
**LOCAL GOVERNMENT
COMPREHENSIVE PLANNING
CERTIFICATION AGREEMENT
2013 ANNUAL REPORT**

(January 1, 2013– December 31, 2013)

February 10, 2014

CITY OF ORLANDO

ECONOMIC DEVELOPMENT DEPARTMENT
CITY PLANNING DIVISION
400 S. Orange Avenue
Orlando, FL 32801-4990

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EXHIBITS

Exhibit 1:	Certification Agreement and Amendments
Exhibit 2:	Public Hearing Notice
Exhibit 3:	Minutes of Public Hearing
Exhibit 4:	City Council Actions Adopting the FY2012/2013 Budget, Establishing the FY2012/2013 Millage Rate and Updating Figure CI-14 of the Capital Improvements Element
Exhibit 5:	SJRWMD Potable Water Availability Worksheet
Exhibit 6:	Baseline Conditions and Community Development Goals

CONTRIBUTORS

Dean Grandin, AICP, City Planning Division Manager
Paul Lewis, AICP, Chief Planning Manager, City Planning Division
Elisabeth Holler Dang, AICP, Chief Planner, Comprehensive Planning Studio
Mary-Stewart Droege, AICP, LEED AP, Planner III, Comprehensive Planning Studio
Michelle Beamon, Planner II, Comprehensive Planning Studio
Jonathan Ippel, AICP, LEED AP, Sustainability Director, Chief Administrative Office
Kim King, Business Growth & Development Coordinator, Economic Development Department
Mike Mills, GIS Analyst, Mapping Analysis Planning Group
John Rhoades, Transportation Systems Analyst, Transportation Planning Division
Ian Sikonia, AICP, Planner III, Transportation Planning Division
Linda Rhinesmith, AICP, Housing Division Manager

CITY OF ORLANDO

LOCAL GOVERNMENT COMPREHENSIVE PLANNING CERTIFICATION AGREEMENT

2013 ANNUAL REPORT

The following report was prepared to summarize the City of Orlando's progress in meeting the terms and conditions of the Local Government Comprehensive Planning Certification Program Agreement (the "Certification Agreement") between the City of Orlando (the "City") and Florida's state planning agency. The state planning agency was called the Department of Community Affairs until 2011 and is now known as the Florida Department of Economic Opportunity (the "DEO"). The City approved the Certification Agreement on April 19, 2004 and it was executed by the state planning agency on May 12, 2004.

Section 13 of the Certification Agreement requires that the City submit an annual report to the DEO within 45 days of the end of each calendar year (by February 15 of each year). This 2013 Annual Report is the tenth annual report to be prepared and submitted by the City of Orlando since the adoption of the Certification Agreement, and will be the last annual report. The agreement expires May 12, 2014. A copy of the Certification Agreement (without Exhibits) is attached as *Exhibit 1*. The complete Certification Agreement (with Exhibits), is posted on the City of Orlando web site at:

www.cityoforlando.net/planning/cityplanning/Certification/Cert_Agreement.htm.

A. GENERAL REQUIREMENTS

1. PUBLIC HEARING

As required under Section 13 of the Certification Agreement, the Orlando City Council held a public hearing on February 10, 2014. This hearing was held to obtain public input concerning the City's progress in satisfying the terms of the Certification Agreement. A copy of the advertisement for the public hearing is attached as *Exhibit 2*. The minutes for the public hearing are attached as *Exhibit 3*.

2. CERTIFICATION BOUNDARY

The City of Orlando's certification boundary is defined in Section 3 and depicted in Exhibit B of the Certification Agreement. The boundary is also defined in Future Land Use Policy 1.5.2 of the City's Growth Management Plan (GMP). The original certification boundary was defined as the corporate limits of the City as they existed on May 12, 2004 (the effective date of the Certification Agreement).

Section 3 of the Certification Agreement requires that the City amend the Agreement on an annual basis in conjunction with the annual reporting requirement to identify any changes to the certification boundary. To expand the certification boundary, the City is required to first adopt an amendment to Future Land Use Policy 1.5.2 and then amend Exhibit B (Orlando City Jurisdiction) of the Certification Agreement. As provided under Section 10.B.1 of the Certification Agreement, amendments to Policy 1.5.2 are not exempt from State and regional review.

- The first amendment to Policy 1.5.2 added 10 properties (approximately 1,634 acres) that were annexed between April 20, 2004 and February 10, 2005. The state planning agency reviewed the GMP amendment as part of the City's 05-2CPA amendment cycle. The first amendment was adopted by City Council on July 25, 2005, effective September 12, 2005 (Doc. #050725901). The first amendment to Exhibit B of the Certification Agreement was approved by City Council on March 20, 2006 (Doc. #060320009) and executed by the state planning agency on June 26, 2006.
- The second amendment to Policy 1.5.2 added 10 properties (approximately 221 acres) that were annexed between February 11, 2005 and March 16, 2006. The state planning agency reviewed the GMP amendment as part of the City's 06-2CPA amendment cycle. The second amendment to Policy 1.5.2 was adopted by City Council on September 18, 2006, effective November 11, 2006 (Doc. #0609181104). The second amendment to Exhibit B of the Certification Agreement was approved by City Council on January 11, 2007 (Doc. #070111C14) and executed by the state planning agency on February 16, 2007.
- The third amendment to Policy 1.5.2 added 20 properties (591 acres) that were annexed into the City between March 17, 2006 and March 8, 2007. The state planning agency reviewed the GMP amendment as part of the City's 07-2CPA amendment cycle. The third amendment to Policy 1.5.2 was adopted by City Council on October 1, 2007, effective December 25, 2007 (Doc. #0710011005). The third amendment to Exhibit B of the Certification Agreement was approved by City Council on February 4, 2008 (Doc. #080204B16) and executed by the state planning agency on April 17, 2008.
- The fourth amendment to Policy 1.5.2 added 7 properties (20 acres) that were annexed into the City between March 8, 2007 and March 13, 2008. The state planning agency reviewed the GMP amendment as part of the City's 08-2CPA amendment cycle. The fourth amendment to Policy 1.5.2 was adopted by City Council on December 15, 2008 (Doc. #0812151104), effective March 10, 2009. The fourth amendment to Exhibit B of the Certification Agreement was approved by City Council on March 23, 2009 (Doc. #090323C01) and executed by the state planning agency on May 21, 2009.
- The fifth amendment to Policy 1.5.2 added 2 properties (45.23 acres) that were annexed into the City between March 13, 2008 and December 31, 2008. The state

planning agency reviewed the GMP amendment as part of the City's 09-2CPA amendment cycle. The fifth amendment to Policy 1.5.2 was adopted by City Council on October 5, 2009 (Doc. #0910051101), effective December 18, 2009. The fifth amendment to Exhibit B of the Certification Agreement was approved by City Council on February 22, 2010 (Doc. #100222C17) and executed by the state planning agency on May 5, 2010.

- The sixth amendment to Policy 1.5.2 added 2 properties (4.74 acres) that were annexed into the City between January 1, 2009 and December 31, 2009. The state planning agency reviewed the GMP amendment as part of the City's 10-2CPA amendment cycle. The sixth amendment to Policy 1.5.2 was adopted by City Council on November 1, 2010 (Doc. #1011011101), effective January 18, 2011. The sixth amendment to Exhibit B of the Certification Agreement was approved by City Council on February 28, 2011 (Doc. #110228C06) and executed by the state planning agency on March 11, 2011.
- The seventh amendment to Policy 1.5.2 added 7 properties (282.06 acres) that were annexed into the City between January 1, 2010 and December 31, 2010. The state planning agency reviewed the GMP amendment as part of the City's 11-2ESR amendment cycle. The seventh amendment to Policy 1.5.2 was adopted by City Council on October 31, 2011 (Doc. #1110311101), effective December 18, 2011. The seventh amendment to Exhibit B of the Certification Agreement was approved by City Council on February 27, 2012 (Doc. #120227C05) and executed by the state planning agency on March 19, 2012.
- The eighth amendment to Policy 1.5.2 added 2 properties (2.53 acres) that were annexed into the City between January 1, 2011 and December 31, 2011. The state planning agency reviewed the GMP amendment as part of the City's 12-2ESR amendment cycle. The eighth amendment to Policy 1.5.2 was adopted by City Council on August 20, 2012 (Doc. #1208201204), effective September 20, 2012. The eighth amendment to Exhibit B of the Certification Agreement was approved by City Council on February 25, 2013 (Doc. #130225C10) and executed by the state planning agency on March 18, 2013.
- The ninth amendment to Policy 1.5.2 added 6 properties (66.8 acres) that were annexed into the City between January 1, 2012 and December 31, 2012. The state planning agency reviewed the GMP amendment as part of the City's 13-3ESR amendment cycle. The ninth amendment to Policy 1.5.2 was adopted by City Council on August 26, 2013 (Doc. #1308261201), effective October 11, 2013. No further amendments to Exhibit B of the Certification Agreement are proposed because the agreement will expire on May 12, 2014.

3. ANNUAL CAPITAL IMPROVEMENT PROGRAM UPDATE

Section 4 of the Certification Agreement requires that the City annually update its Capital Improvement Plan. In Orlando, the Capital Improvement Program (CIP) functions as the

City's Capital Improvement Plan. The CIP is a schedule for the expenditure of funds to acquire or construct urban services over a five-year period. The CIP only includes capital projects - defined as physical assets, constructed or purchased, that have a minimum useful life of three years and a minimum cost of \$100,000. The CIP is adopted by City Council in conjunction with the adoption of the annual operating and capital budget. The first year of the CIP is the annual operating and capital budget. Funding is only committed for projects listed in the first year of the CIP. Figure CI-14 lists projects needed to maintain adopted level of service standards over a five-year period.

The City of Orlando adopted its fiscal year 2013/2014 Budget and 2013-2018 CIP on September 23, 2013. To ensure consistency with the CIP, the City adopted an ordinance amending Figure CI-14 of the Growth Management Plan on December 9, 2013 (Doc. # 1312091203).

B. PLAN AMENDMENTS ADOPTED DURING THE 2013 CALENDAR YEAR

The City of Orlando adopted 21 Growth Management Plan amendments during the 2013 calendar year. This total includes the 13-1CPB (Exempt) regular cycle amendments, 13-2CPB (Exempt) regular cycle amendments, 13-3ESR (Expedited State Review) regular cycle amendments, 13-4CPB (Exempt) applicant-initiated amendments, 13-5ESR (Expedited State Review) applicant-initiated amendments, the 2013 Small Scale amendments, and the 2013 Capital Improvements Element Update. A summary of amendments by type is provided in Table 1.

Table 1: GMP Amendments for 2008 through 2013 Calendar Years

Cycle/Type	2008		2009		2010		2011		2012		2013	
	# of Cases	Acres	# of Cases	Acres	# of Cases	Acres	# of Cases	Acres	# of Cases	Acres	# of Cases	Acres
1st Cycle (Not Exempt)	2	0.86	3	0.23	--	--	--	--	1	29.14	--	--
1st Cycle (Exempt)	6	1,896	5	761.12	10	1,363.65	1	23.24	5	--	4	570.7
2nd Cycle (Not Exempt)	4	56.7	3	4.74	10	293.38	2	--	1	--	2	0
2nd Cycle (Exempt)	4	--	6	606.65	27	1,115.06	2	77.7	2	--	--	--
Applicant-Initiated Large Scale (Exempt)	--	--	--	--	--	--	--	--	1	69.8	2	73.6
Applicant-Initiated Large Scale (Not Exempt)	--	--	--	--	--	--	--	--	--	--	2	1,266.6
Capital Improvements Schedule Update	--	--	2	--	1	--	1	--	1	--	1	--
Water Supply Plan Update (Not Exempt)	1	--	--	--	--	--	--	--	--	--	--	--
Public School Facilities Element (Not Exempt)	1	--	--	--	--	--	--	--	--	--	--	--
Small Scale (Exempt)	6	6.43	5	15.42	4	3.63	5	13.29	12	55.87	10	21.84
DRI (Not Exempt)	--	--	1	114	--	--	--	--	--	--	--	--
TOTAL	24	1,960	25	1,502	52	2,776	11	114	23	155	21	1,932.74

1. PLAN AMENDMENTS NOT EXEMPT FROM REGIONAL AND STATE REVIEW

The City adopted 4 amendments that were not exempt from regional and state review because they affected property located outside of the certification boundary. They are eligible for expedited review consistent with section 163.3184(3), F.S. These amendments included the 13-3ESR and 13-5ESR amendment packages, and a summary is provided in Table 2.

Table 2: 2013 Non-exempt Amendments

DEO #	City #	Case Description	MPB	1 st Reading	Adoption	Effective Date	Acres
13-3ESR	GMP2012-00017	Urban Design Element Goal 8	3/19/13	1/17/13	8/26/13	10/11/13	0
13-3ESR	GMP2012-00004	Certification Policy	4/16/13	1/17/13	8/26/13	10/11/13	0
13-5ESR	GMP2013-00010	Wewahootee Future Land Use	8/20/13	10/21/13	12/16/13	1/16/14	1,266.6
13-5ESR	GMP2013-00011	Wewahootee Subarea Policy	8/20/13	10/21/13	12/16/13	1/16/14	0
TOTAL							1266.6

2. PLAN AMENDMENTS EXEMPT FROM REGIONAL AND STATE REVIEW

The City adopted 17 amendments that were exempt from regional and state review. These amendments included the 13-1CPB and 13-4CPB amendment packages, and the 2013 Small Scale amendments. The 2013 Capital Improvements Schedule Update was also not subject to regional and state review because amendments to the CIE are not considered amendments to the GMP, consistent with the provisions of Section 163.3177(3)(b), Florida Statutes.

Table 3: 2013 Exempt Amendments

DEO #	City #	Case Description	MPB	1 st Reading	Adoption	Effective Date	Acres
13-1CPB	GMP2012-00023 and GMP2012-00024	Beltway Commerce Center	10/16/12	1/14/13	2/25/13	4/25/13	544.06
13-1CPB	GMP2012-00025	Future Land Use Policy 1.1.7	10/16/12	1/14/13	2/25/13	4/25/13	0
13-1CPB	GMP2012-00026	500 S. Orange Avenue	10/16/12	1/14/13	2/25/13	4/25/13	0.54

DEO #	City #	Case Description	MPB	1 st Reading	Adoption	Effective Date	Acres
13-1CPB	GMP2012-00010	Nona Park – The Addison	7/17/12	1/14/13	4/25/13	4/25/13	26.1
13-4CPB	GMP2013-00007	Sabin Property	8/20/13	9/23/13	10/21/13	11/11/13	73.6
13-4CPB	GMP2013-00008	Sabin Property Subarea Policy	8/20/13	9/23/13	10/21/13	11/11/13	0
13S01	GMP2012-00021	7252 Narcoossee Road	10/16/12	12/19/12	1/28/13	2/28/13	1.08
13S02	GMP2012-00018	7276 Narcoossee Road	10/16/12	1/14/13	2/25/13	3/28/13	0.91
13S03	GMP2012-00020	Oakwood	1/15/13	4/8/13	4/22/13	5/23/13	6.55
13S04	GMP2012-00029	Narcoossee Corners	2/19/13	5/6/13	6/3/13	7/4/13	2.5
13S05	GMP2013-00002	3117 S. Orange Ave.	3/19/13	5/20/13	6/17/13	6/18/13	0.71
13S06	GMP2012-00019	Park Center	2/19/13	7/8/13	7/22/13	8/22/13	3.24
13S07	GMP2013-00005	Mears	5/21/13	8/26/13	9/16/13	10/17/13	3.51
13S08	GMP2012-00028	Elim Baptist Church	5/21/13	8/26/13	10/21/13	11/21/13	0.31
13S09	GMP2013-00009	800 W. Smith St.	7/16/13	10/21/13	11/4/13	12/5/13	0.23
13S10	GMP2013-00015	Millenia Parcel D-1c	9/17/13	10/21/13	11/25/13	12/26/13	2.8
13CIE1	GMP2013-00012	Capital Improvements Fund Schedule	8/20/13	11/25/13	12/9/13	12/9/13	0
TOTAL							666.14

C. BASELINE CONDITIONS AND COMMUNITY GOALS

Pursuant to Section 6 of the Certification Agreement, the City is required to annually report on changes to several baseline conditions and community development goals. A summary is provided as *Exhibit 4*.

1. COMPACTNESS

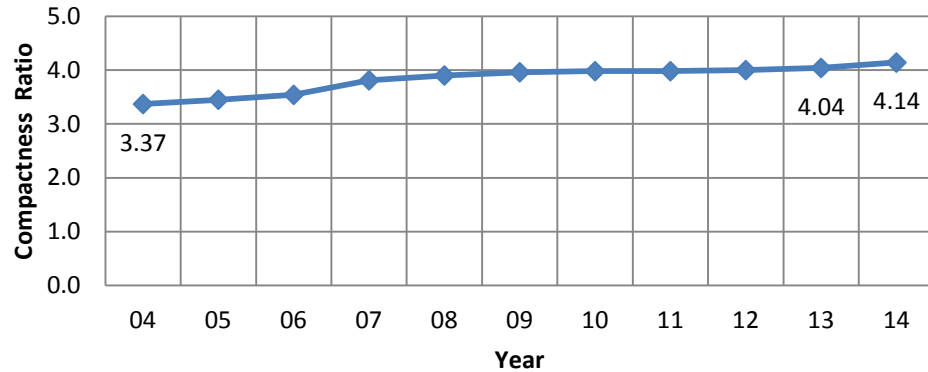
Compactness is measured using two ratios: (1) Population per developable acre, and (2) a ratio that compares the length of City boundary to acres of City land area. The City of Orlando annexed 9 properties in 2013, as follows:

Table 4: Annexations in 2013

Case	Case #	Adoption	Acres
7276 Narcoossee Road	ANX2012-00014	2/25/13	0.91
7252 Narcoossee Road	ANX2012-00017	1/21/13	1.078
Elim Baptist Church	ANX2012-00021	10/21/13	0.31
Narcoossee Corners LLC	ANX2012-00023	6/3/13	2.5
3117 S. Orange Avenue	ANX2013-00001	6/17/13	0.72
Mears Complex	ANX2013-00003	9/16/13	3.51
Wewahootee Road	ANX2013-00004	11/25/13	1,266.6
Hazeltine Properties	ANX2013-00006	11/25/13	14.7
Southern Oaks	ANX2013-00008	11/25/13	210.64
TOTAL			1,500.968

A) RESIDENT POPULATION PER DEVELOPABLE ACRE

Resident Population / (Acres of City Land Area – Conservation Area)



↑	3.37	4.14	Yes
Goal	Baseline	2014	Achieved?

Population per developable acre was determined by dividing the City's population by the sum of the total land area in the City less the total acreage of Conservation area in the City. The City's population has increased by 10,447 persons since last year and 47,856 since the baseline condition. City land area has increased 1,501 acres since last year and 4,640 acres since the baseline condition.¹

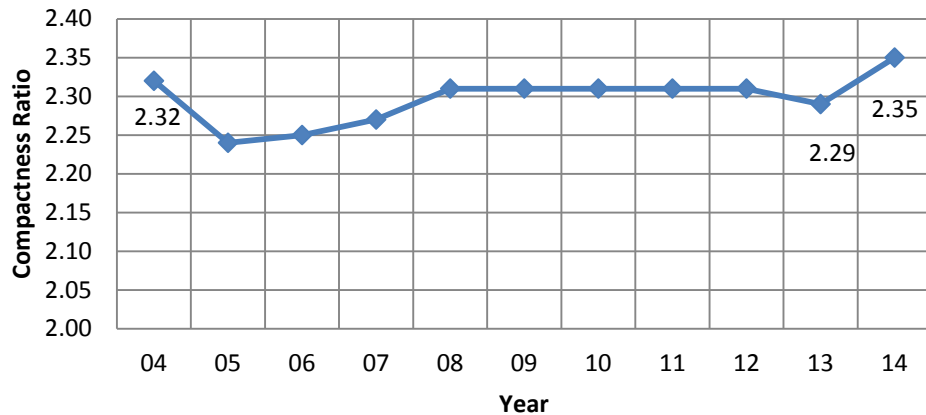
The amount of Conservation area in the City increased by 392 acres since last year and has increased by 4,437 acres since the baseline condition. Conservation acreage is calculated using future land use designations rather than zoning because large areas in southeast Orlando (including Vista Park and BalBay) have substantial amounts of Conservation area shown on the future land use maps but they do not yet have City zoning.

Based on these figures, the City's compactness ratio increased when compared to last year, and since the baseline condition. Therefore, the City is achieving its goal of becoming more compact.

¹ Note: Acres of land in the City on January 1, 2014 was calculated as acres of land in the City on January 1, 2013 (71,489) plus acres of land annexed in 2013 (1,501). The result (72,990) is slightly higher than the acreage calculated using the City GIS system (72,896), but the result is a more accurate indicator of change since last year. The GIS figure is slightly different because the City boundary layer has become more accurate over the years through continuous mapping and technology improvements.

B) COMPACTNESS

Miles of City Boundary / Square Miles of City Land Area.



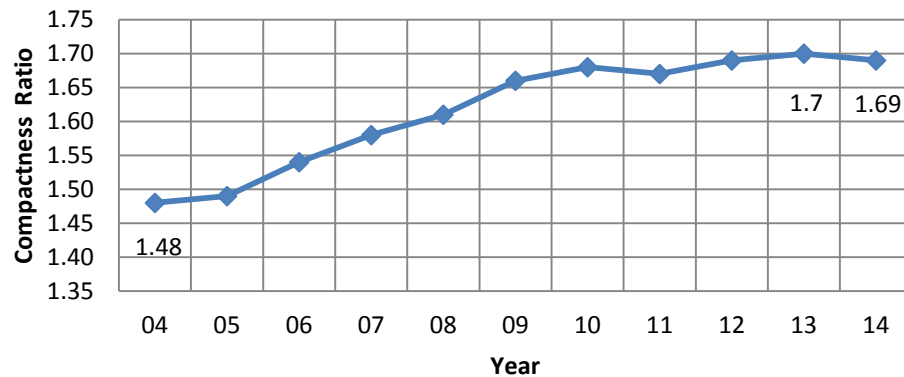
↓	2.32	2.35	No
Goal	Baseline	2013	Achieved?

The City's second goal is to increase compactness by eliminating enclaves and smoothing the City's irregular boundaries. The City annexed approximately 1501 acres during the past year and 4,640 acres since the baseline condition. The City boundary increased substantially by 11.87 miles this year. Cumulatively, annexations since 2004 have increased the length by 19.7 miles since the baseline condition. The increase over time is partly due to annexations, and partly due to GIS software that excludes County or State roads that pass between parcels that are inside City limits. The entire outline is included in the miles of City boundary. If the City were to annex roadway areas such as the Greenway (SR 417), the miles of boundary would drop substantially, but from a practical point of view, the City would not change in compactness. Moving forward, the City will consider alternate ways of measuring compactness that does not include this data weakness.

2. DENSITY & INTENSITY

A) RESIDENTIAL DENSITY

Dwelling Units/ Acres of City Land Area



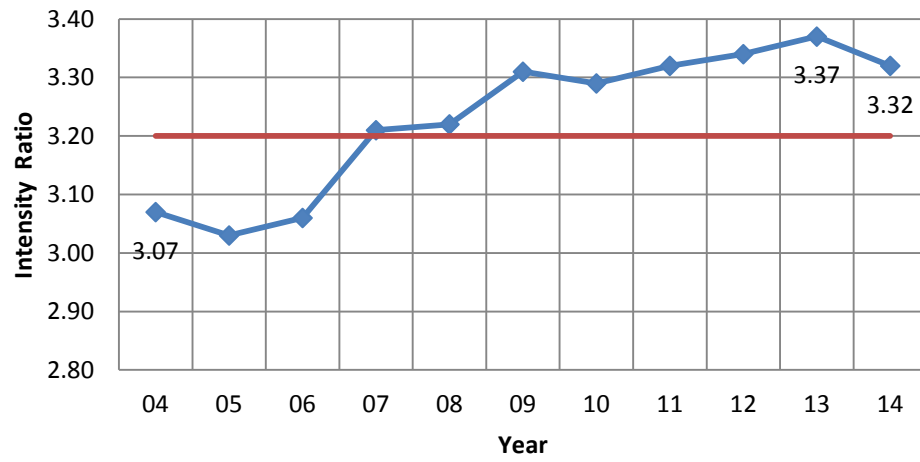
↑	1.48	1.69	Yes
Goal	Baseline	2014	Achieved?

Exhibit D of the adopted Certification Agreement indicates that Residential Density shall be measured using the Compactness ratio of resident population divided by acres of City land area. In 2005, the City modified this measure to calculate Residential Density as dwelling units per acre.

The City has added 2,007 dwelling units in the past year and 22,570 dwelling units since the baseline condition. The City land area has increased by 1,501 acres since last year and 4,640 acres since the baseline condition. This data indicates residential density in the City decreased slightly since last year and increased by 0.21 dwelling units per acre (14%) since the baseline condition. This increase is consistent with the City's goal to increase residential density. Residential density is expected to rise in the next five years as recently annexed property is developed and downtown redevelopment continues.

B) NON-RESIDENTIAL INTENSITY

Jobs / Acres of City Land Area



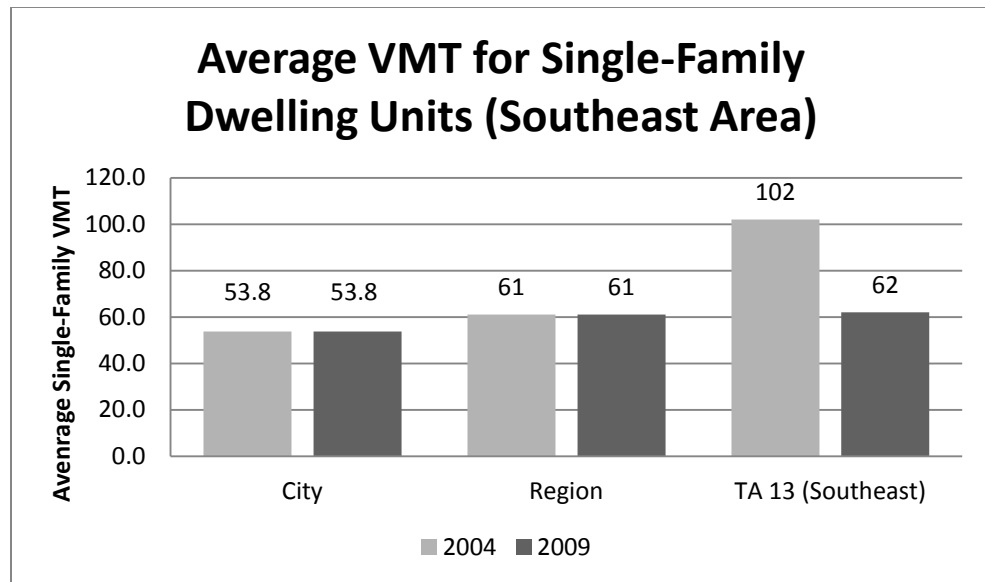
3.2	3.07	3.32	Yes
Goal	Baseline	2014	Achieved?

Non-Residential Intensity is measured as jobs per acre of City land area. The City gained 1,573 jobs since last year and has gained 32,492 jobs since the baseline condition. The City land area has increased by 1,501 acres since last year and 4,640 acres since the baseline condition. This data indicates the non-residential intensity in the City decreased by 1.5% since last year and increased by 8.1% since the baseline condition. The current ratio of 3.32 exceeds the City's goal to increase the ratio from 3.07 to 3.2 by 2009.

3. MULTI-MODAL TRANSPORTATION OPPORTUNITIES

Multi-modal transportation opportunities are measured using three ratios: (1) Vehicle miles traveled, (2) Interconnectivity, and (3) Pedestrian access.

A) VEHICLE MILES TRAVELED

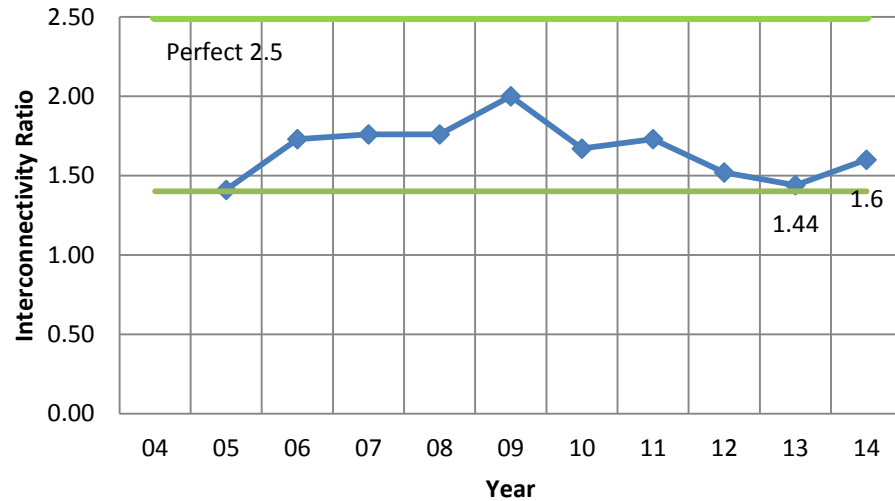


↓	102	62	Yes
Goal	Baseline	2009	Achieved?

The average VMT for the City and Region is unchanged since the 2004 baseline condition. VMT in Transportation Area 13 (TA 13) was 62 in 2008, compared to 102 in 2004. This 39% improvement is attributed to significant growth and development within the southeast area since 2004. The City has met its community development goal, which was to improve VMT in Transportation Area 13 by 5% within five years.

B) INTERCONNECTIVITY

No. of Street Links/Number of Nodes or Link Ends



1.4	1.6	Yes
Goal	2014	Achieved?

The Transportation Element of the Growth Management Plan identifies the importance of an enhanced transportation network where developments are adequately interconnected. Development “connections” include internal connections, connections to adjacent land uses and connections to the external network, as well as connections to pedestrian, bicycle and transit facilities. The Land Development Code includes standards to ensure that internal and external connections in single-family and multi-use developments are adequate, enhancing the city’s overall transportation network.

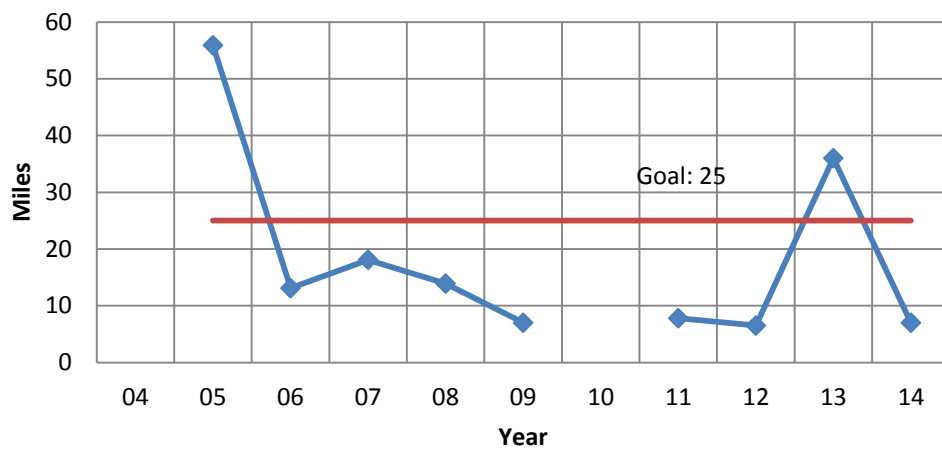
The City approved 7 major subdivisions during 2012. The City’s Land Development Code requires a minimum 1.4 ratio of links to nodes within the street network. As shown in the table below, all but one of the projects exceeded the minimum requirement. The overall ratio for all projects approved in 2013 exceeds the minimum interconnectivity requirement.

Table 5: Major Subdivisions Approved in 2013

Case	Plat	Links	Nodes	Ratio
SUB2012-00048	Parramore Street Lymmo Replat	3	1	3
SUB2012-00050 & SUB2013-00044	Laureate Park Phase 5 Plat	34	23	1.4
SUB2013-00006	Randal Park Phases 2-5	53	30	1.7
SUB2013-00014	Laureate Boulevard Phase 10 Plat	1	0	1
SUB2013-00030	East Park N-2 Plat – The Overlook	5	3	1.6
SUB2013-00031	Legacy at Moss Park Plat	18	11	1.6
SUB2013-00040	Baldwin Cove Replat	6	3	2
TOTAL		120	71	1.6

c) PEDESTRIAN ACCESS

Miles of Sidewalk Constructed Per Year



+25/yr	7	No
Goal	2014	Achieved?


Pedestrian access is measured as miles of sidewalk. The City's goal is to add 25 miles of sidewalk per year. The City calculates the total miles of sidewalk every year so the statistics can be reported in the annual budget. The following is an inventory of sidewalk within the City by year:

- 491 miles in 2002
- 511 miles in 2003
- 540 miles in 2004
- 560 miles in 2005
- 578 miles in 2006
- 592 miles in 2007
- 599 miles in 2008
- 818 miles on January 21, 2010
- 826 miles on January 11, 2011
- 946 miles on January 20, 2012
- 982 miles on January 14, 2013
- 989 miles on October 1, 2013

From 2002 to 2009, the City counted the length of new sidewalk permitted each year and added the mileage to the baseline. The miles of sidewalk reported in January 2010 was substantially more than the amount reported in previous years because in 2009 the City commissioned a consultant to prepare a sidewalk inventory using GIS data and accounting for annexed property with sidewalks. The data was improved again in 2011, resulting in an additional increase.

The Transportation Planning Division estimates that 7 miles of new sidewalk were constructed by Public Works during 2013. Additional sidewalk was constructed by developers in residential subdivisions, but the City's sidewalk GIS layer has not been updated to reflect this. Given the number of new streets in Randal Park and Laureate Park, and the code requirement to include sidewalks on both sides of each new street, it's possible this goal has been met. The City will continue to update its GIS layer to reflect new development.

D) MASS TRANSIT

Percent of Designated Transit Corridors in the TCEA Having a Weighted Average Headway of 30 Min. or Less.			
	>59%	60%	Yes
Goal	Baseline	2013	Achieved?

In 2010, the City of Orlando revised its Growth Management Plan to expand the TCEA citywide and to update its transportation mobility strategies in response to Senate Bill 360. The following strategies are now used to assess and prioritize transit service improvements citywide:

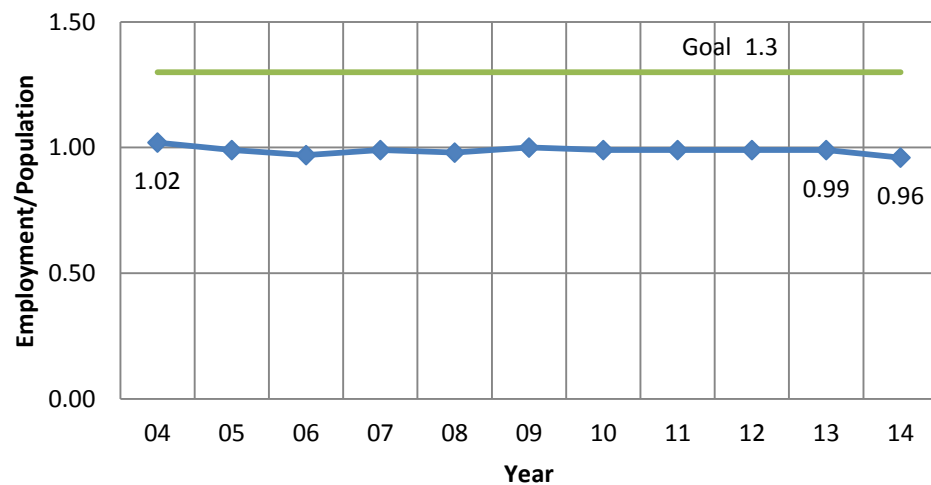
- The majority of the designated transit service corridors shall maintain or achieve a 30 minute weighted headway through the planning period.
- The City shall strive to enhance transit coverage along the designated transit service corridors throughout the planning period.
- The City shall seek opportunities for development around transit centers, including rail stations, in an effort to encourage public transit ridership.

In 2010, approximately 62% of City residents lived within a quarter (¼) mile of either side of a transit/rail stop. Approximately 79% of employees worked within a quarter (¼) mile of a transit/rail stop.

The City measures access to mass transit by estimating the weighted average headway for designated transit corridors within the Transportation Concurrency Exception Area (TCEA). A map of the existing and future designated transit corridors is provided in Figure TE-52. This analysis is conducted annually for the period July 1 through June 30. After expanding the TCEA citywide and expanding transit corridors as provided in the Growth Management Plan, 9 out of 15 (or 60%) existing designated transit corridors have headways of 30 minutes or less (excluding express and special service routes). This analysis was based on recent transit service updates, including the existing LYMMO service. As a result of those updates, the transit system complied with the standards established in the Growth Management Plan.

4. JOBS/HOUSING BALANCE

Employment / Resident Population



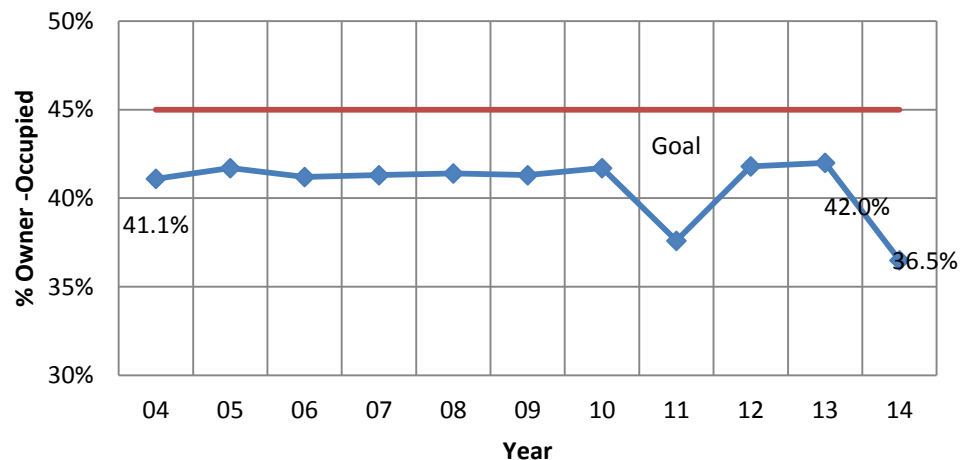
1.02 - 1.3	1.02	0.96	No
Goal	Baseline	2014	Achieved?

Jobs/Housing Balance is measured as a ratio of employment over resident population. The City added 1,573 jobs since last year and added 32,492 jobs since the baseline condition. The resident population increased by 10,447 persons since last year and 47,856 persons since the baseline condition in 2004. Based on these figures, the City's jobs/housing balance ratio decreased by 0.03 from last year and decreased by 0.06 since the baseline condition. These decreases are due to the lingering effects of the recession. Given strong population growth over the last year, it is expected that job growth will gain momentum over the next year as well. The current ratio of 0.96 is just outside the City's target range of 1.02 to 1.3.

5. HOUSING

A) HOUSING MIX

Owner-Occupied Dwelling Units

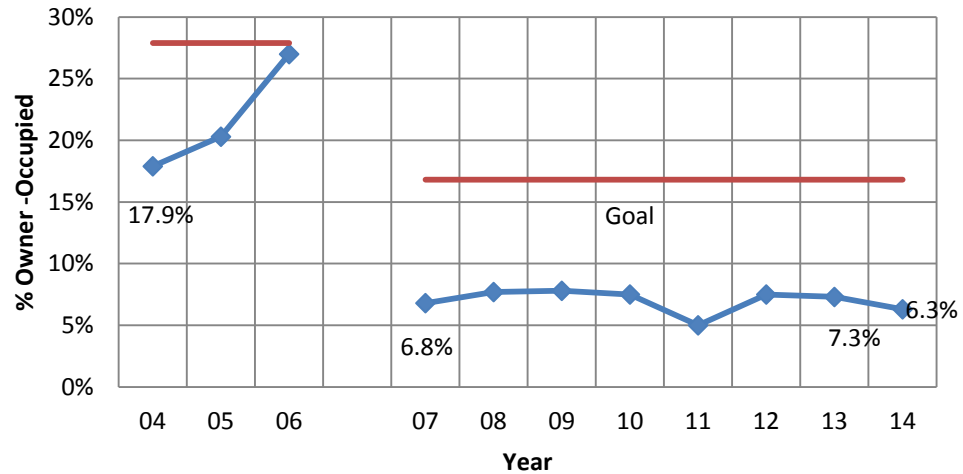


45%	41.1%	36.5%	No
Goal	Baseline	2014	Achieved?

According to the City Land Use Database there are 123,693 housing units in the City of Orlando at the end of 2013, of which 39,845 are single family units and 83,848 are multifamily units. In an effort to align pertinent housing data with City of Orlando Housing and Community Development household and household cost burden data, additional housing information was drawn from the 2012 ACS (American Community Survey) sources. According to 2012 ACS data for the City of Orlando, there are a reported 122,512 housing units, of which 102,564 (83.7%) are occupied and 19,938 (16.3%) are vacant. Of the occupied units, 37,425 (36.5%) are owner-occupied and 65,139 (64.5%) are renter-occupied. The percentage of owner-occupied units is below the 42% reported last year, the baseline of 41.1% and the ten year goal of 45%.

B) HOUSING MIX IN PARRAMORE HERITAGE

Owner-Occupied Dwelling Units in Parramore Heritage Neighborhood



+ 10% (by 2014)	17.9%	6.8%	6.3%	No
Goal	2004 Baseline	2007 Baseline	2014	Achieved?

Parramore Heritage is defined as the Holden/Parramore, Callahan and Lake Dot neighborhoods located west of I-4 in downtown Orlando. In 2004, 2005 and 2006, the City calculated housing mix using parcel data and homestead exemptions. Beginning in 2007, the City has been calculating housing mix using the City Land Use Database and homestead exemptions because the data is considered more accurate.

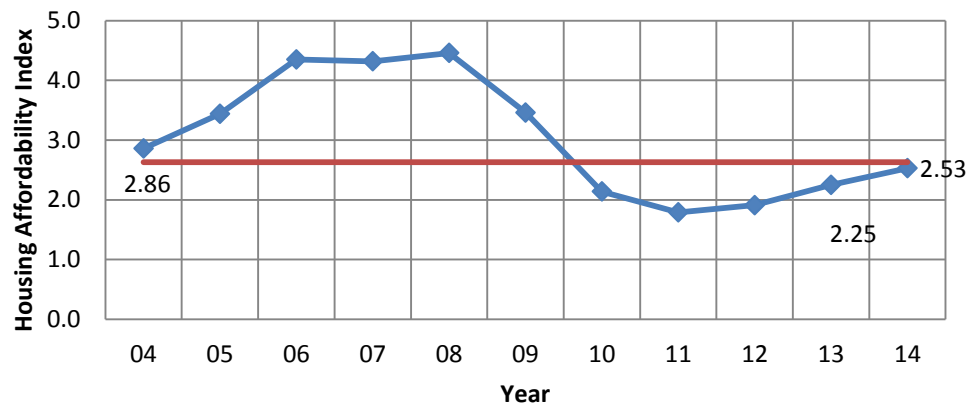
As of December 31, 2013, according to the City's Land Use Database, there are 3,291 dwelling units in the Parramore Heritage neighborhood. Of these units, 543 are single family dwelling units and 2,748 are multifamily units. Based on the Orange County Property Appraiser's Office, there are 207 homesteaded properties in the neighborhood. Therefore, only 207 units or 6.3% of the dwelling units in Parramore Heritage are owner-occupied.

The City is currently below its target goal to increase owner-occupied housing units by 10% in Parramore Heritage (or from 17.9% to 27.9% in 2014). Due to improved methods in collecting housing data in Parramore, 2007 was established as the new baseline year. Pursuant to homestead information from the Orange County Property Appraiser (OCPA), the percentage of homeownership in Parramore was 6.8% in 2007 and rose to 7.3% in 2013, or by 0.5%. This year the number of homestead properties dropped by 11 units (6.3%) which is below the goal of 10% by January 2014. While homeownership in

the Parramore neighborhood has not increased as anticipated, the opening of the SunRail Commuter Rail, the expansion of the City's bus-rapid transit system and neighborhood-wide planning efforts are anticipated to improve the homeownership trend over the next decade.

c) AFFORDABLE HOUSING

Median Home Sales Price / Average Household Income for Family of Four



Median Home Sales Price / Average Household Income for Family of Four			
<2.63 (by 2014)	2.86	2.53	Yes
Goal	Baseline	2014	Achieved?

Information concerning home prices was obtained from the Orlando Regional Realtor Association for the 4-county Orlando Metropolitan Area (Orange, Seminole, Osceola and Lake counties).² Information concerning median Income was obtained from the U.S. Department of Housing & Urban Development.³ According to a report from the Orlando Regional Realtor Association, the median sales price for homes in Metropolitan Orlando in 2013 was \$148,000. This figure is \$19,000 more than last year, \$2,946 less than the baseline condition in 2004 and \$100,000 less than the peak reported in January 2007.

² Orlando Regional Realtor Association, Metropolitan Orlando Housing Trends Summary, November 2013, http://c.ymcdn.com/sites/www.orldrealtor.com/resource/resmgr/statistics_reports/housingtrendsummary.pdf

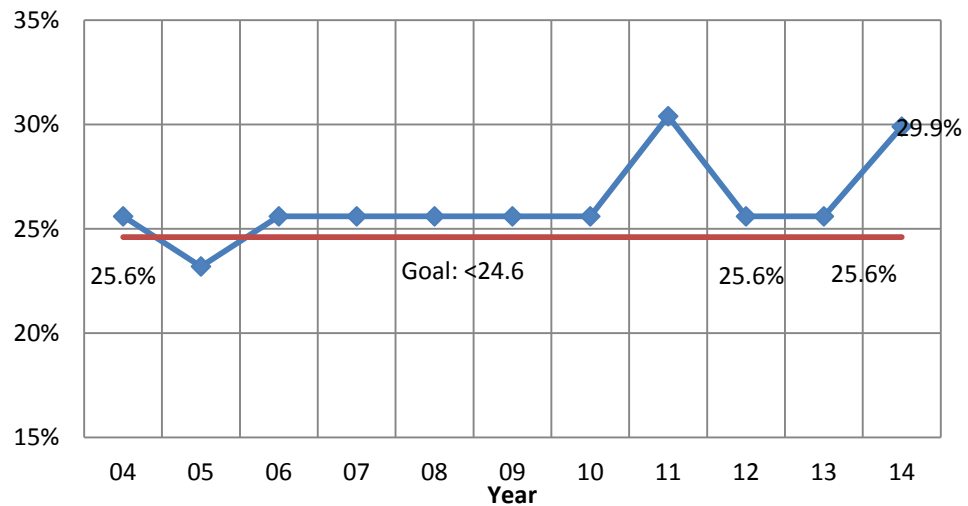
³ U.S. Department of Housing and Urban Development, FY2013 Median Family Income Documentation System, Orlando-Kissimmee, FL MSA Results. <https://sites.google.com/site/floridamortgagelimits/hud-median-income-limits>

The median income for a family of four in Orange County rose from \$57,400 in 2012 to \$58,500 in 2013. This figure has increased by \$1,100 or by 0.2% since last year and is a \$5,800 increase over the baseline condition.

The City's 10-year housing affordability goal is a ratio of 2.63 by January 1, 2014. The City's actual ratio for January 1, 2014 is 2.53. This figure is 0.28 more than last year and 0.10 less than the 2004 baseline condition. While this goal has been met, housing prices are once more starting to increase, and affordability may be a greater concern in the future.

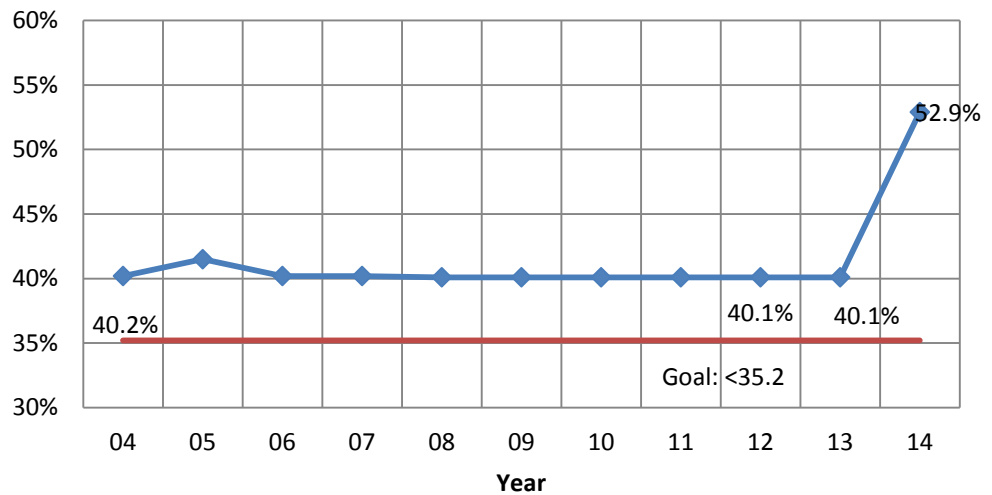
D) COST BURDENED HOUSEHOLDS

Number of Cost Burdened Owner-Occupied Households / Total Owner-Occupied Households



<24.6% (by 2014)	25.6%	29.9%	No
Goal	Baseline	2014	Achieved?

Number of Cost Burdened Renter-Occupied Households / Total Renter-Occupied Households



<35.2% (by 2014)	40.2%	52.9%	No
Goal	Baseline	2014	Achieved?

According to 2012 ACS data, there are 122,512 housing units, of which 102,564 are occupied (households). Of these, 37,425 are owner occupied and 65,139 are renter occupied.

It is estimated that a total of 11,176 or 29.9% of owner occupied households pay 30% or more for housing and 34,462 or 52.9% of renter occupied households pay 30% or more of their income. The cost burden for owner-occupied households is 4.3% above the 2004 baseline and for renter-occupied households, it is 12.7%. In looking at the total number of cost burdened households, there is 10.2% higher number of cost burdened households in the City then than in 2004.

The 10 year goal was to reduce the cost burden for owner-occupied households from 25.6% to 24.6%. The 2013 cost burden for homeowners is 4.3% above the target goal. The 10 year goal was to reduce the cost burden for renter occupied households from 40.2% by 5% or 35.2% by January 1, 2014. The 2013 cost burden for renters is 17.7% above the target goal.

E) SUBSTANDARD UNITS

Number of Substandard Dwelling Units Suitable for Rehabilitation			
-398 du (by 2014)	7,955	7,273	Yes
Goal	Baseline	2010	Achieved?

The City of Orlando has conducted several drive-by surveys since 1983 to determine housing conditions within the City. To create the baseline for this report, data from the 1997 Housing Conditions Survey was used. The data included results for single family and multifamily housing. In 2005, the City of Orlando's Housing Department conducted its first study to determine the interior conditions of housing units in the City. A more recent housing conditions survey was conducted in 2009. Both studies looked at housing in general, and did not differentiate between single family and multifamily housing.

The design for 2005 was a sample of the general housing stock (all occupied housing units) and then oversamples of all low-to-moderate income (LMI) areas. 7.5% of the general housing stock was "substandard".

The design for 2009 study was different. General housing stock was sampled, as in 2005, but instead of oversamples of LMI neighborhoods, three Zip Code areas of special interest to the City were identified: 32822, 32808, and 32805. In the 2009 survey, it was determined that 6.1% of the general housing stock was "substandard". In 2005, the percent substandard was higher in the LMI neighborhoods than overall, but the exact percentages varied sharply from neighborhood to neighborhood. There was also variation in 2009 among the three target ZCAs, although not as sharp as across neighborhoods in 2005. The 2009 survey was accompanied by a drive-by windshield survey, but this was only done in the three target ZCAs, not for the city as a whole.

Substandard Housing is generally defined as meeting four of the five following conditions:

- Extensive repairs needed;
- Maintenance defects in the principal structure;
- Noncompliance with the City of Orlando's Housing Minimum Standards Code and other applicable building codes;
- Cost of rehabilitation would not exceed the appraised value of the unit to bring the unit into compliance;
- Cost of demolition and reconstruction would exceed the appraised value of the unit to bring the unit into compliance.

The goal provided in the report is very specific: a 5% decrease in substandard homes, which was translated to 23 single family units and 375 multifamily units by 2014. Because the subsequent studies are samples only, they are less specific. As the City's housing stock has grown over the last 10 years, the estimated percentage of substandard housing has decreased from 7.9% in 2004 (based on 1997 data), to 7.5% in 2005, to

6.1% in 2009. Overall, the trend indicates a decrease in substandard housing, which indicates that the City is meeting its goal.

6. MIXED-USE DEVELOPMENT

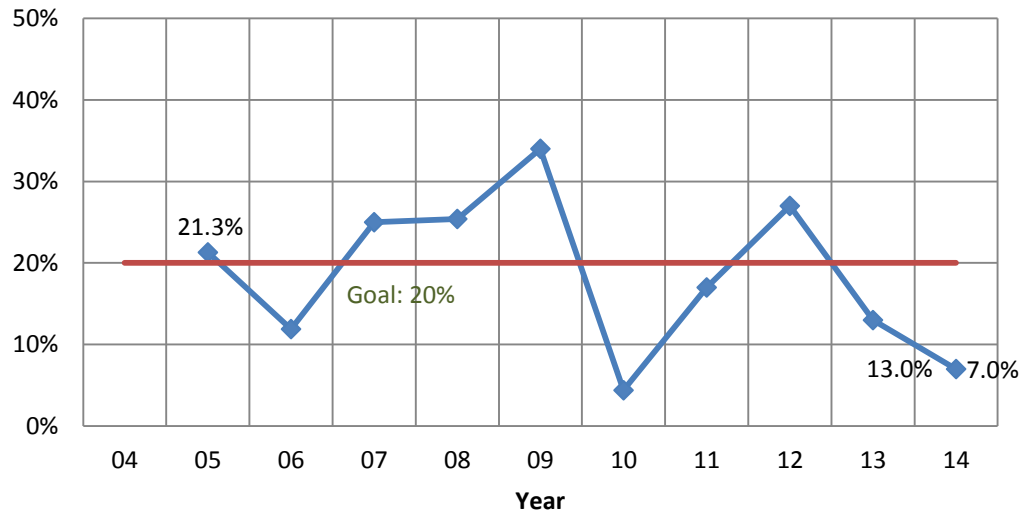
Maintain Mix of Land Uses Within Urban and Metropolitan Activity Centers			
Res.	2.5 - 10%	14%	No
Office	20 - 25%	10%	No
Com.	40 - 55%	50%	Yes
PRI	5 - 20%	11%	Yes
Hosp.	1 - 5%	4%	Yes
Ind.	5 - 15%	11%	Yes
Use	Goal	2014	Achieved?

Land Use Mix within Urban and Metropolitan Activity Centers was determined using the City Land Use Database. Hotels were included in the commercial category. To calculate percentages, single-family and multifamily residential units were converted to square feet using a factor of 950 square feet per multifamily unit and 1,500 square feet per single-family dwelling unit. Hotel rooms have been converted to square feet using a factor of 550 square feet per room. The hotel conversion factor accounts for hotel rooms and accessory restaurants, office and meeting space.

In 2013, the mix of uses within Urban and Metropolitan Activity Centers fell within the target range for commercial, hospital, public and industrial. The percentage of office use in Urban and Metropolitan Activity Centers was about 10% below the target range. Nevertheless, the percentage of office use has never exceeded 10.2%, so the goal of 20-25% may have been more of an aspiration than a realistic goal, especially given the downturn in the economy over the past several years. Even if no development occurred in all the other use categories, over 6,000,000 square feet of new office space would have to be constructed to increase the office ratio to 20%. The percentage of residential use was about 4% over the target range. This result is not considered undesirable because increased residential use within Urban and Metropolitan Activity Centers is considered an opportunity to increase internal capture, reduce trip lengths, make mass transit more viable and improve the vitality of these areas. Upon further review, it may be desirable to increase the City's goal for residential mix and reduce the goal for office. Because these goals are also included as Future Land Use Policy 2.1 in the City of Orlando's Growth Management Plan, this change will be considered as part of the City's next Evaluation and Appraisal report.

7. DEDICATED OPEN SPACE

Annual Percentage of Platted Acreage Dedicated as Parks or Open Space



20%	7%	NO
Goal	2014	Achieved

Open space is measured as the acres of land dedicated for parks, open space or conservation in conjunction with the approval of major and minor subdivision plats. In 2013, the City approved 6 subdivisions that included open space, parks, stormwater retention areas or conservation areas, as follows:

Table 6: Subdivisions With Dedicated Open Space Approved in 2013

Case	Plat	Total	Open Space	% of total
SUB2012-00050 & SUB2013-00044	Laureate Park Phase 5 Plat	94.2	4.36	4.6%
SUB2013-000006	Randal Park Phases 2-5	461.5	19.58	4%
SUB2013-00007	Airport Distribution Center Phase 1K	17.54	3.83	21.8%
SUB2013-00033	Airport Industrial Park at Orlando (AIPO) #23 Replat	35.0	13.66	39%

SUB2013-00035	Windrush-Radebaugh Replat	50.7	3.84	7.5%
SUB2013-00040	Baldwin Cove Plat	7.26	1.85	25.4%
TOTAL		666.2	47.12	7%

The City's annual goal is to preserve 20% of the platted acreage as parks, conservation area and open space. In 2013, the City did not achieve its goal because several major projects, including Lake Nona (location of Laureate Park) and Randal Park have previously approved conservation areas in nearby tracts. As the graph above demonstrates, percentage of open space varies widely from year to year depending on the nature of the plats reviewed.

On October 16, 2006, the City of Orlando adopted the Wekiva Overlay "W" zoning district (Doc. #0610161006). The Wekiva overlay district requires 20% open space within residential subdivisions comprising 5 acres or more. None of the residential subdivisions approved in 2013 are within the Wekiva Overlay district.

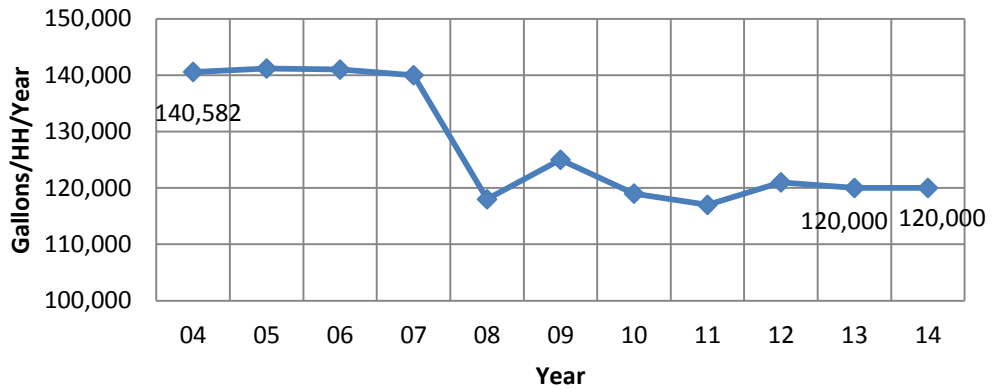
8. EDUCATION & RECREATION USES

Number of Agreements for Joint Use of Public School and City Park Facilities.			
+5 (by 2009)	15	11	No
Goal	Baseline	2014	Achieved?

There are currently 11 active joint use agreements between the City of Orlando and Orange County Public Schools (OCPS). No new agreements were approved during 2013, and several expired. Since 2004, OCPS has become more proactive about using its facilities during non-school hours for other programs. The times available to City users are often limited, and the City is considering pursuing other options, such as joint operations with Orange County facilities, because school sites are less attractive joint use areas.

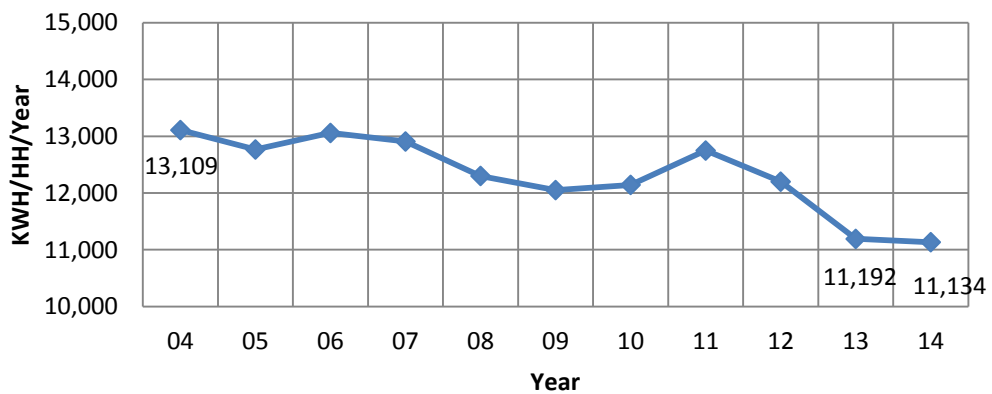
9. WATER & ENERGY CONSUMPTION

Annual Average Residential Water Consumption



↓	140,582	120,000	Yes
Goal	Baseline	2014	Achieved?

Annual Average Residential Electric Consumption



↓	13,109	11,134	Yes
Goal	Baseline	2014	Achieved?

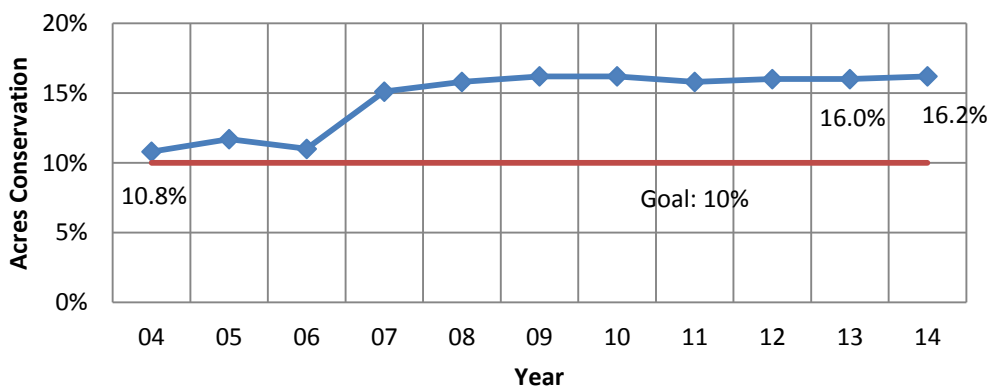
Water and electric consumption figures provided in *Exhibit 6* were obtained from Orlando Utilities Commission (OUC) Annual Reports. The data reported by OUC is system-wide and not City specific. The City's goal is to reduce per capital water and energy consumption.

Current data indicates that per capita water consumption was unchanged when compared to last year and decreased by 14.6% when compared to the baseline condition. Data also indicates that energy consumption has decreased by 0.5% when compared to last year and decreased by 15.12% when compared to the baseline condition.

The City transmitted a proposed Water Supply Plan to the state planning agency in 2006. The Plan included conservation goals, provisions to address the availability of reclaimed water, and a commitment to pursue alternative water sources (i.e., sources other than the Floridan aquifer). The City adopted the Water Supply Plan on January 27, 2007 and subsequently adopted a Water Supply Plan update on July 7, 2008 to incorporate the findings of the Kissimmee Basin Water Supply Plan.

10. ENVIRONMENTAL PROTECTION

Acres of Conservation in City / Total Acres in City



10%	10.8%	16.2%	Yes
Goal	Baseline	2014	Achieved?

The City annexed approximately 1,501 acres during the past year and 4,640 acres since the baseline condition. The amount of Conservation area in the City increased by 392 acres since last year and increased by 4,437 acres since the baseline condition.

Conservation acreage is calculated using future land use designations rather than zoning. The City is now calculating Conservation area based on future land use designations because large areas in southeast Orlando (including Vista Park and BalBay) have substantial amounts of Conservation area that are shown on the future land use maps but are not shown on the Zoning Maps because they do not yet have City zoning.

The increase in conservation area since the baseline condition is mostly due to a change in analysis. While conservation area was previously calculated using zoning, Conservation area is now calculated using future land use designations because large areas in southeast Orlando (including Vista Park and BalBay) have substantial amounts of conservation area shown on the future land use maps but have not been zoned. Based on these figures, 16.0% of the City land area is Conservation. This figure exceeds the City's goal of at least 10% Conservation use.

11. DISASTER PREPAREDNESS

Number of Hurricane Shelters in City			
+2 (by 2009)	23	24	No
Goal	Baseline	2014	Achieved?

Residents Per Shelter Space			
↓	7.89	38.16	No
Goal	Baseline	2014	Achieved?

Currently available information indicates that there are 129 certified shelters in Orange County, and 24 certified shelters located within the City limits (increased from 2007 figures). While in the past, the City has used American Red Cross estimates, this year, as part of the jurisdiction's post disaster planning efforts, the City has opted to use Orange County Emergency Management Services (EMS) *certified* shelter data.

Data also indicates that the ratio of City residents per shelter space is estimated to be 46.92. This ratio is much higher than the baseline ratio due the calculation being based on Orange EMS certified shelter space data. The ratio for County residents, which includes City of Orlando residents, now stands at 38.16. While these ratios have increased when compared to last year, the City of Orlando's Emergency Management Division believes that the City currently has adequate shelter capacity to accommodate demand.

12. SCHOOL BOARD COORDINATION

Please see item C.8, Education & Recreation Uses.

D. WORK PROGRAM

Section 7 of the Certification Agreement requires that the City implement specific planning strategies and projects during the term of the Agreement in an effort to achieve improvement in the baseline conditions. The following is a summary of progress made during 2013. Strategies listed in the Certification Agreement are shown in italics.

1. COMPACTNESS

.....
The City shall promote compact development by allowing impact fee reductions for developments that incorporate the principles of Traditional Neighborhood Design, as provided under Section 68.600 of the Land Development Code.
.....

In 2013, the Southeast Town Design Review Committee approved the following residential developments for impact fee reductions:

- MPL2012-00032: Laureate Park Phase 5 (431 units)
- MPL2013-00010 & SUB2013-00013: Laureate Park Phase 2A Amendment (142 units)
- MPL2013-00036: Watercrest Assisted Living Facility (89 beds)

2. DENSITIES AND INTENSITIES

.....
The City shall promote increased densities and intensities in the Parramore neighborhood by constructing the Parramore Heritage Central Stormwater Management Facility. This facility will provide centralized stormwater retention for the drainage basin and encourage redevelopment in the Parramore neighborhood by enhancing the area with a new park-like amenity.
.....

The Parramore Heritage Central Stormwater Management Facility is located on approximately 7.95 acres along the west side of S. Parramore Avenue, between W. Central Boulevard and W. Jackson Street, consists of two projects. Public Works Project 2568 includes the acquisition of property, demolition of buildings, construction of a 5.5-acre pond and the construction of various utilities. Public Works Project 2758 involved developing the pond site into a neighborhood park to serve the Parramore community. Construction on the Parramore Pond began on January 25, 2005 and is now complete. The Parramore Heritage Park was dedicated on August 25, 2007 and is now open to the public.

3. MULTI-MODAL TRANSPORTATION OPPORTUNITIES

A) DOWNTOWN TRAFFIC SIMULATION STUDY

.....
The City shall conduct a Downtown Traffic Simulation Study to analyze the potential impacts of proposed infill development and to make recommendations concerning the

conversion of one-way streets to two-way operation. A traffic simulation model shall be used to assess the impact of expected traffic growth and changes to the downtown traffic circulation patterns. The study shall also include an analysis of one-way to two-way street conversions in other cities and summarize current trends in the United States.

.....

In 2004, The City of Orlando completed a 60-page analysis of one-way and two-way street conversions in 25 communities across the United States.

B) DOWNTOWN TRANSPORTATION PLAN

.....
Revitalizing the downtown area of the City of Orlando is an important goal of the current City administration. The purpose of the study is to evaluate the Downtown multi-modal transportation system and prepare recommendations that provide an adequate level of mobility to those living in, working in, visiting or traveling through the Downtown area.
.....

After 18 months of analysis, the final Downtown Transportation Plan was adopted by the Orlando City Council on December 11, 2006. The Plan includes a number of recommendations for improvements to the Downtown transportation system, with an emphasis on pedestrian and transit improvements.

An additional study was commissioned by the Downtown Development Board to refine the transit recommendations. This report, presented to the Board on November 28, 2007, included the following:

- Identified Downtown transit circulator expansion routes to serve as a collector/distributor for Commuter Rail.
- Engineering analysis for stop locations and best route placement.
- Cost estimates for different technologies, including streetcar, light rail and bus.
- Review of preferred vehicle types.
- Recommendations for funding.

The City of Orlando continued to implement the Downtown Transportation Plan in 2013. Recent initiatives are as follows:

- Church Street Streetscape – A project to enhance the pedestrian and transit experience on Church Street between Division Avenue and Tampa Avenue. Construction of the 1st phase began in March 2013 and is expected to be complete in March 2014. The 2nd phase began in June 2013 and is expected to be complete in April 2014.
- Orlando Urban Trail System - The City continues to acquire right of way and refine corridor alignment;
- LYMMO Expansion – Construction is nearly complete for the East/West route linking the Thornton Park and Parramore neighborhoods and testing is expected to begin in February 2014. Construction is underway for the

Parramore route which will connect the Federal Courthouse, FAMU Law School, Amway Center to the new Creative Village area.

c) COMMUTER RAIL

In 2009, the Florida legislature and the governor approved the final steps needed to allow work on the SunRail commuter rail system. Commuter rail will be able to carry 10,000 passenger trips per hour vs. one lane of traffic on I-4 at 2,000 cars per hour.

Construction began in 2012, with Phase I becoming operational by the end of 2014. Phase I of the commuter rail system will run from Deland in Volusia County to Sand Lake Road in Orange County, with four stops in the City of Orlando. The four stops within Orlando's jurisdiction are at Florida Hospital, Lynx Central Station, Church Street Station and the existing Amtrak Station near the Orlando Health medical campus. Each stop will support Transit Oriented Design in the surrounding neighborhoods.

d) DOWNTOWN PEDESTRIAN PLAN

.....
The City shall review the Downtown Pedestrian Plan to identify opportunities for enhanced pedestrian safety. This review may include the following: Confirm the primary and secondary street system designations; update or reaffirm existing urban design standards; identify mid-block crossing opportunities; and identify intersection locations that may require additional pedestrian amenities or signal enhancements. The City's ability to undertake this project is contingent upon the availability of funding from sources identified under Section 9 of this Agreement.
.....

The scope of work for the Downtown Transportation Plan included the development of a comprehensive Pedestrian Plan for the study area. As part of the ongoing efforts to develop the Plan, walking audits of the downtown core were conducted with Dan Burden of Walkable Communities to identify potential improvements for increasing walkability.

The Downtown Transportation Plan identified a hierarchy of pedestrian streets within primary and secondary corridors. Shade trees, awnings, and building design were recognized as key factors for contributing to more walkable streets. The recommendations of the Downtown Transportation Plan were coordinated with the Community Redevelopment Agency and Streetscape Guidelines were presented as an amendment to the Land Development Code in 2010.

e) MILLS AVENUE CONGESTION MANAGEMENT STUDY

.....
Using Federal funds, the City is undertaking the construction of Congestion Management Improvements along Mills Avenue (US 17/92) from Virginia Drive to Dorchester Street to implement the recommendations presented in the Mills Avenue and Colonial Drive Urban Design and Strategic Plan, approved by the Orlando City Council on November 10, 2003.
.....

The design of improvements to Mills Avenue (US 17/92) from Virginia Drive to Dorchester Street was completed in 2010. This effort included evaluating recommendations presented in the Mills Avenue Congestion Management Study.

The Mills Avenue improvements include a segment of the Orlando Urban Trail extending from the City limits to the existing bridge over Lake Formosa. This segment was completed in 2011.

In addition to the Mills Avenue roadway project from Virginia Drive to Dorchester Street, two additional intersections along Mills Avenue were upgraded for pedestrian safety and friendliness. Intersections at Highland Avenue and Marks Street were upgraded as part of a \$1 Million grant from FDOT. Construction began in 2009 and was completed in 2010.

F) BIKEWAY FACILITIES

.....
The City shall enhance non-motorized transportation opportunities by adding 100 miles of on-street and off-street bikeway facilities by 2010. The baseline inventory of bikeway facilities in the City (2003) is 157.2 miles.
.....

The City of Orlando currently has 316 miles of bikeways, an increase of 159 miles since 2003. This goal has been met. In 2013, bikeways include:

Bike Paths:	31 miles
Bike Lanes:	233 miles
Signed Routes:	52 miles
TOTAL:	316 miles

2013 bicycling program activities included:

- Orlando Primary Bicycle Route Study – In 2013 the FDOT awarded a grant to the City of Orlando to study the primary bicycle trail network, which started in September of 2013. The study will assess the existing and proposed trail network in order to refine alignments and prioritize future trail projects.
- Orlando Bikeshare Program – On October 21, 2013 the City Council approved Cyclehop, LLC to implement and operate a bikesharing program within the City of Orlando through RFP13-0348. The first phase of the proposed bikesharing program is estimated to contain a total of 200 bicycles and 20 docking stations.

4. JOBS/HOUSING BALANCE

.....
The City shall promote a sustainable jobs/housing balance and a stable and diversified economy by working in partnership with agencies such as Enterprise Florida; the Governor's Office of Tourism, Trade and Economic Development; the Department of Community Affairs; and the Metro Orlando Economic Development Commission. The City shall:
.....

.....
- Promote and support the City's targeted growth industries by participating in Enterprise Florida's Economic Development Transportation Fund, Urban Job Tax Credit Program, Enterprise Zone Program, and Qualified Targeted Industries Tax Refund Program;

- Ensure a business-friendly environment by providing a streamlined development review process and offering effective programs that foster successful business development;

- Nurture and cultivate small business and neighborhood business development by providing "hands-on" assistance through the Mayor's Business Assistance Team;

- Encourage small businesses to locate, expand, or redevelop in the City by providing matching grants through the Business Assistance Program to assist in off-setting development fees, including sewer and transportation impact fees, building permit fees, and all elements of public right-of-way infrastructure within the City's jurisdiction.
.....

The City's Economic Development Office of Business Assistance provided the following assistance during Fiscal Year 2012-2013:

- Eleven (11) businesses received incentives by participating in Enterprise Florida's Economic Development Transportation Fund, Urban Job Tax Credit Program, Enterprise Zone Program, Qualified Targeted Industry Tax Refund Program or Qualified Defense Contractor Tax Refund Program.
- \$5 million in State funding obtained to for two (2) new Life Sciences incubators in the City of Orlando
- The City responded to 500 businesses/potential entrepreneurs that requested information concerning incentive programs, business loans and general business assistance/practice.
- The City encouraged small businesses and/or commercial property owners to make physical improvements to their sites by offering a deferred loan through the Small Business Façade Program. Eleven (11) business and/or commercial property owners took advantage of a deferred loan to offset design and façade improvement expenses such as painting; wall repair or cleaning; window repair or replacements; awnings; new or replacement signage; landscaping; lighting; streetscape and door repair or replacements.
- The City offered a matching grant to new and expanding businesses to offset development fees, impact fees or permit fees. Five (5) businesses that located, expanded or redeveloped in the City took advantage of this matching grant program.
- The City empowered eight neighborhood commercial districts to maintain, strengthen and revitalize their unique physical, economic, historic and cultural characteristics through participation in the Orlando Main Street Program. In these districts, 993 new jobs were created; 108 renovations were completed; 127 new

businesses opened; 4 businesses expanded; 15,233 volunteer hours were donated at a value of \$331,000; 115 district promotions were held; and \$12.2 million worth of private capital investment occurred (new construction and renovation).

5. HOUSING

A) AFFORDABLE HOUSING

.....
The City shall administer a Down Payment Assistance Program to provide financial assistance to income-eligible first-time homebuyers for the purchase of a new or existing home within the Orlando city limits. Assistance will be targeted to the following groups: very low, low and moderate income households; income-eligible teachers and administrators employed full-time by a public or private school with a curriculum in Orange County; income-eligible public safety personnel; very low and low-income households purchasing a home in the Parramore neighborhood; and income-eligible City of Orlando employees.
.....

The City provided no down payment assistance between October 1, 2012 and September 30, 2013. Funding offered to applicants ranges from \$10,000 in assistance for moderate-income applicants to \$30,000 in assistance for very-low income applicants.

B) HOUSING

.....
The City shall administer an Impact Fee Grant Program, using funds made available through the State Housing Initiative Partnership (SHIP), to pay all or a portion of the transportation and sewer impact fees for eligible affordable, owner-occupied housing units. Funds may also be used to pay all or a portion of the cost to connect income-eligible owner-occupied housing units to the City of Orlando's sewer system when such properties are annexed into the City.
.....

No owner occupied units received reimbursement on their sewer and/or school impact fees between October 1, 2012 and September 30, 2013.

6. MIXED-USE DEVELOPMENT

.....
The City shall continue to promote mixed-use development through the application of density and intensity bonuses in office, mixed-use corridor and activity center districts. As provided in Chapter 58, Part 6B of the Land Development Code, density bonuses shall only be granted where the proposed development includes at least two use types and conforms to design criteria intended to encourage mixed use, multi-modal public transit facilities, pedestrian-oriented amenities, high quality building and site design, and other features that foster community identity and civic pride.
.....

The City did not approve any density bonuses in 2013.

7. DEDICATED OPEN SPACE

.....
The City shall promote clustered development having dedicated open space by allowing limited density transfers in exchange for the dedication of park land or the preservation of wetlands, as provided in the Growth Management Plan, Future Land Use Policy 2.4.3 and Conservation Policy 1.4.6.
.....

While the City has approved development that preserves wetlands and generally conforms to the concept of cluster development, no density transfers were requested in 2013. It appears that density transfers are not necessary for conventional single-family development in Orlando's suburban areas (where significant wetland corridors are present) due to the relatively high densities allowed under City regulations.

8. MIXED USE NEIGHBORHOODS

.....
The City shall promote mixed-use development by investigating opportunities to streamline or improve currently adopted mixed-use land development regulations. Specifically, the City shall investigate the feasibility of combining adopted regulations for the Traditional City (Chapter 58 of the Land Development Code), the Southeast Orlando Sector Plan area (Chapter 68 of the Land Development Code) and the Baldwin Park Planned Development to create one set of Traditional Neighborhood Development regulations. This effort is intended to encourage mixed-use developments that incorporate residential, educational, recreational and commercial uses as an alternative to single-use subdivisions.
.....

The City has approved development proposals for mixed-use developments in the Traditional City, in the Southeast Orlando Sector Plan area and in Baldwin Park during the past several years. While the standards for each area are somewhat different, the resulting projects have been well received. Due to the success of existing regulations, this item is not considered a top priority but may be investigated further during the term of this Agreement.

9. WATER AND ENERGY CONSUMPTION

.....
The City shall promote energy efficiency by including a public service announcement in a City of Orlando employee bi-weekly pay statement to encourage participation in Orlando Utility Commission's Home Rebate Programs. Current programs include the Energy Efficiency Program, Home Energy Fix-Up Program, Financed Insulation Program, and Efficient Electric Heat Pump Program.
.....

This Commitment was completed in 2004. All City employee payroll checks and direct deposit notices issued on December 23, 2004, included a public service announcement to advise City employees that the Orlando Utilities Commission offers a free online energy audit and other energy-saving information.

The City is committed to ongoing water and energy efficiency initiatives. In 2007, Mayor Dyer launched "GreenWorks Orlando," an initiative designed to propel Orlando to the forefront of environmentally sustainable communities. In 2013, the City launched a comprehensive public participation program to create a Sustainability Action Plan. A number of the strategies in the plan are beginning to be implemented.

Some of the key GreenWorks programs and successes over the past year are as follows:

A) TRANSPORTATION

1) ELECTRIC VEHICLES (EV)

The City intends to become the EV leader in the Southeast.

- Orlando, Orange County, OUC and Progress Energy created "Get Ready Central Florida" to prepare Metro Orlando for EVs.
- Orlando has installed 8 electric vehicle charging stations in downtown parking garages, as part of an effort to install 300 Coulomb electric vehicle charging stations in metro Orlando. The first station was installed in front of City Hall.
- The City now has 6 electric vehicles in its fleet.

2) GREEN CITY FLEET

- **Flex Fuel.** The City fleet now has 268 flex-fuel vehicles capable of running on E85. The City hopes to begin making its own ethanol in the near future. The City also used 18,800 gallons of biodiesel.
- **LED Traffic Lights** – The City has converted most of its traffic signals to LED lights, resulting in annual energy savings of \$350,000 per year. The City and OUC are piloting LED street lights to potentially yield greater energy and cost savings.

- **Car-Sharing and Bike-Sharing** – Hertz 24/7, a car sharing program, was launched in 2013 and has cars in 6 downtown locations; additional locations will be added as demand increases. The City awarded a contract to a bike sharing company, and expects the program to be operational in 2014.

B) SUSTAINABLE INFRASTRUCTURE

1) RECLAIMED WATER

In 2011, Orlando reached 98% reuse of its wastewater, most likely the highest rate in the entire county. 2013 numbers are not yet available.

2) RECYCLING

Approximately 27% of garbage collected in Orlando was recycled in 2012. In total, 8,000 tons were recycled, an overall tonnage decrease due to the economic slowdown. 2013 numbers are not yet available.

C) ENERGY AND GREEN BUILDINGS

1) GREEN GOVERNMENT BUILDINGS

The City constructs new municipal buildings to LEED standards. The following is a list of buildings constructed by the City since 2007 and their LEED certification status:

Table 7: City Buildings Constructed Since 2007

Location	Status
Fire Station #7	Gold
Fire Station #14	Certified
Fire Station #15	Certified
Fire Station #16	Certified
Fire Station #17	Certified
Fire Station #1	Gold
Police Training Center	Registered/Certification not reached
Amway Center	Gold
Geico Garage	Gold
Dr. Phillips Performing Art Center	Registered/Goal: Certified
1025 W Anderson St	Platinum
City Hall	Goal: 2014 certification

2) AMWAY CENTER

Amway Center opened in 2010 and is the first NBA facility to earn LEED New Construction certification – earning Gold designation from the U.S. Green Building Council. The arena uses 20% less energy and 40% less water than arenas of similar size.

3) GREEN AFFORDABLE HOUSING

The City's Housing Department is committed to meeting LEED standards for its construction projects, including the first LEED Platinum affordable home in Florida. Two LEED houses are complete.

4) GREEN NEIGHBORHOODS PROGRAM AND POWER PROGRAM

In partnership with OUC, the City retrofitted 1,200 homes in 2010/11 as part of its Green Neighborhoods program. The program targeted six high energy consumption neighborhoods to perform up to \$1,000 per home. Also in partnership with OUC, The POWER Program performed substantial and extensive retrofits to another 75 homes that have been identified for above average energy consumption. The City also hopes to unveil a pilot financed energy efficiency program in 2014.

5) CENTRAL FLORIDA ENERGY EFFICIENCY ALLIANCE (CFEEA)

The City created CFEEA in cooperation with Orange County, local utilities and building associations. The program is encouraging 2,000 buildings to use Energy Star Portfolio Manager and reduce energy consumption 10%.

6) SOLAR ORLANDO

The City was awarded the Department of Energy Solar America Cities grant with its partners Orange County and OUC (the local utility). The team has a goal of 15 MW of installation by 2015. As of 2012, 11 MW has been installed.

7) EECBG AND GE ECOTREASURE HUNT GRANTS

In 2009/10, the City was awarded \$2.9 million in energy grants. Funds are being used to reduce energy consumption both in the community and government operations.

8) SUSTAINABLE LANDSCAPING

In 2013, the City completed landscaping code revisions to make Orlando landscaping one of the most sustainable and water-wise locations in Florida. Future potable water supply will become a limiting factor in the future growth of the area. The City's Parks and Public Works Departments have converted landscaping and altered irrigation patterns – resulting in an estimated \$500,000 in savings per year.

D) OUC PROGRAMS

1) RENEWABLES

Set an internal goal of 7% renewable energy sources by 2015.

2) SOLAR CITIES GRANT PARTNER

OUC launched OrlandoRunsOnSun.com to provide information and resources for solar opportunities in Orlando.

3) SOLAR PRODUCTION INCENTIVE

OUC created a Solar Production Incentive for solar hot water (\$.03/KWH) and PV (\$.05/KWH), and is currently re-evaluating the incentive levels. There are over 300 participants with a capacity of over 3 MW.

4) STANTON SOLAR POWER PURCHASE AGREEMENT

OUC completed this project in November 2011 to provide 5.9 MW DC power (equivalent to electricity for 1,000 homes).

5) SOLAR ELECTRIC VEHICLE CHARGING STATION AT OUC

This 2.8 KW pilot system provides 80% of required energy for an EV.

6) SOLAR ON UTILITY POLES

OUC partnered with PetraSolar to install 10 systems.

7) SOLAR BILLED SOLUTION

OUC buys down interest to provide no/low interest loans through the Orlando Federal Credit Union.

8) HARMONY HYBRID SOLAR/BIOMASS POWER PLANT

This 5 MW Plant will be located in the Florida Sustainable Energy Research Park and will use biomass gasifiers and concentrated solar to generate electricity. This project includes an educational partnership with FSU.

9) COMMUNITY SOLAR FARM

In October 2013, OUC opened its first community solar farm. The 400 kw solar farm allows 39 customers to purchase units of solar power without constructing on-site solar panels on individual homes. Customers benefit from guaranteed rates for the next 25 years. A second solar farm is planned for summer 2014.

10) COMMERCIAL SOLAR AGGREGATION PILOT

This pilot project includes solar panels constructed on a commercial customer's rooftop. There is no upfront cost to participate, and participants will obtain a fixed monthly electricity rate for 20 years and retain demand savings and any net metering.

11) ORANGE COUNTY LANDFILL PROJECT

Gas from the landfill displaces 3% of fuel required for either of the coal units at OUC's Stanton Power Plant. OUC is expanding this program to 22 MW.

12) CHARGING STATIONS

OUC partnered with Coulomb Technologies to deploy up to 300 EV charging stations.

13) ELECTRIC VEHICLE INFRASTRUCTURE

Get Ready Central Florida Partner to promote the development of electric vehicle infrastructure.

14) DOWNTOWN ADMINISTRATION BUILDING

OUC's administration building is LEED Gold Certified with a 32 KW solar array.

E) ANTICIPATED SAVINGS

The City hopes to reach \$5 million in annual utility savings by 2015 and become greenhouse gas neutral by 2030 – resulting in annual energy savings of over \$13 million. The City saves over \$1.4 million annually for actions that help the environment, including:

- LEED certified City buildings generate utility savings of more than \$822,000 annually.
- Energy efficiency retrofits are now saving approximately \$150,000 per year.
- LED traffic lights reduce energy costs by \$350,000 per year.
- Switching to Bahia grass reduced irrigation and mowing costs by \$350,000.
- Landscaping and irrigation improvements within the Parks Department save \$150,000.

10. ENVIRONMENTAL PROTECTION

.....
The City shall encourage conformance with the principles and standards of the Primary Conservation Network, as provided in Section 68.505 of the Land Development Code, when reviewing development proposals for property located outside the Southeast Orlando Sector Plan area. In particular, the City shall encourage general conformance with the standards and criteria of the Primary Conservation Network when reviewing development proposals for property located north and south of the BeeLine Expressway, east of Narcoossee Road. This strategy is intended to preserve significant wetlands; preserve upland buffers and patches of habitat adjacent to wetlands and natural water bodies; and, where possible and practical, restore and enhance ecological functions damaged by prior site activities.
.....

A) RANDAL PARK

In 2006, the City approved a Planned Development (PD) zoning designation for Randal Park, a 687-acre property located south of the BeachLine Expressway (SR 528), west of the Central Florida Greenway (SR 417), and east of Narcoossee Road. The PD preserved approximately 285 acres of wetland and upland habitat (41% of the site). In 2009, the property owner requested a Growth Management Plan amendment and rezoning so the property could be redeveloped using conventional zoning standards. Nevertheless, the conservation network remained substantially the same, increasing from 285 acres to 294 acres in total area. The Randal Park conservation network will connect to the conservation areas on the Bal Bay and LaVina properties to the west, consistent with the Primary Conservation Network identified in the Southeast Orlando Sector Plan.

B) BELTWAY COMMERCENTER

In April 2007, the City approved a major subdivision plat for an industrial project called Beltway Commercenter (SUB2007-00020). The property is located north of the Beeline Expressway (SR 528) and east of Narcoossee Road and the Central Florida Greenway (SR 417). The proposed development will include $\pm 667,424$ square feet industrial uses on 73.65 acres. As part of the subdivision, a ± 13 acre conservation easement has been designated to preserve the significant wetlands that exist on the property.

c) POITRAS

In 2007, the City approved a Growth Management Plan amendment that changed the future land use designation for the “Poitras” property from Urban Reserve to Urban Village and Conservation. The Poitras property is located west of Narcoossee Road and north of Boggy Creek Road, comprising $\pm 1,854$ acres. Approximately 550 acres will be preserved as open space, including approximately 227 acres of wetlands, 149 acres of preserved up-lands, 130 acres of lakes, and 44 acres of other open space. Approximately 377 acres of wetland and upland habitat are located within the Primary Conservation Network.

11. DISASTER PREPAREDNESS

.....
The City shall work with the American Red Cross to survey existing City facilities to identify opportunities for increasing hurricane shelter capacity.
.....

Following the unusually active 2004 hurricane season, the City’s Emergency Management Division reevaluated its hurricane shelter capacity and operational needs. They found that the City currently has adequate shelter capacity to accommodate demand.

On August 15, 2005, the City of Orlando became the first community in the State of Florida to be designated a StormReady Community by the National Weather Service, and continues to hold this designation. StormReady is a nationwide program that helps communities to better protect their citizens during severe weather—from tornadoes to tsunamis. StormReady provides emergency managers with clear-cut guidelines on how to improve their hazardous weather operations. To be certified as StormReady, communities must meet guidelines established by the National Weather Service in partnership with Federal, State, and local emergency management professionals.

Section C-11 of this report provides data on hurricane shelters in the City.

12. SCHOOL COORDINATION

.....
The City shall coordinate with Orange County Public Schools (OCPS) concerning land use and school facility planning issues, as provided in the Interlocal Agreement for Public School Facility Planning, approved by the Orlando City Council on October 22, 2003. Under the terms of this agreement, the City shall: 1) notify OCPS concerning future land use map

amendments and rezoning proposals that may affect student enrollment; 2) attend joint staff meetings to coordinate and discuss such issues as population and student projections, development trends, school needs, co-location and joint use opportunities, and ancillary infrastructure improvements needed to support school facilities and ensure safe student access; and 3) meet with one or more representatives of the Orange County Commission, the governing body of the other Orange County municipalities that are party to the Agreement, and the School Board at least once annually in a joint workshop at which the public has the opportunity to be heard.

.....

The 2005 Growth Management Act required that all local governments implement school concurrency. As part of the implementation process, Chapter 163, Florida Statutes, required each local government to amend their comprehensive plan to include a new Public School Facilities Element (PSFE) and to amend the existing Capital Improvement Element (CIE) and Intergovernmental Coordination Element (ICE) to incorporate school concurrency requirements. In addition, each local government was required to execute an Interlocal Agreement (ILA) with the Orange County School Board.

In compliance with this requirement, the City adopted a Public Schools Facilities Element and amended the Intergovernmental Coordination and Capital Improvements Elements of the Growth Management Plan for the purpose of implementing school concurrency on July 7, 2008. Also on July 7, 2008, the City approved the "Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency." This Agreement incorporated the terms of the October 22, 2003 Interlocal Agreement for Public School Facility Planning and was the result of a coordinated effort between the City, Orange County Public Schools, Orange County, and all other municipalities in Orange County.

On July 12, 2010, after much coordination with Orange County Public Schools, Orange County and the other municipalities in Orange County, the City of Orlando approved the First Amendment to the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency. The amendment redefines the method used for calculating the projected students generated from a residential development and the level of service standards and concurrency service areas for the various school types.

On November 1, 2010, the City adopted an ordinance amending the Public School Facilities Element and the associated policies in the Capital Improvement Element of the City's Comprehensive Plan to be consistent with the "First Amendment to the Amended Interlocal Agreement for Public Schools Facility Planning and Implementation of Concurrency."

- The City continues to comply with all Interlocal Agreements for Public School Facility Planning and Implementation of Concurrency.
- The City Planning Division coordinates with Orange County Public Schools (OCPS) concerning proposed Growth Management Plan amendments, rezonings and Master Plans that are scheduled for review by the Municipal Planning Board.

- An OCPS representative attends the City’s monthly Technical Review Committee meeting and sits as a non-voting member of the City’s Municipal Planning Board.
- City of Orlando Economic Development Department staff members regularly attend the Interlocal Planners Group meetings conducted by OCPS.
- City Planning staff members meet quarterly with OCPS planning, pupil assignment and real estate staff to discuss school issues within the city limits, including construction schedules, proposed school facilities, and joint use opportunities.

E. CITY COMMITMENTS

As provided under Section 8 of the Agreement, the City committed to completing several initiatives not later than November 12, 2005 (18 months after the date of the Agreement). The following is a summary of progress made on each commitment. Commitments listed in the Certification Agreement are shown in *italics*.

1. LAND DEVELOPMENT CODE

.....
The City shall review its adopted Land Development Code to identify any land development regulations that restrict compact development. If any such regulations are found, the City shall draft amendments to reduce restrictions to compact development. Any amendment to the Land Development Code shall be presented to the Municipal Planning Board and City Council through the normal public hearing process prescribed by law.

The City’s Land Development Code (LDC) includes numerous regulations to encourage compact development. The City has reviewed the LDC in detail over the past year and did not identify any specific regulations that will restrict compact development. Eight amendments were reviewed by the Municipal Planning Board (MPB) in 2013. In addition, some amendments that the MPB approved in previous years have not yet been reviewed by City Council. The status of these amendments is as follows:

A) LANDSCAPING

Amending Chapter 60 of the Land Development Code to establish new landscaping calculations and modify tree protection requirements. (MPB approval on April 19, 2011, January 15, 2013, and September 17, 2013; adopted by City Council on December 9, 2013 (Doc # 1312091207).

B) PAIN MANAGEMENT

Amending Chapter 58, Part 4V of the Land Development Code to create restrictions and requirements for Pain Management Clinics. (MPB approval on December 19, 2011; temporarily withdrawn because state law was adopted to address the issue; adopted by City Council on November 25, 2013, Doc # 1311251203).

C) PARKING

Amending Chapter 61, Part 3 of the Land Development Code (Parking Code) to provide additional options for parking and landscaping, and clarify variance procedures. (MPB approval on July 19, 2011 and again on September 18, 2012; Scheduled for City Council review in early 2014).

D) LIGHTING

Amending Chapter 61, Section 306 of the Land Development Code to establish exterior lighting standards for non-residential development. (MPB approval on March 19, 2013; Scheduled for City Council review in early 2014)

E) MOBILITY MANAGEMENT CODE

Amending Chapter 59 of the Land Development Code to establish transportation mobility requirements for new development in lieu of transportation concurrency. (MPB approval on March 19, 2013; adopted by City Council on May 6, 2013, Doc # 1305061204)

F) HIGH RISE SIGNS

Amending Chapter 64 of the Land Development Code to revise high rise sign requirements. (MPB approval on March 19, 2013; adopted by City Council on May 6, 2013, Doc # 1305061206)

G) SUBDIVISIONS

Amending Chapter 65, Part 3E of the Land Development Code to revise procedures for adoption of subdivisions. (MPB approval on April 16, 2013; adopted by City Council on June 3, 2013, Doc # 1306031202)

H) STREET BANNERS

Amending Chapter 64 of the Land Development Code to revise banner requirements. (MPB approval on May 21, 2013; adopted by City Council on August 5, 2013, Doc # 1308051201)

I) SEMORAN GATEWAY SPECIAL PLAN

Amending Section 62.408 Land Development Code to add a Special Plan Overlay to the South Semoran Boulevard area. (MPB approval on October 15, 2013; Scheduled for City Council review in early 2014)

J) LYMMO AND BIKE SHARE SIGNS

Amending Chapter 64 of the Land Development Code to allow for signage in the right of way for Lymmo stations and bike share stations. (MPB approval on December 17, 2013; Scheduled for City Council review in early 2014)

2. ALTERNATIVE DESIGN CODES

.....
The City further agrees to review and amend, as necessary, existing alternative design codes or adopt new alternative design codes to encourage desirable densities and intensities of use and patterns of compact development.
.....

As indicated under Section D.8, the City had planned to investigate the feasibility of combining several adopted regulations into one code, but that effort was deferred to later in the term of this Agreement because the existing regulations are accomplishing the City's objectives. The City has, however, prepared vision plans for several target areas. Zoning overlay regulations have been adopted for each of these target areas.

A) ORANGE/MICHIGAN VISION PLAN

GMP Amendments (MPB approval on April 20, 2010; adopted by City Council on July 26, 2010). Zoning Overlay (MPB approval on May 18, 2010; adopted by City Council on August 30, 2010).

B) WASHINGTON SHORES VISION PLAN

GMP amendments (MPB approval on April 20, 2010; adopted by City Council on July 26, 2010). Zoning overlay (MPB approval on June 15, 2010; adopted by City Council on October 18, 2010).

C) SEMORAN BOULEVARD VISION PLAN

Zoning overlay (MPB approval on December 21, 2010; adopted by City Council on May 23, 2011).

3. PUBLIC PARTICIPATION

.....
The City shall develop and implement a program to increase public participation in comprehensive planning and land use decision-making. This program shall include outreach to neighborhood and civic associations through community planning initiatives.
.....

In 2004, the City Planning Division updated the City's Internet site to include several new items, including monthly case schedules, meeting minutes, meeting agendas and staff reports. This information is updated monthly. Citizens now have the opportunity to access the Municipal Planning Board, Board of Zoning Adjustment and Historic Preservation Board agendas from their own computer, click on the case number listed for any item on the agenda, and be automatically directed to the staff report for that item. As a result, citizens now have easy access to the background, staff analysis and staff recommendations for each case prior to the monthly Board meeting.

In 2007, the entire City of Orlando website was redesigned to make it more user friendly and easier to navigate. In 2013, the City again began the task of updating the website to incorporate new technologies and function better on mobile devices. The new website will become active in early 2014. The City Planning Division's web site is available at:

<http://www.cityoforlando.net/planning/>

The City Clerk's web site includes City Council meeting schedules, agendas, minutes, ordinances and other related information. This information is available on the City's Internet site at:

http://www.cityoforlando.net/cityclerk/citycouncil/ag_min.html.

4. JOINT PROCESSES FOR SCHOOL COORDINATION

.....
The City shall demonstrate that the Intergovernmental Coordination Element of its adopted comprehensive plan includes a joint process for coordination between the Orange County School Board and the City, pursuant to Section 163.3177(6)(h)2, Florida Statutes.
.....

City staff has amended the Intergovernmental Coordination Element of the City's Growth Management Plan to include additional policies for coordination between the school board and the City. The revised Element, which was adopted by City Council on July 7, 2008, contains processes for collaborative planning and decision making on population and development projections to assist in the development of a long range planning model to project student enrollment; public school siting and infrastructure improvements to accommodate new schools; and the joint use of School Board and City facilities.

As part of the school concurrency implementation process, the City also adopted a Public School Facilities Element as required by Section 163.3177 F.S. This new element was drafted in coordination with Orange County Public Schools and other local governments within Orange County. The Element includes a methodology for determining school capacity needs, defines level of service standards and identifies concurrency service areas. The Public School Facilities Element, which was adopted by the City on July 7, 2008, provides a coordinated and consistent approach to meeting current and future educational facilities needs in Orange County.

5. EXTRA-JURISDICTIONAL EFFECTS

.....
The City shall develop a method for addressing the extra-jurisdictional effects of development within the Certification Area. This method shall be integrated by amendment into the Intergovernmental Coordination Element of the City's Comprehensive Plan.
.....

The City adopted a Joint Planning Agreement (JPA) with Orange County in 1994. As provided in Section 2.a of the Agreement, the JPA expired on January 1, 2006. On June 8, 2009, the

City approved an agreement with Orange County to terminate the surviving provisions of the expired JPA.

Extra-jurisdictional impacts related to schools previously addressed under two interlocal agreements (An Interlocal Agreement for Public School Facility Planning, and an Interlocal Agreement Regarding School Capacity) have been consolidated into one new agreement, the "Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrence".

In addition, City staff amended the Intergovernmental Coordination Element of the City's Comprehensive Plan to include policies promoting coordination with Orange County Public Schools to ensure that sufficient school capacity is available to support proposed development and that necessary infrastructure is available to accommodate new schools.

At a staff level, the City of Orlando and Orange County Planning Directors jointly signed a letter of intent on September 4, 2008, to affirm their support for maintaining a positive spirit of cooperation and collaboration between their respective agencies. Senior planning staff from the City and County hold a joint planning meeting once every other month to discuss issues of common concern.

6. COORDINATION WITH WATER MANAGEMENT DISTRICTS

A) WATER RESOURCES

.....
The City shall consult and include the relevant Water Management District(s) in the preparation and review of any ordinance for adoption in the City's Land Development Code if the purpose of any such ordinance is to encourage conservation of water resources and promote the use of reclaimed water.
.....

The City of Orlando is located within the St. John's River Water Management District and the South Florida Water Management District. The 2005 Florida Water Resources Act requires local governments to adopt an updated Work Plan within 18 months of the Water Supply Plan update prepared by the applicable regional water management district. Jurisdictions located within the boundaries of two water management districts must complete their Work Plan within 18 months of completion of the later of the two regional water supply plans.

1) WATER SUPPLY PLAN

The City coordinated with the Orlando Utilities Commission (OUC) to draft a Water Supply Plan. The Water Supply Plan identified and analyzed existing and projected water supply and demand within City limits. On July 18, 2006, the Municipal Planning Board recommended approval of the Water Supply Plan and associated GMP amendments. The first reading of the ordinance was approved on August 28, 2006. On November 22, 2006, the state planning agency issued an Objections, Recommendations and Comments (ORC) Report. The ordinance was adopted by City Council on January 22, 2007 (Doc. # 0701221004) and transmitted to the state

along with the clarifications and additional data requested in the ORC Report. The state planning agency issued a Notice of Intent to find the amendments in compliance on March 19, 2007.

2) **WATER SUPPLY PLAN UPDATE.**

The St. John's River Water Management District completed its Water Supply Plan on February 7, 2006. The South Florida Water Management District completed its Water Supply Plan, titled the "Kissimmee Basin Regional Water Supply Plan" on December 14, 2006. Therefore the City's update was required to be adopted by June 14, 2008. The GMP amendment application to revise policies in the Potable Water Element to address the water management districts' regional water supply plans and to adopt revisions to the City's Water Supply Plan was recommended for approval by the Municipal Planning Board on January 15, 2008 (Case# GMP2007-00041). The first reading of the ordinance was approved on March 3, 2008. On May 16, 2008, the state planning agency issued an Objections, Recommendations and Comments (ORC) Report. The ordinance was adopted by City Council on July 7, 2008 (Doc. # 0807071004) and transmitted to the state along with the clarifications and additional data requested in the ORC Report. The state planning agency issued a Notice of Intent to find the amendments in compliance on September 8, 2008.

3) **WEKIVA PARKWAY AND PROTECTION ACT.**

During the 2004 Regular Session, the Florida Legislature passed the Wekiva Parkway and Protection Act. The legislation requires that local governments amend their comprehensive plans to provide enhanced protection to the Wekiva River System. The City adopted Growth Management Plan amendments (GMP2005-00005) to implement these requirements on December 12, 2005, effective on February 28, 2006 (Doc. #051212903).

B) WATER SUPPLY PLANNING

.....
The City agrees that it shall continue to participate in the East Central Florida Water Supply Planning Initiative, MyRegion.org, the water supply work group for East Central Florida (or the successor to any of these efforts), regional water supply workshops, and other training or workshops related to water supply planning.
.....

In 2005, the City participated with the St. Johns River Water Management District (SJRWMD) and 13 other local municipalities to create a Regional Stormwater Master Plan in accordance with the requirements of the Wekiva Parkway and Protection Act. That Plan was completed in September 2005.

On April 7, 2008, the City amended the Stormwater and Aquifer Recharge Element of the GMP to meet the requirements of the Wekiva Parkway and Protection Act (Doc # 0804071001). The 2005 Wekiva Parkway and Protection Act Master Stormwater Management Plan Support Document, prepared for St. John's River Water Management District, contained 12 recommendations for participating local governments to

incorporate the stormwater planning requirements of the Wekiva Parkway and Protection Act. The amendments to the GMP Stormwater and Aquifer Recharge Element addressed the 12 recommendations.

The City attended MyRegion.org. meetings on a regular basis through 2012. A City representative is also a member of the MyRegion.org Board of Directors. This board has not been active in 2013.

c) WATER MANAGEMENT DISTRICTS

.....
The City shall provide the relevant Water Management Districts with a copy of any annual report prepared for the Department pursuant to Section 13 of this Agreement, within ten (10) days of its submittal to the Department. The report shall include a full analysis of the current capacity and the District-permitted volume of the potable water utility, the amount of water currently being used, and the amount of water needed to serve proposed developments approved during the year as well as other approved developments not yet under construction.
.....

The City of Orlando has transmitted the Certification Annual Report to the St. Johns River Water Management District (SJRWMD) and South Florida Water Management District (SFWMD) every year as follows:

- 2004 Annual Report was transmitted in February 2005.
- 2005 Annual Report was transmitted on February 21, 2006.
- 2006 Annual Report was transmitted on February 13, 2007.
- 2007 Annual Report was transmitted on February 12, 2008.
- 2008 Annual Report was transmitted on February 11, 2009.
- 2009 Annual Report was transmitted on February 10, 2010.
- 2010 Annual Report was transmitted on February 7, 2011.
- 2011 Annual Report was transmitted on February 10, 2012.
- 2012 Annual Report was transmitted on February 7, 2013.

The 2013 Annual report will be transmitted to the Water Management Districts at the same time the report is transmitted to DEO.

The City's most recent SJRWMD Potable Water Availability Worksheet is attached as *Exhibit 5*. As indicated on the Worksheet, the City's current year Consumptive Use Permit allocation is 107.8 MGD. Consumption during 2013 was 76.2 MGD.

F. LOOKING BACK AND LOOKING AHEAD

Over the last 10 years, the City has complied with the Work Program provided in Section 7 of the Local Government Comprehensive Planning Certification Program Agreement and with the commitments identified in Section 8 of the Agreement. The City has also made substantial

progress toward achieving the Community Development goals identified in the Agreement, as summarized in the this report. As of 2013, the City of Orlando:

- Met its community development goals for compactness (1), residential and non-residential density (2), vehicle miles travelled (3a), interconnectivity (3b), mass transit headways (3d), affordable housing ownership (5c), number of substandard units (5e), water and energy consumption (9a & 9b), and environmental protection (10).
- Partially met its community development goals for mixed use development in Urban and Metropolitan Activity Centers (6), but determined the current goals for office and residential may need to be adjusted. Met its goal for dedicating park and open space (7) and miles of sidewalk (3c), in some years, but not in others.
- Did not meet its community development goals for jobs/housing balance (4), percentage of owner-occupied dwelling units city-wide (5a), percentage of owner-occupied dwelling units in the Parramore Heritage neighborhood (5b), percentage of cost burdened households (5d), number of joint use agreements for park and school facilities (8), and number of hurricane shelters (11).

The City is proud to have completed the Certification Agreement's Work Program within the 10-year timeframe of the agreement. As shown by the indicators, progress has been made in a number of areas, while additional work remains for others. Therefore, the City plans to amend the Growth Management Plan to require continued tracking and annual reporting of community indicators. In addition, the following specific activities will be addressed in 2014:

- Preparation of the Parramore Comprehensive Neighborhood Plan, an outreach process to define the future of Parramore based on the principles of healthy communities.
- Implementation of the Greenworks Sustainability Action Plan including new energy efficiency initiatives and coordinating with regional partners to establish a Food Policy Council.
- Celebrating the opening of SunRail in Spring 2014 and supporting its success through commuter incentives, car sharing and bike sharing programs.
- Expansion of the City's Lymmo downtown circulator to include two new routes that will connect to SunRail.
- Updating the City's 2040 Growth Projections.
- Preparation for an update to the City's Water Supply Plan, which is due in 2015.

* * *

EXHIBIT 1

Certification Agreement (Without Attachments)

EXHIBIT 2

Public Hearing Advertisement

January 30, 2014

EXHIBIT 3

Minutes of Public Hearing

February 10, 2014

EXHIBIT 4

**City Council Actions Adopting the FY2013/2014 Budget, Establishing the FY2013/14 Millage Rate and
Updating Figure CI-14 of the Capital Improvements Element**

EXHIBIT 5

SJRWMD Potable Water Worksheets

EXHIBIT 6

Baseline Conditions & Community Development Goals