

ORDINANCE NO. 2014-48

Record and Return To:
Kyle Shephard
Assistant City Attorney
City of Orlando
400 S. Orange Avenue
Orlando, Florida 32801
(407) 246-2295

AN ORDINANCE OF THE CITY OF ORLANDO, FLORIDA, AMENDING THE PD ZONING ORDINANCE FOR CERTAIN PROPERTY GENERALLY LOCATED NORTH OF LEE VISTA BLVD., SOUTH OF HOFFNER AVE., EAST OF SEMORAN BLVD. (S.R.436), AND WEST OF NARCOOSSEE RD. (S.R. 15), COMPRISED OF 521 ACRES, MORE OR LESS, AND WITHIN THE DEVELOPMENT COMMONLY KNOWN AS THE ORLANDO CORPORATE CENTRE; PROVIDING CONDITIONS OF THE PD ZONING DISTRICT; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, Daryl M. Carter, as Trustee under the provision of an unrecorded Land Trust Agreement effective as of the 26th day of August 1998, known as the **“CARTER-OCC LAND TRUST,”** and not individually (the “Developer”) is the Developer of approximately 521 acres of real property generally located north of Lee Vista Boulevard, south of Hoffner Avenue, east of Semoran Boulevard (S.R. 436), and west of Narcoossee Road (S.R. 15), as more particularly described in **Exhibit “A,”** attached hereto and incorporated herein (the “Property”); and

WHEREAS, Swissco Properties, the Developer’s predecessor in interest (hereinafter referred to as “Swissco”) filed an application for a Development of Regional Impact (“DRI”) called “Orlando Corporate Centre” pursuant to Section 380.06, Florida Statutes, relating to a portion of the Property; and

WHEREAS, the original DRI Development Order was approved by the City Council, City of Orlando, on October 20, 1987, and recorded in Official Records Book 3929, Page 2126, Public Records of Orange County, Florida; and

WHEREAS, on May 5, 2003, the City Council approved a Planned Development (PD) zoning district for the portion of the Property that was included in the original DRI Development Order; and

WHEREAS, the Developer acquired fee simple ownership of the Property on August 26, 1998, and assumed all rights and obligations of the Property from Swissco; and

WHEREAS, the Developer's authorized agent is Emily Brown, Maury L. Carter & Associates, Inc., 3333 S. Orange Avenue, Suite 200, Orlando, FL 32806; and

WHEREAS, following approval of the original DRI Development Order and approval of the initial PD zoning, the DRI Development Order and the PD zoning district were amended to include additional property and to revise the approved development program; and

WHEREAS, the most recent DRI and PD zoning approvals for the Property are the Seventh Amended and Restated DRI Development Order (Eighth Amendment), approved on April 9, 2012, and recorded in Official Records Book 10363, Page 4731, Public Records of Orange County, Florida, and the PD Amendment approved on September 15, 2008, (City Documentary: 0809151004); and

WHEREAS, on May 19, 2014, the Developer submitted a Request to Rescind the Orlando Corporate Centre DRI, which included documentation of completion of the mitigation required for the tracts within the Property that have been previously developed or for which building permits have been issued; and

WHEREAS, also on May 19, 2014, the Developer proposed an Amended and Restated PD Ordinance to replace the Seventh Amended and Restated DRI Development Order and the prior version of the PD Ordinance; and

WHEREAS, on _____, 2014, the City Council approved an Order Rescinding the Orlando Corporate Centre DRI Development Order, and at the same City Council hearing, hereby finds and declares that this Ordinance supersedes the terms and conditions of the Seventh Amended and Restated DRI Development Order and the previously amended PD for Orlando Corporate Centre.

NOW, THEREFORE, IT IS ENACTED BY THE CITY COUNCIL OF THE CITY OF ORLANDO, FLORIDA, AS FOLLOWS:

SECTION ONE: ZONING. After due notice and public hearing, the PD/AN zoning classification of the Property described in **Exhibit “A”** attached hereto and incorporated herein by reference is hereby amended and restated as set forth below. The Property shall be identified as the Orlando Corporate Centre Planned Development and shall be subject to development in accordance with the provisions set forth in this Ordinance. The ordinance assigning an initial City zoning designation of PD/AN to the Orlando Corporate Centre, which was adopted on May 5, 2003, as Documentary #30505704, and the ordinances subsequently amending the initial PD zoning (Documentary #080421100 and Documentary #0809151004) shall be of no further force and effect upon adoption of this Ordinance.

SECTION TWO: LAND USES AND MASTER DEVELOPMENT PLAN. The Orlando Corporate Centre development (Project) will be a residential, professional office, commercial, office/distribution and light industrial center, consisting up to 1,449 multi-family units*, up to 696,977 gross square feet (gsf) of office*, 513,000 gsf of commercial, and

1,187,725 gsf of business park. The projected traffic generation at buildout is 83,801 average daily trips (ADT). The Development Plan incorporated in this Ordinance consists of a Master Development Plan map consisting of one (1) sheet and is identified as **Exhibit “B”** attached hereto and made a part hereof. Streets, roads, rights-of way, building lots, easements, parks, common areas, drainage ponds and water retention areas shall be generally located as depicted on the Master Development Plan map and shall be in accordance with the plat of the Property. For purposes of allowing the Developer or its assignees to exchange land uses within the development and determining simultaneous increases and decreases in multi-family, office, commercial and business park land uses that do not result in an overall increase in Project impacts, the Developer has prepared a Transportation/Trip Equivalency Matrix which is attached hereto and incorporated herein as **Exhibit “C.”**

*Tracts 3A and 3C are approved by this Ordinance to convert up to 207,645 gsf of the designated office use for development of up to 409 of the designated multi-family units.

SECTION THREE: CONDITIONS OF THE PLANNED DEVELOPMENT. The PD/AN zoning district for the Property is subject to the following conditions:

I. DEVELOPMENT PLAN CONCEPT:

A. Developer’s Agreement. A portion of the Property described is subject to a Developer’s Agreement approved by City Council on January 5, 1987, Document #208779. The Master Development Plan attached hereto as **Exhibit “B”** shall supersede the Master Plan contained in the Developer’s Agreement.

B. Consistency with Development Plan. The development shall be consistent with the Master Development Plan attached hereto as **Exhibit “B.”**

II. GENERAL COMPATIBILITY:

A. Consistency with Growth Management Plan. The activities indicated on the Master Development Plan map are consistent with the Growth Management Plan.

B. Compatibility with Surrounding Land Uses.

(1) The Property is subject to a recorded restriction which will perpetually bind all land owners within Orlando Corporate Centre. The restriction is recorded in Official Records Book 3948, Page 0430, Public Records of Orange County, Florida. The restriction provides each party notice that the Property is in the vicinity of aircraft flights from and to the Orlando International Airport ("OIA"). Because of its proximity, noise levels of varying degrees will be experienced as a result of aircraft operations. By acceptance of a deed to any portion of the Property, each land owner shall thereby covenant and agree that it shall never have any cause of action for damage or any cause whatsoever arising out of or in connection with or related to noise levels as a result of the matters set forth herein, including that generated by aircraft operating over the existing and future runways and taxiways at OIA. The foregoing waiver of any such rights shall be for the benefit of the Greater Orlando Aviation Authority, the commercial air carriers now and hereafter operating at the OIA, the City, the ECFRPC, the State of Florida, Orlando Corporate Centre, Inc., the Developer, Daryl M. Carter, as Trustee under the provisions of an unrecorded Land Trust Agreement effective as of the 26th day of August 1998, known as the "CARTER-OCC LAND TRUST," and not individually, or any other predecessor in title or successor to the foregoing parties and, in the case of the aforementioned public agencies and private corporations, their respective officers, directors, stockholders, members, employees and agents.

(2) There shall be no development or conversion of residential units having a fee simple ownership except in areas which lie below the 65 LDN contour lines, as established for current or future operations at OIA.

(3) Development of the Property shall be subject to the requirements of Chapter 58, Sections 2R (“AN Aircraft Noise Overlay District”) and 2S (“Aircraft Noise”), as may be amended from time to time.

III. DEVELOPMENT TIME FRAME:

A. It is anticipated that approximately thirty-five (35) years will be required to complete the Project from the date of inception.

IV. DEVELOPMENT STANDARDS:

The following general standards shall apply to the development:

A. Natural Resource Conditions.

(1) To minimize dependence on grounds irrigation and promote retention of wildlife habitat, native vegetation shall be utilized to the maximum extent practicable in site development. Landscaping shall comply with the requirements of the Land Development Code.

(2) The current hydrologic connections that link the western central wetland to the main cypress wetland system via the wax myrtle/willow community should be maintained or replicated so as to protect natural hydroperiods in the main wetlands.

(3) Bent Pine Road shall not be permitted to cross the large central wetland on the project site. Any extensions of Bent Pine Road in the vicinity of the central wetland shall be limited to those upland areas a minimum of 50 feet from the wetland and not encroach upon the transitional zone between the aquatic and terrestrial communities.

(4) Existing native plant communities surrounding Protected Wetland #66, as identified in the City’s Growth Management Plan Conservation Element (Figure C-2B), shall be

preserved by an undisturbed natural buffer extending a maximum of 50 feet from the wetland edge, except where a more extensive buffer is required by other regulatory agencies. The remaining wetlands on the site shall be considered “Tier Two” wetlands, and will be protected consistent with the applicable environmental regulatory agencies’ permitting requirements. The minimum buffer for a “Tier Two” wetland shall be 15 feet, but shall average at least 25 feet in width.

B. Signage. Signage shall be regulated by the provisions of the Land Development Code, unless otherwise addressed in Sections V (B), (C), and (D) below.

C. Public Safety Conditions.

(1) During construction, the site developer will designate a contractor liaison, who will be available via pager (or similar means of contact) 24 hours a day for site security during construction. Contact person: Orlando Police Department Special Operations Division Commander.

(2) The City and the site developer shall reach an agreement in regard to traffic control and security for construction materials movement, i.e., oversized trucks and loads, convoys, extended concrete pours, etc. and how the costs for these services will be meted between the City and the Developer. Contact person: Orlando Police Department Special Operations Division Commander.

(3) The site developer shall provide a complete set of building plans and floor plans reduced to a size usable in a police vehicle or command post for all non-residential development and all residential structures (one set of each model type). Contact person: Orlando Police Special Teams Commander.

D. Transportation Conditions.

(1) The Master Plan or site plan submittal for any new development within the Property that is projected individually to generate more than 600 ADT shall include a site related access and safety traffic impact analysis. The scope of the traffic impact analysis study shall be approved in advance by the City's Transportation Division Manager. This requirement shall not apply to development within the approved Parcel 15 Master Plan, because traffic analyses were previously conducted for this Master Plan, and the Owner/Developer of Parcel 15 has already completed major transportation improvements and has binding commitments for additional significant transportation mitigation measures. Provided, however, any changes to the Parcel 15 Master Plan that would generate more than 600 ADT shall be analyzed to identify further potential transportation impacts or additional mitigation measures that may be required from the Owner/Developer of Parcel 15. The City's Transportation Mobility Ordinance shall be used to determine mitigation measures that are appropriate based on the results of the traffic impact analysis. Final mitigation measures shall be approved by the City's Transportation Planning Division Manager.

(2) The Developer shall design and construct intersection improvements, to include, but not limited to thru lanes, left and right turn lanes, acceleration/deceleration lanes, and signage, and shall design and fund signalization at all Project entrances when such Project entrances are created. The Developer may assign these responsibilities to the owners of development tracts within the Project.

(3) When possible, external bicycle systems shall be connected into, and provision for bicycle traffic to, nearby external employment centers shall be considered. Construction standards shall conform to latest City standards.

(4) The Developer, or site developer, as applicable, shall be responsible for the installation of all on-site and near-site traffic control signs and pavement markings

(thermoplastic with RPMS) per Manual or Uniform Traffic Control Devices and City Standards as part of any road construction project undertaken by the Developer or site developer. The Developer shall not be responsible for such installation as part of any road construction project undertaken by the City or another entity.

(5) The Developer shall dedicate land on its Project site for Market Place Boulevard (from Goldenrod Rd. Extension southeast to Narcoossee Rd.), as follows: 75 feet of ROW with additional width at intersections, free of charge by warranty deed and free and clear of all encumbrances except non-delinquent taxes.

(6) The Developer shall be required to prepare and execute appropriate documentation to permit dedication of rights-of-way for on-site roadways when and as requested by the City. As a condition of the donation of such right-of-way, the Developer shall be entitled to certain access points from those roadways to property owned by the Developer, the location of such access points being depicted on **Exhibit "D."**

(7) The Developer or site developer, as applicable, shall maintain all required traffic controls during construction of roadways, intersections and driveways per Manual of Uniform Traffic Control Devices and State regulations. However, the City shall maintain such traffic controls during construction of the widening of Narcoossee and Hoffner roads. A plan for maintenance or traffic during construction shall be submitted as part of the roadway, intersection, and/or driveway construction permit plans, except for the widening of Hoffner and Narcoossee roads.

(8) No roadway shall be opened by the Developer to other than construction traffic until approval by the City.

(9) The following roadway improvements shall be considered on-site and near-site improvements and shall be under construction by January 1, 2018, or at the time of FDOT's completion of the segment of Narcoossee Road north and south of Marketplace Boulevard as a four lane divided road, expandable to six lanes (the "Narcoossee Road Improvement"), whichever occurs later. Design of the following roadway improvements shall begin no later than the date on which FDOT commences construction of the Narcoossee Road Improvements.

Link: Marketplace Boulevard – from the current eastern terminus to Narcoossee Road (consistent with the existing cross section);

Intersection: Marketplace Boulevard & Narcoossee Road – full signalization of the intersection.

E. Modifications. Minor modifications and design changes including but not limited to fences, accessory structures, signs, landscaping, interior alterations and minor changes to the new buildings that are required beyond those previously reviewed before the Municipal Planning Board may be approved by the Planning Official or his/her designee without further review by the Board. Major changes to the location of the principal buildings shall require review of the Municipal Planning Board.

F. Drive Through Uses. The City expressly agrees to allow drive-through uses within the PD without the necessity of undergoing Conditional Use review or approval.

G. Applicability. Except as provided herein, the proposed Project is subject to all codes and ordinances of the State of Florida, City of Orlando and all other applicable regulatory agencies.

V. SPECIFIC STANDARDS FOR INDIVIDUAL TRACTS:

A. Multi-family Tracts

(1) Development on tracts designated on the Master Development Plan at **Exhibit “B”** for multi-family residential use shall comply with the development standards set out in Column I of **Exhibit “E”**. Where a particular standard is not included in **Exhibit “E”** standards of the R-3B district shall apply to multi-family tracts. The following design criteria shall apply to Multi-family residential tracts:

Block, Street, Building and Parking Lot Layout

(2) Each multifamily development shall be developed as a series of blocks connected by at least one street, as required by LDC Section 61.221(a) and (b). Streets are typically spaced no more than 660 feet apart.

(3) For purposes of these criteria, a street will be referred to in this document as a “multifamily circulator” and is defined as one of the following two options:

- (a) Public right of way dedicated as a street; OR
- (b) A private drive that generally includes the following on each side:
 - i. A minimum 5’ sidewalk
 - ii. A park strip with street trees (or sidewalk with tree wells in a more urban setting)
 - iii. Street lights

(4) Each project must provide cross-access to adjacent properties, unless wetlands, lakes, limited access highways or other physical barriers prevent connectivity, as required by GMP Transportation Policy 1.10.5.

(5) Each project must connect to the public right of way in at least two locations, as required by LDC Section 61.221(c).

(6) Parking may be provided in the following configurations:

- (a) In a parking lot to the side or rear of a multifamily building. Parking lots located to the side of a building shall meet or exceed the building setback along a multifamily circulator.

- (b) In parallel or diagonal parking spaces along a multifamily circulator. A limited number of perpendicular parking spaces along a private drive (but not a public right of way) may be approved in secondary locations if all other design criteria are met.
 - (c) In garages located to the side or rear of a multifamily building, or integrated into the building.
- (7) Buildings shall be provided in the following configurations:
 - (a) Each building shall have a “front” facing a multifamily circulator or a “rear” facing an open space or lake. Each building with frontage on a multifamily circulator shall include at least one entrance that faces the multifamily circulator. Stand-alone garages or “carriage house” buildings with a unit over a garage are not required to have frontage.
 - (b) Buildings with frontage on a multifamily circulator shall provide a maximum setback of 20 feet on the primary frontage. This may be increased to a maximum of 30 feet if the primary frontage is an arterial street (as designated on the Major Thoroughfare network). An applicant may propose alternate setbacks, provided that condition #5a above is met.
 - (c) At least 65% of the multifamily circulator frontage should be occupied by a building, outdoor plaza or active recreation area.

Site Design

- (8) A network of pedestrian connections shall be installed to connect all entrances of each building to the right of way, as required by LDC Section 61.314 (a) and (c).
- (9) All crosswalks at driveways and curb cuts shall be constructed with pavers and/or textured colored concrete or similar to clearly define the pedestrian zone, as required by LDC Section 61.314(e). Thermoplastic paint may be incorporated but shall not meet this condition alone.
- (10) All fencing visible from the right of way shall meet CPTED (Crime Prevention Through Environmental Design) principles with a wrought-iron like or aluminum metal picket fence. The maximum height at the property line facing the right of way is 4 feet. A maximum height of six feet may be approved if set at least 7 feet from the sidewalk with landscaping planted between the sidewalk and the

fence. Rear yard or interior side yard fencing may be privacy fences or walls as allowed by the LDC. These limits are established consistent with Sec. 65.334(j).

(11) All retention ponds shall be treated as a site amenity consistent with recent amendments to the Land Development Code, in particular, section 60.228 (d)(9).

Building Design

(12) Transparency - To provide greater visibility from the interior of a building to the exterior of a site so that residents may be more aware of outside activities thereby reducing opportunities for crime and to improve natural surveillance, transparency is required for all buildings.

- (a) A minimum of 15% of all facades on all floors of a residential building shall be transparent.
- (b) A minimum of 30% of all façades facing a multifamily circulator on all floors of a clubhouse, leasing office, fitness center or other active non-residential building shall be transparent.
- (c) Glass panels located in doors shall be included in calculating transparency. Clear glass (minimum of 80% light transmission) or a low-E glass of at least 57% light transmittance shall be used to meet this requirement. Mirrored or reflective glass is prohibited.

(13) Façades that face a multifamily circulator, park or open space shall be articulated with features including porches, bay windows and/or balconies.

(14) Private entrances to individual units are encouraged to increase the natural surveillance at the ground level.

(15) Garages with frontage on a multifamily circulator shall include a second story containing one or more apartment units. Such buildings shall be designed to look like the front of a building, even if the garage door is accessed from the rear. Garages shall occupy less than 35% of the frontage on multifamily circulators.

(16) Garage doors should be oriented away from multifamily circulators. If visible from the multifamily circulator additional architectural treatment is required and may include features such as a trellis, transparency or recessed doors.

(17) Accessory Buildings: Architectural elevations of the clubhouse, mail kiosk, and trash compactor shall be compatible and consistent with those of the residential buildings, and shall be expressed with like finishes, forms, materials, and colors. A base, middle, and top shall be expressed, with materials finished and wrapped on all facades. Primary pedestrian entries of the clubhouse shall be clearly expressed and be recessed or framed by a sheltering element.

B. Office Tracts

(1) Development on tracts designated on the attached Master Development Plan for office use shall comply with the development standards set out in Column II of **Exhibit “E”**. All uses listed as permitted in the O-2 District shall be permitted on the office tracts. In addition, personal services, financial institutions, and research and development facilities shall be permitted on the office tracts, provided these uses are located within structures primarily occupied by office uses. Where a particular standard is not included in **Exhibit “E”**, standards of the O-2 District shall apply for office tracts.

(2) Parking shall be per parking standards of the Land Development Code. A maximum one bay of parking (two-way aisle with 90-degree parking spaces, parking spaces on both sides) shall be located between the landscape buffer and the principal building. Notwithstanding the foregoing, the maximum parking ratio on the designated Office tracts may be increased from 4 parking spaces per 1,000 sq. ft. of gross floor office space to 5 parking spaces per 1,000 sq. ft. of gross floor office space through the Master Plan, Specific Parcel Master Plan or Planning Official Determination process, provided that sufficient mitigation is provided with may be required to include any of the following:

- (a) Additional site landscaping and planting of shade trees 4-inch caliper or larger to provide more shade and de-emphasize the increased size and footprint of parking areas

- (b) Implementation of LEED (Leadership in Energy and Environmental Design) related elements into the Project buildings and/or site.
- (c) Implementation of higher Floor Area Ratio (FAR) for office uses as a means of eliminating excess sprawl of parking lots and encouraging more vertical construction.
- (d) Implementation of structured parking (parking garage).
- (e) Require excess parking to remain in a natural state based on phasing plan or actual need.
- (f) Develop parking with turfblock or pervious concrete or implement other Low Impact Development Best Management Practices acceptable to the City as a mechanism to reduce the amount of impervious surface coverage on the Project site.
- (g) Any other similar techniques deemed sufficient to mitigate the increased parking spaces as agreed to by the property owner, the City Planning Official and the City Transportation Engineer.

(3) A minimum 10-foot-wide landscape buffer shall be located between the parking lot and the right-of-way. The landscape buffer shall consist of the following plant materials:

- (a) 12 to 14-foot-high canopy trees planted 40 to 50 feet on center.
- (b) 6 to 8-foot-high understory trees spaced evenly between the canopy trees.
- (c) 3-foot-high continuous shrub row, 3 gallons, planted 36 inches on center.
- (d) 8 to 12-inch-high groundcover, 1 to 3 gallons, planted 12 to 24 inches on center.

(4) Signs shall be ground-mounted, with a maximum of 10 feet in height.

(5) Office/administration buildings shall contain a minimum 30 percent transparency facing a parking lot and at least one primary public entrance oriented to the street.

(6) Wet stormwater ponds that are visible from the street shall serve as a visual and physical amenity to the site according to Section 60.144 of the Land Development Code. Stormwater ponds shall meet the following criteria:

- (a) Integrated into the landscape and site design.
- (b) The side slopes are 5:1 or less and the depression or swales appear as a lawn or landscape area.
- (c) Can be used as a passive recreational area.
- (d) Designed as an entrance feature to the site or development.
- (e) Incorporates approved aquatic plants.
- (f) Includes a water feature such as a fountain or spray jet.

C. Commercial Tracts

(1) Development on tracts designated on the attached Master Development Plan for commercial use shall comply with the development standards set out in Column III **Exhibit “E.”** Where a particular standard is not included in **Exhibit “E”** standards of the AC-1 District shall apply. Uses permitted in the AC-1 District shall be permitted on the commercial tracts.

(2) Shopping Centers must provide 2.5 to 5.0 spaces per 1,000 gsf as set forth in the Land Development Code. Parking for the outparcels shall be per parking standards of the Land Development Code. A maximum of one bay of parking (two-way aisle with 90-degree parking spaces, parking spaces on both sides) shall be located, between the landscape buffer and the principal building. Dimensions for all aspects of parking lots constructed shall meet minimum requirements of the City Code as in force at the time of permitting.

(3) A minimum 10-foot-wide landscape buffer shall be located between the parking lot and the right-of-way. The landscape buffer shall consist of the following plant materials:

- (a) 12 to 14-foot-high canopy trees planted 40 to 50 feet on center.
- (b) 6 to 8-foot-high understory trees spaced evenly between the canopy trees.
- (c) 3-foot-high continuous shrub row, 3-gallons, planted 36 inches on center.
- (d) 8 to 12-inch-high groundcover, 1 to 3 gallons, planted 12 to 24 inches on center.

(4) Signs shall be limited to ground-mounted signs a maximum of 15 feet in height. Window signs are prohibited.

(5) The ground floor building wall(s) shall include the following:

- (a) Transparency
 - i. Retail shopping centers and outparcels -Minimum 30-percent transparency as measured from below the roofline.
 - ii. Retailing/big box -Minimum 10 to 15 percent transparency as measured from below the roofline.
- (b) Facade Treatments - At least three of the following facade treatments:
- (c) Minimum 12-inch vertical architectural element at intervals of no more than 25 feet.
- (d) Minimum 3-foot-wide building projections and recesses.
- (e) Minimum two color changes between the principal building and architectural accents (i.e., columns, wainscot, reliefs, etc.).
- (f) Minimum two textures and/or material changes between principal building and the architectural accents (i.e., columns, wainscot, reliefs, etc.).

- (g) Minimum two pattern changes between the principal building and the architectural accents (i.e., columns, wainscot, reliefs, etc.).
 - (h) Architectural banding to create shadow lines.
 - (i) Awnings and/or canopies.
 - (j) Arcades.
- (6) Roofs shall meet the following requirements:
 - (a) Parapet wall; or
 - (b) At least two of the following treatments:
 - i. Minimum 12-inch-high cornice treatment with three changes in the relief or thickness.
 - ii. Minimum 3-foot overhangs extending away from the supporting wall.
 - iii. Three or more roof heights.
- (7) Pedestrian connections shall be provided from the public street to the main entrance of the building and between the outparcels, with the following design standards:
 - (a) 8 to 10-foot-high understory trees planted 25 to 30 feet on center between the landscape islands.
 - (b) 3-foot-high shrubs, 3 gallons, 36 inches on center.
 - (c) 8 to 12-inch-high groundcover, 1 to 3 gallons, 12 to 24 inches on center.
- (8) Crosswalks at driveways connecting to public or private streets shall be constructed with pavers and/or textured-colored concrete and designated with high-emphasis pavements markings per City Engineering Standard Manual in force at the time of permitting. Crosswalks crossing internal driveways or drive aisles shall be constructed with pavers and/or textured colored concrete. The appearance and color of materials used on all crosswalks within the PD shall be approved by the City Planning Division.

(9) Wet stormwater ponds that are visible from the street shall serve as a visual physical amenity to the site according to Section 60.144 of the Land Development Code and meet the following standards:

- (a) Integrated into the landscape and site design.
- (b) The side slopes are 5: 1 or less and the depression or swales appear as a lawn or landscape area.
- (c) Can be used as a passive recreational area
- (d) Designed as an entrance feature to the site or development.
- (e) Incorporates approved aquatic plants.
- (f) Includes a water feature such as a fountain or spray jet.

D. Business Park

(1) Development on the tracts designated on the attached Master Development Plan for business park use shall comply with the development standards set out in Column IV **Exhibit “E.”** Where a particular standard is not included in **Exhibit “E”** standards of the I-P District shall apply. Business park tracts are designed to accommodate a variety of land uses including hotels, professional office, office/distribution, warehousing, light industrial or support commercial activities or a combination of the above. The office/distribution use may incorporate the characteristics of a conventional office use, together with office showroom and/or storage components. Notwithstanding anything set forth herein to the contrary, dock-high truck service shall not be permitted for the office distribution, warehousing and/or light industrial uses within the Narcoossee Road frontage of Tracts 11B and 12B. In addition, in order to ensure land use compatibility with surrounding residential uses, loading areas for office/distribution, warehousing and/or light industrial uses within Tracts 11A, 11B, 12A and 12B shall be oriented away from existing residential uses. The setback between the residential areas adjacent to Tracts

11A, 11B, 12A and 12B and buildings constructed on those tracts shall be 25 feet. In the event that the land uses adjacent to Tracts 11A, 11B, 12A and 12B are no longer residential when such tracts developed, the limitations regarding dock-high truck service and loading areas for those tracts shall no longer be applicable. In addition, the following uses shall be permitted, at the densities indicated in **Exhibit “E”**; except for retail, eating & drinking, personal service uses which are limited to 25% of the gross floor area of each phase:

Alphabetical Listing:

<u>Major Groups</u>	<u>SIC Group Code</u>
Agricultural Services	07
Apparel and Accessory Stores	56
Apparel and other Finished Products made from fabrics and similar materials	23
Automotive Dealers and Gasoline Service Stations	55
Banking	60
Building Construction-General Contractors and Operative Builders	15
Building Materials, Hardware, Garden Supply and Mobile Home Dealers	52
Business Services	73
Combinations of Real Estate, Insurance, Loans and Law Offices	66
Communications	48
Construction, Building Contractors	16
Construction -Special Trade Contractors	17
Credit Agencies other than Banks	61
Eating and Drinking Places	58
Educational Services	82
Electrical and Electronic Machinery, Equipment and Supplies	36
Fabricated Metal Products, Except Machinery and Transportation Equipment	34
Food and Kindred Products	20
Furniture and Fixtures	25

Furniture, Home Furnishings and Equipment Stores	57
General Merchandise Stores	53
Health Services	80
Holding and Other investment Offices	67
Hotels, Rooming Houses, Camps, and other Lodging Places	70
Insurance Agents, Brokers, and Service	64
Insurance	63
Leather and Leather Products	31
Legal Services	81
Local and Suburban Transit and interurban Highway Passenger Transportation	41
Lumber and Wood Products, Except Furniture	24
Machinery, Except Electrical	35
Measuring, Analyzing and Controlling Instruments; Photographic; Medical and Optical Goods	38
Miscellaneous Manufacturing Industries	39
Miscellaneous Repair Services	76
Miscellaneous Retail	59
Miscellaneous Services	89
Motor Freight Transportation and Warehousing	42
Personal Services	72
Printing, Publishing, and Allied Industries	27
Real Estate	65
Security and Commodity Brokers, Dealers, Exchanges, and Services	62
Social Services	83
Transportation Equipment	37
U.S. Postal Service	43
Wholesale Trade-Durable	50
Wholesale Trade-Nondurable Goods	51

(2) Parking shall be per parking standards of the Land Development Code. A maximum of one bay of parking (two-way aisle with 90-degree parking spaces, parking spaces on both sides) between the landscape buffer and the principal building.

(3) A minimum 10-foot-wide landscape buffer shall be provided between the parking and the right-of-way. The landscape buffer shall consist of the following plant materials:

- (a) 12 to 14-foot-high canopy trees planted 40 to 50 feet on center.
- (b) 6 to 8-foot-high understory trees spaced evenly between the canopy trees.
- (c) 3-foot-high continuous shrub row, 3 gallons, planted 36 inches on center.
- (d) 8 to 12-inch-high groundcover, 1 to 3 gallons, planted 12 to 24-inches center.

(4) Signs shall be ground mounted, with a maximum height of 10 feet.

(5) Warehouse buildings shall contain window slats between 5 feet and 7 feet from the finished floor on the roll-up doors facing a parking lot.

(6) Wet stormwater ponds that are visible from the street shall serve as a visual and physical amenity to the site according to Section 60.144 of the Land Development Code. Stormwater ponds shall meet the following criteria:

- (a) Integrated into the landscape and site design.
- (b) The side slopes are 5:1 or less and the depression or swales appear as a lawn or landscape area.
- (c) Can be used as a passive recreational area.
- (d) Designed as an entrance feature to the site or development.
- (e) Incorporates approved aquatic plants.
- (f) Includes a water feature such as a fountain or spray jet.

VI. STREETS, PARKING AND LOADING:

A. Public Streets.

(1) Uniform right-of-way widths adopted by the City shall apply to the Project.

Where on-site roadways connect with off-site roadways having a lesser right-of-way width, the City Engineer may approve a gradual widening of the right-of-way at the time of platting.

(2) Any public street median or right-of-way in the development may be landscaped, including trees, shrubs, groundcovers or berms, subject to the approval of the City of Orlando Bureau of Transportation Engineering. Such landscaping shall be maintained by the Developer or subsequent property owners association, shall not impair drive sight distance, and shall meet Florida of Transportation standards.

B. Parking. Off-street parking shall comply with the standards set forth in Section V of this Ordinance, if not addressed herein, with the standards of the Land Development Code; however, those spaces in excess of the number required by Code may be compact spaces. Upon development and redevelopment of the site, compact spaces shall not be considered required parking on the site.

C. Loading. Loading areas shall comply with the standards of the Land Development Code.

VII. MASTER PLAN REQUIRED

Each parcel subject to this Ordinance shall require Master Plan approval by the Municipal Planning Board prior to submittal of building permits.

VIII. SCHOOLS

Multi-family units proposed on Tracts 3A and 3C must comply with Capacity Enhancement Agreement No. 13-008 and also must comply with school concurrency requirements prior to site plan approval.

SECTION FOUR: OFFICIAL ZONING MAP. The City Engineer, the City Clerk and the City Zoning Administrator are hereby authorized and directed to amend and correct the Official Zoning Map in accordance with the provisions of this Ordinance.

SECTION FIVE: SEVERABILITY. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall not affect the validity of the remaining portion thereof.

SECTION SIX: PENALTIES. Failure to comply with the requirements of this ordinance shall constitute a violation of the City Code of the City of Orlando and shall be punishable as prescribed in Section 58.05 of said Code.

SECTION SEVEN: SCRIVENER'S ERRORS. The City Attorney's Office is authorized to correct scrivener's errors found in this Ordinance by filing a corrected copy of this Ordinance with the City Clerk.

SECTION EIGHT: EFFECTIVE DATE. This ordinance shall take effect upon adoption.

ADVERTISED _____, 2014.

READ FIRST TIME: _____, 2014.

READ SECOND TIME AND ADOPTED _____, 2014.

[Signatures Appear on Following Page]

ATTEST:

Alana Brenner, City Clerk

Mayor/Pro Tem _____

APPROVED AS TO FORM AND LEGALITY
for the use and reliance of the City of
Orlando, Florida, only.

Assistant City Attorney

Exhibit “E”

DEVELOPMENT STANDARDS

	COLUMN I	COLUMN II	COLUMN III	COLUMN IV
	<u>Residential</u>	<u>Office</u>	<u>Commercial</u>	<u>Business Park</u>
Max. FAR	---	0.55	0.5	0.45
Max Density	30 DU/AC	----	----	----
Max. ISR	.70	.70	.70	.85
Max. Ht.	55 ft.	190 above MSL	190 above MSL	190 above MSL
Min. Bldg. Setbacks				
Front	25 ft.	25 ft.	25 ft.	25 ft.
Rear	50 ft.	25 ft.	25 ft.	25 ft.
Side	10 ft.	10 ft.	10 ft.	10 ft.
St. Side	15 ft.	15 ft.	15 ft.	25 ft.
From PD Boundary	25 ft.	25 ft.	25 ft.	25 ft.
From Central Wetland	50 ft.	50 ft.	50 ft.	50 ft.
From All Other Retained Wetlands	15 ft. min./ 25 ft. average	15 ft. min./ 25 ft. average	15 ft. min./ 25 ft. average	15 ft. min./ 25 ft. average

* The Zoning Official may count pervious areas located on separate tracts toward the ISR calculation for individual lots; however, the overall ISR for the development shall not exceed 0.70.