

1           **AN ORDINANCE OF THE CITY OF ORLANDO, FLORIDA**  
2           **AMENDING THE GROWTH MANAGEMENT PLAN TO**  
3           **AMEND THE OFFICIAL FUTURE LAND USE MAP BY**  
4           **CHANGING THE FUTURE LAND USE DESIGNATION OF**  
5           **CERTAIN PROPERTIES TO INDUSTRIAL; AND**  
6           **AIRPORT SUPPORT DISTRICT – MEDIUM INTENSITY;**  
7           **TO AMEND FUTURE LAND USE SUBAREA POLICY**  
8           **BOUNDARIES AND TEXT; TO AMEND OBJECTIVES,**  
9           **POLICIES AND FIGURES IN THE FUTURE LAND USE**  
10           **ELEMENT, TRANSPORTATION ELEMENT,**  
11           **RECREATION & OPEN SPACE ELEMENT AND CAPITAL**  
12           **IMPROVEMENTS ELEMENT; PROVIDING FOR**  
13           **SEVERABILITY, CORRECTION OF SCRIVENER’S**  
14           **ERRORS, AND AN EFFECTIVE DATE.**

15  
16           **WHEREAS,** from time to time it becomes necessary for the City to amend its adopted  
17 Growth Management Plan; and

18           **WHEREAS,** such amendments are permitted subject to the provisions of Chapter 163 of  
19 the Florida Statutes; and

20           **WHEREAS,** pursuant to the Department of Economic Opportunity (DEO), the following  
21 Growth Management Plan amendments are subject to expedited state review as described in  
22 Section 163.3184(3), Florida Statutes; and

23           **NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE**  
24 **CITY OF ORLANDO, FLORIDA:**

25           **SECTION ONE:** The Official Future Land Use Map of the Growth Management Plan is  
26 hereby amended to change the future land use map designation from Residential Low Intensity  
27 to Industrial for the subject property as depicted in attached Exhibit “1.”

28           **SECTION TWO:** The Official Future Land Use Map of the Growth Management Plan  
29 is hereby amended to change the future land use map designation for the real property further  
30 described in attached Exhibit “2” to Airport Support District-Medium Intensity as depicted in  
31 attached Exhibit “3.”

**SECTION THREE:** The text of the City's Growth Management Plan is to hereby amended to establish subarea policy S.13.7 as depicted in attached Exhibit "4", in the Future Land Use Element of the Growth Management Plan, and shall read as follows:

Policy S.13.7 In order to protect the Rosemere residential neighborhood from non-residential encroachment and promote the retention of existing historic resources while creating an appropriate transition in uses between the commercial district on N. Orange Avenue and the Rosemere residential neighborhood, the following shall apply:

1. Existing residential buildings in the Residential Medium Intensity future land use designation may be converted to office uses subject to:

- a. Administrative master plan review to ensure compatibility with the surrounding neighborhood;
- b. Installation of a 6 foot high masonry wall along property lines which abut existing single family homes or duplexes. The appropriate bufferyard must be installed.
- c. Creation of cross-access easements to abutting office or commercial properties. New curb cuts will not be allowed if functional cross-access exists, or can be created.
- d. Screening of on-site parking, dumpsters, lighting and retention facilities from the public right-of-way and residential properties.
- e. Applicable development standards for the adopted zoning district.
- f. Change of use procedures consistent with the Land Development Code.
- g. Compliance with O-1 signage standards for a single office.
- h. Parking for such uses being allowed only in the rear and restricted to on-site residential and office uses only; and

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i. Where there are two lots in the transition area, the eastern lot abutting non-residential zoning must be converted to office uses before the western lot can be changed.

2. Parking areas, existing as of the effective date of this policy and within the subarea policy area boundaries, are allowed to improve and are subject to Subpart 1 a-e.

3. Redevelopment proposals which are not consistent with this subarea policy must meet the standards of the adopted future land use category.

**SECTION FOUR:** The text of the City's Growth Management Plan is hereby amended to revise subarea policy S.33.4, in the Future Land Use element of the Growth Management Plan, and shall read as follows:

Subarea Policy S.33.4 The portion of the former Orlando Naval Training Center (NTC) McCoy Annex designated as Urban Village shall be redeveloped as an urban, mixed use, pedestrian and transit-accommodating project that embraces the principles of traditional urban design ~~and shall become the Town Center for the Southport neighborhood.~~ The following principles are intended to harmoniously and seamlessly blend new development within the Southport ~~Town Center~~ Urban Village with the existing urban fabric of the surrounding developed area of Orlando and unincorporated Orange County. The development of the Southport ~~Town Center~~ Urban Village shall promote a balanced and efficient transportation system that provides freedom of choice and a mix of land uses that support a variety of lifestyles and needs. ~~A full-service supermarket and civic uses are specifically encouraged.~~ New streets within the Southport ~~Town Center~~ Urban Village shall be relatively narrow, shaded by rows of trees, and interconnected both internally and externally to disperse traffic and accommodate a variety of itineraries. The arrangement and design of streets shall promote a pleasant, pedestrian

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1 and bicycle-friendly environment with an emphasis on convenient and comfortable access to  
2 transit, civic uses such as schools and parks, and surrounding neighborhoods.

3 To guide development of the ~~Town-Center~~ Urban Village site, specific urban design standards  
4 and appropriate land use relationships shall be adopted as part of a Planned Development (PD)  
5 zoning designation. The PD zoning ordinance shall be adopted prior to the submittal of  
6 development plans. The detailed development standards may be patterned on the Village Center  
7 Core designation as described in the Orlando Naval Training Center-Main Base Planned  
8 Development Ordinance, the Neighborhood Center guidelines and standards described in LDC  
9 Chapter 68-Southeast Orlando Sector Plan Development Guidelines and Standards, or other  
10 similar standards proposed by the property owner. However, at a minimum, the PD and  
11 associated development standards must adequately address the incorporation of human-scale  
12 aesthetics into street and building design (buildings should be oriented to the street frontage to  
13 reinforce the pedestrian-oriented character, and should build to a build-to line), linkages between  
14 uses via a mature and functional bicycle/pedestrian/transit system, and the incorporation of  
15 public/community gathering spaces.

16 The ~~Golf Village~~ Industrial parcel (a.k.a. Navy Apartment Parcel) of the former NTC McCoy  
17 Annex ~~shall be~~ was previously designated as Residential Low Intensity and ~~shall be~~ limited to a  
18 maximum of 618 housing units. Upon changing the future land use designation from Residential  
19 Low Intensity to Industrial, those development rights were added to the 350 dwelling units  
20 permitted on the Urban Village site. The Future Land Use Map shall identify the ~~Town-Center~~  
21 ~~parcel as an~~ boundaries of the Urban Village. The range of development permitted within the  
22 Southport ~~Town-Center~~ Urban Village shall be:

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Use Type	Maximum # Units	<del>Minimum</del> <u>Maximum</u> Floor Area (sf)*
Retail/Commercial		<del>75,000</del> <u>20,000</u>
Office		<del>20,000</del> <u>75,000</u>
<del>Warehouse/Industrial</del>		<del>50,000</del>
Residential	350-968**	
Civic		<del>10,000</del> <u>20,000</u>

~~\*Total nonresidential floor area for the Town Center parcel shall not exceed 500,000 sf.~~

~~\*\*If the Golf Village~~ The Industrial parcel (a.k.a. Navy Apartment parcel of the former NTC McCoy Annex) ~~is developed with less than was previously designated as Residential Low Intensity and limited to a maximum of 618 dwelling units. Upon changing the future land use designation to Industrial, the balance of those development rights may be were added to the 350 dwelling units previously permitted on the Southport Town Center Urban Village parcel for a maximum of 968 units.~~

Development of the Industrial Parcel shall be permitted up to the maximum intensity permitted by the Industrial future land use category and the Land Development Code, and shall require Master Plan review prior to development. Any development of the Industrial parcel shall include a public street connecting Dowden Road (a.k.a. 8th St.) through the parcel to Boggy Creek Road via Rayburn Street.

Any amendment to this subarea policy that changes the overall development capacity shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity development.

**SECTION FIVE:** The text of the City’s Growth Management Plan is hereby amended to revise policy 1.1.6, in the Future Land Use element of the Growth Management Plan, and shall read as follows:

Policy 1.1.6 The Official Land Use Map Series shall include the following maps:  
Future Land Use Element Figure LU-2 “Future Land Use Map”  
Future Land Use Element Figure LU-2B.1 “Aircraft Noise Control Zones”  
Future Land Use Element Figure LU-2B.2 “FAA Part 77 Height Contours”

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Future Land Use Element Figure LU-2B.3 “Orlando International Airport & Orlando Executive Airport -Airport Zoning & Educational Facilities”  
Future Land Use Element Figure LU-2B.4 “Airport Hazards – Proximity to Landfills”  
Future Land Use Element Figure LU-2D “Regional Activity Centers”  
Future Land Use Element Figure LU-2E “Downtown Planning Areas and Community Character”  
Future Land Use Element Figure LU-2F “Ground Floor Commercial Use Area”  
Transportation Element Figure TE-3B “Transportation Mobility Areas for the Transportation Concurrency Exception Area”  
Conservation Element Figure C-5 “Urban Area Lakes”  
Conservation Element Figure C-6 “Urban Area Wetlands”  
Conservation Element Figure C-9 “Floodplains”  
Conservation Element Figure C-12 “General Soil Associations”  
Potable Water Element Figure PW-2 “Potable Water Facilities”  
Wastewater Element Figure WW-28 “Wekiva Waste Water Service Area”

**SECTION SIX:** The text of the City’s Growth Management Plan is hereby amended to revise policy 1.2.1, in the Future Land Use element of the Growth Management Plan, and shall read as follows:

Policy 1.2.1 The City's Concurrency Management System (CMS) shall provide that proposed development does not cause a reduction in adopted Level of Service standards, and that facilities and services are available concurrent with the impacts of development, or that development orders and permits are specifically conditioned on the availability of the facilities and services necessary to serve proposed development. The CMS shall also provide that utility services to the various land uses are authorized at the same time that land uses are authorized. The City shall designate and maintain a Transportation Concurrency Exception Area (~~see Figure TE-3B~~) and transportation mobility areas (see Figure TE-3) that meet State criteria and support the provision of more efficient mobility alternatives.

**SECTION SEVEN:** The text of the City’s Growth Management Plan is hereby amended to revise policy 1.5.1, in the Future Land Use element of the Growth Management Plan, and shall read as follows:

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Policy 1.5.1 The City shall monitor and implement its GMP, Land Development Code and other portions of the City Code in order to provide for a higher quality of life and development. ~~As needed, the City shall initiate changes to these documents to implement the Local Government Comprehensive Planning Certification Program Agreement between the City and the Florida Department of Community Affairs.~~ The City shall monitor necessary community development and land use indicators and report results annually to the Municipal Planning Board.

**SECTION EIGHT:** The text of the City's Growth Management Plan is hereby amended to revise policy 1.5.2, in the Future Land Use element of the Growth Management Plan, and shall read as follows:

Policy 1.5.2 ~~The certification area for the Local Government Comprehensive Planning Certification Program Agreement between the City of Orlando and the Florida Department of Community Affairs shall be the corporate limits of the City of Orlando, Florida as of December 31, 2012.~~ Reserved.

**SECTION NINE:** The text of the City's Growth Management Plan is hereby amended to revise policy 1.8.2, policy 1.13.1, objective 2.3, policy 2.4.2, policy 2.4.3, and policy 2.4.4 in the Transportation element of the Growth Management Plan, and shall read as follows:

Policy 1.8.2 The City shall exempt development within a transportation mobility area, ~~the area as shown in Figure TE-3A,~~ from ~~T~~ransportation ~~C~~oncurrency for roadways in order to promote infill development and encourage use of alternative transportation modes.

Policy 1.13.1 Throughout the planning period, the City shall strive to maintain or improve a 30-minute weighted average headway on the majority of the designated transit service corridors shown in Figure TE-52. When evaluating transit service corridors performance,

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designated transit service corridors with less than a 30-minute average headway shall have a higher weight than transit service corridors with more than a 30-minute average headway.

Objective 2.3 ~~Inside the~~ The boundaries of the Transportation Concurrency Exception Area (TCEA) shall include all property within a transportation mobility area, as shown in Figure TE-3A. Within the TCEA, the City shall permit development, consistent with the applicable mobility area requirements described in Objective 2.4, that will support the Future Land Use Element and which will further the goals, objectives and policies of the Growth Management Plan.

Policy 2.4.2 Mobility area “A,” shown in Figure ~~TE-3B~~ TE-3, must generally represent the traffic zones encompassing the Downtown Orlando Transportation Plan boundaries. Roadways, transit services, bikeways or pedestrians improvements needed to support new development and redevelopment within mobility area “A” must also be consistent with the Downtown Orlando Transportation Plan.

Policy 2.4.3 Mobility area “B,” shown in Figure ~~TE-3B~~ TE-3, must represent the City’s 1998 Transportation Concurrency Exception Area, excluding the Downtown Orlando Transportation Plan boundaries, and including the City’s traffic zones generally south of State Road 417 and north of the Osceola County line in Southeast Orlando, plus the traffic zones generally encompassing the Southwest Orlando Transportation Infrastructure Plan boundaries. Supplemental mobility requirements are needed for these areas to support new development and redevelopment, in addition to the mandatory requirements contained in the Land Development Code, and to help build the multimodal transportation infrastructure needed to steer urban infill and redevelopment towards these target areas.

Policy 2.4.4 Mobility area “C,” shown in Figure ~~TE-3B~~ TE-3, must represent the remainder of the City’s traffic zones, outside of mobility areas “A” and “B”. Supplemental



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mobility requirements are needed in these areas to support new development and redevelopment, in addition to the mandatory requirements contained in the Land Development Code, and to implement the City's long-term land use and transportation vision.

**SECTION TEN:** The text of the City's Growth Management Plan is hereby amended to revise policy 1.2.3 and policy 1.2.12, in the Capital Improvement Element element of the Growth Management Plan, and shall read as follows:

Policy 1.2.3 The City shall exempt development within a transportation mobility area, ~~the area as~~ shown in Figure TE-3A, from Transportation Concurrency for roadways in order to promote infill development and encourage use of alternative transportation modes.

Policy 1.2.12 Throughout the planning period, the City shall strive to maintain or improve a 30-minute weighted average headway on the majority of the designated transit service corridors shown in Figure TE-52. When evaluating transit service corridors performance, designated transit service corridors with less than a 30-minute average headway shall have a higher weight than transit service corridors with more than a 30-minute average headway.

**SECTION ELEVEN:** The Growth Management Plan Future Land Use Element Figure LU-2 is hereby amended by this amendment as depicted in Exhibit "5."

**SECTION TWELVE:** The Growth Management Plan Future Land Use Element Figure LU-2A Southeast Orlando Sector Plan is hereby amended by this amendment as depicted in Exhibit "6."

**SECTION THIRTEEN:** The Growth Management Plan Future Land Use Element Figure LU-2D is hereby amended by this amendment as depicted in Exhibit "7."

**SECTION FOURTEEN:** The Growth Management Plan Transportation Element Figure TE-3 is hereby amended by this amendment as depicted in Exhibit "8."

1       **SECTION FIFTEEN:** The Growth Management Plan Transportation Element Figure  
2       TE-49 is hereby amended by this amendment as depicted in Exhibit “9.”

3       **SECTION SIXTEEN:** The Growth Management Plan Recreation and Open Space  
4       Element Figure R-1 Part A is hereby amended by this amendment as depicted in Exhibit “10.”

5       **SECTION SEVENTEEN:** The Growth Management Plan Recreation and Open Space  
6       Element Figure R-20A is hereby amended by this amendment as depicted in Exhibit “11.”

7       **SECTION EIGHTEEN:** The City Planning Official, or designee, is hereby directed to  
8       amend the City’s adopted Future Land Use Map in accordance with this ordinance.

9       **SECTION NINETEEN:** The City Attorney may correct scrivener’s errors found in this  
10       ordinance by filing a corrected copy of this ordinance with the City Clerk.

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

15       **SECTION TWENTY-ONE:** Pursuant to section 163.3184(3)(c)4., Florida Statutes, this  
16       ordinance takes effect 31 days after the state land planning agency notifies the local government  
17       that the plan amendment package is complete, unless timely challenged. If timely challenged,  
18       this ordinance does not become effective until the state land planning agency or the  
19       Administration Commission enters a final order determining the adopted amendment to be in  
20       compliance.

21       **DONE, THE FIRST PUBLIC NOTICE,** in a newspaper of general circulation in the  
22       City of Orlando, Florida, by the City Clerk of the City of Orlando, Florida, this \_\_\_\_\_ day of  
23       \_\_\_\_\_, 2014.

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**DONE, THE FIRST READING AND HEARING**, by the City Council of the City of Orlando, Florida, at a regular meeting, this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

**DONE, THE SECOND PUBLIC NOTICE**, in a newspaper of general circulation in the City of Orlando, Florida, by the City Clerk of the City of Orlando, Florida, this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

**DONE, THE SECOND READING AND HEARING, AND ENACTED ON FINAL PASSAGE**, by an affirmative vote of a majority of a quorum present of the City Council of the City of Orlando, Florida, at a regular meeting, this \_\_\_\_\_ day of \_\_\_\_\_, 2014.

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

\_\_\_\_\_  
Mayor / Mayor Pro Tempore

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

\_\_\_\_\_  
City Clerk

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

\_\_\_\_\_  
City Attorney

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EXHIBITS 1-11