

Ordinance 2016-91

An Ordinance of the Board of County Commissioners of Osceola County, Florida; Amending Chapter 3, “Performance and Siting Standards,” of the Osceola County Land Development Code; to incorporate design guidelines for all properties within the legal description and boundary sketch of the East U.S. 192 Community Redevelopment District as more particularly described in Resolution No 12-025R; Providing for Severability; Providing for Codification; Providing for Conflict; and Providing for an Effective Date.

WHEREAS, the Board of County Commissioners for Osceola County in partnership with the State of Florida, University of Central Florida, Orlando Economic Development Commission and other private and public sector partners have committed to the creation of an advanced manufacturing and Research Park located at the Judge Farms property; and

WHEREAS, the Research Park is the location for the Florida Advanced Manufacturing Research Center (FAMRC), a \$250 million infrastructure investment designed to improve the competitive positioning of the County and the State of Florida by creating a global center of excellence for commercializing smart sensors; and

WHEREAS, crucial to its success, and that of the businesses it will attract, is ensuring the quality of development within the East U.S. 192 corridor reflects the quality of the development required within the Research Park; and

WHEREAS, there is a need to create a global vision for the redevelopment of property located within the East U.S. 192 Community Redevelopment Area as adopted by the Board of County Commissioners, Resolution 12-025R on April 9, 2012, and as further depicted in the map attached thereto; and

WHEREAS, Osceola County regulates the use of land through its Comprehensive Plan and its Land Development Code as authorized by Section 163.3164, Florida Statutes; and

WHEREAS, in accordance with the Local Government Comprehensive Plan and Land Development Regulation Act, Chapter 163, Florida Statutes, as amended, Osceola County enacted Ordinance 00-32, which adopted the Osceola County Land Development Code; and

WHEREAS, subsequent to the effective date of the Land Development Code, it has been determined that amendments are warranted in order to better serve the community and to ensure compliance with the Osceola County Comprehensive Plan; and

WHEREAS, in accordance with the provisions of Section 125.66, Florida Statutes, the Board of County Commissioners conducted a public hearing to consider the amendments, with due public notice having been provided; and

WHEREAS, having reviewed and considered all comments received during the public hearings, the Board of County Commissioners desires to amend sections of the Land Development Code and Code of Ordinances; and

WHEREAS, Osceola County does not currently have the necessary design guidelines, consistent with the County's desire to create an attractive urban environment capable of attracting state-of-the-art manufacturing, research and incubation facilities; and

WHEREAS, Osceola County has authority in accordance with the Florida Constitution, and Chapter 163 and 125 of the Florida Statutes, to enact regulations in the interest of the public health, safety and welfare of its citizens.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA:

SECTION 1. PURPOSE AND INTENT. The foregoing "Whereas" clauses are hereby ratified and affirmed as being true and correct and are incorporated herein by reference.

SECTION 2. AMENDMENT. This ordinance amends Chapter 3, "Performance and Siting Standards," of the Osceola County Land Development Code by adding Article 3.15, as follows:

ARTICLE 3.15

East U.S. 192 Community Redevelopment Area

3.15.1 GENERAL PROVISIONS

A. RELATIONSHIP TO OTHER LAND DEVELOPMENT CODE CHAPTERS

The Standards in this Article apply to properties located within the East U.S. 192 Community Redevelopment Area (CRA) adopted by the Board of County Commissioners, Resolution 12-025R on April 9, 2012. If there are conflicts between these Standards and standards contained elsewhere in the Land Development Code, the Standards in this Article shall prevail. Development aspects not covered by these Standards shall be governed by the standards contained elsewhere in the Land Development Code.

B. PURPOSE

1. The Board of County Commissioners for Osceola County in partnership with the State of Florida, University of Central Florida, Orlando Economic Development Commission and other private and public sector partners have committed to the creation of an advanced manufacturing and Research Park located at the Judge Farms property. The Standards contained in this Article are intended to enable creation of the East U.S. 192 corridor reflecting the quality of the development required within the Research Park by adopting design guidelines for applications for new development and redevelopment within the East U.S. 192 CRA.

The Research Park is the location for the Florida Advanced Manufacturing Research Center (FAMRC), a \$250 million infrastructure investment designed to improve the competitive positioning of the County and the State of Florida by creating a global center of excellence for commercializing smart sensors.

There is a need to create a global vision for the redevelopment of property located within the East U.S. 192 CRA. Therefore, the necessary design guidelines contained in this Article are consistent with the County's desire to create an urban environment capable of attracting state-of-the-art manufacturing, research and incubation facilities.

In order to achieve the desired character and form of the CRA, the guidelines contained within this Article are intended to inform and guide development and re-development. The intent of these guidelines is to encourage a cohesive, vibrant and efficient development pattern which strives to create a sense of place beyond the individual building.

2. The following planning principals serve as a guideline for interpreting and implementing the Standards contained herein. The principles are the basis for the County's CRA policies and they are organized by the scale at which they are functionally relevant.

a. Community Principles

- 1) New development and re-development within the CRA will be compact, pedestrian-oriented and transit accessible places designed to reduce over-reliance on automobile vehicle miles traveled.
- 2) The CRA is the primary urban form for accommodating commercial, office, advanced manufacturing, residential and institutional development.

- 3) Active spaces are conveniently accessible and connected along walkable streets allowing for incidental interaction, collaboration and integration of the employment force, residents and visitors to the CRA.
- 4) Interconnected networks of streets are designed to disperse traffic and reduce the length of automobile trips.
- 5) Civic, public, and private institutional and commercial activities are embedded in the CRA and are not isolated in remote single-use complexes.
- 6) A range of civic spaces, including parks, squares, and playgrounds are distributed within the CRA.
- 7) A Boardwalk Boulevard within the FARM Use District will be centralized to a community-wide trail amenity which connects the surrounding neighborhoods as well as local and regional public transit.
- 8) A regional stormwater management facility will create an extended area of waterfront properties to create an integrated amenity for select buildings.
- 9) Increased activity at the heart of the CRA will subtly become appropriately more subdued across the site to create balance and compatibility with neighboring properties.
- 10) Both horizontal and vertical mixed-use designs are highly encouraged.
- 11) Incremental lots and superblocks may be allowed when justified by specific user needs and deemed appropriate by the County Manager.
- 12) Specialized security for highly sensitive facilities may be employed when justified and deemed appropriate by the County Manager.

b. CRA Block and Building Scale Principles

- 1) Buildings and landscaping contribute to the physical definition of streets as public spaces.
- 2) Development respects the pedestrian and the spatial form of public areas, while adequately accommodating the automobile.
- 3) The design of streets and buildings reinforces safe pedestrian environments, with building frontages oriented to the street.
- 4) A visual scale is established and coordinated through a consistent application of building form standards.

- 5) Civic buildings and public gathering places are provided at locations that reinforce community identity.
- 6) Civic buildings are distinctive and appropriate to their role of importance within the CRA.

C. CRA USE DISTRICTS PLAN

1. The Use Districts Plan adopted herein in Article 3.15.5 below, shall be implemented through the following:
 - a. Implementation of the CRA Use Districts Plan will be through the preparation and approval of a Site Plan (SP), a Site Development Plan (SDP) and a Preliminary Subdivision (PS) and Final Subdivision (FS) where appropriate.
 - b. The SP for all new development and redevelopment within the CRA shall be reviewed and approved by the Development Review Committee (DRC) where it is determined that the proposal implements the Community Principles and the Building Scale Principles defined above and upon a finding that the proposed development or redevelopment supports, promotes and enables the overall CRA global vision as defined above. Any appeal of a DRC decision of the SP will be made to the East U.S. Hwy 192 CRA Board. The applicant may propose interim implementation standards with the SP for consideration. However, any interim implementation shall only be considered if the applicant can demonstrate to the DRC that the Community Principals and the Block and Building Scale Principals defined above shall not be compromised for the desired urban block build-out. This could include a conditional approval with the requirement of thresholds for phased implementation and improvements of the plan.
 - c. The SP approval shall precede the approval of the required SDP. At the discretion of the applicant the SP may be submitted simultaneously with the required SDP. However, SDP shall be required to be found in compliance with an approved the SP for implementation of the Community Principles and the Block and Building Scale Principles defined above prior to SDP approval.
 - d. All SPs and SDPs for development and redevelopment within the CRA shall comply with the development standards defined herein.
 - e. The CRA Use Districts Plan is a neighborhood use designation plan and is attached herein in Article 3.15.5. The SP and subsequent development applications shall implement the adopted Use District Plan and the standards herein. Adjustments may be proposed by applicants through the SP process. However, any adjustments must be justified by a demonstration that Community Principals and Block and Building Scale Principals shall not be compromised for the desired urban block build-out.

- f. The CRA includes a reverse direction parking drive along the frontage of U.S. Hwy 192. This parking drive is intended to provide vehicular, pedestrian and bicycle connectivity for the urban blocks proposed in the CRA. The vehicular access is a single lane one-way drive with parallel parking running in the reverse direction from the travel lanes within U.S. Hwy 192. The vehicular access is only to provide vehicular traffic flow for the individual urban block. Vehicular access will be prohibited between blocks along the frontage of U.S. Hwy 192. The pedestrian and bicycle lanes will provide cross access along the frontage of the proposed urban blocks. This facility requires a minimum forty-seven-foot (47') access easement to be dedicated to the county for the benefit of parking, vehicular access, pedestrian access, bicycle access, utilities, landscaping and signage. For the purpose of this Article, this easement shall be referred to as the U.S. Hwy 192 Public Realm and is graphically represented in Figure 3.15.3b below
- g. A two-way local road shall be located at the rear of the proposed blocks along U.S. Hwy 192. This local road will serve to interconnect the proposed urban blocks along U.S. Hwy 192 for vehicular and pedestrian traffic.

D. ARTICLE ORGANIZATION

The remainder of this Article is organized as follows:

1. **Public Realm Standards:** This article presents design specifications for establishing and creating public spaces, which include urban streetscapes and civic spaces.
2. **Use District Functions:** This article directs different types of activities or uses to the appropriate Use Districts as identified on the Use Districts Plan attached hereto in Article 3.15.5 below, consistent with its defined function.
3. **Private Realm Standards:** This article presents Private Realm Standards to be implemented within the CRA. These Private Realm Standards are intended for build-out conditions for urban blocks within the CRA. The SP may provide interim development standards based on the applicant demonstrating that alternate standards will be converted to useable space with future development or the interim condition will not otherwise compromise the integrity of the Use District.

3.15.2 USE DISTRICTS FUNCTION

A. REGULATION OF USE DISTRICTS

The requirements of this Article regulate Use District functions by establishing broad categories of use and requiring their coordination with the Block and Building Scale Principals required to be identified in each SP. Use categories provide a systematic basis for combining mutually supportive and complementary activities so they can be managed appropriately. The intent is not to limit uses, but to allocate them to the appropriate Use Districts. Use requirements are outlined for the Use Districts as identified on the CRA Use Districts Plan attached hereto in Article 3.15.5 below.

B. FLORIDA TECHNOLOGICAL FARM USE DISTRICT (FARM)

1. The intended use of the FARM Use District is to create a Mixed-Use Research and Development community implementing Urban Design Principles to create a cutting edge 21st Century Research and Development community with innovative commercialization to dramatically shift the quality and design of the built environment.
2. Vertical and horizontal mixed use is encouraged. The minimum standards defined below, as they apply to a specific development or phase of development may be modified through the SP process but only if the applicant can demonstrate that the Community Principals and the Block and Building Scale Principals defined above shall not be compromised for the desired urban block build-out of the FARM Use District. All modifications shall ensure a mix of uses consistent with the purpose of the FARM Use District.
3. Urban blocks generally scaled at three hundred feet (300') by six hundred feet (600') shall be created to ensure the implementation of a pedestrian scaled neighborhood. Specific block dimensions may be adjusted for specific uses, existing site constraints and the consideration of existing roadways and development.
4. Special Security measures and incremental lots and super-blocks may be employed for highly sensitive facilities as approved by the County Manager.
5. General use categories within the FARM Use District to be achieved at build-out are shown below. Specific uses shall be subject to the permitted uses of the particular zoning districts for individual sites.
 - a. Residential
 - b. Commercial / Office / Advanced Manufacturing
 - c. Public / Park / Civic / Institutional
 - d. Hotel / Hospitality Lodging

C. TECHNOLOGICAL TRANSITION USE DISTRICT (TECH)

1. The intended use of the TECH Use District is to create a Mixed-Use community implementing Urban Design Principles to create a seamless transition from the FARM to frontage along U.S. Highway 192.
2. Urban Walkable Design Principles will demonstrate opportunities for interaction, networking, creativity and collaboration with the workforce and visitors of the FARM and TECH communities.
3. Urban blocks generally scaled at three hundred feet (300') by six hundred feet (600') shall be created to ensure the implementation of a pedestrian scaled neighborhood. Specific block

dimensions may be adjusted for specific uses, existing site constraints and the consideration of existing roadways and development.

4. A high-priority will be placed on Class "A" Office space, innovative Commercial support uses and Hotel and Hospitality opportunities.
5. Horizontal and vertical mixed-use retail, service, office, residential, institutional and hotel will be encouraged.
6. Existing development may continue in its current form; however, expansion shall be limited by the definition of "New Development" defined in Chapter 3 herein.
7. New development and redevelopment shall comply with the minimum standards contained herein. However, the minimum standards, as they apply to a specific development or phase of development may be modified through the SP process but only if the applicant can demonstrate that the Community Principals and the Block and Building Scale Principals defined above shall not be compromised for the desired urban block build-out of the TECH Use District. All modifications shall ensure a mix of uses consistent with the purpose of the TECH Use District.
8. General use categories within the TECH Use District to be achieved at build-out are shown below. Specific uses shall be subject to the permitted uses of the particular zoning districts for individual sites.
 - a. Residential
 - b. Commercial / Office / Advanced Manufacturing
 - c. Public / Park / Civic / Institutional
 - d. Hotel / Hospitality Lodging

D. GENERAL INSTITUTIONAL USE DISTRICT (INST)

1. The intended use of the INST Use District is to create a Mixed-Use community implementing Urban Design Principles to create a seamless transition from the current Osceola Heritage Park facilities to frontage along U.S. Highway 192 and to the neighboring areas. Other INST Use Districts illustrated on the Use Districts Plan attached hereto in Article 3.15.5 below, recognize existing institutional facilities that will remain to provide civic and service activities to complement and support the CRA.
2. Urban Walkable Design Principles will demonstrate opportunities for interaction, networking, creativity and collaboration with the workforce and visitors of the CRA.
3. Urban blocks generally scaled at three hundred feet (300') by six hundred feet (600') shall be created to ensure the implementation of a pedestrian scaled neighborhood. Specific block

dimensions may be adjusted for specific uses, existing site constraints and the consideration of existing roadways and development.

4. A high-priority will be placed on Hotel and Hospitality facilities and innovative Commercial support uses.
5. Horizontal and vertical mixed-use retail, service, office, residential, institutional and hotel will be encouraged.
6. Existing development may continue in its current form; however, expansion shall be limited by the definition of "New Development" defined in Chapter 3 herein.
7. New development and redevelopment shall comply with the minimum standards contained herein. However, the minimum standards, as they apply to a specific development or phase of development may be modified through the SP process but only if the applicant can demonstrate that the Community Principals and the Block and Building Scale Principals defined above shall not be compromised for the desired urban block build-out of the INST Use District. All modifications shall ensure a mix of uses consistent with the purpose of the INST Use District.
9. General use categories within the INST Use District to be achieved at build-out are shown below. Specific uses shall be subject to the permitted uses of the particular zoning districts for individual sites.
 - a. Residential
 - b. Commercial / Office / Advanced Manufacturing
 - c. Public / Park / Civic / Institutional
 - d. Hotel / Hospitality Lodging

E. GENERAL COMMERCIAL USE DISTRICT (COMM)

1. The intended use of the COMM Use District is to create a Mixed-Use community implementing Urban Design Principles to create a seamless transition from its frontage along U.S. Highway 192 to the neighboring areas and to create innovative commercialization opportunities to support the CRA. The COMM Use Districts illustrated on the Use Plan attached hereto in Article 3.15.5 below, also recognizes existing commercial facilities that will remain to provide commercial uses to complement and support the CRA.
2. Urban Walkable Design Principles will demonstrate opportunities for interaction, networking, creativity and collaboration with the workforce, residents and visitors of the CRA and neighboring communities.
3. Urban blocks generally scaled at three hundred feet (300') by six hundred feet (600') shall be created to ensure the implementation of a pedestrian scaled neighborhood. Specific block

dimensions may be adjusted for specific uses, existing site constraints and the consideration of existing roadways and development.

4. Horizontal and vertical mixed-use retail, service, office, residential, institutional and hotel will be encouraged.
5. Existing development may continue in its current form; however, expansion shall be limited by the definition of "New Development" defined in Chapter 3 herein.
6. New development and redevelopment shall comply with the minimum standards contained herein. However, the minimum standards, as they apply to a specific development or phase of development may be modified through the SP process but only if the applicant can demonstrate that the Community Principals and the Block and Building Scale Principals defined above shall not be compromised for the desired urban block build-out of the COMM Use District. All modifications shall ensure a mix of uses consistent with the purpose of the COMM Use District.
7. General use categories within the COMM Use District to be achieved at build-out are shown below. Specific uses shall be subject to the permitted uses of the particular zoning districts for individual sites.
 - a. Residential
 - b. Commercial / Office / Advanced Manufacturing
 - c. Public / Park / Civic / Institutional
 - d. Hotel / Hospitality Lodging

F. RESIDENTIAL INFILL USE DISTRICT (RES)

1. The intended use of the RES Use District is to create residential communities by implementing Urban Design Principles to create a seamless and connected transition from current and proposed non-residential facilities to residential neighborhoods within and neighboring the CRA. The RES Use District recognizes existing residential communities that will remain and the need to expand and create new residential product that will support the workforce in the CRA.
2. The intent of the RES Use District is to create a mix of housing types utilizing Urban Walkable Design Principles that will demonstrate opportunities for interaction, networking, creativity and collaboration with residents, the workforce and visitors of the CRA and neighboring communities.
3. Urban blocks generally scaled at three hundred feet (300') by six hundred feet (600') shall be created to ensure the implementation of a pedestrian scaled neighborhood. Specific block dimensions may be adjusted for specific uses, existing site constraints and the consideration of existing roadways and development.
4. Street-Scape provisions will create scale, softening, security and comfort.

5. Newly developed residential communities shall have residential units fronting framework roadways within the community.
6. Existing development may continue in its current form; however, expansion shall be limited by the definition of "New Development" defined in Chapter 3 herein.
7. New development and redevelopment shall comply with the minimum standards contained herein. However, the minimum standards, as they apply to a specific development or phase of development may be modified through the SP process but only if the applicant can demonstrate that the Community Principals and the Block and Building Scale Principals defined above shall not be compromised for the desired urban block build-out of the RES Use District. All modifications shall ensure a mix of uses consistent with the purpose of the RES Use District.
8. General use categories within the RES Use District to be achieved at build-out are shown below. Specific uses shall be subject to the permitted uses of the particular zoning districts for individual sites.
 - a. Residential
 - b. Commercial / Office
 - c. Public / Park / Civic / Institutional

3.15.3 PUBLIC REALM STANDARDS

A. PURPOSE

This section sets forth development standards for the two types of public spaces that make up the Public Realm – the Streetscape and Civic Space. As the Public Realm is the principal area for public movement, land use access and linkages, its design is key to creating a functional environment that promotes walkability and is supportive of various modes of transit.

B. STREETScape

Figure 3.15.3a and Figure 3.15.3b below, depict the Streetscape's design elements of roadways within the CRA, which consist of the public right-of-way or the U.S. Hwy 192 Public Realm and the private frontage. For purposes of these Standards, the "frontage" of a building is defined as the surface of an exterior wall which faces a public right-of-way or the U.S. Hwy 192 Public Realm, other than an alley or lane.

For regulatory purposes, the public roadway is subdivided to include the following: turn lane/median; travel lane; bike lane; parking; parkway; and sidewalk. Tables 3.15.3a-d below, identify the dimensional requirements for each of these elements by roadway type. As shown in the tables, application of the requirements may change to reflect the relationship between the

roadway and the use fronting it. Tables 3.15.3a-d below, show the dimensional requirements for private frontages associated with each Use District.

Unless noted otherwise, the dimension shown in the tables represent both the minimum and maximum requirement. In addition, for purposes of these Standards, the “frontage” of a building is defined as the surface of an exterior wall which faces a public roadway, other than an alley or lane. Outdoor seating areas, plazas, civic spaces and other pedestrian oriented facilities that extend from the building are considered part of the building for the purpose of determining “frontage” standards contained herein. Vehicular service areas shall not be permitted to extend from a building within the “frontage” standards contained herein.

Figure 3.15.3a Streetscape

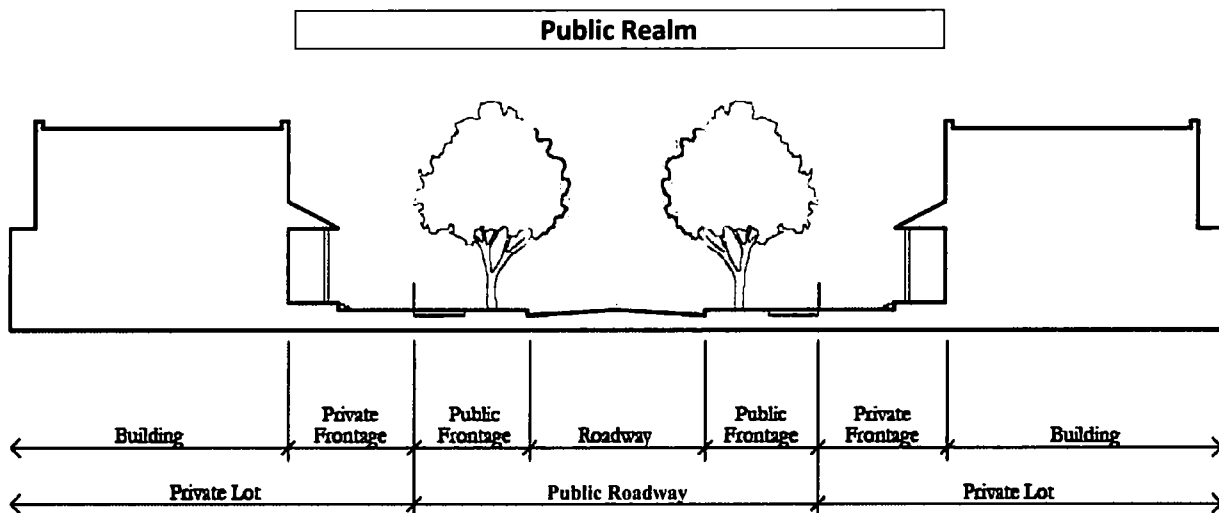
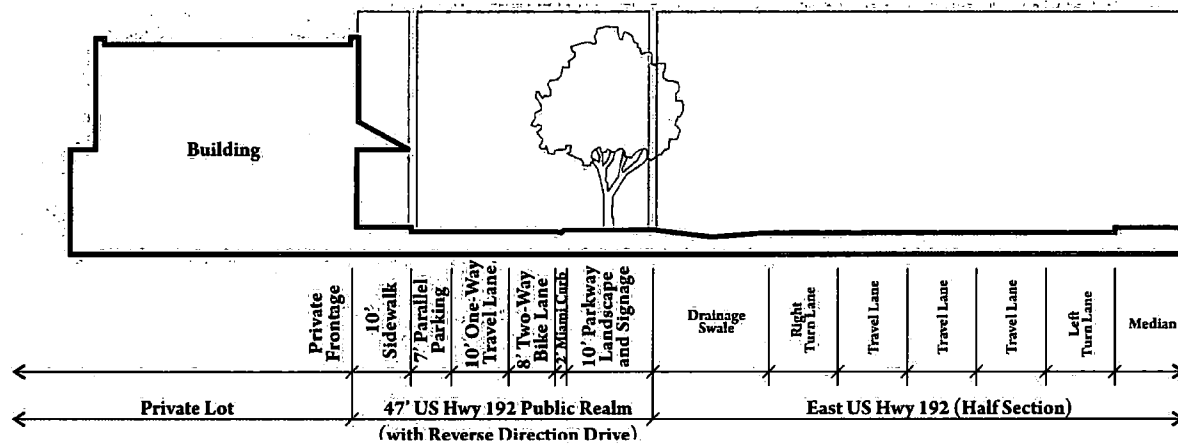


Figure 3.15.3b below, depicts the Streetscape’s design elements of the U.S. Hwy 192 Public Realm proposed along the U.S. Hwy 192 frontage within the CRA, which consist of a landscape and signage parkway, a mountable curb, an eight foot (8’) two-way bicycle lane, a reverse direction public parking drive, a seven foot (7’) parallel parking isle, a ten foot (10’) pedestrian sidewalk and the private frontage.

To ensure maintenance is performed on a regular basis, the E192 CRA shall pursue a funding mechanism sufficient to cover the annual maintenance costs for streetscape improvements in the U.S. Hwy 192 Public Realm. Until such time that the funding mechanism is in place, property owners are required to maintain all streetscape improvements within their ownership.

Figure 3.15.3b U.S. Hwy 192 Public Realm



1. Prototypical Cross Section dimensions for principal roadway types are shown below.

Use District	Sidewalk (Min)	Parkway (Min)	Parking	Bike Lane	Travel Lane	Turn Lane/ Median	Travel Lane	Bike Lane	Parking	Parkway (Min)	Sidewalk (Min)
FARM	5'	10'	7'	5'	11'	18'	11'	5'	7'	10'	5'
TECH	8'	10'	7'	5'	11'	12'	11'	5'	7'	10'	8'
INST	8'	10'	7'	5'	11'	12'	11'	5'	7'	10'	8'
COMM	8'	10'	7'	5'	11'	12'	11'	5'	7'	10'	8'
RES	10'	10'	7'	5'	11'	12'	11'	5'	7'	10'	10'

Notes:

- a. Only sidewalks, bike lanes and travel lanes shall be required on bridges.
- b. Within or adjacent to open space, the sidewalk can be deleted if there is a multiuse trail which connects to the sidewalk network.
- c. On-street parking is not required where a street runs through or is adjacent to open space other than parks.
- d. Framework Streets shall have bulb-outs at parking areas at intersections. These bulb-outs shall be a minimum of 70 square feet and shall include the planting of at least one canopy tree.
- e. Where warranted by the travel demand, a 4-Lane option may be applied to portions of a Boulevard/Avenue by adding two 11' travel lanes and expanding the Turn Lane/Median from 18' to 50' in the FARM and TECH Use Districts and from 12' to 25' in other Use Districts.

- f. The dimensions for medians and parkways may be modified up to 2 feet on either side to accommodate the spacing needs for curbs.

Use District	Sidewalk (Min)	Parkway (Min)	Curb	Parking	Travel Lane	Travel Lane	Parking	Curb	Parkway (Min)	Sidewalk (Min)
FARM	5'	10'	2'	7'	10'	10'	7'	2'	10'	5'
TECH	5'	10'	2'	7'	10'	10'	7'	2'	10'	5'
INST	5'	10'	2'	7'	10'	10'	7'	2'	10'	5'
COMM	8'	10'	2'	7'	10'	10'	7'	2'	10'	8'
RES	5'	7'	2'	0'	10'	10'	0'	2'	7'	5'

Notes:

- a. Only sidewalks and travel lanes shall be required on bridges.
- b. Where a road runs through or is adjacent to open space the sidewalk can be deleted if there is a multiuse trail which connects to the sidewalk network.
- c. On-street parking is not required where a road runs through or is adjacent to open space other than parks.
- d. The dimensions for parkways may be modified to accommodate the spacing needs for curbs.
- e. An on-street 5' bicycle lane may be added to the Local Road Cross Section on either side between the parking and travel lane.
- f. The sidewalk on either side may be widen to 8' to accommodate a multi-purpose trail.
- g. On street parallel parking may be included within the RES Use District

Use District	Travel Lane
FARM	13'
TECH	13'
INST	13'
COMM	13'
RES	11'

Notes:

- a. Miami curb or ribbon curb may be used in lieu of curb and gutter.

- b. Alley and Lane sections will require stabilized area on both sides of drive to provide a total of 20 feet of unobstructed horizontal clearance.

Table 3.15.3d. U.S. Hwy 192 Public Realm (Applicable to U.S. Hwy 192 Frontage Only)

Use District	Sidewalk (Min)	Parking	Travel Lane	Bike Lane	Mountable Curb	Parkway (Minimum)
FARM	N/A	N/A	N/A	N/A	N/A	N/A
TECH	10'	7'	10'	8'	2'	10'
INST	10'	7'	10'	8'	2'	10'
COMM	10'	7'	10'	8'	2'	10'
RES	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

- a. U.S. Hwy 192 Public Realm is only applicable to those properties with U.S. Hwy 192 frontage and is intended to provide vehicular access for the individual blocks.
 - b. The U.S. Hwy 192 Public Realm shall not provide vehicular cross access between urban blocks. The pedestrian and bicycle access will be connected between urban blocks along the U.S. Hwy 192 frontage.
 - c. On-street parking is not required where a road runs through or is adjacent to open space other than parks.
 - d. Parallel parking shall include landscaped bulb-outs at all intersections and a landscaped island within the parking spaces. These landscaped islands shall include a minimum of one tree and shall be generally located every 100'.
 - e. Pavement markings per MUTCD and FDOT Index 17347 shall be included within the bicycle lanes and intersections.
2. The following standards apply to Private Frontages:
- a. Build-to-Line (BTL)
 - 1) The BTL for building façades shall be as shown in Table 3.13.3e below. A minimum percentage of each building façade, as set forth in the table, shall be built to the BTL. This percentage shall be calculated for the vertical building facade at the first floor.
 - 2) The BTL shall be consistent along each facing street block. Exceptions to the BTL setbacks or Frontage Build-out percentages shall be allowed for the purpose of creating a distinct civic space consistent with the Civic Space Standards or creating space to be used specifically for café-table seating and other pedestrian oriented facilities.

- 3) Buildings shall front all rights-of-way, the U.S. Hwy 192 Public Realm or Civic Space. Environmentally sensitive lands (Open Space) are exempt from this provision.

Table 3.15.3e BTL for Building Façades				
Use District	Distance of BTL from edge of ROW or US Hwy 192 Public Realm	Minimum Percent of Building Façade on BTL	Building Stories	
			Minimum	Maximum
FARM (1) (2) (3)	0 – 15'	80%	2 Story	8 Story
TECH (2) (3)	0 – 15'	80%	2 Story	8 Story
INST (2) (3)	0 – 15'	60%	1 Story	8 Story
COMM (2) (3)	0 – 15'	80%	1 Story	8 Story
RES (3)	5' - 30'	50%	1 Story	8Story

Notes:

- (1) All buildings facing a framework road shall be a minimum of 3 story
- (2) Hotel and Hospitality facilities shall be a minimum of 3 story and a maximum of 12 story
- (3) Accessory structures shall be a minimum of 1 story and a maximum of 2 story

b. Building Façades on Multifamily, Mixed Use, and Non-residential Buildings

- 1) All buildings must front a public right-of-way (excluding an alley or lane), the U.S. Hwy 192 Public Realm or civic space.
- 2) All building façades shall be architecturally finished with materials such as stucco, brick, stone, finished concrete, wood or other comparable materials. Building façades shall include jogs of not more than 36 inches in depth, except as necessary to allow bay windows, shop fronts, balconies, civic spaces, outdoor seating, etc., in which case jogs of greater than 36 inches will be allowed. Jogs of 36 inches or less will be considered as being on the BTL.
- 3) Building volumes shall be articulated into three distinct vertical components – a “base,” “middle,” and a “top.” The first floor height of buildings in the FARM and TECH Use Districts shall be a minimum of 12 feet.
- 4) Building facades along BTLs shall be expressed as building modules that do not exceed 30 linear feet in width.
- 5) Weather protection features, which may include awnings, overhangs or other treatments providing functional weather protection, are required on building façades fronting a BTL within the FARM and TECH Use Districts. Weather protection feature shall provide continuous sidewalk coverage for the length of the building, where feasible.

- 6) Awnings or overhangs shall project a minimum of six feet and maintain a clear height of at least nine feet (9'). They may encroach upon the public sidewalk subject to a Right-of-Way encroachment/utilization permit. The U.S. Hwy 192 Public Realm shall not be subject to a Right-of-Way encroachment/utilization permit.
- 7) A building's primary entrance shall be located on the façade facing the public right-of-way, the U.S. Hwy 192 Public Realm or civic space. The primary entrance is the principal pedestrian access to a building, even if customers or residents may more frequently use a secondary entrance associated with a garage, parking area, driveway or other vehicle use area. The entrance shall have the architectural detailing that sets it apart from other entrances and allows it be recognized as the building's primary access point.
- 8) Along primary streets within FARM Use District, buildings shall be at least 3 stories in height. Along primary streets and the U.S. Hwy 192 Public Realm within the TECH Use District, building height shall be at least 2 stories in height. Limited exceptions may be made through the SP process as a way to add variety and architectural interest to a development. Primary Streets within the FARM Use District shall be identified on a Master Plan to be approved by the county.
- 9) One-story buildings shall not exceed 125,000 square feet. Exceptions shall be made for civic use facilities within the INST Use District.
- 10) Buildings higher than 3 stories shall use step-backs, balconies or other architectural treatments to decrease their apparent size and scale.

c. Streetscreen

A Streetscreen not less than six feet (6') in height or greater than twelve feet (12') in height shall be required along any private frontage that is not otherwise occupied by a building or civic space. In the FARM and TECH TRANSITION use districts, the streetscreen shall consist of a wall constructed of material matching or complementary to that of the adjacent building façades. In the INST, COMM and non-residential lots within the RES District the required streetscreen shall consist of a hedge or combination of a hedge and a fence providing a level of screening comparable to that of the wall required above. Residential lots within the RES Use District are exempt from this requirement.

Streetscreen openings for access shall be no larger than necessary to allow vehicular and pedestrian movement. In no event shall a vehicular entry be wider than eighteen feet (18'). Vehicular entry shall be restricted to not exceed 20% of any block frontage. In addition, all streetscreens shall be articulated every thirty feet (30') to avoid monotonous appearance. One approach for avoiding monotonous appearance for walls that is encouraged is to integrate living or green walls into a streetscreen's design.

d. Windows and Doors on Multifamily, Mixed Use and Non-residential Buildings

- 1) For multifamily, mixed use or non-residential buildings within the FARM, TECH and COMM Use Districts, a minimum of 60% of the total wall area at the ground floor must include pedestrian entrances or transparent windows.
- 2) Windows shall be slightly recessed or project as bays from the main wall of the façade so as to create texture and shadows on the façade for visual interest, as well as the perception that people or activities are behind the windows.
- 3) Upper floor residential units must have a visible ground floor entrance facing the front or side street, a civic space, or a pedestrian passageway. This may be a common entrance serving multiple units.

e. Parking and Service/Loading Areas

- 1) For multifamily, mixed use or non-residential buildings within the FARM, TECH and COMM Use Districts, Parking and service/loading areas shall be accessed by a rear alley, rear lane, shared driveway or local street other than a primary street. The U.S. Hwy 192 Public Realm shall also provide available convenience parking and loading areas.
- 2) Within the RES Use District, lots fronting on an Avenue or Boulevard shall be accessed by a rear alley or rear lane.
- 3) Off-street surface parking areas and service/loading areas shall be generally located to the rear and/or side of a structure and screened from the public right-of-way by liner buildings or a streetscreen. Required on-street parking is excluded from this provision.
- 4) Structured parking and surface parking entries and driveways within all Use Districts shall be located at least seventy-five feet (75') away from any block corner or another garage or parking area entry on the same side of the same block.
- 5) Driveway width at the sidewalk within the RES Use District shall not exceed eleven feet (11'). For all other Use Districts, maximum driveway width at the sidewalk shall not exceed eighteen feet (18'). Entries to structured parking or delivery bays shall have a maximum clear height of sixteen feet (16') and a maximum clear width of twenty-two feet (22').
- 6) Street facing parking on private property adjacent to the U.S. Hwy 192 Public Realm shall be prohibited.

f. Signage

- 1) Signs shall be scaled to the character of the Use District; for pedestrians and slow-moving vehicular traffic; and for simple, unobtrusive wayfinding.
- 2) The total area of wall signage for each building may not exceed one and one half (1.5) square feet for each foot of lineal street frontage. Temporary signs shall not be included in the total

area calculation. The following signs and shall be considered wall signage and shall be subject to the following standards:

- a. Flush-mounted signs shall be no larger than sixty square feet (60 sf); may not project more than 8 inches from a building wall; and must be located no higher than twenty feet (20') above the sidewalk, below the sill line of the second floor windows, or below the lowest point of the roof, whichever is lowest. In addition, one building sign is permitted per building façade. A building sign shall be no more than one-hundred square feet (100 sf), may be mounted above the second story for maximum viewing, and shall consist of individual letters and/or graphic elements applied directly to the building façade. An address sign no more than two square feet in size is permitted at each address and shall not count against the allowable wall signage.
 - b. Wall plaques of up to six square feet (6 sf) and projecting no more than three inches (3") from a building wall are permitted proximate to building entryways. Wall plaques shall count against the allowable wall signage.
 - c. Awnings and canopies may include logos or signage on the valance or front plain. Signs may be suspended from awnings or canopies so long as a nine foot (9') clear height is maintained. Awning and canopy signs shall count against the allowable wall signage.
- 3) Blade signs (perpendicular to the BTL) not more than six square feet (6 sf), minimum nine feet (9') clear height above the sidewalk, may be hung below the second-story level, from the façade or from an overhang or awning. Blade signs in the form of banners may be hung at least fourteen feet (14') above the sidewalk and not above the third story so long as such banners do not project more than three feet (3') into the public realm.
 - 4) No more than twenty-five percent (25%) of a window may be covered by signage or merchandise. Window signs shall not count against the available wall signage.
 - 5) A maximum of two temporary sidewalk easel signs per entrance of up to thirty-six inches (36") in height by twenty-four inches (24") in width are permitted within that part of a building façade setback from the BTL. These temporary sidewalk easel signs shall not require issuance of a sign permit.
 - 6) The following signs are prohibited: roof signs and free-standing pole signs. Existing signs may remain but shall be subject to the amortization schedule defined in Chapter 3.14.12 herein. Electronic message centers shall be prohibited on buildings within the FARM and TECH Use Districts.
 - 7) Monument Signs are permitted and regulated as follows:

- a. Monument signs are permitted for all non-residential structures. All Monument Signs shall include an address or range of addresses for the properties they are intended to identify.
- b. The sign structure shall complement the principal structure, with regards to materials, color, finish, and architectural features. This includes the application of materials consistent with the main building to the base and along the sides and top of the sign face or cabinet.
- c. Monument signs within the U.S. Hwy 192 Public Realm shall be regulated as follows and as illustrated in Figure 3.15.3f(1) and Figure 3.15.3f(2):
 1. Monument signs shall be located within the Parkway of the Public Realm and within landscaped medians of ingress/egress entry drives to U.S. Hwy 192.
 2. Monument signs within the Parkway (Parkway Signs) shall maintain a peripheral spacing of a minimum of one hundred fifty feet (150'). These Parkway Signs are intended for tenants within the urban block served by the Parkway. In regards to multi-tenant buildings and/or multiple buildings within the urban block, allocation of specific signage entitlements shall be at the discretion of the private sector.
 3. Parkway Signs shall be a maximum height of eight feet (8') with a base at least eighteen inches (18") in height measured from the average grade elevation. The sign cabinet shall be mounted on a decorative base.
 4. Parkway Signs shall have a maximum setback of fifteen feet (15') from the right-of-way. Parkway Signs shall maintain safe sight clearance.
- d. Monument signs located within a separate landscaped median tract within a public right-of-way entry drive to U.S. Hwy 192 (Entry Signs) shall be permitted for tenants of the adjacent urban blocks and shall be regulated as follows:
 1. Entry Signs shall not exceed a maximum height of fourteen feet (14') with the copy area at a maximum height of twelve feet (12') and a base at least eighteen inches (18") in height measured from the average grade elevation. The sign cabinet shall be mounted on a decorative base. The sign cabinet shall be limited to a maximum of two hundred square feet (200 sf).
 2. Entry Signs shall have a maximum setback of fifteen feet (15') from the right-of-way. Setback standards shall be subject to safe site clearance.
- e. All Monument Signs shall include a landscaped area around the base a minimum of forty-eight square feet (48 sf) with a minimum of twenty-two (22) shrubs or ground cover plants.

Figure 3.15.3f(1) depicts the Parkway Monument Sign permitted within the U.S. Hwy 192 Public Realm.

Figure 3.15.3f(1) Parkway Monument Signs Within the U.S. Hwy 192 Public Realm

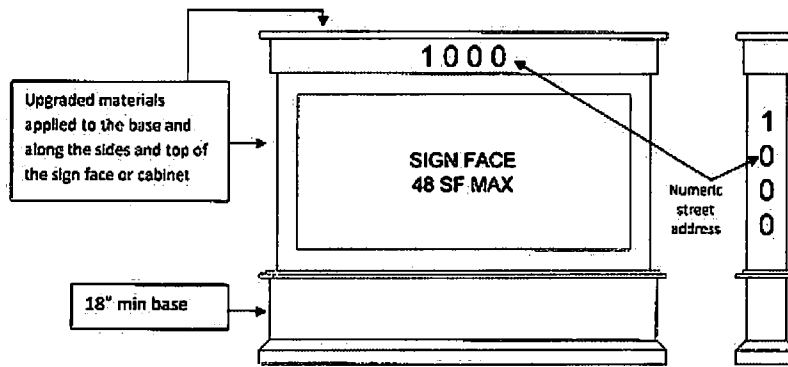
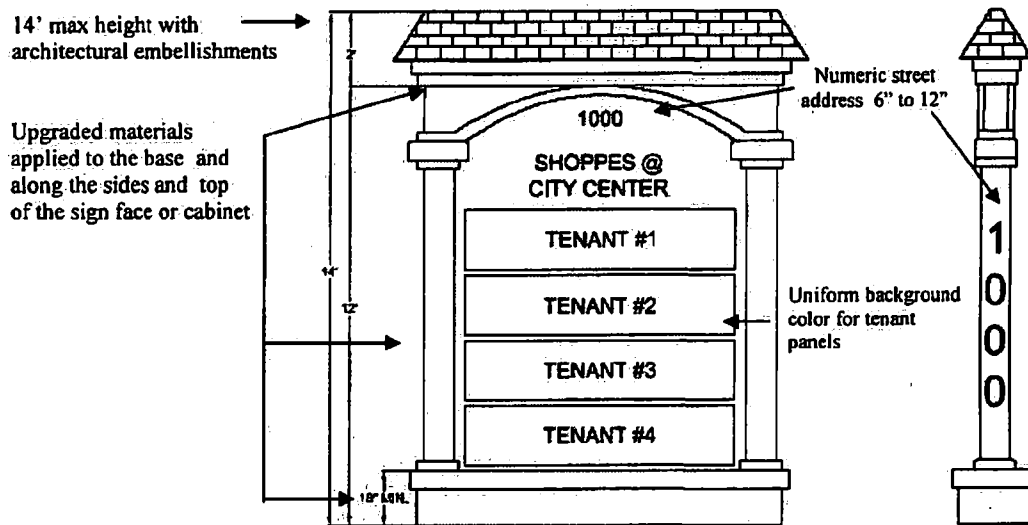


Figure 3.15.3f(2) depicts the Entry Monument Sign permitted within the median of the ingress/egress entry drive to U.S. Hwy 192.

Figure 3.15.3f(2) Entry Monument Signs Within the U.S. Hwy 192 Public Realm



g. Street Trees

- 1) All roadways shall be lined with rows of trees, with each block and its facing block planted in a single species with shade canopies of a height that, at maturity shall be higher than the top of the second story of buildings.
- 2) Trees shall be located within the Parkway and Medians of the public right-of-way and the U.S. Hwy 192 Public Realm.
- 3) Trees shall be planted along an alignment line – generally three feet (3') to three and one-half feet (3.5') from the back of the curb at an average spacing not greater than thirty feet (30') on center. Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants and other infrastructure elements. This allowance for spacing may not exceed forty-five feet (45') on center except where necessary for transit stops or stations.
- 4) Trees shall be at grade or not greater than six inches (6") in height above or below the sidewalk. Any unpaved ground area shall be planted with groundcover, flowering vegetation, or climbing vines, not to exceed 12 inches (12") in height.
- 5) At planting, trees shall be at least two and one half inches (2.5") in diameter at designated breast height (DBH) and at least ten feet (10') in overall height. At planting, canopy trees within the U.S. Hwy 192 Public Realm must be at least fourteen feet (14') tall, with at least a four-inch (4") caliper, and have a clear trunk to at least six feet (6') above the ground. In addition to the canopy trees within the U.S. Hwy 192 Public Realm, two (2) understory trees, and thirty (30) shrubs per one hundred linear feet (100') shall be planted.
- 6) Trees must be "limbed up" as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum seven feet (7') clear over the sidewalk and fourteen feet (14') over the travel of the street) and to maintain visibility.
- 7) Maintenance and replacement of trees is the responsibility of the property owner.

h. Landscape Buffers

- 1) Within the CRA, landscape buffers shall not be allowed between Use Districts, between adjacent neighborhoods or between buildings and roadways.
- 2) Landscape buffers may be provided along the boundary line of the CRA to mitigate any potential conflicts with adjacent development.

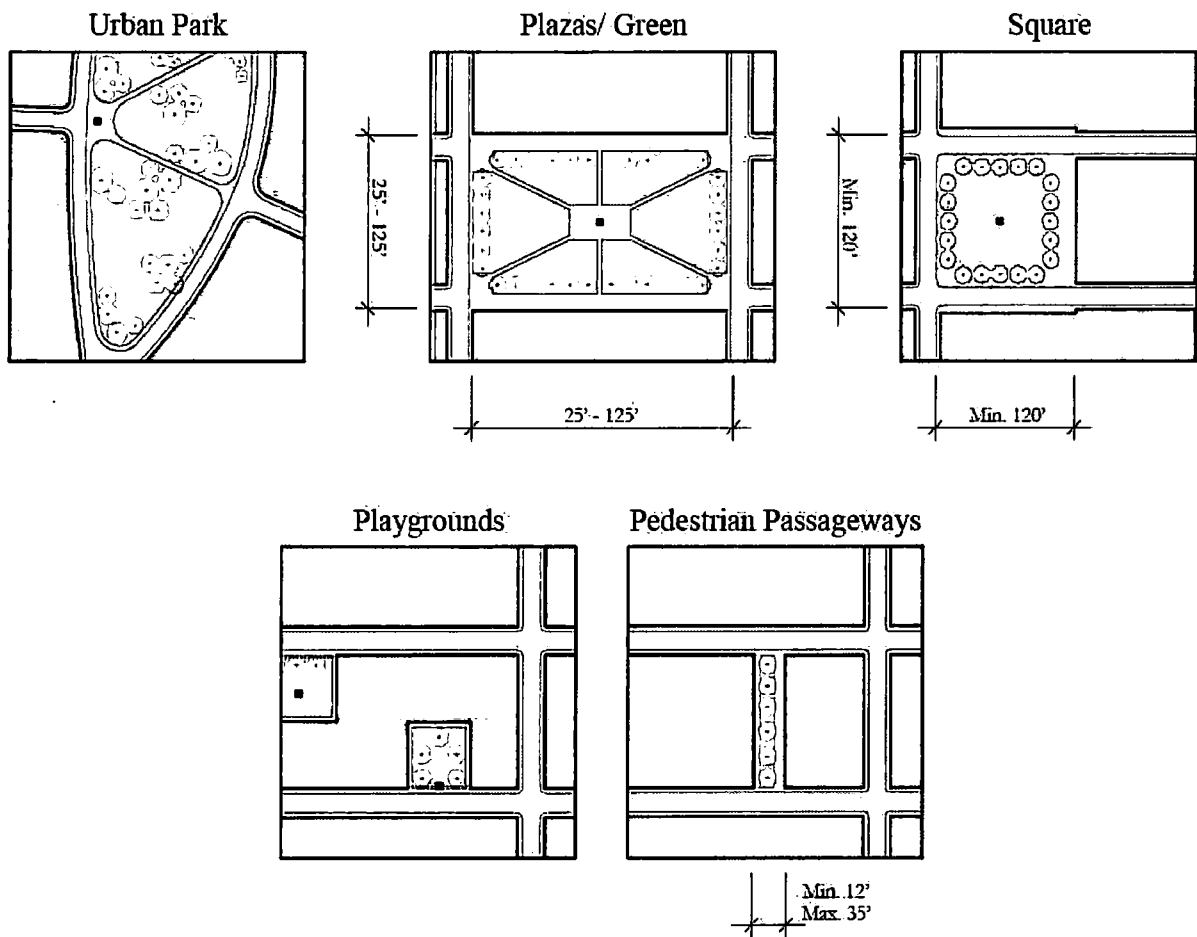
C. UTILITIES

1. All new utilities shall be placed underground in the public right-of-way, in easements within a private frontage or in rear service alleys. Their specific placement will be determined as part of the Site Development Plan process. Above ground power lines are allowed within an alley or lane.
2. The Natural Drainage Module and the Light Imprint Stormwater Matrix Module for SmartCode, Version 9.2 are incorporated into these Standards by reference. They shall serve as a menu of stormwater management techniques, appropriately calibrated for the development patterns intended for a specific Use District.

D. CIVIC SPACE STANDARDS

1. Civic Space is the second element of the Public Realm regulated by this Chapter. The development standards provide significant open space and recreational opportunities that are a spatial counter-point to the densities and intensities required of development within the CRA Use Districts. These can be realized through a variety of spaces ranging from large regional and neighborhood-scaled parks to small pocket parks. The open space network will be serviced by an interconnected network of sidewalks, trails and paths for pedestrians and bicyclists alike, providing open space amenities accessible to all developments within the CRA. The types of spaces allowed are illustrated in Figure 3.15.3D. below.

Figure 3.15.3D. Civic Spaces



2. Civic Spaces shall adhere to the following standards:

a. **Urban Parks**

1) **Description**

Urban parks include open areas available for a variety of purposes, to include structured and unstructured recreation, commercial activity and other passive uses.

2) **Character**

These spaces have a formal urban character being defined by surrounding building frontages and adjacent tree-lined streets. The landscape consists of lawns, trees and shrubs and furnished with paths and benches and shade. Civic elements such as kiosks, open shelters, pergolas, playgrounds or fountains may be included. Parks shall be located throughout the CRA at the appropriate scale to serve the intended development.

3) **Standards**

- i. Width – N/A
- ii. Depth – N/A
- iii. Must front at least 2 public roadways. All buildings must front this space.

4) Typical Uses

- i. Passive/Active Recreation
- ii. Commercial uses, including Farmer’s Markets, foot races and concerts
- iii. Playgrounds
- iv. Civic events

b. Plazas and Greens

1) Description

Plazas and Greens are open areas available for civic purposes, commercial activities, passive recreation, and, for Greens, unstructured active recreation. Numerous Plazas and Greens add to the vibrancy of developments by creating the opportunity for casual public engagement. Building frontages define the space. Pocket Plazas function in a similar manner and follow the same rules as the larger Plazas. These smaller scaled spaces create more intimate places for seating or dining and provide a place where commercial and neighborhood activity can spill into. These Plazas can also be used to create a formal space in front of a prominent building entrance.

2) Character

Plazas and Greens are purposefully sited gathering areas designed with a percentage of paved surface area appropriate to their pedestrian traffic level. They shall be sufficient in number to provide enough shade to help mitigate the heat effect of the hardscape. Tables and chairs shall be provided.

3) Standards

- i. Minimum width and depth – 25 feet
- ii. Maximum width and depth – 125 feet
- iii. Must front on at least 1 public roadway

4) Typical Uses

- i. Casual seating
- ii. Commercial uses (e.g., retail and food kiosks)

c. Squares

1) Description

Squares provide an important anchor for a neighborhood, serving as an open space available for civic purposes, commercial activity, unstructured recreation and other passive uses. The Square should have an urban, formal character and be defined by the surrounding building frontages and adjacent tree-lined streets.

2) Character

All buildings adjacent to the Square must front onto it. Adjacent streets lined with appropriately scaled trees help to define the square. The landscape shall consist of lawns, trees, and shrubs planted in formal patterns and furnished with paths and benches. Shaded areas for seating shall be provided. A civic element or small structure such as a kiosk, open shelter, pergola or fountain may be included.

3) Standards

- i. Minimum width – 120 feet
- ii. Minimum depth – 120 feet
- iii. Must front on at least 2 public roadways

4) Typical Uses

- i. Unstructured and Passive Recreation
- ii. Commercial and Civic Uses
- iii. Casual Seating

d. Playgrounds

1) Description

Playgrounds are open areas designed and equipped for the recreation of children. They can be interspersed within all development where appropriate. Playgrounds can be freestanding or located within Urban Parks.

2) Character

Playgrounds serve as safe places protected from the street and typically in locations where children do not have to cross Framework Streets to get to. Often Playgrounds, particularly tot-lots, are located in the center of blocks surrounded by residential areas.

3) Standards

- i. Minimum width – N/A
- ii. Minimum depth – N/A
- iii. Independent of building frontages
- iv. Fenced with limited access points where appropriate

4) Typical Uses

- i. Passive/active recreation
- ii. Picnic facilities
- iii. Outdoor seating
- iv. Play structures, interactive art, fountains

e. **Pedestrian Passageways**

1) Pedestrian Passageways provide pathways between buildings and through blocks. They create unique spaces for building frontages to access while allowing for social and commercial activity to spill into the public realm.

2) Character

Passageways are hardscape areas with frequent entries and frontages. There may be exterior stairways to adjacent buildings that frame and define the passageway. There are minimal plantings and potted plants.

3) Standards

- i. Minimum width – 12 feet
- ii. Maximum width – 35 feet
- iii. Uninterrupted Pedestrian Passageways greater than 150 feet in length must incorporate a Pocket Plaza.
- iv. Pedestrian Passageways shall be incorporated into blocks that are longer than 400 feet in length. Exceptions shall be made for sites requiring special security measures as approved by the County Manager within the FARM Use District.

4) Typical Uses

- i. Primary access
- ii. Casual seating

3.15.4. Private Realm Standards

A. Density and Intensity standards

Table 3.15.4.a below demonstrates the targeted density and intensity for the Use Districts within the CRA. The standards defined below, as they apply to a specific development or phase of development may be modified through the SP process but only if the applicant can demonstrate that the Community Principals and the Block and Building Scale Principals defined above shall not be compromised for the desired urban block build-out of the Use District. Individual sites are subject to the development standards permitted in the specific zoning district for the site.

Use District	Floor Area Ratio	Density Range
FARM (1)	0.5 FAR - 4.0 FAR	8 du/ac – 40 du/ac
TECH (1)	0.5 FAR - 4.0 FAR	8 du/ac – 40 du/ac
INST (1)	0.5 FAR - 2.5 FAR	8 du/ac – 40 du/ac
COMM (1)	0.5 FAR - 2.5 FAR	8 du/ac – 40 du/ac
RES	N/A	3 du/ac – 18 du/ac

Notes:

(1) Hotel and Hospitality uses may develop up to 60 rooms (keys) per acre.

B. Parking Standards

Table 3.15.4.b below demonstrates the parking standards for the Use Districts within the CRA. The standards defined below, as they apply to a specific development or phase of development may be modified through the SP process but only if the applicant can demonstrate to the satisfaction of the County Manager that the Community Principals and the Block and Building Scale Principals defined above shall not be compromised for the desired urban block build-out of the Use District. This demonstration shall include an assurance by an established development threshold that additional spaces over and above the maximum allowable count for any specific use shall be converted to useable space, shall provide parking for adjacent future development or shall not otherwise compromise the desired urban block build-out of the Use District.

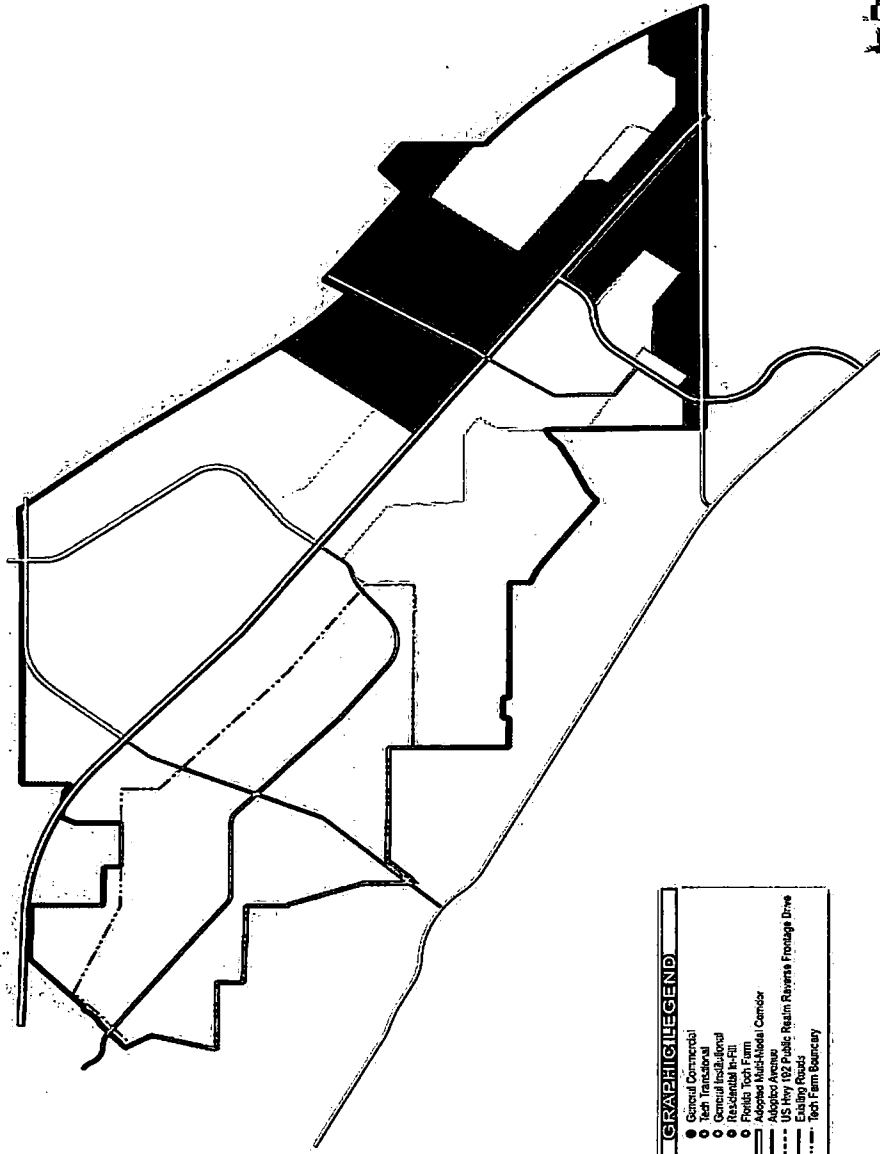
Use District	Parking Standard	Maximum Parking Allowance
FARM (1)	1 space per 500 sf	110% of Parking Standard
TECH (1)	1 space per 500 sf	110% of Parking Standard
INST (1)	1 space per 500 sf	110% of Parking Standard
COMM (1)	1 space per 500 sf	110% of Parking Standard
RES (1)	Multi-Family 2 Spaces per Unit Single Family 4 Spaces per Unit Non-Residential Uses 1 space per 500 sf	110% of Parking Standard 110% of Parking Standard 110% of Parking Standard

Notes:

(1) Parking Spaces required within the Public Realm of the urban block shall be counted towards the Parking Standards.

3.15.5 USE DISTRICTS PLAN

East US-192 CRA USE DISTRICTS



GRAPHIC LEGEND

- General Commercial
- Tech Transitional
- General Institutional
- Residential Hi-Rise
- Single Tech Farm
- Single Tech Farm Condominium
- Adjoined Avenue
- US Hwy 192 Public Right-of-Way Frontage Drive
- Existing Roads
- Tech Farm Boundary



This map was prepared by the staff of the Planning Department of the City of Overland Park, Kansas, and is not intended to be used for any other purpose. The City of Overland Park, Kansas, is not responsible for any errors or omissions on this map.

This map was prepared by the staff of the Planning Department of the City of Overland Park, Kansas, and is not intended to be used for any other purpose. The City of Overland Park, Kansas, is not responsible for any errors or omissions on this map.

SECTION 3. SEVERABILITY. If any provision of this Ordinance, or the application thereof, is for any reason held or declared to be unconstitutional, inoperative, void or invalid, such holding shall not affect provisions or applications of this Ordinance which can be given affect without the invalid provisions or application, and to that end, the provisions of this Ordinance are declared severable.

SECTION 4. CONFLICT. Any ordinance or part thereof in conflict with this Ordinance or any part hereof is hereby repealed to the extent of the conflict.

SECTION 5. FILING WITH DEPARTMENT OF STATE. The Clerk be and hereby is directed forthwith to send a certified copy of this Ordinance to the Bureau of Administrative Code and the Department of State pursuant to law.

SECTION 6. EFFECTIVE DATE. This Ordinance shall take effect upon filing with the Department of State.

BOARD OF COUNTY COMMISSIONERS
OF OSCEOLA COUNTY, FLORIDA

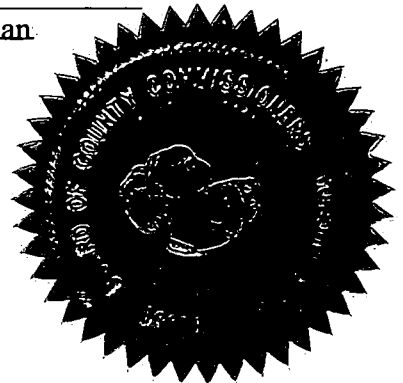
By: *Teresa Jamer*
Chairwoman/~~Vice Chairwoman~~

ATTEST:
OSCEOLA COUNTY CLERK OF THE BOARD

By: *Debra A. Davino*
Clerk/ Deputy Clerk of the Board

As authorized for execution at the Board of
County Commissioners meeting of:

October 17, 2016





FLORIDA DEPARTMENT *of* STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

October 19, 2016

Ms. Paula J. Carpenter
Clerk of the Board
Osceola County
1 Courthouse Square, Suite 4400
Kissimmee, Florida 34741

Attn: Debra Davis, Deputy Clerk

Dear Ms. Carpenter:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Osceola County Ordinance No. 2016-91, which was filed in this office on October 19, 2016.

Sincerely,

Ernest L. Reddick
Program Administrator

ELR/lb