served. No loading space shall block or project into a street, Alley, access drive, or parking area.
  - (C) **Access.** Loading facilities shall have clear access onto an Alley or be connected to an Alley or street via a driveway.
    - (i) Direct access to a public way, other than an Alley, is prohibited.
    - (ii) Each required off-street loading space shall be designed with appropriate means of vehicular access to a street or Alley in a manner which will least interfere with traffic movement.
- (2) **Computation.** Loading facilities shall be calculated using the following information.
  - (A) **Gross Square Footage.** Unless otherwise expressly stated, loading standards for non-residential buildings shall be computed on the basis of gross floor area in square feet.
  - (B) **Fractions.** When computation of the number of required off-street loading spaces results in a fractional number, any result of 0.5 or more shall be rounded up to the next consecutive whole number. Any fractional result of less than 0.5 may be rounded down to the previous consecutive whole number.
  - (C) **Shared or Central Loading Facilities.** Shared or central loading facilities are permitted if the following conditions are met.
    - (i) Each lot served shall have direct access to the central loading area without crossing streets or Alleys.

Table (39). Required Loading Facilities.	
Gross Floor Area (sq. ft.)	Loading Spaces Required
Under 5,000	0
5,000 to 20,000	1
20,001 to 40,000	2
40,001 to 70,000	3
70,001 to 100,000	4
100,001+	4 + 1 for each 100,000 over 100,001

- (ii) Total off-street loading spaces provided shall meet the minimum requirements herein specified, based on the sum of the several types of uses served unless reviewed and approved by the Planning and Zoning Managers through site plan review.
- (iii) No lot served shall be more than 500 feet from the central loading area.

- (3) **Dimensions.** A standard off-street loading space shall be a minimum of 10 feet in width by 26 feet in length and an oversized loading space shall be a minimum of 12 in width and 40 feet in length, exclusive of aisle and maneuvering space and shall have a minimum vertical clearance of 15 feet.

**j. Site Access and Driveways Requirements.**

These standards shall supplement the provisions for access provided in Sec. 38-864 Site and Building Requirements. Each driveway providing site access from a street, Alley, or other vehicular right-of-way shall be designed, constructed, and permanently maintained as follows.

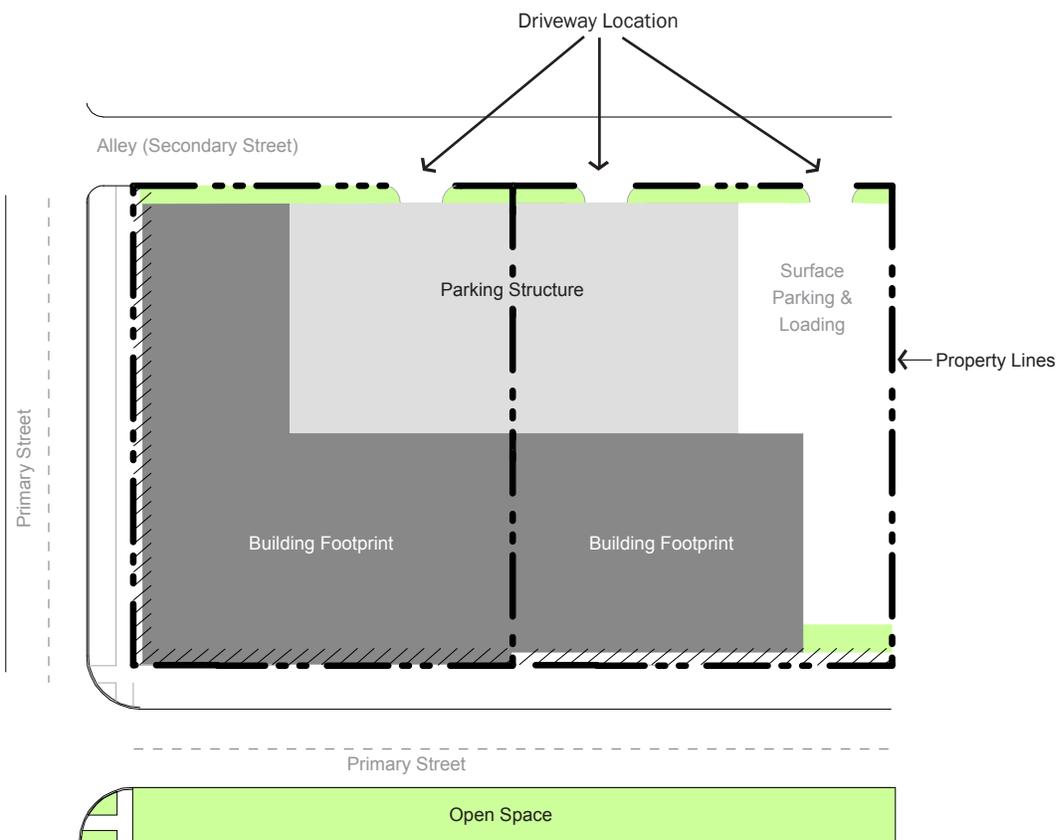
- (1) **Quantity of Driveways.** The number of driveways permitted for each building is located in Sec. 38-864 Site and Building Requirements.
- (2) **Dimensions and Design.**
  - (A) **Driveway Width at Property Line.** All driveways shall have a maximum width of 24 feet as measured at the property line except as stated below.
    - Maximum width for one-way driveways is 12 feet at the property line.
  - (B) **Maximum Width.** When a garage door is located on the front facade of the structure, the driveway shall be no more than two feet wider than the garage door at any location.
  - (C) **Shared Access.** When possible, adjacent developments should share points of access to minimize impervious surface.
    - Shared Driveway Width.** When access is shared between three or more non-residential users, a dedicated turn lane may be constructed, allowing an increase in the maximum driveway width from 24 feet to 32 feet provided that a traffic impact study states its necessity and access must be onto a Local Street, Avenue or Boulevard (refer to Sec. 38-862. Street Types).
  - (D) **Sidewalk Pavement.** Sidewalk pavement elevation, width, design, scoring, material, and design shall extend continuously over the driveway pavement with the intent of prioritizing the sidewalk path over the driveway. If the driveway and sidewalk are of the same material, the sidewalk path shall be scored or designated linearly across the entire driveway.
- (3) **Location.** Specific location information on location of site access and driveways can be found in Sec. 38-864 Site and Building Requirements.
  - (A) Driveways accessing rear yard garages are permitted within

the side or rear yard setback, no closer than two feet from a side or rear property line, unless the driveway is shared.

- (B) Driveways shall not be closer than 30 feet from the intersection of two streets (corner) measured from the right-of-way line.

(Ord. No. 2017-03, Exhibit A, 2-7-17; Ord. No. 2019-06, 5-21-19).

Figure (45). Driveway Location.



## **Sec. 38-867 Landscape.**

Refer to Chapter 24, Orange County Code, for all landscaping requirements of the district.

## **Sec. 38-868. Approval Requirements.**

### **a. Scope of Regulations.**

- (1) **New development.** Unless otherwise exempt or vested pursuant to subsection b., c. or d. below, all development within the I-Drive District Overlay Zone and all development undertaken by, and all actions taken in regard to, development orders shall be consistent with the I-Drive District Overlay Zone code ("I-Drive District Code" or "Code").
  - (2) **Nonconforming structures and uses; alterations.** All buildings and uses in existence on February 7, 2017 that do not comply with the I-Drive District Code and that are not exempt or vested pursuant to subsection b., or c. or d. below shall be considered nonconforming, and, except as otherwise provided below, shall be subject to the requirements relating to nonconforming structures and uses in Article III, Chapter 38, Orange County Code. Notwithstanding the foregoing and anything to the contrary in Article III of Chapter 38, the following shall apply to renovations or alterations of buildings and uses in existence on February 7, 2017:
    - (A) Renovations or alterations of buildings exclusively interior in nature are not subject to this Code.
    - (B) Nonconforming uses and structures in existence on February 7, 2017 may be continued, altered, renovated or expanded, subject to the following:
      - (i) **Building Expansion.** Where the gross building square footage in existence on February 7, 2017 is expanded by more than 50% (individually or cumulatively), or an expansion combined with the reconstruction of any square footage that was intentionally razed amounts to more than 50% of the gross building square footage in existence on February 7, 2017, the expansion or the expansion with reconstruction, whatever the case may be, shall conform with the site and building requirements of this Code, to the maximum extent practicable.
      - (ii) **Site Expansion or Alteration.** Where (a) an expansion or alteration of a site affects 50% or more of a parking area in existence as of February 7, 2017, or (b) vehicular access or driveways are being relocated, added or removed, the portion of the site that is being altered shall, to the maximum extent practicable, conform with the block configuration, street types and off-street parking requirements of this Code.
      - (iii) **Building Façade Improvements.** Substantial renovations or alterations of the front building facade, such as the relocation of entry doors or windows, shall comply with the minimum ground story transparency and the principal entrance location requirements (reference Sec. 38-864, Table (22) subsection c), to the maximum extent practicable.
- (iv) **Destruction, Damage, Demolition.** Where more than 50% of the gross building square footage in existence on February 7, 2017 is destroyed, damaged or demolished by fire, flood, explosion, or other casualty, the replacement or rebuilt use or structure and the redeveloped portion of the site shall comply with all requirements of this Code, to the maximum extent practicable.
  - (v) **Intentional Razing.** Where more than 50% of the gross building square footage in existence on February 7, 2017 is intentionally razed, the replacement or rebuilt use or structure and the redeveloped portion of the site shall comply with all requirements of this Code.
  - (vi) **Site Constraints.** A nonconforming structure or use on a physically constrained site (e.g., limited size, topography, environmental considerations, or location of existing buildings and improvements) that is required to comply with some or all of this Code in connection with any proposed alterations, renovations, expansions, or redevelopment, shall comply with this Code to the maximum extent practicable.
- (C) Any alteration, renovation, expansion, or redevelopment that does not meet the thresholds for Code compliance set forth above shall not be required to comply with this Code in connection with such alteration, renovation, expansion or redevelopment. The County shall consider any application for an alteration, renovation, expansion, or redevelopment in accordance with the County's applicable development approval process, without regard to the provisions of this Code.

### **b. Planned Developments; Conditionally Exempt.**

- (1) A Planned Development (PD) in existence on February 7, 2017, or portion thereof, shall be exempt and remain exempt from the I-Drive District Code, subject to the following terms and conditions:
  - (A) With respect to a PD, or portion thereof, without a Development Plan (DP) or Preliminary Subdivision Plan (PSP) as of February 7, 2017, the developer shall have until February 7, 2020 to submit a complete application with the Development Review Committee (DRC) for a DP or PSP, whatever the case may be, that, at the developer's option, does not conform to the I-Drive District Code in one or more respects, provided that (i) the DP or PSP does not necessitate a substantial change to the PD; (ii) the application continues to be processed by the developer after submittal and is approved, if at all, within one year after it is submitted; and (iii) construction of the project or of at least the first phase, as applicable, commences pursuant

to the approved DP or PSP within two years from the date of its approval (or construction commences within such other period of time that may hereafter be added to the Orange County Code for an approved DP or PSP in a PD, whichever period is longer). The developer may apply for, and the DRC may grant, a single one-year extension of the February 7, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

(B) With respect to a PD, or portion thereof, with a DP or PSP as of February 7, 2017:

(i) if construction pursuant to the DP or PSP has not commenced as of that date, the developer shall have until February 7, 2020 to commence construction of the project or of at least the first phase, as applicable, pursuant to the approved DP or PSP. The developer may apply for, and the DRC may grant, a single one-year extension of the February 7, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

(ii) the developer shall have until February 7, 2020, to submit a complete application with the DRC to amend the DP or PSP in a manner that constitutes a substantial change to the DP or PSP and that, at the developer's option, does not conform to the I-Drive Code in one or more respects, provided that:

(I) the amendment to the DP or PSP does not necessitate a substantial change to the PD;

(II) the application continues to be processed by the developer after submittal and is approved, if at all, within one year after it is submitted; and

(III) construction commences pursuant to the amended DP or PSP within two years from the date of its approval (or construction commences within such other period of time that may hereafter be added to the Orange County Code for an approved DP or PSP in a PD, whichever period is longer).

The developer may apply for, and the DRC may grant, a single one-year extension of the February 7, 2020 deadline upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

(iii) if construction pursuant to the DP or PSP commenced or was completed for any portion of the development by February 7, 2017, the entire development covered in the DP or PSP is exempt and shall remain exempt from the I-Drive District Code, and the developer is not subject to the February 7, 2020 deadline unless the developer applies for a substantial change to the DP or PSP.

(2) As of February 7, 2017, portions of existing PDs identified on Figure (46) are undergoing environmental remediation or are subject to a Consent Agreement, Remediation Agreement or other agreement with a regulatory agency requiring remediation to be

completed. Accordingly, for those PDs only, the three (3) year deadline set forth in subsection (1)(A) and (B) above shall be abated until such remediation has been completed. (For example, if remediation for a particular PD is completed on July 1, 2018, the three year deadline to submit a complete application or commence construction, whatever the case may be, shall be July 1, 2021 instead of February 7, 2020).

(3) Failure to satisfy the terms and conditions of subsection (1)(A) or (B) shall cause the PD to lose its conditional exempt status, and the PD shall then become subject to the requirements of the I-Drive Code.

(4) Notwithstanding a PD's conditional exempt status, to the maximum extent practicable, a developer of a PD, or portion thereof, is encouraged to comply with the I-Drive District Code.

(5) After February 7, 2017, new PDs and substantial changes to PDs, DPs and PSPs approved prior to February 7, 2017, shall not be permitted within the District, except as provided under Section b.(1)(B)(ii) for DPs and PSPs. However, changes to a DP, PSP, Land Use Plan or to conditions of approval of a PD approved prior to February 7, 2017, that would otherwise be deemed a substantial change to the DP, PSP, PD or Land Use Plan shall be deemed a non-substantial change if such change is consistent with the intent of the I-Drive District Code, as determined by the Planning Manager. Any nonsubstantial change to a PD, DP, PSP or Land Use Plan may be permitted at any time after February 7, 2017, and need not comply with the I-Drive District Code.

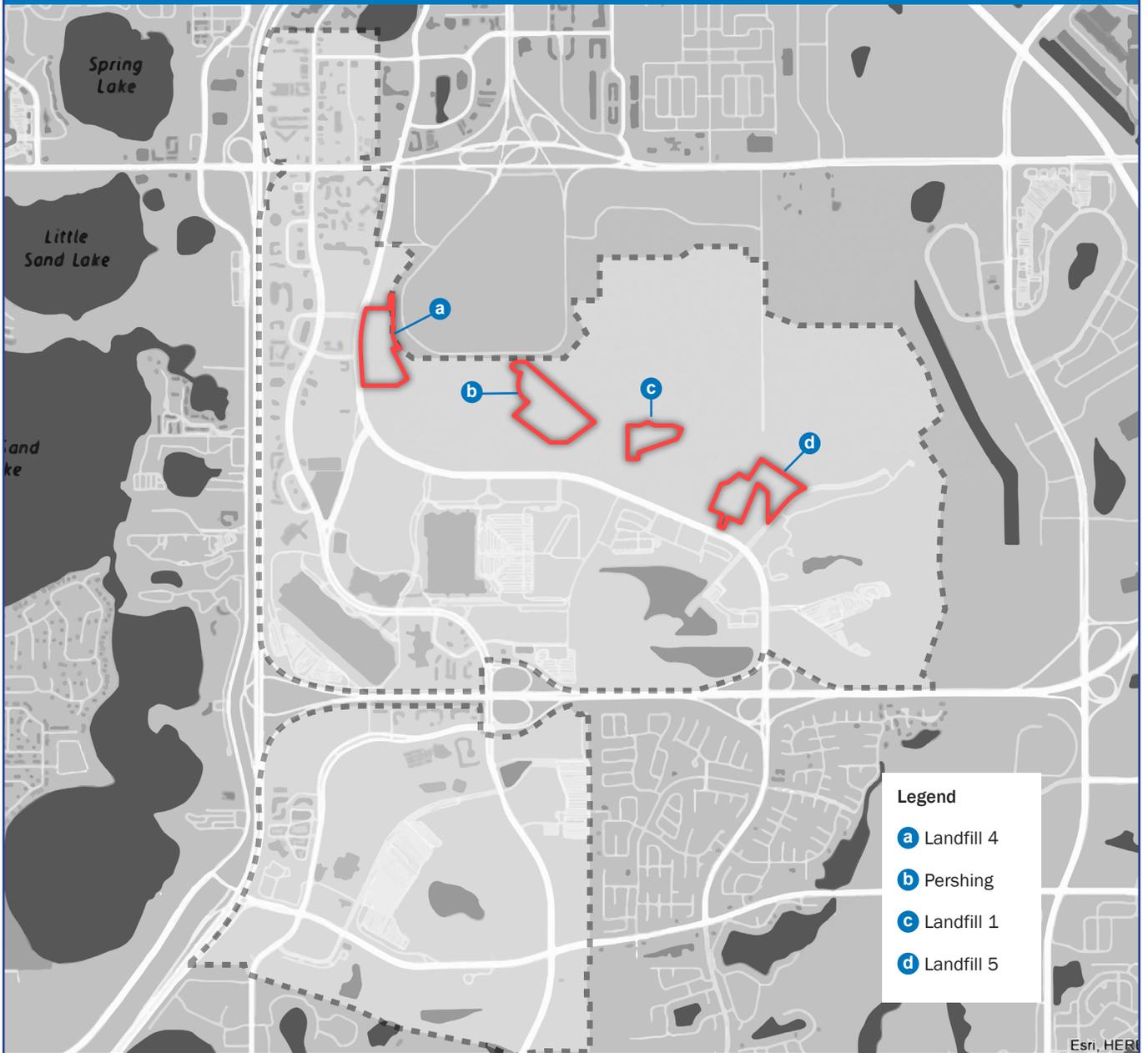
#### **c. Vested rights application; determination.**

In recognition that the rights of some property owners to develop their land may be vested, despite the particular development being inconsistent with the I-Drive District Code, any person may request from the County a determination of whether the person's right to complete a development in existence as of February 7, 2017 is vested pursuant to this subsection c., notwithstanding that all or a portion of a development is inconsistent with the I-Drive District Code. Such an application, along with a non-refundable application fee in an amount approved by the Board of County Commissioners, shall be submitted to the Planning Manager on an application form as the County may prescribe, and the application shall be reviewed and granted or denied in accordance with the procedures described in this subsection c.

(1) The applicant shall submit all relevant supporting information, including other development orders or permits, contracts, letters, appraisals, reports, or any other documents upon which the vested rights application is based, with the Planning Manager. The applicant shall identify the provisions of the I-Drive District Code that the applicant believes should not apply because of vesting.

(2) The Planning Manager, based on consultations with the County Attorney's Office, shall render a written determination granting a vested rights certificate or denying the vested

Figure (46). Sites Undergoing Environmental Remediation.



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rights application within forty five (45) calendar days after the applicant submits a complete and sufficient application, unless the applicant agrees in writing to an extension of time.

- (3) **Vested rights criteria.** A development shall be entitled to a vested rights certificate if, as of February 7, 2017:
- (A) The County has issued a development order or the County has otherwise taken official action with respect to development of the property; and
  - (B) Extensive obligations or expenses (other than land purchase costs and payment of taxes) including, but not limited to, legal and professional expenses related directly to the development have been incurred or there has otherwise been a substantial change in position; and
  - (C) Such obligations, expenses, and change in position were undertaken by the property owner in good faith reliance on the actions of the County; and
  - (D) It would be unfair to deny the property owner the opportunity to complete the project.
- (4) **Required compliance with other laws, ordinances, etc.** The purpose of this subsection c. is only to specify the circumstances under which a property owner may undertake or continue development despite the inconsistency of the development with the I-Drive District Code. Therefore, nothing in this subsection acts to create rights that otherwise do not exist. Any development that is granted a vested rights certificate is not exempt or vested from any other laws, ordinances, regulations, or conditions of approval as may be applicable to the development, shall continue to be subject in all respects to all other laws, ordinances, and regulations, and shall continue to be subject to all terms, conditions, requirements and restrictions contained in any development order or permit or approval pertaining to the particular development. Also, a vested rights certificate does not entitle the holder of the certificate to the issuance of any development order, permit or approval not specified in the vested rights certificate, and does not exempt the holder from paying any impact or other fees assessed by the County after the effective date of such determination (or any increases thereto). A vested rights certificate may include criteria, standards, thresholds and/or guidelines, such as conditions regarding phasing, original conditions of approval or other appropriate development requirements, as may be specifically applicable to the particular project, provided that such conditions and requirements shall be based upon the original development approval on which the vested rights certificate is granted.
- (5) **Substantial change or deviation.** Additional impacts generated by any substantial change from the terms of the development order upon which a vested rights certificate is predicated shall be subject to the I-Drive District Code to the extent of the additional impacts generated by the substantial change over and above the previously approved development order.

- (6) **Expiration of vested rights certificate.** A vested rights certificate issued pursuant to this subsection c. shall expire and become null and void in either of the following circumstances:
- (A) Upon the expiration of the development order or permit or approval that served as the predicate for the property owner's vested rights certificate; or
  - (B) Three (3) years from the date of issuance of the vested rights certificate, if no further physical development takes place after issuance of the vested rights certificate. The developer may apply for, and the DRC may grant, a single one-year extension of the three year time frame upon a showing of good cause by the applicant, meaning hardship and/or extenuating circumstances beyond the applicant's control.

#### **d. Impairment of Contract.**

- (1) It is not the intent of the County that the I-Drive District Code impair any valid, existing and bona fide contract rights contrary to Article I, Section 10, Florida Constitution ("Prohibited laws").
- (2) Accordingly, any person may submit a statement to the Planning Manager as to an alleged impairment of contractual rights, which shall specifically identify the provision(s) of the I-Drive District Code that the applicant believes cause the impairment, and evidence of such contractual rights that were valid and in effect as of February 7, 2017, including but not limited to contracts, agreements, and covenants. The statement and supporting materials, along with a non-refundable application fee in an amount approved by the Board of County Commissioners, shall be submitted to the Planning Manager, who shall review the statement and supporting materials in consultation with the County Attorney's Office. Within sixty (60) calendar days of receipt of the complete and sufficient statement and supporting materials, the Planning Manager shall issue a written determination, unless the applicant agrees in writing to an extension of time.
  - (A) If the determination finds an impermissible impairment of contract, the determination shall identify the provisions of the I-Drive District Code causing the impairment, and shall grant or approve such waivers or deviations as necessary to avoid such impairment, with such waivers or deviations being valid for only the length of time that the contract or other document giving rise to the impairment remains valid and in effect.
  - (B) If the determination does not find an impermissible impairment of contract, the determination shall explain the rationale for the determination.

#### **e. Pre-Application Meeting.**

- (1) The purpose of this subsection e. is to afford the applicant an opportunity to receive the advice and assistance of the professional staff before preparing formal plans and making an

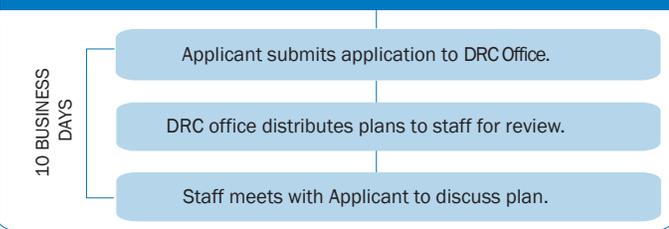
official application. Those applicants that are familiar with the regulating plan requirements and approval process may choose to forego the pre-application meeting.

- (2) The applicant must apply for a pre-Application meeting with the DRC Office prior to submitting an application for Site Plan Approval or Subdivision Plan Approval.
- (3) The applicant shall submit the following.
  - (A) Application, Form, and Applicable Fees.
  - (B) **Sketch Plan.** A sketch plan or plans shall detail the proposal, including the following.
    - (i) Draft layout of blocks, street types, open space types lots, and buildings.
    - (ii) Existing conditions such as topography, water bodies, aerial photograph, and flood plain.
    - (iii) Location of Transects and Uses consistent with the Regulating Plan.
    - (iv) Anticipated method of achieving parking requirements.
    - (v) Site survey.
- (4) **Pre-Application Meeting.** Staff shall schedule to meet with the Applicant to discuss the proposed plan within 10 business days of receipt of the complete application.

**f. Subdivision Plan Approval and Recording.**

Refer to Sec. 34-48 and Sec. 34-133 for information on the subdivision plat approval and recording process. Any proposed Subdivision Plans that are located within an approved Regulating Plan shall also be

**Figure (47). Pre-Application Meeting.**

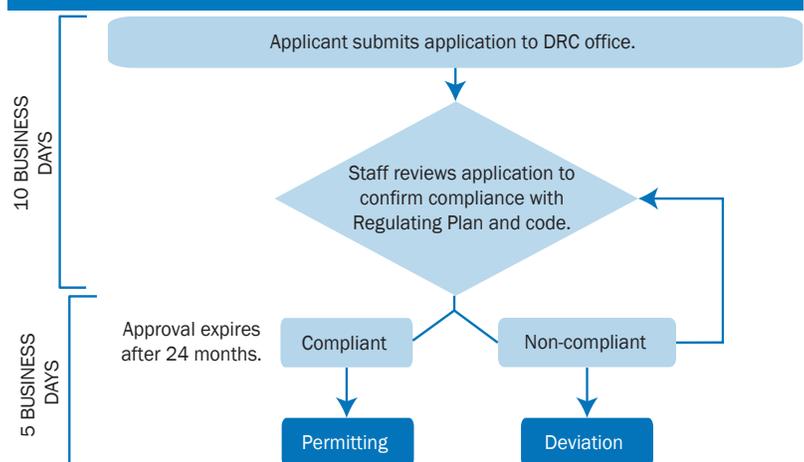


reviewed by the regulating review staff in accordance with this section.

**g. Site Plan Approval.**

- (1) This purpose of this subsection g. is to establish a process that allows County staff to administratively review development and redevelopment of sites, buildings, uses, and other site requirements within the District to ensure that the full standards and intent of this code are met.
- (2) All development located within this regulating plan area shall submit for Site Plan approvals.
- (3) The following information shall constitute a complete application. The application shall be submitted digitally in PDF.
  - (A) Complete Application, Form, and Applicable Fees.
  - (B) Applicant shall submit the following in compliance with the requirements of this code when submitting an application for development. All maps and plans shall include project title, date of preparation, north arrow, scale on 24" X 36" sheet size.
    - (i) Site Location Map, Legal Description/Limits of Plan, Parcel Identification number(s).
    - (ii) Owner & Applicant Name & Contact Information. Provide phone number and email address.
    - (iii) Site Aerial Photograph. Provide aerial photo at readable scale and indicate general project limits.
    - (iv) Survey Plat. Dimensions of property lines, easements, rights-of-way.
    - (v) Development Boundaries and Proposed Phasing, if applicable.
    - (vi) Existing Conditions Survey. Existing on-site and adjacent off-site structures, streets, utilities, easements, pavement noted either on site survey.
    - (vii) Existing Natural Conditions Survey. Existing topography, vegetation, drainageways, floodplain/way, or other unique features on site survey.
    - (viii) Proposed Deviations. All proposed deviations and

**Figure (48). Site Plan Approval.**



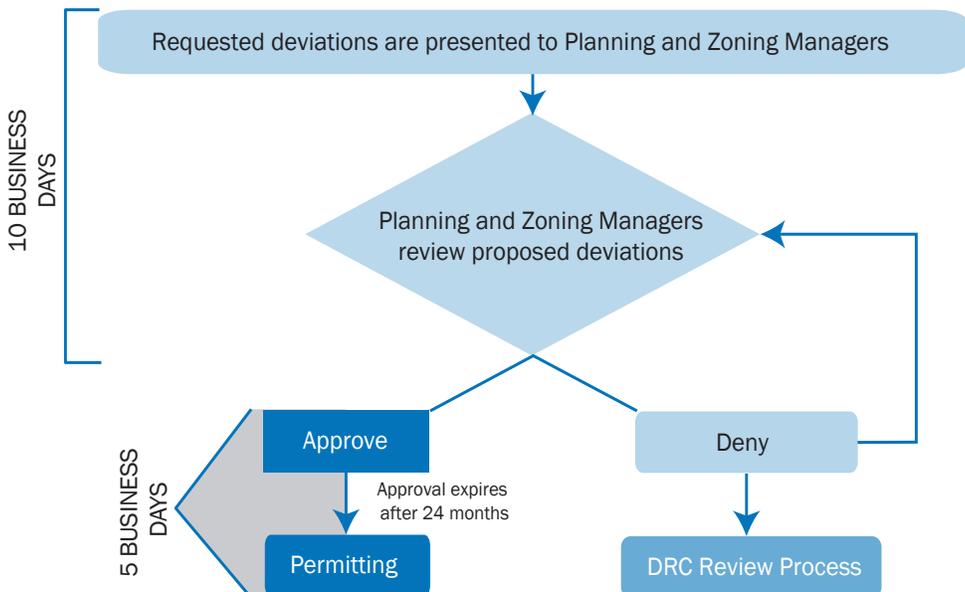
- justification for deviations.
- (ix) Site Plan. A Site Plan delineating all proposed buildings, overhangs, planter areas, free standing walls, steps, streets, drive surfaces, parking stalls, ponds, fencing, impervious/pervious surface etc.
  - (x) Preliminary Subdivision Plan. A plan of proposed subdivision of property if applicable.
  - (xi) Street Types Plan with Cross Sections. Provide a map and cross section of all proposed street types, including all required programming elements, consistent with the Regulating Plan.
  - (xii) Building Plan(s). Floor plans, square footages, height and siting for all buildings illustrating compliance with the requirements of the Transects section.
  - (xiii) Table of Uses. A table of uses is required on the Building Plan delineating locations and gross square footages of categories of uses, number of residential units, and number of hotel rooms in compliance with Table 26 Uses by Transect.
  - (xiv) Building Elevations. Building elevations of all facades, rendered to illustrate compliance with the site and building requirements.
  - (xv) Conservation Area Determination of all wetlands.
  - (xvi) Landscape Plan. Landscape Plan illustrating compliance with the requirements of the Landscape section. For sites with less than ten percent landscape area, the Landscape Plan may be combined with the Site Plan.
  - (xvii) Parking Plan. Parking layout plan with table of spaces keyed to plan, illustrating compliance with the Parking section. Driveways, shared parking arrangements, cooperative parking, and any other parking reductions shall be included and noted for compliance with Sec. 38-866 Off-street Parking and Loading.

- (xviii) Master Signage Plan. Signage Plan illustrating compliance with the requirements of Chapter 31.5. Refer to Sec. 31.5-190. Minimum development size is 15 acres.
  - (xix) Lighting Plan. Lighting Plan illustrating compliance with the requirements of Chapter 9, Article XVI, Exterior Lighting Standards.
  - (xx) Open Space Plan, if Open Space is included. Open Space Plan shall define all paving, structures, site furnishings, and landscape areas illustrating compliance with the requirements of Sec. 38-863 Open Space Types.
  - (xxi) Final Drainage Plan. Plans and details describing final stormwater system with Low-Impact Development (LID) practices. Refer to Sec. 30-282. Drainage Plan Requirements and Orange County LID Manual.
  - (xxii) Preliminary Engineering Plans. Plans and details describing water, wastewater and other utility systems throughout area covered in Regulating Plan.
- (4) Application Process Timeline. Upon submittal of a complete application, the site plan will be reviewed using the following process and timeline.
    - (A) Staff shall review and make recommendations within 10 business days. Each revised site plan shall be reviewed within 10 business days after receipt.
    - (B) If the Site Plan is found in compliance, the applicant may submit for construction permits. Subdivision plans shall be forwarded to the DRC for PSP under the PSP approval process in Ch. 34.

**h. Deviations from Regulations and Proposed Alternatives.**

- (1) Deviations from Regulations. If a development standard within the I-Drive District Code or a regulation not addressed is requested

Figure (49). Site Plan Deviations.



to be modified or altered, such alternate standards shall be submitted with the site plan and reviewed by appropriate staff relative to the nature of the regulation or standard in question, with final decision by the Planning and Zoning Managers (and the County Engineer if applicable). If the proposed deviation is considered consistent with the intent of the I-Drive District Code and the Comprehensive Plan, it may be accepted as non-substantial and appropriate to proceed without the need of further approvals. If the proposed deviation is considered inconsistent with the I-Drive District Code or the Comprehensive Plan, it will be considered a substantial change and may be appealed to the DRC for further evaluation and consideration for approval.

- (2) Regulations Not Addressed. If a particular development standard is determined to have not been addressed within the scope of this I-Drive District Code, the most relevant applicable Orange County standard shall be employed.
- (3) Appeals to DRC. Any decisions appealed to the DRC shall require a separate DRC application following the change determination application process. The DRC will evaluate the proposed Regulating Plan and/or code alteration(s) and either require changes, approve as non-substantial, or deny as substantial. Any DRC decisions may be appealed to the BCC following DRC Change Determination regulations.

**i. Amendments to the Regulating Plan.**

- (1) This subsection is intended to describe the process by which the owners of properties within the Overlay District may seek to change their Transect or Special Zone designation, or by which the Overlay District boundary may be expanded, necessitating an amendment to the Regulating Plan.
- (2) To apply for a change to the existing Transect or Special Zone designation on a property, the property owner shall submit an application through the County’s Planning Division. The applicant shall pay an associated fee in an amount to be approved by the Board of County Commissioners.
- (3) The Planning and Zoning Commission (PZC) shall review the proposed amendment to the Regulating Plan for consistency with the I-Drive District Code and shall recommend approval or denial of an ordinance implementing the amendment to the BCC.
- (4) The BCC shall review the application in a public hearing, and shall approve or deny the request based on consistency with the intent of the Code. Parcels converting to a Special Zone: Theme Park designation shall meet the following conditions and requirements:
  - (A) Any property to be included in a Special Zone: Theme Park shall be under the same ownership or control as an adjoining parcel in the then existing Special Zone: Theme Park; and
  - (B) Any property for which a Special Zone: Theme Park designation is sought shall contain a minimum of 25 contiguous acres either alone or in combination with other property having the same designation.

- (5) If the application is approved by the BCC, Figure (1), I-Drive District Regulating Plan, shall be amended by ordinance.
- (6) An expansion of District boundaries to include any new parcels, and to assign the new parcel(s) a transect or Special Zone designation, shall also require an amendment to the Future Land Use Map in the Comprehensive Plan and to the Code. Property proposed for inclusion within the District shall be at least 25% contiguous to the then-existing district boundary.
- (7) The creation of new Transects or Special Zones in the District requires an amendment to the Comprehensive Plan and to the Code.

**j. Appeals.**

- (1) Any party aggrieved by a decision of the Planning Manager and/or the Zoning Manager pursuant to Section 38-868 may notify the Planning Manager in writing that such party is appealing the decision. The notification shall be delivered to the Planning Manager no later than thirty (30) days after the decision on the application is delivered to the applicant; otherwise, the applicant shall be deemed to have waived all rights to challenge the decision. Upon receipt by the Planning Manager of a timely notice of appeal, the Planning Manager shall submit the appeal to the DRC, which shall consider the appeal no later than ninety (90) days following receipt or at such later date to which the applicant may consent.
- (2) Any decision of the DRC pursuant to this section may be appealed to the board of county commissioners by submitting a letter to the chairman of the DRC within thirty (30) days of the DRC’s decision.
- (3) The board of county commissioners shall review the application or decision on the same basis and in accordance with the procedures and criteria in this section. The board of county commissioners may approve (with or without conditions) or deny the application, return the application to the appropriate committee or staff for further consideration with or without comments or directions, or uphold or overturn the decision of the Planning Manager, as appropriate. An approval issued by the board of county commissioners shall enable the Planning Manager to issue a determination, as appropriate, which in any case may contain such conditions as the board of county commissioners may require.
- (4) A person aggrieved by a decision of the board of county commissioners pursuant to Section 38-868 may challenge the decision in the Circuit Court for the Ninth Judicial Circuit. If the aggrieved person decides to challenge the decision, he/she shall file a petition for writ of certiorari with the clerk to the circuit court not later than thirty (30) days after the decision is rendered by the board of county commissioners. The record before the circuit court shall consist of the complete record of the proceedings before the board of county commissioners.
- (5) Judicial review shall not be available unless and until the procedures set forth in this section have been exhausted.

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## Sec. 38-869. Definitions.

### a. Graphics.

The graphics, tables, and text utilized throughout this code are regulatory. In case of a conflict, text shall control over tables and graphics and tables shall control graphics.

### b. Defined Terms.

For the purposes of Sections 38-860 through 38-875, the following terms shall have the following meanings.

- (1) Accessory Use or Structure. A use or structure customarily, incidental, and subordinate to the principal use or structure and located on the same lot with such principal use or structure.
- (2) Applicant. A developer or an authorized agent of a developer.
- (3) Artistic Sponsor. Any person, business, organization, corporation, or other entity or party that creates, subsidizes, develops, or otherwise financially supports the installation, presentation and/or exhibition of Dynamic Art within the I-Drive District Overlay Zone.
- (4) Artistic Sponsor Copy Area. The portion of the Dynamic Art Surface Area on a building or parking structure façade for the acknowledgment of an Artistic Sponsor, including by letters, words, and numbers, as set forth in Section 38-864.1. Artistic Sponsor Copy Area shall be measured by the perimeter of the overall area within which such copy may be displayed.
- (5) Block. The aggregate of lots, passages, lanes, and Alleys bounded on all sides by streets.
- (6) Block Depth. A block measurement that is the horizontal distance between the front property line on a block face and the front property line of the parallel or approximately parallel block face.
- (7) Block Ends. The lots located on the end of a block; these lots are often larger than the lots in the interior of the block or those at the opposite end of the block and can be located on a more intense street type. They are typically more suitable for more intensive development, such as multiple family or mixed use development.
- (8) Block Face. The aggregate of all the building facades on one side of a block.
- (9) Block Length. A block measurement that is the horizontal distance along the front property lines of the lots comprising the block.
- (10) Build-to-Zone. An area in which the front or corner side facade of a building shall be placed; it may or may not be located directly adjacent to a property line. The transect dictates the minimum and maximum distance a structure may be placed from a property line. Refer to Figure (51) Build-to-Zone vs. Setback Line.
- (11) Coverage, Building. The percentage of a lot developed with a principal or accessory structure.
- (12) Coverage, Impervious. The percentage of a lot developed with principal or accessory structures and impervious surfaces, such as driveways, sidewalks, and patios.
- (13) Dedication. The intentional appropriation of land by the owner to the county for public use and/or ownership.
- (14) Density. The number of dwelling units located in an area of land, usually denoted as units per acre.
- (15) Dwelling Unit. A building or portion thereof, designed or used exclusively for residential occupancy, but not including hotels, lodging houses, motels, or mobile homes.
- (16) Dynamic Art. Designs or images on a building or parking structure that employ lighting displays, projections, videos or other electronic images and graphics, or any combination thereof. Such designs or images shall consist of subtle changing or moving elements of color, shapes, symbols, images, graphics and patterns, as created by artists, creative agencies or studios, design professionals or others.
- (17) Dynamic Art Surface Area. The cumulative surface area of any one building or parking structure elevation used for Dynamic Art, as defined in this Section.
- (18) Easement. A legal interest in land, granted by the owner to another person or entity, which allows for the use of all or a portion of the owner's land for such purposes as access or placement of utilities.
- (19) Expression Line. An architectural feature. A decorative, three dimensional, linear element, horizontal or vertical, protruding or indented at least two inches from the exterior facade or a building typically utilized to delineate floors or stories of a building.
- (20) Facade. The exterior face of a building, including but not limited to the wall, windows, windowsills, doorways, and design elements such as expression lines. The front facade is any building face adjacent to the front property line.
- (21) Frontage Type. The permitted treatment types of the ground floor facade of a building. Refer to the Transects section for more information and a list of permitted Entrance Types.
- (22) Grade. The average level of the finished surface of the ground story adjacent to the exterior walls of a building.
- (23) Gross Floor Area. The sum of all areas of a building, including accessory storage areas or closets within sales spaces, working spaces, or living spaces and any basement floor area used for retailing activities, the production or processing of goods, or business offices. It shall not include attic space having headroom of seven feet or less and areas devoted primarily to storage, balconies, off-street parking and loading areas, enclosed porches, roof decks, roof gardens, or basement floor area other than specified above.
- (24) Impervious Surface. Also referred to as impervious material. Any hard surface, man-made area that does not absorb water, including building roofs, sidewalks, parking, driveways, and other paved surfaces.
- (25) Landscape Area. Area on a lot not dedicated to a structure,

- parking or loading facility, frontage buffer, side and rear buffer, or interior parking lot landscaping.
- (26) Lot. A parcel of land occupied or intended for occupancy by a use permitted in this chapter. Refer to Figure (50) Lots.
- (27) Lot, Corner. A parcel of land abutting at least two vehicular rights-of-way, excluding an Alley, at their intersection. Refer to Figure (50) Lots.
- (28) Lot, Flag. A parcel of land having its only access to the adjacent vehicular right-of-way, excluding an Alley, through a narrow strip of land. Refer to Figure (50) Lots.
- (29) Lot, Interior. A parcel of land abutting a vehicular Right-of-way, excluding an Alley, along one (1) Property Line; surrounded by Lots along the remaining Property Lines.
- (30) Lot, Through. Also referred to as a double frontage lot. An interior lot having frontage on two approximately parallel vehicular rights-of-way, excluding an Alley. Refer to Figure (50) Lots.
- (31) Lot Area. The computed area contained within the property lines; it is typically denoted in square feet or acres.
- (32) Lot Depth. The distance measured from the midpoint of the front line to the midpoint of the opposite rear line of the lot. Refer to Figure (50) Lots.
- (33) Lot Frontage. The horizontal distance between the Side Property Lines, measured at the Front Property Lines. Through lots may have two frontages. Refer to Figure (50) Lots.
- (34) Nonconformance. A structure, use, lot, or site characteristic that was legally constructed or operated prior to the effective date of or Amendment to this code, but that cannot be constructed, platted, or operated after the effective date of or Amendment to this code.
- (35) Occupancy. The portion of a building or premises owned, leased, rented, or otherwise occupied for a given use.
- (36) Open Space Type. The permitted and regulated types of open spaces in this code.
- (37) Open Water. A pond, lake, reservoir, or other water feature with the water surface fully exposed.
- (38) Package sale vendor. A "package sale vendor" means as defined at Section 38-1414(a).
- (39) Passageway. A pathway designed for use by pedestrians; it can be located mid-block allowing pedestrian movement from one street to another without traveling along the block's perimeter.
- (40) Pervious Surface. Also referred to as pervious material. A material or surface that allows for the absorption of water into the ground or plant material, such as permeable pavers or a vegetated roof.
- (41) Plat. A map, drawing, or delineated representation of the division or subdivision of lands, being a complete and exact representation of the division or subdivision and other information in compliance with the requirements of all applicable provisions of any applicable ordinance and Part I, Chapter 177, Florida Statutes
- (42) Primary Street. A street designated on the Regulating Plan that receives priority over other streets in terms of setting front property lines and locating building entrances.
- (43) Principal Use or Structure. Also referred to as the principal building. A building that contains the dominant use of the Lot. It is typically located toward the front of the Lot in the front Build-to Zone or behind the Front Yard Setback.
- (44) Property Line. Also referred to as lot line. A boundary line of a parcel of land or lot. Refer to Figure (50) Lots.
- (45) Property Line, Corner. A boundary of a lot that is approximately perpendicular to the front property line and is directly adjacent to a public right-of-way, other than an Alley or railroad. Refer to Figure (50) Lots.
- (46) Property Line, Front. The boundary abutting a right-of-way, other than an Alley, from which the required setback or build-to transect is measured, with the following exceptions.
- (A) Corner and Through Lots that abut a Primary Street shall have the front property line on that Primary Street.
- (B) Corner and Through Lots that abut two Primary Streets or do not abut a Primary Street shall utilize the orientation of the two directly adjacent lots, or shall have the front property line determined by the Zoning Administrator.
- (47) Property Line, Rear. The boundary of a lot that is approximately parallel to the front property line; this line separates lots from one another or separates a lot from an Alley. Refer to Figure (50) Lots.
- (48) Property Line, Side. The boundary of a lot that is approximately perpendicular to the front and rear property lines; it is not adjacent to the public right-of-way. Refer to Figure (50) Lots.
- (49) Right-of-way. A strip of land acquired by the state, county or any municipality by reservation, dedication, forced dedication, prescription, or condemnation, and intended to be occupied or occupied by a road, crosswalk, sidewalk, bike path, electric transmission lines, oil or gas pipeline, water pipeline, sanitary sewer, storm sewer, or other similar uses. Refer to the Transects section for more information and a list of the permitted Roof Types.
- (50) Roof Type. The detail at the top of a building that finishes a Facade, including a pitch roof with various permitted slopes and a parapet. Refer to the Transects section for more information and a list of the permitted Roof Types.
- (51) Scale. The relative size of a building, street, sign, or other element of the built environment.
- (52) Setback. The horizontal distance from a property line inward, beyond which a structure may be placed. Structures or other impervious surfaces are not permitted within a setback, unless specifically permitted in this code (e.g. sidewalks). Refer to Figure (51) Build-to Zone vs. Setback Line.
- (53) Sign. See Ch. 31.5, Orange County Code.
- (54) Solar Reflectance Index (SRI). A measure of a constructed surface's ability to reflect solar heat, as shown by a small temperature rise. The measure utilizes a scale from 0 to 100 and is defined so that a

standard black surface is 0 and a standard white surface is 100. To calculate for a given material, obtain the reflectance value and emittance value for the material; calculate the SRI according to ASTM E 1980-01 or the latest version.

- (55) Story. A habitable level within a building measured from finished floor to finished floor.
- (56) Story, Ground. Also referred to as ground floor. The first floor of a building that is level to or elevated above the finished grade on the frontage, excluding basements or cellars.
- (57) Story, Half. A story either in the base of the building, partially below grade and partially above grade, or a story fully within the roof structure with transparency facing the street.
- (58) Story, Upper. Also referred to as upper floor. The floors located above the ground story of a building.
- (59) Street Face. The facade of a building that faces a public right-of-way.
- (60) Street Frontage. Also refer to lot frontage. The portion of a building or lot directly adjacent to a vehicular right-of-way.
- (61) Street Type. The permitted and regulated types of streets in this code. Refer to the Street Types section for more information and a

Figure (51). Setback Line vs. Build-to-Zone.

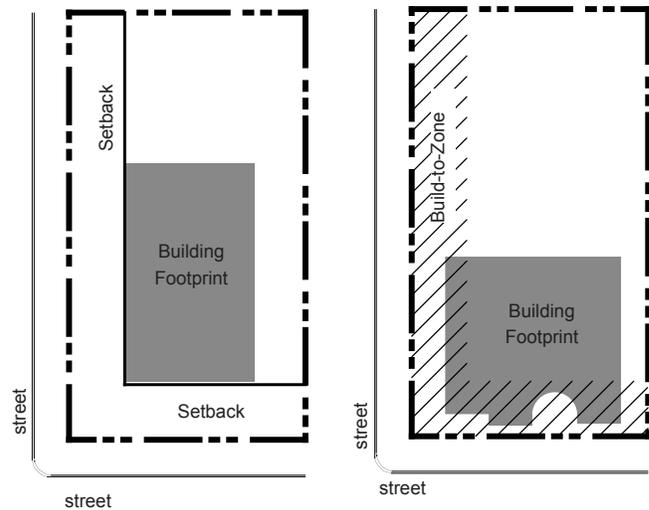
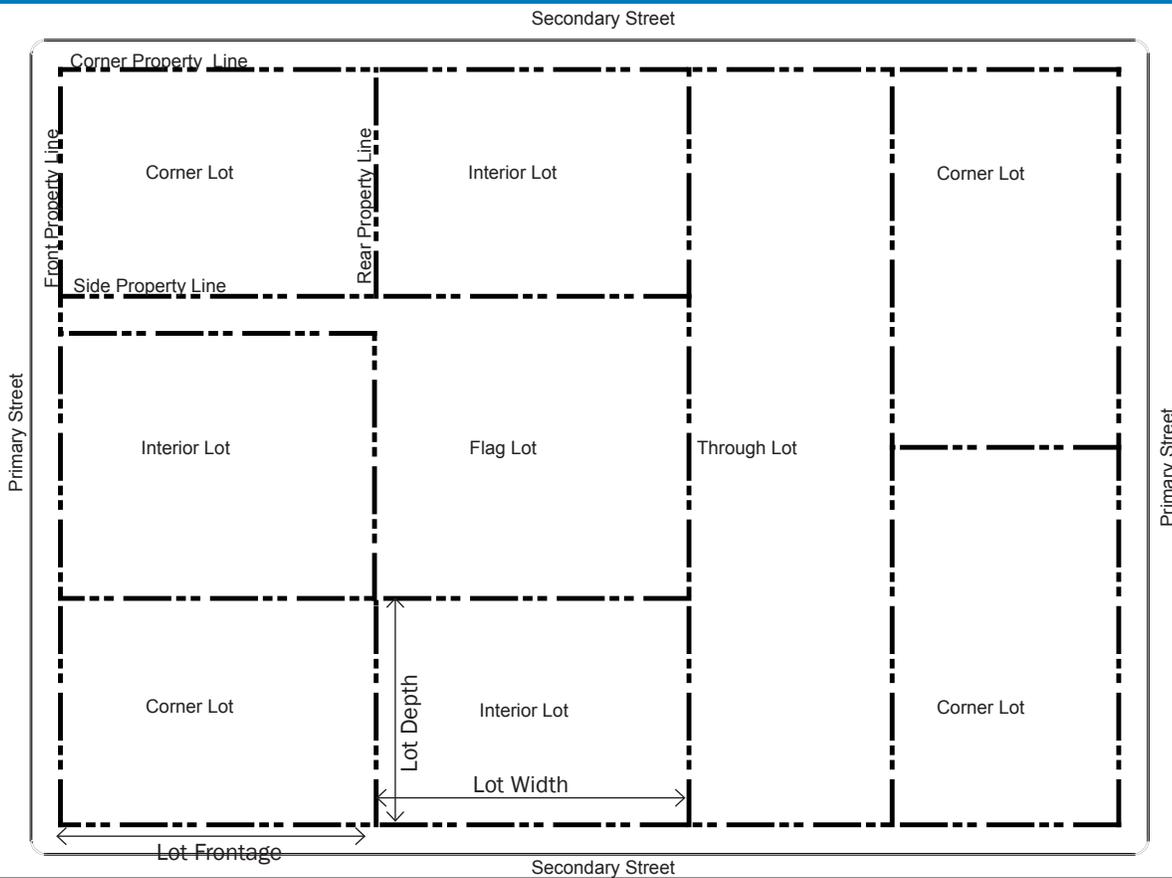


Figure (50). Lots.



list of the permitted Street Types.

- (62) Structure, Principal. Also referred to as the principal building. A building that contains the dominant use of the Lot. It is typically located toward the front of the Lot in the front Build-to Zone or behind the Front Yard Setback.
- (63) Swale. A low lying, naturally planted area with gradual slopes that facilitate the transport, absorption, and/or filtration of stormwater.
- (64) Transect. A designation given to each lot within the district that dictates the standards for development on that Lot. Refer to the Transects section for more information and a list of permitted Transects.
- (65) Transit Shed. An area that is centered around an existing, or planned and funded, transit stop using a quarter mile or half mile distance meant to demonstrate 5-10 minute walking distances. Also referred to as the "Pedestrian Shed."
- (66) Tree Canopy. The uppermost area of spreading branches and leaves of a tree.
- (67) Tree Canopy Coverage. The area of ground covered or shaded by a tree's canopy, measured in square feet.
- (68) Use. Also referred to as land use. A purpose or activity that may occur within a building or a lot.
- (69) Visible Basement. A half story partially below grade and partially exposed above with required transparency on the street facade.
- (70) Water Body. A body of water, such as a river, pond, or lake that may be man-made or naturally occurring.

*(Ord. No. 2017-03, Exhibit A, 2-7-17; Ord. No. 2018-24, § 2, 10-30-18; Ord. No. 2019-06, 5-21-19; Ord. No. 2020-02, 1-14-20).*

