

Downtown Design Guidelines

FOR ORLANDO



Acknowledgments

Community Redevelopment Agency

Mayor Buddy Dyer,
Chairman

District 1 Commissioner
Tom Keen
Jim Gray, 2012-2025

District 2 Commissioner
Tony Ortiz

District 3 Commissioner
Roger Chapin
Robert F. Stuart, 2006-
2025

District 4 Commissioner
Patty Sheehan

District 5 Commissioner
Shan Rose

District 6 Commissioner
Bakari F. Burns

Executive Leadership Team

Lillian Scott-Payne, Director
of Economic Development

David Barilla,
Executive Director, DDB/
CRA

Sherry Gutch, Placemaking
Director

Jason Burton, AICP, CNU-A,
City Planning Division
Manager

Elisabeth Dang, AICP, City
Planning Division Manager
(2019-2025)

CRA and City of Orlando Project Team

Richard Forbes, AIA,
Appearance Review
Official

Douglas Metzger, AICP,
Chief Planner

Fernanda Paronetto,
AICP, LEED AP ND, Urban
Project Manager

Consultant Team

Perkins&Will

Inc. Codes



The Vision for Downtown



The DTO Action Plan established a vision for a thriving, walkable downtown. The physical characteristics of a downtown are essential to this success and no quality is more important than a walkable environment. Walkable environments are places where people of all ages and abilities safely and joyously engage in the civic life of the city.

These Design Guidelines, developed with input from the community through the DTO Action Plan, are incorporated into the city’s Land Development Code (LDC) and help the city and Appearance Review Board (ARB) guide redevelopment projects and public realm investments to create walkable, comfortable places that meet the vision established in the DTO Action Plan.

The city recognizes that successful projects may achieve the intent of these guidelines through a variety of design solutions and will work collaboratively with applicants to consider alternative approaches that effectively advance the goals and objectives established herein.

Contents

1.0 Introduction	02
1.1 Purpose	04
1.2 Applicability of the Guidelines	04
1.3 How to Navigate this Document	08
2.0 Design Framework	10
2.1 Goals	12
2.2 Relationship with Other City Documents	18
3.0 Streets & Streetscape Design	20
3.1 General Standards	22
3.2 Materials Palette	36
3.3 Street Typologies	52
3.4 Multimodal Connectivity	78
4.0 Site Design	84
4.1 Building Placement	86
4.2 Open Space	90
4.3 Parking, Circulation, Access	94
4.4 On-Site Mechanical Equipment and Screening	100

5.0 Building Design	104
5.1 Massing and Modulation	106
5.2 Articulation	112
5.3 Ground Floor Design	120
5.4 Functionality	128
5.5 Material and Color	132
5.6 Lighting	136
5.7 Structured Parking Design	140
6.0 Appendices	144
6.1. Definitions	146
6.2 Exhibit A - Downtown Parking Zones	150
6.3 Product Specification Links	152
6.4 Treatment of Historic Properties	154

1.0

Introduction

1.1 - Purpose

The Design Guidelines are intended to support zoning requirements that result in higher quality design throughout downtown.

1.2 - Applicability of the Guidelines

The guidelines apply throughout most of the Community Redevelopment Agency's boundary, with a few exceptions.

1.3 - How to Navigate this Document

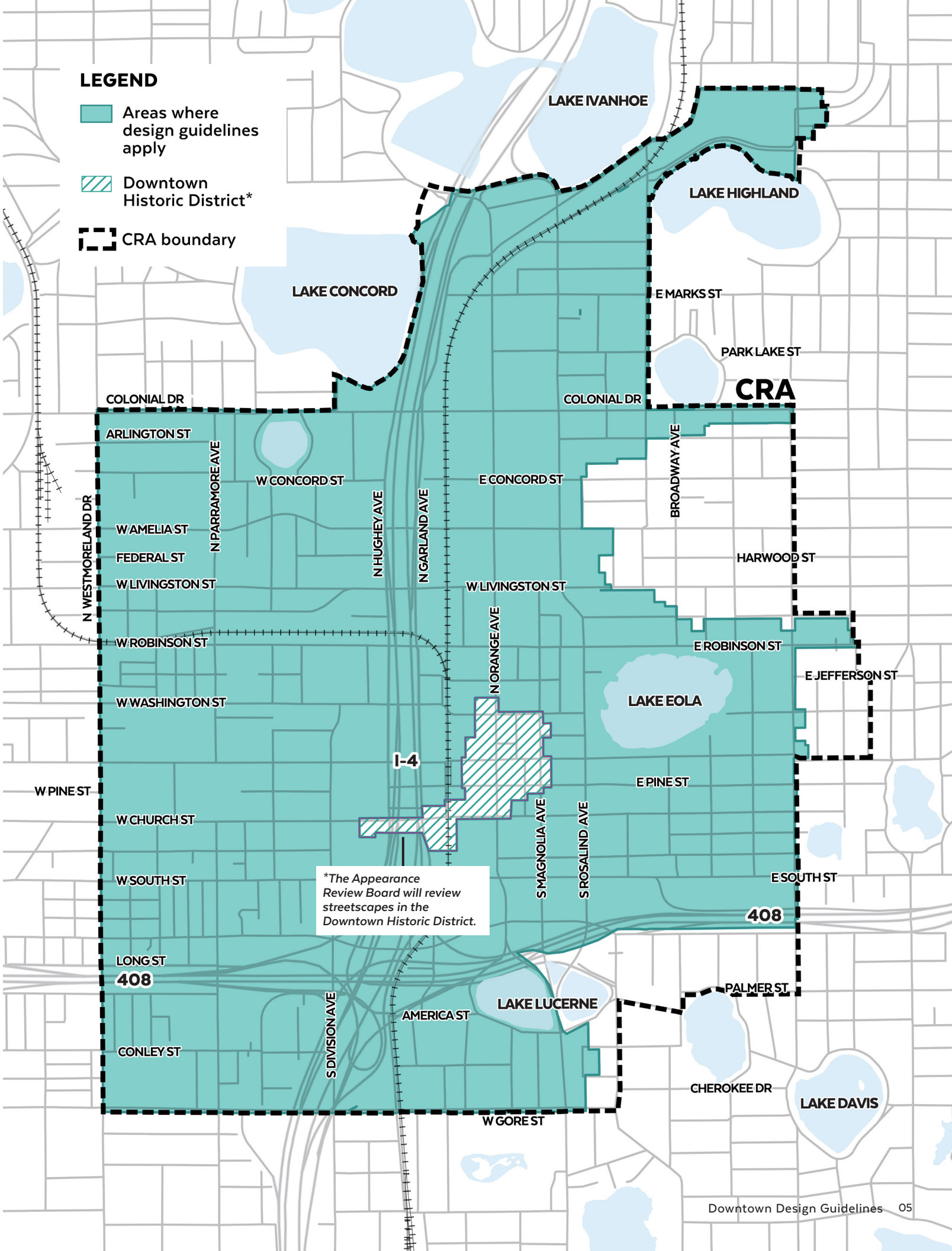
This document is organized by scale of design—reducing in size by chapter from streets to sites to buildings.

1.1 Purpose

The Design Guidelines describe additional design criteria to elevate the built environment and architecture of downtown Orlando. They are incorporated by reference in Chapter 65, Land Development Code.

1.2 Applicability of the Guidelines

The Design Guidelines apply to the downtown Orlando Community Redevelopment Agency (CRA) area in teal on the map to the right. Except where otherwise provided the only areas within the boundary where the Guidelines do not apply are the local historic districts, local historic landmarks, and on single-family and duplex residential parcels with R-1 or R-2 zoning located in the teal boundary. The streetscape guidelines apply to the Downtown Historic District, shown in teal diagonal stripes on the map to the right.



1.2.1 Historic Districts

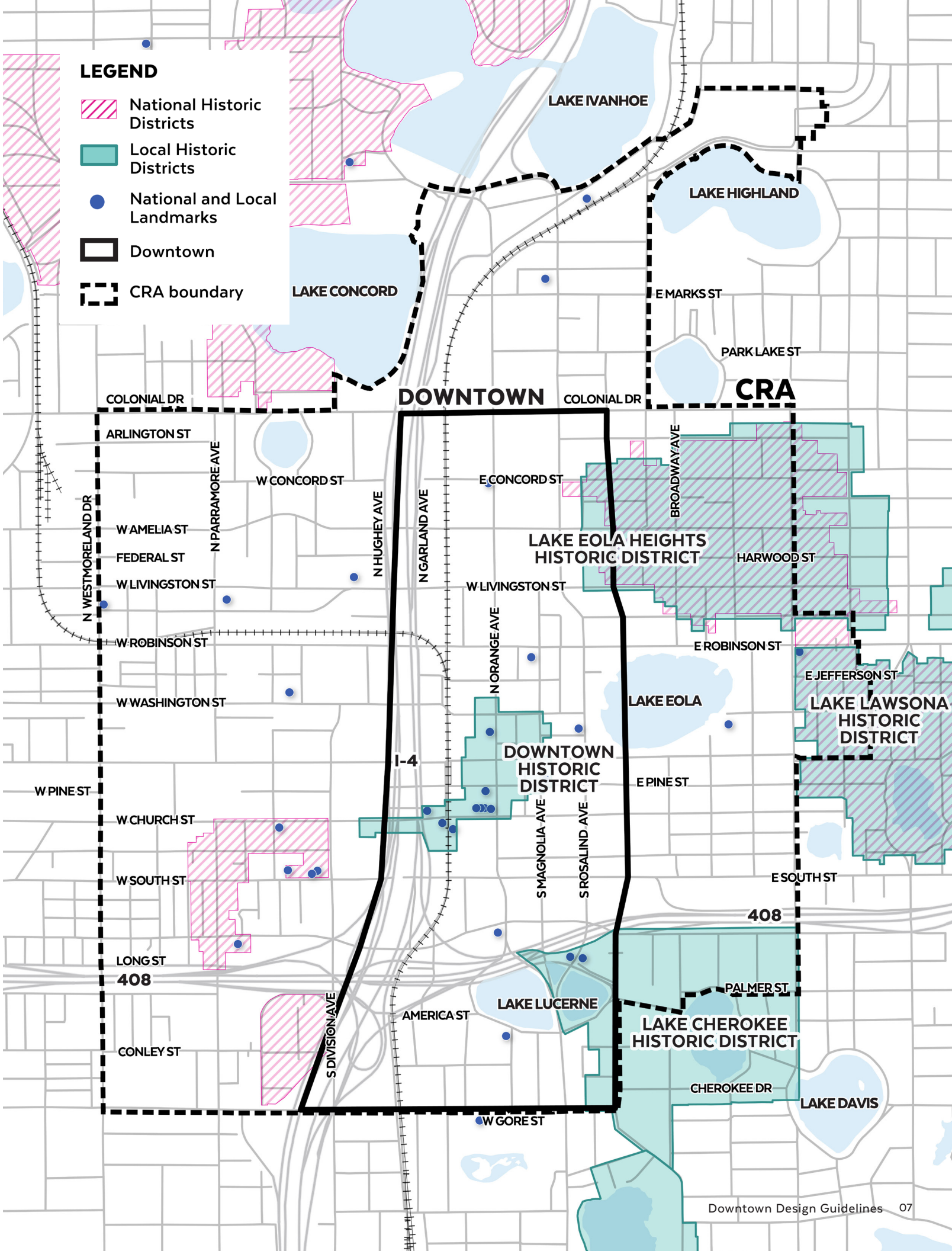
There are both national and local historic districts within the CRA boundary that cover buildings and places of historical and architectural significance, with buildings from the late 1800s and early 1900s in all four local historic districts.

Local Historic Districts

Orlando has [six Historic Preservation overlay districts](#) and four of them fall partially or completely within the CRA boundary. The Lake Eola Heights Historic District (established in 1989) overlaps with a national historic district of the same name, the Downtown Historic District (established in 1980) covers the historic retail core of downtown around Church Street, Orange Avenue, and Magnolia Avenue, and the Lake Cherokee Historic District (established in 1981) covers the portion of the CRA east of Lake Lucerne and south of State Route 408. The Lake Lawsona Historic District, established in 1994, also overlaps with a national historic district by the same name and covers the small portion of the study area just east of Lake Eola. Two other national historic districts, the Holden-Parramore

Historic District and Griffin Park Historic District, are on the southwest side of the CRA area.

The City’s Historic Preservation Board (HPB) reviews development projects in the historic districts and changes to local landmarks, unless otherwise provided. The HPB uses the U.S. Secretary of the Interior’s standards along with the Chapter 62, Land Development Code, and the individual ordinances for each district to evaluate new buildings and redevelopments. Properties with local landmarks designations, shown with blue circles on the map to the right, must adhere to the Historic Preservation standards, regardless if located in a historic district or not. The Streetscape guidelines in Chapter 3 apply everywhere within the downtown CRA boundary.



1.3 How to Navigate this Document

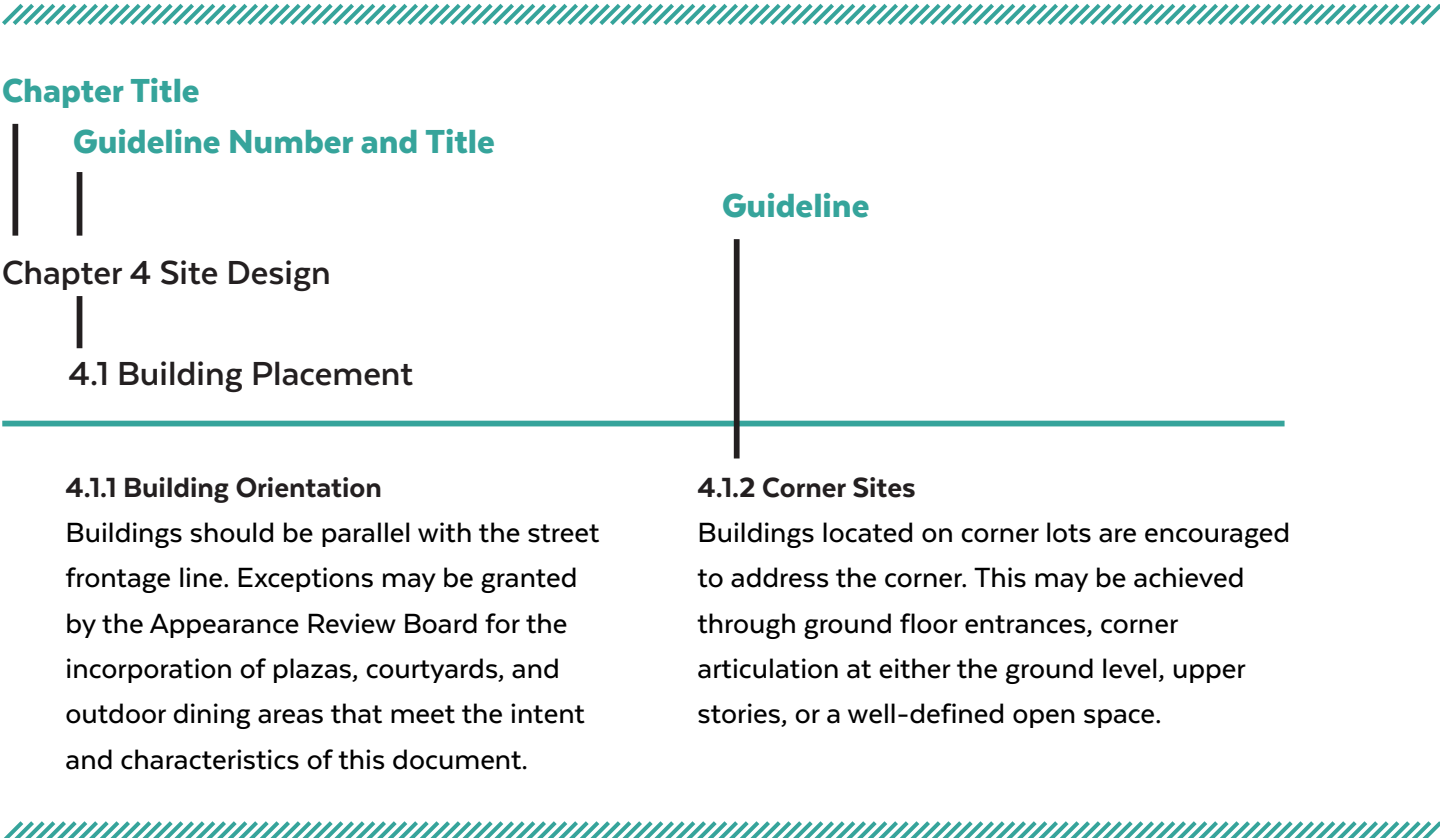
The document is divided into chapters by the scale of the guideline type. The Introduction and Design Framework chapters focus on the broader vision and CRA-wide background information. From there, the Streets and Streetscape chapter focuses on the public realm, Site Design addresses the parcel level layout, and Building Design describes architectural elements and design.



How are the guidelines organized?

Throughout the document, guidelines are listed under a guideline title which explains the subject of the guidelines. All of the guidelines are numbered by Chapter number first, followed by a subheading that explains the subject of the guidance.

Example



2.0 Design Framework

2.1 - Goals

The goals for the Design Guidelines are derived from the DTO Action Plan goals: Downtown is for Everyone, Downtown is a Park, and Downtown is Easy to Get Around.

2.2 - Relationship with other City Documents

The Design Guidelines complement other City of Orlando documents and regulations.

2.1 Goals

Downtown is for everyone.

Downtown should serve everyone by creating a Central Social District that offers cultural experiences, diverse businesses, and inclusive opportunities. This district framework will enhance downtown’s capacity to support residents, visitors, and the wider region.

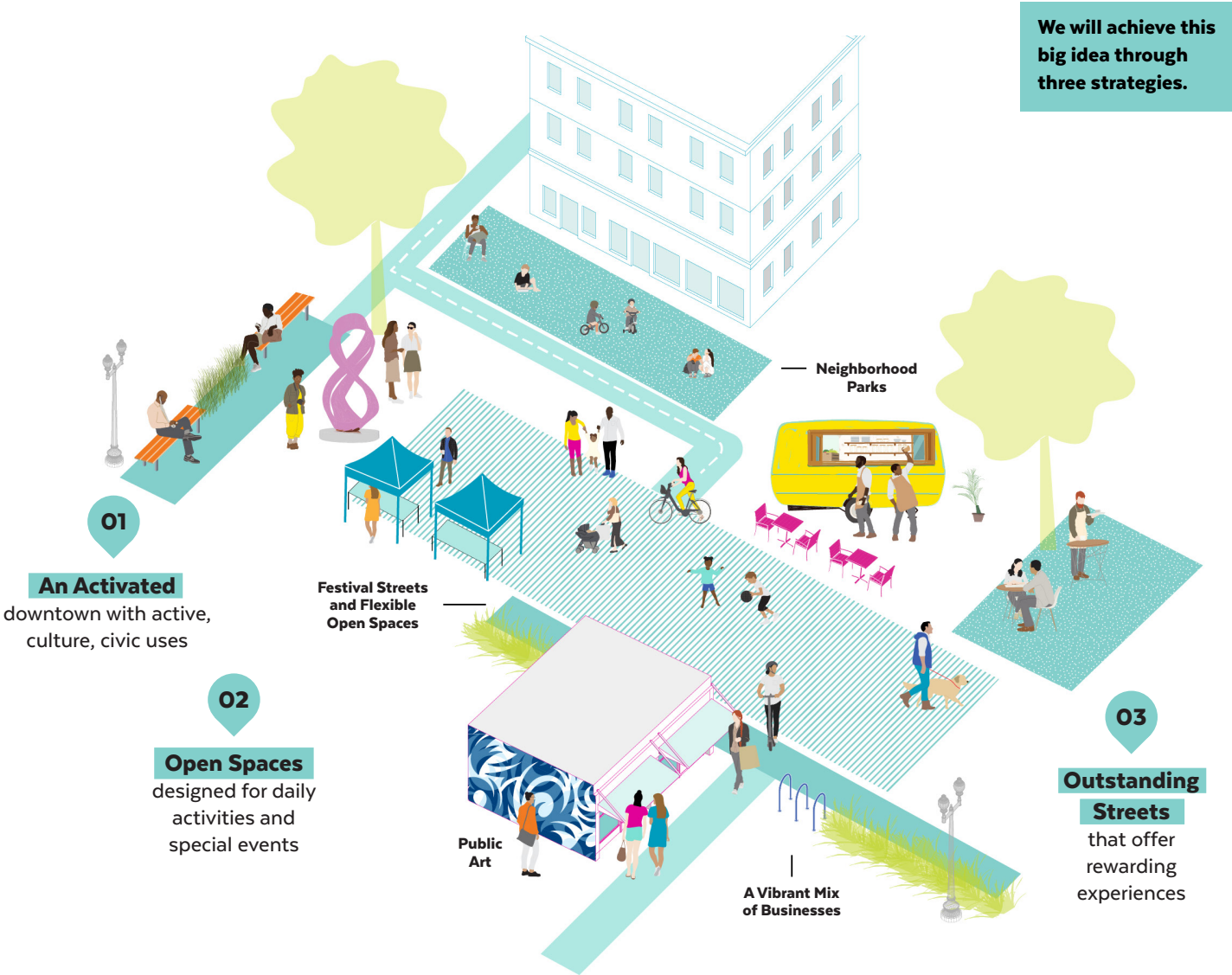
The vision for a new park at the intersection of Orange Avenue and Pine Street that can offer a place of relaxation and connection.



Our Opportunity

Great downtowns are diverse. They bring people together for daily life and for special events. They provide people with urban experiences that are grounded in distinctiveness, delight, and the unexpected. They drive economic and social impact for their regions.

We have an opportunity to establish the region’s Central Social District—to create a place of diverse activity where people of all ages and abilities are brought together in a variety of ways for a variety of reasons.



Where We’re Going

Downtown’s activities will continue to expand, from large-scale cultural events to everyday experiences, bringing together diverse businesses and opportunities while redeveloping catalytic sites within the core.

Downtown will maintain a mix of uses and a series of distinct neighborhoods, creating a vibrant, walkable environment where people can live, work, visit, and engage in daily activities.

In addition to major events at downtown’s larger venues, smaller-scale cultural attractions will enrich residents’ and visitors’ daily lives, supporting a downtown that serves the region and embraces variety.

2.1 Goals

Downtown is a park.

We will create a dense network of active civic spaces that connect downtown’s most engaging experiences with Central Florida’s natural environment. This approach will strengthen downtown’s capacity to remain welcoming and vibrant over the long term.

Each piece of downtown should be connected in a chain of people-friendly experiences. This is a vision to connect Church Street to South Street through a vacant parcel—showcasing a potential third space for people to meet.



Our Opportunity

Great downtowns have great environments for people. They have structures of streets and open spaces that enhance daily life and special activities—attracting people to live downtown or visit often.

We have an opportunity to create settings for life—to allow people of all ages and abilities to experience downtown through a coherent network of public spaces, including streets, plazas, parks, and other civic areas.



Where We’re Going

Since downtown has a distributed network of civic spaces instead of a single large park, we will build on this network of open spaces and treat downtown as one great park composed of many distinct small parks set in the city.

We will create exceptional every day and night civic spaces that provide anchors to communities within downtown.

Curated city experiences infused with the natural environment of Central Florida will be created, making downtown unique.

We will leverage downtown’s public spaces to create a distinct civic structure. Each small park will have different activities and programs, allowing them to act as neighborhood anchors.

The parks will be linked by exceptional walking experiences, connecting the anchors and establishing a people-oriented network. Walking experiences will be safe, comfortable, fun, unexpected, family-friendly, and memorable.

2.1 Goals

Downtown is easy to get around.

We will establish a mobility network built around people-oriented streets for all the ways people move. These rewards will create a more livable, distinct, interesting, and engaging framework for the city.

Each downtown street should serve a purpose and provide a clear experience for people. This vision for Magnolia Avenue transforms the corridor into downtown’s main street—creating a place for everyday life and special experiences.



Our Opportunity

Great downtowns are first and foremost walkable places. Places where pedestrians are given safe, comfortable, and interesting experiences, streets and trails are designed with purpose, and transit is straightforward and reliable.

We have an opportunity to give people of all ages and abilities a complete spectrum of ways to move about downtown—to clarify how people travel from place to place with ease, comfort, and interest on streets, sidewalks, and trails.

Where We’re Going

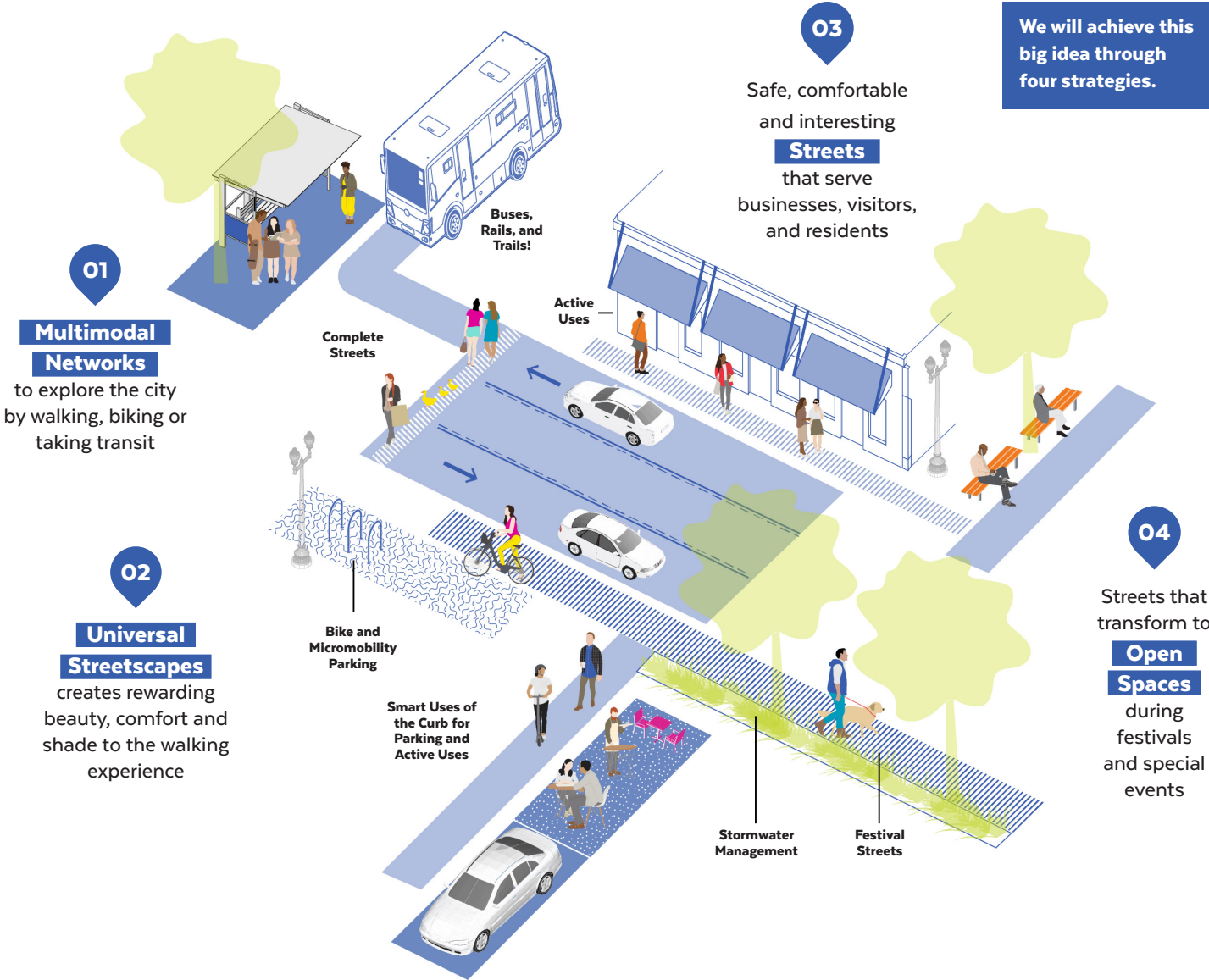
We will rework and enhance our mobility network focusing on people-oriented streets and intuitive predictable networks creating a more livable, distinct, and animated structure for the city. We will clearly give streets character and purpose to determine mobility needs: access, movement, and place.

We will convert one-way streets to two-way streets to slow speeds, bolster commercial frontage visibility and access, reduce unnecessary traffic and circling, and align the street network with a place wired for local access and circulation

instead of high-speed, cut-through car traffic.

We will use these guidelines to accommodate transit more thoughtfully in the design and use of downtown’s streets. A comfortable experience walking to and waiting at transit stops will attract more transit riders.

We will create high-quality, seamless trail connections to ensure people can get to, from, and around downtown safely without a car and to attract more active transportation uses in downtown.



2.2 Relationship with Other City Documents and Boards/Committees

The Downtown Design Guidelines are incorporated by reference into Chapter 65, Land Development Code.

The three citizen advisory boards and a committee have jurisdiction over areas within the downtown CRA. As part of their responsibilities, the groups (listed on opposite page) are authorized to review the design of new development projects, redevelopment projects, substantial improvements, and other miscellaneous design and property improvement activities.

All three advisory boards and the committee rely on and utilize numerous policies, codes, and regulations contained in the following sources.

These sources may be amended from time to time:

- The U.S. Secretary of the Interior’s Standards for Treatment of Historic Properties
- The Florida Statutes
- The city’s Growth Management Plan (GMP), emphasis on the Preservation and Design Element
- The city’s Land Development Code (LDC)
- The Project DTO Outlook Plan and DTO Action Plan
- The Parramore Comprehensive Neighborhood Plan
- The Creative Village Planned Development (PD) Ordinance
- City of Orlando Design Standards Manual (DSM)

Citizen Advisory Boards and Committee

Municipal Planning Board (MPB)

The MPB reviews and makes determinations on land use, conditional use, and zoning-related characteristics of projects, as well as their master plans in the downtown CRA.

Appearance Review Board (ARB)

The ARB issues Major and Minor Certificates of Appearance Approval for most properties in the CRA.

Historic Preservation Board (HPB)

The HPB issues Major and Minor Certificates of Appropriateness for properties in the four historic districts and other historical landmarks in the CRA.

Development Review Committee (DRC)

The DRC issues Major Certificates of Appearance Approval, as well as master plan and variance determinations for projects inside the Creative Village PD.

Plans



3.0

Streets and Streetscape

3.1 - General Standards

3.2 - Materials Palette

3.3 - Street Typologies

3.4 - Multimodal Connectivity

3.1 General Standards

Downtown Orlando will have a classic, high-performance streetscape to give a consistent civic identity to the street network and provide greater lifecycle value for maintenance.

What are Universal Performance Streetscapes?

The Universal Performance Streetscape incorporates the city’s context-based design and a safe systems approach in an emphasis of multimodal design. It prioritizes the safety, comfort, and experience of pedestrians while incorporating high-performance ecology, shade, curbside uses, multimodal connectivity, and engagement with adjacent building activities. The streetscapes incorporate elements from the city’s past while transitioning into a simple, unified, and enduring design for the future.



3.1.1 Tree Canopy Zone

Soil cells are required as a continuous system throughout downtown streets in the Tree Canopy Zone—they are integral to nurture healthy street trees, improve stormwater filtration, and increase rainwater percolation and drainage.

Soil Cells

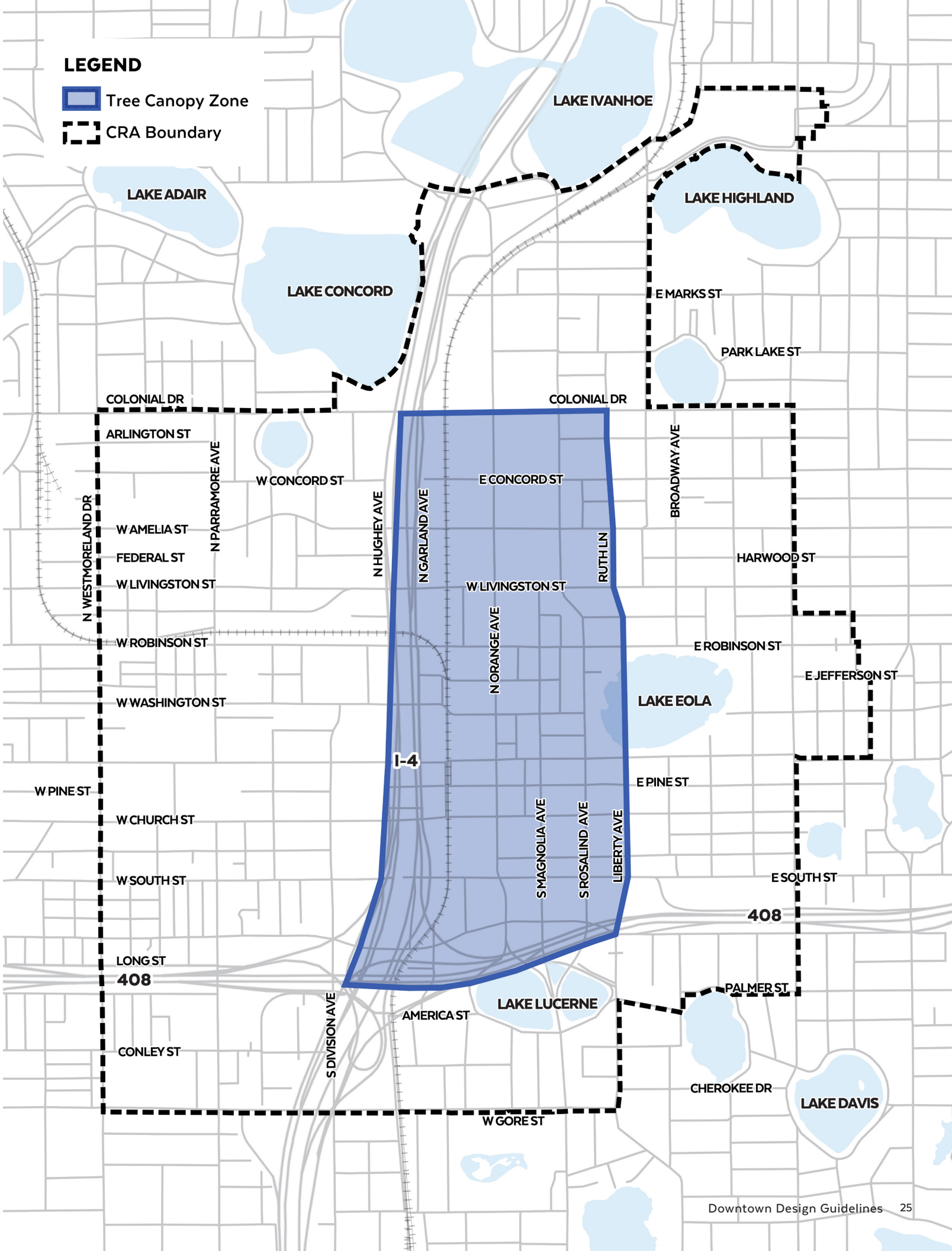
3.1.1.a Soil Cells

All trees in the “Tree Canopy Zone” (between Colonial Drive to the north, roughly Lake Eola to the east, S.R. 408 to the south, and I-4 to the west) shown in the map to the right should be planted in structured soil cells. Soil cells should be placed around the root ball in the planting zone, under the entire furniture zone along the block, and under the sidewalks as shown in the typical sections on pages 26 and 27.

Note: Structural soil may be required to help protect hardscape zones and enhance tree stability in areas where soil cells are not required.



Soil Cell Installation
(Source: <https://www.deeproot.com/products/silva-cell/>)



Soil Cells

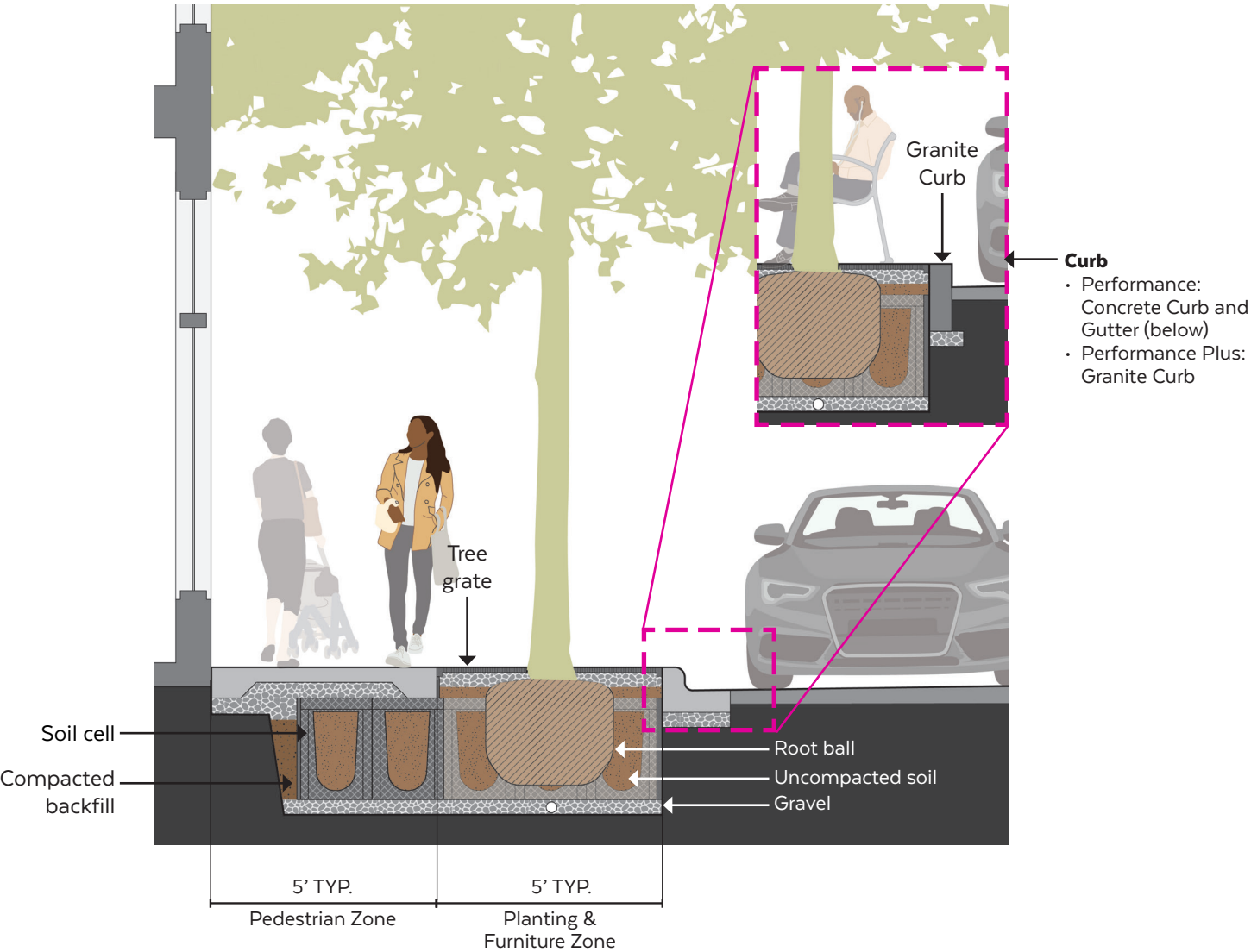


FIGURE 3.1: SOIL CELL* PLACEMENT UNDER NARROW SIDEWALKS (≤10 FEET WIDE) - TYPICAL SECTION

**If soil cells are located under the path of travel of a sidewalk or multi-use trail, with pedestrian, micromobility, or vehicle traffic, then load testing, load rating, and/or an engineering analysis must be supplied by the manufacturer and/or Engineer of Record during the design and permitting phases.*

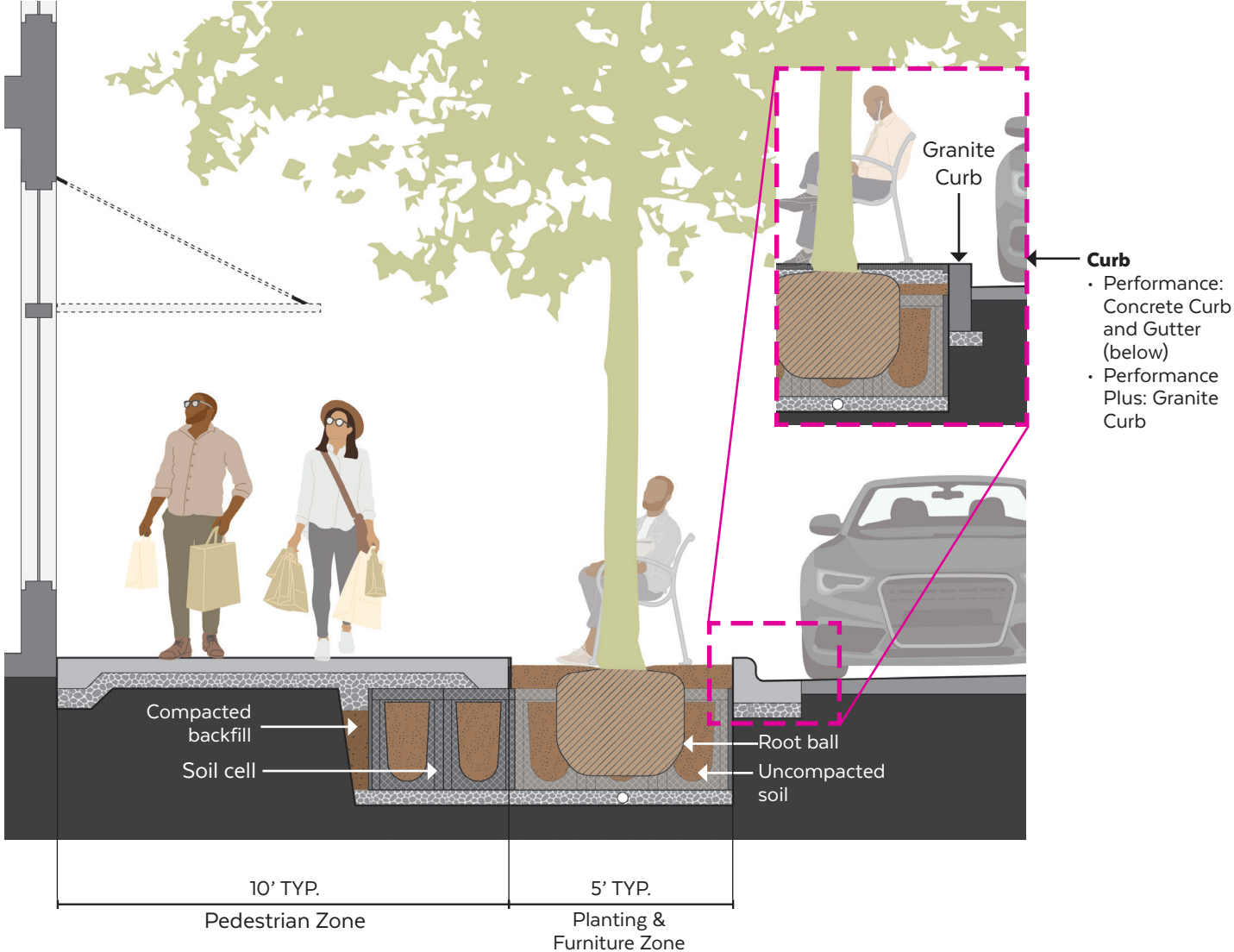


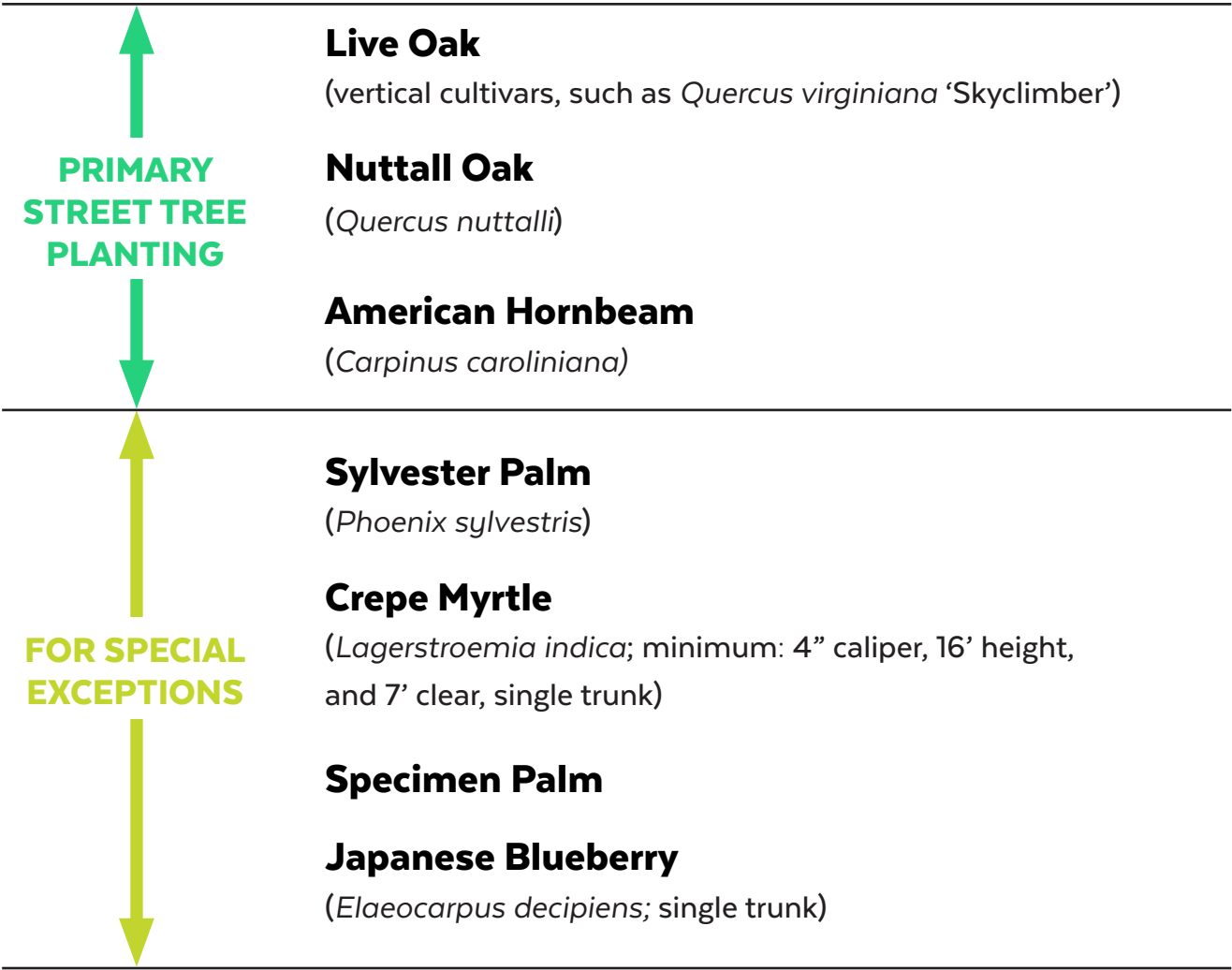
FIGURE 3.2: SOIL CELL* PLACEMENT UNDER WIDE SIDEWALKS (>10 FEET WIDE) - TYPICAL SECTION

**If soil cells are located under the path of travel of a sidewalk or multi-use trail, with pedestrian, micromobility, or vehicle traffic, then load testing, load rating, and/or an engineering analysis must be supplied by the manufacturer and/or Engineer of Record during the design and permitting phases.*

Street Trees and Groundcover

3.1.1.b Street Tree Species

Along each block, there should be uniform tree planting of consistent species, with the predominant species being Live Oaks or Nuttall Oaks. The city may grant exceptions to shade trees in limited circumstances and may permit ornamental trees, like palms and crepe myrtles, for special purposes or accents.

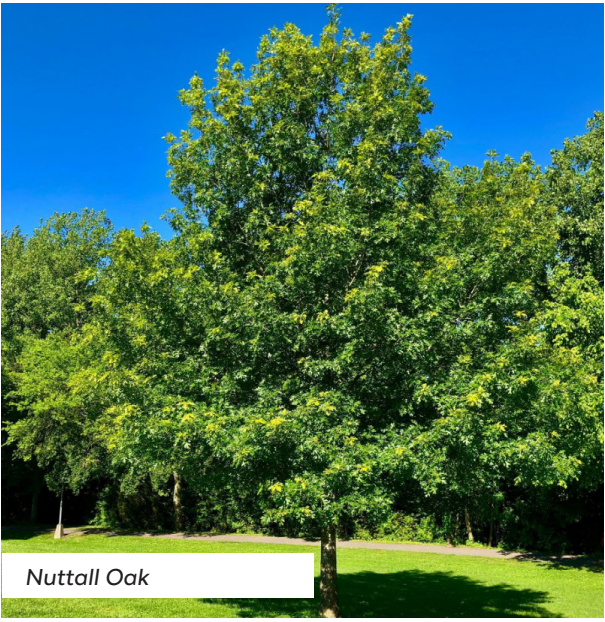


3.1.1.c Groundcover Species

Tree planters should include native groundcover plantings. Groundcover options include Frog Fruit - *Phyla nodiflora*, Beach Verbena - *Glandularia maritima*, Dune Sunflower - *Helianthus debilis*, Sunshine Mimosa - *Mimosa strigillosa*, Peperomia - *Peperomia obtusifolia*. Rocks, gravel, bark, and cypress mulch should not be used.



Live Oak



Nuttall Oak



Crape Myrtle



Sylvester Palm



Sabal Palm



Hornbeam

Street Trees and Groundcover

Tree grates should be used where downtown streets are too narrow to allow both clear pedestrian travel and generous area for open-pit tree planting. Tree grates can expand the walking surface of narrow sidewalks without sacrificing the inclusion of trees. Shade should not be sacrificed on narrow sidewalks.

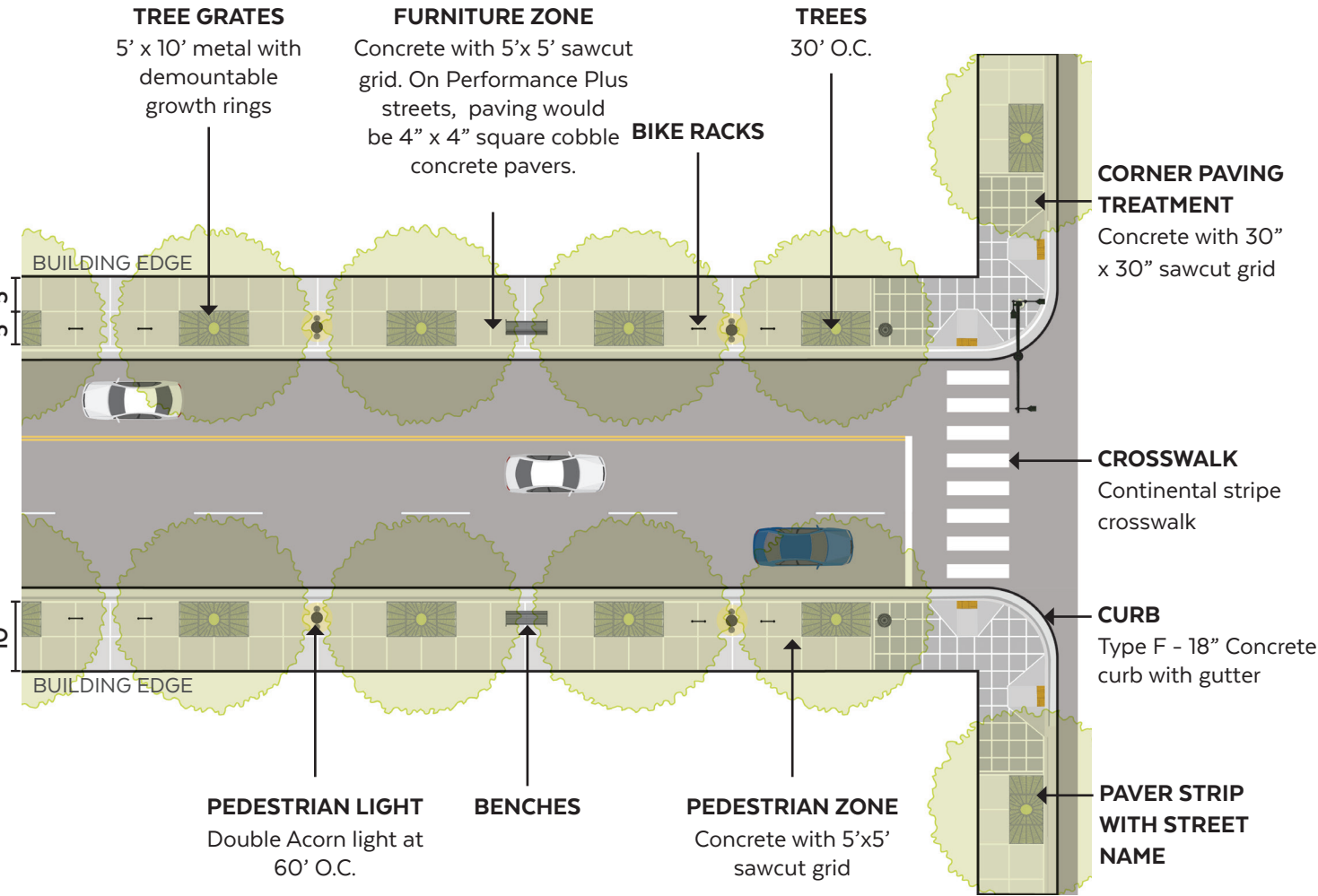


FIGURE 3.3: NARROW SIDEWALK (≤10 FEET WIDE) - TYPICAL PLAN

3.1.1.d Narrow Sidewalks

Tree grates should be added on sidewalks that are less than 10' wide inclusive of the furniture and pedestrian zones. The grates should be 5' x 10', measured from the back of the curb and utilize demountable growth rings to accommodate tree growth. See Section 3.2.2 for approved tree grates.

3.1.1.e On-Street Parking

Tree grates should be added on sidewalks that are adjacent to on-street parking. The grates should be 5' x 10', measured from the back of the curb and utilize demountable growth rings to accommodate tree growth. See Section 3.2.2 for approved tree grates.

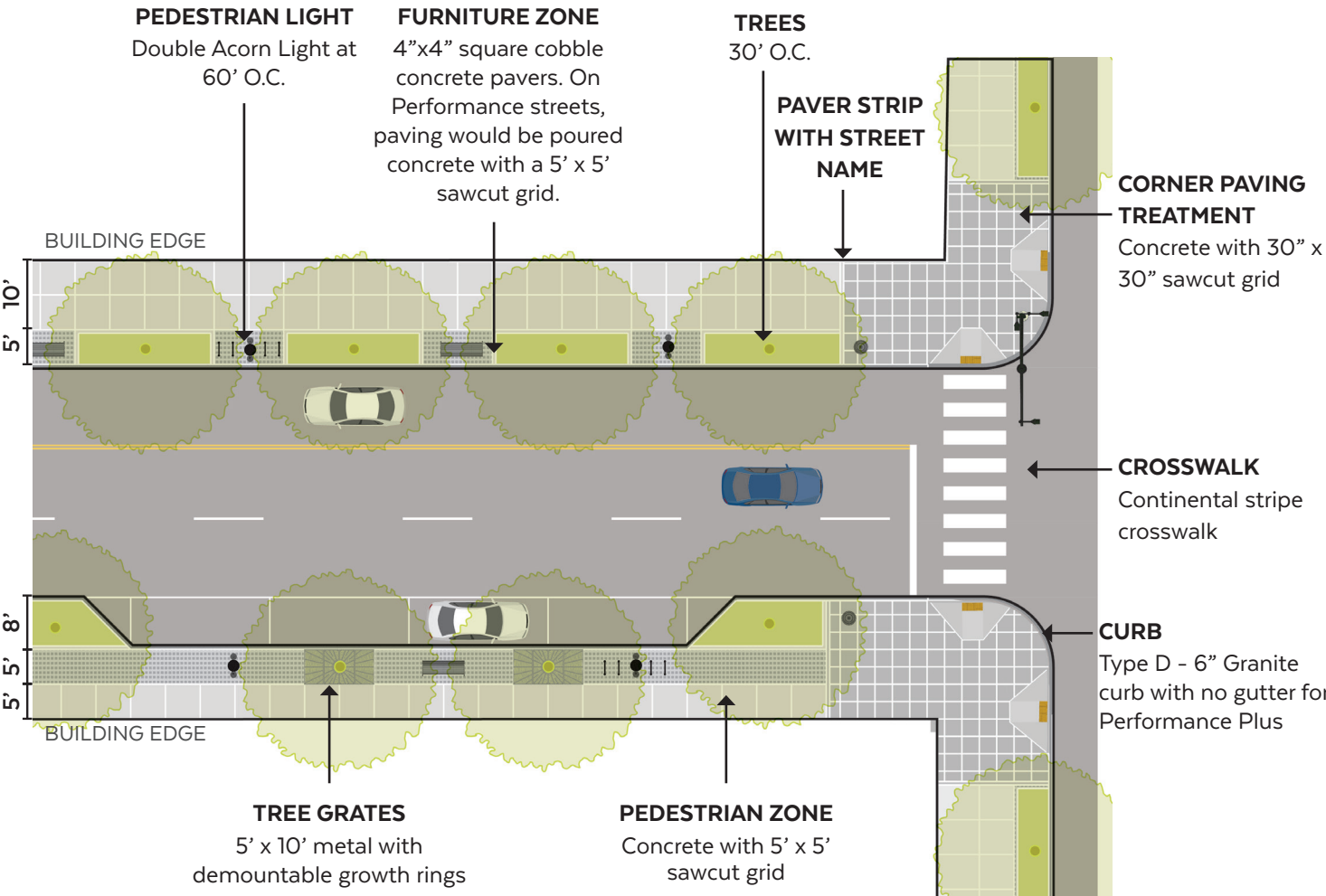


FIGURE 3.4: SIDEWALK NEXT TO ON-STREET PARKING - TYPICAL PLAN

3.1.2 Corner Zone Clearance & Sightlines

All street corners should be clear of clutter and obstacles that impede views of pedestrians in and entering the crosswalks. Standards for corner zones and sightlines will vary depending on the width of the sidewalks, the width of the rights-of-way, the presence of on-street parking, and whether the intersection is signalized.

3.1.2.a Edge of Corner Zone

The edge of the corner zone should be 15 feet maximum from the perpendicular property line. This is where the special pavement treatment will end.

3.1.2.b Tree Placement

Corners should be shaded as much as possible to provide pedestrians comfort without compromising sightlines. The first street tree should be placed a maximum of 20 feet from the perpendicular property line.

3.1.2.c On-Street Parking

When on-street parking is present, the first parking space should begin a minimum of 30 feet from the perpendicular property line to allow room for the corner zone, the start of the furniture zone, and a street tree. See Figure 3.7 for an illustration.

3.1.2.d Crosswalks

Crosswalks should be placed a minimum of 4 feet from the stop sign and stop bar.

3.1.2.e Utility Zone

The utility zone should be 8 feet long by 5 feet wide (the width of the furniture zone), measured from the edge of the corner zone. There should be a minimum of 2 feet from the utility zone to the curb ramp.

3.1.2.f Paver Strip with Street Name

At the edge of each side of the corner zone, a 4-inch paver strip should include an engraved street name for the perpendicular street. The engraving should be 1/16" deep and centered vertically on the strip. See the image on page 33 for an example. Work with the City of Orlando and Appearance Review Board for font selection.

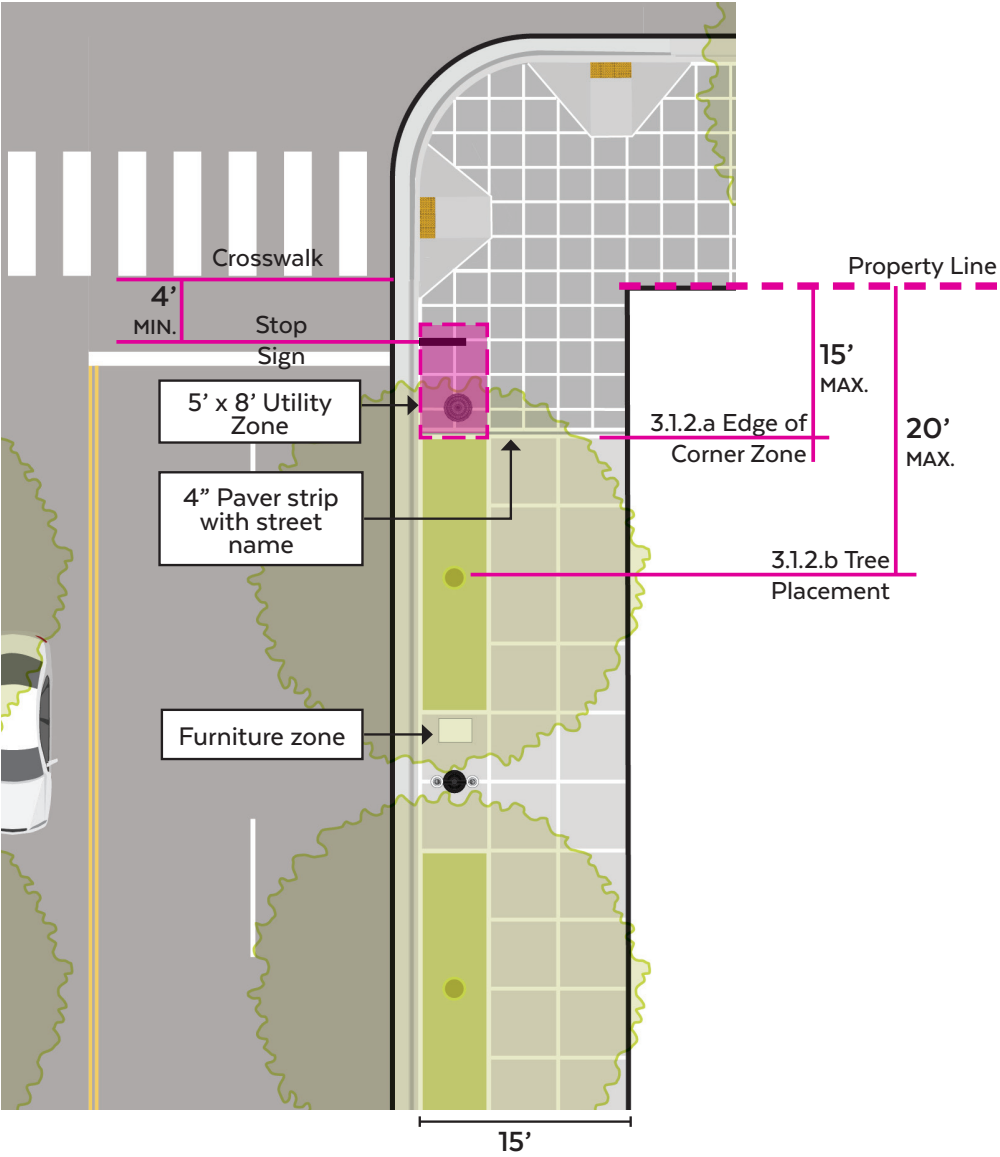


FIGURE 3.5: WIDE SIDEWALK WITH STOP SIGN AT INTERSECTION - **TYPICAL PLAN**



Corner Zone Clearance & Sightlines

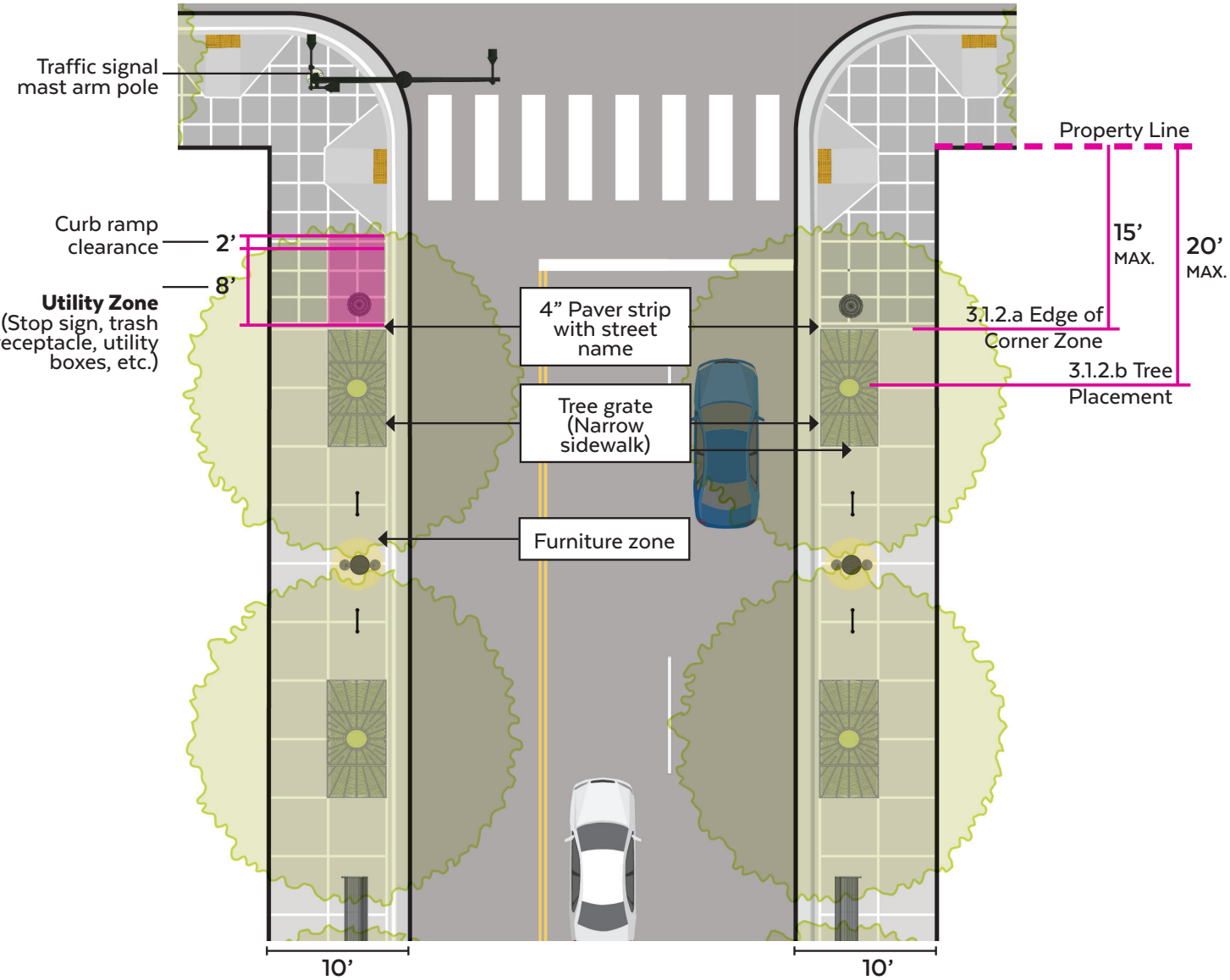


FIGURE 3.6: NARROW SIDEWALK WITH SIGNALIZED INTERSECTION - **TYPICAL PLAN**

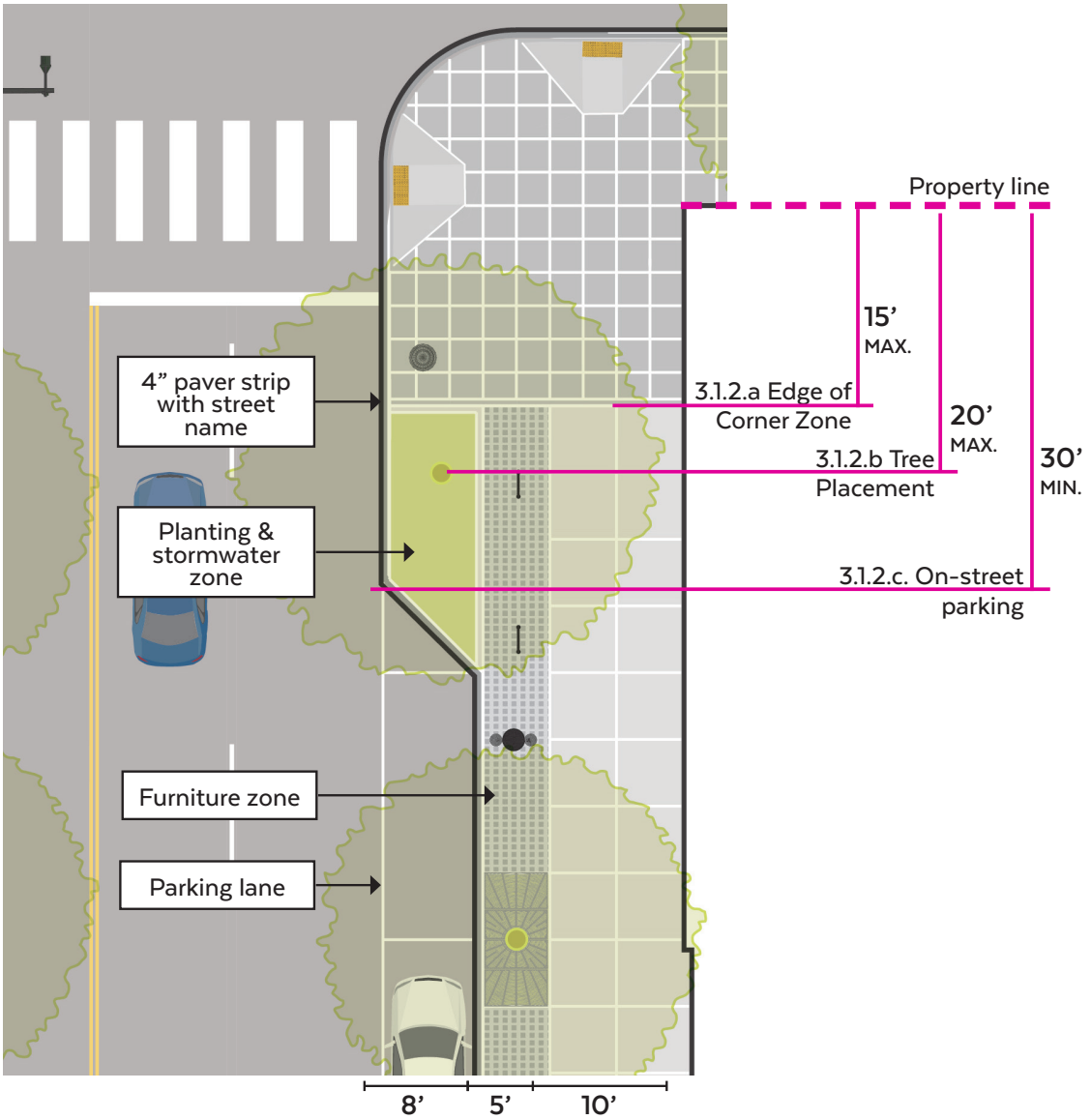


FIGURE 3.7: WIDE SIDEWALK WITH ON-STREET PARKING - **TYPICAL PLAN WITH PERFORMANCE PLUS STREET PAVING**

3.2 Materials Palette

Downtown needs both durable and elegant fixtures for its streets, creating a place where residents and visitors can sit, relax, and feel safe. Refined materials, thoughtful design, and a sense of place elevate the pedestrian experience. The street typologies are tied together by a durable sidewalk, an elevated furniture zone, and the integration of natural systems and shade.

Material Elements

Pavement

Poured concrete sidewalks are timeless, cost-effective, and easy to install and maintain. On important streets using Performance Plus standards, concrete pavers complement poured concrete’s simplicity. See page 39.

Furnishings

A classic palette is applied on all streets, except for the Exceptional and Festival Streets, which will use a contemporary palette and require a design process and approval by the Appearance Review Board and City of Orlando. See page 42.

Stormwater

Stormwater management can be enhanced in the streetscape. The installation of stormwater planters and bioswales is optional, but encouraged, particularly on priority streets for stormwater management. See page 46.



3.2.1 Pavement

The street typologies use a few simplified pavement types to create enjoyable sidewalks. The Corner and Furniture Zones are appropriate locations for the use of elevated pavement treatments. The corner is the most ceremonial place on a street; it is a social space with high foot traffic. The Furniture Zone is an opportunity to create texture and visual interest without sacrificing the cost efficiency and accessibility of concrete as a walking surface.

3.2.1.a Pedestrian Zone Pavement

The pedestrian zone pavement on Residential, Performance, and Performance Plus streets should be standard gray poured concrete with a 5' x 5' sawcut grid, as noted in Section 3.3.1, 3.3.2, and 3.3.3.

3.2.1.b Furniture Zone Pavement - Performance Streets

The furniture zone pavement on Performance streets should be standard gray poured concrete with a 5' x 5' sawcut grid, as noted in Section 3.3.2.

3.2.1.c Furniture Zone Pavement - Performance Plus Streets

The furniture zone pavement on Performance Plus streets should be 4" x 4" square concrete pavers in charcoal, as noted in Section 3.3.3. Use Wasau H Series Frontier 4"x4"x4" concrete paver in HFT-60 SRI 14.6, or similar.

3.2.1.d Corner Zone Pavement

The corner zone pavement on Residential, Performance, and Performance Plus streets should be standard gray poured concrete with a 30" x 30" sawcut grid, as noted in 3.3.1, 3.3.2, and 3.3.3.

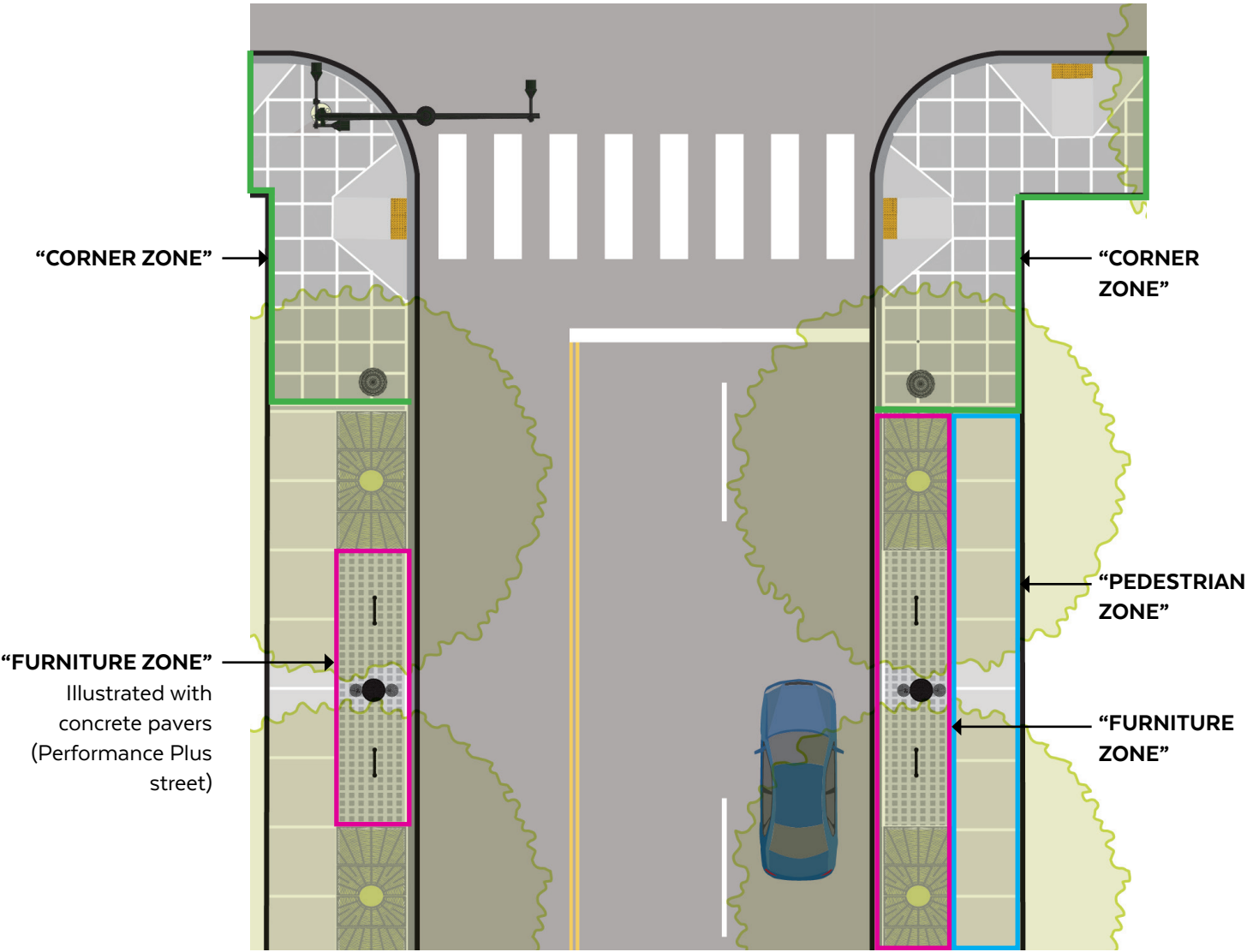


FIGURE 3.8: CONCEPTUAL ILLUSTRATION OF PAVEMENT MATERIALS & LOCATIONS

3.2.2 Furnishings

Furnishings are essential to high-performing sidewalks. Lights illuminate walking surfaces, benches afford places for rest, and trash receptacles collect waste that would otherwise find its way into the streets. Downtown Orlando needs both durable and elegant fixtures for its streets. The palette and applications are driven by a civic lifecycle approach that balances cost, timelessness, and beauty.

Classic Palette

The classic furniture palette builds on downtown’s historic character by retaining the double acorn street lights and adding other durable, timeless fixtures. These will be present on the majority of the streets (Residential, Performance, and Performance Plus) contributing to a cohesive downtown environment.

Contemporary Palette

The contemporary palette includes high-functioning, sleek fixtures that will be applied to Exceptional and Festival Streets through unique City of Orlando projects. A refined palette signals that people have arrived at an important downtown location, while also showcasing a new vision for these spaces. All furnishings and materials will be determined through collaboration with the Appearance Review Board and City of Orlando.



Magnolia Avenue, an Exceptional Street, at Heritage Square Park and Orange County Public Library

Classic Palette

- RESIDENTIAL
- PERFORMANCE
- PERFORMANCE PLUS



Bench
The Victor Stanley CR-196 (Classic Collection), with an intermediate arm rest in black, or similar.



Pedestrian Light
Retrofit the existing double acorn lights with a dark-sky compliant cutoff feature for the bulbs. The luminaire is the Granville, and the pole is the Wadsworth Black with base from the Orlando Utility Commission (OUC).



Trash Receptacle
The Victor Stanley SD-45 (Ironsites Collection) in black, or similar.



Bike Rack
The surface-mounted Thomas Steele U24 Bike Rack with a lean bar in a black powdercoated finish, or similar, should be used.

Contemporary Palette

- EXCEPTIONAL AND FESTIVAL

**Inspirational products. Applicants may select others for City of Orlando and Appearance Review Board review on Exceptional and Festival Streets.*



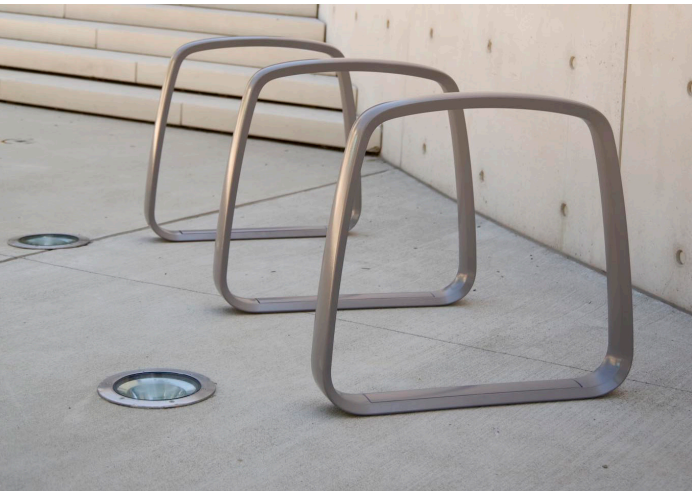
Bench*
The cantilevered, backed Generation 50 Wood Bench by Landscape Forms, or similar, with Steel Metallic powder-coated arms and supports and ipe wood. The arms should be on the end only and the faceboard should be curved.



Pedestrian Light*
The OUC Beacon pedestrian street light, or similar.



Trash Receptacle*
The 36-gallon, Dispatch Litter and Recycling receptacle by Forms and Surfaces, or similar, in the split-stream configuration. Use the Slate Texture, with a powdercoated lid and body.



Bike Rack*
The surface-mounted Ride Bike Rack by Landscape Forms in Silver Metallic, or similar.

Tree Grates for Narrow Streets



Expandable openings to allow for tree growth



Tree Grates

Use tree grates with extendable covers and expandable openings to allow for tree growth. The 8955-6 PLAZA Tree Grate Set (60” x 120”) by EJ in gray iron with a natural cast iron patina, or similar, should be used on streets where the right-of-way width and existing building placement do not allow the required 10’ wide pedestrian zone.

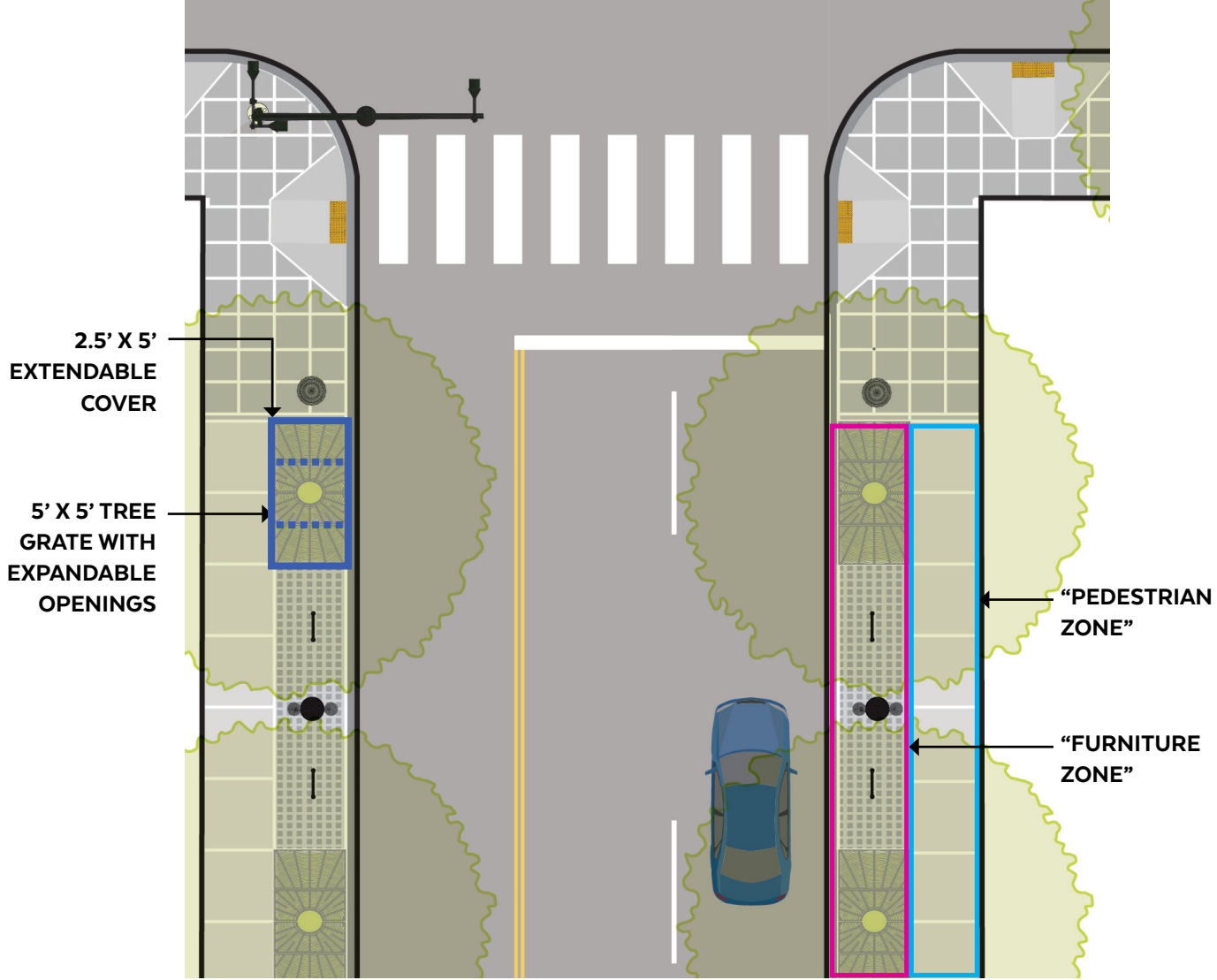
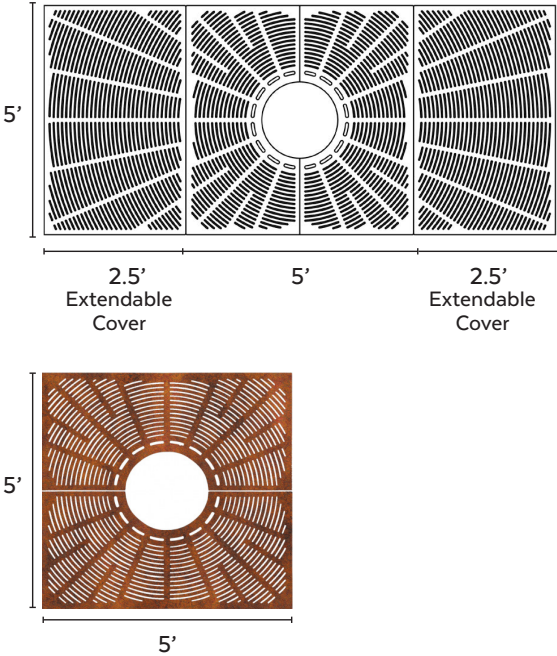


FIGURE 3.9: CONCEPTUAL ILLUSTRATION OF TREE GRATE LOCATIONS ON NARROW STREETS - **PLAN**

3.2.3 Stormwater

Green infrastructure and Low Impact Design (LID) should be implemented throughout downtown to decentralize stormwater management. Bioswales and stormwater planters along the sidewalk edge help to capture and filter rainwater before the water drains into the city’s storm sewer system. In the Tree Canopy Zone, the bioswales work in conjunction with the soil cells, allowing for healthier trees and planting within the urbanized landscape. Priority streets for bioswales connect to major public spaces and water bodies, but bioswales can be added on any street in the CRA, following the standards below and in the typical sections on pages 48 and 49.

3.2.3.a Placement*

Bioswales are intended to be placed as an option on wide streets, as shown on the map to the right. Bioswales may be placed between the pedestrian zone and the curb. An optional 3-foot buffer between the curb and bioswale may be included when the bioswale is less than 8 feet wide. For green infrastructure, such as bioswales, the design must have appropriate control structures that connect to the stormwater system.

3.2.3.b Width*

Bioswales should be a minimum of 5 feet wide, measured from the back of the curb, to a maximum of 8 feet wide.

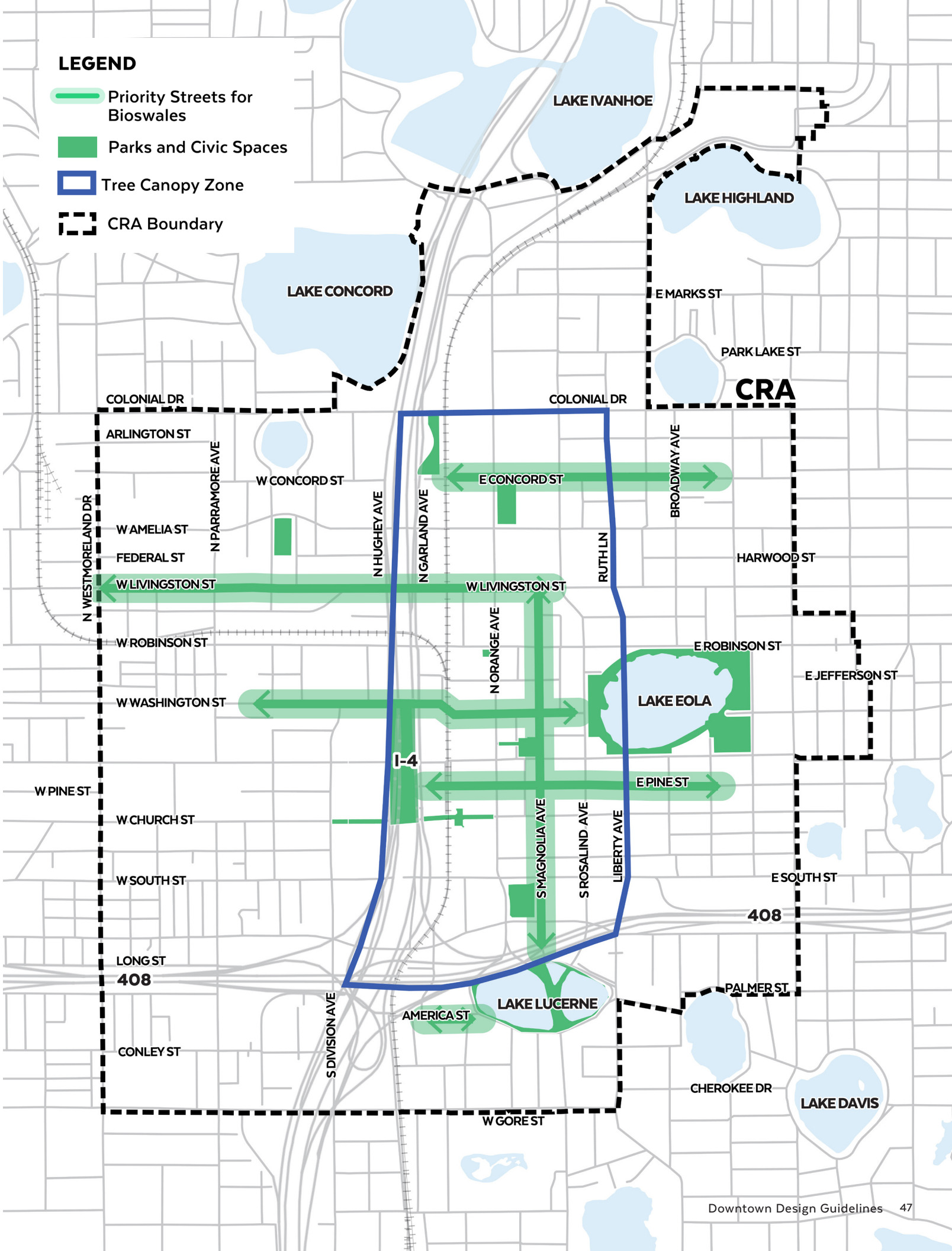
**For any conflict, the applicant must consult with appropriate City departments on road right-of-way, stormwater, and operation and maintenance of services.*

3.2.3.c Soil Cells*

Bioswales should work with soil cells when constructed in the Tree Canopy Zone.

3.2.3.d Plants

Bioswales should use plants and trees that tolerate wet conditions. Applicant must coordinate planting design with the City of Orlando Streets and Stormwater Division.



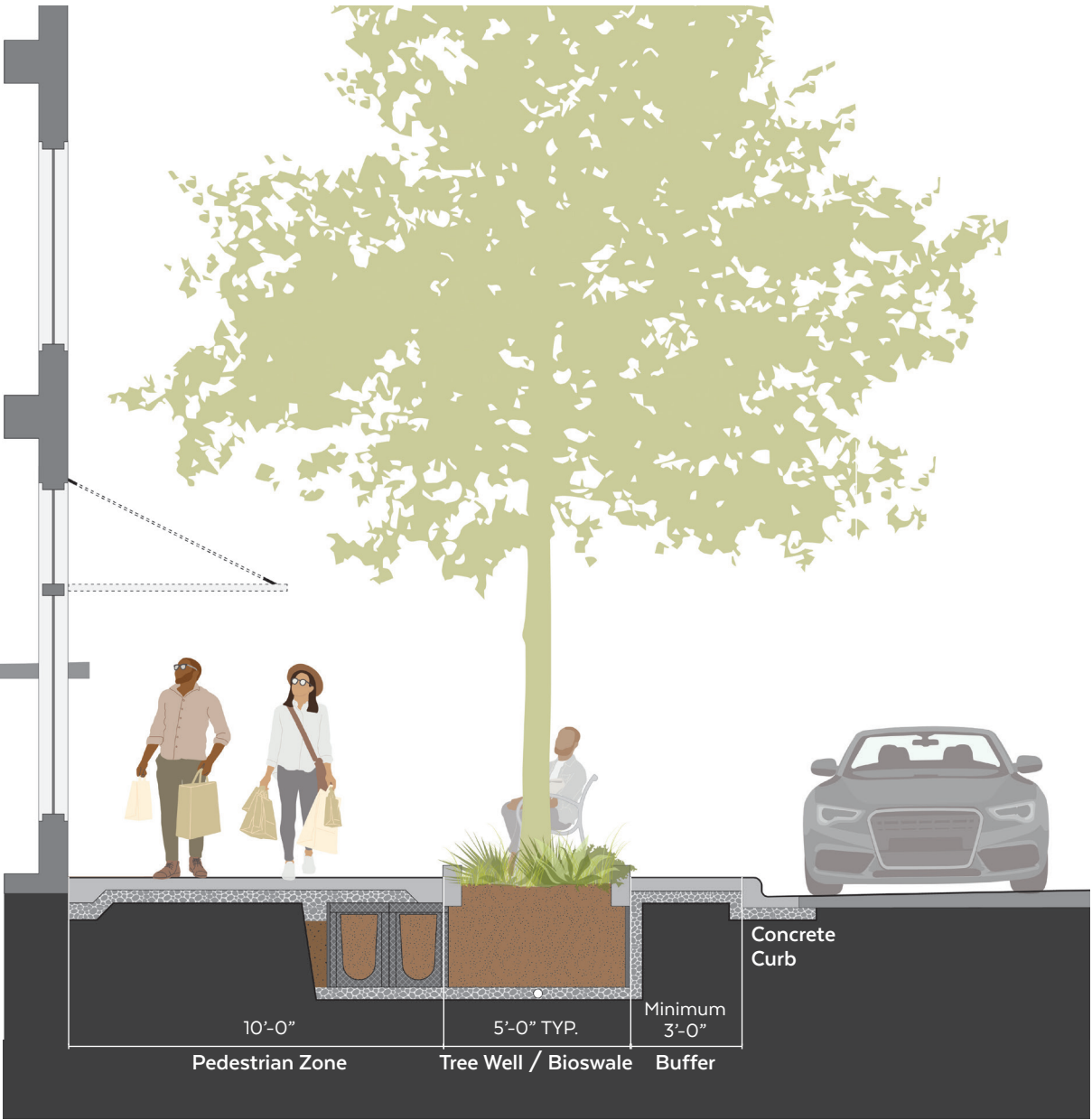


FIGURE 3.10: PERFORMANCE STREET WITH 5-FOOT BIOSWALE - **SECTION OPTION 1***

**Because urban small stormwater management will be utilized, species of street trees and groundcover must be selected to minimize leaf litter, which can clog small stormwater systems resulting in a more frequent maintenance schedule.*

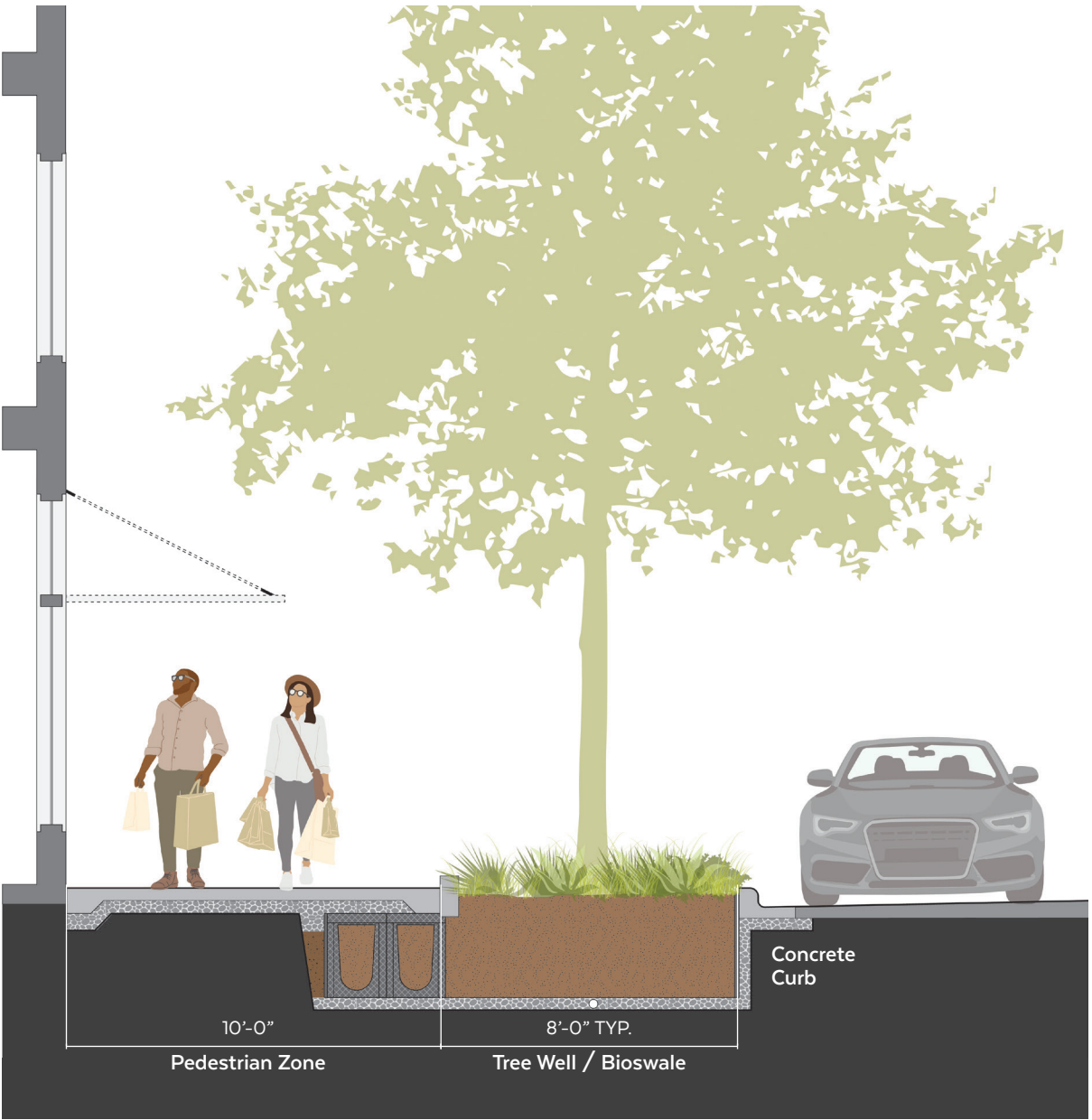


FIGURE 3.11: PERFORMANCE STREET WITH 8-FOOT BIOSWALE - **SECTION OPTION 2***

**Because urban small stormwater management will be utilized, species of street trees and groundcover must be selected to minimize leaf litter, which can clog small stormwater systems resulting in a more frequent maintenance schedule.*

3.3 Street Typologies

The map to the right and the following pages illustrate the classification system and sidewalk standards of Universal Performance Streetscapes within the downtown CRA boundary.

Four Typologies

Residential

A durable sidewalk, constructed of basic materials to create a high-quality walking environment.

Performance

A high-functioning sidewalk, constructed of basic materials with integrated soil cells to create a high-performance tree canopy.

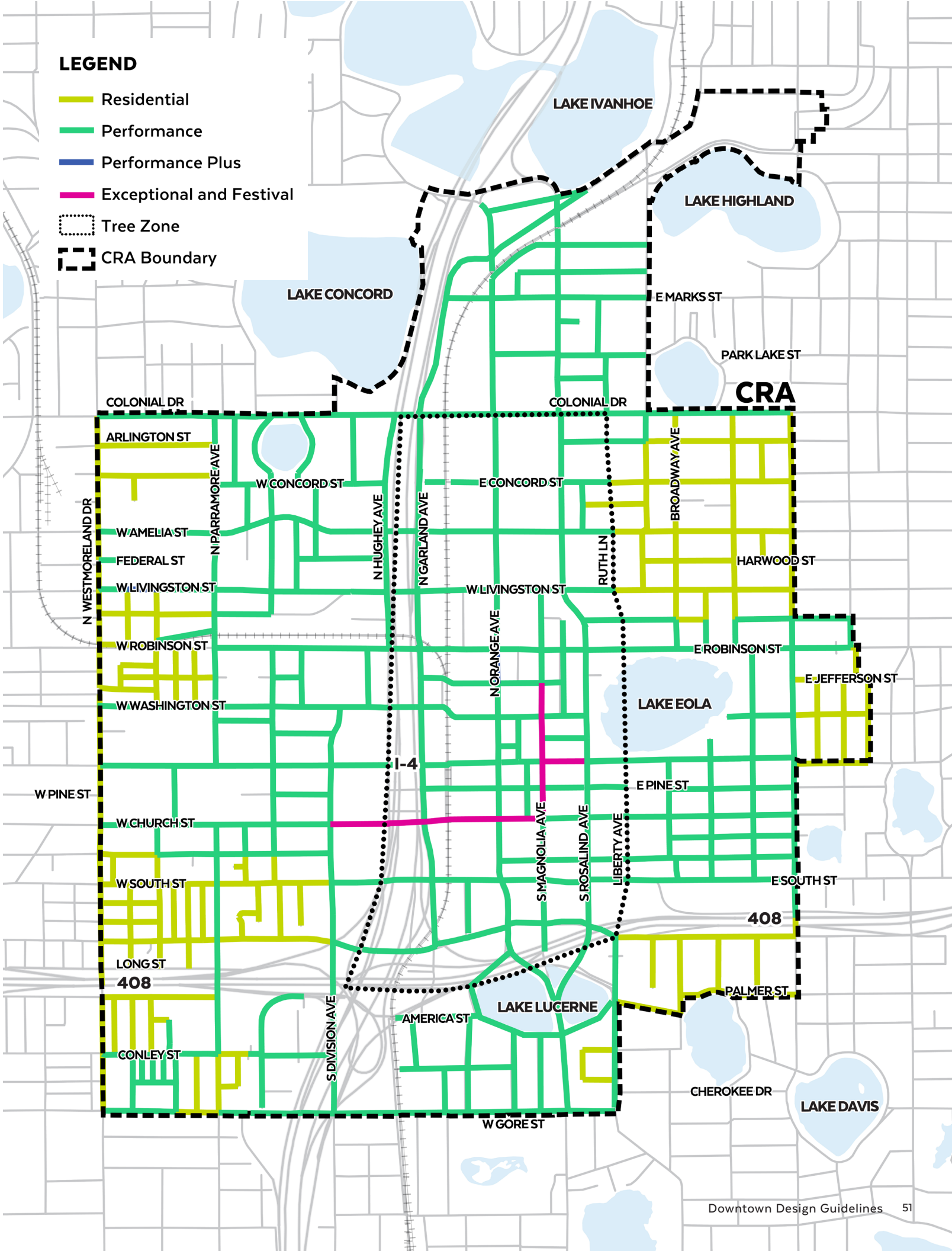
Performance Plus*

An enhanced sidewalk, elevated paving materials, and soil cells to create a high performance tree canopy.

Exceptional and Festival*

Designed with exceptional materials and details to serve as civic spaces in their own right. Features may include curb-less festival streets, enhanced decorative lighting, paver sidewalks, and upgraded street furniture.

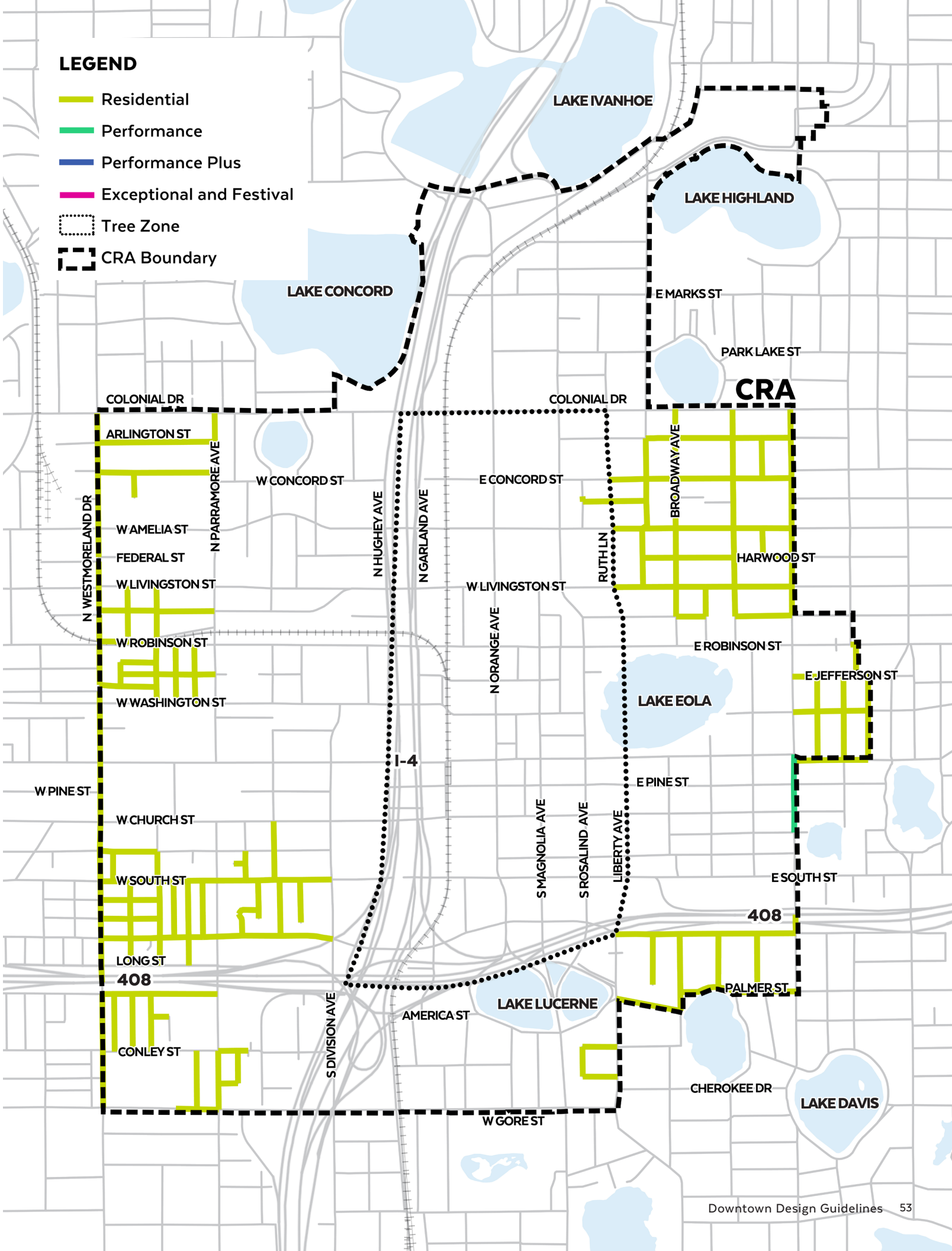
**Performance Plus and Exceptional and Festival Streets are special streets that are part of special City of Orlando projects with a higher grade of materials. Should an applicant desire to upgrade Performance Streets to Performance Plus standards, the applicant must coordinate with the Appearance Review Board and City of Orlando.*



3.3.1 Residential

The Residential street typology is applicable to streets outside the downtown core adjacent to properties with low-density residential zoning designations, like R-1 and R-2.

Residential streets use scored concrete sidewalks for the pedestrian zone and the treatments at street corners. An extensive tree canopy provides shade, and trees are planted in a continuous park strip to promote healthy growth. High-quality, and easy-to-maintain materials stitch together all elements of the sidewalk.



Sidewalk Design

RESIDENTIAL

3.3.1.a Curb

Type F, 18-inch concrete curb with gutter.

3.3.1.b Planting Zone/Park Strip

A 7.5-foot wide planting zone between the curb and the pedestrian zone, measured from the back of curb.

3.3.1.c Pedestrian Zone

A minimum 6-foot wide clear pedestrian zone, measured from the back of the planting zone. Pedestrian zones should be paved with poured concrete in a 5' x 6' sawcut grid on narrow sidewalks and 5' x 5' sawcut grid on wide sidewalks.

3.3.1.d Street Trees

Trees should be planted 30 feet on-center (O.C.) unless physical constraints, such as driveway locations or existing trees prohibit such spacing. Street trees should follow requirements of the Tree Canopy Zone in Section 3.1.1.

3.3.1.e Pedestrian Lights

Pedestrian lights should be installed 60 feet O.C. in line with street trees in the planting zone/park strip. The fixture should be the existing Single Acorn Light with Dark-Sky Compliant Cutoff Feature.

3.3.1.f Corner Radius

Corner radius will be determined on a case-by-case review, or along with the adjacent roadway design plans. See Section 3.1.2 for Corner and Sightlines standards.

3.3.1.g Corner Paving Treatment

Poured concrete in a 30" x 30" sawcut grid. See Section 3.1.2 for Corner and Sightline standards.

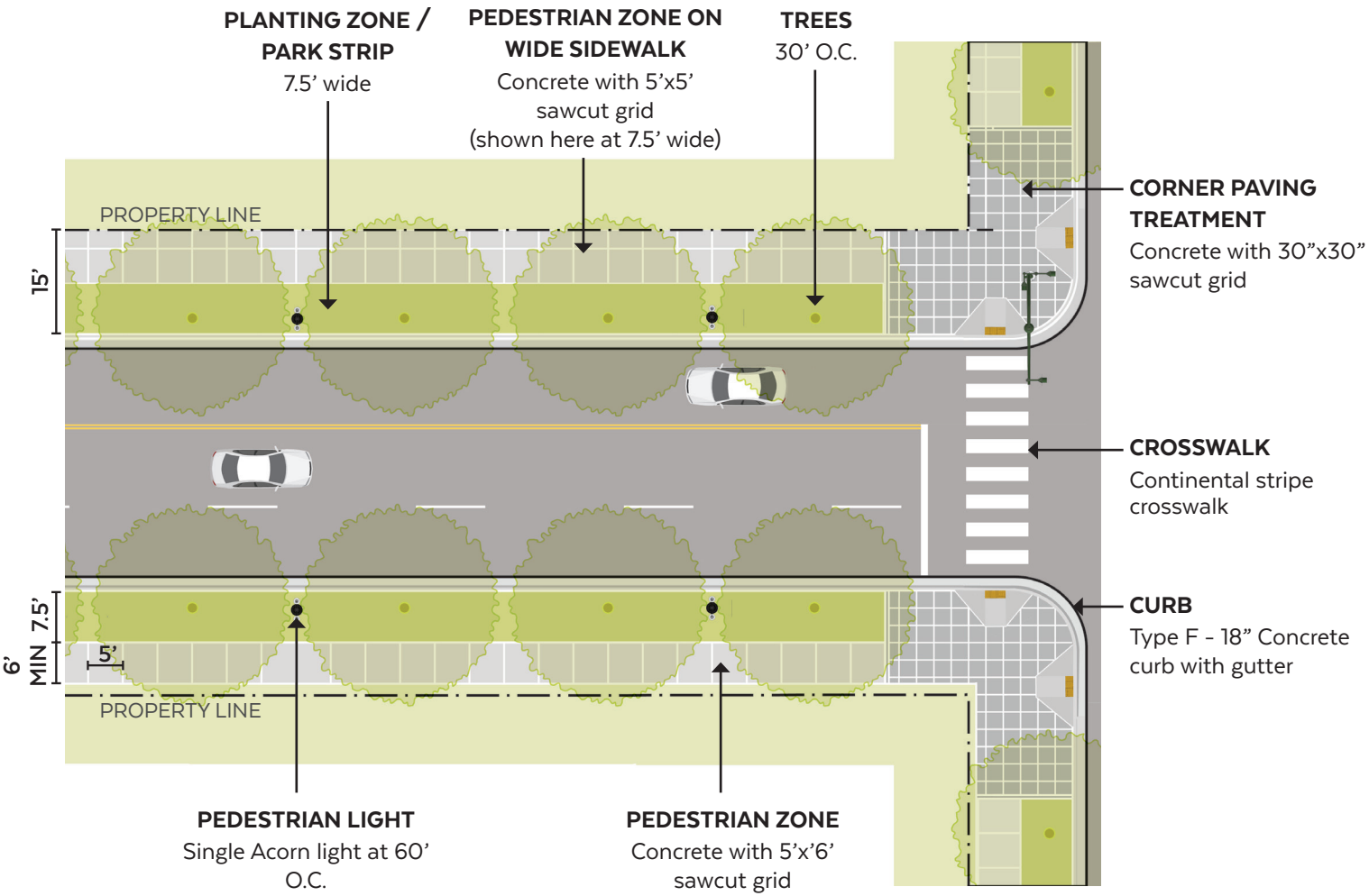


FIGURE 3.12: RESIDENTIAL SIDEWALK DESIGN - TYPICAL PLAN

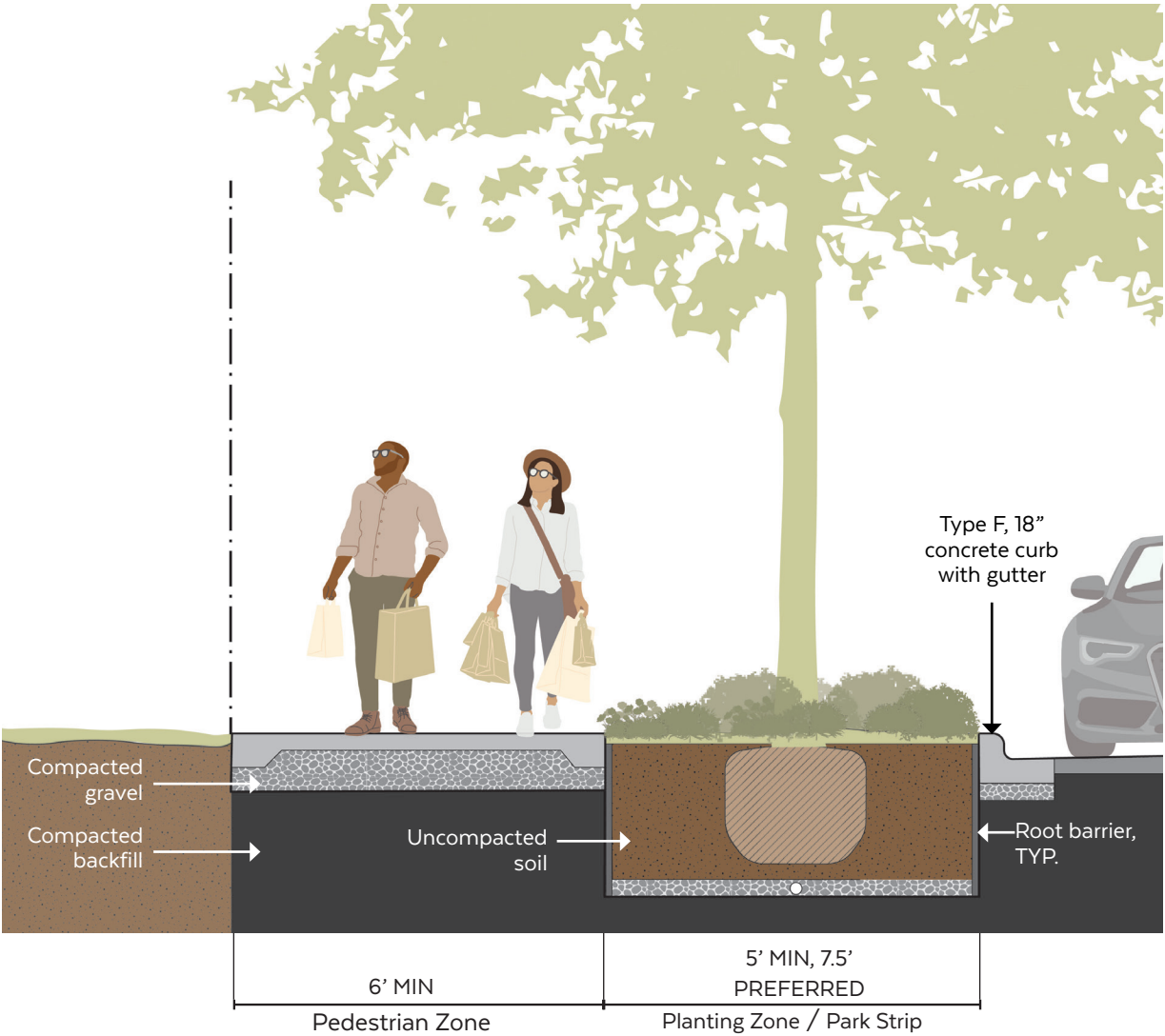


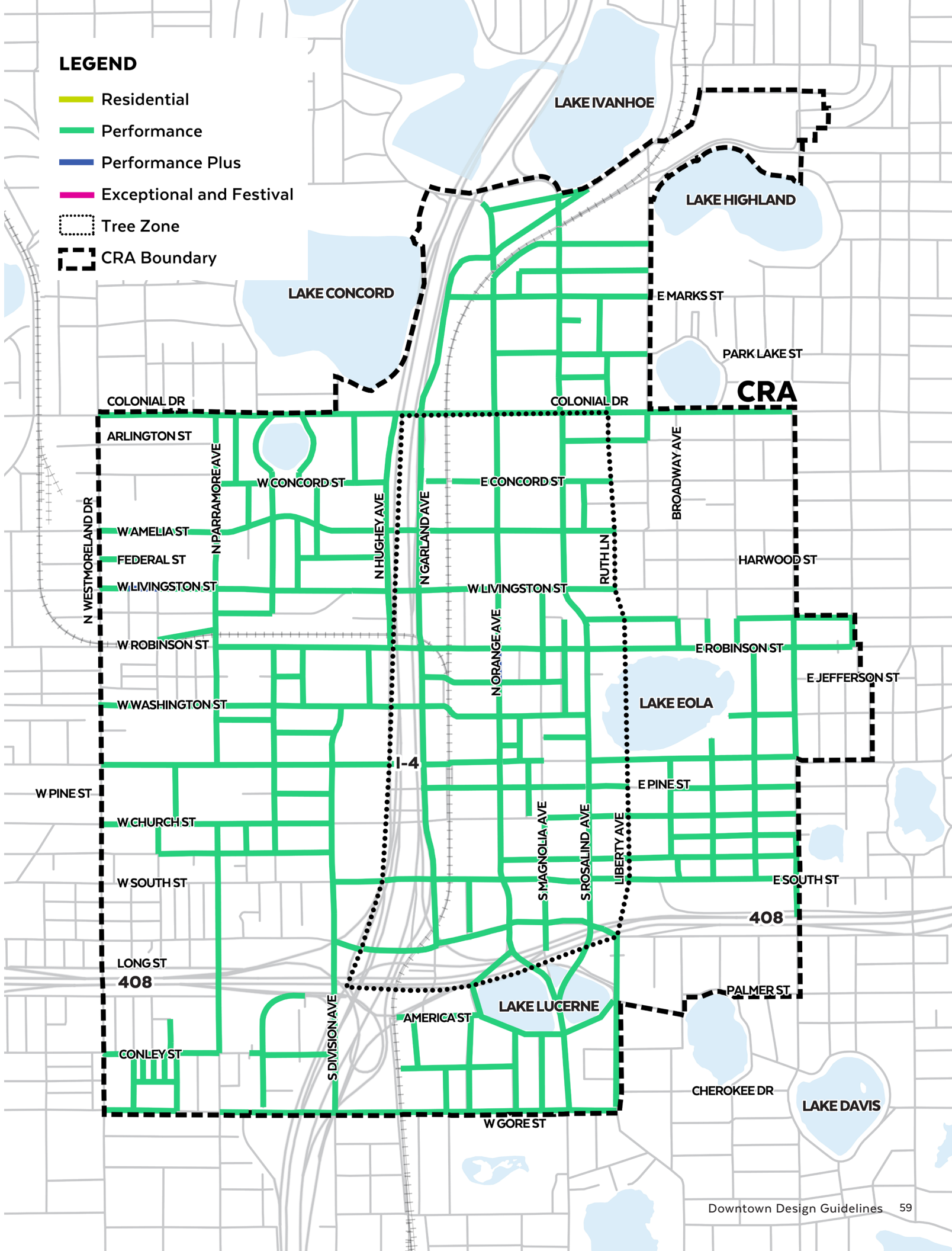
FIGURE 3.13: RESIDENTIAL SIDEWALK DESIGN - **TYPICAL SECTION**

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3.3.2 Performance

Performance-designated streets set the baseline standard for an active sidewalk in downtown Orlando. On these streets, the sidewalk is divided into clear walking and furnishing zones, allowing pedestrians to navigate seamlessly between buildings, the sidewalk, and the street.

Furnishings like benches, trash cans, and streetlights are carefully placed so as to not clutter the sidewalk but support the day-to-day functioning of people and services. An extensive tree canopy provides shade, and trees are also planted in a continuous network of soil cells to promote healthy growth. Durable, high-quality, and easy-to-maintain materials create a cohesive sidewalk environment.



Sidewalk Design

PERFORMANCE

3.3.2.a Curb

Type F, 18-inch concrete curb with gutter.

3.3.2.b Furniture Zone

A 5-foot wide furniture zone between the curb and the pedestrian zone, measured from the back of the curb. The furniture zone will include benches, street lights, and tree wells. The furniture zone should be paved with concrete in a 5’ x 5’ sawcut grid. See Section 3.2.1 Pavement.

3.3.2.c Pedestrian Zone

A 10-foot wide clear pedestrian zone, measured from back of the mandatory furniture zone. Pedestrian zones should be paved with poured concrete in a 5’ x 5’ sawcut grid. See Section 3.2.1 Pavement. If the right-of-way only accommodates a portion of the mandatory pedestrian zone, a sidewalk easement must be provided outside the right-of-way to meet the 10’ requirement. A city services easement will be required for any portion of the streetscape zone outside the right-of-way.

3.3.2.d Supplemental Zone

Optional supplemental zones are paved sidewalks within private property. They can be used for outdoor seating, retail displays, temporary signs, and residential stoops.

3.3.2.e Tree Wells

Tree wells should be 5’ x 10’ minimum in the furniture zone and can be lengthened to 5’ x 20’ where the clear pedestrian zone is 10 feet or wider. Installation should follow requirements of the Tree Canopy Zone in Section 3.1.1.

3.3.2.f Street Trees

Trees should be planted 30 feet on-center (O.C.), unless physical constraints, such as driveway locations or existing tress prohibit such spacing. Street trees should follow requirements of the Tree Canopy Zone in Section 3.1.1. If street trees are not feasible, refer to Section 5.2.7 Canopies, Balconies, Awnings, Marquees.

3.3.2.g Pedestrian Lights

Pedestrian lights should be installed 60 feet O.C. in line with street trees in the Furniture Zone. The fixture should be the existing Double Acorn Light with Dark-Sky Compliant Cutoff Feature (see page 42).

3.3.2.h Corner Radius

Corner radius will be determined on a case-by-case review, or along with the adjacent roadway design plans. See Section 3.1.2 for Corner and Sightlines standards.

3.3.2.i Corner Paving Treatment

The corner zone should be paved with concrete in a 30” x 30” sawcut grid. See Section 3.1.2 for Corner and Sightlines standards.

3.3.2.h On-Street Parking

See Section 3.1.2.c On-Street Parking.

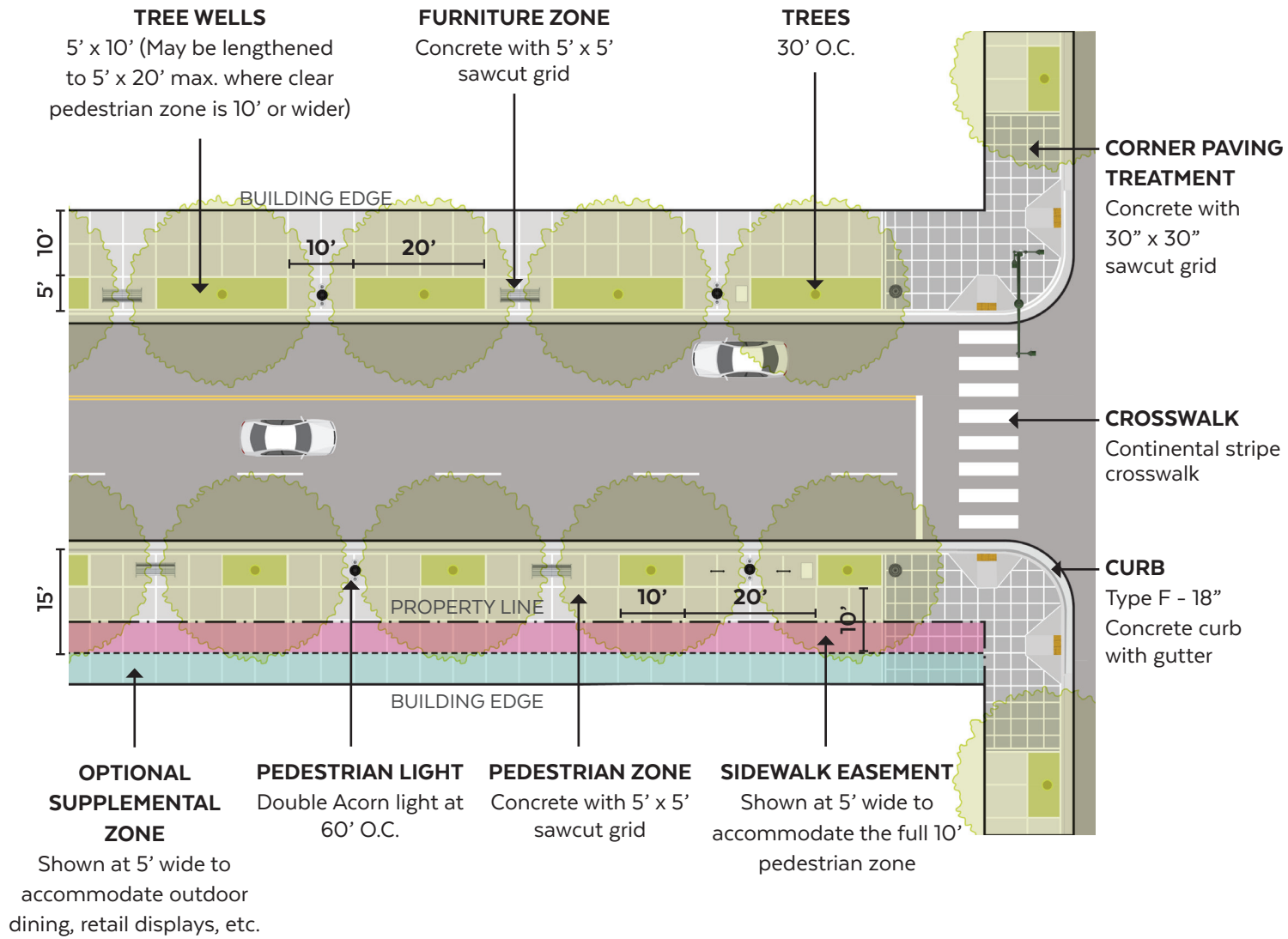


FIGURE 3.14: PERFORMANCE SIDEWALK DESIGN - **TYPICAL PLAN**

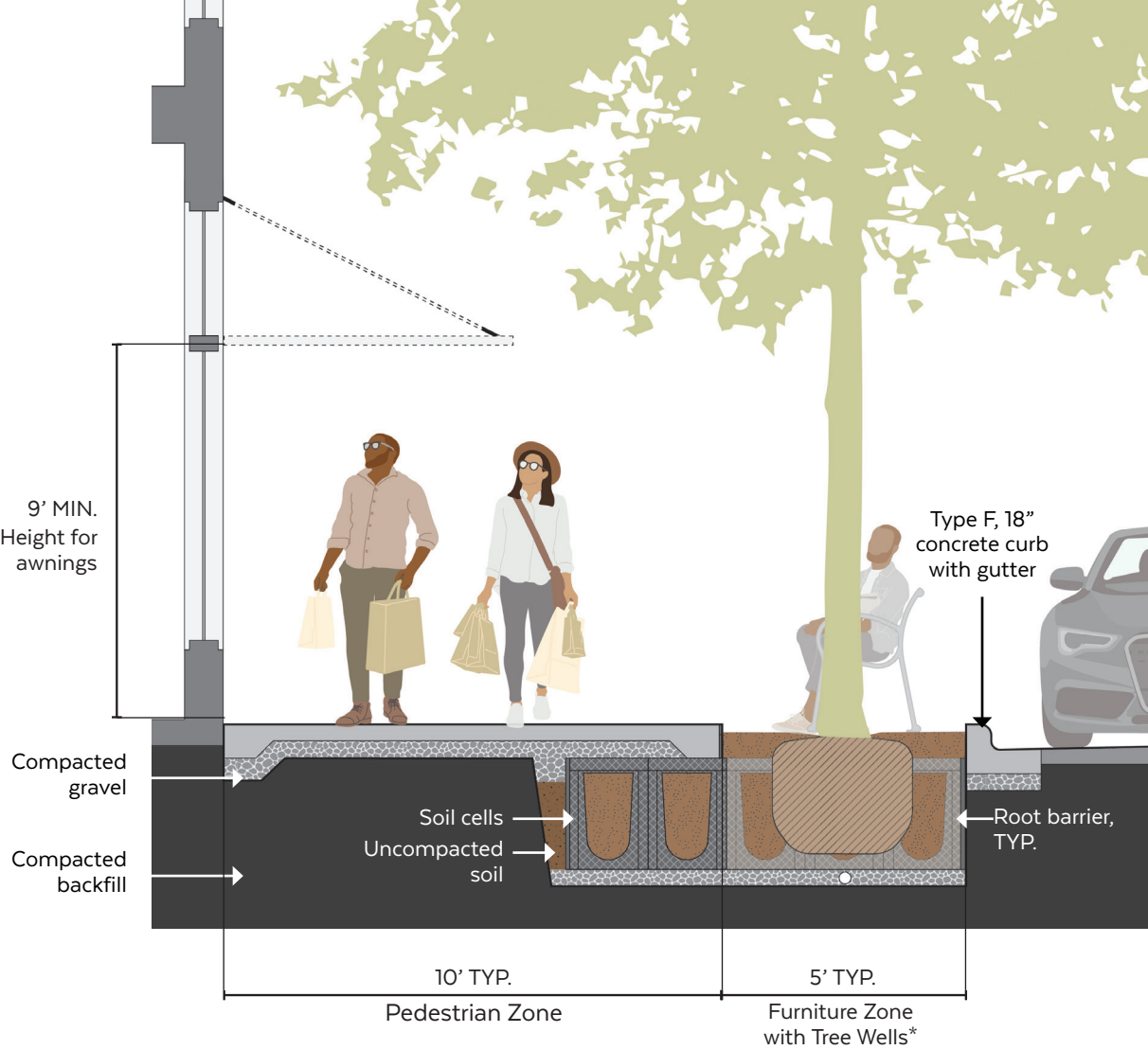


FIGURE 3.15: PERFORMANCE SIDEWALK DESIGN - **TYPICAL SECTION**

**Refer to Tree Canopy Zone standards in Section 3.1.1 to determine the need for soil cells.*

Note: Any traffic loading areas outside the street design (i.e. soil cells, sidewalks, pedestrian zone, handholds, trail, or hardscape) must accommodate a vehicular design load rating.

3.3.3 Performance Plus

Performance Plus streetscapes can be applied on streets throughout the Tree Canopy Zone, particularly important civic corridors, like Orange Avenue and Rosalind Avenue. Performance Plus streetscapes are elevated through curated paving materials that make walking enjoyable.

As people transition from the urban fringes to important civic corridors, the streetscapes can be elevated through curated paving materials, which make walking enjoyable. Most materials remain the same as Performance streets, but the Furniture Zone and curb materials are elevated.



An example of what Orange Avenue could look like

Sidewalk Design

PERFORMANCE PLUS

3.3.3.a Curb

Type D, 6-inch granite curb with no gutter.

3.3.3.b Furniture Zone

A 5-foot wide furniture zone between the curb and the pedestrian zone, measured from the back of the curb. The furniture zone should include benches, street lights, and tree wells. The furniture zone should be paved with 4" x 4" square cobble concrete pavers. See Section 3.2.1 Pavement.

3.3.3.c Pedestrian Zone

A 10-foot wide clear pedestrian zone, measured from back of the mandatory furniture zone. Pedestrian zones should be paved with poured concrete in a 5' x 5' sawcut grid. See Section 3.2.1 Pavement. If the right-of-way only accommodates a portion of the mandatory pedestrian zone, a sidewalk easement must be provided outside the right-of-way to meet the 10' requirement. A city services easement will be required for any portion of the streetscape zone outside the right-of-way.

3.3.3.d Supplemental Zone

Optional supplemental zones are paved sidewalks within private property. They can be used for outdoor seating, retail displays, temporary signs, and residential stoops.

3.3.3.e Tree Wells

Tree wells should be 5' x 10' minimum and can be lengthened to 5' x 20' where clear pedestrian zone is 10 feet or wider. Installation should follow

requirements of the Tree Canopy Zone in Section 3.1.1.

3.3.3.f Street Trees

Trees should be planted 30 feet on-center (O.C.), unless physical constraints, such as driveway locations or existing tress prohibit such spacing. Street trees should follow requirements of the Tree Canopy Zone in Section 3.1.1. If street trees are not feasible, refer to Section 5.2.7 Canopies, Balconies, Awnings, Marquees.

3.3.3.g Pedestrian Lights

Pedestrian lights should be installed 60 feet O.C. in line with street trees in the Furniture Zone. The fixture should be the existing Double Acorn Light with Dark-Sky Compliant Cutoff Feature (see page 42).

3.3.3.h Corner Radius

Corner radius will be determined on a case-by-case review, or along with the adjacent roadway design plans. See Section 3.1.2 for Corner and Sightlines standards.

3.3.3.i Corner Paving Treatment

The corner zone should be paved with concrete in a 30" x 30" sawcut grid. See Section 3.1.2 for Corner and Sightlines standards.

3.3.3.j On-Street Parking

See Section 3.1.2.c On-Street Parking.

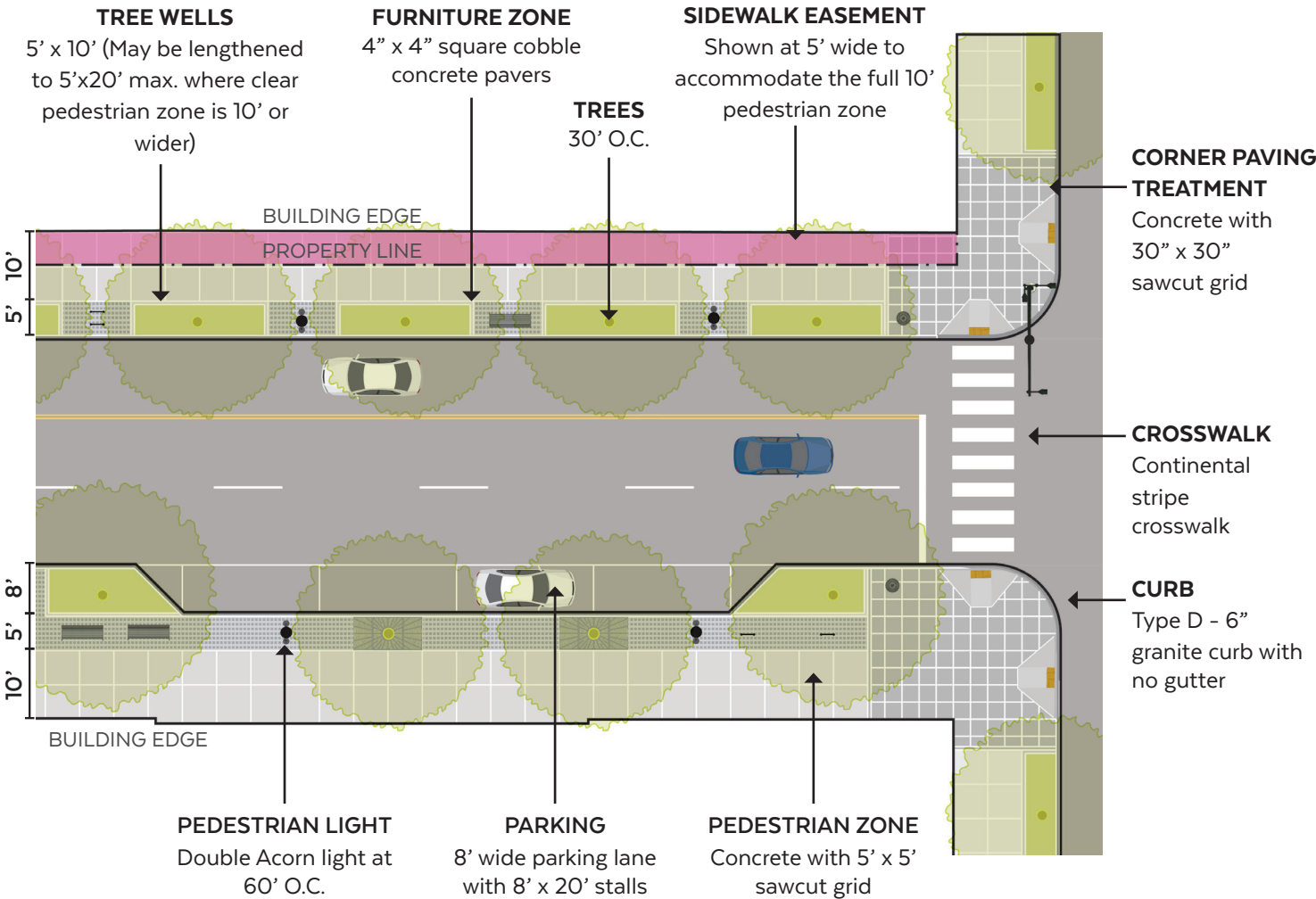


FIGURE 3.16: PERFORMANCE PLUS SIDEWALK DESIGN - **TYPICAL PLAN**

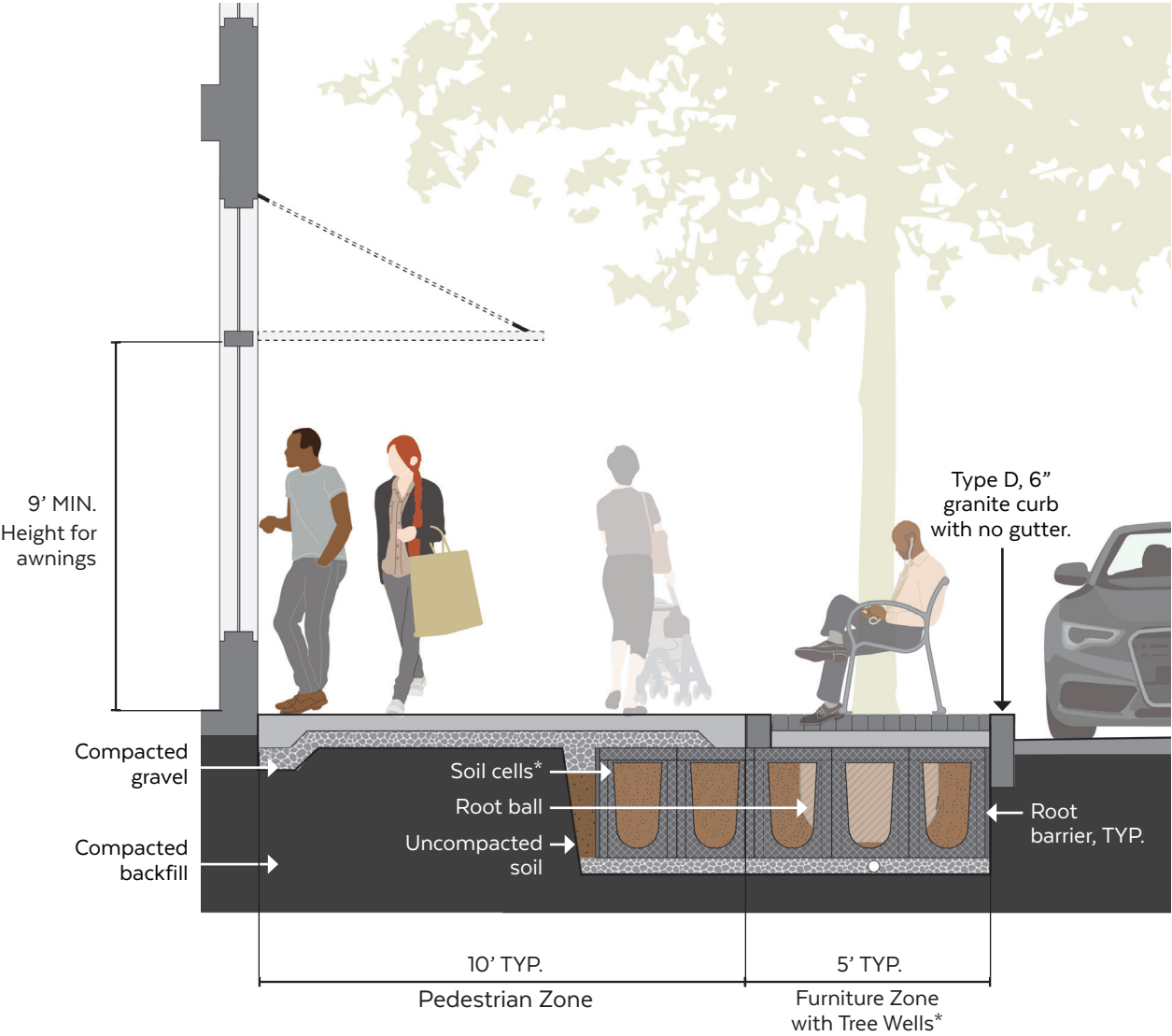
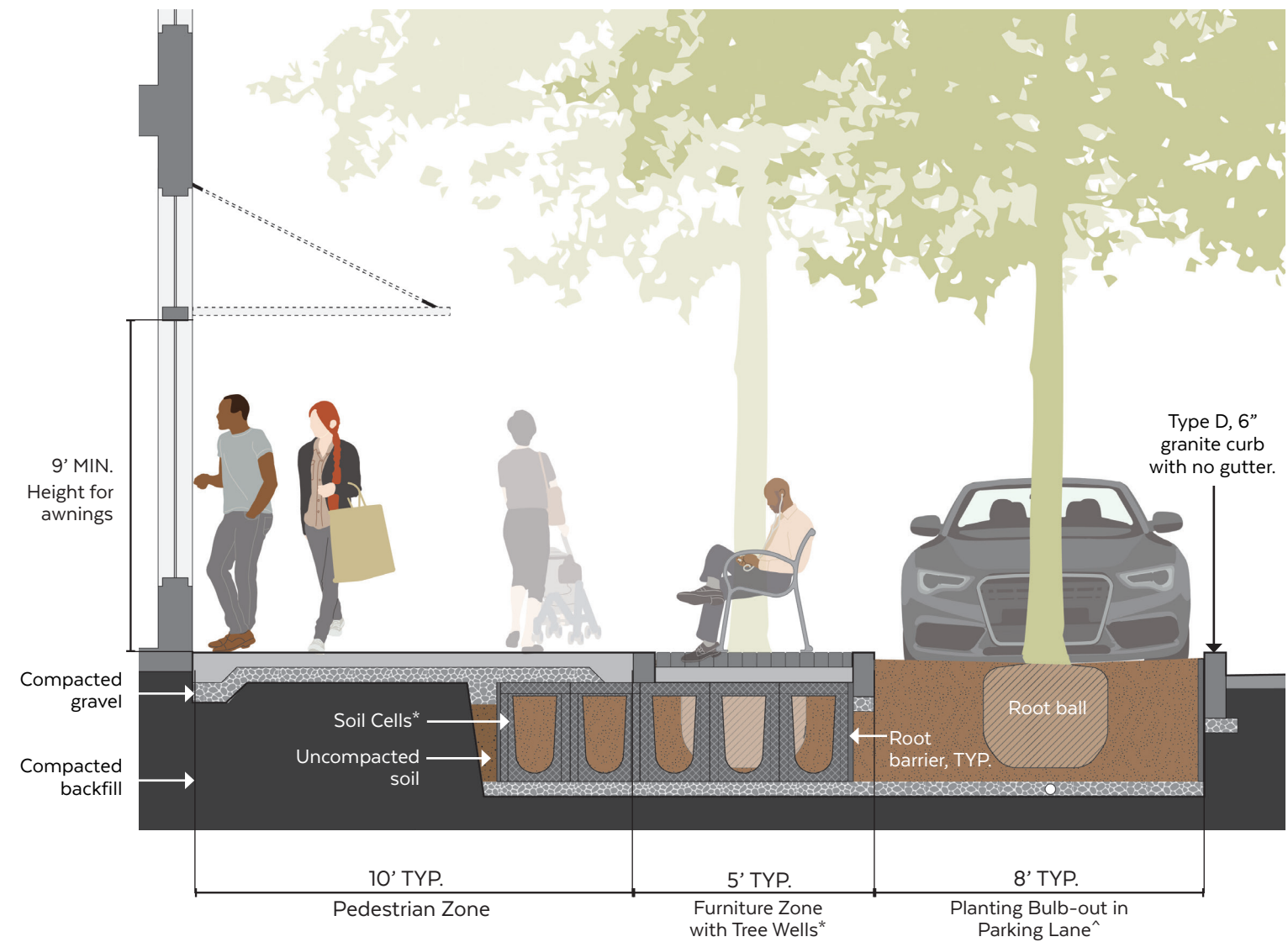


FIGURE 3.17: PERFORMANCE PLUS SIDEWALK DESIGN - **TYPICAL SECTION**

**Refer to Tree Canopy Zone standards in Section 3.1.1 to determine the need for soil cells.*

Note: Any traffic loading areas outside the street design (i.e. soil cells, sidewalks, pedestrian zone, handholds, trail, or hardscape) must accommodate a vehicular design load rating.



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FIGURE 3.18: PERFORMANCE PLUS SIDEWALK DESIGN WITH ON-STREET PARKING -
TYPICAL SECTION

*Refer to Tree Canopy Zone standards in Section 3.1.1 to determine the need for soil cells.
^Same design applies for Performance Streets, except for the Furniture Zone paving and curb design.

Note: Any traffic loading areas outside the street design (i.e. soil cells, sidewalks, pedestrian zone, handholds, trail, or hardscape) must accommodate a vehicular design load rating.

3.3.4 Exceptional and Festival Streets

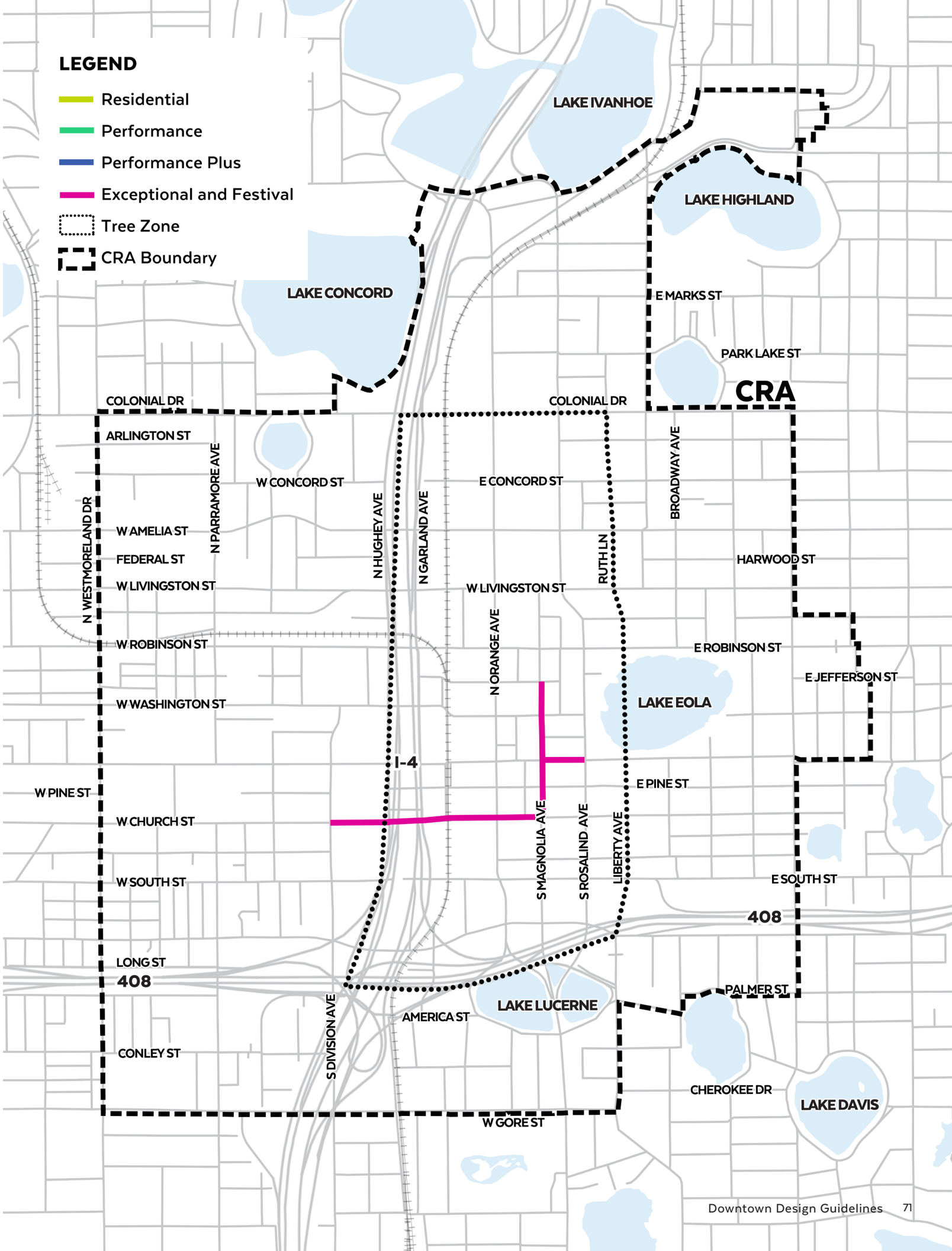
Exceptional and Festival Streets are designed with high-quality materials and thoughtful detailing, allowing them to function as civic spaces in their own right. While focused primarily on Church Street and Magnolia Avenue, these street typologies could also be incorporated into other areas of downtown to create flexible multi-purpose spaces for residents, workers, and visitors. Exceptional Streets are intended to receive site-specific designs that respond to their location and context, reflecting the importance of the city’s most significant public spaces.

These streets are not just vehicular thoroughfares but also important public spaces. Exceptional streets should be constructed of high-quality, distinctive materials that invite activity and life on to the streets. While the streetscapes build on the essentials of the Universal Performance Streetscape concept, they are also designed in relation to the unique character of the landmarks and historic architecture around them.

Exceptional detailing creates a dual functioning street that can be used every day by residents and can also transform to hold crowds during events.



Half Street in Washington, DC



Street Design

EXCEPTIONAL AND FESTIVAL

3.3.4.a Street Paving

Travel lanes should use paving patterns similar to those in Figures 3.19, 3.20, and/or pavers approved by the City of Orlando and Appearance Review Board.

3.4.4.b Curb

Two-foot (2') flush curb with drain channel or 12-inch (12") trench drain, to be determined with the City of Orlando and Appearance Review Board. At the intersections, use a 1' flush concrete curb to make the transition to the Type F, 18-inch concrete curb with gutter on Performance streets. Work with the City of Orlando and Appearance Review Board.

3.3.4.c Furniture Zone

A 5-foot wide furniture zone between the curb and the pedestrian zone, measured from the back of the curb. The furniture zone should include benches, street lights, and tree wells. The furniture zone should be paved with the same pavers used in the Pedestrian Zone.

3.3.4.d Pedestrian Zone

A 10-foot wide clear pedestrian zone, measured from back of the mandatory furniture zone. Pedestrian zones should be paved with pavers approved by the City of Orlando and Appearance Review Board using similar patterns as shown in Figures 3.19 and

3.20. If the right-of-way only accommodates a portion of the mandatory pedestrian zone, a sidewalk easement must be provided outside the right-of-way to meet the 10' requirement. A city services easement will be required for any portion of the streetscape zone outside the right-of-way.

3.3.4.e Supplemental Zone

Optional supplemental zones are paved sidewalks within private property. They can be used for outdoor seating, retail displays, temporary signs, and residential stoops.

3.3.4.f Tree Wells

Tree wells should be 5' x 10' minimum and can be lengthened to 5' x 20' where clear pedestrian zone is 10 feet or wider. Installation should follow requirements of the Tree Canopy Zone in Section 3.1.1. Coordinate with the City of Orlando and Appearance Review Board for unique designs.

3.3.4.g Street Trees

Trees should be planted 30 feet on-center (O.C.), unless physical constraints, such as driveway locations or existing trees prohibit such spacing. Street trees should follow requirements of the Tree Canopy Zone in Section 3.1.1. If street trees are not feasible, refer to Section 5.2.7 Canopies, Balconies, Awnings, Marquees.

3.3.4.h Pedestrian Lights

Pedestrian lights should be installed 60 feet on-center in line with street trees in the Furniture Zone. The fixture should be the Orlando Utilities Commission's Beacon or similar (see page 43). Coordinate with City of Orlando and Appearance Review Board for specialty lighting.

3.3.4.i Corner Radius

Corner radius will be determined on a case-by-case review, or along with the adjacent roadway design plans. See Section 3.1.2 for Corner and Sightlines standards.

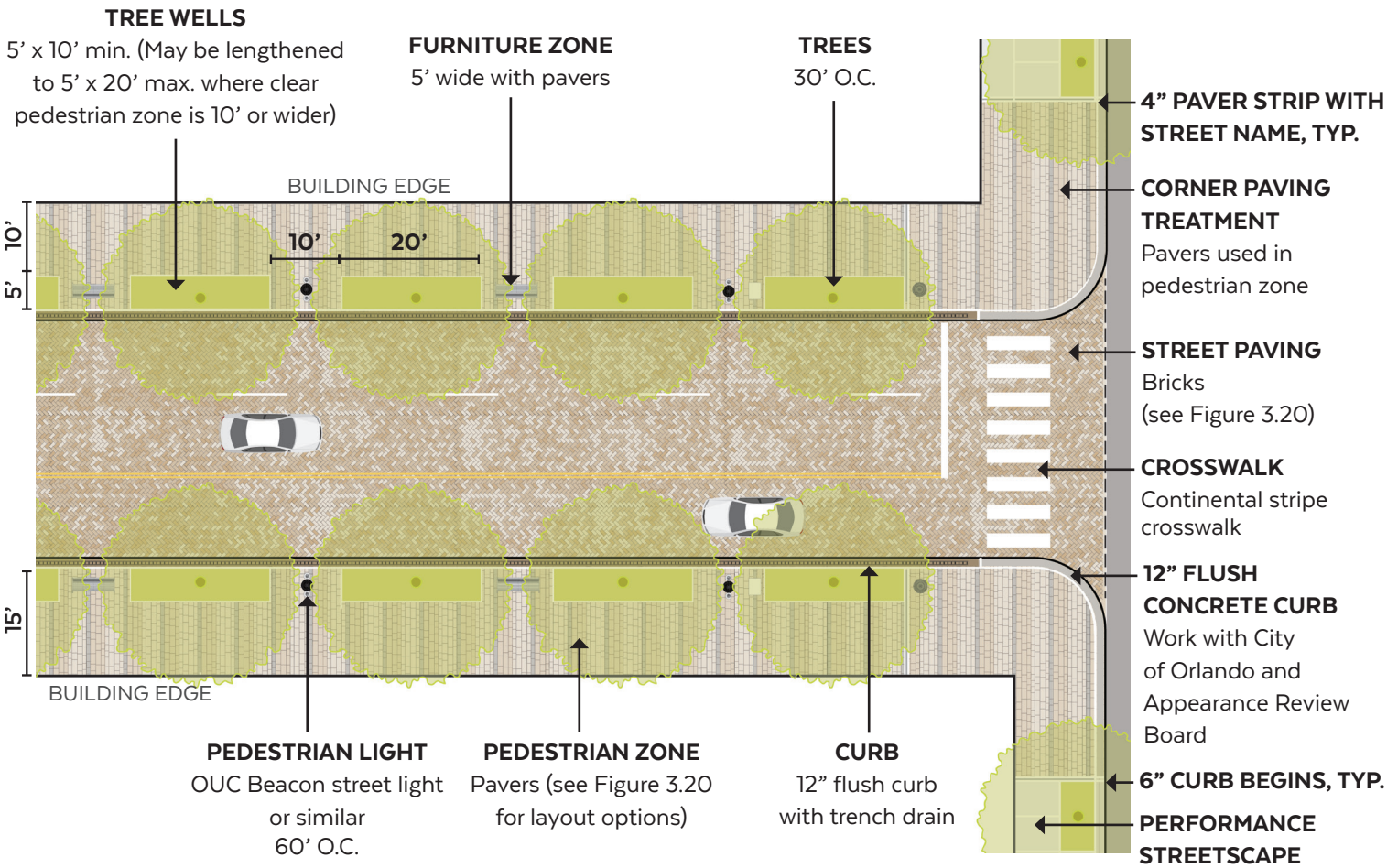


FIGURE 3.19: ILLUSTRATIVE EXCEPTIONAL STREETScape DESIGN - EXAMPLE PLAN*^

*Refer to Tree Canopy Zone standards in Section 3.1.1 to determine the need for soil cells.

^Coordinate with City of Orlando and Appearance Review Board on all Exceptional and Festival Street designs.

Note: Any traffic loading areas outside the street design (i.e. soil cells, sidewalks, pedestrian zone, handholds, trail, or hardscape) must accommodate a vehicular design load rating.

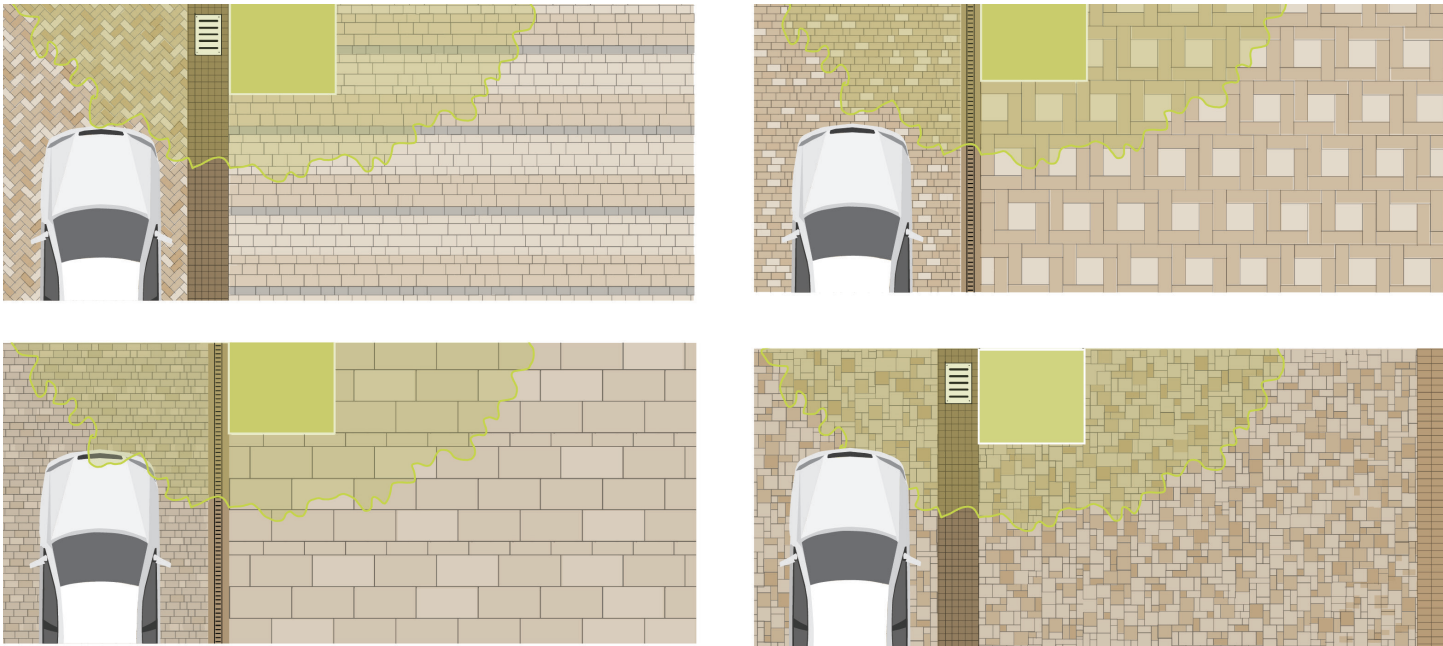


FIGURE 3.20: ILLUSTRATIVE PAVING OPTIONS - **EXAMPLE PLANS**

3.3.4.j Corner Paving Treatment

Use the pavers from the pedestrian and furniture zones at the corners up to the edge of the corner zone (3.1.2.a) on the perpendicular street. See Section 3.1.2 for Corner and Sightlines standards and Figure 3.19 for corner paving.

3.3.4.k Enhanced Systems

The proposed street trees are curated to reflect the Central Florida landscape, provide shade, and reduce heat island effect. Soil cells are proposed as a continuous system throughout the streets—they are integral to nurture healthy street trees, improve stormwater filtration, and increase rainwater percolation and drainage. The tree canopy will create a living

infrastructure—a tool to help make downtown cool, clean, and green. As such, the proposed trees are shade trees rather than ornamentals and palms. See Section 3.1.1 Tree Canopy Zone and Section 3.2.3 Stormwater.

3.3.4.l Contemporary Palette

A contemporary palette of high-functioning, sleek fixtures are preferred for Exceptional and Festival streets. The furnishing selections may vary on a case-by-case basis, such as Church Street and Magnolia Avenue. The refined palette signals that people have arrived at an important downtown location, while also showcasing a new vision for these spaces. See Section 3.2.2 Furnishings, on page 43, for an example palette.

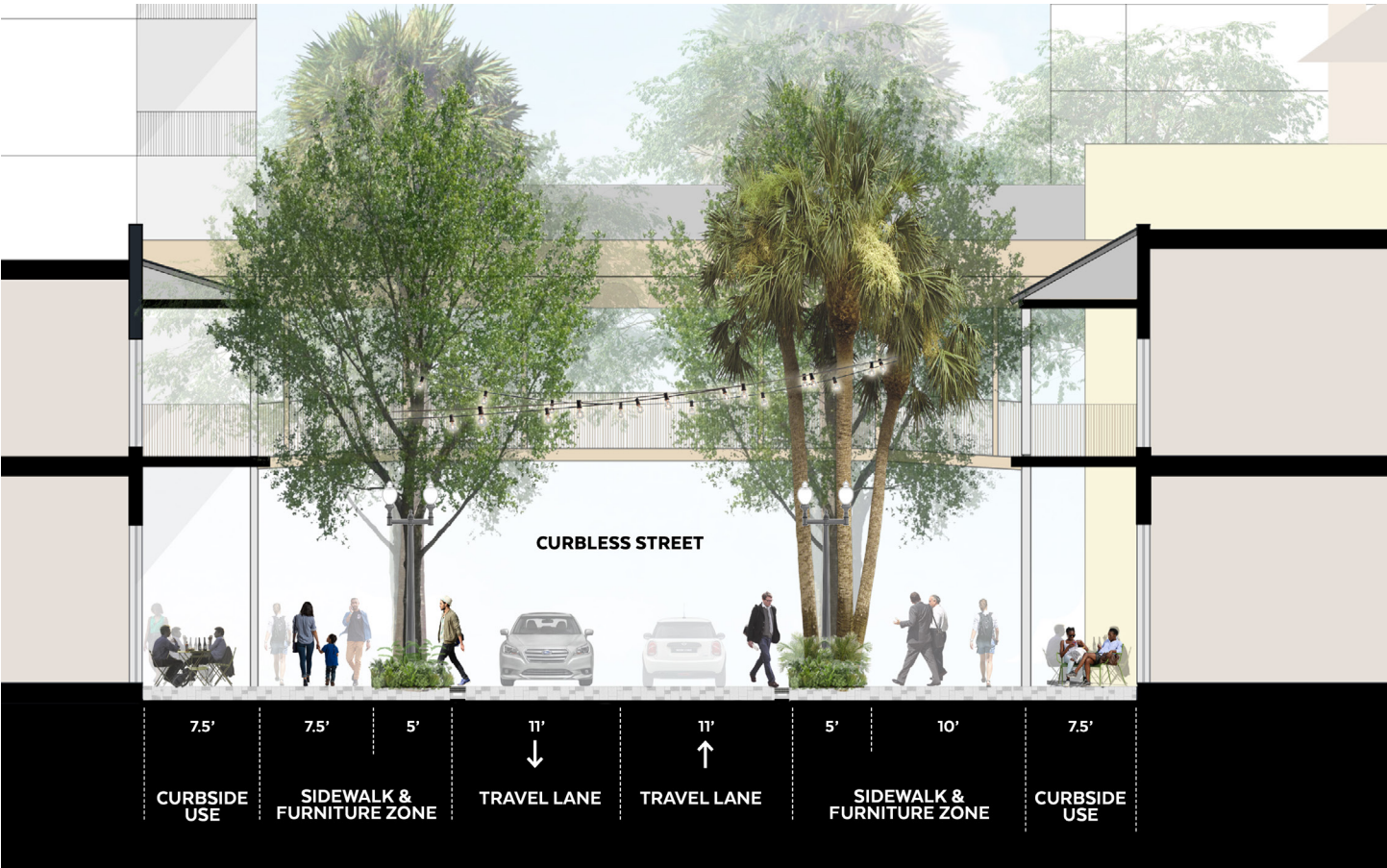


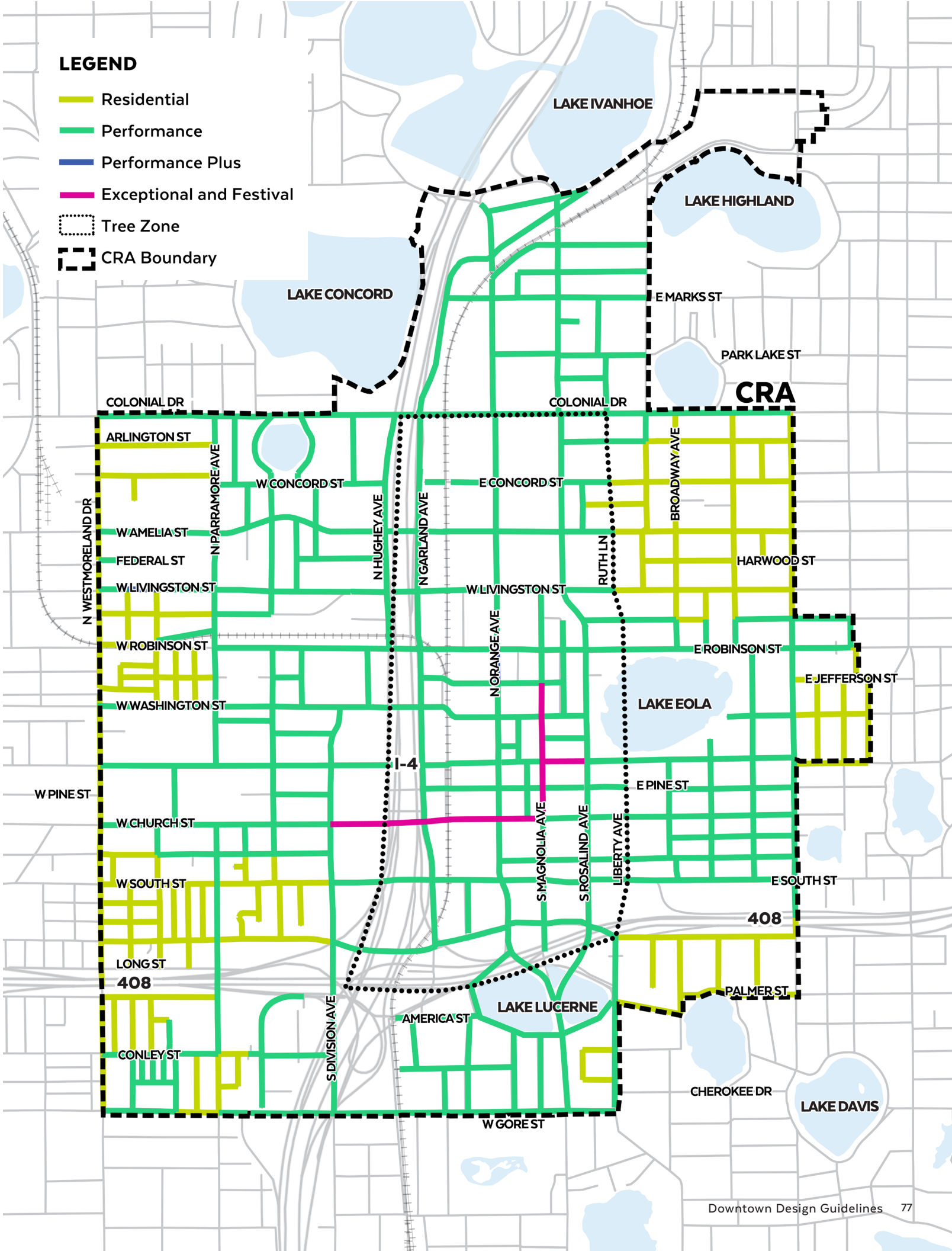
FIGURE 3.21: WEST CHURCH STREET FESTIVAL STREET CONDITION - **TYPICAL SECTION**



3.3.5 Street Typologies Summary Table

Standard	Residential	Performance	Performance Plus	Exceptional and Festival
Reference Plan and Section Drawings	See Figure 3.12 on page 55 and Figure 3.13 on page 56.	See Figure 3.14 on page 62 and Figure 3.15 on page 63.	See Figure 3.16 on page 66, Figure 3.17 on page 67, and Figure 3.18 on page 68.	See Figure 3.19 on page 73.
Curb	Type F, 18” concrete curb and gutter	Type F, 18” concrete curb and gutter	Type D, 6” granite curb and no gutter	2’ flush curb with drain channel or 1’ trench drain, to be determined with the City and ARB*.
Furniture Zone	No furniture zone. Use planting zone / park strip.	5’ wide, standard gray poured concrete with a 5’ x 5’ sawcut grid	5’ wide with 4” x 4” square cobble concrete pavers in charcoal	Design to be approved by ARB* and city of Orlando
Pedestrian Zone	Minimum 6’ wide, standard gray, poured concrete with 5’ x 5’ sawcut grid.	10’ wide, standard gray poured concrete with 5’ x 5’ sawcut grid		Design to be approved by ARB* and City of Orlando
Pedestrian Zone Easement	Required dimension to be determined by the width of the existing right-of-way less the furniture zone. If the remaining pedestrian zone is less than 10’ wide, the easement must make up the difference if the project is new construction.			Design to be approved by ARB* and City of Orlando
Tree Wells	No tree wells. Use Park Strip.	Place in furniture zone. Minimum 5’ wide and 10’ long, with a maximum of 20’ long on streets with a pedestrian zone that is at least 10’. Use tree grates when right-of-way does not accommodate a 10’ pedestrian zone and an easement is not feasible.		Design to be approved by ARB* and City of Orlando
Corner Radius	Corner radius will be determined on a case-by-case review, or along with the adjacent roadway design plans. See Section 3.1.2 for Corner and Sightlines standards.			
Corner Zones	Standard gray, poured concrete with a 30” x 30” sawcut grid. Must extend into the block 15’ from the perpendicular property line. See Figures 3.5, 3.6, and 3.7 on pages 33 to 35. At the edge of each corner zone, a 4” paver strip should include an engraved street name.			Design to be approved by ARB* and City of Orlando
Furniture Palette	Classic	Classic	Classic	Contemporary
Stormwater / Bioswales	Optional on Priority Stormwater Streets. See Tree Canopy Zone requirements in Section 3.1.1 and Bioswale design options in 3.2.3.			
Multimodal Connectivity	See Multimodal Connectivity Map	See Multimodal Connectivity Map	See Multimodal Connectivity Map	See Multimodal Connectivity Map

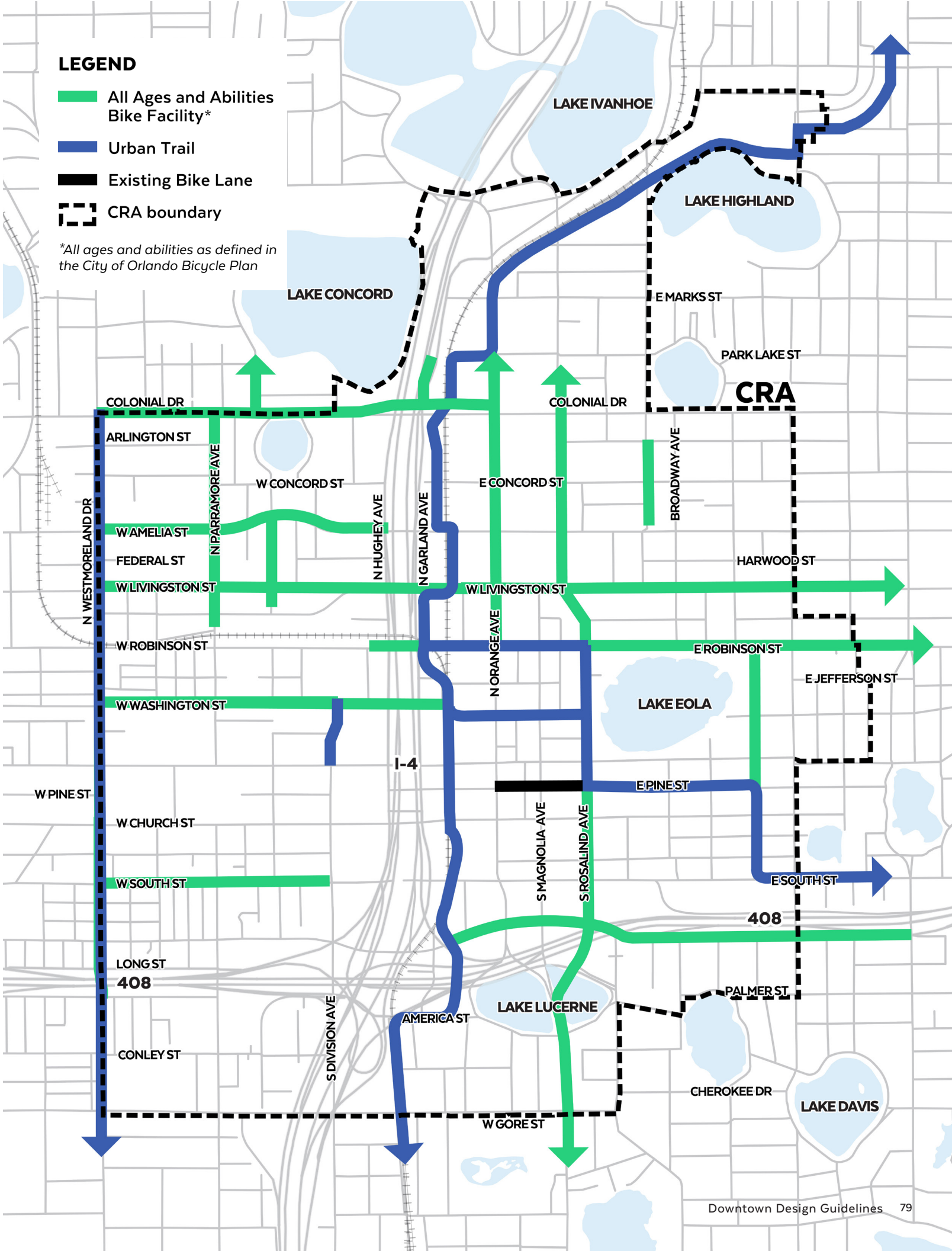
*Appearance Review Board



3.4 Multimodal Connectivity

For downtown to embody the vision and spirit of “Downtown is a Park,” it needs to create a comfortable pedestrian and cycling experience for all groups at all times of the year. This involves prioritizing multimodal transportation. Streetscape designs will need to adjust to accommodate the planned network with bike lanes, cycle tracks, and off-street trails.

To be a place for people of all ages and abilities, downtown streets need to prioritize safe speeds and deploy designs that make the streets interesting, well-shaded, and well-lit. Bike infrastructure must be well-connected and safe, providing adequate protection from cars, easy access to destinations, and supporting facilities for shelter. With a unified and comfortable street network for increased walkability, streets become an open space with a sense of place in their own right—where people come together to socialize and celebrate outdoors.



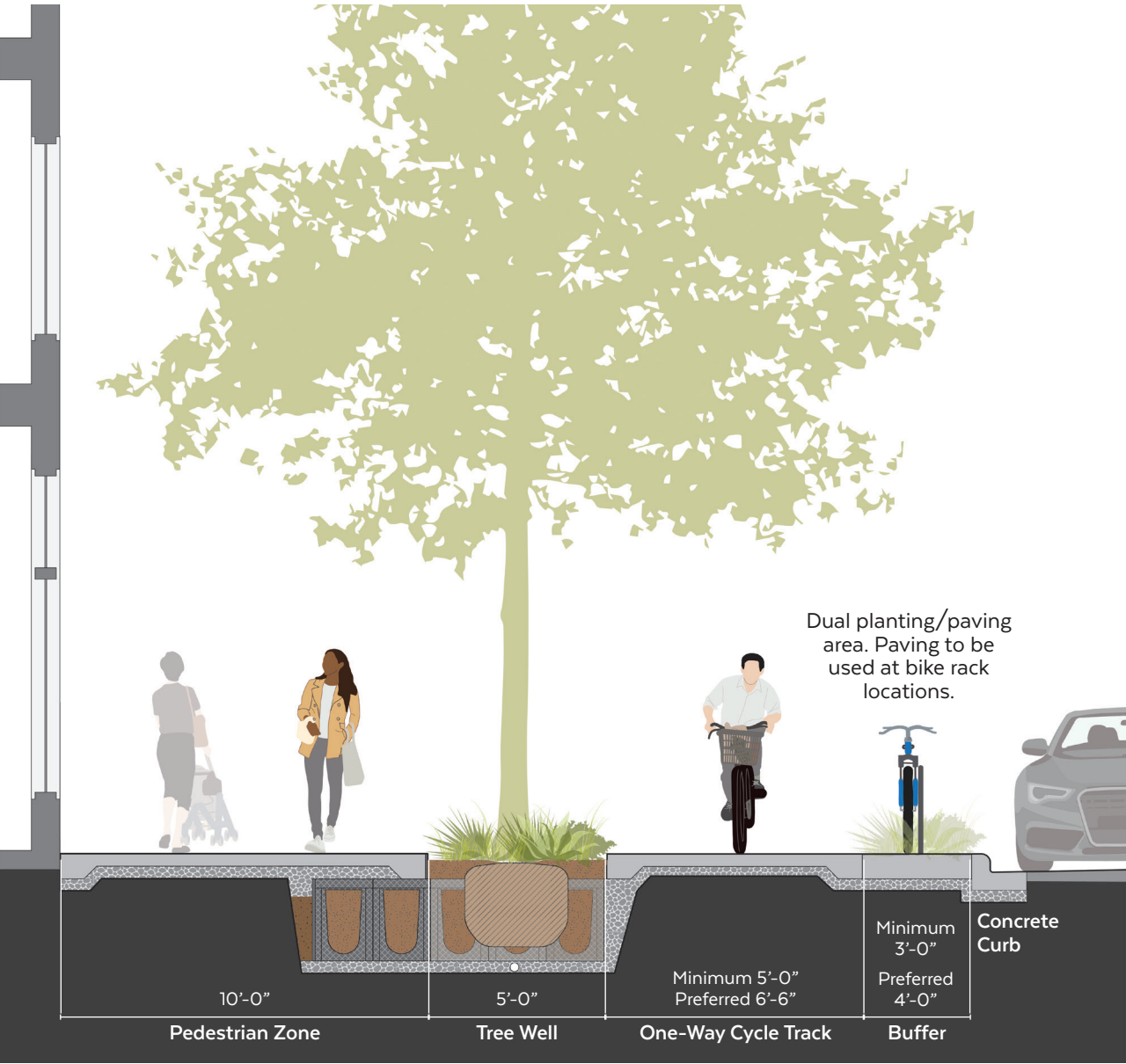


FIGURE 3.22: PERFORMANCE STREET - ONE WAY CYCLE TRACK - **TYPICAL SECTION***

**Where conflicts exist for bioswales (see Section 3.2.3 Stormwater) and bike path placement, applicant must coordinate with the Appearance Review Board and City of Orlando to resolve environmental and mobility priorities.*

Note: Any traffic loading areas outside the street design (i.e. soil cells, sidewalks, pedestrian zone, handholds, trail, or hardscape) must accommodate a vehicular design load rating.

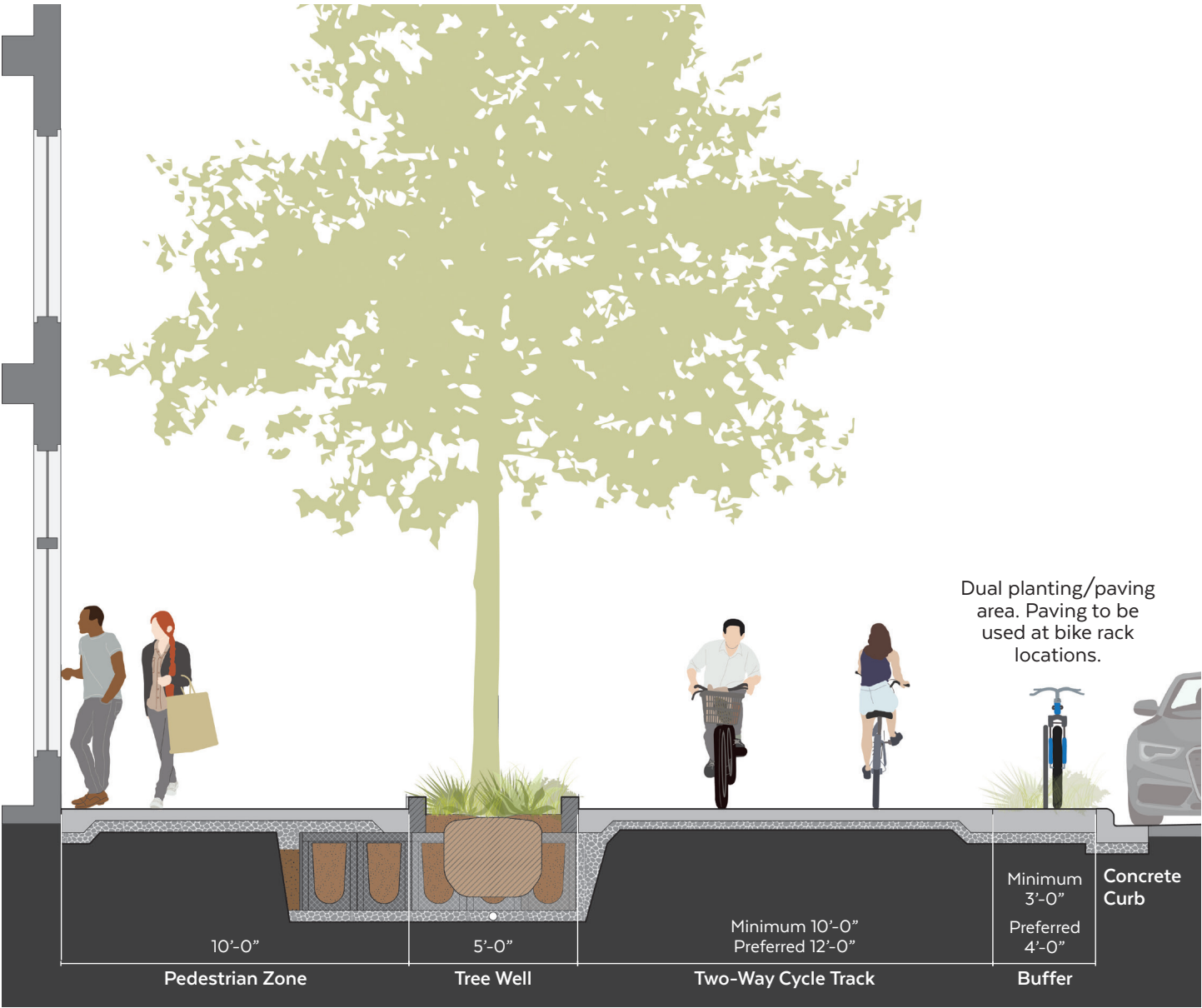


FIGURE 3.23: PERFORMANCE STREET - TWO WAY CYCLE TRACK - **TYPICAL SECTION***

**Where conflicts exist for bioswales (see Section 3.2.3 Stormwater) and bike path placement, applicant must coordinate with the Appearance Review Board and City of Orlando to resolve environmental and mobility priorities.*

Note: Any traffic loading areas outside the street design (i.e. soil cells, sidewalks, pedestrian zone, handholds, trail, or hardscape) must accommodate a vehicular design load rating.

Bike Rack Placement

3.4.1 Bike Rack Sidewalk Installation

To be most effective, bike parking should be prioritized and placed within 50 feet of key destinations and building entrances. Racks should also be placed in well-lit, high-visibility areas to deter theft and vandalism and ensure personal security.

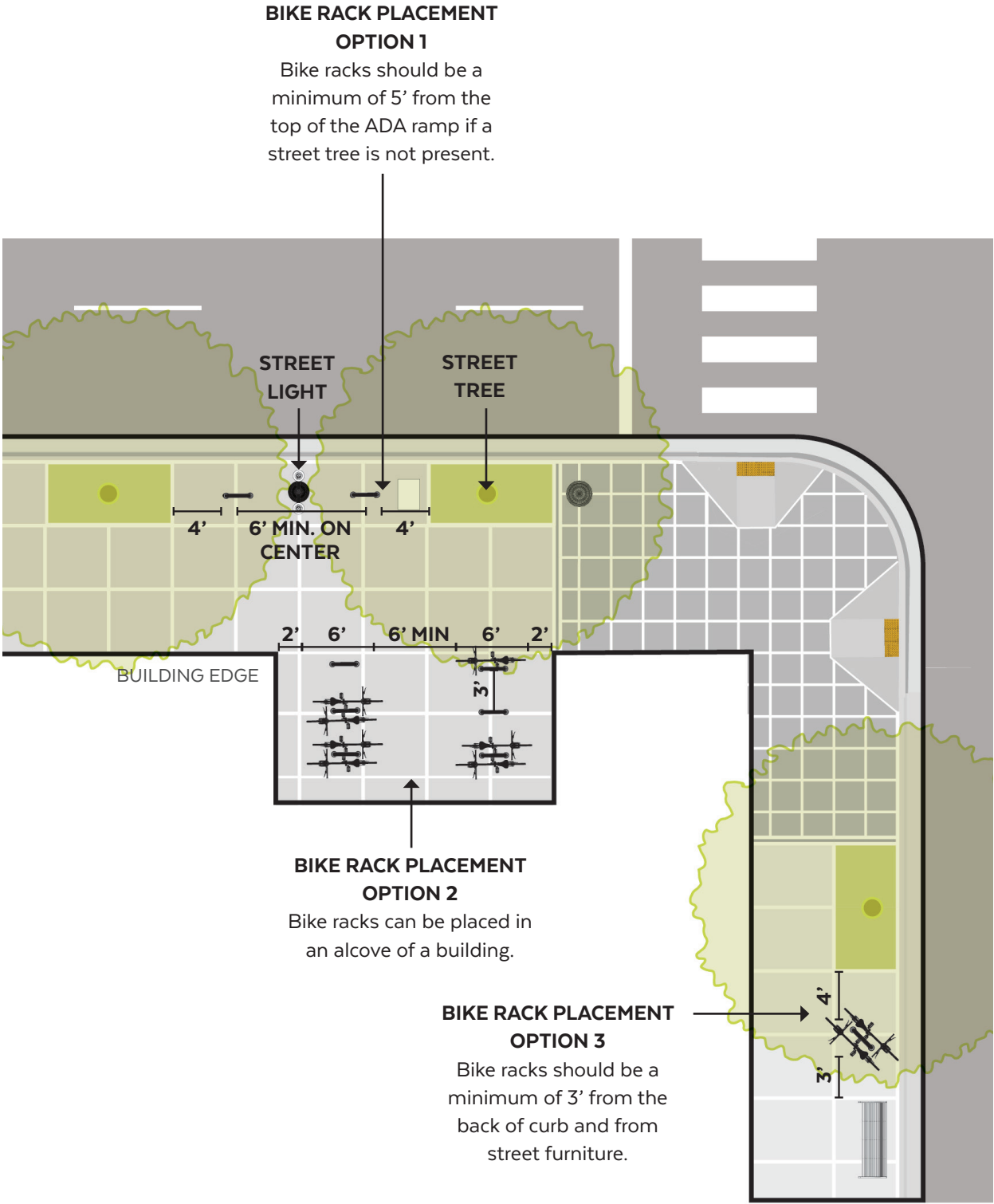


FIGURE 3.24: BIKE RACK PLACEMENT OPTIONS - **EXAMPLE PLAN**

4.0

Site Design

4.1 - Building Placement

4.2 - Open Space and Lighting

4.3 - Parking, Circulation, Access

4.4 - On-Site Mechanical Equipment and Screening

4.1 Building Placement

This section describes how buildings should be located on a site and relate to the streetscape.

Building placement is critical to defining the public realm of downtown Orlando with a strong relationship between buildings and adjoining streets. The goal is to create active and walkable urban environments.

Design Outcomes:

- Buildings that are close to the sidewalk and welcome pedestrians to enter.
- Buildings that respond to the required streetscape.
- Street corners and block faces that are activated by buildings or engaging open spaces.
- Pedestrian experience and security are enhanced with eyes on the street.

What is meant by the relationship between the building and street?

The building and street have a symbiotic relationship, in that the buildings form the “walls” of the street, providing enclosure, character, and activation.



Strong street wall with minimal setback of the building bases, along South Orange Avenue.

4.1 Building Placement (cont.)

4.1.1 Building Orientation

Buildings should be parallel with the street frontage line. Exceptions may be granted by the Appearance Review Board for the incorporation of plazas, courtyards, and outdoor dining areas that meet the intent and characteristics of this document.

4.1.2 Corner Sites

Buildings are designed to address the corner. This may be achieved through ground floor entrances, corner articulation at either the ground level, upper stories, or a well-defined open space.

4.1.3 Setbacks

Avoid setbacks for non-residential buildings that are not activated. Front setbacks should not differ from the [Traditional City Design Standards](#), unless an alternative is approved.

4.1.4 Accessory Structures

Accessory structures are located to the rear of the principal structure, and not between a building and the street.

What to Aim for



A well-defined open space activates this downtown street corner.



This building engages the street corner through architectural expression.



This building activates South Orange Avenue with highlighted pedestrian entrances and public art.



This building incorporates a plaza with outdoor space and sitting areas.

4.2 Open Space

This section describes appropriate ways to incorporate active open spaces, which can help advance the goal of creating a park-like network of public space throughout downtown.

Open space, whether publicly owned or privately owned, should be responsive to the needs of the community and create a variety of experiences through safe, attractive plazas and pocket parks that improve the overall urban environment and quality of life.

Design Outcomes:

- Active plazas and parks that invite people to linger downtown.
- The use of art to elevate the interest of publicly-accessible spaces.
- Lighting that reinforces safety and complements the public realm.
- The consideration of creative stormwater management best practices in open spaces.
- Rooftops that are activated or ready for future passive use.

How does open space improve the urban environment?

Appropriate open space design enhances city life and encourages community engagement by defining spaces and reinforcing neighborhood character, wayfinding, and safety.



The sculpture provides visual interest in this well-lit public space, creating an inviting place to gather (image credit: Gregory Ballos).

4.2 Open Space (cont.)

4.2.1 Plazas, Forecourts, Pocket Parks, and General Open Spaces

- a) Utilize building setbacks to provide well-defined, publicly accessible open spaces.
- b) Developments should avoid setbacks or modulation of the ground floor that limit passive surveillance.
- c) Access points should be highly visible.
- d) Open spaces should be lined with or incorporate active uses.
- e) Public spaces in downtown Orlando are accessible and intended for human use. As such, outdoor dining, seating, and stationary uses are highly encouraged.

4.2.2 Artwork

Open space, accessible by the public, is encouraged to provide visual interest with artwork. This may include sculptures, water features, murals, or other art-forms intended for outdoor placement.

4.2.3 Rooftop Activation

When feasible, building rooftops in commercial and mixed-use districts are encouraged to be activated with uses such as, but not limited to, amenity space, passive green roofs, and solar collection as allowed by code.

4.2.4 Lighting

- a) Incorporate dark sky compliant lighting that enhances the public realm and reinforces neighborhood character and safety.
- b) Lighting should be glare-free to create safety.

4.2.5 Stormwater Management

- a) Encourage green infrastructure to assist with stormwater management. This may include, but is not limited to, rain gardens, bioswales, and permeable pavements.*
- b) Soil cells are encouraged for tree planting in open spaces, plazas, and forecourts to maximize water infiltration.
- c) Stormwater ponds, when needed, should be amenitized and integrated into the landscape design. Ponds that require fencing are not appropriate.
- d) See Section 3.2.3 Stormwater for how to incorporate stormwater management on a street.

**Note: Permeable pavements may be allowed, but they might not be credited for stormwater treatment or attenuation.*

What to Aim for



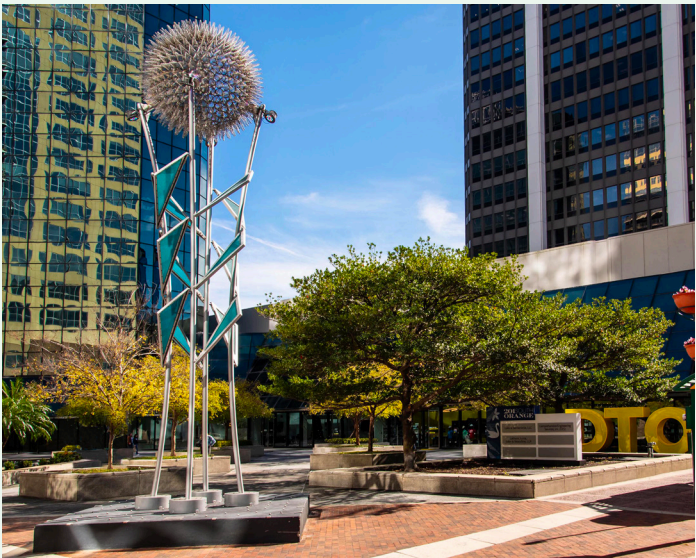
Movable seating and shade trees invite activation even on summer days. Permeable ground cover supports stormwater management.



This public open space features a central lawn, movable chairs, and various year-round events such as barbecues, movie nights and food festivals. (Image courtesy of Ustler Development, Inc.)



This highly visible open space provides visual interest with a large colorful mural.



This plaza includes program elements like seating, public art and ground floor retail.

4.3 Parking, Circulation, Access

This section helps ensure downtown is easier to get around by prioritizing safe and efficient circulation networks while integrating parking in a manner that supports redevelopment and a pedestrian-friendly environment.

Developments should be designed to emphasize clear pedestrian connections and efficient vehicle movement, resulting in an accessible, uninterrupted, and pedestrian-friendly experience.

Design Outcomes:

- Parking is secondary to active uses along the street wall.
- Safe, well integrated vehicular circulation that relates to adjacent sites.
- Vehicular access should be secondary to pedestrian movement along streetscapes.
- Shared and reduced parking agreements that encourage walkability and promote pedestrian oriented building design are used.

What is meant by a pedestrian-friendly experience?

The intent of this section is to provide guidance on balancing the need for vehicles on-site in downtown Orlando and the desire for a pedestrian-friendly experience through strategic design recommendations that screen appropriately integrated vehicular circulation with site design.



4.3 Parking, Circulation, Access (cont.)

4.3.1 Surface Parking

Surface parking is prohibited between the building and the right-of-way for all street typologies.

4.3.2 Screening

a) All surface lots should be screened from adjacent street(s) and public open space as approved by the Appearance Review Board.

b) Existing parking lots with street frontage, when improved, should provide one of the following screening techniques between the surface lot and any right-of-way.

- 1) A low masonry street wall that meets Traditional City Design requirements.
- 2) A landscaping strip (minimum width of 3', ideally 7.5') with trees.
- 3) Other screening approach as approved by the Appearance Review Board.

For the purpose of this guideline, improved means when a city permit(s) is required for proposed work.

4.3.3 Shared Parking

Shared parking agreements should be considered within Parking Zone B. Reference [Exhibit A - Downtown Parking Zones in the appendix](#).

4.3.4 Parking Minimums

Best efforts to accommodate required parking on-site should be made; however, relief from minimum parking ratios within the CRA will be considered.

4.3.5 Alley Access

Whenever a property has access to an existing alley, or the ability to implement a new alley, it should be used for vehicular access, service, and loading.

4.3.6 Cross-Access

Rear and mid-block parking should be designed to accommodate future cross-access with adjacent properties.

4.3.7 Micromobility

- a) Existing parking spaces may be adapted to provide two-wheel parking spaces or bike corrals.
- b) Long-term bike parking, such as bike shelters and bike racks with access to outlets for e-mobility device charging, is encouraged.

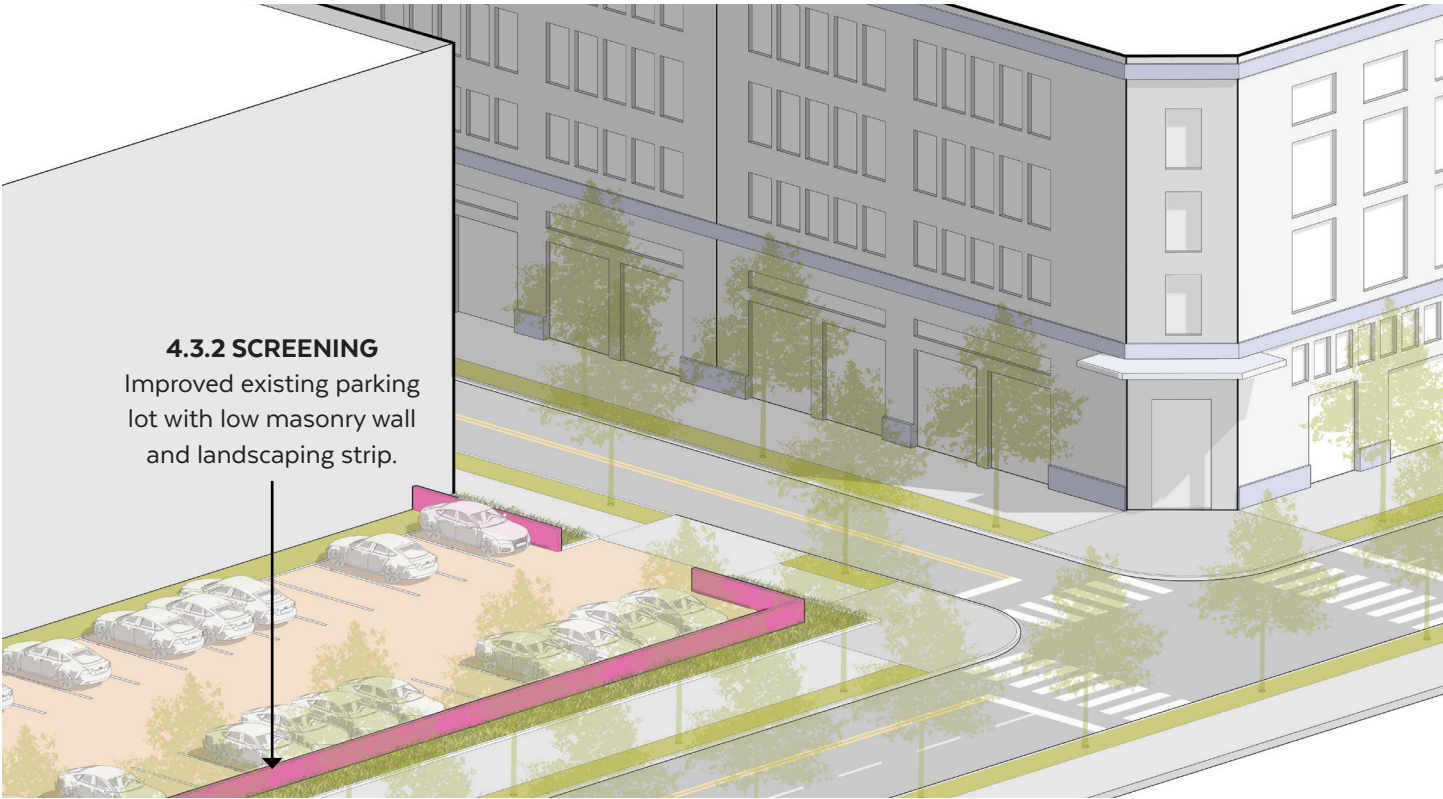


FIGURE 4.1: EXISTING PARKING LOT - IMPROVED

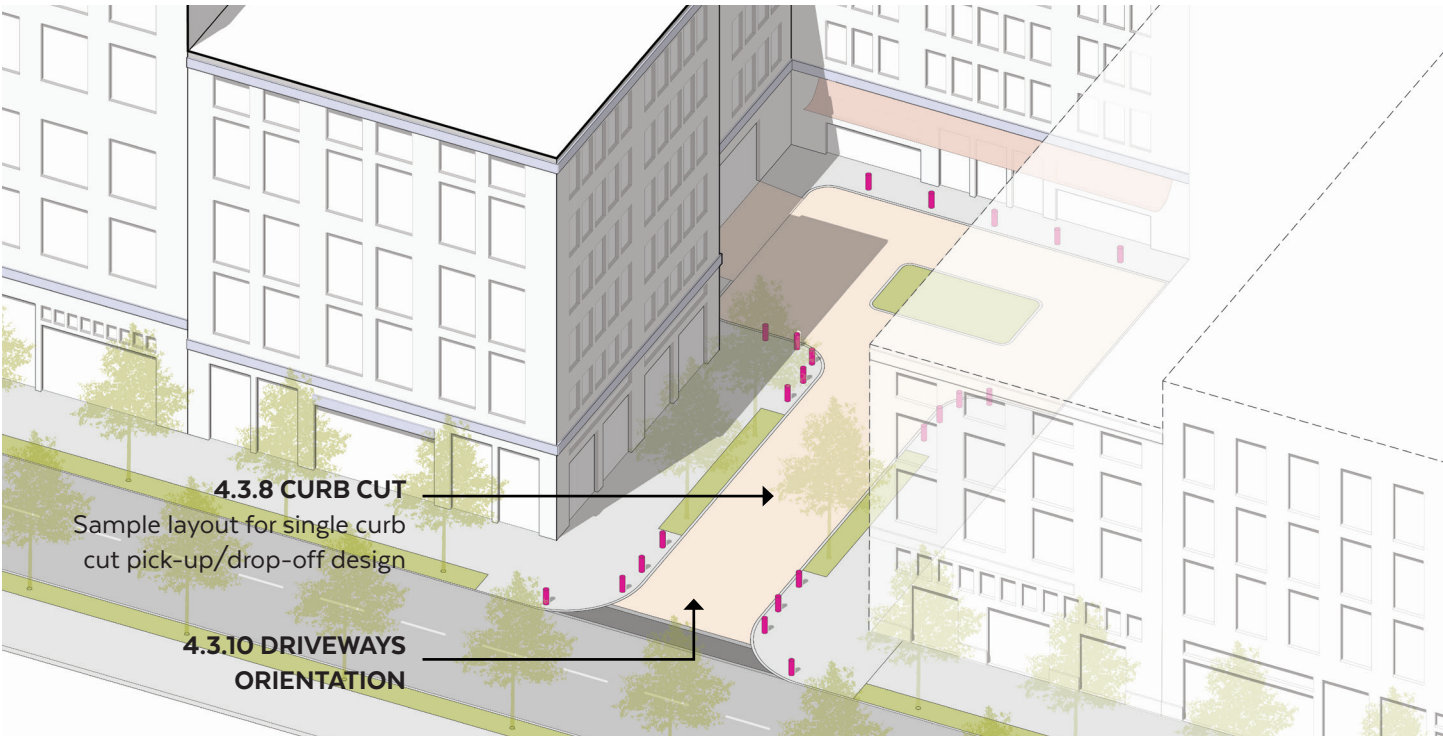


FIGURE 4.2: BUILDING PICK-UP / DROP-OFF CIRCULATION

4.3 Parking, Circulation, Access (cont.)

4.3.8 Pick-Up/Drop-Off Lanes

- a) Pick-up / drop-off lanes for hotels and other uses shall not encroach into the required streetscape and are encouraged to be within a parking garage or motor court with limited street frontage.
- b) Vehicular queuing for pick-up / drop-off lanes should be accounted for on-site and should not impede pedestrian movement along any public sidewalk.

4.3.9 Curb Cuts

- a) The addition of a curb cut at the primary frontage should be avoided unless required per code or no other access points are feasible.
- b) No more than one curb cut should be along the primary or secondary frontage.
- c) Curb cuts should be limited in width. See [Section 61.240](#).

4.3.10 Driveways

- a) Driveways should be oriented 90 degrees to the street. Shared driveways are encouraged.
- b) Driveways should not be designed in a way that unnecessarily widen the curb-to-curb width.

How can we make parking and circulation work on small sites?

Parking and circulation can be a challenge for small sites. As described in Chapters 4 and 5, parking between the building and street is not permitted. When designing for a small site, consider ground-floor parking alternatives or parking accessed by an alley, side drive, or shared drive.

What to Aim For



This curb cut provides access for both parking and service internal to the site without creating a break in the sidewalk.



This downtown Orlando surface parking lot is appropriately screened with a decorative wall, shrubs, and shade trees.

What to Avoid



The placement of the service bay creates an unnecessarily wide curb cut that impedes the pedestrian zone.



This surface lot is not appropriately screened from the street.

4.4 On-Site Mechanical Equipment and Screening

This section helps to ensure necessary equipment and utilities are appropriately accommodated and screened on-site.

Developments should locate on-site mechanical equipment in a manner that minimizes impact on the pedestrian experience while enabling access and promoting visual appeal.

Design Outcomes:

- Identify and address conflicts early in the design process.
- Minimize pedestrian and visual impediments.
- Consider noise and how it may impact adjacent users and sites.

What is meant by promoting visual appeal of on-site equipment?

Most commonly, the response is to screen on-site equipment by providing a evergreen screen and/or incorporation of on-site structures that shield the equipment from view. However, owners are encouraged to be creative with their screening techniques to meet the intent of this section.



4.4 On-Site Mechanical Equipment and Screening (cont.)

4.4.1 Placement On-Site

- a) Mechanical equipment should be located within the building envelope, on rooftops with approved screening, or below ground. Reference Sec 5.4 Functionality.
- b) Ground-mounted mechanical equipment, utility fixtures, and service areas (including, but not limited to, dumpsters) should not be located between any portion of the building and the street, or be visible from any street or public open space.

4.4.2 Screening

- a) When site constraints prevent recommended placement, as noted in Section 4.4.1, mechanical equipment and service areas must be screened to be less visible. Screening materials should be durable, complement the building, and incorporate landscaping to make the screen more effective. Reference 5.5 Color and Material.
- b) Screening must conceal the full height of the item(s) being screened so as not to be visible from any street or public open space.

What to Aim For



This enclosure incorporates a trellis so equipment is less visible from upper floors.



Screening is incorporated as an extension of the building, using a color and material palette that effectively blends into the environment. (image credit: PalmSHIELD)

How to Improve it



The inclusion of landscaping would help soften the contrast of material as compared to the primary structure.

What to Avoid



Placement of mechanical equipment between the building and street, along with lack of screening, detract from the public realm.

5.0

Building Design

5.1 - Massing and Modulation

5.2 - Articulation

5.3 - Ground Floor Design

5.4 - Functionality

5.5 - Color and Material

5.6 - Lighting

5.7 - Structured Parking Design

5.1 Massing and Modulation

This section provides guidance on building form with a particular focus on creating variety and visual interest throughout downtown Orlando.

Buildings should create rhythm in the city’s urban environment through varying heights and forms.

Design Outcomes:

- Beautiful buildings that contribute to and frame streets.
- Buildings with large frontages are divided into smaller vertical sections, providing a rhythmic street wall.
- Buildings that are sensitive to the scale of adjacent historic districts, historic landmarks, and single-family zoning districts.
- Buildings that have a clear base, middle, and top.

What is meant by “massing” and “modulation?”

Massing: the three-dimensional form of a building that includes the height, width, proportions, and relative scale.

Modulation: how a building is visually divided and shaped to avoid long, flat surfaces and to relate to people and the surrounding city.



5.1 Massing and Modulation (cont.)

5.1.1 Defined Massing

Buildings of three or more floors in height should express height by modulating its mass from base to middle and top, for example with the use of stepbacks (whether employed by requirement or design choice). See Figure 5.1.

5.1.2 Scale of Modulation

Human-scale should be used in the lower portions of buildings. Urban-scaled modulation (such as signature forms) should be reserved for building tops.

5.1.3 Street Wall Modulation

Buildings with a street frontage of 60 feet or greater should be broken into smaller sections.

5.1.4 Varied Building Height

Developments with three or more buildings each exceeding 100 feet in height should vary the heights.

5.1.5 Stepback

a) For buildings proposed to exceed the height of neighboring buildings, the Appearance Review Board may require floors above the building base to stepback.

- b) Buildings should respond to the scale of adjacent historic districts, historic landmarks, and single-family zoning districts.
- c) The Appearance Review Board may enforce a façade stepback of 6-feet or greater to buildings 4 floors or taller. See Figure 5.1.

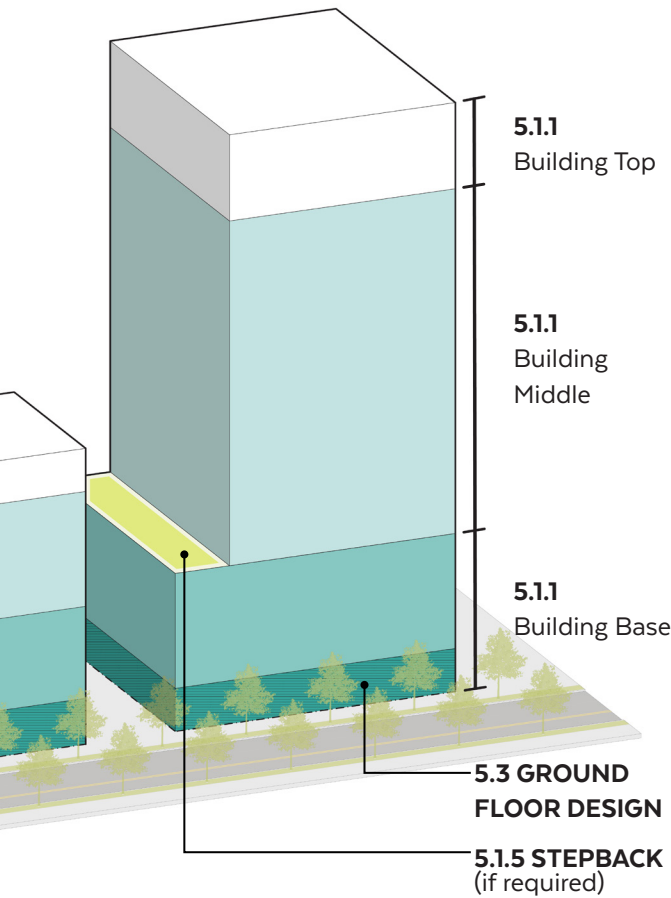


FIGURE 5.1: BUILDING MASSING COMPONENTS - **DIAGRAM**

5.1.6 Building Separation

For portions of a building above 100 feet, separation from existing or potential buildings of equal or greater height should be at least 40 feet. For any portion of the building that exceeds 200 feet in height, the building should be separated from existing or potential

buildings of equal or greater height by at least 60 feet. These standards may be modified to accommodate site-specific conditions. Certain parcels may be developed with multiple attached buildings. On any such parcel, building separation may be required.

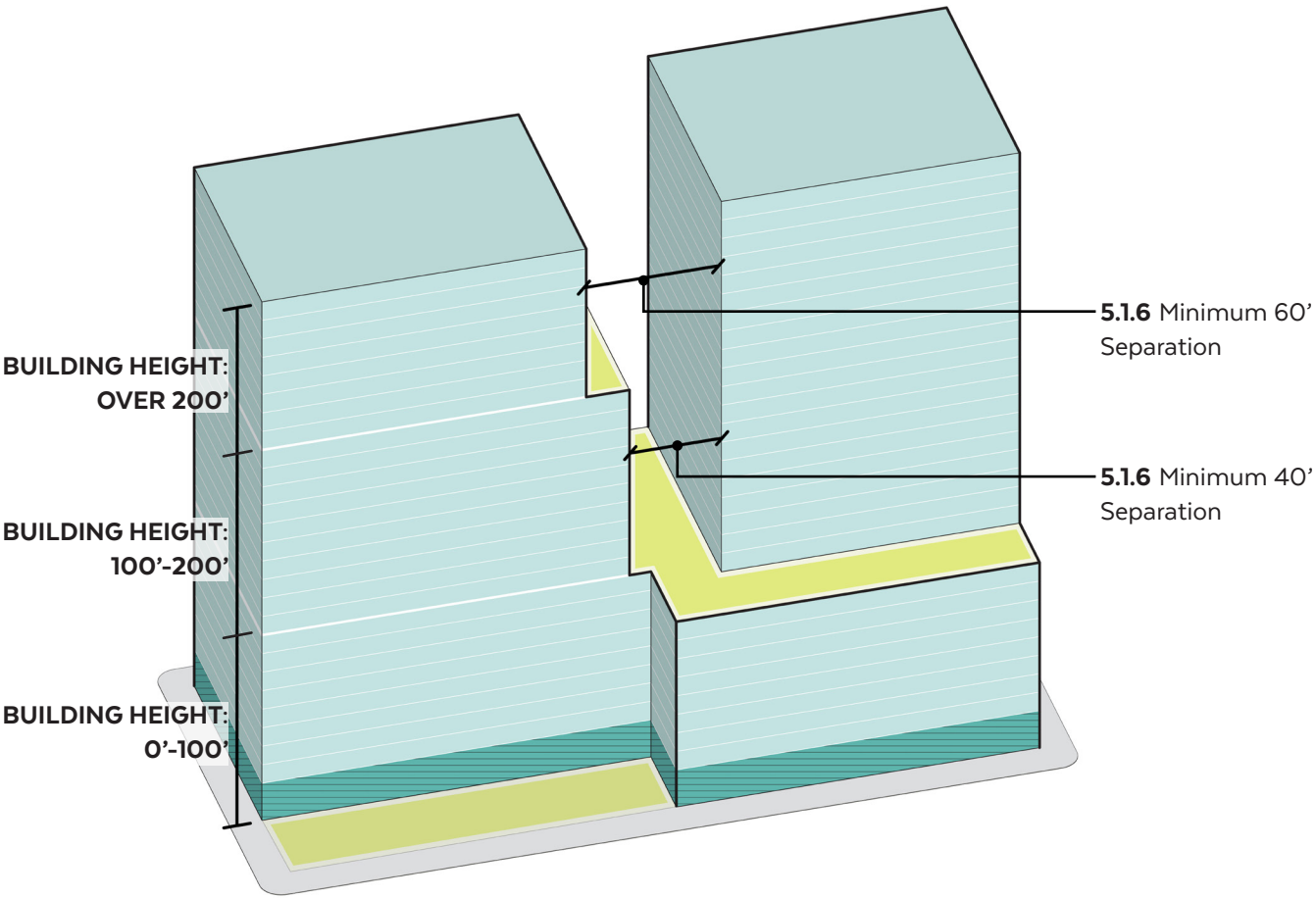


FIGURE 5.2: BUILDING SEPARATION - **DIAGRAM**

5.1 Massing and Modulation (cont.)

What to Aim for



This building expresses a defined base, middle, and top with entries for retail spaces establishing a rhythmic street wall.



This multi-building development incorporates multiple forms and modulation.



The different heights, modulation and materials create a distinctive massing for this building.



This building steps back from the street so it does not overshadow the historic church across the street.

What to Avoid



Without human scaled modulation of the lower floors, this building creates a monolithic wall detracting from the pedestrian experience.



Buildings should express a clear base, middle, and top. This structure exhibits a singular mass that does not relate to the public realm.



The new building (to the right) should respond to the historic structure with an appropriate stepback.



Reduction of sunlight and privacy are two things that may occur when tall buildings are not appropriately separated as recommended in this chapter.

5.2 Articulation

This section describes how details can be used to enhance the character of downtown Orlando buildings.

Enhance the richness and variety of the urban environment through the use of architectural expression, finishes, and materials.

Design Outcomes:

- Buildings that are visually interesting when viewed from near and far.
- Buildings that contribute to the public realm by providing weather protection to sidewalks.
- Buildings that contribute to the downtown skyline with an expressive roof form.

What is meant by “articulation”?

Articulation: architectural elements (such as doors, windows, and façade accents), arranged horizontally and vertically, that define a building’s façade and contribute to its visual organization and relationship to the surrounding urban context.

Overhangs, trellises, projections, reveals, and awnings contribute to the character of the building and create shadow patterns while aiding in climate control, and are encouraged.



This building provides variation in façade depth, weather protection, and ground floor branding that fits the building’s style.

5.2 Articulation (cont.)

5.2.1 Façade Continuity

- a) Buildings should provide a high level of articulation to all frontages abutting a public street or open space.
- b) Articulation should be used to support modulated massing as a complete composition. For example, elements should support the composition of a base, middle and top.
- c) The facade design should help identify the entrance to the building.

5.2.2 Corner Returns

Where a building turns a corner (“return”) onto an alley or horizontal setback, primary façade material detailing should extend a minimum of a full architectural bay before transitioning to a secondary façade design.

5.2.3 Building Top and Roofline

Articulation of the roofline or building top is strongly encouraged to be expressive in a manner that complements the overall building composition and Orlando skyline. This is particularly important for sites and buildings that may be viewed at a distance (such as an approach to downtown or across a lake).

5.2.4 Façade Depth

Flat façades are discouraged and depth of articulation is encouraged. The design of buildings should cast shadows on the façade itself and portions of the public realm.

5.2.5 Colonnades and Arcades

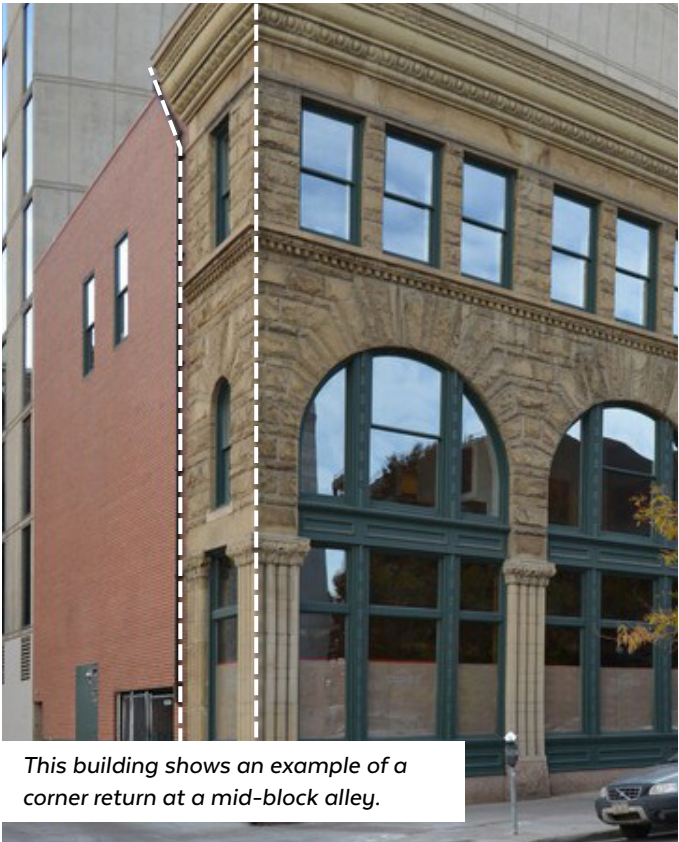
The use of colonnades and arcades is encouraged as a way to provide weather protection and as an extension of the public sidewalk. They should provide a minimum 8 foot wide clear pedestrian zone. Colonnades and arcades should have a clear interior height that meets or exceeds the ground floor height, up to 2 stories, of the building.

5.2.6 Weather Protection

All buildings should provide weather protection at street level entries. It is encouraged to extend weather protections along the full frontage of downtown streets.



The downtown Orlando skyline viewed from a distance. Consider how new buildings can fit into a skyline view.



This building shows an example of a corner return at a mid-block alley.



This downtown Orlando colonnade provides shelter from inclement weather.

5.2 Articulation (cont.)

5.2.7 Canopies, Balconies, Awnings, Marquees

- a) Balconies and marquees should provide a minimum 9 feet underside clearance. A minimum depth of 4 feet (5 feet preferred) for balconies and 4 feet for marquees should be provided.
- b) Awnings should provide a minimum 9 feet underside clearance and a minimum depth of 5 feet.
- c) When street trees are not feasible, canopies, awnings, or marquees should be provided in accordance with these guidelines.
- d) Canopies, balconies, and marquees should incorporate downspouts or other rainwater management systems to prevent water spill onto the public realm.
- e) Any canopy, awning or balcony that encroaches into the public right-of-way must also receive a right-of-way encroachment agreement.

5.2.8 Multifamily Porches and Balconies

- a) Porch depth should be minimum 6 feet. Porch width should be at least 25% of the façade width. Corner properties are encouraged to implement a wraparound porch.
- b) Balconies should be minimum 4 feet in depth.
- c) Both porches and balconies should be open air on at least two sides.
- d) Townhouse developments are encouraged to provide a front porch and upper floor balcony.

5.2.9 Doors and Windows

Fenestration should be organized to create visual rhythms or patterns that break down the horizontal and vertical scale of large buildings.

5.2.10 Windows - Muntin Bars

- When utilized, muntin bars shall be of two types:
- a) True divided lite type, or
 - b) Simulated divided lite type with permanently attached muntin grills on both the interior and exterior surfaces, with an additional spacer bar installed between the glass.

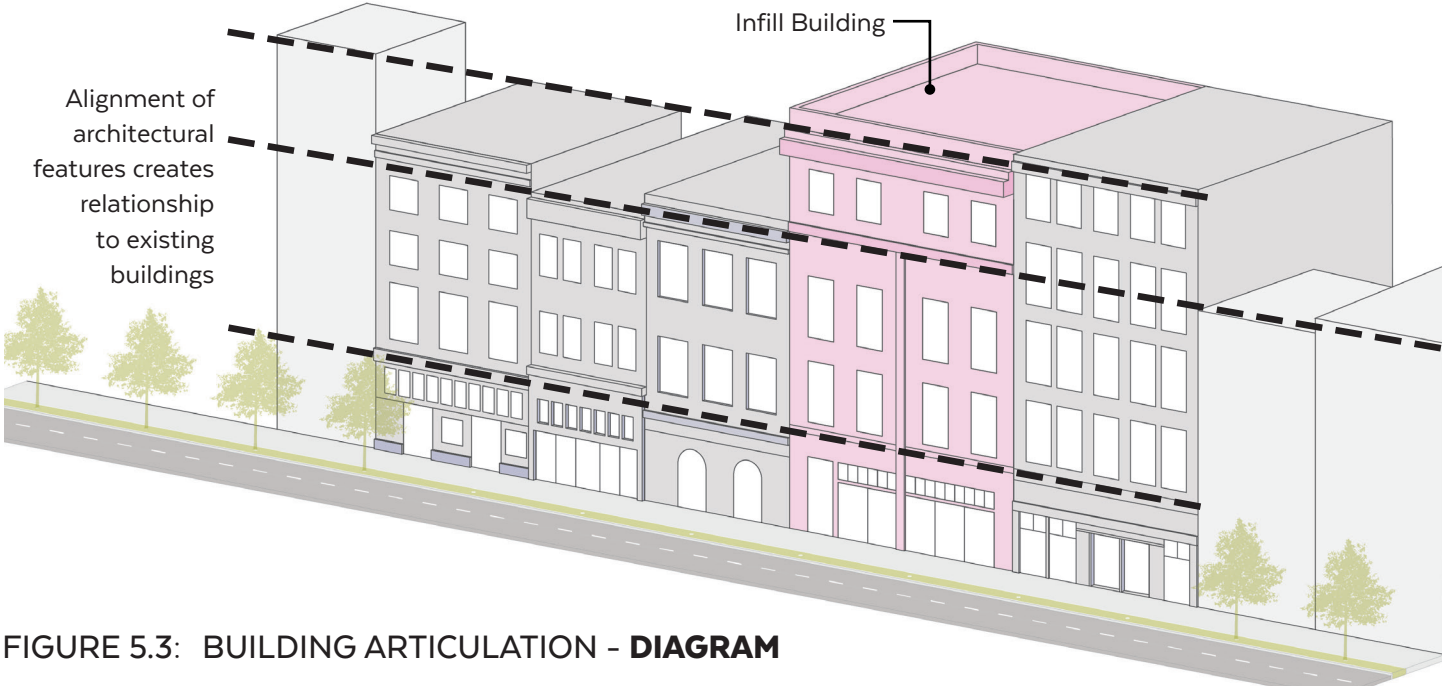


FIGURE 5.3: BUILDING ARTICULATION - **DIAGRAM**



5.2 Articulation (cont.)

What to Aim for



Articulation is well scaled for each portion of the structure providing façade continuity and depth.



This well-defined articulation of the ground floor and building base provides weather protection, and visual interest.



The roof canopy and the colorful, movable balcony sunshades create a dynamic façade.



The fenestration patterns and depth break down the horizontal scale of the building base.

What to Avoid



Continuous opaque surfaces are discouraged.



The colonnade shown above is not designed as an extension of the sidewalk zone and encourages hidden activities.



The reflective glass used on this façade creates a singular mass without any depth.



This building lacks façade continuity, creating an uninviting street frontage.

5.3 Ground Floor Design

This section provides guidance on how to design the ground floor to create connections between inside and outside and to make an inviting street environment.

Careful design of the interface between a building and its adjoining sidewalk or public space at the ground floor is essential to an activated downtown.

Design Outcomes:

- Buildings that promote engaging, safe, and active sidewalks.
- Unobstructed transparent views to the interior of buildings at the ground floor from adjoining sidewalks and public spaces.
- Building entries that are clearly defined.
- Storefronts that feel consistent across the building but allow room for customization.

What is meant by “Active Frontage,” “Externalization,” and “Personalization?”

Active Frontage: The ground floor area of a building that is programmed with active uses, such as retail, restaurant, personal services, office, residential, or even a programmed outdoor courtyard.

Externalization: The extension of a business’s interior activities into public space (e.g., outdoor seating, displays, or music), blurring the boundary between private and public realms.

Personalization: The way businesses and individuals claim and personalize adjacent public or semi-public space, often through design cues like seating, planters, or signage.



5.3 Ground Floor Design (cont.)

5.3.1 Enhanced Design

It is expected that the ground floors of buildings in downtown Orlando will have enhanced details and natural, tactile materials that address the scale of a person and enhance the quality of adjoining streetscapes.

5.3.2 Active Frontage Depth

- a) A minimum active frontage depth of 25 feet should be provided. This guideline is intended to provide sufficient floor area for active building programs.
- b) The Appearance Review Board may reduce the recommended frontage percentage for parcels 50 feet wide or less.

5.3.3 Minimum Ground Floor Height

The minimum ground floor height is 16 feet. This height applies to the portion of the building that satisfies the active frontage requirement.

5.3.4 Façade Transparency

- a) The ground floor façade must be at minimum 15% transparent. Required ground floor façade transparency must be located, at minimum, between 3-7 feet as measured from the building’s base. A transparency level of 30% or grater is encouraged to support active, pedestrian-oriented storefront design.
- b) Avoid blocking views through windows with temporary or permanent coverings, including but not limited to, inward facing stock shelves and refrigerators, window wraps, or black-out curtains. Signs shall not cover more than 25% of the area of each individual window.
- c) The transparency for a structure is calculated per floor, per street-facing façades as follows:
$$(façade\ width\ in\ feet) \times (floor-to-ceiling\ height) \times (percentage\ of\ required\ transparency) = (square\ feet\ of\ required\ transparency)$$
- d) For buildings with a parcel frontage of 75 feet or less, no matter the street classification, the Appearance Review Board may support a 20% reduction in the required minimum

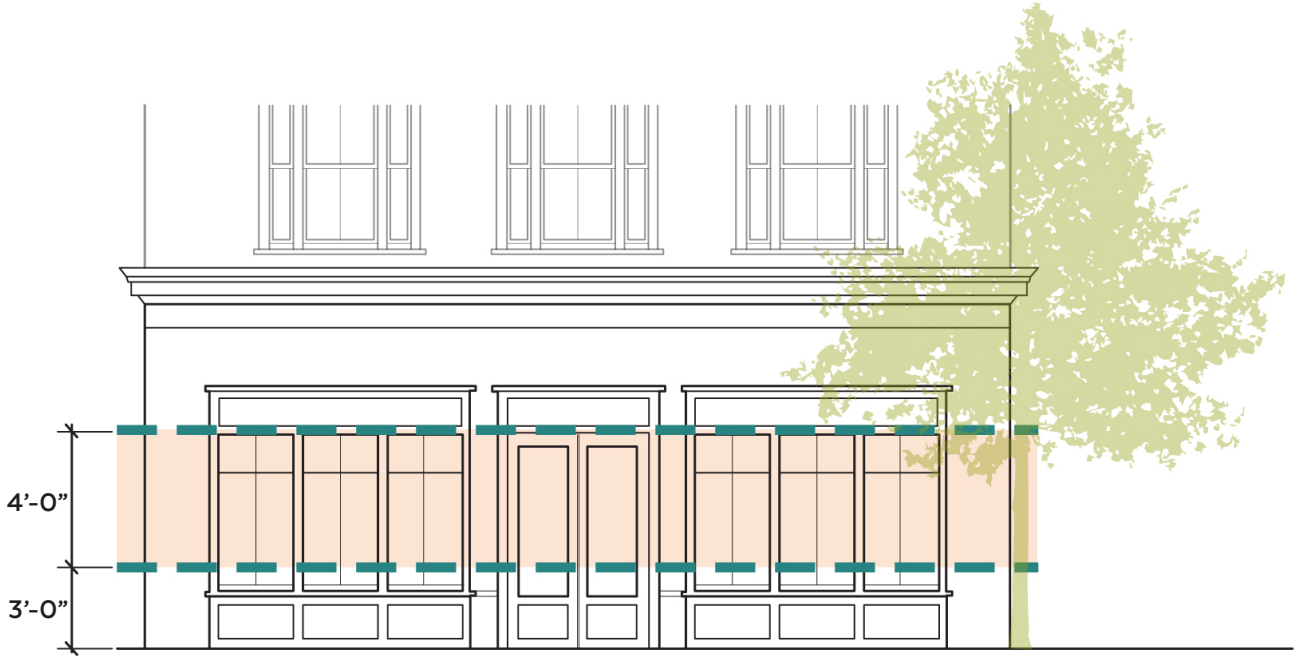


FIGURE 5.4: MINIMUM FAÇADE TRANSPARENCY LOCATION - **DIAGRAM**

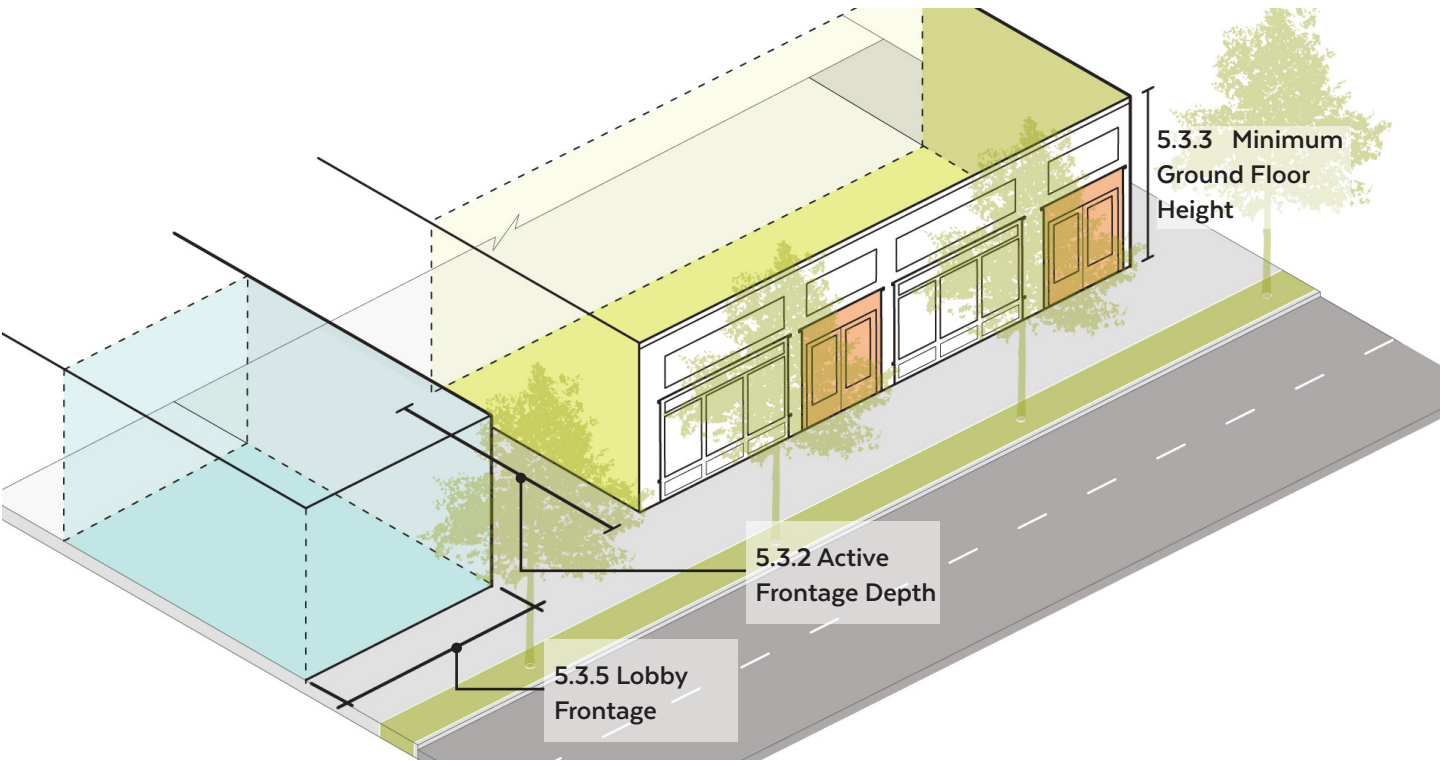


FIGURE 5.5: FAÇADE ACTIVATION AND HEIGHT - **DIAGRAM**

5.3 Ground Floor Design (cont.)

transparency, on a case-by-case basis.

5.3.5 Lobby Frontage

All lobbies, regardless of type, should be limited to a maximum frontage of 30 linear feet per lobby, per building frontage; or 40 feet if combined with a retail use.

5.3.6 Building Entry Placement

- a) Doors must be provided directly to the street for each ground floor tenant.
- b) Encourage access between the outdoor public realm and indoor active uses at an average of 40 linear feet of sidewalk.
- c) For buildings on corner lots, corner entries are encouraged.

5.3.7 Building Entry Design

- a) Ground floor entries should be recessed and or sheltered with special care not to create dark corners or entrapment areas.
- b) Entries should be designed in a way that establishes a hierarchy related to the building program with pedestrian-scaled enhancements, such as planters, awnings, or canopies.
- c) To reduce the impact on pedestrian

circulation, doors that swing outward, into the public realm, should be inset.

5.3.8 Articulation

Articulation of the ground floor should differ at a minimum every 60 feet. A change in color alone shall not satisfy this guideline.

- a) Inset or projection of the building base that responds to the rhythm of shopfronts and ground floor program.
- b) Change in façade material, window, and door system.
- c) An open-air pedestrian connection to the mid-block or courtyard.

5.3.9 Personalization

- a) Storefronts may be designed to reflect a specific brand identity if the aesthetic for each storefront relates to the architectural language established by the overall building.
- b) Encourage food and beverage businesses to claim sidewalk space, where appropriate, to encourage social interaction. Use removable fences, planters, or combination of the two to delineate seating space.
- c) Encourage retail uses to display products along the street edge of storefronts, within the public realm. Bookcases, clothing racks,

baskets, or shelves of product can encourage pedestrians to stop and linger.

- d) Maintain clear pedestrian pathways (minimum 5 feet), as per code, Chapter 3 Streets and Streetscapes, and other guidelines regarding cafe seating and other sidewalk interventions.

5.3.10 Ground Floor Residential

- a) Developments with ground floor residential shall provide individual entrances to units that are directly accessible from the sidewalk and open directly onto the adjacent sidewalk or open space. For streetscapes with narrow sidewalk widths (less than 10 feet) set entryways back a minimum of 5 feet so as not to impede pedestrian circulation on

the narrow sidewalk.

- b) For buildings with ground level residential, a landscape zone should be provided between the back of sidewalk and residential frontage of not less than 3 feet. If the right-of-way does not accommodate this, an easement must be provided outside the right-of-way.

- c) For residential buildings up to 3 floors in height, the entry level finished-floor-elevation is encouraged to be elevated above the adjacent grade by a minimum of 18 inches. Primary entries should not be slab-on-grade unless appropriate measures to accommodate ADA access are unattainable.

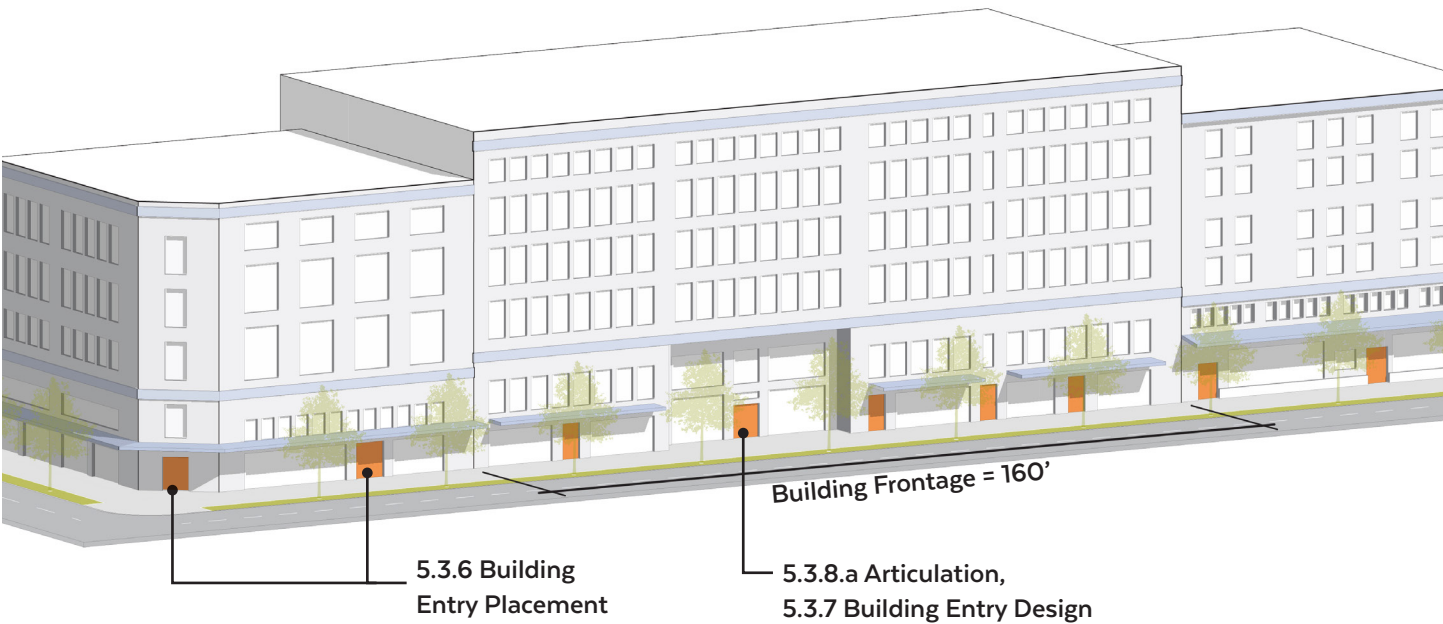


FIGURE 5.6: GROUND FLOOR DESIGN - **DIAGRAM**

5.3 Ground Floor Design (cont.)

What to Aim for



This entry is activated with movable tables and chairs while shade trees and building canopy provide weather protection.



Large windows provide views into the storefront, and a setback entry with glass doors is also provided to avoid interrupting the sidewalk.



This building has Individual residential entrances that engage the street.



The sidewalk café activates the street with outdoor seating area and low planters.

What to Avoid



Excessive lobby frontage creates dead zones along the street.



The graphic window film removes the opportunity to see into the storefront.



Ground floors should activate the streetscape, in no case should blank walls such as this be proposed in downtown.



Branded storefronts should relate to the overall building design

5.4 Functionality

This section describes how to best integrate and hide mechanical systems required for building operations.

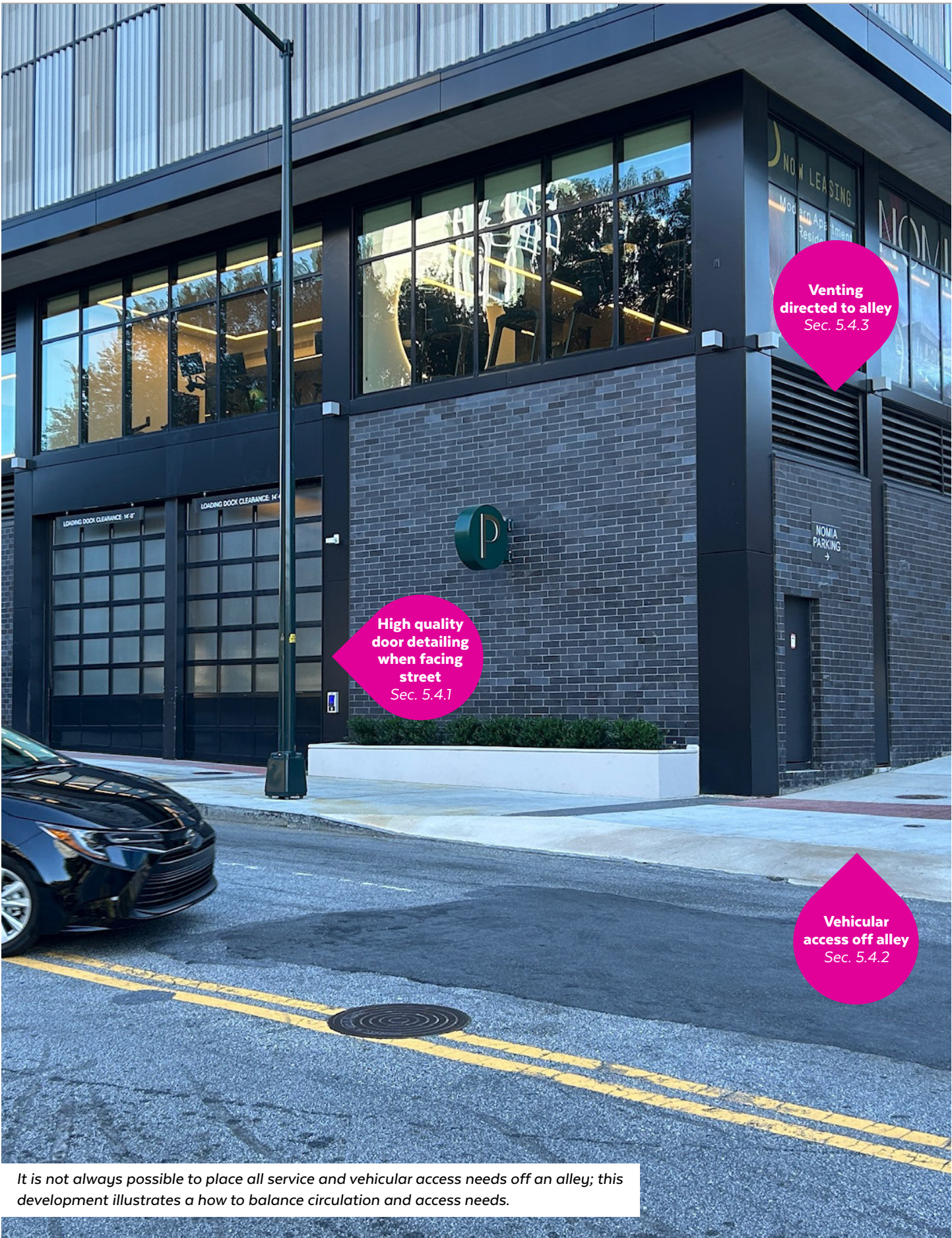
Integrate mechanical systems with the structure and into the site to minimize the visual impact on the public realm.

Design Outcomes:

- Utility equipment and enclosures are integrated into the building and site design, helping to create visual interest along public spaces while hiding mechanical equipment from view.
- Vehicle entries are on secondary façades.
- Venting, security gates, and drive-throughs do not negatively impact the pedestrian experience or create safety or security concerns.

What is meant by building functionality?

Functionality: operational elements needed for a building to perform mechanically and also provide vehicular access points as needed.



It is not always possible to place all service and vehicular access needs off an alley; this development illustrates a how to balance circulation and access needs.

5.4 Functionality (cont.)

5.4.1 Utility Equipment, Enclosures, and Access Doors

- a) Best efforts should be made to appropriately integrate all utility equipment, enclosures, and access doors into the building.
- b) Treat otherwise utilitarian elements with care when they are located along a street or in a public space. Specifically, high-quality materials, detailing, art and even transparency to service elements (pump rooms, for example) may be used to create interest along streets.

5.4.2 Vehicular Entry Bays and Doors

- a) Vehicular entry bays and doors should be prohibited along the primary building façade. When entry bays and doors at the primary building façade are allowed due to site conditions that restrict placement elsewhere, ingress and egress points should not exceed two lanes. Entry bays and doors should not exceed two per façade frontage and should be architecturally integrated into the overall building design.
- b) For townhouses, when a garage door fronts a street, it should be single-door-width only. Multiple single doors may be approved.

5.4.3 Venting

Venting for commercial kitchens should be exhausted through the roof or onto an alley and should not be visible from the right-of-way. Vents should not be directed towards a usable open space, residential dwelling, or pedestrian zone. Mechanical scrubbers may be required to minimize impacts where no other option is available, for example with historic buildings.

5.4.4 Security Gates

Security gates should consist of open grillwork rather than solid material. Gates, when open, should be recessed within, or laid flush with the building façade, located behind the storefront system.

5.4.5 Drive-Through Windows

Place drive-through windows internal to the site, out of view from the street.

5.4.6 Roof-Mounted Equipment

Design of required screening for roof-mounted equipment should be equivalent to the building’s architectural design and detailing. Rooftop vents and stacks, excluding chimneys, should be painted to match roof material.

What to Aim for



This building shows an appropriate use of security gates.



This building has appropriate integration of vehicular entry with building architecture.

What to Avoid



Venting should not be directed towards a sidewalk or usable open space.



Best efforts should be made to combine service and vehicular circulation to reduce impact on the sidewalk zone.

5.5 Material and Color

This section provides guidance on selecting durable and appealing materials and color for buildings.

Encourage material palettes that achieve both durability and beauty.

Design Outcomes:

- Building materials and color that relate to the historic structures of downtown Orlando.
- Building materials that are durable in the Central Florida climate.
- Accent materials that are carefully added to the building design to add interest.
- Windows that are transparent.

What is meant by material and color?

Material and Color: the selected finishes for buildings that reflect downtown Orlando and promote a safe and engaging public realm.



5.5 Material and Color (cont.)

5.5.1 Regional Aesthetic and Durability

- a) It is strongly encouraged for architects to find inspiration in the materials and colors of historic buildings and styles of the region.
- b) Building materials should be durable for the Orlando climate. Durable materials (stone, precast, or other decorative hard surfaces) should be used for ground floor façades and water tables.
- c) Outside of residential zoning districts, stucco should be avoided at the ground floor façade.

5.5.2 Intentional Palette

- a) Building façades should be constructed of no more than three primary materials and or colors. Additional materials may be used to accent the building.
- b) Primary materials are the dominant materials of a building’s façade and should represent between 75% to 90% of each façade face.
- c) Accent materials are utilized to provide architectural interest and variety on a building and typically comprise between 10% to 25% of each building face.

5.5.3 Palette Association

Colors of accessory structures or other site elements (fences, dumpster enclosures, etc.) should match or complement those used on the primary structure.

5.5.4 Material Definition

- When a change in material occurs above a lower floor one of the following should occur:
- 1) Modulation of the floor(s) above;
 - 2) Or, an expression line should delineate the division between the two materials.

5.5.5 Window - Glazing

- a) Windows and doors may utilize clear or tinted glass. Tinted glass should have a visible light transmittance factor of 60% or greater and have a visible light reflectance factor of ten or less.
- b) Storefront glazing should utilize clear glass.
- c) Glass block, painted glass, reflective glass, or other similarly treated or opaque windows are prohibited.

5.5.6 Secondary Building Materials

- a) Plastic or vinyl should be avoided for elements such as, but not limited to, windows, shutters, gutters, awnings, fencing, and siding.
- b) Awnings and canopies should be fabricated of woven fabric, glass, metal, or other permanent material.
- c) Awnings of woven fabric should be changed as often as necessary to maintain color and vibrancy.

What to Aim for



This building shows an intentional palette reflecting a regional aesthetic.



This building uses playful windows tinted in various colors as an accent to the overall intentional palette.



This building uses accent materials, color and art to provide architectural interest.



This structure utilizes durable cast stone and brick to complement the adjacent historic structures.

5.6 Lighting

This section describes the appropriate use of lighting on buildings for safety and visual enhancement.

Identify and implement strategic lighting opportunities to enhance Orlando’s nighttime ambiance and public safety.

Design Outcomes:

- Lighting on buildings that contributes to the skyline and that accentuates their architectural form.
- Lighting is used as an accent, not as a substitute for architectural design.
- Site and building lighting do not contribute to glare trespass.
- Cut-off fixtures prevent excessive glare from impacting the pedestrian experience.

What is meant by building lighting?

Lighting: the functional aspect of lighting that addresses safety, security, and wayfinding needs around a building and lighting that highlights architectural features and creates inviting outdoor spaces at night.



Lighting highlights this building top
Sec. 5.6.2

Marquee lighting highlights the building entry
Sec. 5.6.3

The canopy light create an inviting outdoor environment at night.

5.6 Lighting (cont.)

5.6.1 Animated Lighting

Lighting that rotates or changes color more than once per day (24-hours’ time) should be avoided unless located at the ground level. Exceptions for upper floors are provided for national or City of Orlando observed holidays and for local events as approved by the Appearance Review Board.

5.6.2 Accent Lighting

- a) Accent lighting should reinforce architectural form and should not be used as a substitute for architectural quality or as a remedy for an undifferentiated façade.
- b) Accent lighting that highlights the architectural form of building tops should be used to create a distinctive downtown skyline.

5.6.3 Entry Lighting

Buildings should incorporate accent or security lighting design at all ground floor pedestrian entry points.

5.6.4 Lighting for Parking Structures

- a) Interior lighting for parking structures should use full cut-off fixtures to prevent light and glare trespass onto adjacent properties.
- b) Open rooftop parking lighting should be a maximum of 15 feet in height, should be full cut-off fixtures, and should be located towards the interior of the roof deck to avoid light spillage.

5.6.5 Site Lighting

- a) All new site lighting should incorporate automatic controls as well as meet the lighting requirements found in Chapter 63, Part 2M, Land Development Code.
- b) All rooftop lighting should use full cut-off fixtures.

What to Aim For



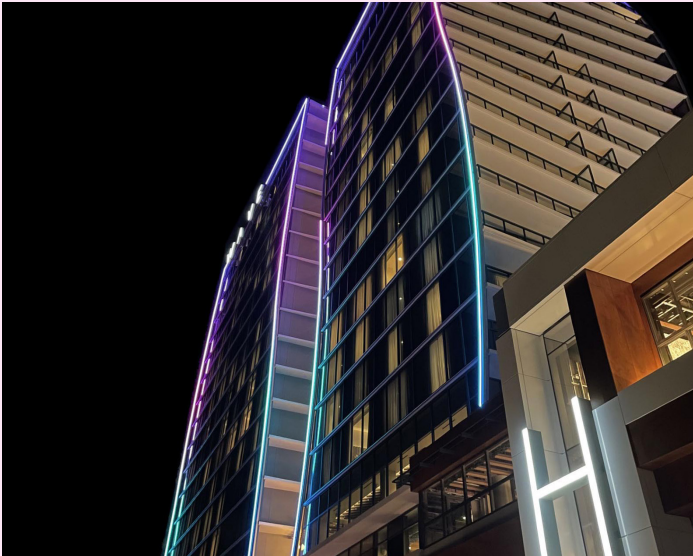
Accent lighting is used to highlight the architectural expression of the building top.



The dramatic lighting in this building emphasizes its architecture.



Lighting highlights the primary entry of this building.



The accent lighting complements the building shape.

5.7 Structured Parking Design

This section provides guidance for the architectural treatment of parking structures.

Design and refurbish parking structures to enhance pedestrian experience in the public realm.

Design Outcomes:

- Active uses are provided in front of structured parking.
- When a parking garage must face a street or open space, architectural screens are applied on the floors above the active uses.
- Parking structures do not negatively impact the public realm.
- Structured parking design complements the principal structure it serves.

What is meant by structured parking and façade activation?

Structured parking is a multi-level parking garage.

Façade activation means that structured parking should have active uses on the ground floor and two floors above.

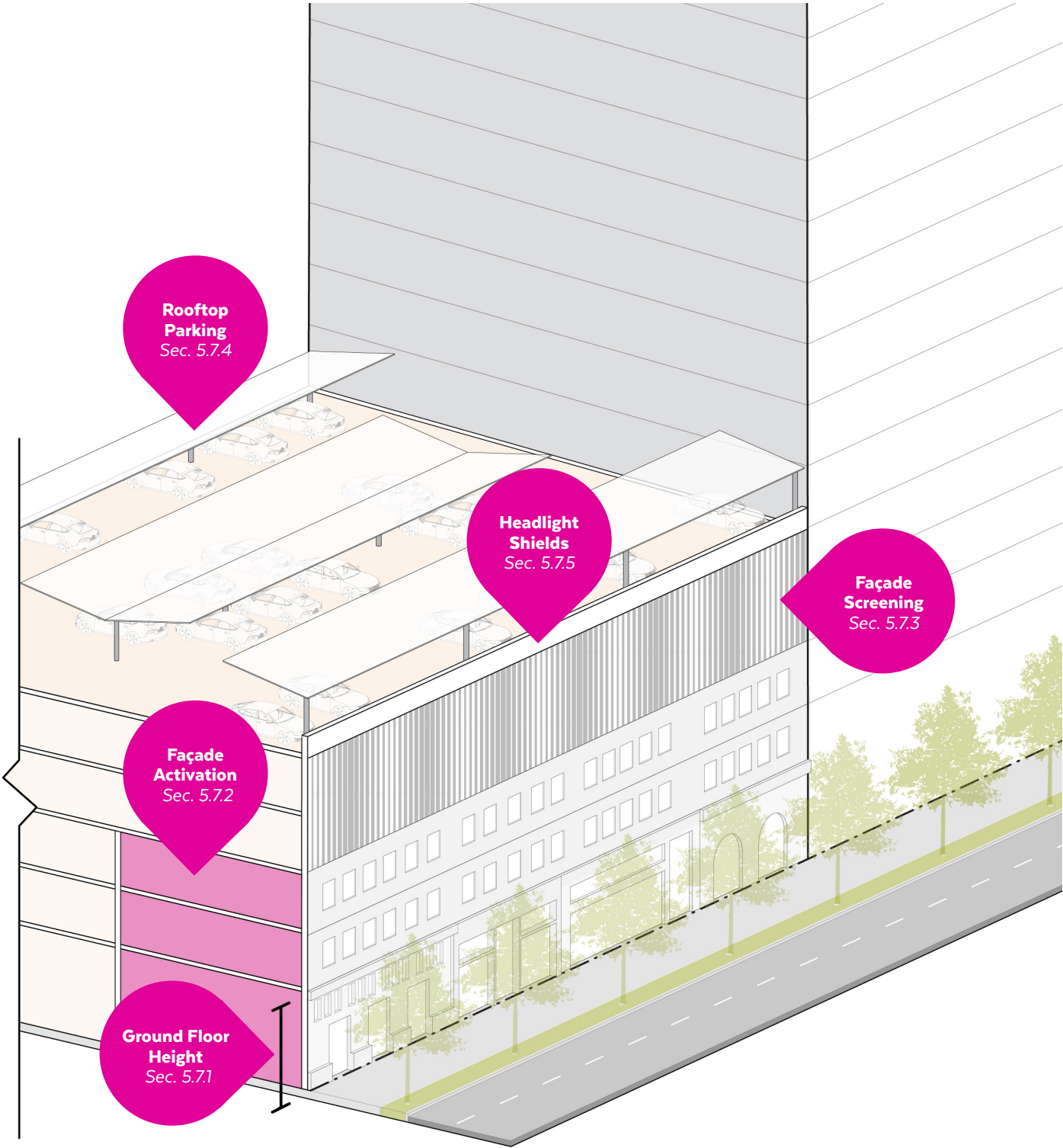


FIGURE 5.7: PARKING STRUCTURE REQUIREMENTS - **DIAGRAM**

5.7 Structured Parking Design (cont.)

5.7.1 Ground Level

- a) To provide sufficient height for ground level uses, including mechanical and service space inside the parking structure, the ground level floor should have a minimum floor to ceiling height of 17 feet-6 inches.
- b) Two-wheel parking spaces and long-term bike parking facilities (such as bike racks, bike shelters, or bike rooms) are encouraged to be included at the ground level.

5.7.2 Façade Activation

When fronting onto a street, parking structures should provide at least three floors of active use. The Appearance Review Board may approve only ground floor activation due to site constraints.

- a) Active use depth should not be less than 25 feet.
- b) A liner building of at least 3 floors located between the parking structure and street may be used to meet this guideline.

5.7.3 Façade Screening

- a) When a garage fronts a public street, open space, or is visible from the public realm, an architectural treatment that screens the parking garage openings should be applied to all floors that do not require façade activation.
- b) Blank walls with no visual interest should be avoided.

- c) Avoid superficial panels, graphics, or screening systems that are disconnected from the building’s architecture or that may weather poorly over time.

5.7.4 Rooftop Parking

Rooftop canopies, trellises, solar panels, shade structures, and similar elements should be encouraged where they contribute to the architectural composition, user comfort, or environmental performance

5.7.5 Headlight Shields

Parking trays, including the roof, should shield vehicle headlights from adjacent properties. An opaque wall, a minimum 42-inches tall (railing height), to screen headlights must be used. Cable railings are not allowed.

5.7.6 Sites Less than 100 Feet Wide

Parking floors that are covered by the upper floor of a building, but are otherwise open air on the sides and to the rear, may be approved by the Appearance Review Board based on the following guidelines.

- a) Screening, consistent with the building’s architectural design, is provided on all street-facing façades;
- b) The building provides a ground floor lobby or activated space that addresses the primary street façade.

What to Aim For



Three floors of active use is provided to screen this parking structure.



This parking garage has landscaping on the ground level and a playful perforated aluminum pattern on the upper levels helping screen the vehicles from the public realm.



This parking garage plays with lighting and colors to create interest.



This parking garage is activated on the ground level and has perforated aluminum screening serving as both a functional façade and a canvas for art.

Appendix

6.0

6.1 - Definitions	This section defines design and architectural terms used throughout the guidelines.
6.2 - Exhibit A	Downtown Parking Zones
6.3 - Product Specification Links	This section provides the product specification website links for recommended street furniture, pavement, and tree grates described in Chapter 3 Streets and Streetscapes.
6.4 - Treatment for Historic Properties	This section provides the Secretary of the Interior’s Standards for the Treatment of Historic Properties - Rehabilitation.

6.1 Definitions

Accessory Structure

A structure which is clearly incidental to, customarily found in association with, and serves a principal use; is subordinate in purpose, area, or extent to the principal use served; and is located on the same building site as the principal use, or on an adjoining building site in the same ownership as that of the principal use (definition from Land Development Code).

Active Frontage Depth

The interior heated / cooled portion of a building required to meet a minimum depth; may not include non-residential storage areas.

Appearance Review Board (ARB)

The ARB is an advisory board to the Orlando City Council that reviews requests for Certificates of Appearance Approval (CofAA) (definition from Land Development Code).

Articulation

Architectural elements (such as doors, windows, and façade accents), arranged horizontally and vertically, that define a building’s façade and contribute to its visual organization and relationship to the surrounding urban context.

Awning

A sheltering screen, usually of canvas fabric, supported and stiffened by a rigid frame, extending over or before any place which has windows, doors, outside walks or the like, and providing shelter or protection against the weather (definition from Land Development Code)

Bioswale

A stormwater management best practice that can be applied along streetscapes and on sites. They are vegetated, shallow, landscaped planters that capture, treat, and intercept stormwater runoff as it moves downstream. Stormwater overflow is collected with a pipe connected to the storm sewer system.

Canopy

A fixed cover that extends either from the building façade or over windows and building openings to serve as protection from sun and rain. Like a marquee, canopies are typically permanent and are incorporated as part of the building.

Colonnade / Arcade

Arcades include a succession of arches supported by columns or piers, creating a covered passage way. Colonnades consist of evenly spaced columns typically supporting a straight entablature or beam, without the characteristic arched openings found in arcades.

Corner Return

To carry the architectural material and detail of the primary façade past a corner and onto an adjacent façade.

Curb Cut

Where a driveway intersects with the street.

Cycle Track

A two-way bicycle lane. A bicycle lane is a designated facility running along the curb, shoulder, or on-street parking lane for people biking. Bicycle lanes are traditionally one-way facilities running in the same direction as motor vehicle traffic, but they may be two-way or contraflow in some contexts.

Driveway

A vehicular lane within a lot or shared between two lots.

Durable Base

The lower portion of the building façade composed of material(s) known for strength, weather resistance, and longevity.

Entry Level Finished Floor Elevation

The height of the finished floor on the first floor of a building.

Externality

The way businesses extend their internal functions, such as retail and food service, to public space through objects, activities, and design interventions.

Façade

Exterior wall of a structure (definition from Land Development Code).

Façade—Front: That portion of the principal façade that is closest to the primary lot frontage.

Façade—Non-Principal: The exterior wall(s) of a structure that do not face a public right-of-way.

Façade—Principal: The exterior wall(s) of a structure that face a public right-of-way.

6.1 Definitions

Fenestration

The arrangement of windows and doors on the façade of a building.

Forecourt

Uncovered courtyards within a frontage wherein a portion of the façade is recessed from the building frontage.

Green Infrastructure

Design and construction practices that reduce environmental footprint and promote long-term environmental sustainability, like energy-efficient buildings, renewable energy sources, and water management systems. In these guidelines, it typically refers to stormwater management practices. See: Bioswale and Stormwater Planter.

Liner Building

A building used to mask or conceal a parking structure or surface parking lot from street frontage or public open space.

Marquee

A permanent roof-like structure projecting beyond a building wall at an entrance to a building or extending along and projecting beyond the building’s wall and generally designed and constructed to provide protection against the weather (definition from Land Development Code).

Modulation

Projecting or recessing portions of the façade from the base plane of the building wall.

Multimodal Street

See Complete Street.

Opaque

Preventing light from traveling through, and therefore not transparent or translucent.

Plaza

A small paved pedestrian area, minimum 600 square feet, provided with seating and landscaping. Plazas shall be used primarily for passive recreation, visual amenity and may contain seating and tables. Plazas shall be adjacent to or within the Village Center, a public right-of-way, a Public Benefit Use, or another Open Space Use (definition from Land Development Code).

Public Realm

All publicly-owned spaces accessible to the public, including streets, sidewalks, alleys, parks, plazas, waterways, and green spaces.

Setback

A space between a property line and a building or specified structure.

Small Site

A parcel of narrow width or depth, typically 100 feet or less.

Stepback

When the upper floor or floors are setback from a lower floor. This is a form of modulation.

Storefront

Frontage typically for retail use with required fenestration and aligned close to the frontage line.

Stormwater Planter

A small, contained vegetated area that collects and treats stormwater using bioretention ([from NACTO](#)). They are intended to be placed within Streetscapes (see Section 3.2.3 Stormwater) along priority stormwater streets.

Streetscape

The visual and functional design of the street and its elements (sidewalks, trees, lighting, furnishings, etc.).

Street Wall

The horizontal wall created by buildings and other vertical elements along a frontage line that creates sense of enclosure.

Structured Parking

Multi-level parking garage.

Territoriality

The way businesses or individuals claim and personalize adjacent public or semi-public space, often through design cues like seating, planters, or signage.

Translucent

Light can pass through the object but objects on the other side are not clearly visible.

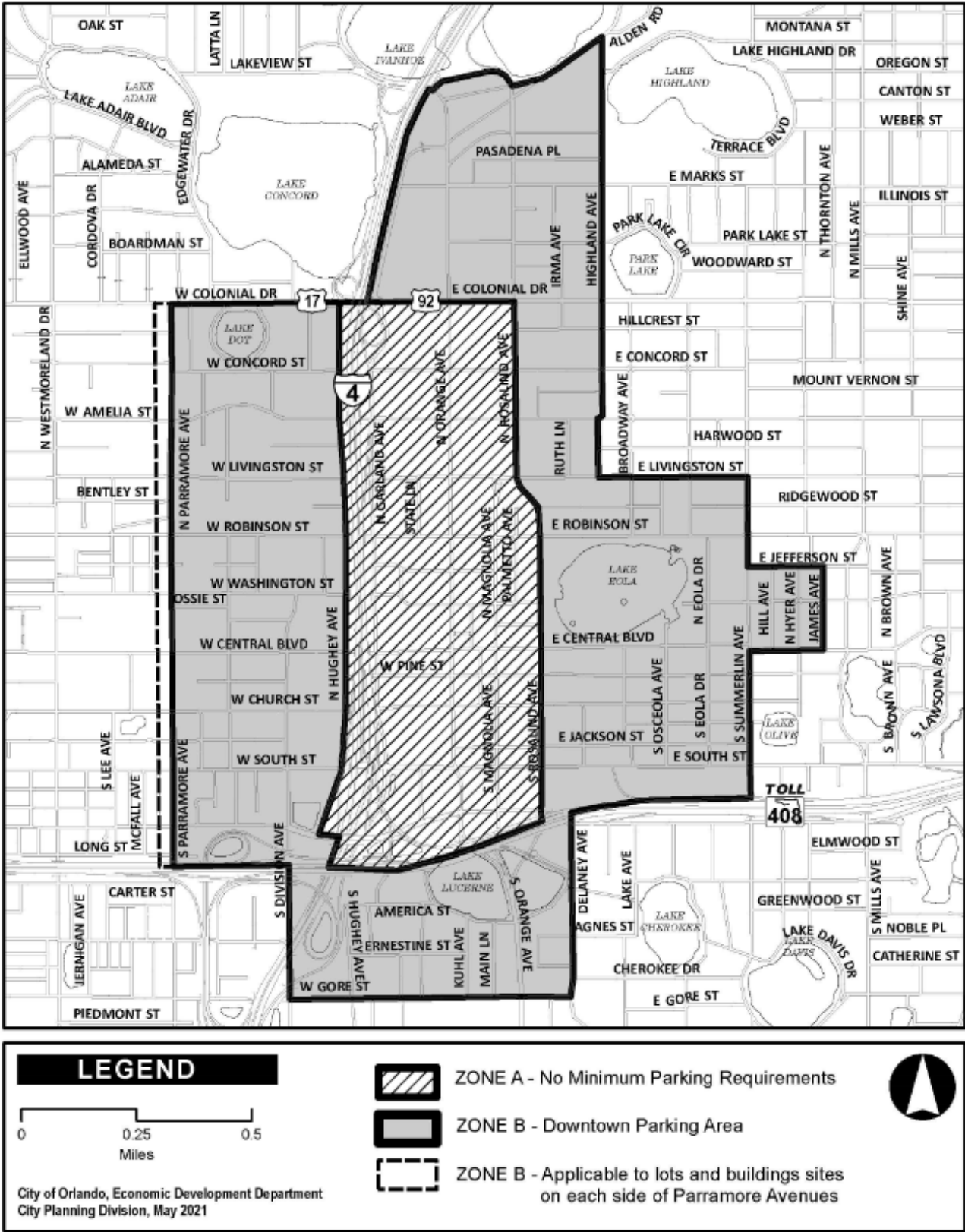
Transparent

A material that admits light without appreciable diffusion or distortion so that objects beyond are entirely visible.

Universal Performance Streetscape

A street design concept that prioritizes the safety, comfort, accessibility, and experience of the pedestrian while incorporating high-performance ecology, shade, curbside uses, multimodal connectivity, and engagement with adjacent building activities. The streetscape distinguishes downtown Orlando from its surrounding neighborhoods. See Chapter 3 Streets and Streetscapes.

6.2 Exhibit A - Downtown Parking Zones



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6.3 Product Specification Links

Benches

Classic Palette: The Victor Stanley CR-196 (Classic Collection), with an intermediate arm rest in black, or similar, should be used on Residential, Performance, and Performance Plus Streets.

Product Link: [Victor Stanley CR-196 Bench](#)

Contemporary Palette: The cantilevered, backed Generation 50 Wood Bench by Landscape Forms, or similar, should be used on Exceptional and Festival Streets. The bench should have Steel Metallic powder-coated arms and supports, with ipe wood. The arms should be on the end only and the faceboard should be curved.

Product Link: [Landscape Forms Generation 50 Bench](#)

Bike Racks

Classic Palette: The surface-mounted Thomas Steele U24 Bike Rack with a lean bar in a black powdercoated finish, or similar, should be used on Residential, Performance, and Performance Plus Streets.

Product Link: [Thomas Steele U24 Bike Rack](#)

Contemporary Palette: The surface-mounted Ride Bike Rack by Landscape Forms in Silver Metallic, or similar, should be used on Exceptional and Festival Streets.

Product Link: [Landscape Forms Ride Bike Rack](#)

Furniture Zone Pavement on Performance Plus Streets

4” x 4” square concrete pavers in charcoal. Use Wasau H Series Frontier 4”x4”x4” concrete paver in HFT-60 SRI 14.6, or similar.

Product Link: [Wasau H Series Frontier 4”x4”x4” concrete paver in HFT-60 SRI 14.6](#)

Trash Receptacle

The Victor Stanley SD-45 (Ironsites Collection) in black, or similar, should be used on Residential, Performance, and Performance Plus Streets.

Product Link: [Victor Stanley SD-45 Litter](#)

Contemporary Palette: The 36-gallon, Dispatch Litter and Recycling receptacle by Forms and Surfaces, or similar, in the split-stream configuration should be used on Exceptional and Festival Streets. The receptacle should use the Slate Texture, with a powdercoated lid and body.

Product Link: [Forms and Surfaces Dispatch Litter and Recycling Receptacle](#)

Tree Grates

The 8955-6 PLAZA Tree Grate Set (60” x 120”) by EJ in gray iron with a natural cast iron patina, or similar, should be used on narrow Residential, Performance, and Performance Plus Streets.

EJ Product Number: 00895551C02

Product Link: [EJ Tree Grate with Extendable Covers](#)

6.4 Treatment of Historic Properties

Rehabilitation as a Treatment*

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

In Rehabilitation, historic building materials and character-defining features are protected and maintained as they are in the treatment Preservation. However, greater latitude is given in the Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings to replace extensively deteriorated, damaged, or missing features using either the same material or compatible substitute materials. Of the four treatments, only Rehabilitation allows alterations and the construction of a new addition, if necessary for a continuing or new use for the historic building.

When repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular time is not appropriate, Rehabilitation may be considered as a treatment. Prior to undertaking work, a documentation plan for Rehabilitation should be developed.

The Guidelines for the Treatment of Historic Properties illustrate the practical application of the Standards for Rehabilitation to historic properties.

Standards for Rehabilitation*

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing

features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

**Refer to The U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties – Rehabilitation*

