AN ORDINANCE OF THE CITY OF ORLANDO, FLORIDA,
AMENDING THE EDGEWATER DRIVE SPECIAL
PLAN/APPEARANCE REVIEW OVERLAY DISTRICT;
AMENDING SECTION 62.309 RELATING TO
ARCHITECTURAL TRANSITIONS BETWEEN THE
ACTIVITY CENTER, MIXED USE CORRIDOR AND THE
SURROUNDING RESIDENTIAL NEIGHBORHOOD;
INGRESS/EGRESS, STREETSCAPE, SIGNAGE,
LIGHTING, SHARED PARKING AND ARCHITECTURAL
DESIGN STANDARDS; PROVIDING FOR APPLICABILITY,
SEVERABILITY, REPEAL, CODIFICATION,
CORRECTION OF SCRIVENER'S ERRORS, AND AN
EFFECTIVE DATE.

WHEREAS, section 163.3202(1), Florida Statutes, requires that the City of Orlando,
Florida (the "City") adopt or amend and enforce land development regulations that are consistent
with and implement the City's adopted comprehensive plan; and

WHEREAS, section 163.3203(3), Florida Statutes, encourages the use of innovative land
development regulations and requires that all land development regulations be combined into a
single land development code for the City; and

WHEREAS, from time to time, amendments and revisions to the City's adopted
comprehensive plan (the "Growth Management Plan") and progress in the field of planning and
zoning make it necessary or desirable to amend or revise the land development regulations of the
City; and

WHEREAS, at its regularly scheduled meeting of April 21, 2009, the Municipal
Planning Board recommended to the City Council of the City of Orlando, Florida (the "Orlando
City Council"), that the provisions of this ordinance are consistent with the applicable provisions
of the City's adopted Growth Management Plan, are in the best interest of the public health,
safety, and welfare, are in harmony with the purpose and intent of the City's Land Development
Code, will not result in disorderly and illogical development patterns, and will not result in
incompatible land uses; and

WHEREAS, the City of Orlando convened a citizen Task Force to amend the Edgewater
Drive Special Plan and the area it applies, which held regular meetings from October 2007 to
November 2008. The Task Force suggested Growth Management Plan and Land Development
Code amendments to proactively encourage development within College Park's core by creating
programmed transitions and other rules that provide for neighborhood compatibility; and

WHEREAS, the Orlando City Council hereby finds and determines that this ordinance is
consistent with the applicable provisions of the City's adopted Growth Management Plan, is in
the best interest of the public health, safety, and welfare, is in harmony with the purpose and
intent of the City's Land Development Code, will not result in disorderly and illogical
development patterns, and will not result in incompatible land uses; and
NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE
CITY OF ORLANDO, FLORIDA:

SECTION 1. SECTIONS 62.309, APPENDED. Section 62.309, Code of the City of
Orlando, Florida, is hereby appended as follows:

Sec. 62.309. Edgewater Drive Special Plan/Appearance Review Overlay District.

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PRECISE PLAN TRANSITIONS

Proposed buildings which exceed the maximum transition profiles enumerated below are
only allowed when approved by Conditional Use Permit. Additional buffervards, setbacks,
circulation, landscaping, etc. may be required as a condition of approval for the Conditional Use
Permit, or the proposed building may be denied if determined incompatible.

The following Transition Areas, as depicted in Figure 25, are hereby created:

**T4: General Urban.** General Character: Existing single family and duplex dwellings. Mix
of building types, including rear-loaded townhomes, small apartments, office buildings and
public benefit uses. Commercial uses are found along Edgewater Drive. Parking is typically
provided in garages for individual dwelling units and in surface parking lots for other uses.

*Maximum building mass:* Office, residential or public benefit uses are limited to three
stories, with architectural massing and materials articulated at least every 60 feet. Approvals
to allow significantly more height are not allowed (example: Conditional Use Permit
allowing 75-foot height in MU-1/T should not be approved in these areas due to
neighborhood incompatibility).

*Bonuses:* Density and Intensity bonuses are discouraged.

*Special Requirements:*

a. Cross access shall be provided from office, commercial, townhome and multi-family uses
to adjacent properties. Residential garages and surface parking should be located in the
rear of buildings.

b. For development sites less than 0.20 acre in size in the “T4: General Urban” area, the
Zoning Official may allow a reduced Residential District Setback of 16 feet (Section
58.110) to accommodate an 11-foot wide one-way private driveway, a 5-foot wide
buffervard planted with 4 canopy trees and 25 shrubs per 100 feet and a 6-foot tall solid
masonry wall with intervening pilasters spaced at a maximum of 30 feet. Adequate
ingress/egress and cross-access easements shall be provided between all non-residential
and multi-family properties.
c. The minimum setbacks for property within the “T4: General Urban” area shall be as follows: front yard setback - 15 feet; sideyard setback - 5 feet; and setback from any right-of-way for any garage, carport or other required parking - 20 feet. Townhomes, multi-family and office buildings shall be rear-loaded. When these standards are utilized, the minimum Residential District setback for non-residential projects shall be 10 feet and include a Bufferyard “B”. The Zoning Official may approve a minimum side yard setback of 0 feet along contiguous property lines when consolidated, rear-loaded circulation is provided.

T5: Urban Center. General Character: Mix of building types, including larger multi-family, office, mixed-use and public benefit uses with commercial activities at the ground level. Commercial uses are required at ground level along Edgewater Drive. Buildings are oriented to the street and attached. Some structured parking for larger buildings.

Maximum Building Mass: Commercial, public benefit use and office uses are limited to four stories and residential uses are limited to five stories. For mixed-use buildings, the predominant use of the building shall determine the maximum number of stories. Architectural massing and materials must be articulated at least every 120 feet.

Bonuses: Either a single Density or Intensity Bonus, but not both, may be allowed to reach the maximum building profile.

Special Requirements: Vehicular cross-access shall be provided between adjacent properties. Common alleyways or driveways shall be shared with adjacent properties located within the “T6: Urban Core” area(s).

T6: Urban Core. General Character: Medium to high-density mixed-use buildings form a continuous street wall. New buildings are at least two stories in height. Has the highest level of pedestrian activity. Transit stops are adjacent to Urban Core. Structured parking is nested within the block and surrounded by buildings.

Maximum building mass: Commercial, public benefit use and office uses are limited to six stories; residential uses are limited to seven stories. For mixed-use buildings, the predominant use of the building shall determine the maximum number of stories. Architectural massing and materials must be articulated at least every 240 feet.

Bonuses: Both Density and Intensity Bonuses may be utilized simultaneously to reach the maximum building mass.

Special Requirements:

a. Cross-access shall be provided between adjacent properties. Common alleyways or driveways shall be shared with adjacent properties located in “T5: Urban Center” area(s).

b. The minimum floor to ceiling height for ground floor uses shall be 12 feet. The maximum building height for a principal structure may be increased by a maximum of 5 feet to
accommodate this requirement either through a Master Plan or Planned Development review.

c. In order to allow additional light, air and sight lines in the “T6: Urban Core” area, buildings 3 stories in height and over must provide a triangular plaza treatment at street corners independent of the pedestrian Throughway Zone, with a minimum one-side dimension of 25 feet along all rights-of-way.

FIGURE 25
Automobile Ingress/Egress and Cross-Access. Curb cuts to Edgewater Drive shall be closed whenever possible. All development and substantial improvements shall provide cross-access easements to the benefit of adjacent properties and all subsequent properties on the block in order to minimize the need for automobile access to Edgewater Drive and thereby promote a continuous pedestrian oriented streetscape.

Edgewater Drive Streetscape. The minimum width of the streetscape along Edgewater Drive shall be 13 feet. Minimum width of each Zone, as depicted in Figure 26, shall be as follows: Edge Zone (not including gutter) - 1 foot; Furnishings Zone - 4 feet; Throughway Zone - 7 feet; Frontage Zone - 1 foot. Occasional architectural details (pilasters, knee-walls, etc.) may encroach up to one-half foot into the Frontage Zone. The Frontage Zone may also contain removable planters. The maximum spacing for canopy trees shall be 40 feet; when understory trees are utilized due to overhead utilities, the maximum separation distance shall be 20 feet. When sidewalk café dining is proposed in conjunction with a new development, the minimum width of the streetscape shall be 15 feet and contain the following: Edge & Furnishings Zones - 5 feet; Throughway Zone - 5 feet continuous, and Frontage Zone - 5 feet. A continuous 5-foot wide pedestrian Throughway Zone shall be maintained free of obstructions wherever outdoor dining is provided. The Zoning Official may modify the above standards as part of a Master Plan or Determination, provided the minimum overall width of the streetscape is not less than 13 feet. This treatment shall be provided in all T5 and T6 areas.

Sidestreet Streetscape. The minimum width of the streetscape on sidestreets outside of the T5 and T6 areas shall be 13 feet, with a minimum 7-foot wide landscaped park strip and a 6-foot wide continuous sidewalk. The maximum spacing for canopy trees shall be 40 feet; when understory trees are utilized, the maximum spacing shall be 20 feet. Additional on-site landscaping may be required for parking facilities and structured parking pursuant to other sections of this Code.

FIGURE 26
Arcade/Gallery Treatments: The minimum dimensions of arcades and galleries shall be as follows: height - 12 feet; width - 10 feet; opening to the street between columns - 9 feet wide by 9 feet tall. Arcades and galleries shall not be elevated from the adjacent streets. The minimum width of the streetscape along arcades and galleries shall be 6 feet. The streetscape shall include a curbed planter (or structural soil with tree grates for hardscape). The planter shall be a minimum of 5 feet wide in sections at least 10 feet long. A canopy tree shall be centered on each pilaster/column. The additional 1 foot is paved at the back of curb in order to allow door swings from adjacent parallel parking. Dining and uses inside arcades and galleries must provide a continuous 6-foot wide pedestrian Throughway Zone. Such treatments are strongly encouraged throughout the six-block T6 core area along Edgewater Drive.

Drive-Through Uses. Due to the automotive nature of drive-throughs and their impact on pedestrian-friendly areas, Drive-Through uses are only allowed in Activity Center Zoning Districts along Edgewater Drive when approved by Conditional Use Permit and provided they:

a. are fully enclosed within a Parking Structure or building; and
b. do not add additional curb cuts; and
c. taper their ingress and egress to a singular lane and provide adequate circulation entirely within the development site.

Outdoor drive-through uses are only allowed in the MU-l/T zoning districts when approved by Conditional Use Permit and provided they:

a. have no more than two service lanes; and
b. do not add additional curb cuts; and
c. provide adequate circulation entirely within the development site.

Front Yard Setbacks. The minimum front yard setback requirements of Section 58.110 - Footnote 6 are reduced to half within the Edgewater Drive Special Plan Overlay in order to more closely match the maximum setbacks for Main and Town Streets required within the Traditional City (Section 62.608). However, the first 60 feet along a sidestreet adjacent to Edgewater Drive shall be exempted from this requirement, in order to allow buildings to adequately address the corner.

Architectural Massing and Articulation. No single building mass or single architectural treatment shall be greater than 240 feet in length in “T6: Urban Core” areas, 120 feet in “T5: Urban Center” areas, or 60 feet in “T4: General Urban” areas. Building mass shall be articulated, while architectural materials and detailing is modulated to create the appearance of multiple buildings.

Bulkheads. Durable impervious materials shall be incorporated into the water-table portion (also known as the knee-wall) of storefront systems where transparency is required. Durable materials include stone, tile, granite, brick or other impervious materials deemed acceptable by the Zoning Official.

Lighting. Due to the close proximity of residential uses, and the possibility of mixed use in areas that allow both residential and commercial uses, all lighting fixtures utilized in the Special Plan shall be cut-off or fully shielded to reduce glare, mitigate light pollution and reduce spillover.
lighting into surrounding properties. Acceptable and unacceptable/discouraged fixtures are identified in Figure 27.

FIGURE 27

<table>
<thead>
<tr>
<th>Unacceptable / Discouraged</th>
<th>Acceptable</th>
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</thead>
<tbody>
<tr>
<td>Fixtures that produce glare and light trespass</td>
<td>Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night</td>
</tr>
<tr>
<td>Unshielded Floodlights or Poorly-shielded Floodlights</td>
<td>Fully Shielded Wallpack &amp; Wall Mount Fixtures</td>
</tr>
<tr>
<td>Unshielded Wallpacks &amp; Unshielded or Poorly-shielded Wall Mount Fixtures</td>
<td>Fully Shielded Fixtures</td>
</tr>
<tr>
<td>Drop-Lens &amp; Sag-Lens Fixtures w/ exposed bulb / refractor lens</td>
<td>Fully Shielded Fixtures</td>
</tr>
<tr>
<td>Unshielded Bollards</td>
<td>Fully Shielded Walkway Bollards</td>
</tr>
<tr>
<td>Unshielded Streetlight</td>
<td>Fully Shielded Decorative Fixtures</td>
</tr>
<tr>
<td>Unshielded 'Marine' style Fixtures</td>
<td>Fully Shielded 'Period' Style Fixtures</td>
</tr>
<tr>
<td>Unshielded PAR Floodlights</td>
<td>Shielded / Properly-aimed PAR Floodlights</td>
</tr>
</tbody>
</table>

CODING: Words strikethrough are deletions; words underlined are additions; **** denote omitted text.
Shared Parking District. The Edgewater Special Plan Overlay shall be considered a Shared Parking District.

Purpose and Establishment. Shared Parking Districts are pedestrian-oriented thoroughfares where a unique parking strategy is appropriate, counterpoint to typical suburban, parking-intensive development. The Edgewater Drive Special Plan / Appearance Review Overlay District is considered a Shared Parking District.

Special Requirements. Within the Edgewater Drive Shared Parking District, all requirements of the Traditional City Overlay District provided in Section 62.600 are required, even if the area is located outside of the Traditional City. New curb cuts to Edgewater Drive are not allowed unless the Planning Official and Transportation Official determine that no other possible ingress and egress solutions are practical for the development site. Cross access easements are required between all parking areas and adjacent properties, designed with potential stub outs. Existing curb cuts to Edgewater Drive shall be closed upon substantial improvement or expansion, where other ingress and egress solutions are possible.

Additional Parking Counting Rules. The following additional counting rules shall apply to required parking within the Edgewater Drive Shared Parking District:

a. On-Street Parking. On-street parking on all rights-of-way on the block face directly adjacent to a development site may be counted towards the parking requirement for the immediately adjacent use when streetscape and on-street parking improvements are provided by a developer. Where parking spaces are not defined by marked parking spaces, a parking space shall be defined as a full 24 feet of clear parking space parallel and adjacent to the curb where parking is allowed on the street. However, the counting of such spaces shall not obligate the City to provide said on-street parking should any issue require the removal of such parking. In such cases, the parking conditions of the site shall be considered legal non-conforming.

b. Shared Parking for Mixed Uses. In the Edgewater Drive Shared Parking District, the following method may be used to calculate parking for mixed-use projects with dissimilar adjacent uses, reciprocal parking and vehicular cross-access easements (open parking between uses): the actual parking required is calculated by adding the total number of spaces required by each separate use and dividing the total by the appropriate factor from the Shared Parking Factor matrix. Other functions may perform a shared parking study by a qualified transportation consultant.

An example of this calculation: A residential use requires 10 parking spaces while the office use requires 12 parking spaces. Independently, they would require 22 spaces, but when divided by the sharing factor of 1.4, they would require only 16 spaces. A second way to calculate: If there is a total of 22 spaces available for residential and office uses, multiplying this by the factor 1.4 gives the equivalent of 30 spaces. A
265 building may be designed to a functional density corresponding to 30 parking spaces. When three uses share parking, use the lowest factor so that enough parking is assured.

**SHARED PARKING FACTOR**

<table>
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<tr>
<th>Use</th>
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<th>LODGING</th>
<th>OFFICE</th>
<th>RETAIL</th>
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<tr>
<td>OFFICE</td>
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<tr>
<td>RETAIL</td>
<td>1.2</td>
<td>1.3</td>
<td>1.2</td>
<td>1.0</td>
</tr>
</tbody>
</table>

\[(\text{Use}_{i} \times \text{Parking Requirement}_{i}) + \text{Use}_{j} \times \text{Parking Requirement}_{j} \] / \((\text{Shared Parking Factor}_{i}) = \text{Parking Requirement}_{i}\]

270 Flexibility of Development Program. The Planning Official may modify the development program of a mixed-use project previously approved through a Master Plan or Conditional Use Permit process by Determination, provided:

a. the approved building mass and bulk is not increased; and

b. any additional traffic impacts (both on and off-site) are fully mitigated as approved by the Transportation Official; and

c. the project does not exceed the Growth Management Plan intensities and densities for the applicable Future Land Use designation(s).

280 Street Banners. In order to allow for uniform street banners sponsored by the Main Street program, the following provisions shall apply to street banners within the Edgewater Drive Special Plan overlay:

a. Installation costs will be the responsibility of the Main Street program.

b. The Main Street program shall coordinate installation with OUC, which may require additional permitting and indemnification for the installation of the banners.

c. Sponsors representing tobacco, gambling, or adult entertainment are not permitted.

d. Sponsorship ads, where allowed, shall occupy no more than 15% of the banner area on the lower quadrant of the banner and must be subordinate to the overall banner message or art.

e. Banners may be hung 30 days prior to an event. Banners shall be removed no later than 10 days after the event. Seasonal banners may be hung for up to 3 months. Banners identifying the business district may be installed indefinitely, provided they are in good repair.

f. The Main Street Design Committee will approve banners for their corridor prior to submitting for final approval by Planning Official through a Determination.

290 Parking Structures. Garages are prohibited from fronting Edgewater Drive within the required Ground Floor Commercial Use Area. In the remainder of the Special Plan area along Edgewater Drive, parking garages shall be designed so that no less than 50% of the parking garage is lined by an office, commercial or residential use fronting Edgewater Drive, with a minimum depth of 20 feet.
Parking structures that are not lined by buildings should be architecturally treated to match surrounding structures, using a combination of techniques to mitigate their impact on the streetwall. Pilaster treatments, greenscreens, landscaping and other architectural techniques may be utilized in combination to ensure that parking structures appear as typical buildings from a distance. Parking structures that face directly onto Edgewater Drive shall be architecturally treated to appear as typical commercial buildings, employing forced or partially forced ventilation, fenstration, and architectural treatments that integrate the garage with other parts of the associated project or adjacent buildings.

SECTION 2. SECTION 62.309, AMENDED. Section 62.309, Code of the City of Orlando, Florida, is hereby amended as follows:

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GROUND FLOOR COMMERCIAL USE AREA

All lineal street frontage on all building sites shown in Figure 7 shall be occupied by ground-floor commercial uses from the following land uses categories:

Eating and Drinking Establishments.
Indoor Recreation.
Light Retailing (except banks and savings financial institutions).
Personal Services.

However, up to 35% of the Ground Floor Commercial Use area may contain office uses and financial institutions, provided the public areas are oriented towards Edgewater Drive at a minimum depth of 20 feet, and interior window coverings are minimized in order to create transparency between the public areas of the use and the adjacent sidewalk.

Exception "A" (see Figure 7). RESERVED. A bank facility may be occupied, maintained and operated on the ground floor of a building in this area provided that no more than 20% of the entire Edgewater Drive building frontage, and no more than 30% of the first story floor area of such building, shall be used for bank purposes.

Minimum Depth from Building Facade. All business sites subject to the Ground Floor Commercial Use Area this requirement shall extend a minimum of 30 feet in depth from the building facade oriented toward Edgewater Dr.

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Awning Signs are permitted according to the provisions listed in Chapter 64 and the Edgewater District Plan unless otherwise stated below. Awning signs extending below marquees shall be uniform in height above the ground. Signs shall be permitted on these awnings only when a marquee sign is not present. Marquee signs shall be permitted on marquees only where an awning sign is not present (Figure 16). The character height of
signs on all awnings or marquees shall not exceed two-thirds (2/3) of the height of the face (vertical or near vertical part) of the awning. When possible, signs shall be horizontally and vertically centered on the face of the awning. Images on the angled face are not permitted. A two (2) foot by two (2) foot image/message is allowed on the angled face of each awning. (Figure 17).

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Projecting Signs erected before 1960 shall be encouraged to remain because they contribute to the character of the district. New projecting signs shall be permitted according to the requirements of Chapter 64. These signs shall be erected perpendicular to the street and shall be sized to be compatible with those typically found in the district. The sign shall not have less than fifteen (15) nor more than twenty-five (25) square feet. The sign shall not extend more than five and one-half (5 1/2) feet from the building wall. Projecting signs shall not exceed nineteen (19) feet in height above the ground on one-story buildings and shall not exceed twenty-eight (28) feet in height above the ground on two-story buildings. Projecting signs on two-story buildings shall be positioned between the 2nd story windows and the top of the parapet or roofline. Projecting signs shall be prohibited above 2 stories. Sign height shall not exceed one-half (1/2) three (3) times the width of the sign. New projecting signs shall only be allowed on buildings with sufficient parapet walls and/or marquees. Projecting signs shall not extend above or below an overhang, marquee, wall or parapet. Non-conforming projecting signs erected before 1960 shall be allowed to remain because of their contribution to the character of the district. Signs which incorporate the use of exterior flood lighting or neon are also encouraged (Figure 21). Interior illuminated projecting signs shall be prohibited.

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Menu Board Signs shall be permitted along Edgewater Drive only if the following standards are met: menu boards shall be limited to the following land uses: eating and drinking establishments, personal services or light retail. The total sign area per face shall not exceed six (6) square feet. The sign area shall be counted towards the maximum allowable copy area. Maximum height shall be four and one-half (4 1/2) feet; minimum height is two (2) feet. One menu board shall be allowed per business street address. The menu boards shall not encroach into the right-of-way more than two (2) feet. Menu boards are allowed in the Furnishings Zone placed two (2) feet behind the back of curb, and Frontage Zones against a building, and shall require a right-of-way utilization permit from the Engineering/Streets and Drainage Bureau Public Works Department. No menu board shall be greater than two (2) feet wide. Menu boards shall not be secured to the tree guards or tree grates or disturb brick pavers in the sidewalk within the right-of-way, nor shall they block the pedestrian Throughway Zone in any manner. Menu boards shall be removed at the end of the business day. Menu boards shall be located in front of the business and address named on the sign permit and information on the menu board shall advertise the goods, prices, and services of that business exclusively.

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SECTION 3. SECTION 62.309, AMENDED. Section 62.309, Figure 8, Code of the City of Orlando, Florida, is hereby replaced in its entirety, and the official zoning map shall be amended to reflect an "SP/AR" overlay according to the following:

CODING: Words strikeout are deletions; words underline are additions; **** denote omitted text.
SECTION 4. APPLICABILITY. In addition to the area shown in Section 3 subject to
the Edgewater Drive Special Plan / Appearance Review Overlay District, property annexed into
the City of Orlando subject to Growth Management Plan sub-area policies S.4.6 and S.2.4 shall
be included in the Special Plan and be assigned “SP/AR” overlay zoning designations for any
initial zoning or re-zonings with the City, whether initiated by the applicant or the City of
Orlando.

SECTION 5. SEVERABILITY. If any provision of this ordinance or its application to
any person or circumstance is held invalid, the invalidity does not affect other provisions or
applications of this ordinance which can be given effect without the invalid provision or
application, and to this end the provisions of this ordinance are severable.

SECTION 6. REPEAL. All ordinances or parts of ordinances previously adopted and
in conflict with this ordinance are hereby repealed.

SECTION 7. CODIFICATION. The City Clerk and the City Attorney shall cause the
Code of the City of Orlando, Florida, to be amended as provided by Sections 1, 2 and 3 of this
ordinance and may renumber, re-letter, and rearrange the codified parts of this ordinance or the
remainder of the affected Chapter if necessary to facilitate the finding of the law.

SECTION 8. SCRIVENER’S ERROR. The City Attorney may correct scrivener’s
errors found in this ordinance by filing a corrected copy of this ordinance with the City Clerk.

SECTION 9. EFFECTIVE DATE. This ordinance takes effect immediately upon final
passage.

DONE, THE FIRST READING, by the City Council of the City of Orlando, Florida, at
a regular meeting, this [ ] day of [ ] , 2009.

DONE, THE PUBLIC NOTICE, in a newspaper of general circulation in the City of
Orlando, Florida, by the City Clerk of the City of Orlando, Florida, this [ ] day of
[ ] , 2009.
DONE, THE SECOND READING, AND ENACTED ON FINAL PASSAGE, by an affirmative vote of a majority of a quorum present of the City Council of the City of Orlando, Florida, at a regular meeting, this __ day of __________, 2009.

BY THE MAYOR/MAYOR PRO TEMPORE OF THE CITY OF ORLANDO, FLORIDA:

[Signature]

Mayor / Mayor Pro Tempore

ATTEST, BY THE CLERK OF THE CITY COUNCIL OF THE CITY OF ORLANDO, FLORIDA:

[Signature]

City Clerk

APPROVED AS TO FORM AND LEGALITY FOR THE USE AND RELIANCE OF THE CITY OF ORLANDO, FLORIDA:

[Signature]

City Attorney

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