

Zoning District Descriptions from Orlando Land Development Code
Chapter 58 – Part 2 District Regulations
(codified through November 17, 2008; Document #0811171102, Supplement 35, No.1)

2L. C CONSERVATION DISTRICT

Sec. 58.310. Relationship to the Growth Management Plan.

The -C- Conservation District implements GMP Land Use Policies 1.1.6 and 2.3.1 to provide standards for land use categories located outside of activity centers and mixed use corridors. This district implements Conservation Goal 1, to protect the natural environment and the functioning of natural systems; Objective 1.6 to establish means of protecting environmentally sensitive lands, including regulation; and Policy 1.4.5 to regulate development in order to minimize impairment of the function of vital natural systems.

(Ord. of 9-16-1991, Doc. #25094)

Sec. 58.311. Purpose of the District.

The -C- Conservation District is established for the purpose of identification, protection, preservation and the beneficial use of environmentally sensitive lands. It is intended that this district shall not be a holding category for land, but rather, a terminal category to insure that the present and future residents of the City of Orlando shall be able to enjoy the benefits of the natural environment.

The provisions of this district are intended to conserve passive parks, recreational areas, open space, flood plains, and unique environmental features. Also, this district shall act to protect the natural resources of the City of Orlando, environmentally sensitive lands along stream and lake shores, and areas subject to erosion. Finally, the district shall restrict the development of lands upon which a more intensive development would be environmentally detrimental to adjacent or nearby lands.

(Ord. of 9-16-1991, Doc. #25094)

Sec. 58.312. Rezones and Map Applications.

The -C- Conservation district may be applied to any land or water areas deemed appropriate by the City and areas designated by a development order or other governmental action for the purpose of conserving or protecting natural resources or environmental quality. Rezoning to the -C- Conservation District shall only take place by initiation of the Municipal Planning Board, City Council, or the individual property owner.

(Ord. of 9-16-1991, Doc. #25094)

Sec. 58.313. Additional Requirements.

Properties containing a wetlands, upland buffer or other environmentally sensitive area and designated for conservation use shall be shown on the face of a Master Plan, development order or development agreement, preliminary long-form plat, or final plat. Conservation easements shall be required. The designation of the -C- Conservation district on individual properties shall be consistent with the requirements of all County, State and Federal permits, where applicable.

(Ord. of 9-16-1991, Doc. #25094; Ord. of 4-20-1992, Doc. #25633)

Secs. 58.314--58.319. Reserved.

2J. I-P INDUSTRIAL PARK DISTRICT

Sec. 58.290. Relationship to the Growth Management Plan.

The I-P district implements GMP Future Land Use Goal 2, to promote a wide variety of employment alternatives both inside and outside of activity centers; Future Land Use Objective 2.3 and Policy 2.3.1, to provide standards for industrial uses located outside activity centers and mixed use corridors. The I-P district implements the Industrial category of the Future Land Use Map Series.

(Ord. of 9-16-1991, Doc. #25094)

Sec. 58.291. Purpose of the District.

The I-P district is intended to provide high standards of design, land use intensity and open space, to promote industrial development and related business service uses. In light of Orlando's service-oriented economy, a development in the I-P district may be comprised almost wholly of these related business service uses, however, the I-P district is not intended for retail or personal service uses serving non-commercial customers. I-P district standards are intended to encourage industrial locations served by adequate public facilities and services and to protect to the greatest extent possible adjacent residential and commercial areas.

(Ord. of 9-16-1991, Doc. #25094)

Sec. 58.292. Rezones and Zoning Map Applications.

The I-P district may be applied to areas suitable for industrial development which conform to the following standards:

Access to Thoroughfares. Each I-P district shall be located on an arterial or four lane collector designated in Chapter 61, Part 2B, or shall have access to an arterial or four lane collector via a public street without passing through or alongside any residential district.

Traffic Hazards. No I-P district shall be so located as to direct traffic into adjacent residential districts, or where traffic congestion would be likely to affect residential districts.

(Ord. of 9-16-1991, Doc. #25094)

Sec. 58.293. Additional District Requirements.

Reduction in Rear Yard Setbacks. Rear yard setbacks may be reduced to zero when the property line coincides with a railroad siding; however, no trackage shall be located within 300 feet of any residential district.

(Ord. of 9-16-1991, Doc. #25094)

Secs. 58.294--58.299. Reserved.

2AA. ASD-1 AND ASD-2 AIRPORT SUPPORT DISTRICTS

Sec. 58.460. Relationship to the Growth Management Plan.

The ASD-1 and ASD-2 Districts implement GMP Future Land Use Goal 4, and associated objectives and policies, which guide development in the Southeast Orlando Sector Plan area.

(Ord. of 5-10-1999, § 2, Doc. #32070)

Sec. 58.461. Purpose of the District.

The ASD-1 and ASD-2 Districts are intended to be the primary employment locations within the Southeast Orlando Sector Plan area. The districts have been divided into two distinct types or levels of intensity. ASD-2 or High Intensity; and ASD -1 or Medium Intensity.

The ASD-2 district allows a wide range of land uses at a high level of intensity which support the continued growth of the Orlando International Airport including heavy manufacturing, automobile and truck rental, hotel, and ancillary support retail. Residential uses are strictly prohibited in the ASD-2 because of aircraft noise and land use incompatibility.

The ASD-1 district also allows a wide range of land uses, but specifically does not allow heavy manufacturing. While conventional community shopping centers (grocery stores, strip centers) are not allowed within either district, big box retail is considered an appropriate use in both districts. Residential uses are not allowed by right in the ASD-1 district; instead, they may be allowed as a component of a PD (Planned Development) within the Airport Support District-Medium Intensity or Urban Village future land use designations.

(Ord. of 5-10-1999, § 2, Doc. #32070)

Sec. 58.462. Rezones and Zoning Map Applications.

The ASD-1 and ASD-2 Districts may be applied on the Official Zoning Map within the Southeast Orlando Sector Plan area, and in accordance with the goals, objectives and policies of the adopted Growth Management Plan.

(Ord. of 5-10-1999, § 2, Doc. #32070)

Sec. 58.463. Additional District Requirements.

Future Land Use Goal 4 and associated objectives and policies shall apply. Within certain density and intensity thresholds, Traditional Design standards shall apply within the ASD-1 district. See Chapter 68, Southeast Orlando Sector Plan Development Guidelines and Standards, for land use and design standards in the ASD-1 district.

(Ord. of 5-10-1999, § 2, Doc. #32070)

Secs. 58.464--58.469. Reserved.

2R. AN AIRCRAFT NOISE OVERLAY DISTRICT

Sec. 58.370. Relationship to the Growth Management Plan.

The AN Aircraft Noise Overlay District implements GMP Transportation Element Objective 1.19 to facilitate proper land use planning and prohibit incompatible land uses in the areas surrounding the Orlando International Airport (OIA) and the Orlando Executive Airport (OEA). GMP Future Land Use Element Policy 2.4.11 also specifies that the City and Greater Orlando Aviation Authority shall work cooperatively to implement the Aircraft Noise and Land Use Control Map concept, which utilizes the AN Overlay district.

(Ord. of 9-16-1991, Doc. #25094; Ord. of 5-20-1996, Doc. #29361; Ord. of 8-23-1999, § 7, Doc. #32283)

Sec. 58.371. Purpose of the District.

The purpose of the Aircraft Noise Overlay District is to protect the health, safety, and welfare of persons and property in the vicinity of the OIA and OEA. Aircraft noise may be considered annoying, objectionable, or unhealthy to residents in the community surrounding the airports. The AN Overlay district is intended to reduce noise and safety hazards associated with aircraft operations, to preserve the operational stability of the airports, and assist in the implementation of policies and recommendations found in the City's Growth Management Plan and in appropriate FAA sponsored Part 150 Studies. The requirements found in the AN Overlay District are intended to supplement all other zoning districts in which land may be classified, and the various Chapters of the City Code which might impact on aviation and land development, including, but not limited to, safety, fire, building, and health codes. However, to the extent that any provision of this Part conflicts with another code or ordinance, the provisions of this Part shall govern and control.

FIGURE 7A. AIRCRAFT NOISE/LAND USE CONTROL ZONE MAP

GRAPHIC LINK: [FIGURE 7A. AIRCRAFT NOISE/LAND USE CONTROL ZONE MAP](#)

(Ord. of 9-16-1991, Doc. #25094; Ord. of 5-20-1996, Doc. #29361; Ord. of 8-23-1999, § 9, Doc. #32283)

Sec. 58.372. Establishment of Aircraft Noise/Land Use Control Zones.

Aircraft Noise/Land Use Control Zones - Five separate Aircraft Noise/Land Use Control Zones shall be established as shown on the Aircraft Noise/Land Use Control Zone Map (Figure 7A). The Aircraft Noise/Land Use Control Zones are based on a projection of future noise environments arising from aircraft flight operations at the OIA and OEA, as such environments were defined by FAR Part 150 Studies.

A composite contour was developed to establish the aircraft noise overlay zones. This was accomplished based on land use controls for two noise metrics (DNL and dBA Aircraft Noise Metric). The DNL metric is a day-night sound level used to present cumulative/average long term aircraft noise exposure. The dBA Aircraft Noise Metric is a single event maximum sound level measure used to describe peak noise levels of representative aircraft flyovers as related to speech interference.

Zone A - 75 and greater DNL contour

Zone B - 70 to 75 DNL contour

Zone C - 65 to 70 DNL contour

Zone D - The composite limits of the 60 DNL contour and the 80 dBA Aircraft Noise Metric contour to the 65 DNL contour.

Zone E - The composite of the limits of the 55 DNL and the 75 dBA Aircraft NoiseMetric contour to the composite limits of the 60 DNL contour and the 80 dBA Aircraft Noise Metric contour.

The boundaries of the AN Overlay district shall be construed as the outer boundary of Zone E, and may be altered by initiation of the City Council or Municipal Planning Board whenever there is a finding that noise impacts have changed, via a FAA Part 150 Study. *Determination of Boundaries.* In determining the location of noise zone boundaries on the Aircraft Noise/Land Use Control Zone Map, the following standards shall apply:

1. For platted lots less than one (1) acre in size, where an Aircraft Noise/Land Use Control Zone boundary line enters or crosses said platted parcel, the land use restriction and sound level reduction standards associated with the more stringent Aircraft Noise/Land Use Control Zone shall apply.
2. For platted and unplatted properties greater than 1 acre in size, where an Aircraft Noise/Land Use Control Zone boundary line enters or crosses the parcel, the regulations associated with more than one zone may apply. The City shall utilize the Aircraft Noise/Land Use Control Zone Map over-layed onto a 1/8th section line map to determine the applicable Aircraft Noise/Land Use Control Zone. The City, in consultation with the Greater Orlando Aviation Authority, shall determine the applicable line of demarcation. If conflicts arise, the City's determination may be appealed to the Municipal Planning Board and City Council.

(Ord. of 9-16-1991, Doc. #25094; Ord. of 8-23-1999, § 11, Doc. #32283)
Secs. 58.373--58.379. Reserved.

Editor's note: Ord. of 8-23-1999, § 12, repealed § 58.373, relative to additional district requirements. Said section was derived from Ord. of 9-16-1991, Doc. #25094.

2N. H HOLDING DISTRICT

Sec. 58.330. Relationship to the Growth Management Plan.

The H district implements GMP Future Land Use Objective 1.1 and Policy 1.1.4, to coordinate future growth with appropriate topography and soil conditions, and to allow for the efficient, orderly and economic provision of urban services and facilities; and Future Land Use Policy 1.1.1, to encourage a concentrated urban form in order to efficiently accommodate Orlando's projected resident population.

(Ord. of 9-16-1991, Doc. #25094)

Sec. 58.331. Purpose of the District.

The -H- district is intended to provide for the proper timing and phasing of growth within the metropolitan area, by allowing limited beneficial use of lands for which future development is intended, but which should be held in a primarily undeveloped state for an interim period of time.

(Ord. of 9-16-1991, Doc. #25094)

Sec. 58.332. Rezones and Zoning Map Applications.

The -H- Holding district may be applied to any lands which the City Council finds should be held in a primarily undeveloped state for an interim period of time, pending future development. The district may also be applied to lands which should be preserved primarily for agricultural or open space use for an indefinite period of time. The -H- district may be classified as a Residential, Office, Commercial or Industrial zoning district. Where property is zoned or rezoned to -H- subsequent to the effective date of this section, such classification shall be made during the zoning or rezoning process. The classification shall be based upon and consistent with the Growth Management Plan land use designation for the property. Where the land use designation would permit zoning districts from two (2) or more zoning district classification categories, the classification shall be based on the zoning classification(s) of adjacent land and the ultimate use and zoning classification of the property.

Where property is zoned -H- as of the effective date of this section, the property owner may seek a Planning Official's Determination to establish the zoning district classification for the property. The classification shall be based on the criteria set forth above and shall be processed in accordance with the procedures set out in Chapter 65.

(Ord. of 9-16-1991, Doc. #25094; Ord. of 5-20-1996, Doc. #29361)

Secs. 58.333--58.339. Reserved.

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