

**SCHEDULE D
PLANNED DEVELOPMENT PROJECT REGULATIONS**

SECTION 1.0 PERMITTED USES

Permitted uses located in planned development projects shall be determined by designating all land areas within the planned development project boundaries for a land use category based on land use categories listed on Schedule B, Permitted Uses of this ordinance. In addition to the requirement that all land areas in planned development projects be designated with a land use category based on Schedule B, permitted uses located within the planned development project boundaries may be further classified based on Schedule A, Land Use Classifications.

SECTION 2.0 AREA AND DIMENSIONAL REGULATIONS

A. Minimum Parcel Area and Dimensions Required. All planned development projects shall be subject to the following minimum standards:

1. 10,000 square feet of parcel area for all uses excluding mobile homes;
2. 43,560 square feet of parcel area for planned development projects that include mobile homes.
3. A parcel depth of one hundred fifteen (115) feet.

B. Minimum Required Parcel Frontage On Street. 20 Feet

C. Maximum Permitted Density and Intensity Standards.

New development within the City shall comply with the density and intensity standards set forth in the Future Land Use Element of the Comprehensive Plan.

New development within the following mixed land use designations contained in the Future Land Use Element of the Comprehensive Plan shall be developed as planned development projects: Airport Industry and Commerce District (AIC); I-4 High Intensity (HI); and the Westside Industry and Commerce District (WIC).

1. **Airport Industry and Commerce Land Use Designation (AIC).** The AIC land use designation is a planned land use mix intended to include intensive industrial development, particularly industries requiring airport linkage. The Airport Industry and Commerce designation is intended to encourage the expansion of industrial land uses in areas where airport noise impacts will prohibit residential development and provide additional areas for mixed use development that would be compatible with airport operations. . Hotel and residential uses are intended to accommodate travelers and students, guests and owners of businesses located within the designation.

Unless approved as a part of a Development of Regional Impact or an Airport Master Plan, all new development within the AIC designated area shall be developed as planned development which shall comply with the regulations of this schedule. Development within the AIC designated area existing prior to the adoption of the Comprehensive Plan will be "grandfathered."

The maximum intensity of supportive commercial development measured as a floor area ratio is 1.0. The maximum intensity for industrial development shall be 1.0.

All new development shall include but not be limited to:

- a. Plans for managing any potential adverse impacts of proposed development on air operations;
- b. Sound insulation in areas within the airport impact noise zones;
- c. Controlled access and internal circulation, including provisions for cross access easements, joint use of driveways, and separation of ground transportation from aircraft runways, taxiways, and servicing areas;

All development on property owned by the Orlando Sanford Airport and included in a Development of Regional Impact or in the Orlando Sanford Airport Master Plan shall be approved through the following process:

- a. The Development of Regional Impact and/or the Airport Master Plan shall be reviewed by the Planning and Zoning Commission prior to review and approval by the City Commission.
 - b. All individual development projects and/or plans which have been previously included in either the Development of Regional Impact or the Airport Master Plan shall be subject to the Engineering Plan Review Procedures of Section 5.5 of these regulations prior to the issuance of a building permit.
2. **I-4 High Intensity (HI).** The HI is a mixed use designation intended to promote and regulate anticipated development within the vicinity of the I-4/State Road 46 Interchange. I-4 High Intensity land uses shall include commerce, industry, and high density residential development.

The maximum intensity of development within the HI district shall be an FAR of 1.0. Maximum residential density shall be fifty (50) dwelling units per acre.

All new development within the I-4 High Intensity Area shall comply with performance criteria included in this schedule and as follows:

- a. Be designed to accommodate and encourage use of multi-modal transpor-

tation systems;

- b. Achieve a high standard of urban design amenities, including pedestrian walkways which link activity centers with parking areas, transit stops, urban plazas, and other open spaces and amenities intended to reinforce appropriate design themes; and
 - c. Incorporate access controls as may be deemed necessary including dedication of cross easements and joint uses of driveway and off-street parking areas.
3. **Westside Industry and Commerce (WIC).** The WIC area is a planned mixed use designation intended to promote development of a major center of commerce and industry in the vicinity of the West SR 46 corridor. The land use mix is intended to include intensive industrial development. Commercial development within the WIC area shall be restricted to operations that provide essential commercial services to industrial development. High density residential development shall be permitted in order to provide housing opportunities near major employment centers. High density residential development shall be permitted in order to provide housing opportunities near major employment centers.

The maximum intensity of commercial development measured as a floor area ratio is .35. The maximum intensity for industrial development as a floor area ratio is .50. The maximum residential density shall be 20 dwelling units per acre.

All new development within the WIC shall be developed as a Planned Development which shall comply with the regulations of this schedule. In addition, proposals in the WIC area shall be the subject of negotiated development agreements. The review process shall involve county, state, regional, and federal agencies having jurisdiction over impacted resources. No development order shall be granted prior to approval by the City of the development agreement. Development within WIC designated areas existing prior to the adoption of this Plan will be "grandfathered."

All new development in the WIC Area shall include standards for controlled access and internal circulation, including cross access easements and joint use of driveways.

D. Minimum Depth of Required Building Setback.

1. **Front Yard Building Setback.** The minimum required front yard building setback for planned development projects shall comply with base building lines and setback requirements of Schedule I, Base Building Line and Designated Right-of-Way Requirements for Specific Streets, or Section 3.0, Land Use Compatibility Requirements of Schedule J, or Schedule C if by use, whichever is greater.
2. **Minimum Depth of Required Buffer.** The minimum depth of a required buffer for planned development projects shall comply with Schedule J, Section 3.0, Land Use Compatibility Requirements.

3. The required building setback along all boundary lines of the planned development project shall be increased by ten (10) feet for each story in excess of the first two (2) stories.

Further, the City may require greater than minimum building setbacks based on circumstances the City believes may otherwise adversely affect adjacent land uses.

4. **Required Buffering and Setbacks for Small Parcels.** The Planning and Zoning Commission may, upon request by an applicant of a proposed planned development project five (5) acres or less, modify the required setback where such setback would be unreasonable and excessive due to the size of the parcel.

The applicable buffer and visual screen provisions along all parcel lines in question shall not, however, be waived.

SECTION 3.0 ADDITIONAL PROVISIONS FOR PLANNED DEVELOPMENT PROJECTS

- A. **Maximum Density For Residential Uses.** The maximum density permitted in residential land areas located in a planned development project shall be consistent with the Future Land Use Element of the Comprehensive Plan. Residential land area as referred to herein is the total land area within the planned development project boundaries devoted to dwelling units or mobile homes and is exclusive of any areas devoted to, or proposed for day care facilities for six (6) or more children or public transportation terminals. Land areas within the planned development project boundaries which are devoted to noncommercial amusement facilities may be included in the computations establishing residential land area acreage.
- B. **Open Space Requirements for Multiple-Family Dwellings.** At least fifty (50) percent of the total residential land area at finished grade shall be maintained as open space other than that provided in vehicular circulation and off-street parking area within areas devoted to multiple family dwellings.
- C. **Project Subdivision.** Planned development projects may include a proposed subdivision of the land area within the project boundary lines into one or more separately owned and operated units provided the boundary of the area proposed for such subdivision is approved along with the proposed planned development project plan and that the subdivision of all such areas is subject to review and approval in accordance with all applicable provisions and requirements of this ordinance.

The total land area contained within the planned development project boundary lines and including the land area proposed for subdivision shall, if approved, be subject to all of the provisions of this ordinance regarding planned development projects in its entirety including all approved land subdivisions regardless of their future ownership. There shall, however, be no subdivision of an approved planned development project unless such subdivision is in conformance with the originally approved planned development project plan or an amended

planned development project plan has been approved in conformance with this ordinance.

- D. Land Unsuitable For Development.** If, in the review of any proposed planned development project, it is found that the land proposed to be developed is unsuitable for such development due to frequent flooding, bad drainage, unstable soil, topographic formations, wetland vegetation or other such conditions that may unduly increase the danger of health, life, or property or aggravate erosion or flood hazards; and, if from adequate investigations conducted by the appropriate public official involved, it has been determined that in the best interest of the public the land should not be developed for the purpose proposed, the proposed planned development project shall not be approved unless acceptable methods are formulated by the developer for meeting the problems that such development and land use will create.

If there is any alleged error in any order, requirement, decision or determination related to the failure to approve a proposed planned development project due to the fact the proposed land area is unsuitable for development, the aggrieved applicant or other interested person, including any officer, department or agency of the City, may make an administrative appeal to the City Commission as provided in this ordinance.

- F. Site Plan Requirements.** Planned development applications containing a residential subdivision shall include a site plan of a 'typical' lot consisting of the footprint of the residential structure and its mechanical equipment, storage sheds and anticipated accessory structures, all setbacks, open space requirements and swales.