

ORDINANCE NO. 2022-45

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ORLANDO, FLORIDA, RELATING TO PARKING AND LOADING; UPDATING THE REQUIREMENTS FOR DRIVEWAYS, PARKING SPACES, OFF-SITE PARKING FACILITIES, PARKING GARAGES; MODIFYING THE BOUNDARIES OF THE DOWNTOWN PARKING AREA AND AMENDING DEFINITIONS; CLARIFYING TERMS; PROVIDING LEGISLATIVE FINDINGS, AND FOR SEVERABILITY, CODIFICATION, CORRECTION OF SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

WHEREAS, section 163.3202(1), Florida Statutes, requires that the city of Orlando, Florida (the "City"), adopt or amend and enforce land development regulations that are consistent with and implement the city's adopted comprehensive plan; and

WHEREAS, section 163.3202(3), Florida Statutes, encourages the use of innovative land development regulations and requires that all land development regulations be combined into a single land development code for the city; and

WHEREAS, from time to time, amendments, and revisions to the city's adopted comprehensive plan (the "Growth Management Plan"), progress in the field of planning and zoning, or changes to state law make it necessary or desirable to amend the land development regulations of the city; and

WHEREAS, at its regularly scheduled meeting of May 17, 2022, the Municipal Planning Board recommended to the Orlando City Council that the provisions of this ordinance are consistent with the applicable provisions of the city's adopted Growth Management Plan, are in the best interest of the public health, safety, and welfare, are in harmony with the purpose and intent of the Land Development Code of the City of Orlando, Florida (the "Land Development Code"), will not result in disorderly and illogical development patterns, and will not result in incompatible land uses; and

WHEREAS, the Orlando City Council hereby finds and determines that this ordinance is consistent with the applicable provisions of the city's adopted Growth Management Plan, is in the best interest of the public health, safety, and welfare, is in harmony with the purpose and intent of the city's Land Development Code, will not result in disorderly and illogical development patterns, and will not result in incompatible land uses; and

WHEREAS, the City seeks to improve the current minimum parking and off street loading requirements in order to protect the City's street system and to lessen conflicts between vehicles and pedestrians; and

WHEREAS, the City seeks to update the bicycle parking requirements to encourage the use of bicycles as a means of transportation in the City of Orlando; and

46 **WHEREAS**, the Orlando City Council hereby finds and declares that this ordinance is in
47 the best interest of the public health, safety, and welfare; and

48
49 **NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF**
50 **ORLANDO, FLORIDA, AS FOLLOWS:**

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54 **SECTION 1. CHAPTER 59, PART 1, FOOTNOTES, AMENDED.** Chapter 58, Part 1,
55 Footnote 37, Code of the City of Orlando is hereby amended as follows:

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57 FOOTNOTES:

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61 ~~(37) Parking as a principal use shall be located no closer than a 1,760 foot radius from~~
62 ~~any other principal use parking. Reserved~~

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66 **SECTION 2. CHAPTER 61, PART 2, AMENDED.** Chapter 61, Part 2, Code of the City of
67 Orlando, Florida, is hereby amended as follows:

68 **2C. – LOCAL PUBLIC STREET AND RIGHT-OF-WAY DESIGNOFF STREET**
69 **PARKING.**

70 **Sec. 61.225. – Sidewalks.**

71 ~~(A) Sidewalks Required. Except as provided otherwise herein, sidewalks shall be~~
72 ~~provided on both sides of all streets in accordance with the requirements of Figure~~
73 ~~4, Figure 6, and the following:~~

74
75 ~~(1) Modification of Sidewalk Location. The City Engineer shall be authorized to~~
76 ~~approve or require modifications in sidewalk locations to accommodate unique~~
77 ~~design or to protect existing trees. When there is a conflict between the Typical~~
78 ~~Cross Section, shown in Figure 5, and Figure 6, the City Engineer shall be~~
79 ~~authorized to modify the requirements.~~

80
81 ~~(2) Sidewalks a Priority Near Schools. Sidewalks shall be constructed on both~~
82 ~~sides of all streets within a one mile radius of any elementary, middle, or high~~
83 ~~school.~~

84
85 ~~(3) Substantial Enlargements and Improvements. Sidewalks shall be required at~~
86 ~~the time of any substantial enlargement or substantial improvement, as those~~
87 ~~terms are defined in Chapter 66 of this Code. Notwithstanding the foregoing~~
88 ~~requirement, no sidewalks shall be required to be constructed at the time of a~~
89 ~~substantial improvement when the substantial improvement is necessitated by~~
90 ~~damage sustained as the result of a hurricane, tornado, flood, sinkhole, fire,~~

natural disaster or other act of God, and the permit applicant does not have property insurance which will cover the cost of constructing the sidewalk.

~~(B) Payment in Lieu of Construction.~~

~~(1) When Not Practical. Upon request of a building permit applicant, the City Engineer shall be authorized to determine that construction of sidewalks is not practical. Examples of factors that may make sidewalk construction not practical include but are not limited to the following:~~

- ~~a. Existing physical impediments;~~
- ~~b. Substantial grade changes;~~
- ~~c. Trees;~~
- ~~d. Impending road/right of way construction; and/or~~
- ~~e. Any other situation where the City Engineer determines that sidewalk construction is not practical.~~

~~(2) Sidewalk Construction Fund. If the City Engineer determines that sidewalk construction is not practical, the permit applicant shall not be required to construct sidewalks. Instead, the permit applicant shall make a payment into the Sidewalk Construction Fund prior to issuance of any permit for the development. Such payment shall be the equivalent of the per linear foot cost to the City for installing the sidewalk, based upon the City's Annual Sidewalk Contract in effect at the time of permit issuance. The City shall spend the proceeds from the Sidewalk Construction Fund for sidewalk construction only, and Fund expenditures shall be spent in each Transportation Area in proportion to the amount of Fund payments collected within such Transportation Area.~~

~~(3) Appeals. Appeals of any determination issued by the City Engineer under this section shall be made in writing to the City Clerk within five (5) business days of the date of the determination. The City Council shall consider the appeal at its next regularly scheduled meeting.~~

Sec. 61.240. – Standards for Construction of Driveway Approaches, Curbscuts, Driveways and Similar Alterations.

Applicability. The following section of Code applies citywide. Parcels within the Southeast Sector may be subject to alternative Standards found in Sec. 68.312 entitled Additional Standards by Residential Building Type.

Except where specific approval is granted by the Public Works Director due to unique and peculiar circumstances or needs resulting from the size, or location or special size of property requiring a modification of standards as set forth below, the minimum standards for the construction of driveway approaches, curbscuts, driveways and other similar alterations shall be as follows:

Width (Residential Except Multifamily). In properties developed for residential use (except multifamily), curbscuts and driveway approaches shall conform to the following, as illustrated in Figure 6-A for residential driveways:

<u>Use Type</u>	Minimum Curbcut (a)	Minimum Driveway Width (b)	Maximum Driveway Width (b)
<u>Standard driveway for single-family, duplex and tandem</u>	13 ft.	7 ft.	18 ft.
<u>Joint Use driveway (for two adjacent building sites)</u>	20 ft.	14 ft.	24 ft.
<u>Ribbon Driveways for single-family, duplex and tandem</u>	13 ft.	<u>23" Width</u> <u>2 ft. Per Ribbon</u> <u>& 7 ft. overall (c)</u> <u>28" Width</u> <u>Between</u> <u>Ribbons</u>	<u>36" Per Ribbon</u> <u>10 ft. (c)</u>
<u>Curvilinear Driveway</u>	13 ft.	7 ft.	12 ft. (c)
<u>Townhome (d)(e)</u>	<u>See Sec. 58.511.A.10</u>		<u>24 ft.</u>
<u>Multiplex (d)(e)</u>	<u>See Sec. 58.562.K</u>		<u>24 ft.</u>
<u>Multifamily (d)(e)</u>	<u>24 ft.;</u> <u>Min. Radius:</u> <u>15-25 ft.</u>	<u>20 ft.</u>	<u>30 ft.</u>
<u>Non-residential (d)(e)</u>	<u>24-36 ft.;</u> <u>Min. Radius:</u> <u>25 ft.</u> <u>One-way:</u> <u>16 ft.</u>	<u>20 ft.</u>	<u>30 ft.</u>

(A) The width of all curbcuts shall include two, three-foot wide (minimum) flares, or transitions, on each side of the driveway as shown on Figure 6-A.

(B) This width shall be as measured at the property line. If the driveway is wider within the parcel than at the property line, the transition must be accomplished with a straight or curved taper nominally designed at a 45 degree or greater angle. The space adjacent to the taper must be landscaped and may not contain gravel, mulch, wood chips, or other materials subject to decay.

(C) No part of a curvilinear driveway shall exceed 12 feet in width within any required front yard. Measured from the outside edges of the two ribbons. The area between the ribbons must be grass or vegetated material and is considered pervious.

Other requirements (Residential except multifamily). For duplex and tandem building sites, driveways cannot create a "Y" or "tuning fork" shape as shown in Figure 6-B.

(D) Unless an AutoTurn analysis provided at the time of permitting demonstrates the need for a greater return radius. In dense urban areas of the City, appropriate flares may be substituted for the return radius if approved by the City Transportation Engineer or their designee.

(E) Except that where separate driveways are provided for one way traffic, then such driveway approaches may be permitted with a width of not less than 16 feet based on a straight-line transition in accordance with Figure 6-B.

~~(C) No part of a curvilinear driveway shall exceed 12 feet in width within any required front yard.~~

Figure 6-A. Single-Family, Duplex and Tandem Driveways

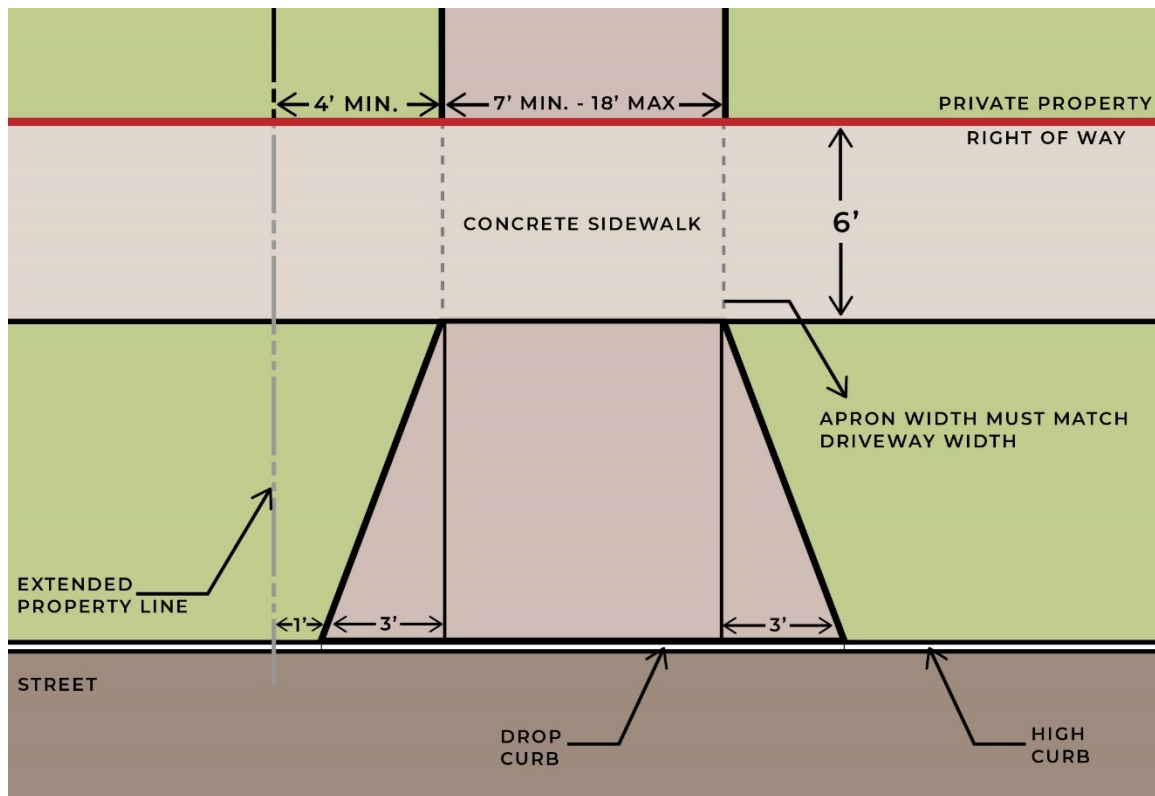


Figure 6-B. Non-Residential and Multifamily Driveways

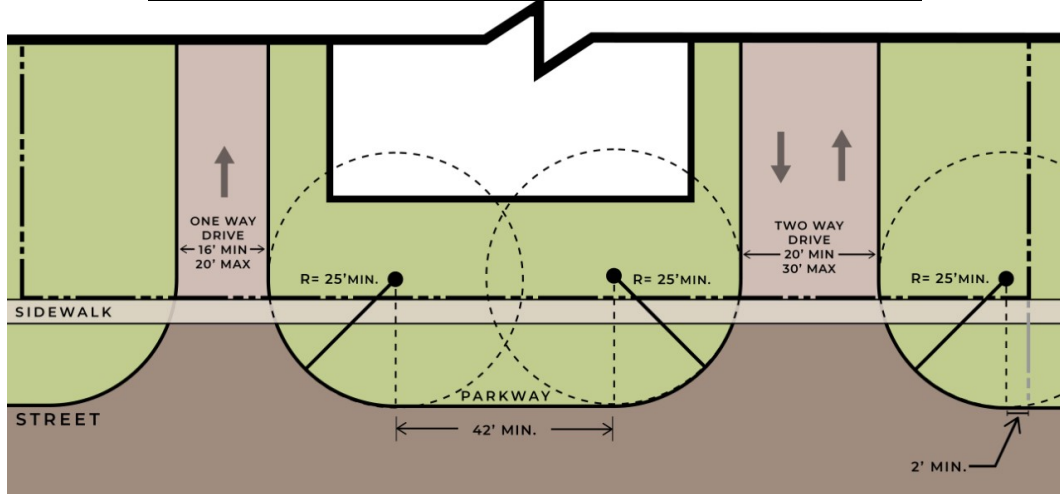
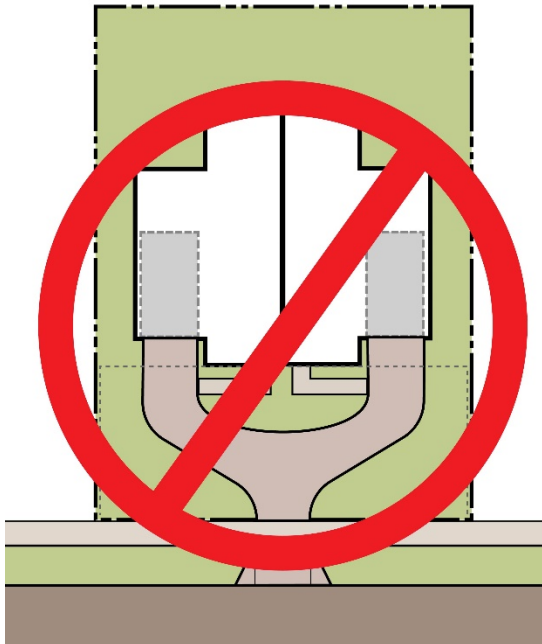


FIGURE 6-BC —TUNING FORK DRIVEWAY



~~Width (Residential — Multifamily). Properties developed for residential multifamily use shall have curbcuts for driveways not less than 24 feet ft. wide, with a minimum 15 foot flare radius.~~

199 ~~Width (Nonresidential). Properties developed for commercial use shall have curbcuts for~~
200 ~~driveways not less than 24 feet nor more than 36 feet wide with a minimum 25 foot flare radius,~~
201 ~~except that where separate driveways are provided for one way traffic, then such driveway~~
202 ~~approaches may be permitted with a width of not less than 16 feet based on a straight line~~
203 ~~transition in accordance with Figure 6-A.~~

204
205 Measurement Rules. In measuring the width of curbcuts, the distance shall include the
206 transitional slope, radius or straight line, as applicable, from the high curb line to the lowest
207 point of such curbcut.

208
209 Distance from Drainage Inlet. No curbcut shall be made within three feet of a drainage
210 inlet.

211
212 Distance from Side Property Lines. The flare or return radius for any driveway may not
213 extend in front of neighboring parcels unless approved prior to permitting by the City
214 Transportation Engineer or their designee. The flare must be set back 1 ft. from the extended side
215 property line. See Exhibit 6-A.

216
217 ~~Spacing. Where more than one curbcut is to be located on any single property, including~~
218 ~~a duplex or tandem building site, the minimum distance between such curbcuts on local streets~~
219 ~~shall be 42 feet, and on all thoroughfares shall be in accordance with the requirements set forth~~
220 ~~in Chapter 61, Part 1.~~

221
222 Separation between Curbcuts. Curbcuts on all streets listed in the Major Thoroughfare
223 Plan (Table 3) must be separated from adjacent curbcuts or intersections according to the
224 standards set forth in Chapter 61, Sec. 212-214 and the Engineering Standards Manual.

225
226 ~~Number and Location on Midblock Properties.~~ Except where specific approval is granted
227 ~~as provided above, there shall be no more than two curbcuts for the use of any single property~~
228 ~~fronting any single local street, and no more than one curbcut for the use of any single property~~
229 ~~fronting on any single thoroughfare (see Chapter 61, Part 1).~~

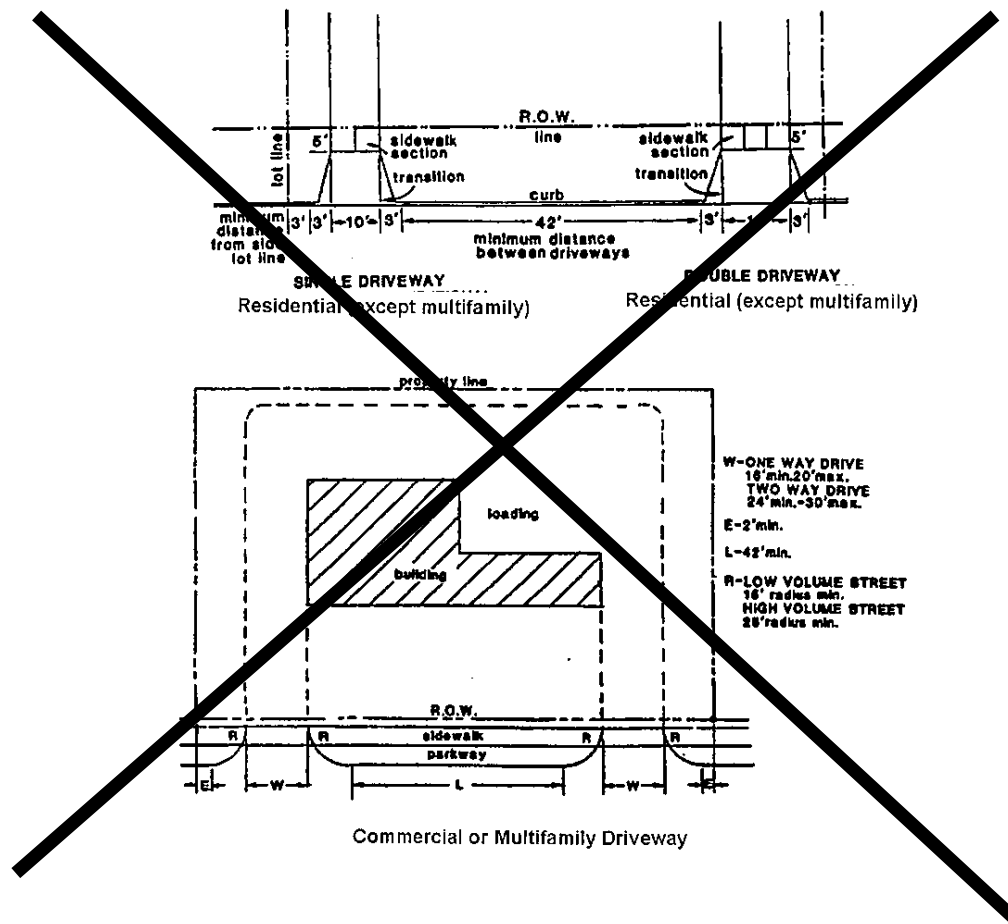
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231 ~~Number and Location on Corner Properties.~~ Where property is located on a corner lot
232 ~~fronting more than one street, not more than one curbcut for the benefit of such property shall~~
233 ~~be made on each street except where the specific approval is granted by the Public Works~~
234 ~~Director as provided above. On corner lots, corner safety islands shall be provided at all corners~~
235 ~~and no curbcuts or driveway shall be constructed or maintained on the radius of any curved~~
236 ~~curbing nor closer to the point of curvature than 5 feet on the local street and not within 15 feet~~
237 ~~on the point of curvature of the intersecting thoroughfare.~~

238
239 Number of Curbcuts on One Building Site. Each building site is allocated one curbcut in a
240 location determined by the City Transportation Engineer. Single-family residential properties may
241 have a second curbcut on a street frontage if all requirements in Sect. 61.300-61.302 are met.
242 Non-residential and multifamily developments may have a second curbcut on a street frontage if
243 all requirements in Ch 61 Part 1 and Part 2 are met.

244 Vehicle Standing in Right-of-Way Prohibited. Driveways shall be so arranged,
245 constructed and maintained that automobiles, trucks, trailers and other vehicles will not stand
246 upon any part of the sidewalk and/or parkway at any time when the same are being loaded,
247 unloaded, serviced or parked.

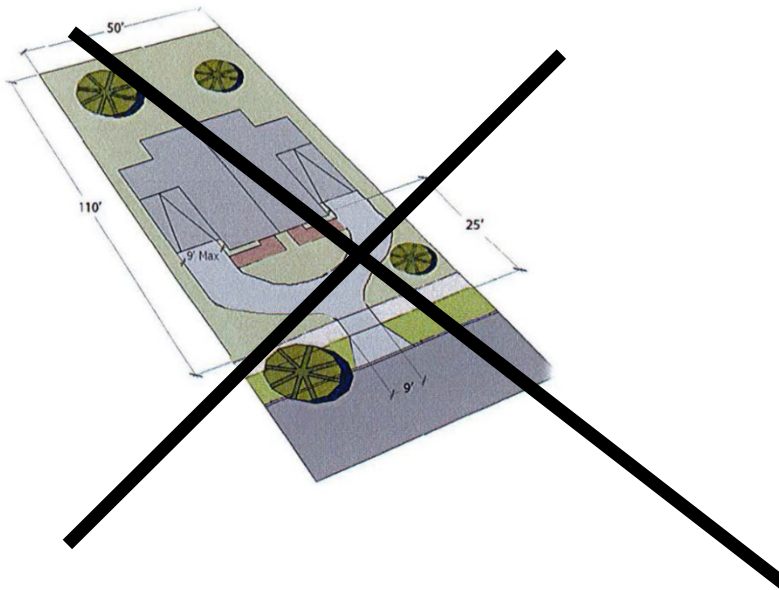
Sidewalk Section. All driveway approaches constructed in the City shall contain a sidewalk section of the width and grade and minimum construction standards established by the Public Works Director in the Engineering Standards Manual for sidewalks in such area except where the distance between the street and the right-of-way line is ten feet or less, in which case the driveway will be sloped from the right-of-way line to the street. The width of the re-enforced portion of the sidewalk must equal or exceed the width of the driveway as measured at the property line.

Figure 6-A



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FIGURE 6-B—TUNING FORK DRIVEWAY



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Sec. 61.263. – Sidewalks. Pedestrian Walkways.

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SECTION 3. CHAPTER 61, PART 3, AMENDED. Chapter 61, Part 3, Code of the City of Orlando, Florida, is hereby amended as follows:

307 **PART 3. – PARKING AND LOADING.**

308 ****

309 **3A. – OFF-STREET PARKING.**

310 ****

311 **Sec. 61.302. – Detached Single Family, Duplex or Townhome Dwelling Units.**

312 The parking requirements of this Part are intended to provide minimum standards
313 necessary for the parking needs of the low density residential uses. These regulations apply to
314 single family detached houses, duplexes, tandem houses, and attached townhomes (regardless
315 of the number of units attached in a single run) which are sold on fee simple lots or as a part of
316 a condominium association. Unless noted otherwise below, these regulations apply throughout
317 the City of Orlando.

318 (A) Required Parking Spaces. Each dwelling unit must provide one (1) off-street parking
319 space behind the front and street side yard setback that conforms to the following:

320 ~~(1) A minimum of 9 feet wide and 18.5 feet long. This minimum width must be~~
321 ~~increased by 1 foot if the space abuts a lateral obstruction such as a garage~~
322 ~~interior or exterior wall or a fence.~~

323 (1) Dimensions:

324 a. Uncovered Parking Space. A required parking space shall be a minimum of 9
325 feet wide and 18.5 feet deep for an open parking space. This minimum
326 width must be increased by 1 foot if the space abuts a lateral obstruction
327 such as a building exterior wall or a fence.

328
329 b. Garages and Carports. The minimum garage and carport interior dimensions
330 for required parking spaces are: (as measured from the internal walls of a
331 garage)

- 332 • One-car: 11 feet wide and 20 feet deep
 - 333 • Two-car: 19 feet wide and 20 feet deep
- 334

335 Note: The required width of a carport space may be reduced by 1 foot if no wall
336 interferes with the door swing.
337

338 ~~(2) On an impervious surface such as asphalt, concrete, or engineered turf pavers.~~
339 ~~The space may be outdoors, under cover, or within an enclosed garage.~~
340

341 (2) Setbacks. All required parking spaces must be located behind the front setback
342 and 20 ft. from the street side property line. Any second required parking space
343 may not be in a stacked or tandem configuration.
344

~~(3) Accessible from the front, rear, or side street via a paved surface and approved curb cut and driveway apron.~~

~~(4) All dwelling units larger than 1,500 square feet as well as any accessory dwelling unit larger than 500 sf shall provide a second off street parking space meeting the above criteria. The second required parking space may be in a stacked or tandem configuration for single family detached homes but not for tandem lots, duplexes, or accessory apartments or cottages. For existing houses, required parking spaces may be within the front or street side yard setback through a Modification pursuant to section 65.302.~~

~~(B) Impervious Surface Ratio. The total impervious surface ratio of the area between the front or side property line and the front or street side yard setback may not exceed 0.40 for any driveway, parking, or turn around configuration. Calculation of the impervious surface ratio must include any non vehicular impervious areas such as patios but shall not include sidewalks in City Services or Sidewalk Easements or other surfaces exempted from this calculation by other sections of this Code.~~

~~(B) Additional Parking / Vehicle Use Areas in the front and street side yards. Parking and driveways (vehicle use area) within the required front and street side yards setbacks shall conform to the following:~~

~~(1) Overlap - No portion of vehicle use areas may be in the area where the front yard and the street side yard overlap.~~

~~(2) Parallel - Parking areas in the required front and street side yards must be parallel to the driveway.~~

~~(C) Non-Required Parking Spaces. Additional off street parking spaces must be provided on impervious surfaces and must be behind the front yard setback where feasible. All areas used for parking of vehicles must be connected to the right of way by a properly paved and permitted drive aisle at least 8 feet in width. If additional off street parking spaces are desired and cannot be created behind the front yard setback, the following requirements must be met.~~

~~(1) Off street spaces created within the front or street side yard setback must be screened from the right of way by shrubs or a hedge that is a minimum of 3 feet in height. Vegetative screening material shall be maintained by the property owner.~~

~~(2) Any new non required parking spaces may only be in front of the garage or between the property line and the corner of the house and not be directly in front of any part of the house façade unless approved by the Zoning Official prior to submittal to Permitting Services. Spaces parallel to the street must be setback a minimum of 5 feet from the front property line. The flare for spaces that are perpendicular to the street must be a minimum of 3 feet from the front property line. These requirements also apply to widened portions of the driveway that are intended for turning maneuvers commonly known as hammerheads. Driveways~~

that access Local Streets may not be widened for hammerheads or extra parking spaces.

(C) Driveways

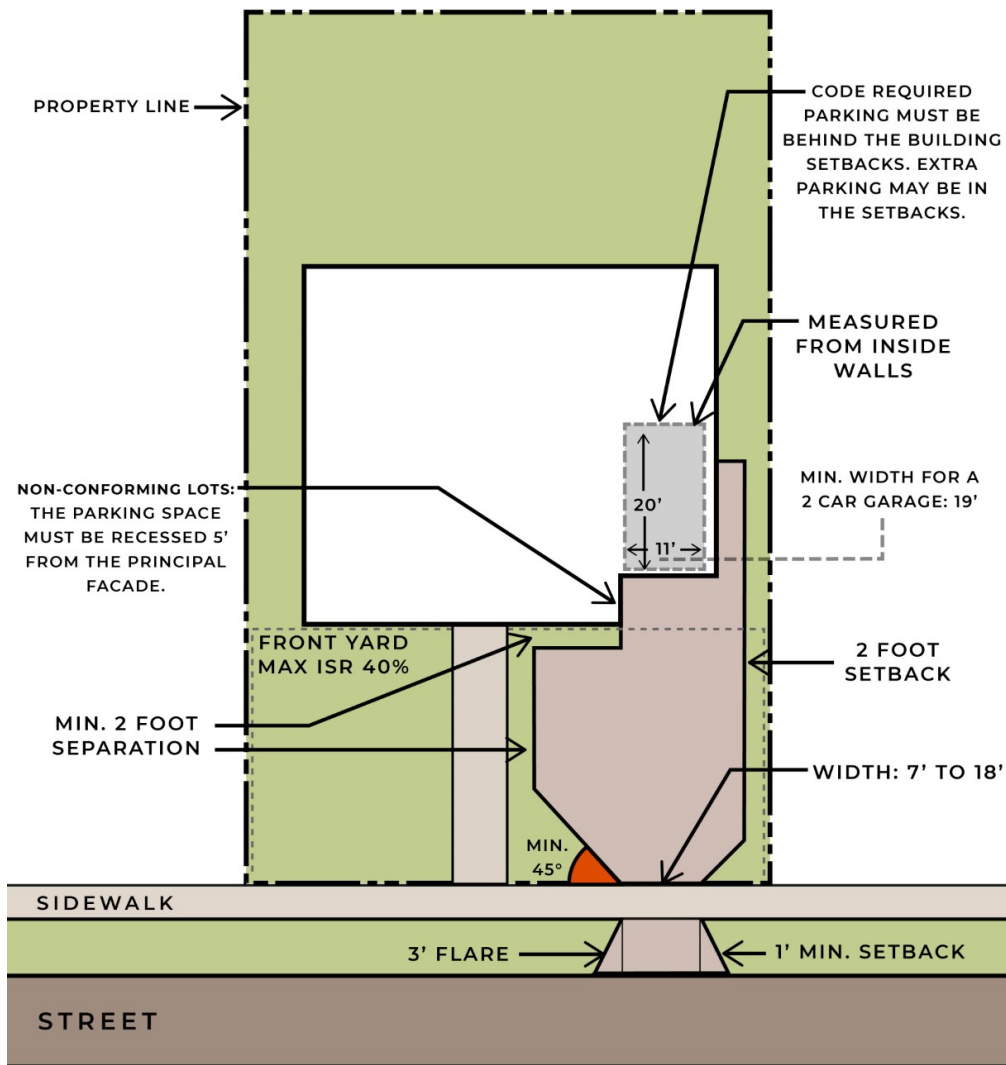
(D) Driveway (1) Width. The width of the driveway measured at the front or street side property line shall be between a minimum of 7 feet and a maximum of 18 feet and meet all requirements and limitations in Section 61.240 including the prohibition of "tuning fork" style driveways for duplexes and tandems. The driveway may be no wider than 20 feet throughout the front yard or street side yard setback, except where widened to create an extra parking space or turnaround area meeting the requirements in Item (4) above, to create a semi-circular driveway, or to provide access to multi-vehicle garages. The outside edge of any driveway may be no less than 4 feet from a side or rear property line as measured at the right of way line and no less than 2 feet as measured elsewhere within the parcel. The width shall be measured parallel to the right-of-way line and must match the width of the apron at the property line. The driveway may be expanded past the property line but must be tapered at a minimum 45 degree angle.

(2) Walkways – Walkways parallel to the driveway must be separated from the driveway by a minimum 2 ft. wide strip of ground cover or other landscaping. Gravel may not be incorporated into a walkway within 15 ft. of the property line. Walkways not separated from the driveway by the 2 ft. strip will be included in the driveway width measurement.

(3) Setbacks- No vehicular use surface may be closer than 2 ft. from any side or rear property line unless such driveway straddles a property line, is designed to serve both adjacent residential properties, and is within a legally recorded easement to the benefit of both property owners.

(4) Intersection Separation- The distance of the driveway apron from an intersection must comply with the standards set forth in Chapter 61, Sections 212 to 213; Chapter 61, Figure 1; and the Engineering Standards Manual.

(5) Aprons – Each driveway must terminate at the street with an approved apron. Said apron must have a 3 ft. flare and must be separated at least 1 ft. from the extended property line.

Figure 6-D – One- and Two-Family Residential Driveway

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440 **(E)(D) Semi-Circular Driveways and Secondary Curbcuts.**

441

442 (1) Lot frontages on Arterial Streets listed in Table 3 of Chapter 61 Part 2B may not
 443 have 2 curbcuts or semi-circular driveways on the same street. Corner lots may
 444 have no more than 1 curb cut on each abutting street.

445

446 (2) Lot frontages within a designated historical district may not have 2 curbcuts or
 447 semi-circular driveways on the same street. Corner lots may have no more than
 448 1 curb cut on each abutting street.

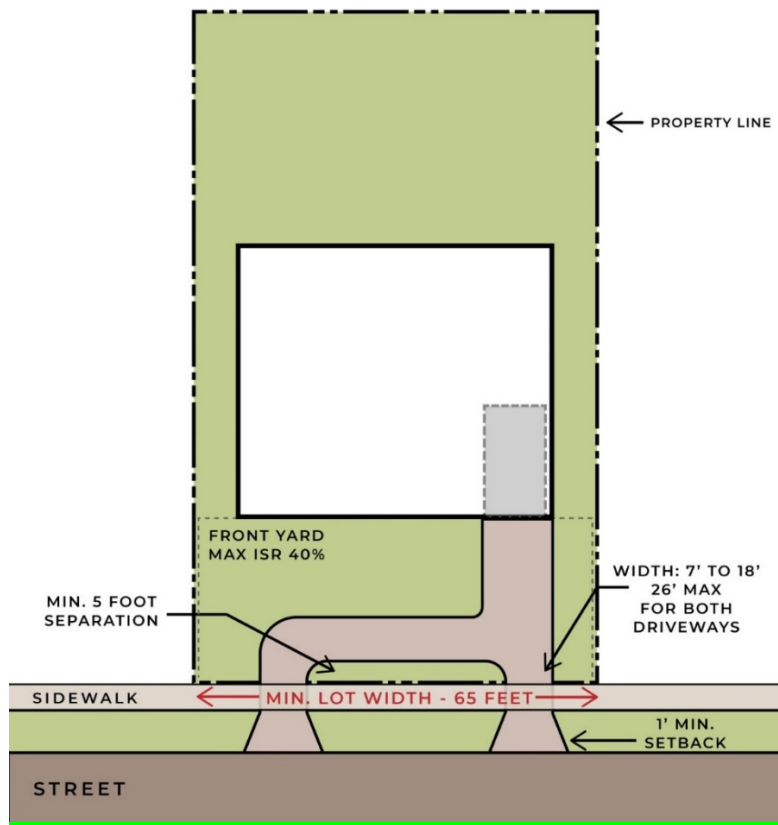
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450 (3) Semi-circular driveways served by 2 curbcuts are permitted on interior lots with
 451 a minimum of 65 feet of frontage that access a Local Street. Interior lot frontages
 452 on Collector Streets listed in Table 3 of Chapter 61, Part 2B may only have 2
 453 curbcuts or semi-circular driveways if the frontage is a minimum of 100 feet wide.

454

- (4) Semi-circular driveways served by 2 curbcuts are permitted on corner lots on a side with a minimum frontage of 100 feet that access a Local Street. The outside edge of the driveway must be a minimum of 50 feet from the back of curb or outside edge of pavement of the intersecting street measured at the property line. Two curbcuts accessing the same street are not permitted on Collector Streets listed in Table 3 of Chapter 61 Part 2B on corner lots.
- (5) The cumulative widths of the 2 driveways on one street may not exceed 26 feet as measured at the property line.
- (6) The curved portion of any semi-circular driveway must be designed to create a minimum of 5 feet between the inner edge of the driveway and the front property line. This area must be screened from the right-of-way by shrubs or a hedge. Vegetative screening material shall be maintained by the property owner.
- (7) No single family detached lots may have 2 curbcuts accessing the same street unless the 2 curbcuts are connected by a paved and traversable driveway. ~~Accessory cottages, Tandem lots and duplex lots may have 2 unconnected curbcuts if the lots meet the minimum widths outlined in Sections 5(a) through 5(e) above.~~

Figure 6-E – One- and Two-Family Residential Semi-Circular Driveway



479 (E) Surface
480

481 (1) The parking spaces and the driveway must be on an impervious surface such as
482 asphalt, concrete, brick, or engineered turf pavers. The space may be outdoors,
483 under cover, or within an enclosed garage.
484

485 (2) Gravel. Gravel or stone may not be used for any part of a driveway or parking
486 space in a residential property including as filler between the ribbons of a
487 driveway. Subject to engineering permit review, stone on existing stone
488 driveways may be replenished as long as the existing driveway dimensions are
489 maintained. Existing non-conforming stone vehicular use areas must be
490 maintained per City engineering standards.
491

492 (3) All parking spaces must be accessible from the front, rear, or side street via a
493 paved surface and approved curb cut and driveway apron.
494

495 (F) Impervious Surface Ratio. The total impervious surface ratio of the required front or
496 street side yard setbacks may not exceed 0.40 for any driveway, parking, or turn
497 around configuration. Calculation of the impervious surface ratio must include any
498 non-vehicular impervious areas such as patios but shall not include sidewalks in City
499 Services or Sidewalk Easements or other surfaces exempted from this calculation
500 by other sections of this Code.
501

502 ~~(G) (F) Street Side and Rear Yards. Garage setbacks.~~ The façade of any garage or
503 carport accessed from a side street must be a minimum of 20 feet behind the property
504 line regardless of the street-side yard setback required for the Zoning District. The
505 ~~façade of any garage or carport accessed from a rear street may be placed 5 feet or a~~
506 ~~minimum of 20 feet behind the rear property line. Facades may not be 6 to 19 feet from~~
507 ~~the property line. Parking spaces created in the street side or rear yard without garages~~
508 ~~or carports must be a minimum of 20 feet long as measured from the property line. No~~
509 ~~portion of vehicle use areas may be in the area where the front yard and the street side~~
510 ~~yard overlap.~~
511

512 (H) Alley Loaded. The façade of any garage or carport accessed from an alley may be
513 placed 5 feet or less or at least 20 feet behind the rear property line. (Facades may
514 not be 6 to 19 feet from the property line). Parking spaces created in the street side
515 or rear yard without garages or carports must be a minimum of 20 feet long as
516 measured from the property line.
517

518 ~~(G) Lateral Setback. No vehicular use surface may be closer than 2 feet from any side~~
519 ~~or rear property line unless such driveway straddles a property line, is designed to~~
520 ~~serve both adjacent residential properties, and is within a legally recorded easement~~
521 ~~to the benefit of both property owners.~~
522

523 ~~(H) Building Façade Buffer. Any driveway or parking area which is approved to be~~
524 ~~constructed in front of a building façade other than a garage door or carport entrance~~
525 ~~must be separated from the façade by a landscaped area of a minimum of 2 feet in~~

width. This applies to front and side facades.

- (I) ~~Gravel. Gravel or stone may not be used for any part of a driveway or parking space in a residential property including as filler between the ribbons of a driveway.~~

- (J)(I) Sightlines. Landscaping, fences, or other structures near driveways and parking spaces may not impede the sightline of drivers maneuvering into and out of the adjacent rights of way. This includes sightlines for pedestrians and bicyclists who might be using the sidewalks along the property. This requirement applies to newly planted and established landscaping. Property owners are responsible for trimming and maintaining any landscaping to ensure adequate sightlines are maintained. The specific details for location and size of objects placed near driveways may be found in the latest edition of the Engineering Standards Manual.

- (K)(J) Parking in Non-Designated Areas Prohibited. Parking or storage of vehicles shall be prohibited on any portion of the building site except on those areas which have been specifically permitted and constructed as parking spaces or vehicular use areas.

Example driveway and parking configurations that meet this Code for various contexts can be found in the City's "Guideline for Residential Driveways" maintained by the City Planning Division.

Section 61.303. – Non-Residential and ~~Multi-family~~ Multifamily Development Parking and Loading Requirements.

- (A) Non-residential and ~~Multi-family~~ Multifamily Uses. The parking requirements of this Part are intended to provide minimum standards necessary for the parking needs of Non-Residential uses. These regulations apply to ~~Multi-family~~ multifamily apartment and condominiums where more than two dwelling units are on a single land parcel. These regulations also apply to all types of Industrial uses, Office uses, Retail uses, Public Benefit uses, and Personal, Professional, and Business Services uses. Unless noted otherwise below, these regulations apply throughout the City of Orlando.

All vehicular use areas shall conform to the following general requirements, and to any additional requirements provided for property located within the Traditional City, Downtown Area, or any Special Plan Overlay District:

- (1) Location of Parking Spaces. Permanent parking spaces required by this Part shall be located on the same building site as the use they serve, or in an off-site parking facility subject to the conditions below.
- (2) Access Requirements. To the maximum extent possible, parking lots shall be accessed from a side street or alley unless no such access is available.
- (3) Existing and Proposed Rights-of-Way. All vehicular use areas shall be located so that the required parking lot landscaping and buffer yards can be provided outside the existing street rights-of-way or any proposed street rights-of-way

established by the Major Thoroughfare Plan (Chapter 61, Part 2B) or Local Road standards.

(4) Front and Street Side Yard Parking. ~~In IP districts, parking lots and vehicular use areas shall be prohibited in the front 50% of the required front yard setback.~~ In all residential and office zoning districts ~~except MXD-2, parking for multifamily and non-residential uses~~ shall be prohibited in the required front and street side yard setbacks. In IP districts, parking lots and vehicular use areas shall be prohibited in the front 50% of the required front yard setback.

(5) Maneuverability. Parking lots and vehicular use areas for all non-residential uses shall be designed so as to eliminate the need for backing and maneuvering from, on or onto streets, pedestrian ways or bikeways in order to maneuver out of parking spaces or leave the lot.

(6) Safe Sight Distances. Safe sight distances, as defined in the City of Orlando Engineering Standards Manual, must be maintained from driveways at all times. This includes sight distances that allow for drivers to see pedestrians and cyclists using sidewalks or trails crossing driveways.

(7) Access Barriers. Improvements shall be provided to prevent ingress and egress at any point other than designated driveways.

(8) Parking in Non-Designated Areas Prohibited. Parking or storage of vehicles shall be prohibited on any portion of the building site except on those areas which have been specifically permitted and constructed as parking spaces or vehicular use areas. All parking surfaces must comply with Section 61.304.

~~(B) Shared Use Parking. Shared Use Parking is defined as off-site parking used to meet the required Code minimum number of spaces for more than one land use. Only the number of spaces above the required minimum number of spaces for the land use on the same site as the parking facility may be used for shared parking with other nearby land users. The total number of parking spaces on a site may not exceed the maximum allowable number of spaces for the land use on that site unless those spaces were already in legal existence as of April 1st, 2019. No spaces may be added to a site for the purpose of using them as shared use parking.~~

~~(1) Permitted Land Use of the Generator. The land use generating the demand for parking must be a permitted use in the zoning district of the parcel supplying the shared use parking.~~

~~(2) Prohibited Zoning Districts. Shared parking is prohibited in R-1, R-2A, and R-2B zoning districts except as follows. If the use generating the parking demand is a Public Benefit Use that is either a permitted or conditional use in the R-1, R-2A, or R-2B zoning district, it may have required off-site parking in the R-1, R-2A or R-2B zoning districts provided such off-site parking is approved by a Conditional Use Permit.~~

620 ~~(3) Temporal Restrictions. The zoning official may establish time of day and day of~~
621 ~~week restrictions to land uses using shared parking to prevent over allocation of~~
622 ~~the parking resource. Such restrictions will be established during the applicable~~
623 ~~approval process.~~

624 ~~(4) Proximity. The shared use parking facility must be within the Pedestrian Shed of~~
625 ~~the generating land use or served by an approved shuttle service plan.~~

626 ~~*Sites within 0.25 miles of fully funded, under construction, or operating transit station~~
627 ~~for Bus Rapid Transit (Lymmo), Commuter Rail (SunRail), High Speed Rail or Light Rail.~~
628

629 ~~(5) Owner's Agreement. The property owner generating the demand for off site~~
630 ~~parking must secure an agreement with the owner of the parking facility. Such~~
631 ~~agreement must be valid for a minimum period of five years, duly executed,~~
632 ~~approved by the city attorney, and recorded in the Public Records of Orange~~
633 ~~County, Florida, and be updated as applicable.~~

634 ~~(6) New Buildings. Shared use parking serving new buildings must be approved as~~
635 ~~part of a Master Plan for the building.~~

636 ~~(7) Existing Buildings. Shared use parking serving existing buildings must be~~
637 ~~approved by a zoning official's Determination.~~

638 ~~(8) Design Requirements. All shared use parking facilities must meet all dimension,~~
639 ~~paving, landscape, and lighting requirements contained within the Orlando City~~
640 ~~Code.~~

641 ~~(C)Principal Use Parking Facilities. Principal Use Parking (P.U.P) is defined as surface~~
642 ~~or structured parking on a parcel with no buildings or where the buildings are less~~
643 ~~than 20% occupied. The parking may be used by drivers attending one or more~~
644 ~~specific nearby land uses through a lease or agreement (Shared Parking if required~~
645 ~~for code compliance), or by the general public attending any nearby land uses.~~
646 ~~Parking may be rented on a short or long term basis or may be free to the end user(s).~~
647 ~~If the building utilization surpasses 20% and parking continues to be provided for~~
648 ~~uses off site, the parking is no longer P.U.P. A parking facility that is used exclusively~~
649 ~~by an abutting property is not considered P.U.P. However, the total number of~~
650 ~~parking spaces on the parking facility and the abutting property cannot exceed the~~
651 ~~maximum number of parking spaces allowed for the property generating the demand~~
652 ~~for the parking.~~

653

654 ~~(1) New Facilities. New P.U.P. facilities may only be established on parking lots or~~
655 ~~in garages in existence as of June 1st, 2019. If the buildings on a site are either~~
656 ~~demolished, or drop below 20% occupancy and the site is used for parking, the~~
657 ~~site will be considered a P.U.P.~~

658 ~~(2) Permitted and Conditional Uses. See Chapter 58, Table FG-2B in the Orlando~~
659 ~~City Code.~~

660 ~~(3) Design Requirements. All P.U.P. facilities must meet all dimension, paving,~~
661 ~~landscape, and lighting requirements contained within the Orlando City Code.~~

- ~~(4) Signage. No signage other than directional signage may be posted on any P.U.P. site.~~
- ~~(D) Public Parking. Beyond the framework for Shared Use Parking outlined above, owners of parking facilities may allow parking on their facilities for off-site land uses with the following restrictions (note: compliance with the Shared parking provisions of this Chapter will be required if this is required parking for an adjacent land use. If this parking is on parcel without a building, or if the building is 20% or less occupied, it will need to comply with the City's Principal Use Parking provisions of this Chapter as well) any of which may require further specification through a Zoning Official's Determination. The Zoning Official must ensure compliance with the following:~~
- ~~(1) The parking allowed does not limit the availability of the Code required minimum number of parking spaces during the normal operating hours of the on-site land use.~~
- ~~(2) The parking facility is properly buffered from any residential land uses in adjacent R-1 or R-2 districts.~~
- ~~(3) All reasonable mitigation has been included to prevent light, noise, and activities from entering into any residential neighborhoods.~~
- ~~(4) No permanent advertising signs are erected on the parking lots for off-site parking.~~
- ~~(5) Ingress and egress for such parking facilities shall be approved by the Transportation Official.~~
- ~~(6) The parking facility is screened from surrounding uses in accordance with the bufferyard requirements of Chapter 60, for the principal use served.~~
- ~~(7) Public use parking will not negatively affect the reasonable enjoyment of near-by property owners.~~
- ~~(8) Owner agrees to appropriate time restrictions for the parking use.~~
- (B) Off-site Parking. The purpose of this code section is to provide standards for efficient use of parking facilities, while minimizing any negative effects to nearby properties.
- (1) Definitions.
- a. Parking Demand Generator. For purposes of this code, parking is an extension of the land use creating the demand for that parking and is thus required to be in a zoning district that allows for such land use, as shown in Chapter 58, Figure 2. In this section, *parking demand generator* is the term used for that land use.
- b. Off-site Parking. Any parking provided on a different building site than the parking demand generator, or within the same building site as the parking demand generator, but in a portion of the site that has a different zoning classification. Types of offsite parking include:
- i. Shared Use Parking. Any parking that serves more than one parking demand generator and is located on an occupied site that includes a building that is at least 20% occupied.

- 704 ii. Principal Use Parking. Any parking that is on a vacant site, or on a site
705 with a building that is less than 20% occupied. If a vacant building
706 becomes more than 20% occupied, the parking will become shared use
707 parking.
- 708 iii. Accessory Use Parking. Any parking, whether located on a vacant site or
709 not, that meets one of the two criteria below:
- 710 1. Any parking that is located in the R-3s, MXDs, O-1, H or UR
711 zoning districts and the parking demand generator is not a
712 permitted or conditional use in that zoning district.
- 713 2. Any parking that is located in a R-1s or R-2s zoning district and
714 the parking demand generator is a public benefit use that is a
715 conditional or permitted use in that zoning district.
- 716 c. Required parking. Parking spaces needed to meet the minimum amount of
717 parking for the parking demand generator, as provided in Chapter 61, section
718 3C – Number of Parking Spaces herein.
- 719 d. Extra parking. Parking spaces desired by the parking demand generator, but
720 not needed to meet City code minimums. If the parking demand generator has
721 a maximum parking requirement, per Chapter 61, section 3C – Number of
722 Parking Spaces, herein, the extra parking must not exceed the maximum.
723
- 724 (2) All off-site parking facilities must comply with the following:
725
- 726 a. Types of parking. Off-site parking may be required parking or extra parking.
727 Off-site parking may be provided on surface lots or parking structures
728 (garages). Off-site parking must be categorized as one of the following: shared
729 use parking, principal use parking, or accessory use parking. If it does not
730 comply with any of these categories, it is not allowed. If there is any doubt as
731 to the category of the off-site parking, the Zoning Official shall make the final
732 Determination.
- 733 b. Design Requirements. All off-site parking facilities must meet all dimension,
734 paving, landscape, and lighting requirements of this Part.
- 735 c. Access. Vehicular entrances and exits for all off-site parking facilities must
736 meet the standards of this Part and must be reviewed and approved by the
737 Transportation Official.
- 738 d. Screening. All off-site parking facilities must be screened from surrounding
739 uses in accordance with the bufferyard requirements of Chapter 60, Orlando
740 City Code, for the most intense parking demand generator(s) using the parking,
741 as identified in Chapter 58, Figure 3, Orlando City Code.
- 742 e. Temporal Restrictions. For off-site parking facilities located in or abutting
743 residential zoning districts, the City may establish time and day restrictions
744 during the applicable review process to prevent negative impacts of light or
745 noise to nearby neighbors, and to prevent over-allocation of the parking facility.
- 746 f. Signage. Signage may be located on an off-site parking facility only if that
747 facility is located in a zoning district where the parking demand generator is a
748 permitted or conditional use, and such signage shall be subject to all other
749 aspects of the zoning code.
750
- 751 (3) All shared use parking facilities must comply with the following:
752

- 753 a. Minimum Number of Spaces. A shared use parking facility must maintain the
754 minimum required number of parking spaces for the on-site parking demand
755 generator(s).
- 756 b. Maximum Number of Spaces. A shared use parking facility may not increase
757 the number of spaces beyond the maximum allowable for the on-site parking
758 demand generator(s) or the number in existence on the date of adoption of this
759 subsection of this Code, whichever is greater.
- 760
- 761 4) All accessory parking facilities must comply with the following:
- 762
- 763 a. Location. The parking facility must be located on a parcel that abuts the
764 building site for the parking demand generator.
- 765 b. Maximum Number of Spaces. The sum of the number of parking spaces on
766 the accessory parking facility, plus the number of parking spaces on the
767 principal building site, must not exceed the maximum number of allowed
768 spaces for the parking demand generator.
- 769 c. Access. Vehicles must access the accessory parking facility from the principal
770 building site, if feasible. If a separate driveway is needed, it shall be located to
771 minimize impacts to nearby residential zoning districts or uses. Directional
772 access may be required.
- 773 d. Parking Structures. An existing parking structure previously built for a different
774 parking demand generator may be used as accessory parking, regardless of
775 the zoning district, and does not have to meet sections a) through c) above.
776 No new parking structure may be approved as an accessory parking facility
777 unless it meets the requirements above.
- 778
- 779 5) All required parking located in an off-site parking facility must comply with the
780 following:
- 781
- 782 a. Pedestrian Shed. Required parking must be within the pedestrian shed of the
783 land use which it serves or must be served by an approved shuttle service, as
784 shown in Figure 17A.
- 785 b. Complementary Uses. A required parking space must not be allocated to more
786 than one parking demand generator, unless the two uses are complementary.
787 Complementary uses typically do not have high demand for parking spaces at
788 the same time of day (or day of the week) and will not need the same parking
789 space simultaneously. For example, offices and movie theaters are typically
790 complementary uses. The property owner must request review and approval
791 of any proposed parking for complementary uses as part of the off-site parking
792 facility review process.
- 793 c. Owner's Agreement. The property owner of the parking facility must secure an
794 agreement with the property or business owner(s) of the parking demand
795 generator(s). Such agreement must be valid for a minimum period of five years,
796 duly executed, and approved by Zoning Official Determination. If the off-site
797 parking facility and the building site of the parking demand generator are under
798 the same ownership, a binding lot agreement must be executed and approved
799 by the city attorney. Such agreements must be recorded in the Public Records
800 of Orange County, Florida, and be updated as applicable, unless waived by
801 the Zoning Official as part of the approval of the off-site parking.
- 802
- 803

Figure 17A. Pedestrian Shed for Off-Site Parking

Maximum Distance to Off-site Parking		Location of Use Served				
		<i>Downtown Parking Area</i>	<i>Transit Station Area*</i>	<i>Activity Center Zoning District</i>	<i>Other Non-Residential Zoning District[s]</i>	<i>Residential Zoning Districts</i>
Parking User	Employees	1600 ft.	1600 ft.	1200 ft.	600 ft.	n/a
	Valet	2000 ft.	2000 ft.	2000 ft.	2000 ft.	n/a
	Customer/ Visitor	1200 ft.	1200 ft.	600 ft.	300 ft.	150 ft.
	Residents	900 ft.	600 ft.	300 ft.	300 ft.	300 ft.

*Sites within 0.25 miles of fully funded, under construction, or operating transit station for Bus Rapid Transit (Lymmo), Commuter Rail (SunRail), High Speed Rail or Light Rail.

- a. Allowed districts. Off-site parking facilities are allowed consistent with the list of permitted and conditional uses, as shown in Chapter 58, Figure 2, for the parking demand generator and/or principal use parking, as described below.
New or expanded shared use parking facilities:
 - i. Permitted use in zoning districts that allow principal use parking or the parking demand generator as a permitted use.
 - ii. Conditional use in R-3s, MXDs, MUs, O-1, H, and UR districts or districts that allow principal use parking as a conditional use.
 - iii. Prohibited in R-1 and R-2 districts.
- b. New or expanded principal use parking facilities: Permitted or conditional use as shown in Chapter 58, Figure 2.
- c. Accessory parking facilities:
 - i. Conditional use for public benefit uses in R-1s, R-2s and P districts.
 - ii. Conditional use in R-3s, MXDs, MUs, Os, H, and UR districts.
 - iii. Prohibited for all uses other than public benefit uses in R-1s, R-2s and P districts.
- d. Adding a new parking demand generator to an existing parking facility:
 - i. Permitted use in zoning districts that allow principal use parking as a permitted or conditional use.
 - ii. Permitted use in zoning districts that allow the parking demand generator as a permitted use.
 - iii. Otherwise, must be evaluated as a new off-site parking facility.
- e. Extra parking is allowed in all zoning districts, provided it is in an existing parking lot or garage that meets applicable zoning standards and vehicular use area requirements including surface treatment and dimensions of parking spaces. Any new construction of a parking facility must meet sections (a) through (d) above.

- 835 6) Review Process. Off-site parking facilities are subject to the following review
836 processes:
837 a. Conditional Use review is required if applicable as shown above.
838 b. For permitted uses:
839 i. May be included as part of a master plan or other planning application if
840 required for other aspects of the project.
841 ii. If no other planning review is required, the request must be reviewed
842 administratively by applying for a Zoning Official Determination.
843

844 **Section 61.307. – Parking Garages**
845

846 (A) Review and Approval Requirements. All new parking garages shall require Master
847 Plan Review with Appearance Review and Transportation Official Review.

848 (B) ~~Aesthetic Design Requirements. Parking garages shall reflect the character, scale~~
849 ~~and massing of the principal structures they serve. Exterior wall materials for parking~~
850 ~~garages shall be compatible with the exterior wall materials and finish of the principal~~
851 ~~buildings they serve.~~

852 (1) Aesthetics. Parking garages shall reflect the character, scale and massing of the
853 principal structures they serve. Exterior wall materials for parking garages shall
854 be compatible with the exterior wall materials and finish of the principal buildings
855 they serve.

856 (2) Screening. All exposed parking garages shall include a solid opaque wall at least
857 42 inches high at the exterior of all parking levels to prevent headlights from shining
858 onto streets or adjacent properties. Additional screening elements to soften the
859 severity of the garage podium design may also be required as part of site plan
860 review.

861 (C) Access Requirements. Parking garages shall meet the following access
862 requirements:

863 (1) Parking garages shall be accessed from side streets or alleys unless no such
864 access is available.

865 (2) Vehicular entrances shall not exceed a total width of 33 feet.

866 (3) The number and location of access points shall be determined during the Master
867 Plan Review. Generally, parking garages shall be served by more than one
868 access point unless determined to be unfeasible by the Transportation Official.

869 (4) Pedestrian entrances to parking garages shall be accessible directly from the
870 street frontage.

871 (5) The slope of the grade preceding the exit of a parking garage shall not exceed
872 2% for a minimum of 25 feet.

873 (D) Mechanical Parking Garages. Automated, robotic, or mechanical parking garages
874 shall require a Conditional Use Permit. The application for the Conditional Use

Permit must include the operational plan, the architectural design details, and the maintenance plan for the garage. The application will be evaluated for safety, noise levels, and other applicable criteria.

Section 61.309. – Parking Layout.

Parking space and aisle dimensions for all new parking facilities shall conform to the dimensional requirements provided in Figure 17B. New parking facilities, expansions to an existing facility, substantial improvements and substantial enlargements to a building site, and change of use to a higher intensity require compliance with the dimensions prescribed in this section, except where exempted by subsection (g) below. See Figure 18 for parking layout terms. Parking layout shall comply with the additional standards provided below:

(A) Parking Stall Width. Parking stalls in all parking garages and parking lots shall have a minimum width of 9 feet, and a minimum depth of 18 feet 6 inches except as provided for below:

(1) Obstructions. Where walls or columns located along one or more sides of a parking stall impede the ability to access the stall or the ability to enter or exit the vehicle, the stall width shall be increased by a minimum of 1 foot. However, if a column is located within the first or last 2 feet of the depth of a stall, the space shall be increased by a minimum of 6 inches. Such increases in width shall be made for standard, compact, low-turnover, and parallel spaces.

(2) Width Increases. The module (M) and the associated aisle width (A) may be reduced by up to 2 inches for each 1 inch of additional stall width (SW) to a maximum width of 9 feet 6 inches.

(3) Measurement. Stall width shall be measured from the centerline to centerline of the marked parking stripes. For columns, walls, and other obstructions, the stall width shall be measured from the face of the obstruction.

(B) Compact Parking Spaces. Compact spaces are only permitted in parking garages. Compact spaces shall have a minimum width of 8 feet, and a minimum depth of 16 feet. No more than 15% of the total spaces in a garage may be designated as Compact. All Compact spaces shall be prominently marked and posted.

(C) Low Turnover Parking Spaces. Low turnover parking spaces shall have a minimum width of 8 feet 6 inches and a minimum depth of 18 feet 6 inches. A maximum of 20% of the total spaces in a garage or parking lot may be designated as low-turnover. Low turnover parking spaces shall be placed generally in the parking facility at locations that are furthest from the entrance and not designed for visitor or customer use. Low turnover spaces are only intended to serve employees or residents of the non-residential or residential land use served by the parking garage.

In parking garages, the maximum amount of Low turnover parking spaces may be increased to 40% of the total facility spaces where the Transportation Official

determines that the use of the parking garage primarily serves long-term, non-visitor parking needs. Written approval of any such increase above 20% must accompany any plans submitted for Permitting.

(D) Tandem Spaces. Tandem parking spaces are only allowed for multi-family uses. Tandem spaces shall have a minimum width of 9 feet and minimum depth of 37 feet. Tandem spaces must be assigned to individual units. A maximum of 20% of the total spaces in a garage or parking lot serving a multi-family residential use may be designed as tandem spaces. Tandem spaces count as two required parking spaces.

(E) Aisles. Aisles for 90 degree parking spaces shall be designed to accommodate two-way traffic flow. Aisles for all other angles shall be designed to accommodate one-way traffic flow. For two-way traffic flow, the minimum aisle width (A) shall be 24 feet.

(F) Turning Bays. In all parking facilities, turning bays shall comply with the minimum dimension of 16 feet 6 inches, as shown in Figure 19. For two-way traffic flow, the minimum turning bay width shall be 24 feet.

(G) Exemptions. The following activities may be exempted by the Planning and Transportation Officials by determination from providing revised parking space and aisle dimensions, provided the lot or garage design was previously permitted by the City:

- (1) Routine maintenance of a parking facility; including restriping, new pavement, and installation of curbs or wheel stops.
- (2) The installation of landscaping, bufferyards and lighting in an existing parking facility to more closely conform with this Part which results in the removal of parking, provided the improvement results in an amount of parking between the minimum and maximum parking ratios prescribed by this Part.
- (3) A previously approved or legally non-conforming design of a parking garage.
- (4) Reuse of historic resource.
- (5) Minor expansions that are less than 25% of the existing amount of parking or 10 spaces, whichever is greater, to an existing parking facility that does not conform to the dimension requirements of this sections, provided the previously approved dimensions are duplicated into the expanded parking area.
- (6) Renovations to the building site that result in the amount of parking falling below the minimum parking requirements of this Part.
- (7) A determination is not required to modify existing and proposed dimension requirements for the redevelopment of a property consistent with the above provisions if the redevelopment is included in a Master Plan going through MPB review.

FIGURE 17B. REQUIRED PARKING DIMENSIONS FOR PARKING STALLS.

Angle of Parking	Stall Width(SW)	Stall Depth (SD)	Aisle Width (A)	Interlock (i)	Overhang (OV)	Module (M)	Module (M*)
45°	12'-7"	19'-6"	13'-0"	16'-0"	2'-0"	48'-6"	45'-0"
60°	10'-4"	20'-6"	15'-0"	18'-0"	2'-0"	53'-6"	51'-0"
75°	9'-3"	20'-0"	19'-6"	18'-6"	2'-0"	58'-0"	56'-6"
90°	9'-0"	18'-6"	23'-0"	18'-6"	2'-0"	60'-0"	60'-0"

Notes:

1. 90 degree parking is preferred.
2. Parking angles from 76 to 89 degrees are not permitted.
3. Parallel parking spaces shall have a minimum length of 22 ft. 0 inches and a minimum width of 8 ft. 6 inches. Written approval of any desired reduction from these dimensions must accompany all plans submitted to Permitting.
4. The Transportation Official shall be authorized to allow a maximum 1 foot reduction of the module (M) and the associated aisle width. Written approval of this reduction shall accompany all plans submitted to Permitting.
5. Any row of parking spaces consisting of more than 50% Low Turnover or Compact spaces must have the adjoining drive aisle widened by 1 ft. from the above listed requirements.
6. Minimum dimensions for two-wheeled vehicle parking spaces are 3 ft. by 10 ft.

3C. – NUMBER OF PARKING SPACES.

Section 61.322. – Parking Space Requirements.

- (A) Residential Uses. Parking spaces for residential uses outside the Downtown Parking Area shall be provided in accordance with the standards listed in Figure 26.
- (B) Non-residential Uses. Parking spaces for nonresidential uses outside the Downtown Parking Area shall be provided in accordance with the standards listed in Figure 27.
- (C) Downtown Parking Area. Parking spaces for all uses within the Downtown Parking Area shall be provided in accordance with Section 61.342 of this Part.

(D) Two-wheeled Motor Vehicle Spaces. On building sites containing at least 50 parking spaces, a minimum of 2 two-wheeled motor vehicle parking spaces shall be provided convenient to the main entrance of the building. On-street two-wheeled motor vehicle parking spaces are encouraged, where possible. Two-wheeled motor vehicle parking spaces shall be a minimum of 3 feet wide by 10 feet deep, and shall be clearly identified through signage or marking as reserved for two-wheeled vehicles. Additional spaces may be provided in lieu of or in addition to the required number of parking spaces. Where two-wheeled vehicle spaces are provided in lieu of the required number of parking spaces, a maximum of 2% (or one space, whichever is greater) of the required number of parking spaces may be so converted.

(E) Outdoor Seating and Assembly. In addition to the number of parking spaces required for a land use inside a building, additional parking spaces will be required for outdoor seating and outdoor assembly with the following:

(1) Outdoor Cafes – Unless located within the Downtown Parking Area, businesses and activities that have outdoor seating areas for the purpose of eating and drinking must provide 5 parking spaces per thousand square feet for the portion of any new outdoor seating area that exceeds 25% of the square footage of the interior of the business.

(2) Outdoor Assembly - Any land use that conducts an outdoor assembly at least once per week must provide parking at the same rate as required for the interior space of the building.

FIGURE 26. RESIDENTIAL PARKING REQUIREMENTS

Use	Per Dwelling Unit	Per Rated Patron Capacity	Special Requirements
***	***	***	***
Duplexes and Tandems and Townhomes	1		Plus 1 space for each dwelling unit over 1,500 sq. ft. of gross floor area*
***	***	***	***
Multi-family Multifamily and multiplex dwellings:			

Use	Per Dwelling Unit	Per Rated Patron Capacity	Special Requirements
Efficiency apt.	0.75		
Studio Units <u>Studio and 1-bedroom units up to 750 sq ft.in size</u>	1.0		
1 bedroom <u>(751 sq. ft. or larger)</u>	1.5		
2-bedrooms	1.75		
3 or more bedrooms	2		
***	***	***	***
Single family Detached dwellings	1		Plus 1 space for a dwelling unit over 1,500 sq. ft. of gross floor area
***	***	***	***

* Guest parking must be provided in accordance with Sec. 58.511

Sec. 61.323. – Adjustments to Parking Requirements.

Adjustments to the required minimum of number of off-street parking spaces for new and revised projects may be allowed with approval of staff, the Board of Zoning Adjustment or the Municipal Planning Board. The procedures and applicability of the approval process, along with the available magnitudes and criteria for reductions are detailed below.

(B) Minor Modifications of Standards. The Zoning Official may approve a reduction of up to 2 spaces or 10%, whichever is greater, through a Modification of Standards, (as defined in Sec. 65.302 entitled Where Modification of Standards Procedures Apply)

(C) Zoning Variances. Except for new construction, the Board of Zoning Adjustment may approve a reduction of up to 10 spaces through a Zoning Variance (as defined in Part 2J of Chapter 65).

(D) Parking Reduction with Merits. On-site parking requirements may be reduced administratively (up to 10%) or by City Council (up to 40%) in accordance with the criteria of Sec. 61.323.a and Fig. 27-A at the time of or prior to application for Master Plan, Conditional Use Permit, Zoning Change, or Future Land Use Change, if applicable.

~~Adjustments to the required minimum or allowed maximum number of parking spaces are not eligible for variances granted through the Board of Zoning Adjustment.~~

~~(B) Minimum Requirement Reductions. New buildings, expansions of existing buildings, or changes in use to higher density or intensity uses may apply for a reduction in the minimum number of On-Site or Remote parking spaces. Such requests shall use the approved application and be made at the time of or prior to application for Master Plan, Conditional Use Permit, Zoning Change, or Future Land Use Change, if applicable. If the project does not require any of the above reviews, the request for a reduction in the number of parking spaces provided shall be made 60 days prior to submittal of any plans to Permitting Services Division.~~

~~(1) Requests for reductions will be evaluated based on the site's specific location and land use(s). Requests qualifying for reductions in the number of spaces of 10% or less are eligible for staff approval via a Zoning and Transportation Official Determination. Requests seeking reductions in the minimum number of spaces of 11% to 40% will require MPB approval as part of another matter before the Board or as a separate Conditional Use Permit. Reductions of greater than 40% shall not be granted under this Section.~~

~~(2) If a reduction in the minimum number of parking spaces equal to or less than 10% is granted under the provisions of this Section, the applicant shall not be allowed to operate the parking facility with more than 20% of the total spaces reserved or assigned for individual residents or employees. If a reduction in the minimum number of parking spaces of more than 10% is granted under the provision of this Section, the applicant shall not be allowed to operate the parking facility with more than 5% of the total spaces reserved or assigned for individual residents or employees. Areas of the facility may be segregated for types of users, such as residents, employees or for specific tenants but the use of such operational procedures will be considered by staff and the MPB when considering the size of the reduction to approve.~~

(2) Limitations.

a. If a reduction in the minimum number of parking spaces equal to or less than 10% is granted under the provisions of this Section, the applicant shall not be allowed to operate the parking facility with more than 20% of the total spaces reserved or assigned for individual residents or employees.

b. If a reduction in the minimum number of parking spaces of more than 10% is granted under the provision of this Section, the applicant shall not be

1084 allowed to operate the parking facility with more than 5% of the total spaces
1085 reserved or assigned for individual residents or employees.

1086
1087 c. Areas of the facility may be segregated for types of users, such as residents,
1088 employees or for specific tenants but the use of such operational procedures
1089 will be considered by staff and the MPB when considering the size of the
1090 reduction to approve.

1091
1092 (3) Easements. If a reduction in the minimum number of parking spaces is granted
1093 under the provisions of this Section, the owner is required to grant all necessary
1094 cross-access easements to adjacent property owners, create joint pedestrian
1095 circulation plans with near-by properties, and incorporate pedestrian oriented
1096 design features as applicable.

1097
1098 (4) Criteria. The following criteria shall be used for evaluation of eligibility. The
1099 percentages listed below are the maximum percentages that may be approved.
1100 A lower percentage reduction may be approved by Staff or MPB if the criteria is
1101 deemed to be only partially met by a particular project. In no case will the sum
1102 of reductions approved exceed 40% of the minimum parking requirements from
1103 Figures 26 & 27.

1104 **FIGURE 27-A**

1105

1106

Figure 27-A	Maximum Reduction
Proximity to Premium Transit:	Up to 10%
Proximity to Public Parking Facilities:	Up to 5%
Complementary Land Uses in the same Building or Site:	Up to 5%
Provision of onsite Car Share	Up to 5%
Inclusion of Affordable Housing Element:	Up to 5%
<u>At least 900 ft. s</u> Separation from Residential Neighborhoods with On-Street Parking	Up to 5%
Provision of Enhanced Bike & Pedestrian Facilities	Up to 5%

1107
1108 (5) Creation of an On-Site Parking Reserve. Applicants may set aside land within
1109 their building site as a Parking Reserve for future parking needs. Where a
1110 parking reserve is provided, the property owner shall, at his/her own expense,
1111 enter into a written agreement with the City, recorded with Orange County, and
1112 shall submit a site plan to show how the additional number of spaces otherwise
1113 required could subsequently be provided on the site. The parking reserve shall

include all required yards, setbacks and driveways and meet all other requirements of this Part, and shall be shown on the final site plan submitted for permits. The additional parking spaces may be provided in a parking lot or parking garage, as determined by the property owner and where approved by the Zoning Official to be practical, feasible and compatible with the site plan for the land use being served. The request for use of a parking reserve shall be made prior to Staff or MPB approval of any parking requirement reductions under this Part and shall be supported by a professionally prepared parking study demonstrating a lower than typical parking need for the project at the time of initial completion. Parking Reserves shall expire 15 years from the date of execution and the land contained therein may be used for other development activity.

(b)) Increases in the maximum allowable number of parking spaces. Maximum allowable increases requests to construct more parking spaces for one or more land uses than the allowable maximums in Figure 27 requires a Zoning Official determination unless the request is incorporated into a Master Plan or Conditional Use Permit. A request to increase the maximum allowable number of parking spaces by 10% or less requires a Zoning Official determination unless the request is incorporated into a Master Plan or Conditional Use Permit. Requests seeking increases of more than 10% of the maximums in Figure 27 or Sec. 61.342, must go through Municipal Planning Board review. Applicants may be required to provide landscaping or mobility features that exceed the Code required minimums to be considered for relief under this provision.

3E. – CITY OF ORLANDO DOWNTOWN PARKING PROGRAM.

Section 61.341. – General Requirements of the Downtown Parking Program.

The following general requirements shall apply to uses located in the Downtown Parking Area Zones A and B, which is defined as the area depicted in Figure 29:

(A) Off-street parking shall be provided in accordance with the requirements set forth in Sections 61.342—61.345.

(B) Off-street parking, ~~including any spaces authorized as a Parking Bonus~~, shall be located as follows:

(1) On-site; or

(2) Off-site, in the City of Orlando Downtown Parking Program (the Program), by payment to the Parking System Revenue Fund (Parking Fund) in accordance with the requirements of Section 61.344.

(3) Off-Site, in privately owned facilities, if all of the following apply:

- 1163
- 1164 a. No City owned facilities have capacity to serve the demand.
- 1165
- 1166 b. The private facility has available and uncommitted capacity.
- 1167
- 1168 c. The owner enters into a minimum of a 5 year agreement with the owner of
- 1169 the facility for the use of the parking spaces. A copy of such an agreement
- 1170 must be provided with submittal to the City of development plans.
- 1171
- 1172 d. Off-Site on a newly constructed facility intended to serve the land use that will
- 1173 generate the parking demand. Such facilities must be within the pedestrian
- 1174 sheds detailed in Section 61.303(a)(b) or served with valet or shuttle services
- 1175 during all operating hours.
- 1176

1177 (4) Subject to a Zoning Official's Determination to ensure compliance with the above.

1178

1179 (C) Notwithstanding the provisions of Chapter 65, Part 2, the provisions contained in this

1180 Part shall not be subject to a variance or any type of waiver unless expressly declared

1181 within this Part.

1182 **Sec. 61.342. – Parking Requirements.**

1183

1184 (A) Number of Spaces. Uses within Downtown Parking Zone A are not subject to a

1185 minimum requirement for off-street parking spaces, but maximum parking

1186 allowances still apply. All uses within the Downtown Parking Area Downtown Parking

1187 Zone B shall provide parking spaces in accordance with the following:

1188 (1) Residential Uses.

- 1189 a. Minimum: 1 parking space per dwelling unit.
- 1190 b. Maximum ~~without Parking Bonus~~: 2 parking spaces per dwelling unit.
- 1191 c. ~~Maximum with Parking Bonus: No maximum.~~

1192 (2) Non-Residential Uses.

- 1193 a. Minimum for hotels/motels: 0.35 parking spaces per lodging unit.
- 1194 b. Minimum for other uses: 1 parking space per 1,000 square feet of gross floor
- 1195 area (GFA).
- 1196 c. Maximum ~~without Parking Bonus~~: 3 parking spaces per 1,000 square feet
- 1197 GFA.
- 1198 d. ~~Maximum with Parking Bonus: No maximum.~~

- 1199 (3) Exempt Non-Residential Uses. The following non-residential uses are exempt
1200 from the minimum parking requirements provided in subsection (a)(2) above:
- 1201 a. Retail Uses.
- 1202 b. Personal and ~~Entertainment~~ Service Uses.
- 1203 c. Theaters.
- 1204 d. Eating and Drinking Establishments.
- 1205 e. Child Day Care Centers.
- 1206 f. Public Benefit Uses.
- 1207 ~~(B) Parking Bonus.~~
- 1208 ~~(1) Definition. For purposes of this Part, "Parking Bonus" shall mean authorization~~
1209 ~~given by the City to a landowner to provide parking spaces in excess of the~~
1210 ~~maximum requirements set forth in (a) above, in exchange for a payment.~~
- 1211 ~~(2) Purpose. The Parking Bonus system is established to further the following~~
1212 ~~objectives:~~
- 1213 ~~a. Ensure that uses and proposed uses in the Downtown Parking Area are~~
1214 ~~competitive in the local real estate market;~~
- 1215 ~~b. Discourage the provision of parking spaces in excess of absolute need; and~~
- 1216 ~~c. Ensure that off street parking spaces are available for use by Downtown~~
1217 ~~Parking Area residents and the general public.~~
- 1218 ~~(3) Bonus Payment. The total amount of a Parking Bonus payment shall be~~
1219 ~~calculated by multiplying the total number of parking spaces provided in excess~~
1220 ~~of the maximums set forth in (a) above, by the corresponding payment per space~~
1221 ~~amount indicated in the tables below. For the purposes of this Part, gross floor~~
1222 ~~area shall only include interior spaces that are heated and/or air conditioned.~~

1223 -

	Payment Per Space	
	West of I-4	East of I-4
For Residential Uses	\$1,500	\$1,500
For Non-Residential Uses	\$0	\$1,500

1224 ~~Bonus payments shall be remitted to the City in accordance with the requirements~~
1225 ~~set forth in Section 61.344(b)(3).~~

1226 ~~(4) Allocation. Bonus parking spaces may be provided either on-site or off-site in the~~
1227 ~~Program. Bonus parking spaces provided in the Program shall be subject to both~~
1228 ~~the Parking Bonus payment, as described in (b)(2) above, and the payment to~~
1229 ~~the Parking Fund for spaces in the Program, as described in Section 61.344.~~

1230 ~~(5) Designation. Prior to issuance of a building permit, the applicant shall present to~~
1231 ~~the Transportation Official a written document which:~~

1232 ~~a. Identifies the total number of parking spaces to be provided on-site and the~~
1233 ~~total number of parking spaces to be provided in the Program; and~~

1234 ~~b. Separately identifies the Bonus parking spaces to be provided on-site and~~
1235 ~~the Bonus parking spaces to be provided in the Program.~~

1236 (GB) Design Criteria. All parking provided in the Downtown Parking Area shall conform
1237 to the following design criteria. These criteria are intended to promote a vibrant
1238 pedestrian environment and to mitigate the negative impacts of flexible parking
1239 requirements.

1240 (1) Shared parking is encouraged.

1241 (2) Parking garages shall reflect the character, scale and massing of the principal
1242 structures they serve.

1243 (3) Exterior wall materials for parking garages shall be compatible with the exterior
1244 wall materials and finish of the principal buildings they serve.

1245 (4) Where feasible, liner buildings and/or ground floor uses shall be incorporated into
1246 the street side of parking garages to maximize architectural interest and human
1247 activity.

1248 (5) Parking lots and parking garages shall be designed to minimize direct views of
1249 parked vehicles from streets and sidewalks and to avoid spill-over light, glare,
1250 noise and exhaust fumes onto public use areas or adjacent properties.

1251 (6) Parking lots along the street frontage are discouraged. In cases where parking
1252 lots are located along the street frontage, the primary facade of the principal
1253 building shall front directly onto a publicly accessible walkway that leads directly
1254 from the street to the establishment's front door without crossing a vehicular
1255 travel way.

1256 (7) Landowners shall provide bicycle parking accommodations at each parking
1257 facility.

- 1258 (8) Parking facilities located along mandatory street-level commercial use areas
1259 depicted on Figure 62.505-1 must conform to the following additional
1260 requirements:
- 1261 a. Ingress and egress drives are prohibited along a mandatory street-level
1262 commercial use area when the City determines that adequate access can be
1263 provided from a location outside the mandatory street-level commercial use
1264 area.
- 1265 b. Ingress and egress drives are prohibited along Orange Avenue or Magnolia
1266 Avenue when the City determines that adequate access can be provided from
1267 another location inside or outside mandatory street-level commercial use
1268 area.
- 1269 c. Awnings or overhangs over sidewalks are permitted by right, subject to the
1270 standards provided in sections 61.204 and 62.504.
- 1271 (DG) Non-Conformities.
- 1272 (1) All land uses in the Downtown Parking Area shall be deemed non-conforming
1273 and exempt from the requirements of this Part if:
- 1274 a. They are lawful and existing uses on January 31, 2002, but they do not meet
1275 all of the provisions of this Part after February 1, 2002; or
- 1276 b. They are uses for which a building permit has been lawfully issued prior to
1277 February 1, 2002, the permit remains valid, the property is consistent with the
1278 Growth Management Plan as amended, the property is zoned and platted for
1279 the use, sewer capacity has been reserved, and the transportation impact fee
1280 has been paid. If the building official determines that a building permit for any
1281 such use has lapsed or expired, pursuant to Chapter 13 of the Orlando City
1282 Code, then no subsequent building permit shall be issued except in
1283 accordance with this Chapter.
- 1284 (2) Divest of Non-conforming Status. Any use deemed non-conforming in (d)(1)
1285 above, which is substantially enlarged or improved, shall be subject to the
1286 requirements of this Part and all applicable provisions of Chapter 58, Part 7,
1287 except as follows:
- 1288 a. If the total GFA of the substantially enlarged or improved use is less than
1289 10,000 square feet, the minimum requirements of this Part shall not apply.
- 1290 b. If the total number of existing parking spaces exceeds the maximum number
1291 of spaces allowed for the total GFA of the substantially enlarged or improved
1292 use, the maximum requirements of this part shall not apply.
- 1293 (3) Demolition. For the purposes of this part, after the demolition, removal,
1294 destruction, substantial enlargement, or substantial improvement of any use
1295 deemed non-conforming in ~~(d)~~(c)(1) above, the requirements of this part shall
1296 apply to the construction, reconstruction, or redevelopment of the site, and in the

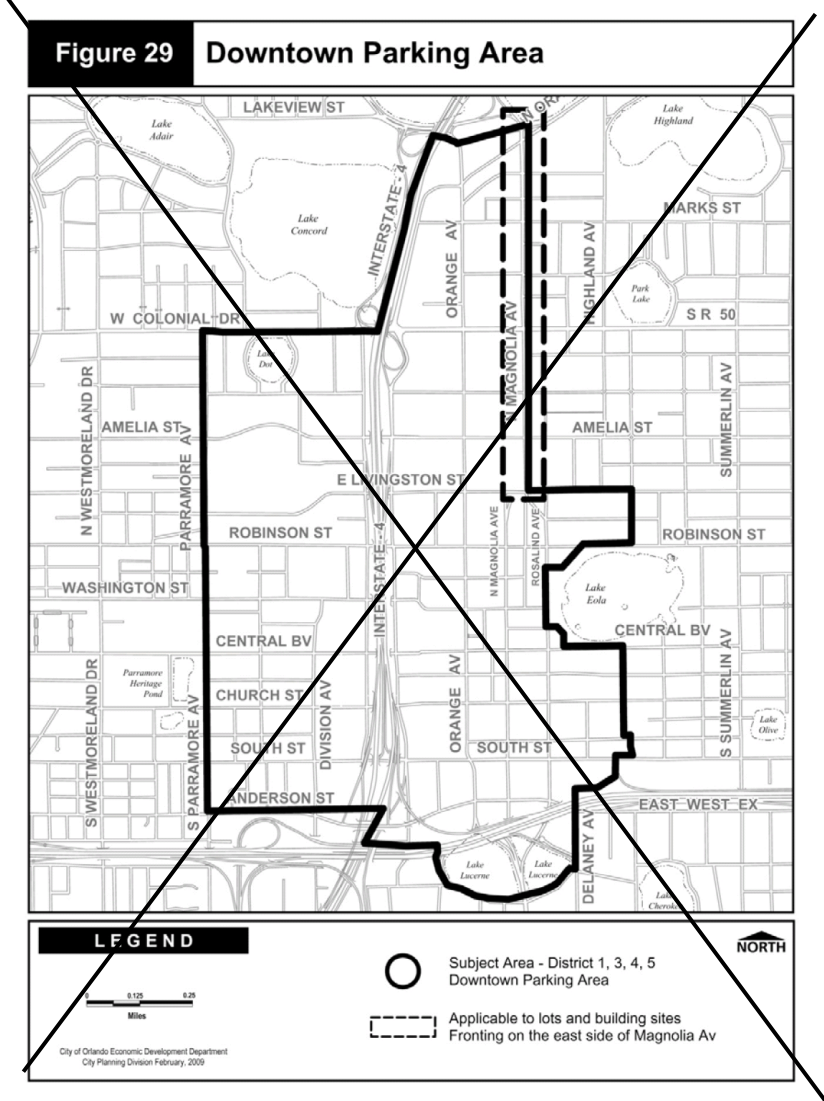
1297 calculations pursuant to this part, no credit from the prior non-conforming use
1298 shall be applied to a new structure, building, or use.

1299 ****

1300 **Section 61.345. – Location Requirements for Principal Use Parking Facilities.**

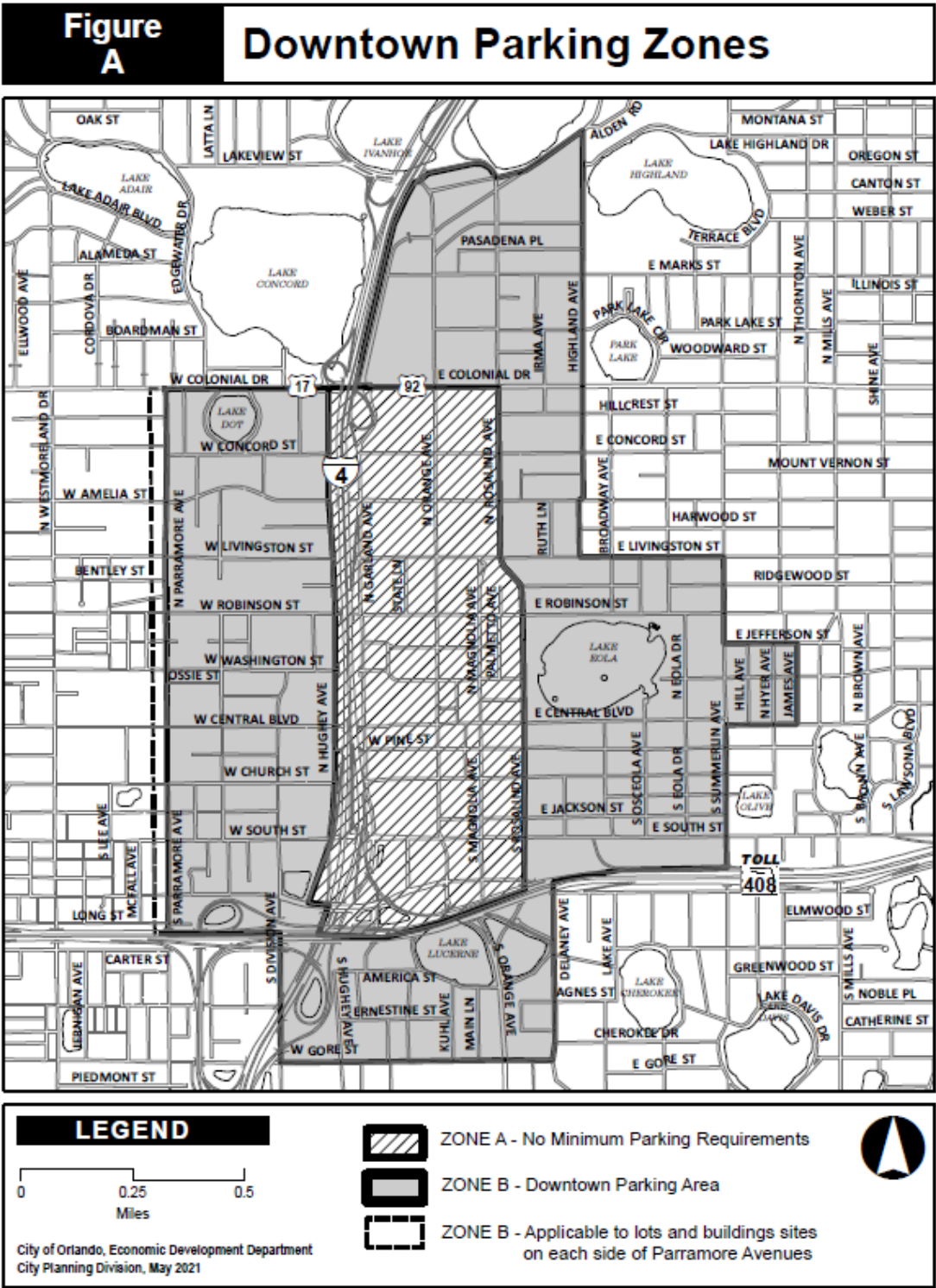
1301
1302 There shall be no Principal Use parking facilities located within the Downtown Parking
1303 Area, or outside the Downtown Parking Area which provide parking for uses located within the
1304 Downtown Parking Area, whether as a single use or as part of a mixed use development, unless
1305 owned by the City. For the purposes of this section, City-owned parking facilities shall include
1306 any form of ownership interest held by the City including, but not limited to, fee simple interest,
1307 lease-option, lease-public-private arrangement, or shared or equity ownership.
1308

FIGURE 29. DOWNTOWN PARKING AREA



1313

Figure 29: Downtown Parking Zones



1314

1315

1316

1317

1318

Section 4. CHAPTER 62, PART 2, AMENDED. Chapter 62, Part 5, Code of the City of Orlando, Florida, is hereby amended as follows:

Sec. 62.502. – Parking Facility Design.

In the AC-3A district, parking garages and lots fronting on Pedestrian Streets and Malls designated by the Streetscape requirements of Chapter 61 shall be designed as follows:

Within the ~~City Center Subdistrict~~ Downtown Parking Zone A (shown in Figure 44~~29~~), at least 75% of ground floor parking garage frontage, exclusive of entrance driveways, stairwells and pedestrian entryways, shall consist of active uses other than parking, such as offices, light retailing, personal services, and entertainment.

Outside of the ~~City Center Subdistrict~~ Downtown Parking Zone A, a landscaped pedestrian-oriented setback of at least 20 feet shall be required for all parking garages fronting on Pedestrian Streets. However, the setback shall not be required for any portion of the parking garage frontage which incorporates ground floor active uses other than parking.

Note: Section 62.502 is intended to create pleasing pedestrian-oriented spaces. Other design alternatives which achieve this intent may be approved by the appropriate reviewing authority.

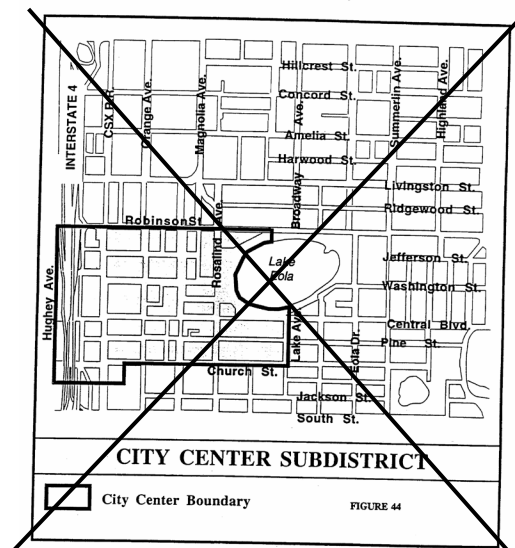


FIGURE 44

Architecture of Parking Garages on All Pedestrian Streets. The exterior facades of all parking garages fronting on Pedestrian Streets and Malls shall be so designed as to achieve an architectural unity with the principal structure(s) which they are intended to serve.

~~Parking Lots on Primary and Secondary Pedestrian Streets. Parking lots as a principal use are a conditional use in the AC-3A district. See Chapter 61, Downtown Parking Requirements for further information.~~

Section 5. CHAPTER 65, PART 2, AMENDED. Chapter 65, Part 2, Code of the City of Orlando, Florida, is hereby amended as follows:

1354 **PART 2. – ZONING APPLICATIONS AND PROCEDURES.**

1355
1356 ****

1357
1358 **2F. – MODIFICATION OF DEVELOPMENT STANDARDS FOR SITE PLAN**
1359 **APPROVAL.**

1360
1361 ****

1362
1363 **Sec. 65.302. Where Modification of Standards Procedures Apply**

1364
1365 The Modification of Standards procedures of this Part shall apply to the following types of
1366 uses and activities:

1367
1368 (A) The procedures shall apply to all uses specified as permitted uses in the Table of
1369 Allowable Uses.

1370
1371 (B) The modification of standards requirements shall apply to the following land
1372 development standards:

1373
1374 (1) Principal Building Setbacks. Up to 20% of the setback requirement. In no case
1375 shall the side yard setback be less than 5 ft. for conventional one and two family
1376 development. No modification of the required 50 ft. principal building setback from
1377 a natural surface water body or retained wetland shall be permitted.

1378
1379 (2) Accessory Building Location Standards. Up to 20% of the setback requirement.
1380 The maximum floor area of accessory structures may be increased from 400 sq.
1381 ft. up to 500 sq. ft. without meeting principal building setbacks.

1382
1383 (3) Fence Height. Up to 2 ft. above the maximum fence height permitted by Section
1384 58.929. In association with a fence height request, pillar and post height may be
1385 modified by a corresponding amount, provided the pillars or posts are not less than
1386 8 ft. apart.

1387
1388 (4) Parking, Loading, and Driveways. Up to 10% of the number of required parking
1389 spaces or 2 spaces, whichever is greater. Handicapped parking spaces shall be
1390 eligible for modification of standards, provided such modification does not reduce
1391 the number of spaces or the dimensions of spaces below the standards of the
1392 Florida Accessibility Code for Building Construction or the Federal Americans
1393 with Disabilities Act requirements. Modification of driveway and driving aisle
1394 width, parking space width and depth, and loading berth requirements shall be
1395 permitted. Driveway and driving aisle width modifications shall also require
1396 approval by the Transportation Official.

1397 In addition to the above, lots with residential development built before 1959 with a historic
1398 unimproved driveway may be eligible for a Modification of Standards for stone driveways
1399 providing:

- 1400 a. Only #4 stone (not pea gravel or asphalt milling) is used for the driveway
1401 surface
1402 b. Include a paved apron

- 1403 c. Provided a paved surface for at least the first 15 feet
1404 d. Provide either a 2-foot setback from adjacent properties or provide a
1405 containment border to keep the stone in place, and
1406 e. Receive City Engineer approval.

1407 This Modification is not available for gravel parking spaces in the front or street side yards.

1408 (5) Landscaping and Bufferyards. Locational and dimensional requirements of
1409 required landscaping areas may be reduced up to 50% of the required width.
1410 Required plantings shall be provided but may be relocated.

1411 (6) Air Conditioning Units Location. Air conditioning compressors may be located in
1412 the street side yard but shall not be located in the required front yard.

1413 (7) Lot Depth. Minimum lot depth may be reduced, but not in a manner that would
1414 reduce the lot area below the requirements of the zoning district

1415 (8) Certain Additions to Principal Buildings. Additions to existing principal buildings
1416 which do not have heating, ventilation or air conditioning may be constructed using
1417 the accessory structure setback standards contained in Chapter 58.

1418 (9) Certain Accessory Buildings. Two story accessory buildings in residential zoning
1419 districts may have the same rear yard setback as the required side yard setback
1420 providing the following is found to be true:

1421 a. The property is not located within an historic preservation district, and

1422 b. The second story heated and cooled space is not greater than 500 square feet,
1423 and

1424 c. No Specimen or Historic trees are to be removed.

1425 d. The accessory structure is in compliance with all other codes.

1426 (10) First Story Porches outside of Traditional City. An unscreened covered porch
1427 which is open on three (3) sides (except for surrounding columns and architectural
1428 features) may be permitted on the first story of a residential building. Such porches
1429 may extend into the required front yard setback up to eight (8) feet and into the
1430 required street side yard setback up to five (5) feet, provided that the following
1431 conditions are met:

1432 a. The porch has a minimum depth of six (6) feet;

1433 b. The porch is constructed of materials similar to that of the principal façade.

1434 c. The porch design is consistent with the architectural style of the principal
1435 structure as determined by the Appearance Review Officer in accordance with
1436 generally accepted architectural standards; and

d. The proposal replicates the design characteristics of the Traditional City.

A first story porch outside of the Traditional City that does not meet the above criteria must obtain approval through a Design Variance.

Section 6. CHAPTER 66, PART 2, AMENDED. Chapter 66, Part 2, Code of the City of Orlando, Florida, is hereby amended as follows:

PART 2. – DEFINITIONS.

Dwelling, ~~Multi-Family~~ Multifamily. Any group of three or more dwelling units occupying a single building site, whether composed of one or more than one principal building. This term includes apartments, multiplexes, and condominiums. However, this term shall not include Townhomes. This term shall include the following types of ~~multi-family~~ multifamily dwelling units:

~~(A) Efficiency Apartment: A dwelling unit up to 500 square feet in size that consists of one habitable room together with cooking and sanitary facilities.~~

~~(B)~~(A) Studio Apartment: A dwelling unit up to 750 square feet in size that consists of one habitable room together with cooking and sanitary facilities, and may also include a partial separation for a sleeping area.

(B) One bedroom: A dwelling unit of any size that includes cooking and sanitary facilities, and includes not more than one room that meets the definition of a bedroom as set forth in Section 381.0065, Florida Statutes. This also includes a dwelling unit more than 750 square feet in size that consists of one habitable room together with cooking and sanitary facilities.

(C) Two or more bedrooms: A dwelling unit that does not meet one of the definitions above.

SECTION 7. CODIFICATION. The city clerk and the city attorney shall cause the Code of the City of Orlando, Florida, to be amended as provided by this ordinance and may renumber, re-letter, and rearrange the codified parts of this ordinance if necessary to facilitate the finding of the law.

SECTION 8. SCRIVENER'S ERROR. The city attorney may correct scrivener's errors found in this ordinance by filing a corrected copy of this ordinance with the city clerk.

SECTION 9. SEVERABILITY. If any provision of this ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable.

SECTION 10. EFFECTIVE DATE. This ordinance takes effect upon adoption.

DONE, THE FIRST READING, by the City Council of the City of Orlando, Florida, at a regular meeting, the _____ day of _____, 2022.

DONE, THE PUBLIC NOTICE, in a newspaper of general circulation in the City of Orlando, Florida, by the city clerk of the City of Orlando, Florida, the _____ day of _____, 2022.

DONE, THE SECOND READING AND PUBLIC 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, the _____ day of _____, 2022.

BY THE MAYOR OF
THE CITY OF ORLANDO, FLORIDA:

Mayor

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

City Clerk

Print Name

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

Assistant City Attorney

Print Name