



ORANGE/MICHIGAN VISION PLAN

SUPPORT DOCUMENT – MAY 2010



CITY OF ORLANDO

ECONOMIC DEVELOPMENT DEPARTMENT

Prepared by the Community Planning Studio

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PART I - INTRODUCTION

BACKGROUND & SUMMARY

The City of Orlando recognizes the importance of strong neighborhoods and local business districts in enhancing the quality of life for the citizens of Orlando. Neighborhood commercial districts can provide services to residents close to their homes, create jobs, bolster the sense of place in a community, and promote green initiatives and sustainability goals by reducing the amount of time residents need to spend in their cars. Mayor Buddy Dyer's Strengthen Orlando initiative and the City's Main Street programs have helped enhance neighborhood commercial districts like S. Orange Avenue and Michigan Street. However, bolstering neighborhood commercial districts has made these areas even more attractive to developers looking to build infill projects. While investment in the local business districts of Orlando is desirable, existing zoning rules are often more applicable to greenfield development and lack the special considerations for appropriate transitions and urban form necessary to sustain the desirable characteristics of traditional Main Street areas. With this understanding, Mayor Buddy Dyer in consultation with District 1 Commissioner Phil Diamond and District 4 Commissioner Patty Sheehan appointed a citizen task force to partner with the City of Orlando's Community Planning Studio to shape a vision for the South Orange Avenue and Michigan Street corridors in the Downtown South Main Street area. The Task Force held public meetings once a month and sponsored several workshops, including a "walkabout" activity in early November 2009 to evaluate existing conditions in the study area.

The work of the Task Force considered the need for compatible infill development standards along the corridor as well as the continued expansion of the Orlando Health campus, the future implementation of a

Commuter Rail stop on Sligh Blvd., and the designation of S. Orange Avenue and Michigan Street as a Main Street district. The focus of the Task Force has been to develop appropriate guidelines for private development along the corridor. The guidelines are meant to promote better decisions regarding master plans, conditional use permits, planned developments, re-zonings, and density/intensity bonuses. These guidelines will also help minimize commercial intrusion into surrounding neighborhoods, while promoting creative site planning and redevelopment.

In addition to the guidelines in this document, Growth Management Plan and Land Development Code amendments are also proposed. It is hoped that this work will result in greater predictability for both residents and future developers alike by establishing regulatory authority over all future development proposals.

The Task Force evaluated conditions and made recommendations in five categories:

- *Urban Form.* Urban form recommendations are intended to protect existing property rights by retaining existing intensity and density standards, while guiding the mass of new buildings to ensure appropriate transitions to surrounding residential areas. The result is a profile for the maximum height, bulk and mass of structures that may be proposed along S. Orange Avenue, Michigan Street, and intersecting side streets.
- *Urban Design.* Where Urban Form determines the overall mass of new structures, recommendations on urban design address architectural details, building articulation, stormwater design, parking location, and other site planning concerns.
- *Setbacks and Streetscapes.* Streetscape concepts are proposed to guide future discussions with the Florida Department of Transportation (FDOT) and Orange County regarding the design and approval of standard streetscape treatments along S. Orange

Avenue and Michigan Street. Additionally, building setback standards ensure that adequate right-of-way and sidewalk easements are obtained when properties redevelop, even if streetscape improvements are not feasible at time of redevelopment.

- *Transportation.* Access management guidelines are proposed to limit curb cuts on S. Orange Avenue and Michigan Street, require cross-access easements between properties, and promote thoughtful site planning that allows transitional properties to be accessed from commercial properties rather than residential streets. Priority locations for bus shelters along the main corridors are identified, and a conceptual median plan is proposed for the installation of medians where right-of-way is currently utilized for center turn lanes.
- *Implementation.* Staff will work with the Main Street district and the South Downtown Community Council to explore financing options for implementing public improvements as well as coordinate with both FDOT and Orange County on potential streetscape treatments. As City resources are currently unavailable for public improvement projects, creative financing solutions or incremental improvements tied to individual developments may be utilized to realize the goals of this plan.

The recommendations of the Task Force, described in detail in this document, will be implemented through amendments to the City's Growth Management Plan and Land Development Code. In April 2010, the Municipal Planning Board recommended that the City Council approve proposed Growth Management Plan amendments as a prelude to the adoption of a detailed zoning overlay and support document at a future date. These amendments, referenced in this document, will allow the vision established by the Task Force to be implemented as future development is proposed.

THE VISION TASK FORCE PROCESS

Based on feedback from elected officials and residents, the City formed a Vision Task Force comprised of citizens who were willing to work intensively on developing a vision for this very important corridor. Other citizens, while not appointed to the Task Force, were invited to attend and participate in the Task Force meetings as their time allowed.

City staff worked with the Downtown South Main Street and district commissioners Phil Diamond and Patty Sheehan to compile a list of interested citizens, business owners, and property owners in the area. A goal in selecting members for the Vision Task Force was to achieve a balance of interests and to involve people who might not otherwise have been actively engaged in the process. The intended result was a citizen driven process with assistance and guidance by City staff.

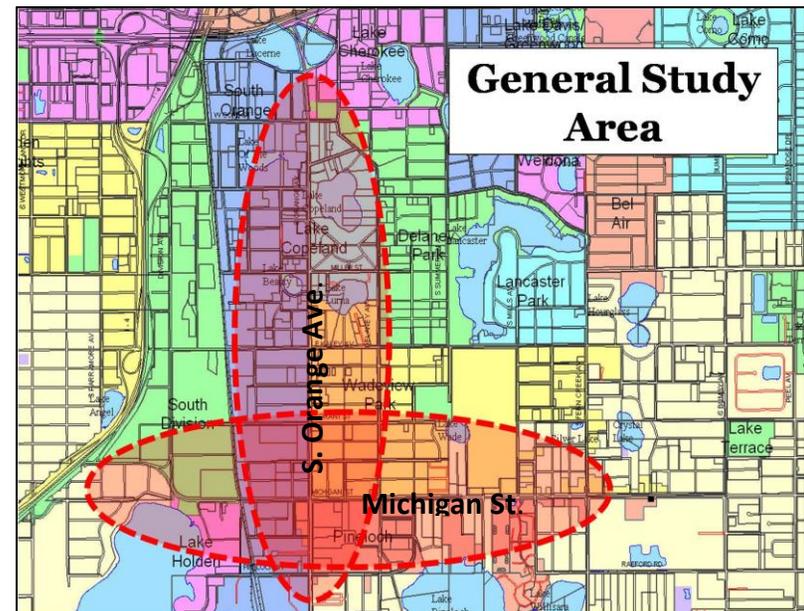


Figure 1: General Study Area

TASK FORCE MEMBERS

MARY HURLEY, CCIM, RPA, LEED AP – CO-CHAIR

Real Estate and Leasing Manager for Pineloch Management Corp., a major property owner in the area. Worked with Orlando Health and consultants on the South Downtown Vision Plan and current chair of the Steering Committee to create a South Downtown District. Nominee for the Advisory Board for the South Downtown District's organization. Involved in all aspects of commercial real estate for 30 years and has worked in the south downtown area for 16 years.

MARK JANSEN, PE, LEED AP – CO-CHAIR

Resident of Delaney Park/Wadeview Park neighborhoods for more than 10 years. Senior Project Manager specializing in airport planning and construction projects, based in the Orlando office of Kimley-Horn and Associates, Inc., a civil engineering and planning firm. Currently the President of the Wadeview Park Neighborhood Association.

JON TOOTHMAN – VICE-CHAIR

Orlando resident for 40 years, recently purchased a home in the Lake Copeland Historic District. Owner of the RadioShack building and franchise on S. Orange Avenue. Completed a graduate certificate in Urban and Regional Planning at UCF. Founding member of Downtown South Main Street, former chair of the Economic Restructuring committee, and currently serves on both the Economic Restructuring and Design committees.

EMILY BROWN

Project Manager at ML Carter Development and associate of Patrick Chisholm and Daryl Carter, two prominent property owners in the area.

Experience with development, construction management, and commercial real estate. Graduate of Rollins College with a Master's Degree in Finance and Marketing. Has worked on ML Carter redevelopment projects in the area for 5 years.

ALICE BURDEN

Orlando native and resident of the Delaney Park area for thirty years. Founding member of Downtown South Main Street, currently the Downtown South Main Street secretary and serves on the Organization committee. Former history and math teacher and loves historic homes, buildings and neighborhoods.

KRISTI CAMERA, PE

Orlando native, Southern Oaks resident since 2002, president and treasurer of the Southern Oaks Neighborhood Association. Civil engineer with a Master's degree in water resources. Formerly worked for the City's transportation engineering division managing the traffic engineering group.

MIKE CASSAVAUGH

General Manager at Arby's Restaurant Group, located on S. Orange Avenue. South Orange resident. Founding member of Downtown South Main Street and first president of Downtown South. Currently chair of the organization committee.

ANOOP DANI

Owner/Operator of 'The Athlete's Foot' athletic footwear franchise located within SODO. UCF graduate (General Business) and participates within the Downtown South Main Street promotions and economic restructuring committee. Currently resides in the Conway/Belle Isle area.

REBECCA FOX

Lancaster Park resident for 13 years, Orlando native with fond memories of “Old Orlando.” Interior designer with training in architecture and graphic design, attended a summer program at Harvard University on urban design and participated in the early planning stages of Celebration, Florida. Vice Chair of the Downtown South Main Street design committee and previously the design committee chair.

ARLEAN GULLEY

Business owner of Sweet Potato Pie bakery on E. Michigan Street for 4 years and business member of Downtown South Main Street. Active in area farmer’s markets (Winter Park, Lake Eola, Celebration) for 8 years, picked Downtown South for store front location due to proximity to downtown neighborhoods. Hopes to move to the Downtown South area in the future. Partner with Orange County Public Schools for donations, including Blankner and Boone.

SARA HOWARD

Long-time Southern Oaks resident, family has lived in the south Orlando area since 1926. Long-time advocate for the area south of downtown, continues to pick up trash on S. Orange Avenue and Michigan Street to keep the area from looking run-down. Has worked in residential real estate in the established areas of Orlando for over 20 years. Founding board member of Downtown South, serves on Design and Promotions committees.

GREG MORRISON, CCIM, SIOR

Orlando native, commercial real estate broker/investor and Principal at Morrison Commercial Real Estate. As the owner of Shoppes at Orange, has insight on the daily challenges faced by property owners and business

owners in the area south of downtown. Active member of the Downtown South Main Street.

CHARLIE SLOAN

Economic Development Consultant with Boyette Strategic Advisors. Lake Copeland Historic District resident for 14 years and past President of the Lake Copeland Neighborhood Association. Children attended Blankner and Boone. Hates to drive more than two miles for any food or services, so personally invested in enhancing and diversifying the Downtown South area.

RANDY TUTEN

Life-long Wadeview Park resident and past President of the Wadeview Park Neighborhood Association. Retired Deputy Fire Chief for the City of Orlando. Currently a Wadeview Park Neighborhood Watch block captain, COP for Orlando Police Dept. Served on the Mayor's Law Enforcement Task Force.

JAMES WOLF

Delaney Park resident for 17 years and president of the Delaney Park Neighborhood Association. IT Director for Metters Incorporated, a simulation and training device manufacturing business. Residential member of Downtown South Main Street. Strong advocate for preservation and restoration.

JEAN YGLESIAS

Southern Oaks resident for the past 11 years. Founding member of Downtown South Main Street, formerly served as Chair and currently serves on the board as well as the design committee. Experience with film making, interior design, web design, communication, and marketing.

PUBLIC PARTICIPATION AND COMMUNITY INVOLVEMENT

One goal of the Orange/Michigan Vision Plan effort was to ensure that citizens, property owners, and business owners along the corridor had an opportunity to participate and provide input throughout the visioning process. In addition to the monthly meetings of the Vision Task Force, which were open to the public, several community events and meetings were held to provide additional forums for community participation.

A community walkabout event was held early in the Visioning process, where community members were invited to join Task Force members in nine small groups on various walking tours throughout the study area. The comments of each group were documented with the assistance of City staff members who captured each group's comments and took photos. The results of the walkabout were used to guide the Task Force's focus through the remainder of the Visioning process. The final walkabout report can be found in Appendix A.



Photo: Walkabout Participants Document and Discuss Existing Conditions on Orange Avenue

COMMUNITY EVENTS AND MEETINGS

November 14th, 2009 — Community Walkabout event held at Christ Church of Orlando (notices mailed to property owners within the initial Vision Plan study area)

February 2nd, 2010 — Community Meeting with Lake Copeland neighborhood association at the Beardall Senior Center

March 31st, 2010 — Community Meeting at the Beardall Senior Center, to present the Task Force's final recommendations to the community (notices mailed to property owners within the proposed Vision Plan area)

April 8th, 2010 — City staff presents Task Force's recommendations to Downtown South Main Street businesses

April 12th, 2010 — City staff presents Task Force's recommendations to the Wadeview Park Neighborhood Association at the Wadeview Park community center.



Photo: City Staff Presents Results to Downtown South Business Community

TASK FORCE MEETINGS

The Task Force meetings were held on the second Tuesday of each month at City Hall.

JULY 14, 2009 – Initial introductory meeting of the Task Force

AUGUST 11, 2009 – Task Force brainstorming session on issues and assets of the corridors

SEPTEMBER 8, 2009 – Training on urban form and use transitions (using a Transect planning approach)

OCTOBER 13, 2009 – Discussions and development of a transect plan for the area

NOVEMBER 10, 2009 – Training and initial discussion about urban design standards for the area.

DECEMBER 8, 2009 – Discussions and recommendations about urban design standards and training on transportation, infrastructure, and streetscape constraints

JANUARY 12, 2010 – Discussions about streetscape coordination with FDOT, and adjustments to the transect plan

FEBRUARY 9, 2010 – Discussions and final recommendations about streetscapes and other transportation items (bus stops, medians)

PUBLIC HEARINGS

In addition to the community meetings and task force meetings, two separate public hearings (one for Growth Management Plan amendments and one for zoning changes) were held by the Municipal Planning Board. At the City Council level, four future advertised hearings (two for Growth Management Plan amendments and two for zoning changes) are required before the Vision Plan becomes official policy.



Photo: The Transect Plan "in process"

PART II: CONTEXT AND PAST PLANNING EFFORTS

Existing development in the area located just south of Downtown Orlando includes heavy industrial uses, the Orlando Health hospital and supporting medical offices, neighborhood-serving restaurants and retail, “big box” retail stores, some of the oldest historic homes in Orlando, public parks and community centers, low density single-family neighborhoods, the SoDo mixed-use project with apartments, office, retail, restaurants, and a Super Target, various densities of multi-family and attached housing (duplexes, townhomes, triplexes, and larger apartment and condominium complexes), and a historic train station currently used as an Amtrack station and planned to become a commuter rail stop.

Given the prime location just south of Downtown Orlando, the S. Orange Avenue and Michigan Street corridors have experienced much development interest in the past several years, and continue to receive interest despite the nationwide recession that has impacted growth and development elsewhere. Since 2008, 330 residential dwelling units, 240,000 sq. ft. of office space, and 420,000 sq. ft. of retail space has been constructed along the corridor – with additional projects approved or seeking building permits at this time.

As development interest increased along the corridor, some area residents began to raise concerns over the proposed height and bulk of buildings proposed on the east side of S. Orange Avenue. Additionally, private property owners raised concerns about growth management policies that prevented the expansion of commercial uses into residential areas, even in places where the commercial property was viewed as too shallow to allow for feasible redevelopment.



Photo: SODO under construction (July 7, 2008)

While the City recently completed a Vision Plan for the “South Downtown” area (a 550-acre area generally bound by the East-West Expressway, S. Orange Avenue, Michigan Street, and I-4), that vision plan did not address the S. Orange Avenue and Michigan Street corridors (see next page). The recommendations contained in this document attempt to supplement the South Downtown Vision Plan efforts and address resident and property owner concerns over the redevelopment of the S. Orange Avenue and Michigan Street corridors. Particular attention was given to the transition between residential and commercial areas.



Figure 2: South Downtown Vision Plan Rendering (source: South Downtown Vision Plan support document, 2008)

SOUTH DOWNTOWN VISION PLAN

The South Downtown Vision Plan identifies three target areas where increased densities and intensities and a wider range of uses will be allowed through the adoption of one or more zoning overlay districts sometime in the future. The target areas are intended to encourage higher intensity, mixed use development in proximity to the Commuter Rail station and at the intersection of Kaley Street and Division Avenue. The plan also recommends allowing residential uses within Industrial areas along I-4. This recommendation is intended to support the continued growth of Orlando Health by encouraging new housing opportunities west of Orange Avenue.

The South Downtown Vision Plan was adopted by City Council in October of 2008. Four Growth Management Plan subarea policies were subsequently adopted by City Council in February of 2009. The subarea policies establish the potential for higher densities and intensities and

additional land uses, as recommended in the South Downtown Vision Plan, through the adoption of one or more overlay zoning districts. The overlay districts will be considered for adoption after funding is identified for the infrastructure needed to accommodate the impacts of the higher densities and intensities and additional uses allowed by the overlay districts.

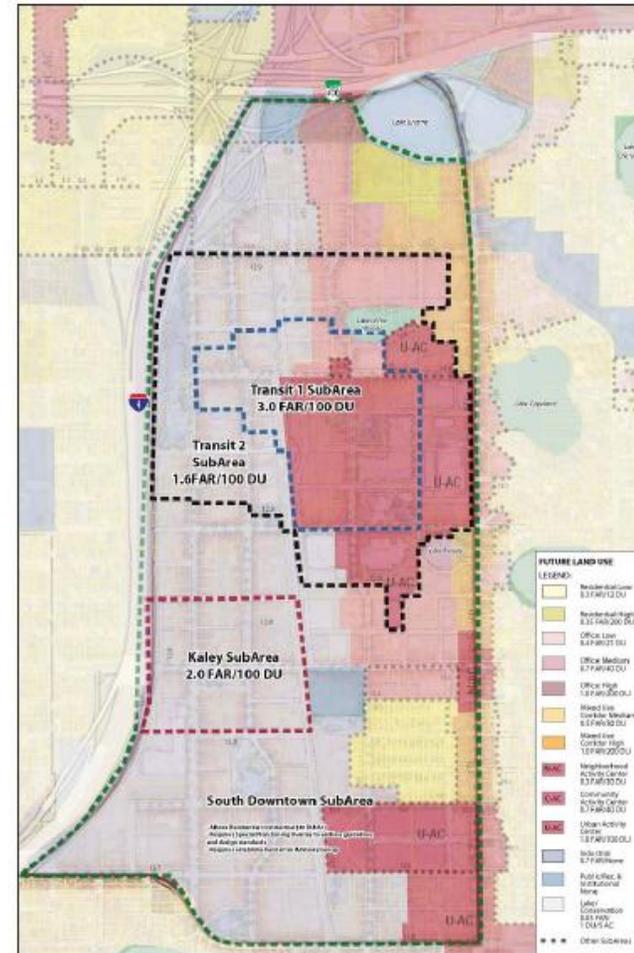


Figure 3: South Downtown Vision Plan boundaries (source: South Downtown Vision Plan support document, 2008)

DOWNTOWN SOUTH MAIN STREET

In 2008, a group of local residents and business owners established Downtown South Main Street as one of the five Main Street districts in the City of Orlando. The Downtown South Main Street boundaries span from Gore Street to the City limits along Orange Avenue, and from Division Avenue to S. Ferncreek Avenue along Michigan Street. Downtown South Main Street uses the National Trust Main Street Center's Four-Point Approach, which incorporates organization, design, promotion, and economic restructuring to strengthen and support neighborhood commercial areas. In addition to the four-point approach, there are eight guiding principles that Main Street groups use to enhance and revitalize their districts. Implementation of the four-point approach should be comprehensive, incremental, utilize self help and public/private partnerships, identify and capitalize on existing assets, focus on quality, encourage change, and be implementation-oriented.

Main Street's efforts are sometimes limited by existing rules and regulations established by the City and other governmental entities. Regulations related to setbacks, signage, street banners, streetscapes, building height and mass, sidewalk cafes, open space, etc. are established through zoning codes, Growth Management Plan policies, and Florida Department of Transportation standards. Because the proposed plan boundaries for the Orange/Michigan Vision Plan so closely align with the boundaries of Downtown South Main Street, this Vision Plan aims to support Main Street with standards that advance their efforts in place-making and provide additional opportunities for branding, streetscapes, and promotion.

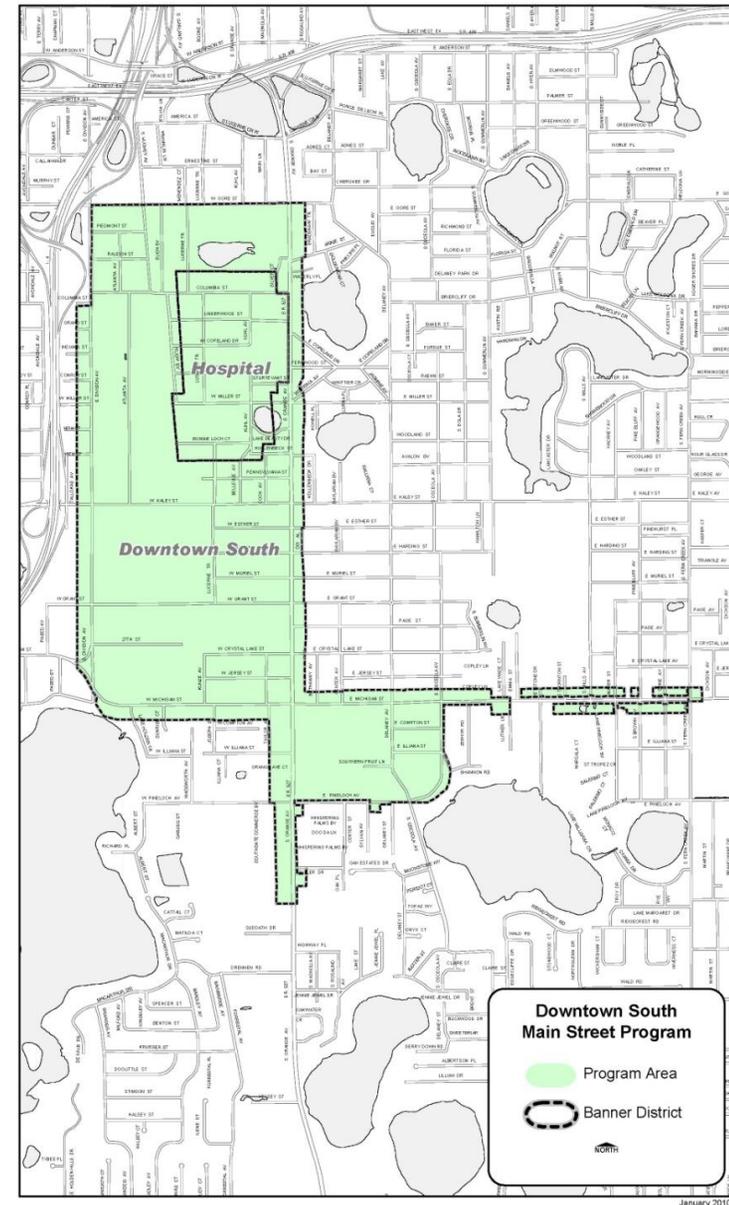


Figure 4: Downtown South Main Street Boundaries

PART III: GOALS AND INTENTIONS

The Task Force’s recommendations are summarized in the following pages. The goals and intentions of each topic area are addressed first, followed by more detailed solutions recommended by the Task Force.

URBAN FORM

- Preserve property rights of businesses and land-owners along Orange Avenue based on existing “by-right” zoning intensities and densities.
- Manage future growth (master plans, conditional uses, planned development rezoning, density bonuses, and other such methods) within the long-term vision by considering each individual development as it relates to the other components within the area and the larger vision for Orange Avenue, Michigan Street, and the South Downtown area.
- Incorporate appropriate transitions between residential neighborhoods and commercial properties along S. Orange Avenue and Michigan Street to protect the residential character of established neighborhoods, reduce monotony of commercial development, and provide opportunities for compatible redevelopment.
- Respect and protect the established residential neighborhoods and encourage new housing opportunities.

- Provide opportunities for redevelopment of aging or obsolete commercial properties to enhance opportunities for neighborhood-serving retail and restaurants in addition to medical offices.

URBAN DESIGN

- Encourage an eclectic mix of architectural styles that are true to their own style and are products of their time, but not as to dictate any style.
- Require adequate transparency at ground levels adjacent to streets to activate the streetscape, support activity, and increase safety.
- Extend Traditional City zoning standards to the south side of Michigan Street to ensure a consistent street experience and enhance pedestrian friendliness.
- Articulate building masses and materials to reduce visual monotony and create human-scale architecture that reflects the rhythm and scale of the City’s fabric.
- Provide standards for stormwater and site grading to ensure the private realm (stoops, courtyards, patios, entrances) interfaces appropriately with the public realm (streets, sidewalks).
- Create architectural details that are indicative of typical “main streets,” like pedestrian signage, canopies, arcades, sidewalk cafes, and a variety of materials and architectural treatments.

- Support Downtown South Main Street’s efforts to brand the district, promote local businesses, and install entrance features.

SETBACKS AND STREETSCAPES

- Ensure adequate setbacks from back-of-curb to building façade to allow for future streetscape installation and adequate interim landscaping.
- Provide a conceptual streetscape section for Orange Avenue to guide future streetscape negotiations with FDOT, and provide a conceptual streetscape for Michigan Street that relates to, but is distinct from, the streetscape on Orange Avenue.
- Allow flexibility within private setbacks to encourage bringing local business activity closer to the street – outdoor cafes, outdoor displays of merchandise, building projections, and landscaping on private property – to enhance the pedestrian realm.
- Support installation of shade trees where possible along the corridor as development occurs or funding sources are identified to calm traffic and create a more inviting environment.

TRANSPORTATION

- Limit the number of curb-cuts on S. Orange Avenue and Michigan Street by encouraging cross-access and consolidated site planning.
- Manage access on transitional properties to protect the character of residential blocks.

- Support the creation of a median system and curb extensions at intersections as development occurs or funding sources are identified to calm traffic, provide landscaping opportunities, increase pedestrian safety, and enhance the aesthetics of S. Orange Avenue and Michigan Street.

- Identify key bus stops for the provision of shelters.

IMPLEMENTATION

- Work with FDOT to establish context sensitive design standards for S. Orange Avenue through the Transportation Design for Livable Communities (TDLC) process.
- Support Main Street’s efforts to brand the corridor.
- Seek funding sources for the installation of streetscape improvements and undergrounding utility lines to provide more opportunities for street trees.
- Amend the Growth Management Plan to lay the groundwork for adopting a Special Plan zoning overlay.
- Amend the Land Development Code to adopt a Special Plan zoning overlay on commercial and transitional properties in the study area to ensure conformance to the recommendations of the Task Force.
- Allow staff to create a support document that embodies all of the above recommendations for Growth Management Plan amendments, Land Development Code amendments, and Special Plan overlay zoning standards.

PART IV: DETAILED RECOMMENDATIONS

ESTABLISHING THE BOUNDARIES OF THE VISION PLAN

The Task Force studied a broad area around S. Orange Avenue and Michigan Street to make recommendations on appropriate urban form, including property outside of the proposed boundaries of the proposed overlay zoning district. This ensured that any recommendations considered the broad context of the area, rather than narrowly focusing on S. Orange Avenue and Michigan Street.

Growth Management Plan amendments are proposed to amend Figure UD-29 in the Urban Design element to show the area considered for a Special Plan Zoning Overlay (see proposed Figure UD-29, right). These boundaries generally represent the areas where the Task Force recommends specific land development regulations that would apply to new development and to the substantial improvement or expansion of existing development.

Given the extensive planning that has already occurred west of S. Orange Avenue, the Task Force aimed to minimize the overlap between the recommendations contained in this document and the recommendations contained in the South Downtown Vision Plan. The South Downtown Vision Plan did not address S. Orange Avenue or the unique need for transitions around the SODO development, so these properties were included within the proposed Special Plan boundaries. Likewise, the Lake Copeland Historic District and the Bradshaw Terrace Appearance Review District abut commercial properties on the east side of S. Orange Avenue, but already contain substantial regulations for development and were excluded from the Special Plan overlay boundary. Finally, several properties in Unincorporated Orange County were included within the boundaries of the proposed Special Plan Overlay shown in Figure UD-29,

but no zoning will be assigned to these properties unless the owners annex into the City. The Task Force’s recommendations found in this document will be used to guide staff’s recommendations on assigned initial future land use and zoning classifications to the annexed property, and the Special Plan overlay zoning would be added at that time.

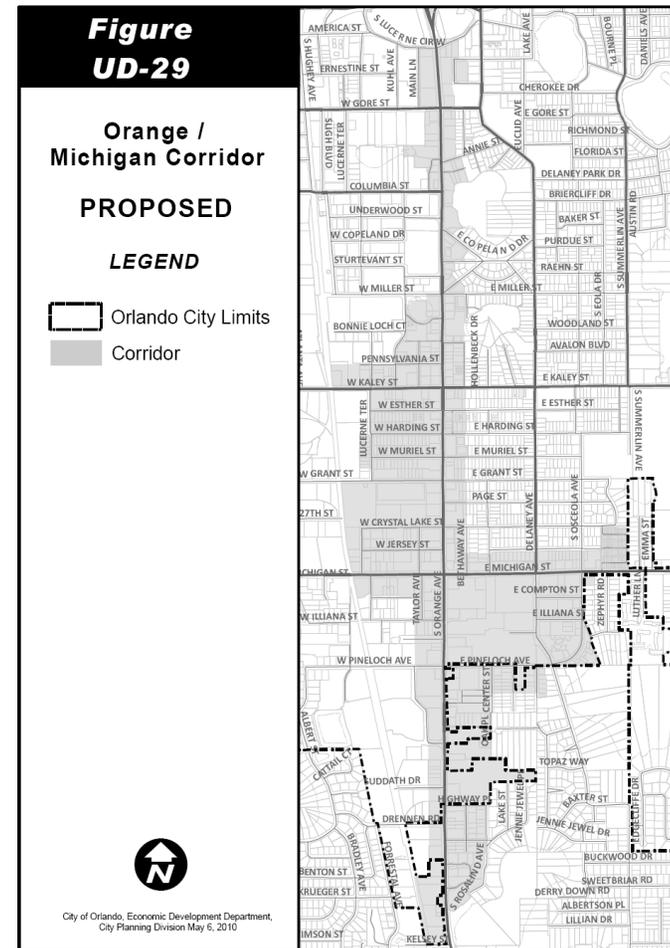


Figure 5: Proposed Figure UD-29 Illustrating Special Plan Overlay Zoning District Boundaries

URBAN FORM: A TRANSECT PLANNING APPROACH

The following urban form recommendations protect existing property rights by allowing existing allowable intensity and density to remain, but guide the massing of new buildings to create appropriate transitions to surrounding areas. The result is a proposed profile that would determine maximum height, bulk, and mass of structures that may be proposed and built throughout the plan area.

BACKGROUND: TRANSECT PLANNING AND EXISTING ZONING

In ecology, the term “transect” is used to describe sequences of natural habitats that can be found as one travels, for example, further away from a water body or higher up a mountainside. The same concept can be observed in the patterns of cities built before traditional zoning codes were enacted – gradual changes from undeveloped land to dense urban areas occur incrementally, with changes in intensity and form happening over several blocks and uses often mixed together the closer one comes to the urban core. Conventional zoning has changed this natural pattern

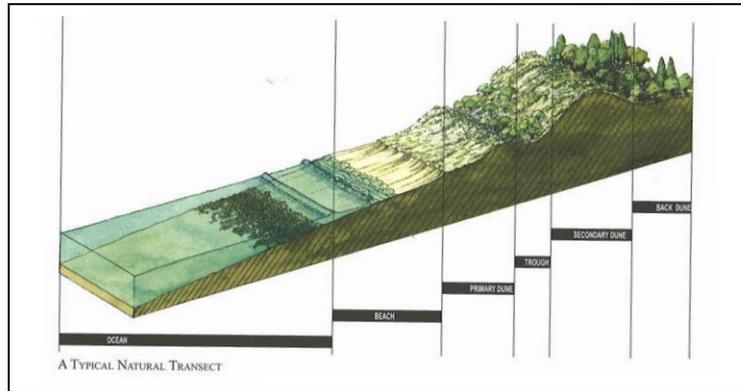


Figure 6: A Typical Natural Transect (Source: SmartCode Version 9.2)

found in older cities, as zoning lines often divide streets and introduce regulations that do not always relate to the adjacent zoning district. A transect planning approach can begin to address these issues by programming logical and appropriate transitions between areas where higher intensity development is permitted and areas reserved for lower intensity, often single family residential, uses.

By studying the typical lot widths and depths, allowable intensities, densities, building heights, and setbacks, and the distribution of intensity and density along the corridor, and paying close attention to where logical transitions in building mass and scale make sense to create a more organic transition of urban form, the Task Force was able to make recommendations for a Transect Plan (also referred to as a “Precise Plan” in the Land Development Code) that works within the existing zoning regulations to form a more holistic and comprehensive system for evaluating new development proposals along the corridor.

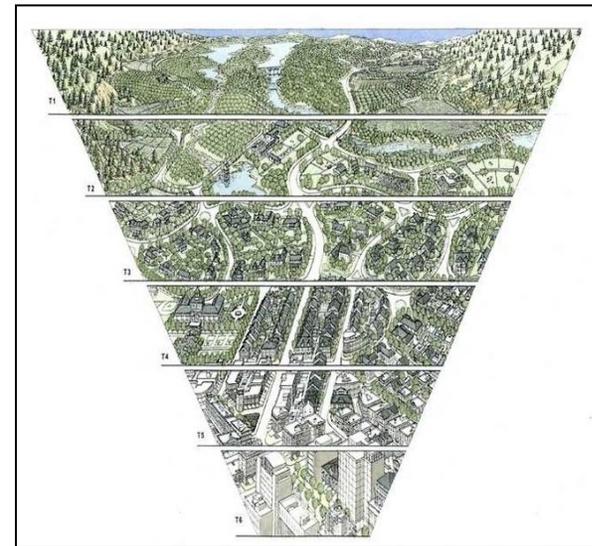


Figure 7: Continuity of the Transect Throughout a Region (Source: SmartCode Version 9.2)

The Transect Plan, described in detail in the following pages, forms the basis for all of the recommendations of the Vision Plan and provides City staff, board members, City Commissioners, developers, and residents a rational system to evaluate, understand, and design new development. The transect plan is particularly helpful in guiding decisions about variances, bonuses, or conditional use permits that would potentially allow development above and beyond the “by right” entitlements of a property – in areas designated for intense development, bonuses and additional height may be appropriate or desirable to create a vibrant, urban environment, while bonuses to increase mass and height may be inappropriate and undesirable on portions of properties located immediately adjacent to single family neighborhoods.

Planning for transitions can make good business sense, too. Larger buildings of six to seven stories on small parcels near the edge of the urban core are impractical; ownership patterns and depth of the parcels preclude adequate parking, lack dimensions to provide adequate core services for larger buildings, and are less appropriate as intensity tapers off into the neighborhood.

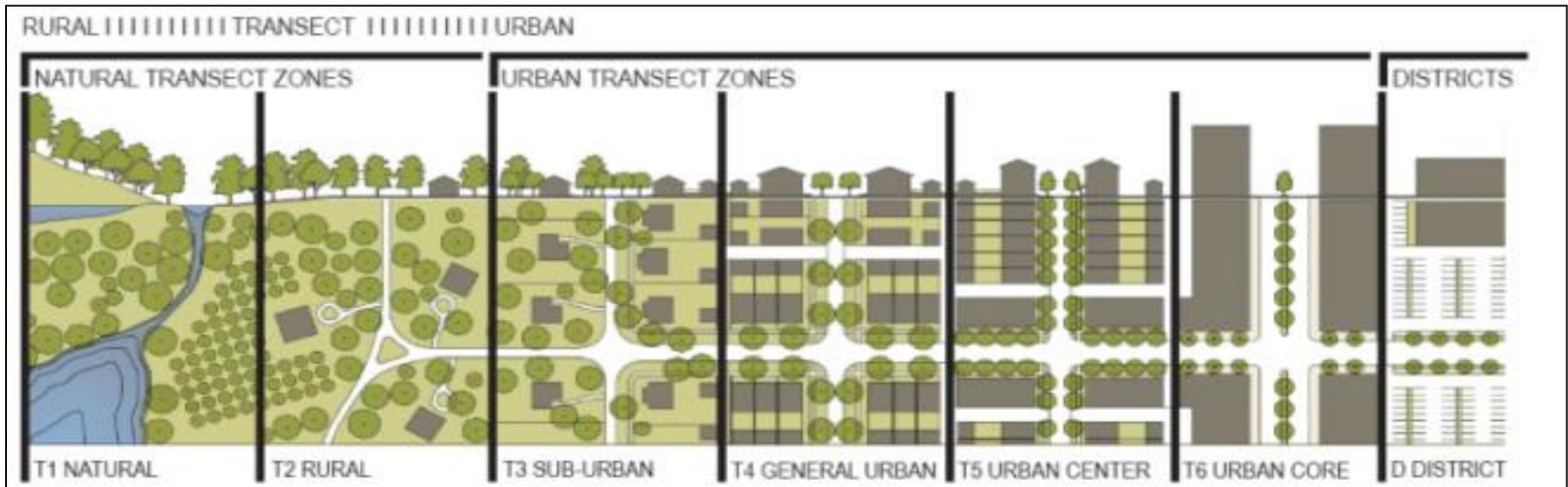


Figure 8: Rural to Urban Transect Illustration (Source: SmartCode Version 9.2)

Figure 9 summarizes the non-residential zoning districts in the Orange/Michigan corridor. The maximum permitted intensities and densities do not always allow enough building mass to achieve the maximum permitted or conditional building heights; taller buildings often require a density or intensity bonus. (Note: non-residential intensities are expressed through a maximum “floor area ratio” (FAR), which represents the maximum ratio of building square footage to lot square footage, while residential densities are expressed through the maximum number of dwelling units allowed on one acre.) Through the special plan process, the City may prescribe guidelines and standards which guide the “dimensions and siting of structures” [LDC § 58.432(b)]. In essence, the creation of transect zones can establish maximum building dimensions and the placement of development on a site in order to achieve greater predictability for existing residents, potential developers, businesses, and property owners. This can be achieved without further limiting the densities and intensities allowed by the zoning district, as illustrated by **Error! Reference source not found..**

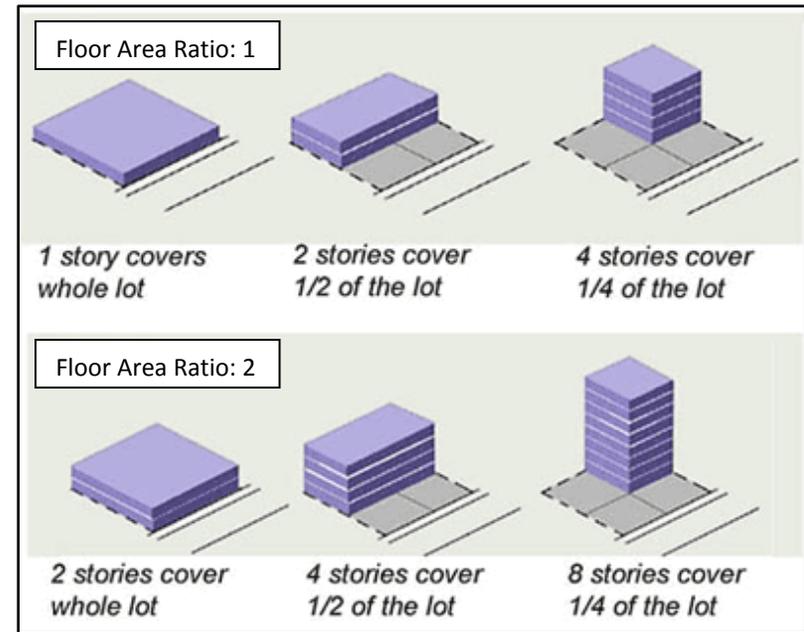


Figure 10: Illustration of how Floor Area Ratio (FAR) can be "stacked" on a development

Figure 9: Comparison of Non-Residential Zoning Districts in Orange/Michigan Commercial Corridors

	O-1	O-2	MU-1	MU-2	AC-N	AC-2
Front Yard Setbacks	Minimum 25 ft. --	Minimum 15ft. --	Minimum 0 ft. Maximum 15 ft.	Minimum 0 ft. Maximum 15 ft.	Minimum 0 ft. Maximum 15 ft.	Minimum 0 ft. Maximum 15 ft.
FAR	-- Maximum 0.4 FAR	Minimum 0.3 FAR Maximum 0.7 FAR	-- Maximum 0.5 FAR	Minimum 0.4 FAR Maximum 1.0 FAR	-- Maximum 0.3 FAR	Minimum 0.5 FAR Maximum 1.0 FAR
ISR	Maximum 0.70 ISR	Maximum 0.85 ISR	Maximum 0.85 ISR	Maximum 0.90 ISR	Maximum 0.75 ISR	Maximum 0.90 ISR
Height	Permitted: 30 ft. --	Permitted: 75 ft. --	Permitted: 35 ft. Conditional: 75 ft.	Permitted: 100 ft. --	Permitted: 35 ft. Conditional: 75 ft.	Permitted: 100 ft. --

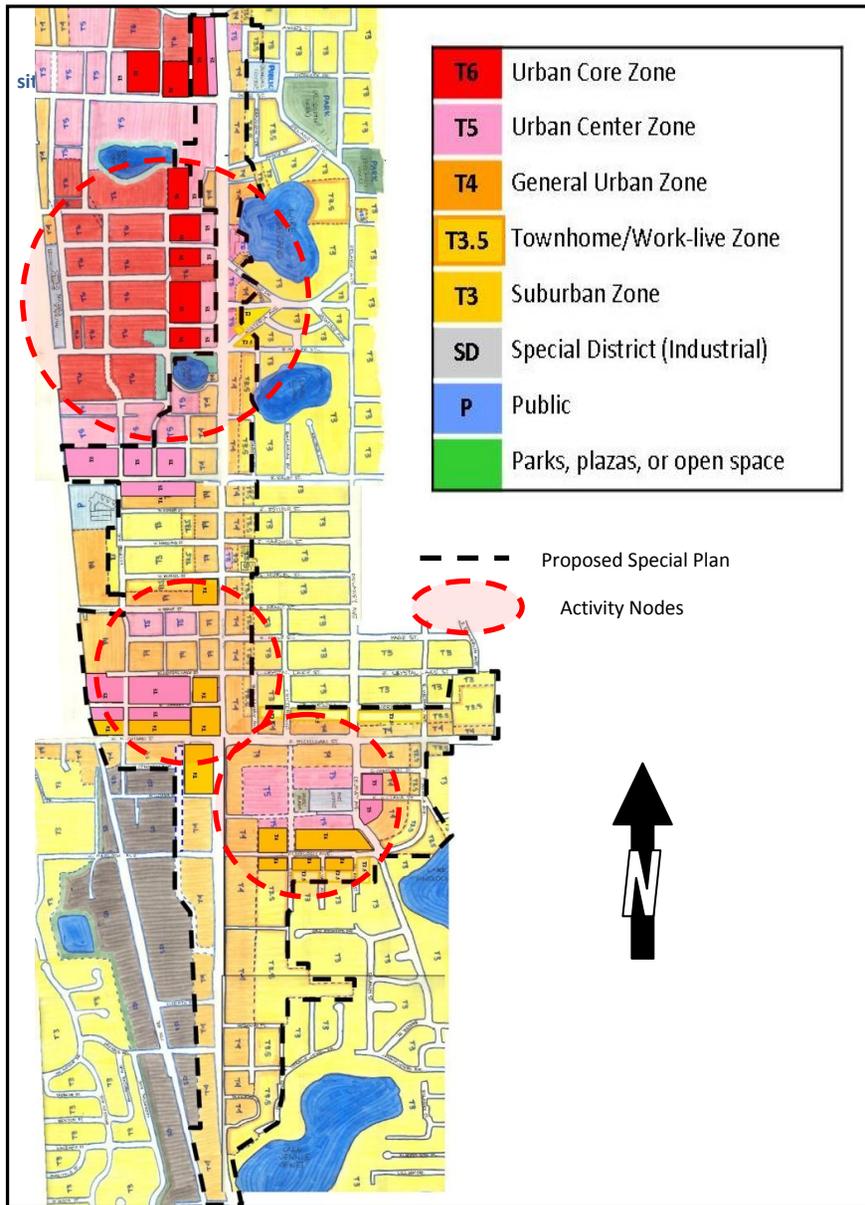


Figure 11: Proposed Transect Plan with Activity Nodes

In order to create the desired transitions between activity centers, mixed-use corridors, and residential neighborhoods, a Transect Plan (see left and following page) and development standards for each transect zone (abbreviated “T”) will be included in the proposed Special Plan zoning overlay. Where possible, the transect zones are proposed to change at mid-block. The proposed transect plan demonstrates a gradual increase of mass, scale and building types from the T3 (yellow) residential zones to the T6 and T5 activity nodes (red and pink) around Orlando Health/Commuter Rail, SODO, and the Albertson’s/Publix shopping center. The T4 areas (orange), seen along most of Downtown South Main Street’s boundaries, represent one to three story buildings that would create a more traditional “Main Street” feel scaled to the surrounding neighborhoods.

FUTURE LAND USE CHANGES

The transect areas generally reflect the existing zoning classifications in the corridor. However, in some places transects are proposed that provide greater commercial depth for redevelopment or envision the extension of an activity center into an industrial area. In these instances, the plan would support property owners’ requests for Future Land Use and zoning amendments that follow the transect plan. Alternatively, the transect plan would also provide a basis for the denial of an inappropriate request for a future land use or zoning amendment, when such a request would result in a violation of the maximum transect profile. For property owners to apply for a future land use or zoning change consistent with the assigned transect, the property must be contiguous to a property with the same future land use, or a group of properties spanning an entire block may apply together. The creation of “islands” of more intense future land uses is not the intent of the plan. Rather, when changes make sense to provide a more consolidated or logical redevelopment project, the transect plan is designed to allow such changes to occur.



Figure 12: Detail of Transect Plan (Lake Lucerne to Grant Street)



Figure 13: Detail of Transect Plan (Grant Street to City Limits)

In two locations, city-initiated future land use changes are proposed (see **Error! Reference source not found.**). These are areas where redevelopment of any parcel, regardless of location, would make sense within both the existing conditions and the proposed transect plan. In other words, parcels would not necessarily need to be contiguous or consolidated prior to redevelopment. One such location is the north side of W. Grant Street, between Lucerne Terrace and S. Orange Avenue. Because these properties have frontage on a more “commercial” street (W. Grant Street provides access to both SODO and industrial properties), projects utilizing the proposed change from Industrial and Residential Medium Intensity to Office Low Intensity would be appropriate anywhere along the block.

The other city-initiated future land use change that resulted from the visioning process was the change from Neighborhood Activity Center to Mixed-Use Corridor Medium Intensity for the properties located at the intersection of S. Orange Avenue and Kaley Street. This change was recommended mostly as a map clean-up, as the area exhibits all the characteristics of mixed-use corridor, is adjacent to mixed-use corridors to the north and south, and is designated T4 in the transect plan, a typical mixed-use corridor/Main Street area designation. The result is a slight increase in the allowable FAR from 0.30 to 0.50.

GROWTH MANAGEMENT SUBAREA POLICY CHANGES

In order to allow desirable and appropriate future land use changes, the boundaries of growth management subarea policies S.12.1, S.18.1, and S.19.1 are proposed to be adjusted consistent with the Transect Plan. These subarea policies currently prohibit the expansion of non-residential uses and zoning districts into adjacent neighborhoods. However, in many cases, flexibility to allow for the controlled expansion of non-residential uses is desirable when such expansion is used to create proper transition

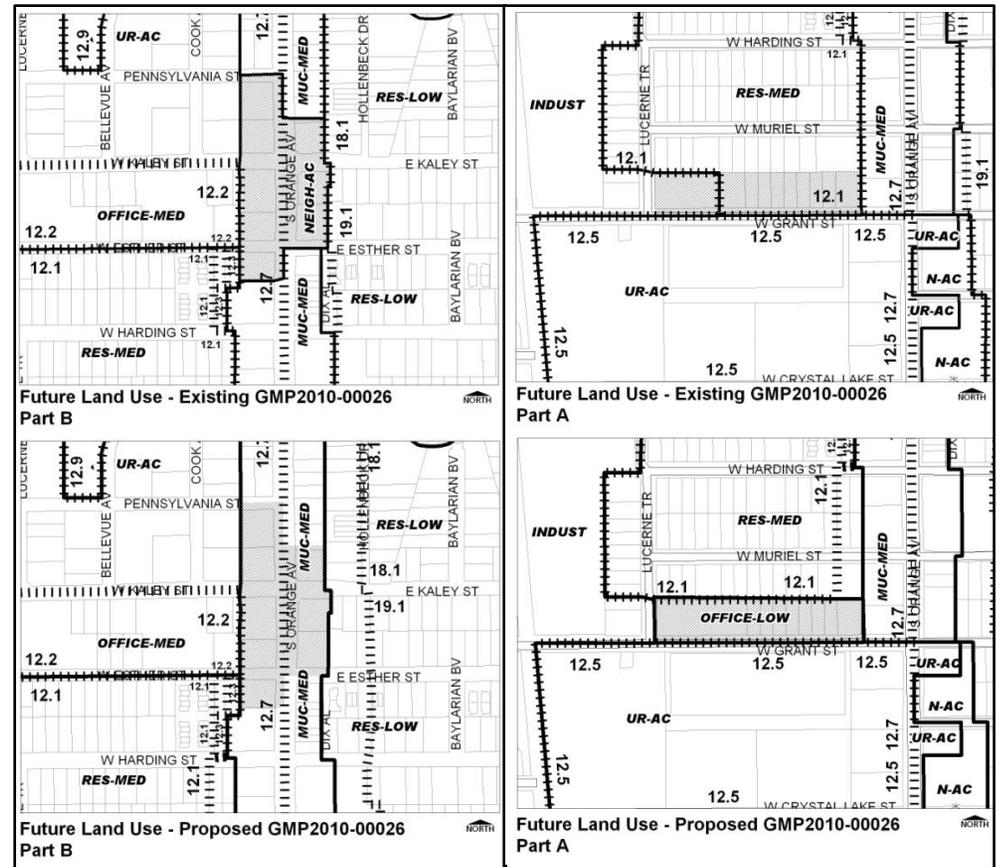


Figure 14: Existing and Proposed City-Initiated Future Land Use Changes

zones. In all instances, the Transect Plan would continue to dictate the supportable future land use changes (for more on the future land use designations appropriate for each transect zone, see Part VIII: Implementation). The shaded properties on **Error! Reference source not found.** represent the properties affected by the change. Some of the affected properties are currently located outside of the City limits; however, if the properties are to annex in the future, the subarea policies

would be applied when City of Orlando future land use designations are adopted for the annexed property.

Some changes to the subarea policy text of S.18.1 and S.19.1 are also recommended to ensure any redevelopment meets the intent of the Vision Plan, and deletions are proposed where the proposed Vision Plan accomplishes the same objective. Additionally, office is proposed as a permitted use within residential future land use designations on certain intermediate properties where flexibility to allow residential or office uses, or a combination of both, is desired. Finally, the subarea policies would continue to prohibit expansion of non-residential uses beyond the areas designated for office or mixed-use development in the Transect Plan.



Photo: Inadequate Transition Area Created by Subarea Policy S.19.1

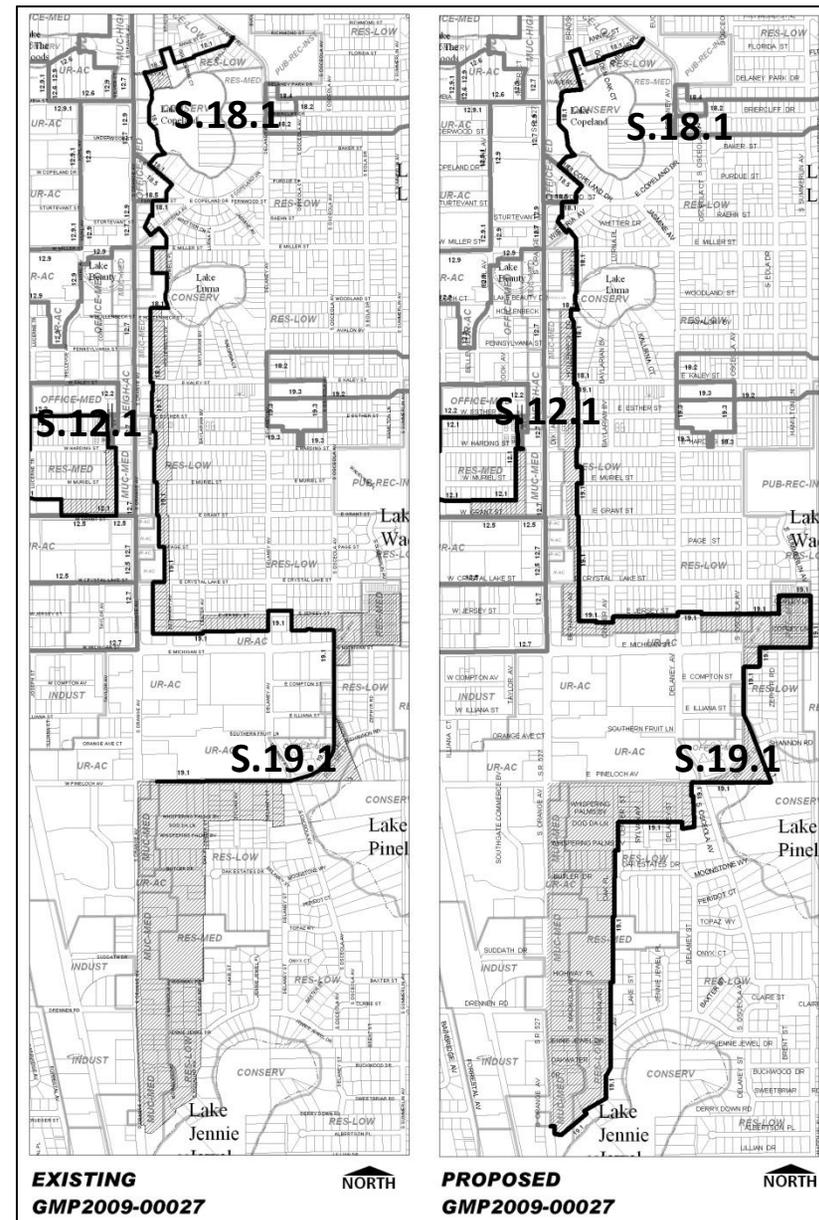


Figure 15: Existing and Proposed Sub-Area Policy Boundaries

PROPOSED CHANGES TO SUBAREA POLICY TEXT

Policy S.18.1: *In order to protect residential neighborhoods from encroachment, the mixed use corridor and office areas shall not be permitted to expand. Within the subarea policy boundary, office uses shall be considered a permitted use (up to 0.30 FAR) on properties that have a residential future land use designation. Development of property within the subarea policy boundary must meet the following standards:*

- a. Property owners are encouraged to consolidate lots with residential future land use designations and lots with office or mixed-use future land use designations into comprehensive redevelopment sites to ensure unified access and site circulation.
- b. Development within the subarea boundary shall provide a logical transition in mass, scale, and height between S. Orange Avenue and existing residential neighborhoods.
- c. Architecture must reflect a residential character in terms of mass, scale, and detailing on properties with Office Low Intensity or residential future land use designations.
- d. A single, unified design for each block is encouraged.

Policy S.19.1: *In order to protect residential neighborhoods from encroachment, the mixed use corridor and office areas shall not be permitted to expand. ~~For properties on the east side of South Orange Avenue that are within the subarea boundary but have a residential future land use designation and zoning, the City will support a request for a small scale GMP amendment and rezoning to mixed use corridor subject to the following conditions:~~ Within the subarea policy boundary, office uses shall be considered a permitted use (up to 0.30 FAR) on properties that have a residential future land use designation. Development of property within the subarea policy boundary must meet the following standards:*

- ~~a. The subject property must be consolidated with property in the existing mixed use corridor to create a site that extends from South Orange Avenue to the subarea boundary line.~~
- ~~b. The GMP application must be accompanied by a detailed site plan that demonstrates sensitivity to the adjacent residential neighborhood. In particular, the site plan shall address the location and impacts of parking,~~

~~lighting, and access and service areas. Applicants will be encouraged to provide a consistent buffer wall between the commercial and residential areas with a single unified design for each block between East Esther Street and East Grant Street.~~

- a. Property owners are encouraged to consolidate lots with residential future land use designations and lots with office or mixed-use future land use designations into comprehensive redevelopment sites to ensure unified access and site circulation.
- b. Development within the subarea boundary shall provide a logical transition in mass, scale, and height between the commercial corridors and existing residential neighborhoods.
- c. Architecture must reflect a residential character in terms of mass, scale, and detailing on properties with Office Low Intensity or residential future land use designations.
- d. A single, unified design for each block is encouraged.



Photo: Adequate Transition Provided, No Changes Proposed

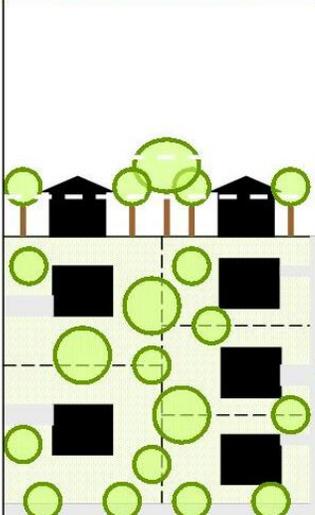
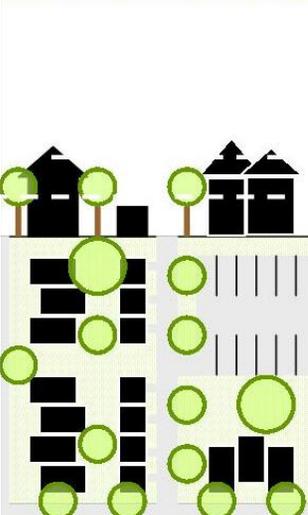
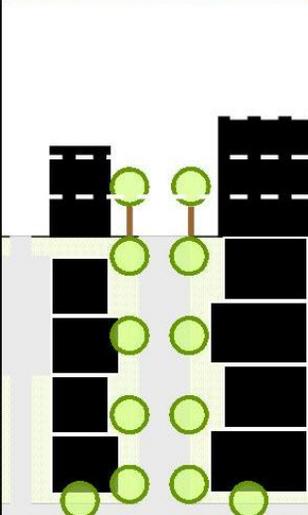
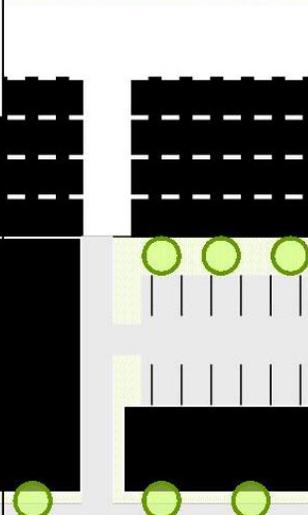
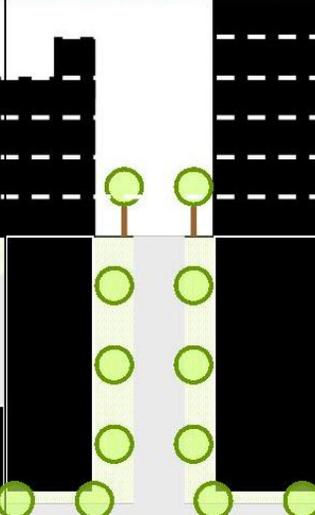
T3: Suburban	T3.5: Live/Work	T4: General Urban	T5: Urban Center	T6: Urban Core
				
<p>General Character: Existing residential neighborhoods of Downtown South. Generous and various front yard setbacks with lawns and landscaped yards surrounding single family houses and duplexes. Commercial uses and offices prohibited.</p> <p>Building mass: Up to 2 stories typical, density and Intensity bonuses are prohibited.</p>	<p>General Character: Mix of existing single-family homes and townhomes, duplexes, 3-4 unit attached residential, offices, and residential-office mixed-use that are rear-loaded, often accessed from adjacent T4 properties. Buildings must be residential in character. Commercial uses prohibited.</p> <p>Building mass: Two stories typical and required for office uses, variances for height are prohibited.</p>	<p>General Character: 1-3 story buildings. Main Street character, with active uses and pedestrian-oriented buildings.</p> <p>Building mass: 3 stories with architectural massing and materials articulated at least every 60 linear feet. An additional story may be allowed west of Orange Ave. or south of Michigan St. for mixed-use or public benefit use buildings.</p>	<p>General Character: Mix of larger apartment and office buildings, commercial activities typical on the ground level. Buildings oriented to the street.</p> <p>Building mass: 4-5 stories depending on use. An additional story may be allowed west of Orange Ave. or south of Michigan St. for mixed-use or public benefit use buildings. Architectural massing and materials are articulated at least every 120 linear feet.</p>	<p>General Character: Medium to high-density mixed-use buildings and medical buildings form a continuous street wall. Highest pedestrian level of activity. Structured parking typical.</p> <p>Building mass: 6-7 story buildings typical, taller buildings may be permitted where zoning allows. Architectural massing and materials are articulated at least every 240 linear feet.</p>
<p>NOTE: Very few T3 or T6 areas are actually used within the Special Plan, and default zoning rules will continue to apply.</p>				

Figure 16: A Guide to the Transect Zones (adopted from SmartCode Version 9.2)

DEVELOPMENT STANDARDS BY TRANSECT ZONE

The transect plan (also referred to as the Precise Plan) sets the standards for development within the plan area. The following pages explain how the transect zones ensure logical transitions in height, scale, and mass for new development within the plan area. The transect zone standards are presented in order from the most intense zones to the least intense zones, including the conceptual “extremes” that are largely located outside of the plan area (i.e. the most intense zone, T6, and the least intense zone, T3, are conceptual in nature and defer to the default zoning district standards).

In order to promote variety, active uses, mixed-use buildings, and civic buildings, all of which add to the vibrancy and stability of the area, an additional story is allotted in some transect zones for these desirable uses in the correct location. However, because of the close interface with low density residential neighborhoods along the majority of the east side of S. Orange Avenue and the north side of Michigan Street, this provision only applies to those transect zones west of Orange Avenue and south of Michigan Street.

Underlying zoning standards will continue to apply to development, except where the underlying zoning conflicts with the provisions of the Transect Plan and overlay zoning.

T6: URBAN CORE

As described in **Error! Reference source not found.**, the T6: Urban Core transect represents the zone designated for the highest intensity development within the study area. As almost all of the T6: Urban Core areas are actually outside of the proposed boundaries of the Special Plan zoning overlay, the following guidelines are intended to provide a context

for understanding the other transect zones in the plan rather to create specific standards that must be met for new development.

Typical Building Height:

- 6+ stories for commercial, public benefit, or office uses
- 7+ stories for residential uses
- Taller buildings may be allowed, limited only by underlying zoning or FAA regulations (typical of Orlando Health Campus)

Characteristics:

- Concentrated around Orlando Health campus
- Density and intensity bonuses encouraged
- Development should be transit-oriented and support a vibrant pedestrian environment
- Architecture should be articulated every 240 linear feet



Photo: Orlando Health's Winnie Palmer Hospital is example of T6 development

T5: URBAN CENTER

As described in **Error! Reference source not found.**, the T5: Urban Center transect zone is highest intensity transect zone commonly found within the Special Plan zoning overlay. The T5 zone is found occasionally on the east side of S. Orange Avenue where existing zoning entitlements around Lake Copeland allow T5 intensities, but is typically concentrated in the three activity center areas: the area surrounding the intense T6 zones near the Commuter Rail station, SODO and adjacent non-residential properties, and the Pineloch/Weingarten sites southeast of the Orange/Michigan intersection. West of Orange Avenue, allowances for additional height when a building is a mixed-use or public benefit use building further encourage development that enhances the Orange/Michigan area as a destination for both residents and visitors.

Maximum Building Height (east of Orange Avenue):

- 4 stories for commercial, public benefit, and office uses
- 5 stories for residential uses, including residential with ground floor commercial uses
- Bonuses should not be awarded unless development can utilize bonus and stay within the prescribed heights. Approvals to allow significantly more height are not allowed.

Maximum Building Height (west of Orange Avenue and south of Michigan):

- 4 stories for commercial, public benefit, and office uses
- 5 stories for residential uses
- 6 stories for mixed-use buildings and public benefit uses (mixed use buildings must incorporate at least two of the following uses: residential, office, or commercial/retail/restaurant)

Characteristics and Special Requirements:

- Mix of office and residential mid-rise buildings with active commercial uses encouraged on the ground floor.
- A single density or intensity bonus may be utilized to reach the maximum building profile, but not to exceed the profile prescribed by the Transect.
- Architecture must be articulated every 120 linear feet.



Photo: The SODO Loft apartment building is an example of a T5 building

T4: GENERAL URBAN

As described in **Error! Reference source not found.**, the T4: General Urban zone is the “Main Street” zone, with smaller scale commercial, office, and residential buildings. The T4 zone can be found on properties abutting S. Orange Avenue and Michigan Street throughout the majority of the plan area. Parcels designated as T4 zones are typically less than a half an acre in area, although consolidation of parcels or coordination between property owners for comprehensive development by block is encouraged.

Maximum Building Height (east of Orange Avenue):

- 3 stories for commercial, public benefit, office, residential, and mixed use buildings
- Bonuses should not be awarded unless development can utilize bonus and stay within the prescribed heights. Approvals to allow significantly more height are not allowed.

Maximum Building Height (west of Orange Avenue and south of Michigan):

- 3 stories for single-use commercial, office, or residential buildings
- 4 stories for a mixed-use buildings and public benefit uses (mixed use buildings must incorporate at least two of the following uses: residential, office, or commercial/retail/restaurant)

Characteristics and Special Requirements:

- A mix of retail, restaurant, personal service, and other active uses on the ground floor with some ground floor office or residential
- Main Street character, with pedestrian-oriented amenities and details on the ground floor
- Office and residential uses encouraged on second and third floors (and fourth where allowed)
- Surface parking located behind buildings, structured parking atypical but permitted
- Architecture must be articulated every 60 linear feet
- In the O-1 zoning district, O-2 standards for setbacks and ISR will be allowed



Photo: SODO commercial/office building is an example of a T4 building



Figure 17: Potential Redevelopment Scenario for Pineloch Avenue (a T4 transect zone)

T3.5: LIVE/WORK

As described in **Error! Reference source not found.**, the T3.5: Live/Work zone is intended to function as an intermediate zone, providing an additional level of transition between the T4: General Urban zones and low density residential neighborhoods. Additionally, the standards for this zone are designed to allow a shared use of the portions of T3.5 lots immediately adjacent to T4 areas – for parking, access, stormwater, etc. – to provide additional flexibility and opportunity for redevelopment on shallow T4 lots without allowing extensive expansion of mixed-use corridors or activity centers into adjacent neighborhoods. This transect zone is predominately a residential zone, but limited office and public benefit uses are allowed in some areas. Design standards ensure that all development, whether office, residential, or public benefit, is designed with a residential character and respects adjacent neighborhoods.

South of Pineloch Avenue, some of T4 and T3.5 parcels in the Transect Plan are currently developed as a mobile home park, which provides affordable/attainable housing choices for area residents. While higher intensity/density development is envisioned for those parcels in the future (if the properties were to annex into the City), the Task Force also cautioned against allowing gentrification to eliminate affordable or attainable housing options. While intensity bonuses are prohibited in the T3.5 zone, density bonuses that allow for the provision of affordable or attainable housing units within mixed-income developments may be permissible to account for the potential redevelopment of existing housing options, in accordance with Chapter 58, Part 6 of the City's Land Development Code. The use of a density bonus would still be limited by the maximum building profile allowed by the transect.

Stormwater and parking may be permitted on T3.5 lots only when consolidated with a T4 lot as a single development site, and only when the T3.5 area does not represent an entire block face (for example, the use of a

T3.5 lot solely for stormwater or parking may be permitted on E. Grant Street, but not on E. Jersey Street).



Photo: An example of T3.5 from Baldwin Park. These attached buildings are designed to be converted from residential to office or live/work units as the market demands



Photo: An example of residential T3.5 on Hollenback Drive

Maximum Building Height:

- A maximum building height of two stories is encouraged, an additional ½-1 story may be allowed by the zoning district. No building may exceed 30 feet in height.
- Two story maximum for office uses in residential zoning districts.
- Front gable or hip roof styles are encouraged for all types of development, and are required for office or public benefit uses and any building that exceeds one story.
- Intensity bonuses and approvals to allow significantly more height are prohibited.
- Density bonuses may only be approved when the bonuses are used to provide affordable or attainable housing choices within a mixed-income development. No density bonus shall be approved if it will increase the building mass beyond what is allowed by the transect zone.

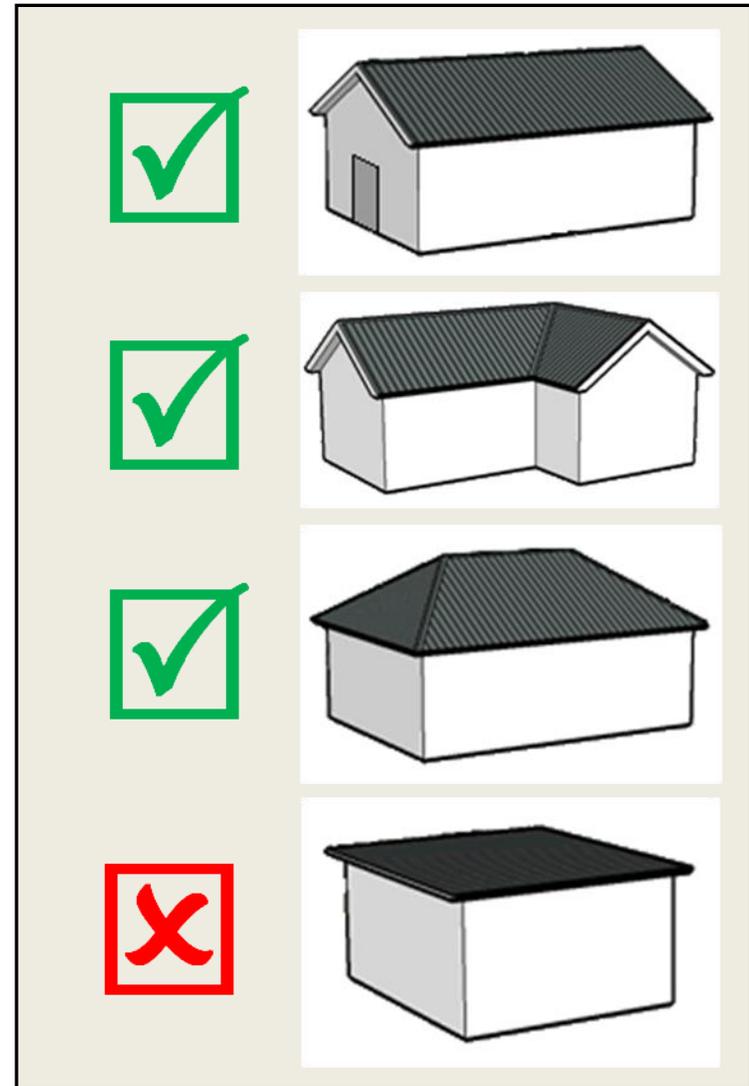


Figure 18: Roof Styles in T3.5 Zone

Characteristics/Special Requirements:

- A mix of attached and semi-detached residential and office buildings, designed to appear residential from adjacent residential streets.
- Stormwater and parking areas may be allowed when the Zoning Official determines that the consolidated site plan provides appropriate transitions to the adjacent residential neighborhood and meets the intent of the Vision Plan, except when an entire block face is designated as T3.5
- Front-loading garages must be located a minimum of 5 ft. behind the principal façade. Townhomes with garages must be rear-loaded. Surface parking must be located to the rear of buildings, or in between the building and a T4 parcel.
- A reduced 15-foot front yard setback may be permitted when two or more T3.5 lots are consolidated for unified redevelopment, a T3.5 lot is consolidated with a T4 lot for unified redevelopment, or a T3.5 lot is located adjacent to another lot that has already been redeveloped utilizing the reduced setback.
- Reduced setbacks are allowed to promote creative site-planning where the rear yards of T3.5 lots are utilized to enhance the redevelopment opportunities of adjacent T4 lots, and are not intended to simply increase the buildable area of lots to allow large, out-of-scale single family homes (referred to colloquially as “McMansions”)
- Buildings articulation should occur approximately every 30-40 linear feet, to match the existing character of single family homes on adjacent lots.

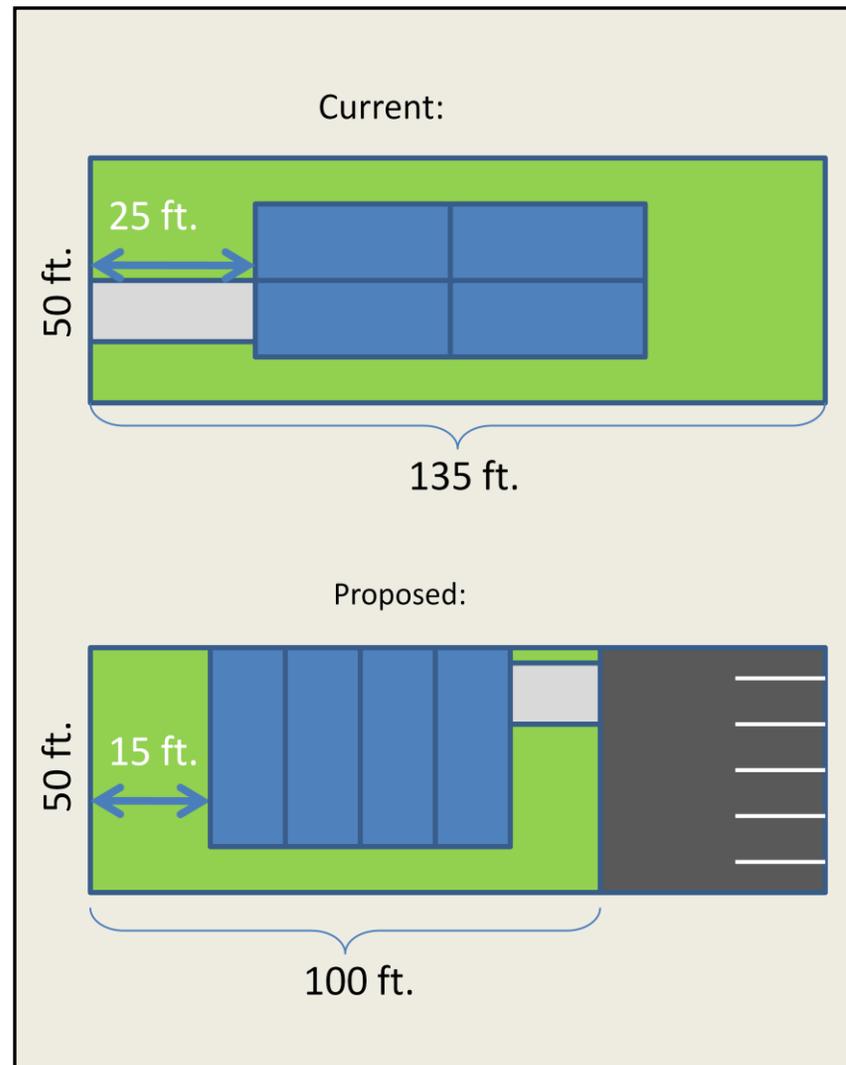


Figure 19: Example of Reduced Front Yard Setbacks on a typical 50 ft x 135 ft T3.5 lot



Figure 20: Redevelopment Scenario for Bethaway Avenue, a T3.5 zone

T3: SUBURBAN

As described in **Error! Reference source not found.**, the T3: Suburban zone is where low density, detached residential uses are found. The majority of development within T3 zones is single-family residential, with occasional duplexes and accessory apartments when allowed by the underlying zoning district. No standards are specifically proposed to regulate T3 areas, as such the default zoning rules will continue to apply. However, the T3 zones indicate areas where City Planning staff would be unlikely to support future land use or zoning amendments to allow non-residential uses or increase the density of allowable development. Like the T6: Urban Core zones, the T3 zones are largely located outside of the proposed Special Plan zoning overlay boundaries. The following descriptions of T3 areas are included to provide a context for better understanding the other transect zones.

The T3 areas are typically found east of S. Orange Avenue (Lake Copeland, Lake Cherokee, Delaney Park, Wadeview Park, Southern Oaks, and residential areas in Unincorporated Orange County), but are also found to the west of Orange Avenue in the South Orange neighborhood (a small enclave of 1-2 family homes located between W. Esther Street and W. Grant Street just north of the SODO) and the Lake Holden neighborhood.

Typical Building Height/Mass:

- 1-2 stories typical, zoning allows a maximum height of 30 feet
- Variety of roof styles depending on style of home – mid-century homes typically have flat or low-pitched roofs, but hip and gable roof styles are also common

Characteristics:

- Large and varied front yard setbacks, landscaped yards, driveways, mature trees, detached buildings
- Typical lot width is 50 feet, with side setbacks of 5-10 feet. This results in most homes being approximately 30-40 feet wide.
- On-street parking is common on low-traffic side streets
- Many neighborhoods have traffic calming improvements, such as round-a-bouts, speed islands, and speed humps
- Neighborhood parks provide community space



Photos: Examples of Typical Development in T3: Suburban zones

VARIANCES – THE “WATER BALLOON” RULE

Variations from the standards outlined above and in **Error! Reference source not found.** (i.e. standards related to the Transect Plan or Precise Plan) are allowed through the Conditional Use Permit process, where additional mitigation measures may be required [see 65.281(c)]. This allows a property owner to bring forward a project that may not fit entirely within the programmed transect, but be compatible with the neighborhood when specific conditions of approval are met. The Conditional Use process requires a public hearing at the Municipal Planning Board and final approval by City Council. This means that surrounding property owners, City Planning staff, appointed professionals on the Municipal Planning Board, City Commissioners, and the Mayor will all have the opportunity to review proposed development and ensure that it meets the intent of the overall Vision Plan for the Orange/Michigan area.

In order for staff and the Municipal Planning Board to recommend approval of a Conditional Use Permit application that violates the assigned transect zone standards, the following standards must be met:

- The proposed development will create a “mini-transect” within the development site
- Additional height and mass must be located in the middle of the block or building, or adjacent to a more intense transect zone
- Building mass at the perimeter of the building site, particularly any area located adjacent to a lower intensity transect zone, must conform to the allowed heights of the transect zone.
- The proposed building meets the intent of the Vision Plan, which is to provide for logical transitions in building height, mass, and scale.

The combined effect of the above standards can be described as the “water balloon” rule – when a building is proposed that would violate the

Transect plan, the edges of the building must be “pushed down” to meet the Transect, causing the middle of the building to “push up” – similar to pressing down on the sides of a water balloon. Discretion must be used to ensure that the “water balloon” does not burst under too much pressure (i.e. a Conditional Use Permit may be approved to increase the overall building height by 1-2 stories, but a significant increase in number of stories would not meet the intent of the Vision Plan).

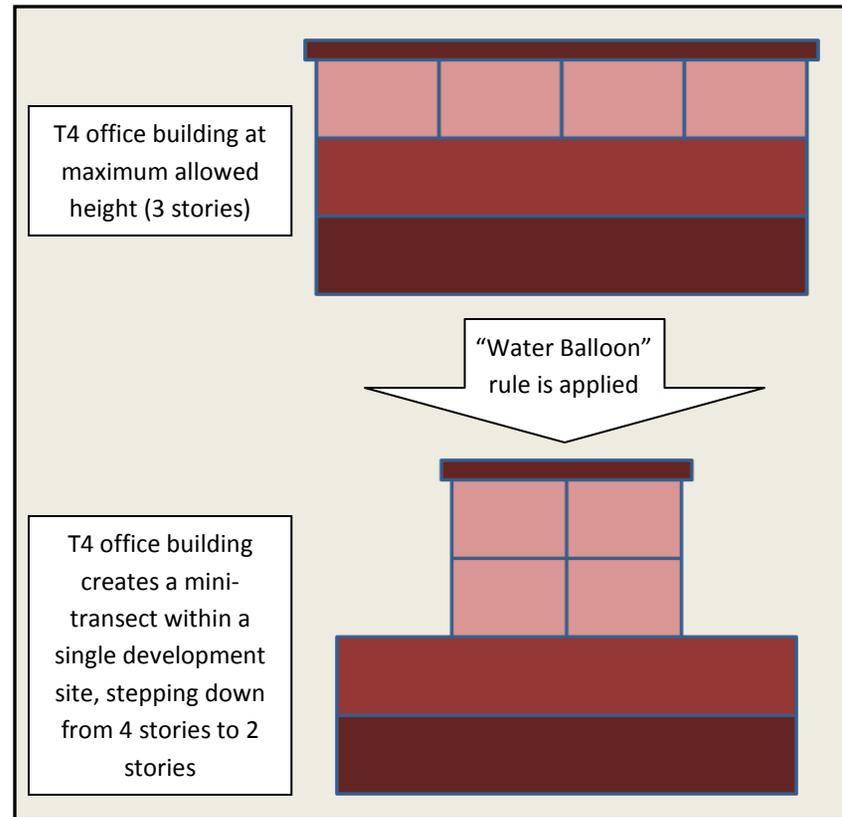


Figure 21: An example of the “Water Balloon” Rule that could be approved through a Conditional Use Permit

PART V – URBAN DESIGN

Whereas the Transect Plan described in the previous section addressed the Urban Form (overall mass, height and bulk of buildings), the urban design standards in this section provide guidance on specific architectural treatments and site design to be utilized throughout the Orange/Michigan corridor. Additionally, this section provides more detailed explanations of the articulation standards presented in the Transect Plan as well as the roof styles and special design requirements for the T3.5 Live/Work transitional zones.

ARTICULATION

Articulation is an architectural concept by which the materials and mass are substantially changed periodically along a single building façade. This breaks down the overall scale of a structure so that each part is defined precisely and clearly stands out from the rest. The result can be a combination of design treatments, from utilizing different architectural materials, to providing shifts in plane on a structure. Photo shows how articulation is accomplished in Baldwin Park – architectural treatments change approximately every 60 feet and an additional transition is created by recessing a portion of the building and providing different colors and materials.

In the Orange/Michigan area, appropriate articulation standards are based on the transect plan – as buildings taper in height toward residential areas, the architectural articulations should become more frequent to create a seamless environment and reinforce the shift from large-scale buildings in the Urban Core to the small-scale residences in the T3: Suburban neighborhoods.



Photo: Example of Articulation Techniques in Baldwin Park

The requirements for architectural articulation are reduced by half in each progressively less intense transect zone, as follows:

- T6: Urban Core – articulation required every 240 feet
- T5: Urban Center – articulation required every 120 feet
- T4: General Urban – articulation required every 60 feet
- T3.5: Live/Work – articulation required every 30 feet
- T3: Suburban – individual buildings are typically 30 feet long, with open setbacks on each lot’s side yards.

These articulation standards are based on typical lot and block widths and depths found throughout the City of Orlando. The Orange/Michigan area has a variety of block and lot sizes due to the urban morphology that has occurred over time. Therefore, the articulation standards provided above are intended be close approximations, and may be modified slightly given the exact context of a proposed building.

ARCHITECTURAL STYLE

The architectural styles along the Orange/Michigan corridor display an eclectic mix of mid-century, modern, art deco, Mediterranean, contemporary, and traditional styles. No one particular style is dictated over another; however the Task Force identified SODO as a design example for new development in the area as it incorporates both modern and traditional design elements. As such, architecture that uses a mix of building materials is encouraged along the main commercial corridors of Orange Avenue and Michigan Street – glass and metal should be complemented by more traditional materials like brick, stucco, or stone.

S. Orange Avenue and Michigan Street, while comprising one of the traditional commercial strips within the City of Orlando, do not currently exhibit many elements commonly identified as desirable in pedestrian-oriented, traditional shopping and dining districts. This plan encourages pedestrian amenities like colonnades (arcades and galleries), awnings, and canopy trees to provide shade and weather protection to pedestrians, while recognizing the constraints of Orange Avenue as a Florida Department of Transportation (FDOT) right-of-way (this issue will be further examined in Part VI: Setbacks and Streetscapes). For this reason, requirements on dimensions and specifics of execution of colonnades shall be determined on a case-by-case basis, but generally shall be supported in this area where they can be executed effectively.

For areas within the Traditional City zoning designation, including properties between Illiana Street and Michigan Street and along Pineloch Avenue, a minimum of 30 percent transparency located between 3 and 7 feet measured from ground level is required. A durable material must be used in the water table area, defined as the first two feet from grade.

Appearance Review will be required prior to the issuance of building permits with the Special Plan overlay district, in accordance with the

general requirements found in Chapter 62, Part 3 of the Land Development Code. This allows the Appearance Review officer to review projects to see if treatments are authentic to the style employed and compatible with existing adjacent development and reflect the articulation and transparency requirements.



Photos: SODO is a Design Example for the Area

STORMWATER DESIGN

Due to the topography and drainage patterns in the area, stormwater design is a particular challenge. Many newer developments along the corridor have had to adjust their development plans when site grading raised finished floor elevations several feet above the elevation of Orange Avenue. The resulting development can include awkward transitions from the public sidewalk to the private realm, elevated entrances above the sidewalk that decrease pedestrian accessibility, and a decrease in transparency and visual interest at the street level.

The Task Force proposes the following standards for the design, location, and treatment of stormwater systems for new development:

1. Site-sensitive grading techniques are the preferred solution for addressing differences in finished floor elevation and existing street level elevation. Elevated entrances are discouraged along S. Orange Avenue and Michigan Street. The Chipotle building on S. Orange Avenue (shown in Photo) is a good example of how site-sensitive grading can accommodate elevation changes. Chipotle uses landscaping, an outdoor dining patio, and a gently sloping pedestrian walkway to seamlessly transition from the public sidewalk to the building face. The portion of the building where the entrance and outdoor dining area are located is set back from the sidewalk in order to accommodate the necessary slope to prevent stairs or a solid retaining wall at the sidewalk edge.
2. A stormwater plan and site section drawings must be submitted with all Land Development applications for growth management plan or zoning map amendments, planned developments, master plans, and conditional use permits, in order for Planning staff and Municipal Planning Board members to fully understand and

comment on proposed site grading, elevation of finished floors, pedestrian access, and stormwater location.

3. Stormwater systems must function as site amenities, or ex-filtration can be used. By requiring stormwater to be a site amenity, stormwater systems no longer must be hidden at the rear of the site (additionally, stormwater located to the rear of sites is often located immediately adjacent to single family residences and should be landscaped and well-maintained as a green, park-like amenity). Landscaping within stormwater areas may be counted towards required tree points, green space, and bufferyard requirements. Stormwater systems may be located within required setback areas. Green roofs, rain gardens, screened rain cisterns, low impact design, and landscaped retention areas with less than 4:1 slopes may all be considered site amenities.



Photo: Chipotle Uses Site-Sensitive Grading to Accommodate Elevation Changes

- Property owners are encouraged to locate stormwater in the middle of the site, between the rear of the building and the parking area, to decrease the elevation adjacent to public sidewalks (see **Error! Reference source not found.**, below). Another option would be to use rain gardens or similar stormwater treatments in between the building and the street, provided the building is not set back farther than 15 feet (the maximum setback allowed by the majority of zoning districts along S. Orange Avenue and Michigan Street).

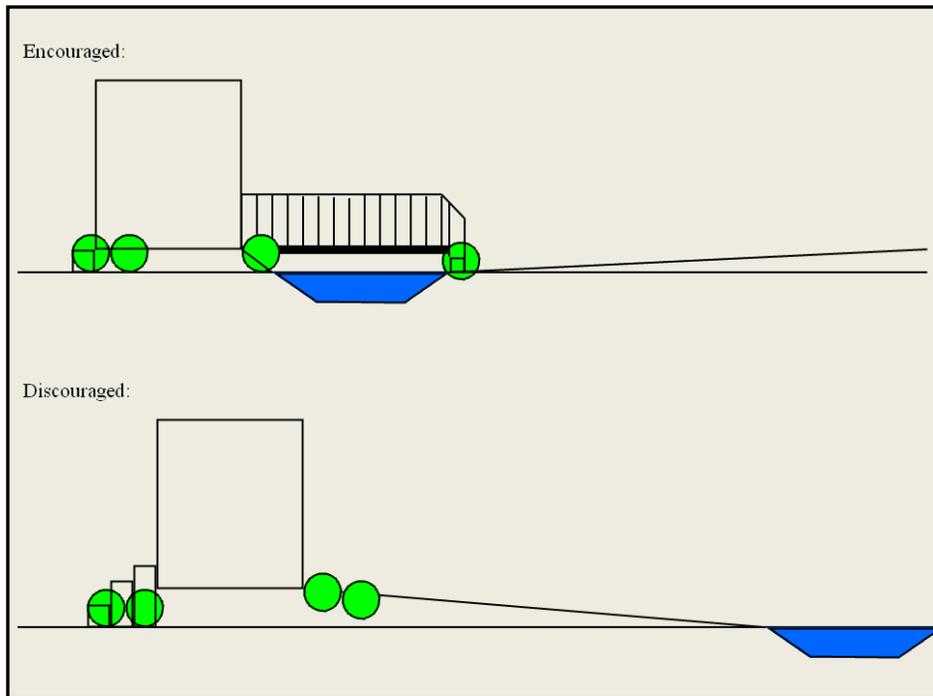


Figure 22: Encouraged and Discouraged Stormwater Locations



Photo: An Example of a Stormwater System Located Adjacent to a Building



Photo: While Stormwater Must Be Located On Private Property, This Photo Provides Another Example of Celebrating a Stormwater System

STORMWATER ON T3.5 LOTS

Stormwater retention areas shall only be allowed as the sole use of a T3.5 lot when T3.5 lot shares a block face with T4 lots. When an entire block face is designated T3.5, like Jersey Street, Bethaway Avenue, Hollenback Drive, and W. Muriel Street, stormwater must be located behind liner buildings.

For all other T3.5 lots, the following standards shall apply to stormwater design:

- Must be designed as an amenity, so that the stormwater retention area appears to be a pocket park.
- Slopes must be less than 4:1, except where “haha” or retaining walls are used that create a steeper slope while still effectively creating stormwater areas that have a green, park-like appearance.
- No gravel bottoms.
- Creative use of grading and utilizing “haha” walls, swales, and landscaping to create a hilly, park-like appearance or hide stormwater is required.
- Litter management is a requirement; failure to manage litter within the stormwater area will be considered a code violation.
- Solid walls may be used to support grading or to screen parking lots from neighborhoods. All other fencing must be CPTED-style, metal fencing.



Photo: An Example of a "HaHa" Wall

TRADITIONAL CITY ZONING

In 1991, the City of Orlando established a Traditional City zoning overlay district. The overlay applies to all property within the City platted prior to World War II. The Traditional City Zoning Overlay contains specific design requirements that promote the positive design elements found in pre-WWII development (such as buildings located close to the street, on-street parking, continuous street walls, a mixture of uses, mixture of architectural styles, and parking located to the rear of buildings).

The Traditional City Zoning Overlay boundaries end at Michigan Street, which results in an incongruent street experience – properties that redevelop north of Michigan Street must provide transparency (windows), locate parking to the rear of buildings, and provide direct pedestrian access from the sidewalk, where properties south of Michigan do not have the same requirements. Given that the Traditional City design standards promote a safer, more enjoyable pedestrian experience and a traditional “Main Street” feel, the Task Force recommended extending Traditional City design requirements further south.

The Task Force also recognizes that many of the properties south of Michigan Street have already been developed under conventional zoning standards and that reconciling large parking lots located in front of existing buildings with new buildings pulled up to the street may result in difficult interim site circulation and cross-access opportunities. Therefore, a set of modified Traditional City standards are also proposed as a compromise between traditional and conventional development patterns while promoting pedestrian-friendly development.

The following Traditional City design standards shall be required for new development south of Michigan Street and north of Illiana Street, and along Pineloch Avenue, within the Special Plan overlay:

- No parking should be located in front of the principal façade
- Must meet minimum transparency standards (per the Special Plan, 30 percent)
- A pedestrian entrance must be oriented towards the street
- The standards for architectural appearance review contained in Chapter 62, Part 6 of the Land Development Code will guide review of proposed development and substantial improvement of existing development
- Parking will be allowed at the sides of buildings, but must be screened by a knee wall and landscaping.

The following modified Traditional City design standards will be required for new development south of Illiana Street to the City Limits (except along Pineloch Avenue), including new annexations, within the Special Plan overlay:

- One row of parking stalls and one drive aisle will be permitted to be located in front of the principal building façade
- Safe pedestrian pathways and a pedestrian entrance oriented to the street are required
- Drive-through aisles should not be located between the building S. Orange Avenue
- Additional parking may be located to the sides or rear of property
- 15 percent transparency between 3 and 7 feet measured from the ground is required

Additionally, for properties located north of Illiana Street and along Pineloch Avenue but not within the official Traditional City zoning overlay, the Zoning Official may determine that the modified Traditional City standards may be used where existing adjacent development makes the application of the Traditional City standards illogical.

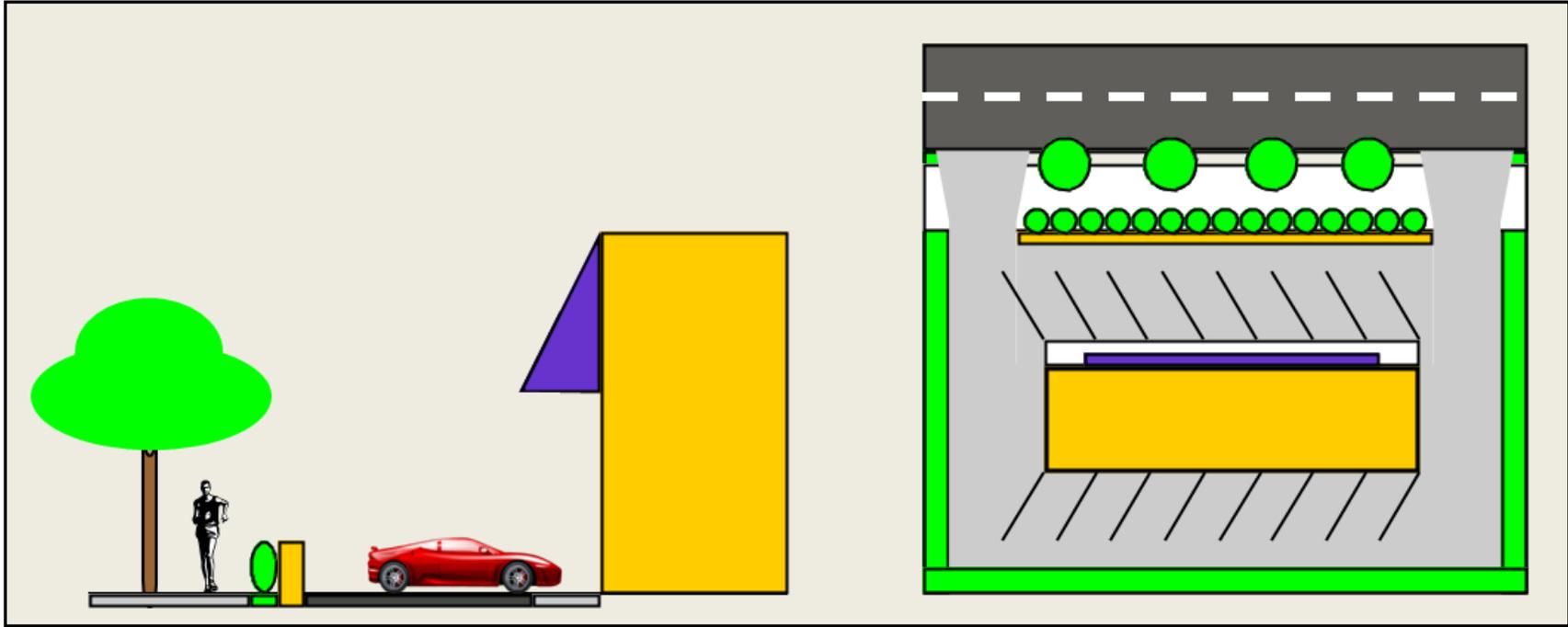


Figure 23: Conceptual Illustration of modified Traditional City standards



Photos: (A) Traditional City; (B) Modified Traditional City (landscaping is non-conforming, but this parking location represents the design concept); and (C) Conventional Development

BRANDING THE CORRIDOR

The Downtown South Main Street is an active organization currently pursuing a variety of projects to help brand the district and establish an identity for the corridor. The Task Force, many of whom are also involved with the Main Street, recommends that this Vision Plan address branding the corridor but leave specific design decisions up to Main Street.

Through this Vision Plan, the following requirements are established:

- Properties that redevelop at the intersection of Orange Avenue and Michigan Street shall dedicate an additional corner clip of right-of-way to provide for pedestrian plaza areas with bollards or other entrance features where technically feasible. If property is too small to allow this dedication, the site shall be designed to incorporate a branding entrance feature elsewhere on the property. An easement shall be dedicated to accommodate the entrance feature.
- The intersection of Orange Avenue and Michigan Street should serve as a gateway to (and a focal point within) the Downtown South area. Development on these four corners should address the intersection.

Additionally, the Task Force has the following recommendations:

- Treatment of the intersection of Michigan Street and Orange Avenue should ideally utilize special pavers with colors, patterns or designs to help provide an identity to the area.
- Unified themes for landscaping, architectural lighting, street furniture, bike racks, trash cans, etc. should be explored – even if the theme is to have more eclectic, sculptural elements that vary from site to site.
- Undergrounding of utilities is desirable.



Photos: Design Inspirations for Branding the District

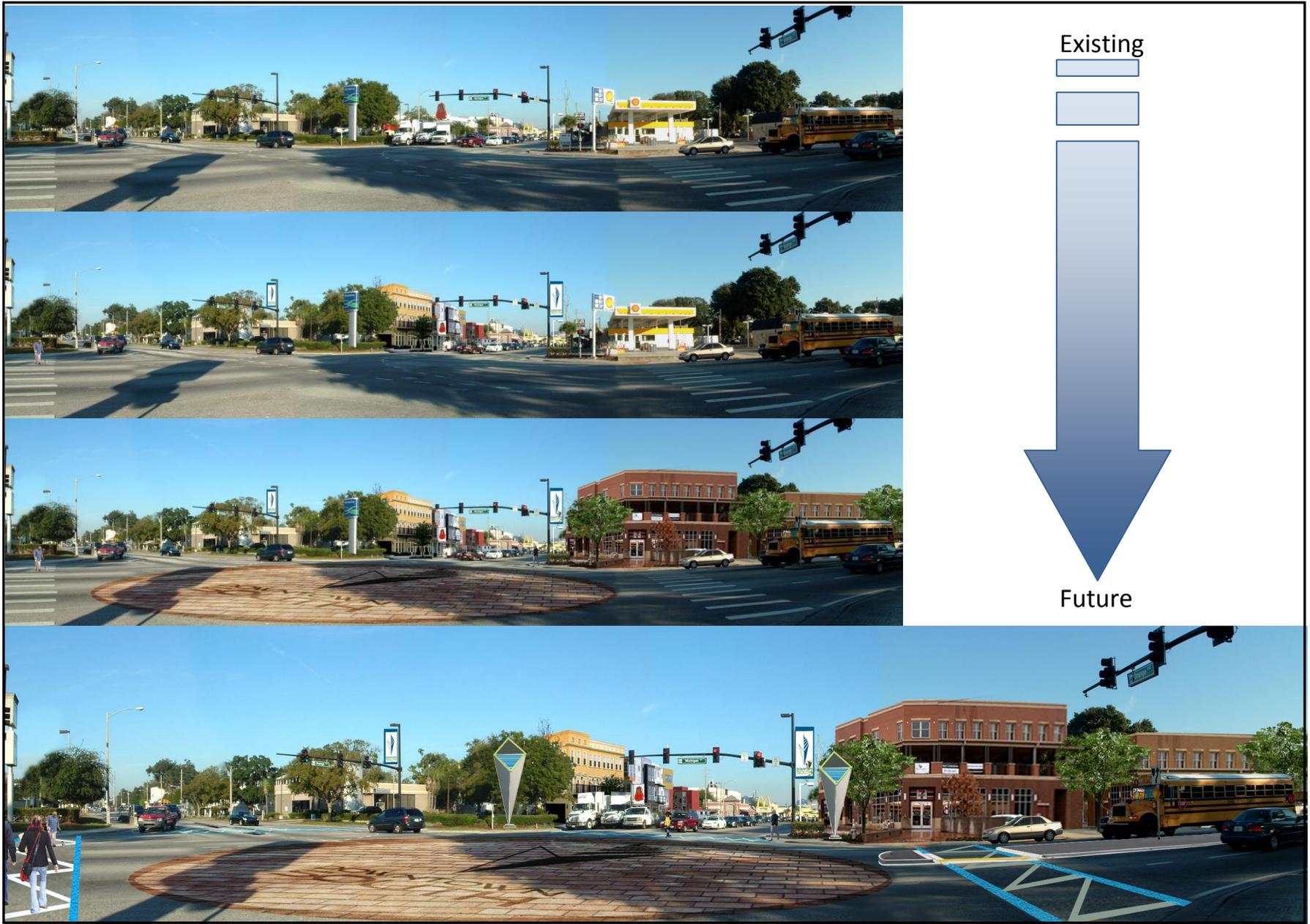


Figure 24: Photobuild Showing Potential Branding at Orange Avenue and Michigan Street

PART VI: SETBACKS AND STREETSCAPES

The City of Orlando does not have jurisdiction over S. Orange Avenue or Michigan Street, so many of the recommendations of the Task Force related to streetscape treatments will not be included in the Special Plan overlay zoning requirements. Generally, the Task Force's recommendations are two-fold: (1) the Task Force recommends setbacks from back-of-curb that will allow streetscapes with wider sidewalks in the future, and (2) the Task Force recommends conceptual streetscape treatments that will provide direction for future negotiations between the City and the governmental entities currently in control of the right-of-ways.

S. ORANGE AVENUE

S. Orange Avenue is currently a Florida Department of Transportation (FDOT) roadway. Any development within and adjacent to the right-of-way must receive approval from FDOT and meet their minimum standards. This typically means that sidewalks are located adjacent to the street with no landscape strip or tree wells. Maintenance is also a concern, as FDOT typically does not maintain landscaping or street trees and therefore currently does not allow them within the right-of-way area.

The FDOT has set up a process where local governments can seek approval for alternative, context-sensitive design standards for streetscape treatments on FDOT roads that are located in urban areas. This process has been used successfully on other FDOT roads in the state, and the City hopes to pursue approval of alternative context-sensitive design standards for S. Orange Avenue.

SETBACKS ON S. ORANGE AVENUE

The following setbacks are recommended for property along S. Orange Avenue, to provide opportunities for future streetscape installation and other desirable elements between the building façade and S. Orange Avenue:

- City Service/Sidewalk Easement: 13 feet from back-of-curb to provide for a 7 ft. sidewalk and a 6 ft. landscape strip or area for tree wells.
- Private property setback of 7 ft. to allow for a “courtyard” area – this area can be used for landscaping, hardscaping with planters, site grading to accommodate elevation changes (see Stormwater Design), outdoor dining, outdoor display of merchandise, menu board signs, bike racks, outdoor furniture, second story overhangs, plane changes to provide required articulation (see Urban Design), canopies, arcades, etc.

These setbacks are consistent with much of the newer development along S. Orange Avenue, as 13-ft. city services/sidewalk easements are a standard condition placed upon Master Plan and Planned Development approval and additional setbacks are often necessary to accommodate stormwater drainage.

GUIDING STATEMENTS FOR FDOT

The Task Force recommends that the following “guiding statements” influence FDOT’s process of adopting alternative streetscape standards for S. Orange Avenue:

1. The area serves as the entrance to Downtown for northbound traffic. Visual clues should alert drivers that they are entering into a Main Street area with increased pedestrian traffic. These visual clues may include clearly marked crosswalks, wide sidewalks, street trees, medians, “bulb outs” or curb extensions, on-street parking, and street furniture as appropriate.
2. Lane widths should utilize the minimum possible width to adequately accommodate truck and emergency vehicle traffic safely. Excess width should be eliminated, and used towards providing a wider sidewalk or on-street parking.
3. Shade trees should be a priority along this corridor, but palms are an acceptable alternative if planning areas, maintenance, or sight-lines become an issue.
4. Priority intersections for improvements, including the use of special pavement to better demarcate pedestrian cross zones, are as follows:
 - S. Orange Avenue and Gore Street
 - S. Orange Avenue and Grant Street
 - S. Orange Avenue and Michigan Street
 - S. Orange Avenue and Kaley Street
 - S. Orange Avenue and Miller Street

The FDOT process for establishing alternative standards requires an engineering study of site lines, right-of-widths, and other considerations prior to approval. Public input is also an important component, and the

City hopes to reconvene the Task Force as a part of the public input process in establishing the alternative standards.

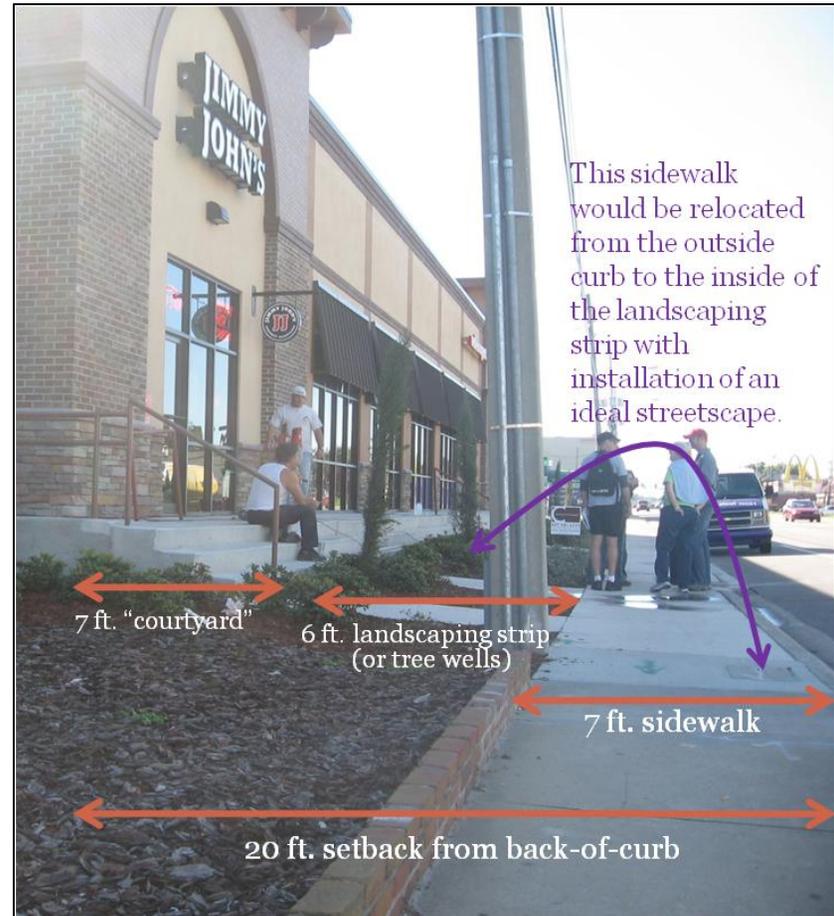


Figure 25: Example of Setback Requirements on S. Orange Avenue

CONCEPTUAL STREETSCAPE SECTION – ORANGE AVENUE

This conceptual street section essentially proposes a streetscape that can be installed within the existing right-of-way available today, with additional sidewalk easements obtained from private property owners through the redevelopment process. This results in a streetscape that could be installed incrementally over time (as redevelopment occurs, individual property owners may be responsible for the installation of street trees or sidewalks adjacent to their property) or could be installed all at once (if a funding

source became available in the future, improvements such as curb extensions or medians could be made, while still requiring additional easement dedications and private improvements to enhance the streetscape through future redevelopment of private property). This streetscape is conceptual as it must be approved by FDOT and funding for the installation and maintenance of improvements is currently unavailable. This conceptual plan represents the first step in the process of establishing an appropriate, context-sensitive streetscape for S. Orange Avenue.

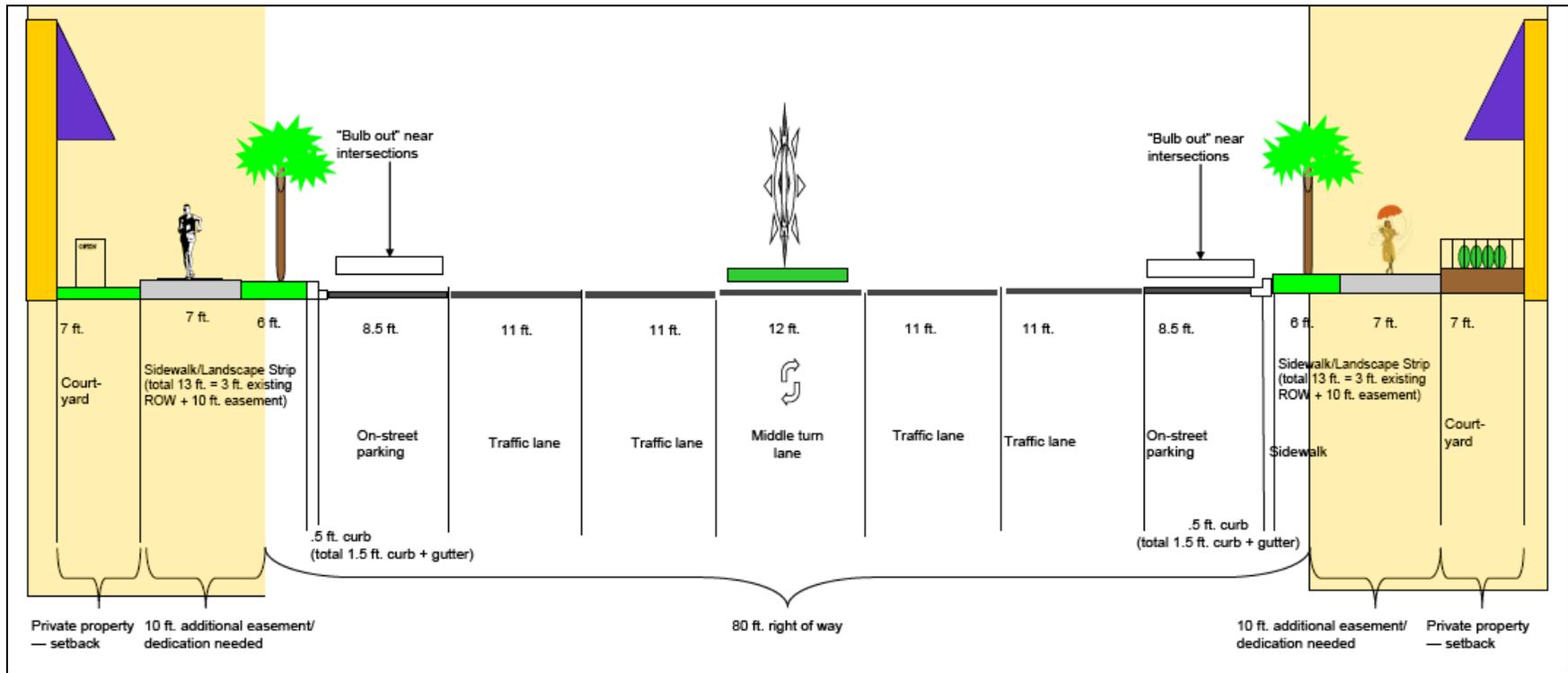


Figure 26: Conceptual Streetscape Section for 80-ft. Right-of-Way on Orange Avenue



Figure 27: Conceptual Streetscape Treatments Installed on S. Orange Avenue

MICHIGAN STREET

Michigan Street currently has extremely constrained and substandard widths along the north side of the street, and very large, potentially dangerous curb-cuts on the south side of the street. However, the south side of Michigan Street contains a large concentration of neighborhood-serving retail and restaurants (as opposed to the large concentration of medical office uses further north along Orange Avenue). Given the close proximity of the Wadeview Park neighborhood to this retail, the Task Force identified Michigan Street as an area where enhanced pedestrian safety and amenities has a strong potential to encourage additional pedestrian trips.

SETBACKS ON MICHIGAN STREET

The following setbacks are recommended along Michigan Street, to provide opportunities for future streetscape installation and other desirable elements between the building façade and Michigan Street:

- City Service/Sidewalk Easement: 13 feet from back-of-curb to provide for a 7 ft. sidewalk and a 6 ft. landscape strip or area for tree wells.
- Private property setback of 7 ft. to allow for an additional planting area for canopy trees – in tree wells or in a landscaped strip. This setback is similar to the “courtyard” area proposed for S. Orange Avenue, and can be used for similar purposes –outdoor dining, outdoor display of merchandise, menu board signs, bike racks, and outdoor furniture, provided canopy trees are also installed.

Along the north side of Michigan Street, commercial lot depths are generally very shallow. Where lot depths are less than 140 feet, modifications to the above setbacks may be allowed through the Master

Plan process, provided the resulting streetscape transitions appropriately to the adjacent properties, provides a minimum of a 5 ft. clear pedestrian path, and allows for the installation of street trees.

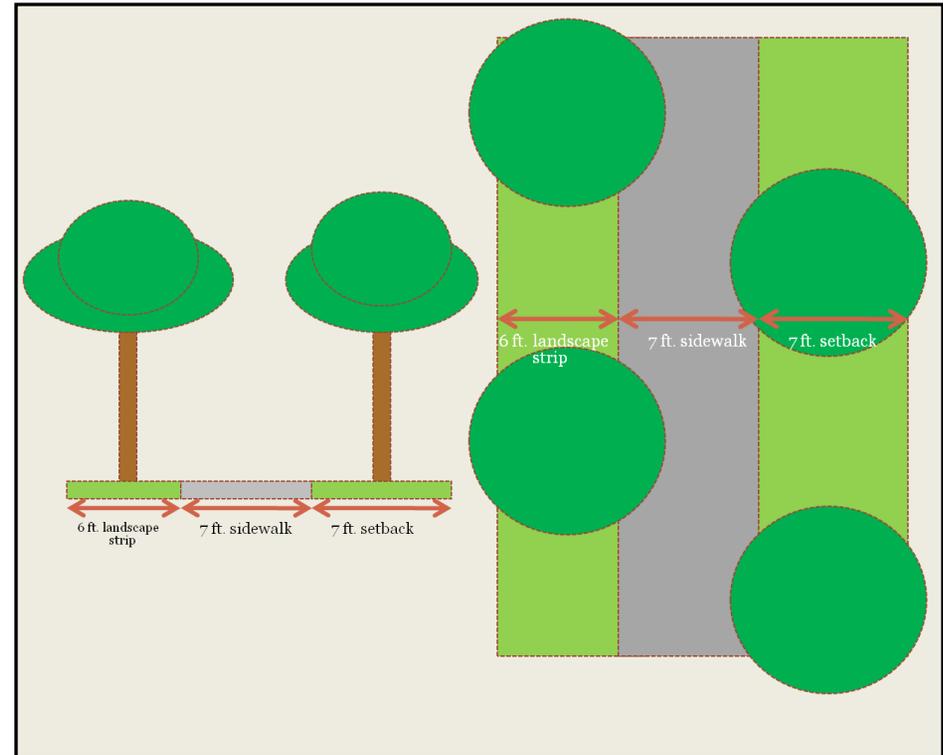


Figure 28: Conceptual Streetscape Treatment for Michigan Street

CONCEPTUAL STREETScape – MICHIGAN STREET

Canopy trees should be staggered to create continuous or near continuous shade cover for pedestrians. Landscape strips or tree wells would be appropriate, but a consistent treatment should be applied.

SPECIAL ALLOWANCES FOR “COURTYARDS”

Within the “courtyard” area (7 ft. private property setback), the Task Force recommends that the City allow certain uses that are not typically permitted by the City’s Land Development Code, including outdoor display of merchandise and the placement of menu board signs. As such, the following special standards are proposed to ensure that the use of the courtyard areas is in keeping with the intent of the Main Street district to promote local business activity and a vibrant pedestrian environment.

OUTDOOR DISPLAY OF MERCHANDISE

Outdoor display of the following types of merchandise shall be permitted where existing setbacks are sufficient to allow the display of merchandise on private property or where properties redevelop to meet the standards of the Vision Plan:

- Antique or custom-made furniture
- Clothing
- Art, sculpture, pottery, and other unique handmade goods
- Merchandise that would otherwise be permitted to be displayed outdoors by the current Land Development Code
- Merchandise that would typically be found in a Farmer’s Market setting

All merchandise must be moved indoors at the close of business each day, and conform with the standards for retail antique displays found in Section 58.950 of the City’s Land Development Code. A permit is still required for the outdoor display, and must be approved by the Zoning Official. The intent of the above allowances for outdoor display is to create an engaging pedestrian atmosphere, bring commerce to the street level, and create a special, unique aesthetic for the district. Merchandise must be related to

the primary retail use of the building, except that the Planning Official may allow additional outdoor displays of merchandise for special events (like a district-wide sidewalk sale or a farmer’s market).

MENU BOARD SIGNS

Currently, menu board signs (also referred to as free-standing signs or A-frame signs) are not allowed in the S. Orange Avenue/Michigan Street area. However, because the area is designated as a Main Street district, opportunities for pedestrian-scaled signage are seen as appropriate. The following standards are proposed to regulate the use of menu board signs within the Special Plan overlay area:

- Menu board signs are only permitted on private property, and may not be located within the sidewalk area.
- Menu board signs are only permitted on S. Orange Avenue and Michigan Street, not on side streets.
- Only one menu board sign is permitted per street address
- Maximum 9 square feet in size
- Menu boards must be positioned so as to be adjacent to the restaurant or business listed on the board and information on that board must advertise exclusively the goods and services of that business
- Menu boards must be positioned so as to be clearly visible to pedestrian traffic
- All signs shall be removed at the end of each business day
- All signs must be securely anchored

If the City assumes maintenance of S. Orange Avenue in the future, or if FDOT approves menu board signs within their right-of-way, the Planning Official may consider allowing additional locations for the placement of menu board signs if deemed appropriate.

OTHER CONSIDERATIONS FOR “COURTYARDS”

The following uses and treatments of “courtyard” areas are also determined to be appropriate. A wide range of options is provided in order to allow flexibility, creative site planning, and aesthetic variation along the corridor:

- Outdoor dining or seating areas are encouraged for restaurants.
- Hardscaped courtyards are appropriate (where ISR requirements are met elsewhere on a building site), but planters or potted landscaping are encouraged to soften the edge between hardscape and building.
- Accommodations necessary for proper site drainage, including grading with landscaping, steps, elevated platforms, stairs, and other treatments may be approved by the Appearance Review officer. Special treatment or materials may be required (such as brick or stone) to ensure treatment is aesthetically pleasing.
- Canopies and arcade designs may be used to provide shade coverage for the courtyard, and additional stories may project over the courtyard.
- CPTED-style fencing or railing may be utilized to define the courtyard space, provided a clear pedestrian path is retained from the sidewalk to the building entrance. No gates, chains, locks, or other barriers shall prevent pedestrian access into the courtyard space during hours the establishment is open to the public.
- Bike racks are permitted, provided they are located in such a way that bicycles parked in the bike rack area do not encroach into the sidewalk area.
- Blade signs and other projecting signs may encroach into the courtyard area, provided they conform to all sign standards in Chapter 64 of the City’s Land Development Code.

SIDE STREETS

Given the varied conditions on the side streets within the plan area, the following general setback regulations are provided:

- A 15-ft. minimum front yard and street side yard setback shall be provided, unless the underlying zoning district allows a lesser setback or a greater setback is required by a specific requirement of the Special Plan zoning overlay.
- Sidewalks should connect Orange Avenue and Michigan Street to adjacent residential neighborhoods, and shall be installed at time of redevelopment where they do not exist today.
- Sidewalks must meet the City’s standards for residential sidewalks, except where specific street conditions require modifications. Transportation Planning will determine exact sidewalk/park strip dimensions during the Master Plan, Planned Development, Conditional Use, or permitting process.
- Generally, residential standards require a 5 ft. park strip planted with canopy trees and a 5 ft. sidewalk.



Photo: Outdoor Dining with Grade Change in Montreal



Figure 29: Potential W. Grant Street Redevelopment, a Residential/Office Side Street

PART VII: TRANSPORTATION

This part summarizes the Task Force’s recommendations on Transportation issues facing the corridor. Access Management guidelines will be contained in the proposed Special Plan zoning overlay. Recommendations on priority bus stops for shelters, locations for bus pull-off lanes, and conceptual median plans are included in this Vision Plan to influence future transportation decisions in this area.

ACCESS MANAGEMENT BY TRANSECT ZONE

In all transect zones, cross-access easements are required between parking and vehicular use areas and adjacent properties. Where cross access is not possible due to current conditions, future cross access will be provided for with stub-outs. Additionally, throughout the plan area, superfluous curb cuts on Orange Avenue and Michigan Street will be closed upon substantial improvement or expansion where other ingress and egress solutions are possible. Existing standards on width of curb-cuts will continue to apply along the corridors. Site circulation and access of non-residential and multi-family developments should be designed to direct traffic away from T3 areas. Additional restrictions may be required on a site-by-site basis to ensure the intent of these access management guidelines are met, such as limiting curb cuts on Orange Avenue and Michigan Street to right-in, right-out designs.

T6 AND T5 TRANSECT ZONES

- New curb cuts to Orange Avenue or Michigan Street are not allowed unless there are no other possible ingress and egress solutions.

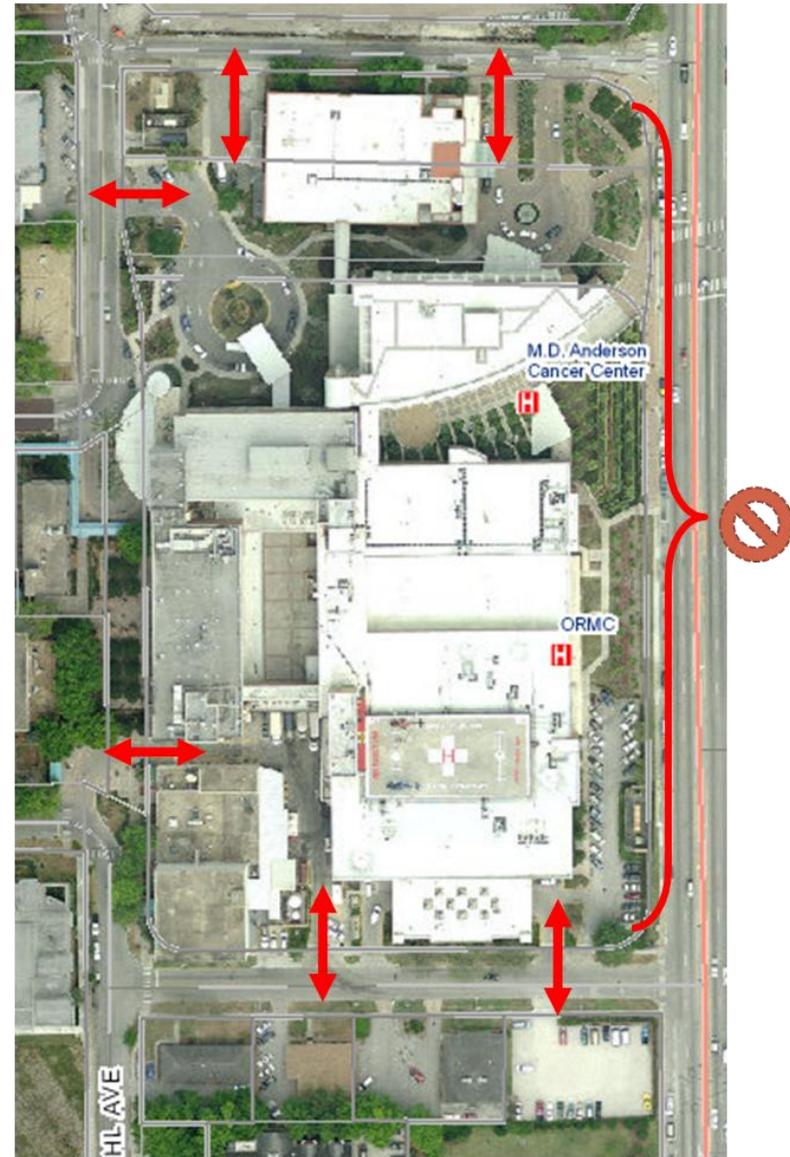


Figure 30: Example of Appropriate Ingress/Egress on T6 and T5 Sites (M.D. Anderson Building)

T4 TRANSECT ZONES

- New curb-cuts to Orange Avenue and Michigan Street are discouraged, and are not allowed when a development site has ingress/egress locations on two side streets.
- Only one curb cut per block, to be located in the middle of the block, is allowed.



Figure 31: A Conceptual Redevelopment Plan of T4 and T3.5 Zones Between Esther and Grant Street, Showing Points of Access

T3.5 TRANSECT ZONES

- Where an entire block face is designated T3.5, curb cuts shall be permitted only for detached 1-2 family residential development. Townhome or office development should be rear-loaded with alley systems accessed from side streets or adjacent T4 property.
- All T3.5 areas should be designed to be rear-loaded, accessed from T4 property, or utilized joint-use driveways. Curb cuts on residential streets to serve a single T3.5 parcel shall be discouraged, unless the T3.5 parcel is being developed as a single family home.



Figure 32: A Conceptual Plan of Partial Redevelopment of T4 and T3.5 areas between Jersey Street and Michigan Street

CONCEPTUAL MEDIAN PLAN – S. ORANGE AVENUE AND MICHIGAN STREET

The conceptual median plan presented in this document would allow additional opportunities for landscaping, canopy trees, palm trees, sculptural elements, or other treatments that help to create an identity for the district. Additionally, medians increase pedestrian safety by providing a refuge mid-crossing, calm traffic by narrowing the cone of vision, and reduce potential conflict points for automobiles. However, when medians prevent access to businesses along the corridor, their benefits must be weighed against their potential to hurt the local business economy. The access management guidelines discussed previously in this section will result in a limiting of curb cuts along the main commercial corridors through future redevelopment, which in turn will provide additional opportunities for a median system that does not limit access to local businesses.

The conceptual diagrams presented here were developed taking into consideration the existing conditions along the corridor, and adhere to the following philosophy:

- Middle turn lanes provide the right-of-way needed for the installation of medians and should be utilized for such purposes whenever they are unnecessary as turn lanes.
- Dual left-turn lanes (sometimes called “suicide lanes”) are dangerous and confusing. Where medians are undesirable due to a need for access, re-striping to delineate a single left turn lane (either west or east) is proposed whenever possible.
- Where access is available through a side street or adjoining property and a main street, the main street access may be restricted to right-in, right-out by the median.

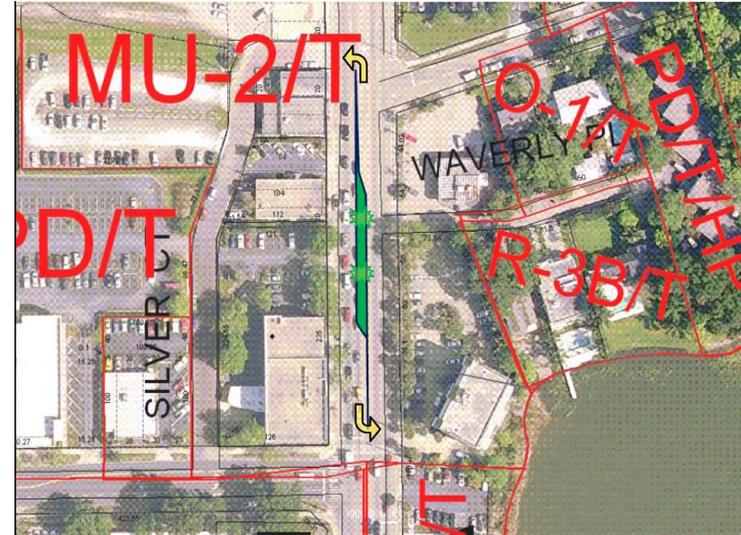


Figure 33: Conceptual Median Near Silver Court and Annie Street

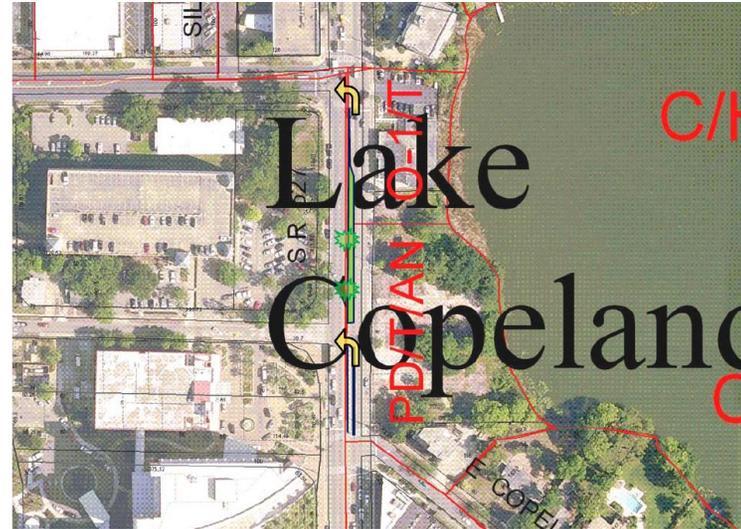


Figure 34: Conceptual Median Near Lake Copeland and Columbia Street

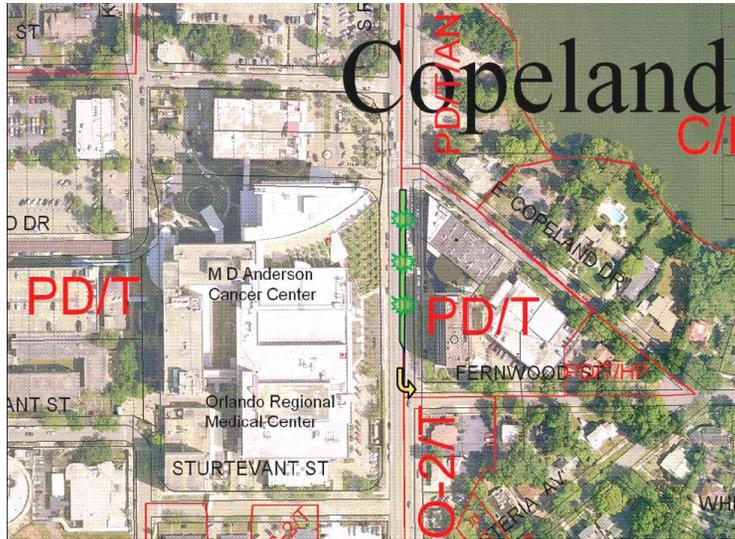


Figure 35: Conceptual Median Between E. Copeland Drive and Fernwood Street

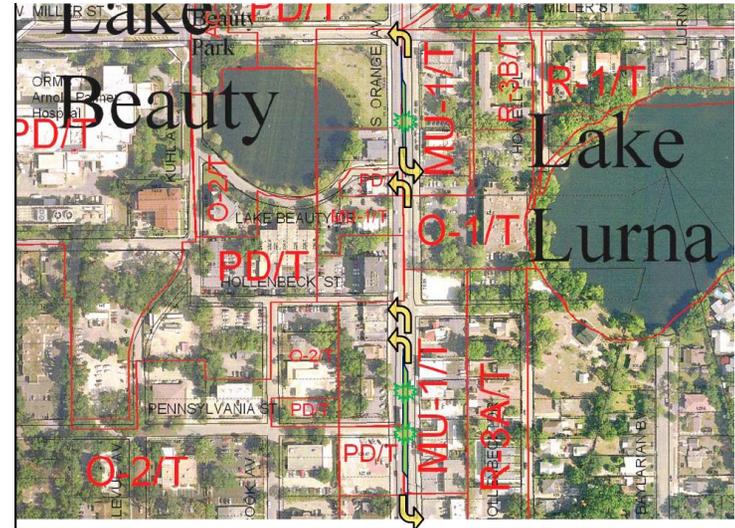


Figure 37: Conceptual Medians Between Miller Street and Kaley Street

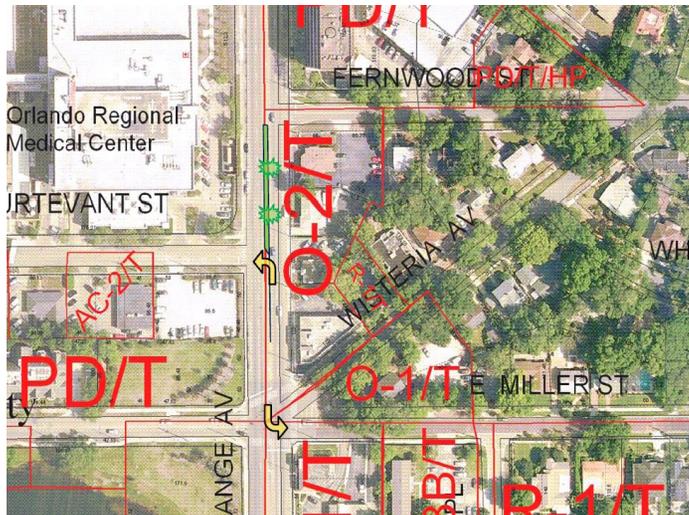


Figure 36: Conceptual Median Between Fernwood Street and Miller Street



Figure 38: Conceptual Median Between Esther Street and Harding Street

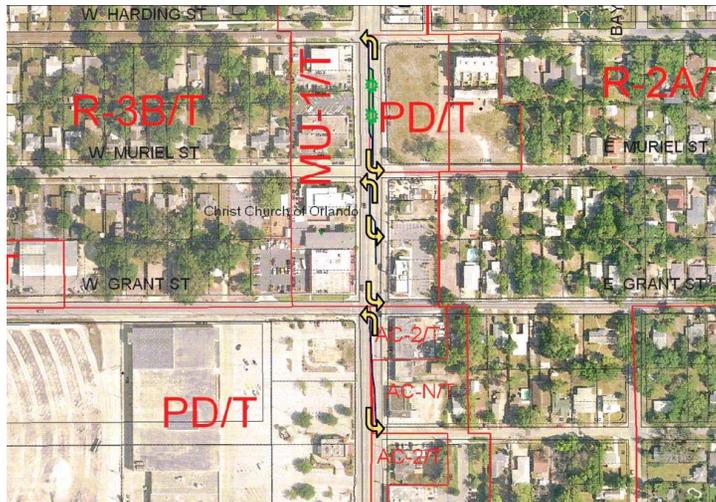


Figure 39: Conceptual Median Between Harding Street and Muriel Street

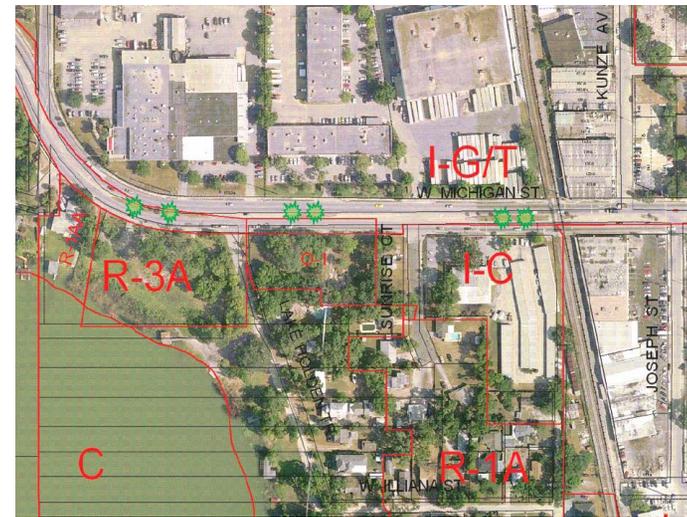


Figure 41: New Trees in Existing Medians

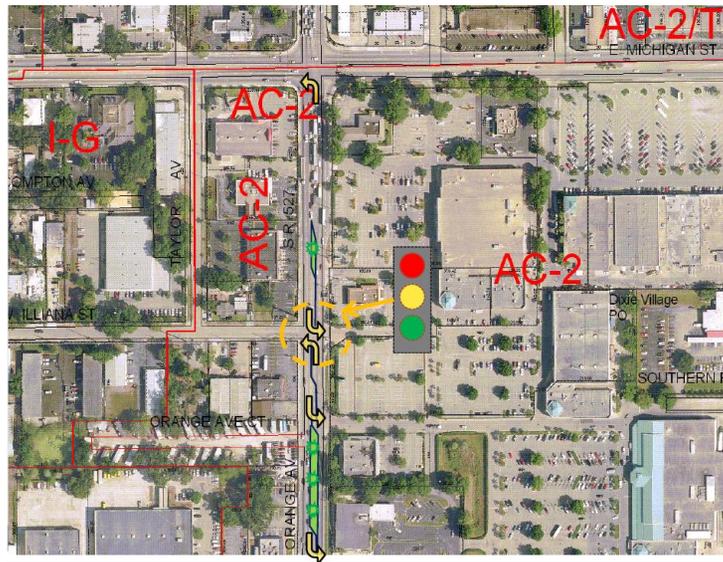


Figure 40: Conceptual Medians and Light South of Michigan Street

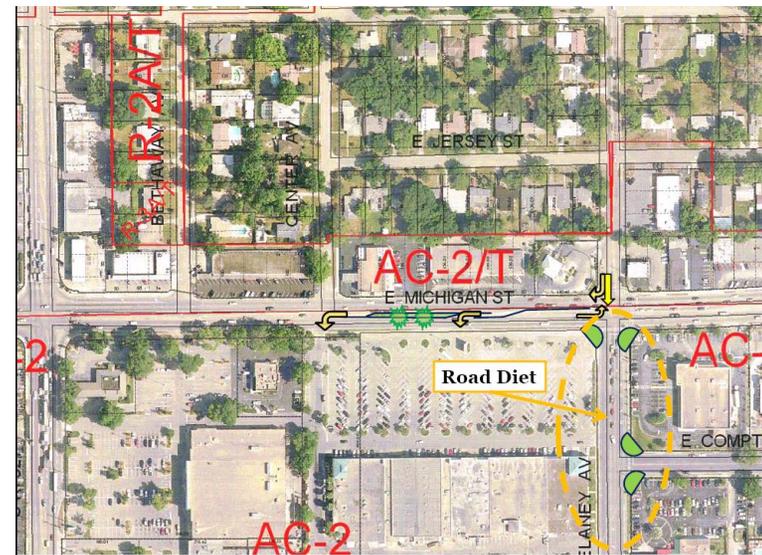


Figure 42: Reconfigured Medians and a Conceptual Road Diet Delaney Avenue

BUS STOPS AND SHELTERS

The following is a list of priority locations for bus shelters along the corridor, based on current ridership patterns, location along the corridor, and perceived need at stops where degradation and maintenance issues on adjacent properties were observed on the Walkabout (for example, erosion in front of Starbucks where riders wait for the bus).

ORANGE AVENUE (SOUTH BOUND)

- Parking Lot – ORMC @ Lucerene Circle
- New Medical Office Building (ORMC)
- ORMC Emergency @ Sturtevant Street
- Pulse
- CVS (south of Michigan Street)
- Willie’s Paint & Body (south of Pineloch)

ORANGE AVENUE (NORTH BOUND)

- Beardall Senior Center
- 7-11
- Starbucks
- Boston Market and Bank of America – could these combine with a bus pull-off lane?

MICHIGAN STREET

- Stop west of CVS – one of most heavily used stops in Orlando

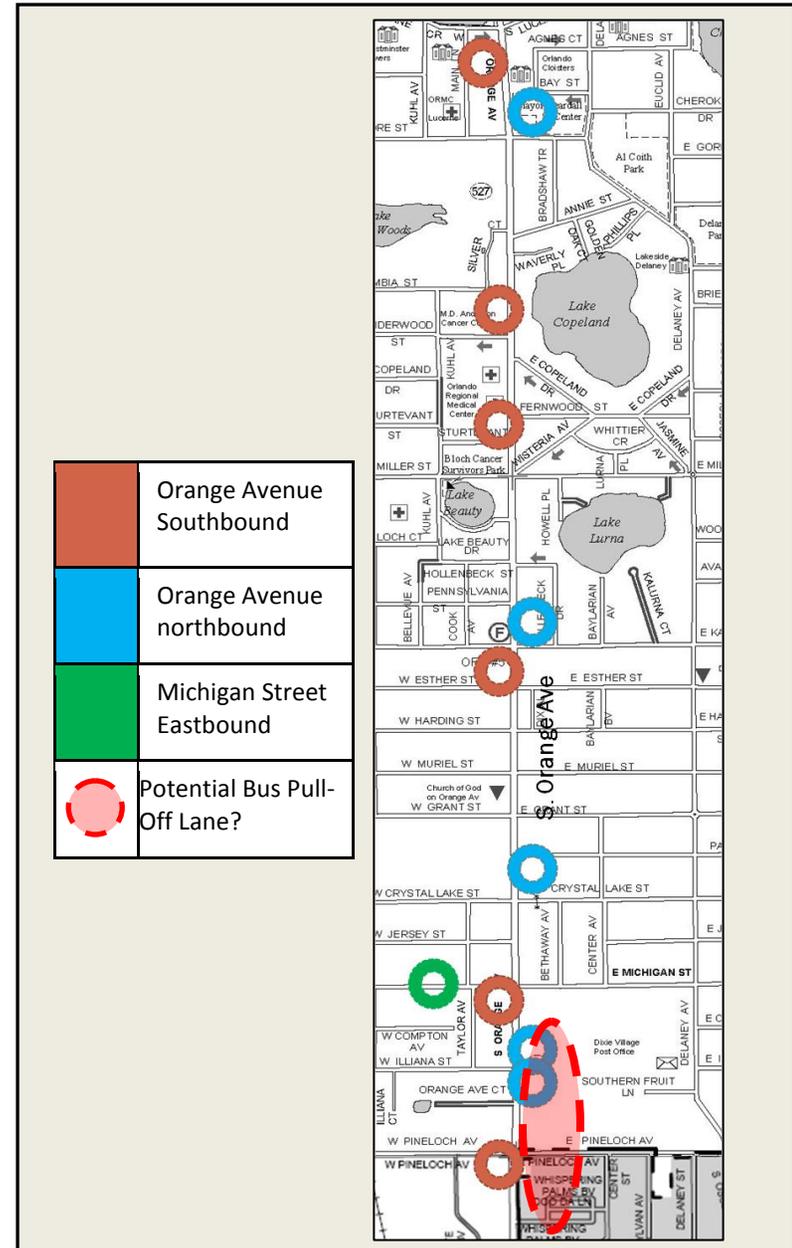


Figure 43: Distribution of Priority Stops Along the Corridor

PART VIII: IMPLEMENTATION

The Vision Plan will be implemented through city-initiated Growth Management Plan and zoning amendments explained in this document, city support for applicant-initiated zoning and Growth Management changes that are consistent with the Transect Plan, ongoing coordination with the Main Street and the South Downtown Community Council, future completion of alternative Transportation Design for Livable Communities standards specific to S. Orange Avenue with FDOT, and support for the establishment of business or neighborhood improvement districts throughout the area (specific improvements are envisioned to be linked to specific improvement districts).

APPROPRIATE FUTURE LAND USE AND ZONING CHANGES

Applications for Future Land Use and Zoning changes must include, at a minimum, conceptual site plans illustrating how future redevelopment would conform to the Transect Plan. Future Land Use and Zoning changes must be contiguous to a property already designated for the requested change or a group of properties that span an entire block may apply together. The following shall guide City recommendations on appropriate Future Land Use changes:

T3.5 zones: Office-Low (O-1), Residential Medium (R-2B, R-3B, MXD-1), or Residential Low (R-2A, R-3A) may all be appropriate designations for T3.5 properties. For properties designated T3.5 on the Transect Plan that currently have residential future land uses, residential standards for signage will continue to apply even if the future land use is changed to Office-Low. (Note: The text amendments to subarea policies S.18.1 and S.19.1 allow up to .30 FAR for office uses within residential future land use designations without requiring a change to Office-Low future land use.)

T4 zones: Office-Low (O-1), Residential Medium (R-2B, R-3B, MXD-1), Mixed-Use Corridor Medium Intensity (MU-1), or Urban Activity Center (AC-2) may all be appropriate designations for T4 properties, depending on the designation of the adjacent T4 properties.

T5 zones: Office-Medium (O-2), Residential Medium (R-3B, MXD-1), Residential High (MXD-2), Urban Activity Center (AC-2), or Metropolitan Activity Center (AC-3) may all be appropriate designations for T5 properties, depending on the designation of the adjacent T5 properties.

PD Zoning: A re-zoning to “PD” (Planned Development) may be appropriate within any of the Transect Zones, and may also ease redevelopment of a single development site consisting of multiple transect zones. Any re-zoning to PD must meet the standards contained in Chapter 58, Part 2Q of the City’s Land Development Code. While PDs may contain specific relief from setbacks and development standards of the underlying zoning districts, PDs should be consistent with the standards of the Special Plan (particularly the Transect Plan) and exhibit superior design characteristics.

These are presented as guidelines and each parcel must be evaluated at the time of application to ensure that a Future Land Use or zoning change is consistent with the City’s Growth Management Plan and all applicable state and local requirements.

RELATIONSHIP OF SPECIAL PLAN TO EXISTING ZONING

The development standards of the existing zoning districts shall continue to apply except as explicitly modified by the Special Plan (for example, heights are dictated by the assigned transect zone and O-2 development standards are allowed for O-1 zoning districts). This includes permitted, conditional, and prohibited uses, setbacks, FAR, density, ISR, and similar requirements. However, the Municipal Planning Board may recommend

modified setbacks and/or bufferyard requirements during the Master Plan or Conditional Use Permit process to allow for development that is consistent with the Transect Plan and the intent of the Special Plan without requiring separate approval of a Variance by the Board of Zoning Adjustment.

RELATIONSHIP OF SPECIAL PLAN TO EXISTING APPROVALS

The requirements contained in this document, and in the proposed Special Plan overlay zoning designation, will not affect existing approvals (Master Plans, Planned Developments, Conditional Use Permits, or Variances) as long as the approval is effectuated within the allowable time period (for Master Plans and Conditional Use Permits, 2 years with a potential for a 1 year extension, for variances 1 year with a potential for a 6 month extension, and Planned Developments according to any sunset clause in the PD Ordinance.) However, if any existing approval expires prior to the project being built, future applications must conform to the standards of the Special Plan overlay zoning. Likewise, requests to significantly change an approved development must also meet the standards of the Special Plan overlay zoning. Minor modifications to approved developments may still be allowed, even when the development does not conform to the Special Plan, except where such modification would result in substantially altering the approval.

Notwithstanding the above, special consideration must be given to the Orlando Health Downtown Campus. The Orlando Health Downtown Campus is planned a single unified area for the purposes of providing healthcare for the Central Florida Region. Orlando Health's Planned Development (PD) and Development of Regional Impact (DRI) set regulatory parameters that guide the design of the campus, while allowing the flexibility required to adjust to ever-changing medical technologies and the demands of the healthcare industry. This flexibility allows for the

“ballooning” of intensity (floor area ratios) on any PD property with an underlying future land use classification of Urban Activity Center (U-AC). Additionally, the South Downtown Vision Plan identifies the U-AC future land use classification as the boundaries for increased densities and intensities for potential integrated redevelopment around the proposed commuter rail station. For these reasons, properties with U-AC future land use surrounding the commuter rail station were excluded from the Special Plan Overlay boundaries.

Orlando Health is in the process of expanding its facilities and drafting specific design standards and development requirements into its PD. These campus-specific standards will apply to all of the Orlando Health Downtown Campus PD properties. During the review of the campus-specific standards, the context of the Orange/Michigan Vision Plan must be considered, but the creation of campus-specific design standards to further brand Orlando Health as a cohesive campus area within the overall Vision Plan area is seen as desirable. While the core campus area (with U-AC future land use designations) is not included within the Special Plan zoning overlay, many properties owned by Orlando Health fall outside of the U-AC area. Through a PD amendment to add campus-specific design standards, specific design requirements of the Special Plan may be modified. Future amendments to the PD are encouraged to add intensity to the west of the campus (further away from Orange Avenue and closer to the commuter rail station) and “step down” in intensity towards Orange Avenue to ease the transitioning to low density single-family neighborhoods on the east side of Orange Avenue. When large building masses are unavoidable along Orange Avenue, Orlando Health is encouraged to consider providing generous setbacks (15+ feet from back-of-curb), podium designs, and/or articulation of building mass to better integrate the buildings into the surrounding fabric of Downtown South Main Street and the Orange/Michigan Vision Plan.