



Sunbridge



Planned Development Regulating Plan

July 29, 2016

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Section 1 | Intent and Purpose

Sunbridge consists of approximately 4,787 gross acres of land located in southeast Orange County (See Figure 1). Much of the existing Sunbridge property is comprised of the former International Corporate Park (ICP) DRI – an expansive industrial and warehouse/distribution project. Utilizing best practices in place making, Sunbridge is intended to transform ICP from its roots as a large-scale industrial park to a more balanced, mixed-use community that will drive significant employment and economic activity in Orange County. Its proximity to significant regional environmental features will allow for the community to be planned and designed to have a symbiotic relationship with the hydrology and ecology of the area.

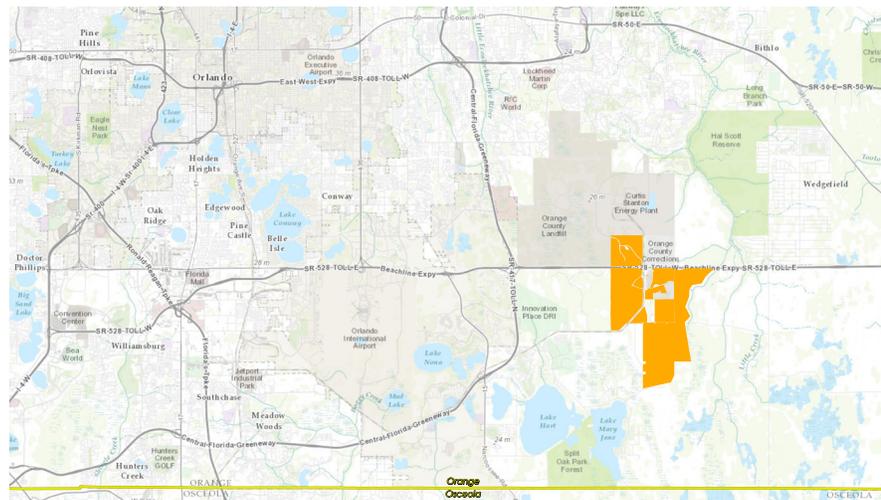


Figure 1: Sunbridge Location Map

1.1 Economic Purpose

Located in close proximity to key economic drivers like Orlando International Airport, Port Canaveral, International Consortium for Advanced Manufacturing Research (ICAMR), Lake Nona/Medical City, and the University of Central Florida, Sunbridge will feature vibrant employment centers focused on innovation as an economic driver with a talent pool of residents that attracts leading companies, bright minds, and innovative ideas. To draw new, high value/high wage, catalytic users to Sunbridge, a nearby and diverse workforce will be required. Likewise, establishing a vibrant mix of both commercial and residential uses is essential in attracting this workforce.

Significant infrastructure investments will be made upfront and sustained efforts will be taken to target multiple industries. A new interchange with State Road 528 will

provide improved access to Sunbridge and allow for a new regional mobility corridor between Orange and Osceola County, providing relief to the existing roadway network and accelerating the job creation potential for the project. This corridor is planned to be multi-modal, allowing for long-range options for mobility in the region.

1.2 Guiding Principles of Sunbridge

Development within Sunbridge shall encourage and incorporate sustainable land use techniques and principles that promote a strong local economy, produce communities of diverse livable neighborhoods, and conserve and protect the natural and built environment. These principles shall include:

- a) Establishing a flexible regulatory framework that can evolve over the projected 30+ year life of the project.
- b) Managing an incremental approach to the timing of development that is market driven, so that the framework for the delivery of a more balanced project (employment, services, and neighborhoods) is in place.
- c) Organizing development in the form of coherent and interconnected districts and neighborhoods with clearly defined centers and edges.
- d) Locating mixed and multiple-use integrated districts that provide residential and employment opportunities and a variety of shops, services, eating and drinking establishments, and civic activities that serve the daily needs of surrounding neighborhoods.
- e) Laying out neighborhoods that are typically no more than one-quarter mile from center to edge, which encourages pedestrian activity.
- f) Building neighborhoods with a wide spectrum of housing options that enable people from a broad range of incomes, ages, and family types to live within Sunbridge.
- g) Developing a more balanced transportation system of complete streets that provides access to transit, pedestrian, and bicycle mobility to reduce the reliance on automobiles.
- h) Celebrating public spaces as the unifying community characteristic.
- i) Utilizing cohesive urban design, which builds civic pride, enhances community identity and reinforces the culture of democracy.
- j) Designing communities that foster an active and healthy lifestyle with an extensive, connected network of pathways and trails.
- k) Embracing the principles and values of the County's Environmental Land Stewardship Program as a major feature of the community.

1.3 Planned Development Regulating Plan

This document satisfies, and is consistent with, Orange County’s requirements for a Planned Development Regulating Plan (PD-RP) within the Innovation Way Overlay, as outlined in Goal 5 of the county’s Comprehensive Plan and Chapter 15, Article XVIII of the Orange County Code of Ordinances. The Regulating Plan Map and development standards herein establish the location and character of transects, streets, neighborhoods, businesses, parks and open space, and civic buildings. They will be used as the basis to prepare and submit Development Plans (DP) and Preliminary Subdivision Plans (PSP) for the County’s review and approval. Any blocks and streets as depicted on the PD-RP or illustrative vignettes are conceptual and subject to change, provided that the design intent of any transect, organization of land uses, streets, blocks, and interconnectivity is maintained.

1.4 Development Program

Sunbridge will include a diverse range of neighborhoods, appealing to the entire spectrum of buyers living in concert with nature. The design intent for the project will offer a wide range of residential densities and commercial districts. At build out, the project is planned to support the development shown in Table 1.4.

Land Use	Program	
Single Family Residential	5,720	Dwelling Units
Multi-Family Residential	1,650	Dwelling Units
Office	5,470,000	Square Feet
Industrial	2,900,000	Square Feet
Retail	880,000	Square Feet
Hotel	490	Rooms

Table 1.4: Sunbridge Development Program

1.5 Expedited Review

Orange County shall provide an expedited site and development plan review for Sunbridge projects that include high tech/clean-tech users and other major high value/high wage employers. Orange County shall coordinate with appropriate state or regional entities in the expedited processing of approvals and permits for high tech/clean-tech uses and major employers.

1.6 Conflicts and Omissions

Where the PD-RP standards conflict with existing county codes, the PD-RP shall control.

1.6.1 Alternate Standards

If a development standard within the PD-RP or Regulation Not Addressed is requested to be altered, such alternate standards shall be reviewed by appropriate staff relative to the nature of the regulation or standard in question, with final decision by the Planning and Zoning Managers (and the County Engineer if applicable). If

the proposed alteration is considered consistent with the intent of the PD-RP with minimal impact to neighboring properties, it may be accepted as non-substantial and appropriate to proceed without the need of further approvals. If the proposed alteration is considered inconsistent or substantial, it may be appealed to the Development Review Committee (DRC) for further evaluation.

1.6.2 Regulations Not Addressed

In the review of PSPs, if it is determined by the Regulating Plan review staff a development standard has not been included in the Regulating Plan or there is ambiguity to a Regulating Plan standard, the applicant shall request an interpretation of the development standard from the Planning and/or Zoning Manager. The interpretation may take two forms: An agreed upon standard by the Planning and/or Zoning Manager or a referral to the most applicable section of the current Orange County code. The interpretation shall be binding on the applicant. If the applicant does not agree with the interpretation, the applicant may appeal the decision to the DRC as a Change Determination. The DRC's decision may be appealed to the BCC.

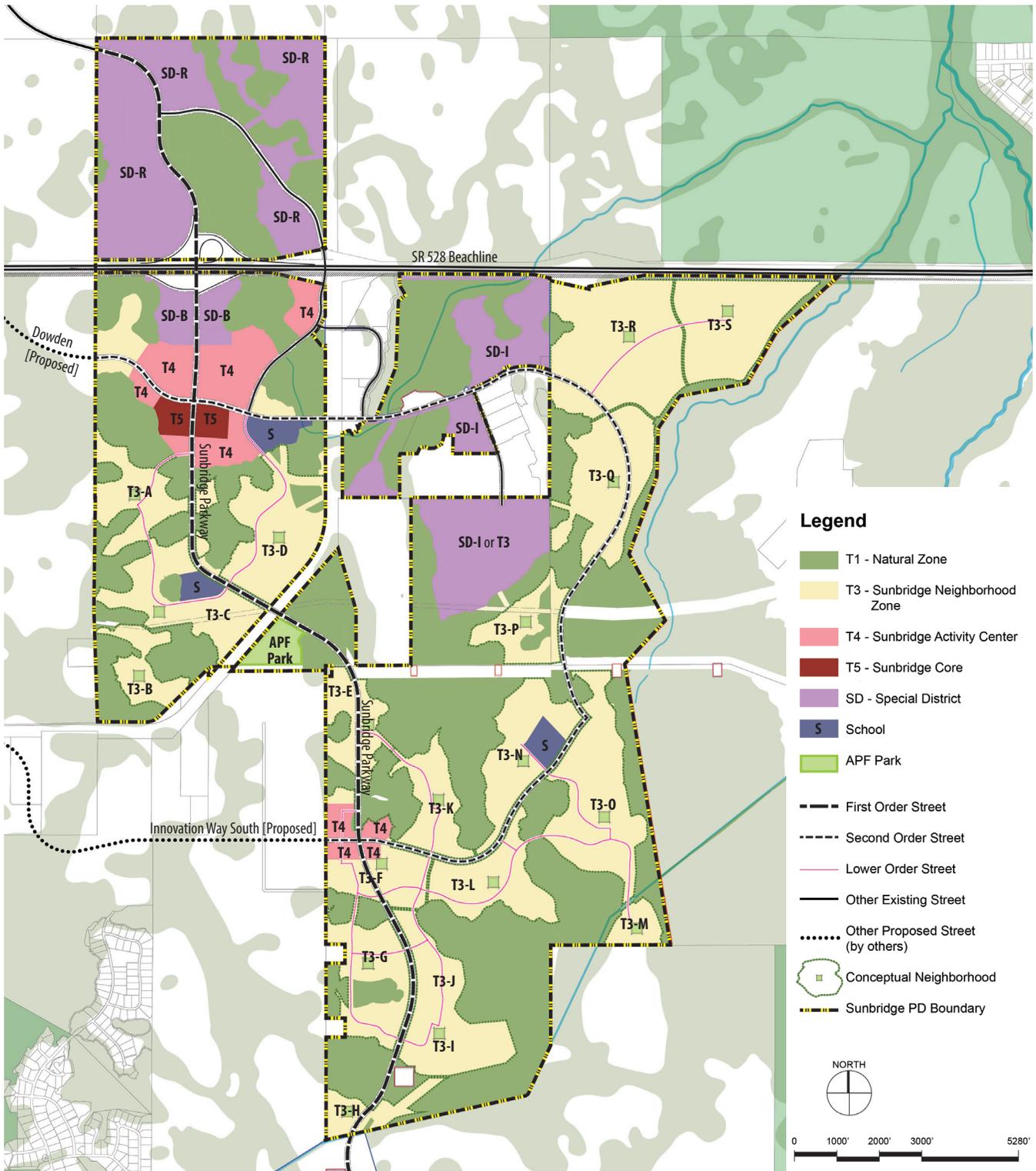


Figure 2.1: Sunbridge Planned Development Regulating Plan (PD-RP) Map

NOTE: Access locations and roads that impact wetlands and rare uplands are only approximations and are not approved with this plan. The exact location of these roadways will be determined during the Orange County Conservation Area Determination and impact permit process.

Section 2 | Transects

The Innovation Way Overlay sets out criteria for establishing a transect-based approach to creating mixed-use and walkable communities that are designed to be transit ready as the economic base and density of development grows over time.

2.1 Transects

This PD-RP for Sunbridge establishes six transects, including three special districts, to guide the development and character of the community. The transect-based zones are shown on the PD-RP Map in Figure 2.1 and described below.

2.1.1 T1 – Natural Zone

This zone contains lands unsuitable for settlement due to topography, hydrology, habitat protection, or conservation designation. This zone is shown on the PD-RP Map to approximate the areas designated as Environmental Land Stewardship Program (ELSP) lands under Orange County’s ELSP Ordinance.

2.1.1 (a) Uses. Stewardship lands may be used as passive recreation and open space if designed in an environmentally friendly manner and consistent with the provisions of Chapter 15, Article XVIII of the Orange County Code and the adopted Environmental Land Stewardship Plan.

2.1.1 (b) Connectivity. Where appropriate, access to the Natural Zone will be provided at periodic intervals throughout the project to expand access to open spaces via the trail and pathways network.

2.1.2 T3 – Sunbridge Neighborhood Zone

The Sunbridge Neighborhood Zone is intended to support lower density neighborhood development outside the boundaries of Sunbridge’s community and employment centers. This zone is the largest transect and requires flexibility in design to accommodate neighborhood and housing types for all market segments.

2.1.2 (a) Form and Design. The design controls in this transect are intended to achieve the following:

- 1) New housing shall be “human scale”. Massing, setbacks, and character of new residential developments shall encourage structures that do not overly dominate streets, foster diversity in design, and maintain the character of the community. Alternative housing forms, such as small-lot single family, bungalow single family, townhomes, small-scale apartments,



Figure 2.1.1: T1 - Natural Zone Location



Figure 2.1.2: T3 - Sunbridge Neighborhood Zone Location *Note: Hatched parcel T3 or SD-1.*

and accessory dwelling units (“granny flats”) that provide diversity of housing opportunities are encouraged.

2) Each neighborhood shall include a variety of housing types and styles to allow people with a range of different ages and incomes to live in the neighborhood of their choice as a diverse community. In order to maintain the desired density of residential neighborhoods, a variety of housing types, lot sizes, and patterns are encouraged.

Residential Neighborhoods may contain the following residential housing types:

- Single-family detached homes;
- Townhomes;
- Duplexes and other types of attached units up to four-plexes;
- Small scale apartments¹; and
- Accessory dwelling units.

¹ Small scale apartments have no more than eight units in a building and no more than 25 units in the apartment development.

3) Whenever possible, land use boundaries and density changes in neighborhoods should occur at mid-block locations, rather than along streets, so that buildings facing each other are compatible and transitions between uses are gradual.

4) Portions of neighborhoods that are proposed to develop within a density range of 6-10 dwellings per net developable acre should be located adjacent to a neighborhood node, or a location that would serve as a transition between a T-3 zone and T-4 or T-5 zone.

5) Neighborhoods shall be pedestrian and bicycle friendly. Individual neighborhoods should be sized so that dwellings are generally within a maximum five-minute walk of a discernable center or neighborhood node.

6) Houses shall address the local street system and public spaces with entries, balconies, porches, architectural features, and activities to enliven the streets and create safe and pleasant walking environments.

2.1.2 (b) Connectivity. Sunbridge neighborhoods will be designed with a network of interconnected local streets and trails to encourage pedestrian, bicycle, and automobile access. The intersection density in the Neighborhood Zone shall be at least 80 intersections per square mile inclusive of bicycle/pedestrian intersections. In certain locations where the ELSP requires the protection of lands generally in their natural state, the configuration of developable lands will limit the ability to meet this goal due to the need to protect ELSP lands and the Natural Zone.

The diversity of neighborhood types is a strength of Sunbridge. Proposals for gated entryways into new developments or neighborhoods shall be reviewed by the County on a case-by-case basis. Gated communities are discouraged unless the site is either surrounded by wetlands on only three sides or is a pocket of land within a street system that does not allow for interconnection between neighborhoods or adjoining T4 zones.

2.1.2 (c) *Parks and Open Space*. Small parks or designated open spaces should be located within walking distance of every home within a neighborhood. Pedestrian and bicycle connections shall be enhanced to allow surrounding residents easy and safe access to neighborhood amenities.

2.1.2 (d) *Example Neighborhoods*. The following diagrams show three potential neighborhood layouts that respond to the varied natural systems and connecting infrastructure found on the Sunbridge site. The diagrams are illustrative in nature and are meant to indicate design scenarios meeting the intent of the Regulating Plan.



Figure 2.1.2 (d1): T3 - Sunbridge Neighborhood Zone Example Layout 1

Some planned T-3 neighborhoods have large tracts that are not encumbered with ELSP lands, and will allow for multiple blocks to be organized around a central feature.

Access to some neighborhoods will be by way of entrances from higher order roadways. Neighborhoods closest to the higher order roadways will have limited street connections to the higher order road in order to balance the need to create livable communities but maintain roadway level of service.

Internally, a hierarchy of streets will be created to promote interconnectivity within and between adjoining neighborhoods.

Blocks that back up to ELSP lands will be longer. However, periodic access to the adjacent natural zone will be provided where activity is warranted.

A mix of housing types and styles will be encouraged. Higher density attached product types could be utilized along higher order internal streets or located closest to adjoining T-4 areas.

In support of the “home as trailhead” concept, a network of pathways internal to the neighborhood will promote internal connectivity as well as connections to adjoining neighborhoods and the regional trail system.

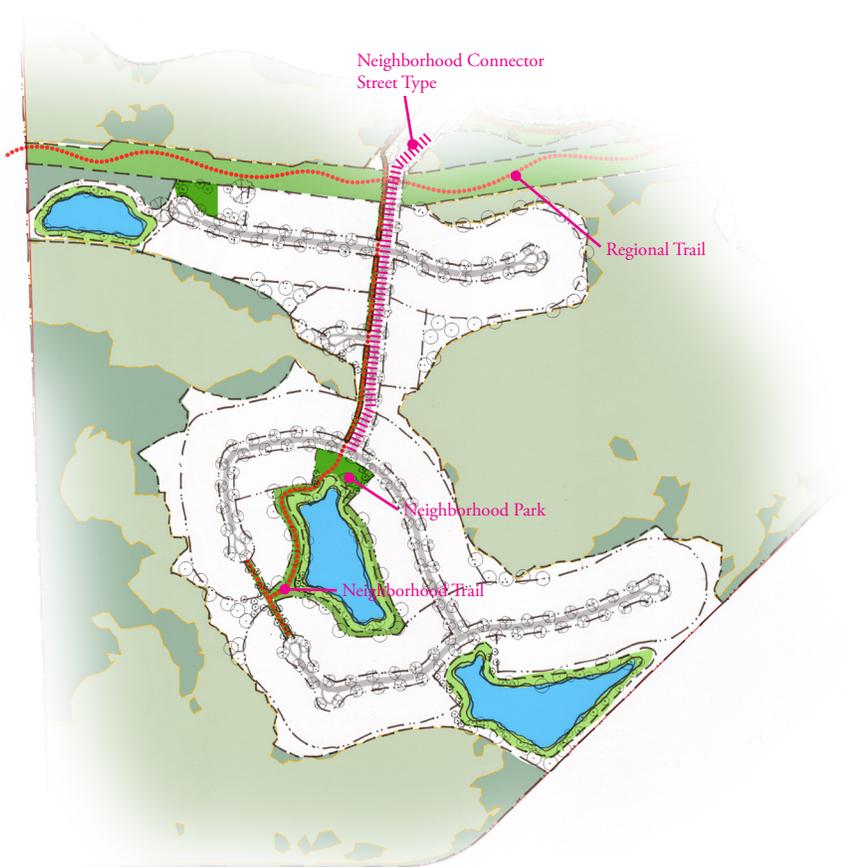


Figure 2.1.2 (d2): T3 - Sunbridge Neighborhood Zone Example Layout 2

All of Sunbridge will be designed utilizing the ELSP lands as the initial design template. Some T-3 areas lie in isolated enclaves. In these instances, neighborhoods may only have one way in and out for vehicular access. Given the environmental constraints, every effort will be made to find acceptable emergency secondary access.

Although constrained by vehicular access, these isolated pockets of T-3 will be designed as complete neighborhoods with the green framework serving as the primary design element. Pedestrian and bicycle connectivity will be internally maximized.

Single family detached product types of varying lot widths are the predominant housing type in these T-3 neighborhoods.

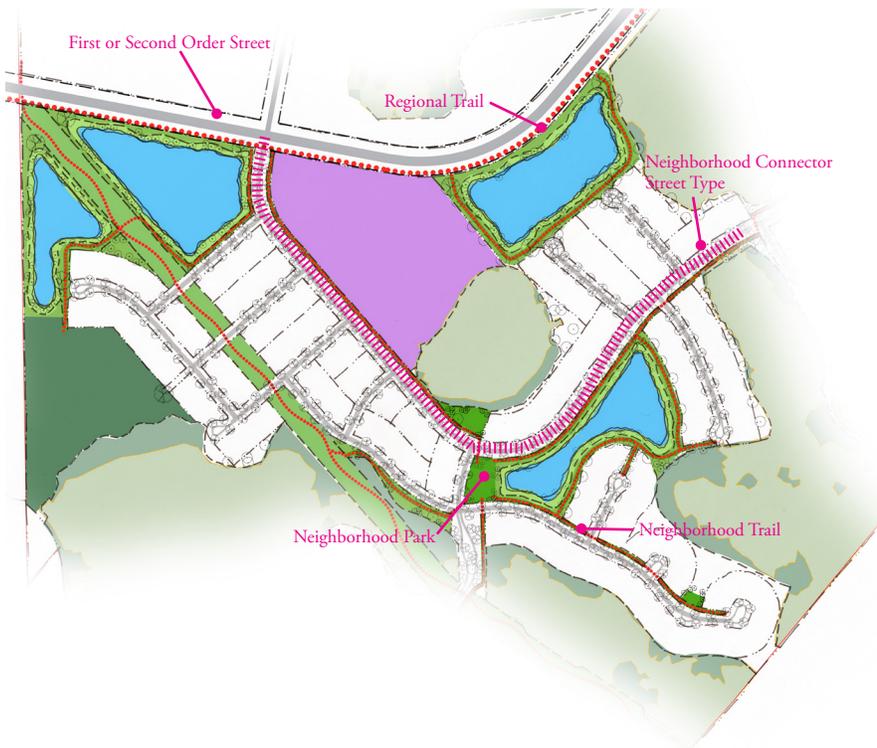


Figure 2.1.2 (d3): T3 - Sunbridge Neighborhood Zone Example Layout 3

A third type of neighborhood will be characterized by a blend or 'hybrid' of the first two. The existence of ELSP 'fingers' create narrow corridors of land that can only have a single way in and out. These streets will support single family detached housing. In these instances, access to the neighborhood pathway and green framework system will be important to creating a holistic community.

Other areas will have a block structure that can support a wider array of housing type - both attached and detached.

Where a significant community facility such as a school is co-located within the neighborhood, certain design elements will be required. If an elementary school, it will be sited to promote pedestrian and bicycle access from within the neighborhood. School bus and parent drop-off access will be designed to limit conflicts with pedestrian and bicycle access internal to the neighborhood.

Density and Intensity				
Residential				
Min Density (DU/Ac) ¹			1	2
Max Density (DU/Ac) ¹			10	2
Non-Residential				
Min Gross FAR ³			N/A	4
Max Gross FAR			0.50	4
Lot Development Standards				
	SFD	SFA	MF	NR
Principal Building Setback				
Front Yard Minimum	15'	15'	10'	0'
Street Side Yard Minimum	10'	10'	10'	5'
Side Yard Minimum	5' ⁷	5'	10'	5'
Rear Yard Minimum	15'	15'	15'	15'
Garage Setback				
Front Load Minimum	20'	20'	N/A	N/A
Alley Load Minimum	3'/20' ⁵	3'/20' ⁵	3'/20' ⁵	N/A
Encroachments				
Porch Maximum	5'	5'	5'	N/A
Building Stories Maximum	3	3	3	3
Lot Width Minimum	30' ⁶	20' ⁶	40'	40'

Table 2.1.2: T3 Development Standards

SFD: Single-Family Detached
SFA: Single-Family Attached (Duplex/Townhome)
MF: Multi-Family
NR: Non-Residential

¹ Density calculated on net developable acreage.

² Granny flats and garage apartments will not be included in unit or density calculations

³ Minimum FAR shall be applied to the overall development plan and not to each freestanding phase. The Developer shall maintain a cumulative record of FAR approved to date and provide it with each PSP or DP.

⁴ In T3, non-residential uses, except for civic and amenity related uses, shall only be located in Neighborhood Nodes.

⁵ Any setback beyond minimum shall be at least 20'.

⁶ Garages on lots less than 40' wide shall be alley accessed.

⁷ 3' minimum allowed on lots less than 40' in width

2.1.3 T4 – Sunbridge Activity Center

The Sunbridge Activity Center Zone includes a full range of medium density/intensity residential, commercial and workplace uses that serve the daily needs of residents and employees from nearby neighborhoods and workplaces.

2.1.3 (a) Connectivity. Activity Centers serve an important function within Sunbridge. The Activity Centers will provide primary services to support surrounding neighborhoods. The neighborhoods will be connected to this Center by way of interconnected local streets and trails to encourage pedestrian, bicycle and automobile access. The intersection density in the T4 Zone shall range between 100 and 140 intersections per square mile inclusive of bicycle/pedestrian intersections.

The Activity Center located at the intersection of Dowden Road and the Sunbridge Parkway serves to support the primary function of the adjacent Core Zone, with higher density residential uses than otherwise is permitted in the T-3 transect. This Activity Center will be connected to the Core Zone through a series of public streets laid out as generally displayed on the PD-RP Map (Figure 2.1), with a series of pedestrian connections.

2.1.3 (b) Parks and Open Space. The T4 Zone is characterized by higher intensity uses including non-residential, and therefore has different Parks and Open Space needs than the T3 Zone. Parks and Open Spaces will be situated within a more urban framework and will therefore take the form of squares, plazas, and other more formal spaces. The T4 Zone is typically surrounded by T3 Zones, so Neighborhood oriented parks may be located on their periphery.

2.1.3 (c) Example Neighborhood Activity Centers. The following diagram shows a potential neighborhood and center layout that links the neighborhood to the center.

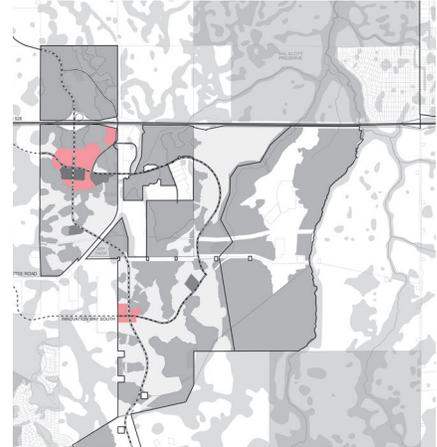


Figure 2.1.3: T4 - Sunbridge Activity Center Zone Location

Figure 2.1.3 (c1): T3 - T4/Neighborhood Potential Layout

T-3 Neighborhoods adjacent to T-4 zones will support a mix of dwelling unit types with higher densities, where appropriate. Land uses in the Activity Center zones will be oriented towards providing goods and services to support surrounding neighborhoods.

The edges between T-3 and T-4 zones will be designed to promote vehicular and pedestrian interconnectivity without reliance on first order roadways.



Figure 2.1.3 (c2): T4 - Sunbridge Activity Center Zone Example Layout

The Sunbridge T4 zone reflects a mix of uses within a more urban block structure. Streets are generally laid out in a connected fashion, establishing an organized block structure. Flexibility in street layout is encouraged responding to market needs and environmental conditions.

Density and Intensity			
Residential			
Min Density (DU/Ac) ¹		4 ²	
Max Density (DU/Ac) ¹		20 ²	
Non-Residential			
Min Gross FAR ³		0.25	
Max Gross FAR		0.75	
Lot Development Standards			
	SFA	MF	NR
Principal Building Placement			
Front Build-to Zone ⁴	0'-10'	0'-10'	0'-10'
Build-to-Zone Frontage ⁵	60%	60%	60%
Street Side Yard Minimum	5'	10'	0'
Side Yard Minimum	5'	5'	0' ⁶
Rear Yard Minimum	15'	15'	5' ⁶
Garage Setback			
Alley Load	3'/20' ⁷	3'/20' ⁷	N/A
Building Stories Maximum	5	5	5
Building Stories Fronting 1st/2nd Order Street	3 min	3 min	3 min
Lot Width Minimum	20'	100'	40'
Minimum Living Area	N/A	350 sf	N/A
Mix of Uses in Transect ⁸			
Residential			
Minimum		40%	
Maximum		75%	
Commercial/Office			
Minimum		0%	
Maximum		40%	
Civic			
Minimum		5%	
Maximum		10%	

Table 2.1.3: T4 Development Standards

SFA: Single-Family Attached (Duplex/Townhome)
 MF: Multi-Family
 NR: Non-Residential

- ¹ Density calculated on net developable acreage.
- ² Granny flats and garage apartments will not be included in unit or density calculations
- ³ Minimum FAR shall be applied to the overall development plan and not to each freestanding phase. The Developer shall maintain a cumulative record of FAR approved to date and provide it with each PSP or DP.
- ⁴ Measured from edge of right-of-way on lower order streets and back of multi-purpose easement (see Figures 3.3.1 (a and b)) on First and Second Order streets.
- ⁵ Frontage requirements apply only to designated A-streets. Up to 50% of frontage requirement may be met through knee-wall of 30" to 54" or designated public space. B-streets have no frontage requirements.
- ⁶ 10' building separation required adjacent to residential uses
- ⁷ Any setback beyond minimum shall be at least 20'.
- ⁸ In order to implement the County's "Incremental Urbanism" concept, the Mix of Uses in Transect shall be measured by land area of each use and applied to the overall transect zone, not to each freestanding phase. Vertical mixed-use (two or more uses within the same building) is allowed but not required.

Density and Intensity	
Residential	
Min Density (DU/Ac) ¹	7
Max Density (DU/Ac) ¹	100
Non-Residential	
Min Gross FAR ²	0.40
Max Gross FAR	3.00
Lot Development Standards	
Principal Building Placement	
Front Build-to Zone ³	0'-10'
Build-to-Zone Frontage ⁴	80%
Street Side Yard Minimum	0'
Side Yard Minimum	0'
Rear Yard Minimum	0'
Building Stories Maximum	7
Building Stories Fronting 1st/2nd Order Street	3 min
Minimum Living Area	350 sf
Mix of Uses in Transect ⁵	
Residential	
Minimum	30%
Maximum	75%
Commercial/Office	
Minimum	0%
Maximum	50%
Civic	
Minimum	5%
Maximum	10%

Table 2.1.4: T5 Development Standards

¹ Density calculated on net developable acreage.

² Minimum FAR shall be applied to the overall development plan and not to each freestanding phase. The Developer shall maintain a cumulative record of FAR approved to date and provide it with each PSP or DP.

³ Measured from edge of right-of-way on lower order streets and back of multi-purpose easement (see Figures 3.3.1 (a and b)) on First and Second Order streets.

⁴ Frontage requirements apply only to designated A-streets. Up to 50% of frontage requirement may be met through knee-wall of 30" to 54" or designated public space. B-streets have no frontage requirements.

⁵ In order to implement the County's "Incremental Urbanism" concept, the Mix of Uses in Transect shall be measured by land area of each use and applied to the overall transect zone, not to each freestanding phase. Vertical mixed-use (two or more uses within the same building) is allowed but not required.

2.1.4 T5 – Sunbridge Core

The Sunbridge Core zone includes a full range of high density/intensity residential, commercial and workplace uses as the densest center in the community. The design of the Core District is intended to support a high level of transit service in the future. This zone is located at the southern intersection of Sunbridge Parkway and Dowden Road and is intended to support a mix of residential, commercial, and workplace activities arranged to promote walkability between uses.

2.1.4 (a) *Connectivity.* The urban form of the Sunbridge Core is organized around its relationship to Sunbridge Parkway and Dowden Road. Full access into the Core will be governed by a need to maintain spacing between full median openings on the surrounding framework roads. The design of the Core will provide for a series of interconnected streets and driveways that promote an organized and rational pattern of development that encourages a robust pedestrian environment within the Zone and between the Core and adjoining T-4 transect areas. The intersection density in the T5 Zone shall range between 100 and 140 intersections per square mile inclusive of bicycle/pedestrian intersections.

2.1.4 (b) *Parks and Open Space.* Given the density and intensity of the Zone, the parks and open space system will be unique. Internal to the Zone, urban plazas and open spaces will be strategically located to serve as unifying design elements that promote pedestrian activity and serve to foster connectivity between uses.

2.1.4 (c) *Example Blocks.* The following diagram illustrates the concept of a block structure in the Core zone.

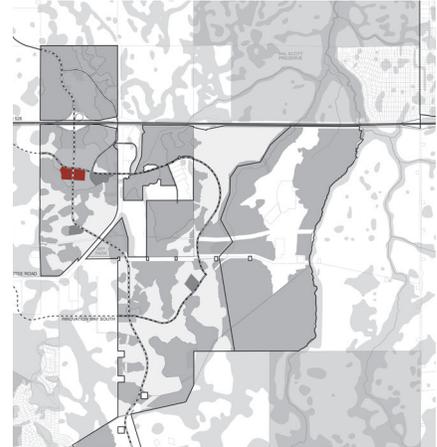
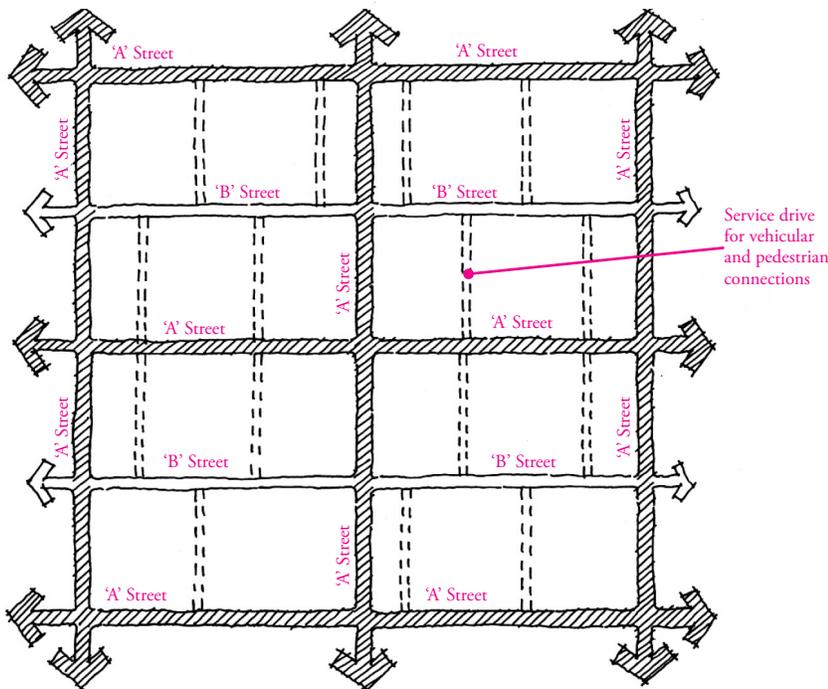


Figure 2.1.4: T5 - Sunbridge Core Zone Location

Figure 2.1.4 (c1): T4 and T5 A/B Street Concept

Every street within the Sunbridge Core Zone will be designated as either an “A” street or a “B” street.

“A” streets are intended to be the primary pedestrian-oriented streets that provide a mix of uses, promoting pedestrian activity, cycling, and transit. These streets will have building frontage requirements that establish a relationship with the street.

“B” streets are intended to provide vehicular and service access to development blocks. These streets will have no building frontage requirements. While “B” streets are not intended to be primary pedestrian streets, they should include sidewalks and street trees in accordance with appropriate street types. “B” streets can either be publicly dedicated or privately maintained.



Figure 2.1.4 (c2): T5 - Example Core Development

The Sunbridge T5 zone reflects a mix of uses within a more urban block structure. Streets are generally laid out in a connected fashion, establishing an organized block structure. Flexibility in street layout is encouraged responding to market needs and environmental conditions.

2.1.5 Special District – Beachline (SD-B)

The Beachline Special District is intended to feature primarily retail and multi-family land uses that require larger tracts. Multi-family residential, hotel, and service commercial uses are permitted and are intended to support the uses north of the interchange and commercial activities that are more highway dependent.

2.1.6 Special District – Industrial (SD-I)

The industrial Special District is intended to acknowledge the historical land uses and development pattern of the original International Corporate Park (ICP) DRI. This district has an established character and this economic function will be allowed to continue in the Sunbridge PD-RP. The development standards contained herein are those that were applicable at the time of the development of this District.

2.1.7 Special District – Research Park (SD-R)

The Research Park Special District is a one square mile area lying north of SR 528. The primary economic function of this planned district is to support the location of catalytic employers that require more land at lower floor area ratios than would otherwise be required in the T-5 Core Zone. While the exact nature of the users cannot be predicted, this District can accommodate a wide range of employers focusing on research and development, technology, laboratories, academic facilities, and administrative offices in a campus-like environment. Activities such as multi-family, multi-tenant office building, hotel, and retail are necessary to provide the support services for the District.

2.1.7 (a) Form and Design. The design controls in this district are intended to create an archipelago of campuses physically and aesthetically connected through common urban design controls, a master stormwater system, and the application of a consistent palette of building and landscape elements.

2.1.7 (b) Connectivity. The method to unifying this District is a multi-faceted approach utilizing connections between buildings, the open space, trail and stormwater system, and the interconnection of public streets that encourages pedestrian movement between activities. Uses will be organized in a manner that fosters interaction amongst employers and between employers and support activities.

2.1.7 (c) Parks and Open Space. The parks, open space and trail system, in conjunction with the stormwater management system, is intended to be the primary urban form and framework of the Research District. This green infrastructure will promote connectivity between employers and encourage pedestrian connectivity within the District.

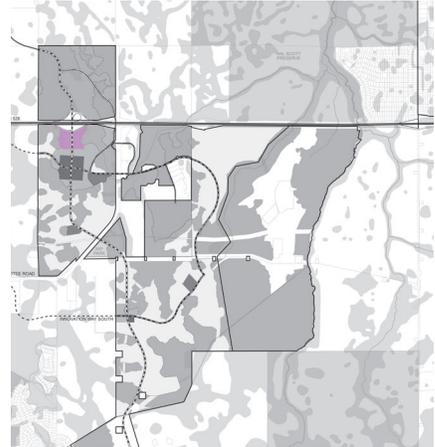


Figure 2.1.5: SD-B - Beachline Special District Location

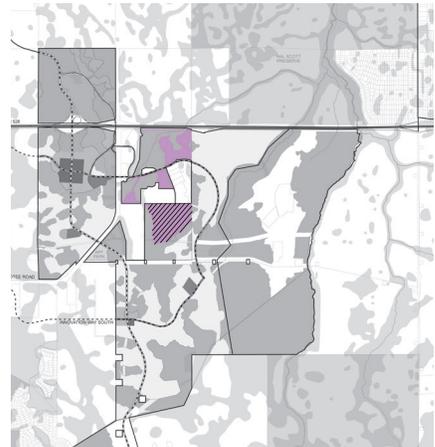


Figure 2.1.6: SD-I - Industrial Special District Location Note: Hatched parcel SD-I or T3.



Figure 2.1.7: SD-R - Research Park Special District Location

Density and Intensity	SD-B	SD-I	SD-R
Residential			
Min Density (DU/Ac) ¹	N/A	N/A	N/A
Max Density (DU/Ac) ¹	60	N/A	N/A
Non-Residential			
Min Gross FAR ⁶	0.25	0.25	0.25
Max Gross FAR	2.00	2.00	2.00
Lot Development Standards			
Principal Building Setback			
Front Yard - Minimum	20'	35'	20'
Street Side Yard - Minimum	10'	35'	10'
Side Yard - Minimum	10'	20' ⁴	10' ⁴
Rear Yard - Minimum	20'	20' ⁴	20' ⁴
Max Building Stories	3	See Note ⁵	See Note ⁵
Min Lot Width	100'	100'	100'
Lot Coverage Standards			
Max Impervious Surface Ratio	0.70	0.70	0.70
Mix of Uses in Transect ⁷			
Residential			
Minimum	N/A	N/A	N/A
Maximum	N/A	N/A	N/A
Commercial/Office			
Minimum	N/A	N/A	N/A
Maximum	N/A	N/A	N/A
Civic			
Minimum	N/A	N/A	N/A
Maximum	N/A	N/A	N/A

Table 2.2 (b): SD Development Standards

¹ Density calculated on net developable acreage.

² Granny flats and garage apartments will not be included in unit or density calculations

³ In T3, non-residential uses, except for civic and amenity related uses, shall only be located in Neighborhood Nodes.

⁴ Minimum 50' setback required from Sunbridge PD boundary.

⁵ Industrial: 6 stories; Office: 20 stories; Commercial 3 stories; Hotel: 10 stories

⁶ Minimum FAR shall be applied to the overall development plan and not to each freestanding phase. The Developer shall maintain a cumulative record of FAR approved to date and provide it with each PSP or DP.

⁷ In order to implement the County's "Incremental Urbanism" concept, the Mix of Uses in Transect shall be measured by land area of each use and applied to the overall transect zone, not to each freestanding phase. Vertical mixed-use (two or more uses within the same building) is allowed but not required.

2.2 Permitted Uses

The permitted uses below and form standards for each Transect are intended to support the following design elements:

- a) An interconnected network of streets and paths designed to encourage walking and bicycle use, with traffic calming where necessary;
- b) A complementary mix and range of land uses, including residential, employment, educational, recreational and cultural activities;
- c) Appropriate densities and intensities of land use within walking distance of transit stops;
- d) Daily activities within walking distance of residences; and
- e) Public uses, streets and gathering places that are safe, comfortable and attractive for the pedestrian, with adjoining buildings that rationally relate to the street and parking designed to support all transportation modes.

Table 2.2 (a): Permitted Uses by Transect

¹ Neighborhood node locations are not shown on the Regulating Plan Map
² Granny flats and garage apartments will not be included in unit or density calculations
³ No more than eight apartments per building
P Permitted use in specified transect

Residential Uses	T3	T3 Node ¹	T4	T5	SD-B	SD-I	SD-R
Accessory Apartments ²	P	P	P	--	--	--	--
Assisted Living Facility	P	--	P	P	--	--	--
Family Day Care	P	P	P	P	P	--	P
Nursing Home	--	--	P	P	P	--	P
Multi Family	P ³	P	P	P	P	--	P
Single Family, Detached	P	--	P	--	--	--	--
Townhomes	P	P	P	P	--	--	--
Non-Residential Uses	T3	T3 Node ¹	T4	T5	SD-B	SD-I	SD-R
Agriculture	P	--	P	P	P	P	P
Child Day Care	P	P	P	P	P	P	P
Civic	P	P	P	P	P	P	P
Commercial Recreation	--	--	P	P	P	P	P
Communication Towers	P	P	P	P	P	P	P
Conservation Uses	P	P	P	P	P	P	P
Drive-thru. Facilities	--	P	P	P	P	P	P
Eating and Drinking	--	P	P	P	P	P	P
Hospitals/Clinics	--	--	P	P	P	P	P
Hotels/Motels	--	--	P	P	P	P	P
Institutional	P	P	P	P	P	P	P
Manufacturing/Processing	--	--	--	P	P	P	P
Office	--	P	P	P	P	P	P
Outdoor Storage	--	--	--	--	--	P	--
Personal Storage (Indoor)	--	--	P	P	P	P	P
Retail	--	P	P	P	P	P	P
Services, Personal	--	P	P	P	P	P	P
Services, Automotive	--	--	P	P	P	P	P
Schools	P	P	P	P	P	P	P
Warehouse/Distribution	--	--	--	--	P	P	P

Section 3 | Mobility and Connectivity

3.1 Mobility and Connectivity General Intent

Complete streets are a foundational principle for the organization and design of Sunbridge. This principle leads to the most efficient multi-modal transportation system; however, the reality of Sunbridge starting from a true ‘greenfield’ condition means that it will be some time before the full potential for multi-modal means of travel will be realized. Sunbridge will be designed to maximize access to different means of movement within and between neighborhoods, workplaces and commercial centers. The introduction of transit to the community will come when the project reaches a sufficient critical mass, making transit economically and physically practical.

Sunbridge is intended to achieve the following transportation connectivity elements:

- a) Local streets that form an interconnected network of automobile, bicycle, and pedestrian routes that provide direct connections to local destinations. Local streets that provide for both intra- and inter-neighborhood connections and thus knit neighborhoods together, not form barriers between them.
- b) In order to provide continuous circulation systems for pedestrians, bicyclists and automobiles, unconnected streets such as cul-de-sacs, T- turnarounds, and dead ends shall be used only as a last resort. In places where an unconnected street may be desirable or cannot be avoided due to the configuration of developable land, pedestrian and bicycle connectivity shall be provided with a through-connection designed into the street wherever practicable.
- c) Local streets that are considered to be both public ways and neighborhood amenities. They shall have continuous sidewalks, bikeways, street trees, and other amenities that favor the pedestrian.
- d) Design to include provisions for wildlife connectivity across or under roadways that traverse wetland systems and associated buffers. Road and pedestrian crossings of wetlands, floodplains, and environmentally sensitive corridors shall be minimized and designed to allow for unimpeded passage of wildlife and to maintain local hydrology in accordance with Chapter 15 Article XVIII Environmental Land Stewardship.

3.2 Multimodal Network

Sunbridge will provide a safe, convenient, comfortable and aesthetically pleasing transportation environment that promotes walking, cycling, and transit use.

3.3 Framework Streets

The PD-RP Map identifies the major framework roadways within Sunbridge which establish the basic structure for mobility within the community. These framework roads are broken down into First Order Streets and Second Order Streets, whose characteristics are described below:

3.3.1 First and Second Order Streets

These multi-modal corridors shall be designed to balance the need to provide mobility to a large volume of daily auto users, while supporting the design characteristics of the adjoining land uses. Each of the corridors will be established with sufficient future right-of-way to support four travel lanes with multi-purpose paths on both sides. The median will be of sufficient width to support either a dedicated transit envelope or an additional two travel lanes. The master property owners' association, or other similar entity, shall be responsible for maintenance of trails and any other specialty items, such as hardscaping, landscaping and street lighting.

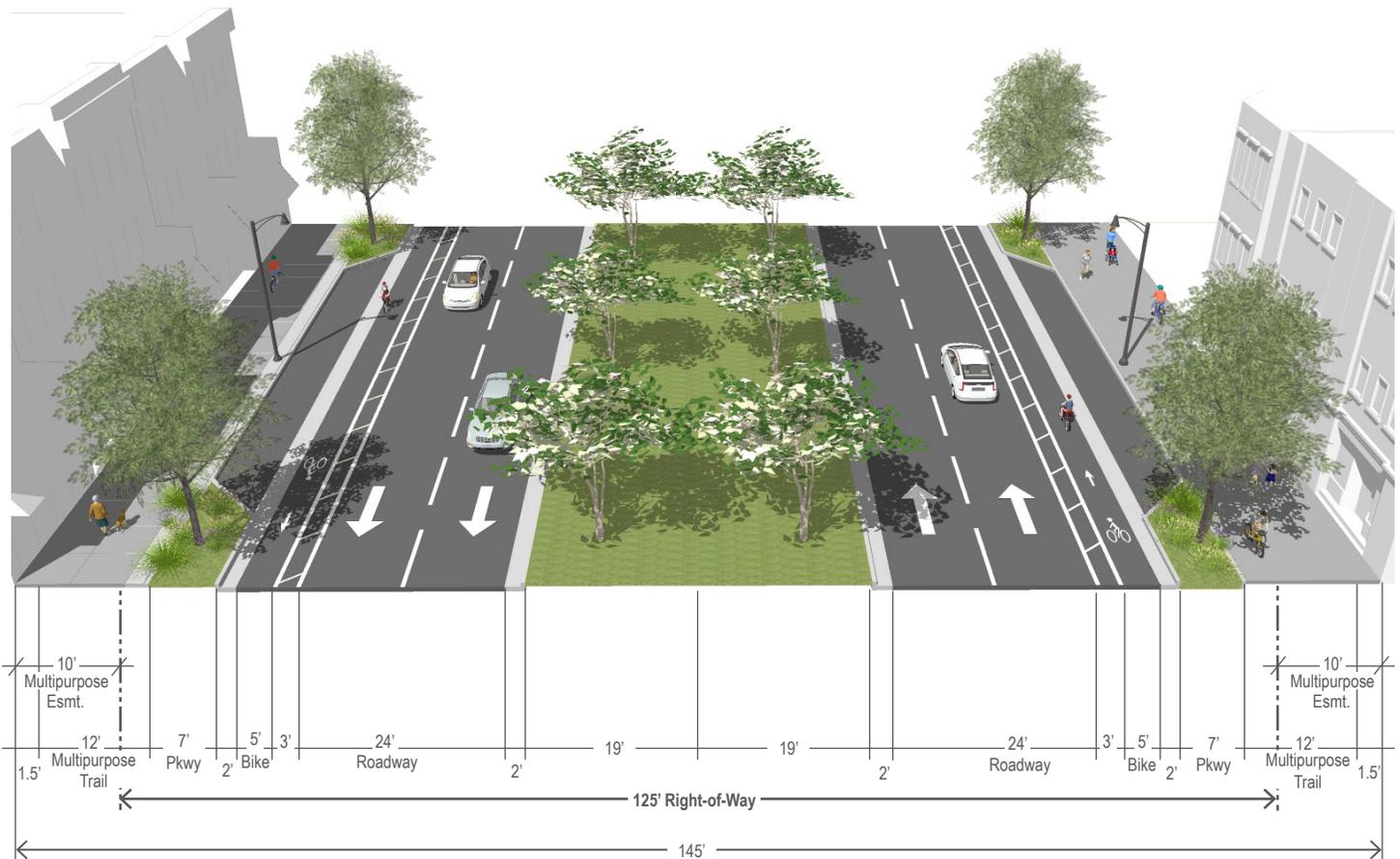


Figure 3.3.1 (a): First and Second Order Street Typical Section in T4/T5

Building placement conceptual and provided only as example of T4/T5 standards.

Final roadway dimensions will be determined with final engineering documents.

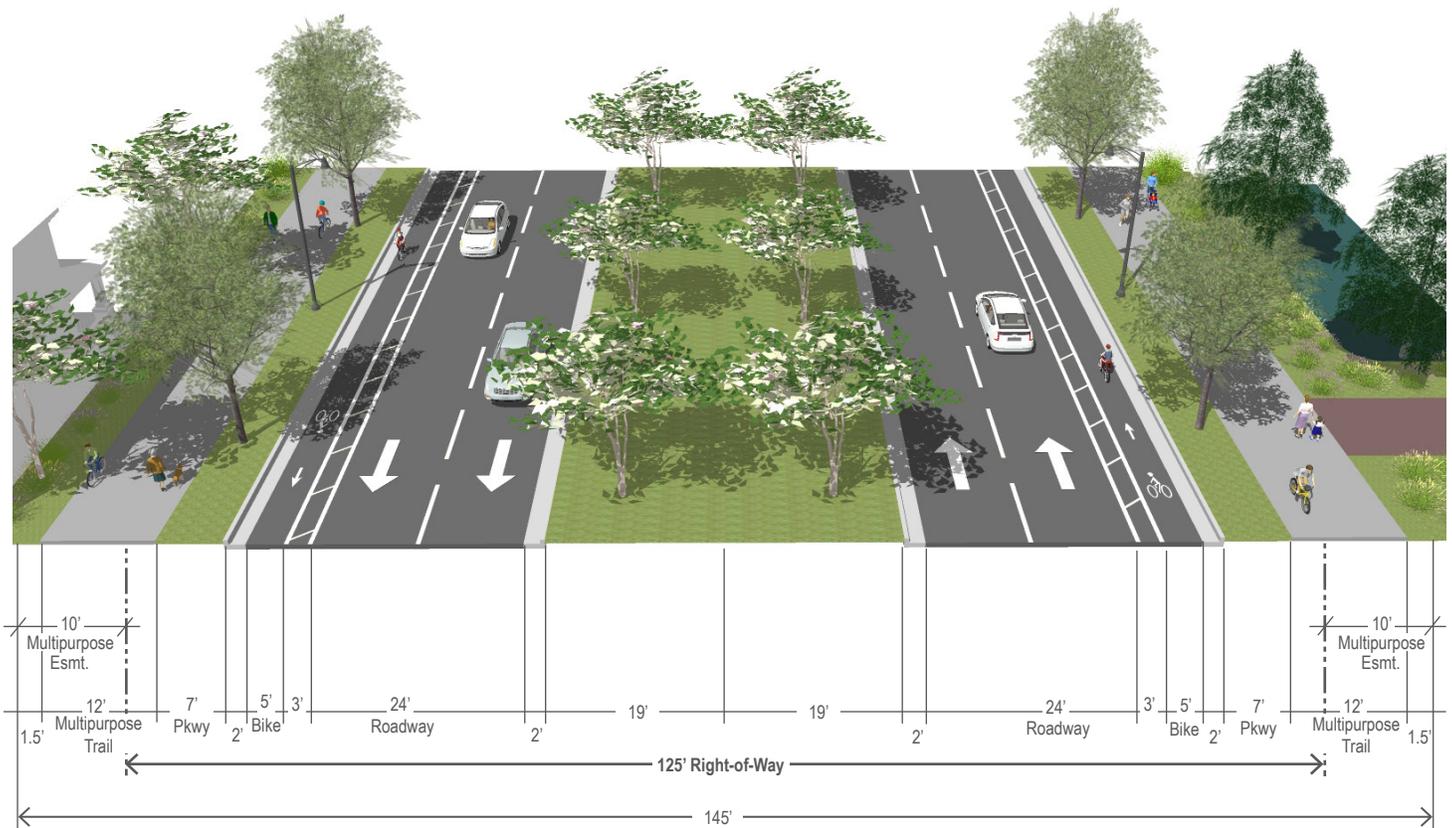


Figure 3.3.1 (b): First and Second Order Street Typical Section in T3

Building placement conceptual and provided only as example of T3 standards.

Final roadway dimensions will be determined with final engineering documents.

3.3.2 Lower Order Street Types

Lower order streets are also intended to be complete streets, designed to accommodate the needs of adjacent users as well as for the movement through the interior of a neighborhood or district. They serve many functions beyond transportation, including community structure, identity and pride, utilities, stormwater management, access to private property, connection to the parks, open space and trail system, and a place for social interaction. The master property owners' associaiton, or other similar entity, shall be responsible for maintenance of trails and any other specialty items, such as hardscaping, landscaping and street lighting. Lower Order Streets are shown in the non-regulatory Example Neighborhoods (Figures 2.1.2 (d1-3)), but not shown in the PD-RP Map. Their characteristics are shown in the following cross-sections.

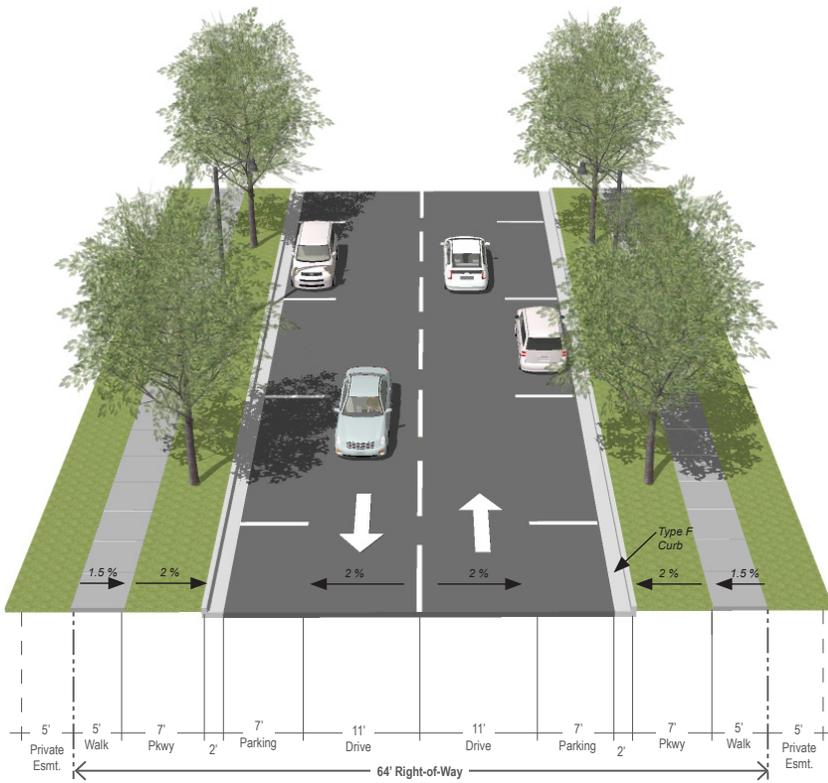


Figure 3.3.2 (a): Neighborhood Connector 1 Typical Section

This section typically applied to internal streets connecting neighborhoods. It may also be used in areas of higher density residential and/or commercial/mixed-use contexts.

Final roadway dimensions will be determined with final engineering documents.

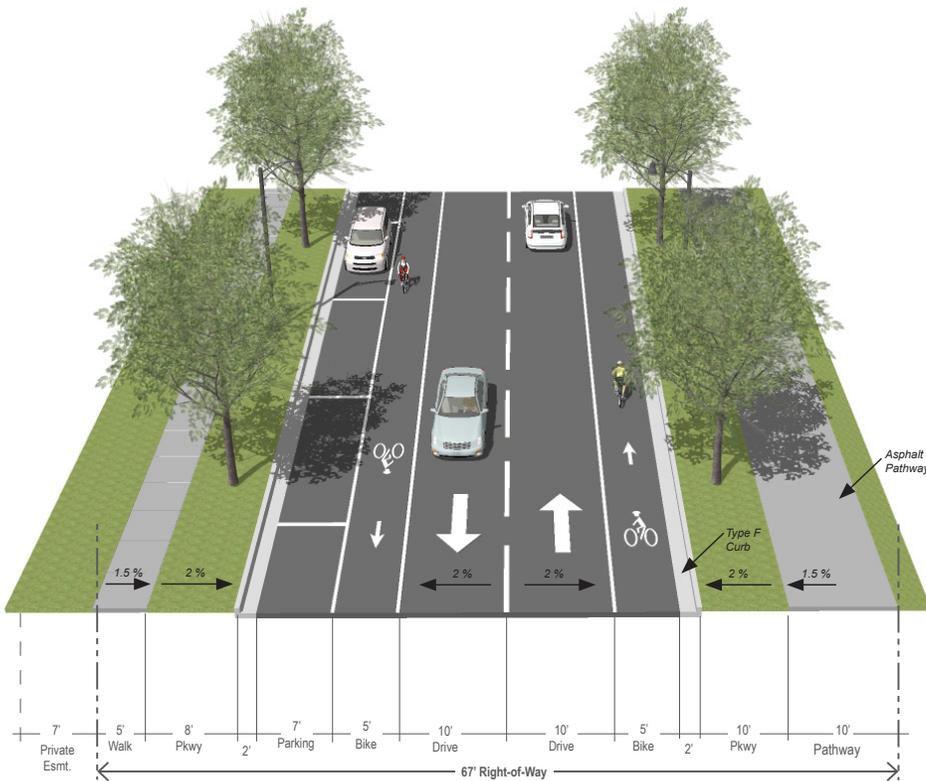


Figure 3.3.2 (b): Neighborhood Connector 2 Typical Section T4/T5

This section typically applied to higher density residential and/or commercial/mixed-use contexts.

Final roadway dimensions will be determined with final engineering documents.

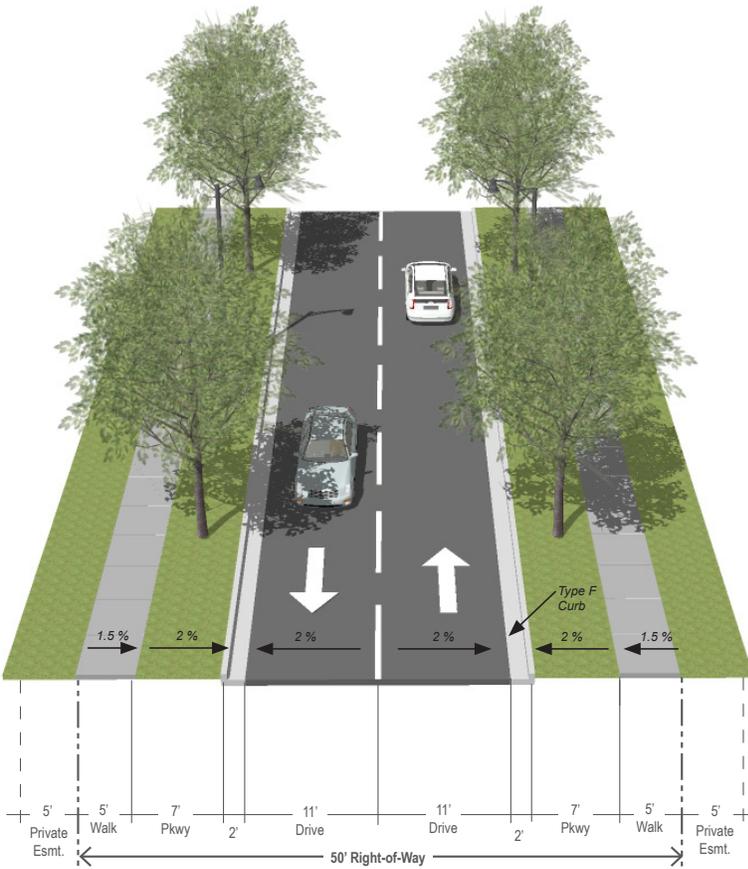


Figure 3.3.2 (c): Local Street 1 Typical Section

This section typically applied to lower density residential contexts.

Final roadway dimensions will be determined with final engineering documents.

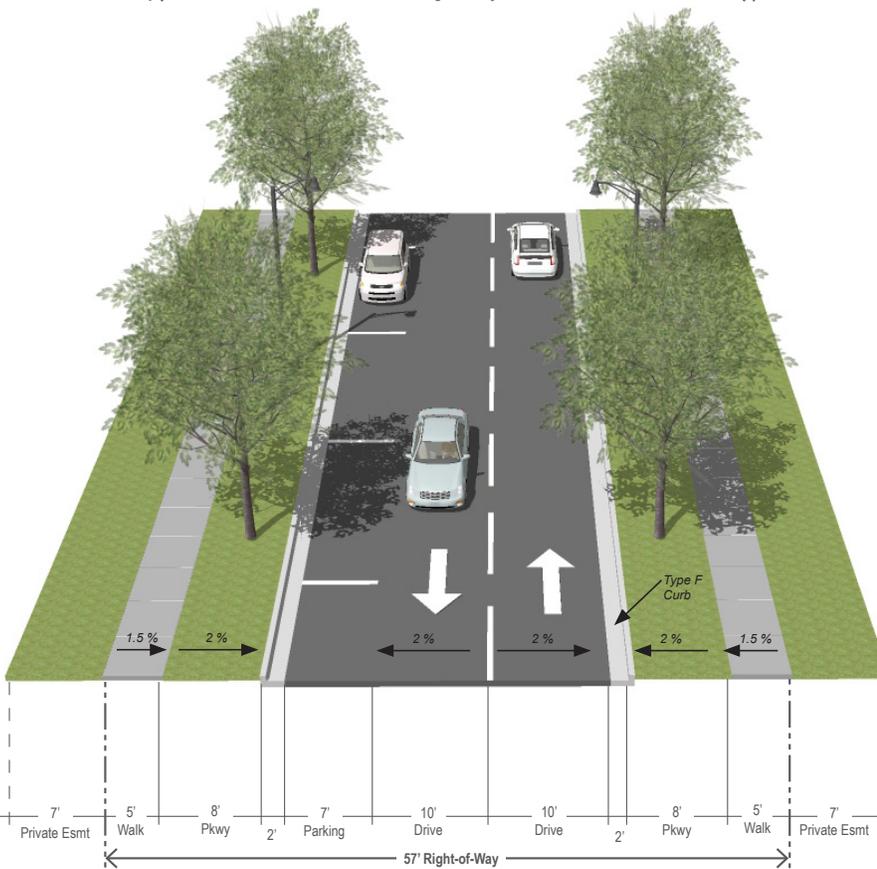


Figure 3.3.2 (d): Local Street 2 Typical Section

This section typically applied to lower density residential contexts where parking and a slow flow condition is required.

Final roadway dimensions will be determined with final engineering documents.

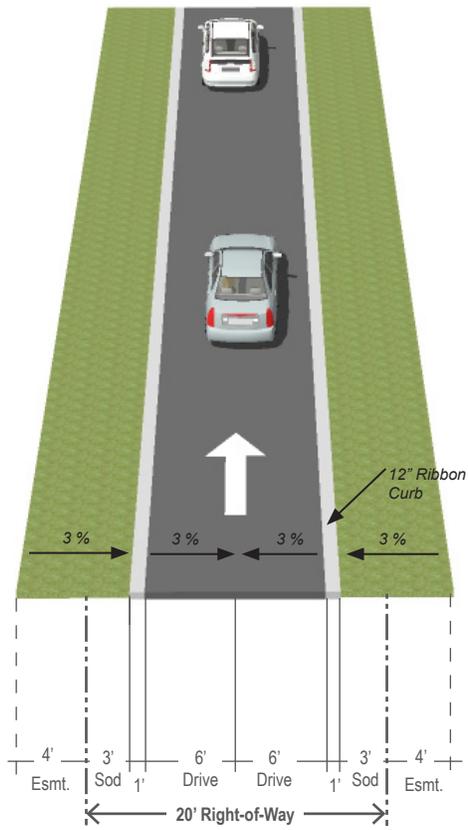


Figure 3.3.2 (e): One-Way Alley Typical Section
This section is applicable to many urban contexts.

Final roadway dimensions will be determined with final engineering documents.

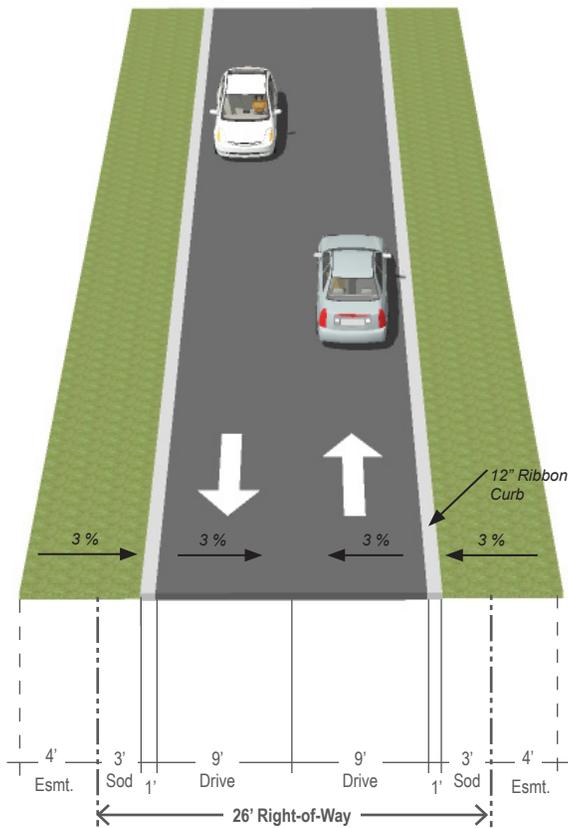


Figure 3.3.2 (f): Two-Way Alley Typical Section
This section is applicable to many urban contexts.

Final roadway dimensions will be determined with final engineering documents.

3.4 Connectivity

The PD-RP identifies major elements of community connectivity. The following shall apply throughout Sunbridge.

3.4.1 *Connectivity to Adjacent Development*

All development plans in Sunbridge shall include streets stubbed to the boundary of the development in all major directions. Development plans shall include streets connecting to all streets stubbed to the boundary of adjacent development plans. Street connections shall be made between adjacent development, in order to continue the interconnected street network of the area from one development to the next. This requirement does not apply if it is demonstrated that a connection cannot be made because the existence of one or both of the following conditions:

- a) Physical conditions preclude development of a connecting street on the adjacent property; or,
- b) Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude a connection now or in the future, considering the potential for redevelopment.

3.4.2 *Connectivity to Schools*

Developments adjacent to school properties shall be required to provide right-of-way and a direct safe access path for pedestrian and bicycle travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network.

3.4.3 *Connectivity to Public Open Space*

Where permitted and to advance connectivity and to allow access for the entire community, public access shall be provided to all publicly owned and maintained parks, recreation areas, conservation areas, natural areas, lakes and general open space from a public roadway, sidewalk, or trail. The public roadway, sidewalk, or trail shall be located to provide access between private property, including homes, and the park, recreation area, conservation area, natural area, lake, or general open space.

Section 4 | Green Infrastructure

4.1 Parks, Trails, and Open Space

The park, trails, and open space systems in Sunbridge are intended to serve the day-to-day park needs of residents, employees, and visitors, as well as to frame the spatial organization of the community by linking homes, workplaces, and service centers with outdoor spaces. The system will serve many different functions, requiring a range of sizes and types of open spaces connected by pedestrian and cycling pathways. These spaces shall be integrated into the fabric of the community along with other public infrastructure systems such as streets, utilities, and stormwater drainage. A logical and systematic approach to design will be based in maximizing access and usability for neighborhood residents.

4.1.1 Purpose and Intent

The standards for park development support the vision of Sunbridge by promoting a strong local economy, producing communities of diverse livable neighborhoods, and conserving and protecting the natural environment. The purpose and intent of the park standards is:

- a) To provide a system of parks of varied size, programming, and design that supports active, lively neighborhoods and enhance the quality of life for residents of Sunbridge;
- b) To design and locate parks in order to create livable and sustainable places that improve with time;
- c) To encourage a system of linked parks, wetlands, and lake edges that create a significant network of functional open spaces; and
- d) To create a green infrastructure system whose frequent use is encouraged through proper placement, connectivity, and design.

4.1.2 Required Open Space

Sunbridge shall provide at least fifteen percent (15%) of its net developable area as open space. This open space may include all APF Parks and Sunbridge Parks (see section 4.1.3), as well as upland buffers around wetlands and project perimeters, stormwater management areas, and utility corridors.

4.1.3 Required Park Area

In order to accommodate a wide range of park sizes and types, all new development within Sunbridge shall provide park space classified in the following levels:

4.1.3 (a) Level 1: APF Park. An Adequate Public Facility (APF) Park is intended to be a community-scale park with a target size of at least 20 acres. The County has determined that adequate park capacity exists to serve Sunbridge. In the event the developer elects to provide additional APF park site(s), the following shall apply. The location of the APF Park is identified in the PD-RP Map (see Figure 2.1). This park is intended to be scaled and designed to ultimately fall under County ownership and maintenance, and will be included in an “Adequate Public Facilities Agreement.”

4.1.3 (b) Level 2: Sunbridge Parks. Sunbridge Parks are intended to serve day-to-day park needs, provide for spatial community organization, and link homes, offices, and workplaces with outdoor spaces. Sunbridge Parks shall make up at least seven percent of the usable acreage of each transect. Their locations are specified through the PSP and Development Plan process. These parks shall be owned and maintained by an HOA, CDD, or other similar entity.

4.1.4 Park Type Standards

Sunbridge will have several different types of Level 2 parks. The following represents the general characteristics of Level 2 Parks.

4.1.4 (a) Neighborhood Park. Natural landscape consisting of open and wooded areas or lawns, typically furnished with paths, benches, and open shelters. Neighborhood parks are often irregularly shaped but may be linear in order to parallel creeks, canals, or other corridors. A neighborhood park must front on at least one street. At least one neighborhood park should be provided for each 100 acres of residential neighborhood.

4.1.4 (b) Square. Formal open space available for passive recreational and civic uses and spatially defined by abutting streets and building frontages. Landscaping in a square typically consists of lawn, trees, and shrubs planted in formal patterns and it is typically furnished with paths, benches, and open shelters. Natural wooded areas are not appropriate for a square.

4.1.4 (c) Green. Open space consisting of lawn and informally arranged trees and shrubs, typically furnished with paths, benches, and open shelters. Greens are spatially defined by abutting streets.

4.1.4 (d) Pocket Park. Open space, typically interspersed within residential areas, which is designed and equipped for the recreation of children. Pocket parks may be freestanding or located within parks, greens, or school sites. A pocket park is not required to front on any streets.

4.1.4 (e) Plaza. Formal open space available for civic and commercial uses and spatially defined by building frontages. Landscaping in a plaza consists primarily of pavement. For buildings that front the plaza, a portion of the



Figure 4.1.3 (a): Example Neighborhood Park Layout
 Note: This layout is indicative of the intent of the park standards. Other comparable layouts that achieve the stated intent are permitted without exception.

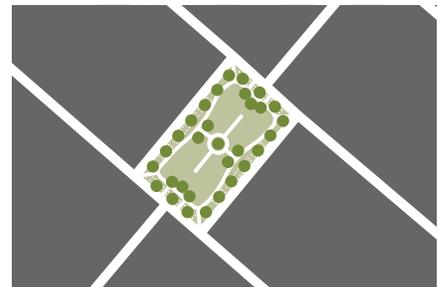


Figure 4.1.3 (b): Example Square Layout
 Note: This layout is indicative of the intent of the park standards. Other comparable layouts that achieve the stated intent are permitted without exception.



Figure 4.1.3 (c): Example Green Layout
 Note: This layout is indicative of the intent of the park standards. Other comparable layouts that achieve the stated intent are permitted without exception.

primary facade, including at the ground story's primary facade, which faces the plaza, should be transparent windows.

4.1.4 (f) Community Garden. Grouping of garden plots available to nearby residents for small-scale cultivation. A community garden is not required to front on any streets.

4.1.4 (g) Greenway. A linear open space that ties together park components or preserves important ecological corridors with public access for recreation. Neighborhood trails are considered greenways. Landscaping along a greenway consists of natural wooded areas, lawn, trees, and shrubs planted in informal patterns and it is typically furnished with paths, benches, and open shelters. A greenway is not required to front on any streets, but may terminate on at least one end in another type of park, open space, or conservation area.

4.1.5 Park Size Calculation

The size of Sunbridge Parks credited toward the Required Park Area (Section 4.1.3) shall be calculated as follows.

- a) The following areas may be counted for park size credits:
 - i) Upland acreage designed per Section 4.1.3 Park Type Standards, including adjacent upland buffer areas
 - ii) Dry bottom stormwater management ponds designed as depressional lawns and integrated with other park features consistent with a given park type provided they are sodded, include a skimmer, are dry within 72 hours after a 25-year storm event, and make up less than 75% of the total size of the park they are within
 - iii) Other accepted LID Practices as described in the County's BMP Design Manual that make up less than 15% of the total size of the park they are within
 - iv) Pools, recreation centers, and other community-use structures that make up less than 25% of the total size of the park they are within
- b) The following areas may be incorporated into a park, however their acreage shall not be included as Required Park Area under Section 4.1.3.
 - i) Wetlands or natural lakes
 - ii) Wet bottom stormwater management ponds
 - iii) Parking lots
- c) Sunbridge Parks may be co-located with APF Parks. However their acreage shall be counted separately.

4.1.6 Timing of Development of Sunbridge Parks

Plans for Sunbridge Parks shall be approved as part of a PSP or DP. Construction of Sunbridge Parks shall be completed prior to issuance of a Certificate of Completion for improvements associated with the approved subdivision or development plan.

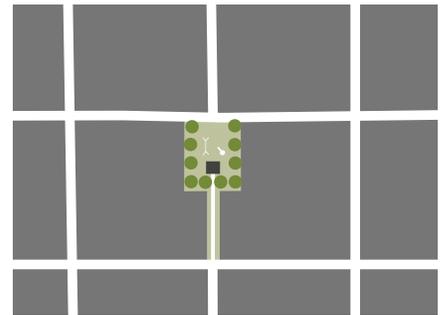


Figure 4.1.3 (d): Example Pocket Park Layout
 Note: This layout is indicative of the intent of the park standards. Other comparable layouts that achieve the stated intent are permitted without exception.

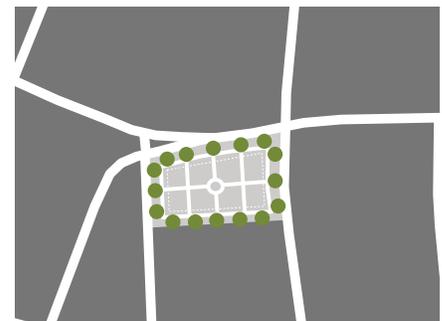


Figure 4.1.3 (e): Example Plaza Layout
 Note: This layout is indicative of the intent of the park standards. Other comparable layouts that achieve the stated intent are permitted without exception.

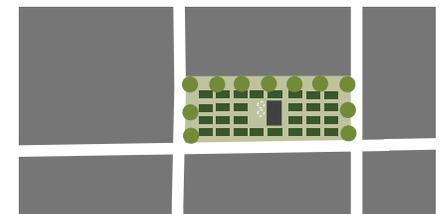


Figure 4.1.3 (f): Example Community Garden Layout
 Note: This layout is indicative of the intent of the park standards. Other comparable layouts that achieve the stated intent are permitted without exception.



Figure 4.1.3 (g): Example Greenway Layout
 Note: This layout is indicative of the intent of the park standards. Other comparable layouts that achieve the stated intent are permitted without exception.

4.1.7 Park Maintenance

The developer shall be required to maintain all Sunbridge Parks at no expense to the County, or convey such parks to a nonprofit homeowners' association, community development district, open space trust, or other similar entity.

4.2 Stormwater Management

Sunbridge lies in two Water Management Districts - the South Florida Water Management District (SFWMD) and the St. Johns River Water Management District (SJRWMD). As such, stormwater treatment for new land development activities will comply with the design and treatment criteria of the applicable district.

Sunbridge will be developed utilizing a master stormwater system approach. Wherever feasible, stormwater facilities will be located and sized to accommodate stormwater from multiple basins. Joint use stormwater facilities intended to serve drainage requirements associated with major thoroughfares as well as adjoining land development will be utilized to the maximum extent feasible.

4.3 Outstanding Florida Waters

Areas of this project that are found to be within FDEP 62-302.700 Special Protection, Outstanding Florida Waters, Outstanding Natural Resource Waters shall comply with State regulations. No degradation of water quality, other than that allowed in Rule 62-4.242(2) and (3), F.A.C., is to be permitted in Outstanding Florida Waters and Outstanding Natural Resource Waters, respectively, notwithstanding any other Department rules that allow water quality lowering.

4.4 Clearing

No construction, clearing, filling, alteration or grading is allowed within or immediately adjacent to a conservation area or easement (includes the conservation area and the wetland setback/buffer) without first obtaining a wetland impact permit approved by the county and obtaining other applicable jurisdictional agency permits.

4.5 Landscape Design

Until such time that specific landscape design criteria are proposed as an amendment to this plan, Sunbridge shall be subject to the Orange County Landscape Code and Chapter 15 Articles X, XI, and XVIII. Native plant species shall be utilized in landscaping, and removal of understory vegetation shall be minimized to the greatest extent practical as required in the Econlockhatchee River Basin Ordinance 15-442(b). To the extent feasible, Sunbridge should be designed utilizing Firewise community standards.

4.6 Signage

Until such time as a master signage plan is proposed as an amendment to this plan, Sunbridge shall be subject to the Orange County Signage Code.

4.7 Trails

An important element of the community infrastructure is a robust system of trails, bikeways and pathways providing alternative means of movement within and between neighborhoods and districts in Sunbridge. A key neighborhood design principle is the concept of the ‘home as trailhead.’ In concert with the street system within Sunbridge, trails will be collocated within framework roadway cross-sections and will also be incorporated as pathways and trails within neighborhoods and districts. The backbone regional trail system is shown in Figure 4.2. Examples of how neighborhood trails are envisioned to connect to the regional network are shown in the example neighborhood diagrams in Figures 2.1.2(d1-3).

4.8 Public Land Proximity

The covenants, conditions, and restrictions (CC&Rs) shall contain notification to potential purchasers, builders or tenants of this development that the adjacent land use includes publicly managed property. The notice shall indicate that the adjacent property will require the use of resource management practices that may result in periodic temporary conditions that may limit outdoor activities. These practices will include, but not be limited to, ecological burning, pesticide and herbicide usage, exotic plant and animal removal, usage of heavy equipment and machinery, and other practices as may be deemed necessary for proper resource management.

4.9 Adjacent Protected Properties

Sunbridge should not impact the ingress/egress easement granted to Orange County by Holland Properties for access to Phase IV of TM-Econ Mitigation Bank.

4.10 Environmental Land Stewardship Program

The developer shall enter into an Environmental Stewardship Plan with Orange County following Orange County Code Chapter 15 Environmental Control, Article XVIII Environmental Land Stewardship known as the Environmental Land Stewardship Program (ELSP).

4.11 State and Federal Regulatory Habitat Compliance

Development of Sunbridge shall comply with all state and federal regulations pertaining to wildlife or plants regarding endangered, threatened, or species of special concern of the U.S. Fish and Wildlife Service (USFWS) and/or the Florida Fish & Wildlife Conservation Commission (FWC).

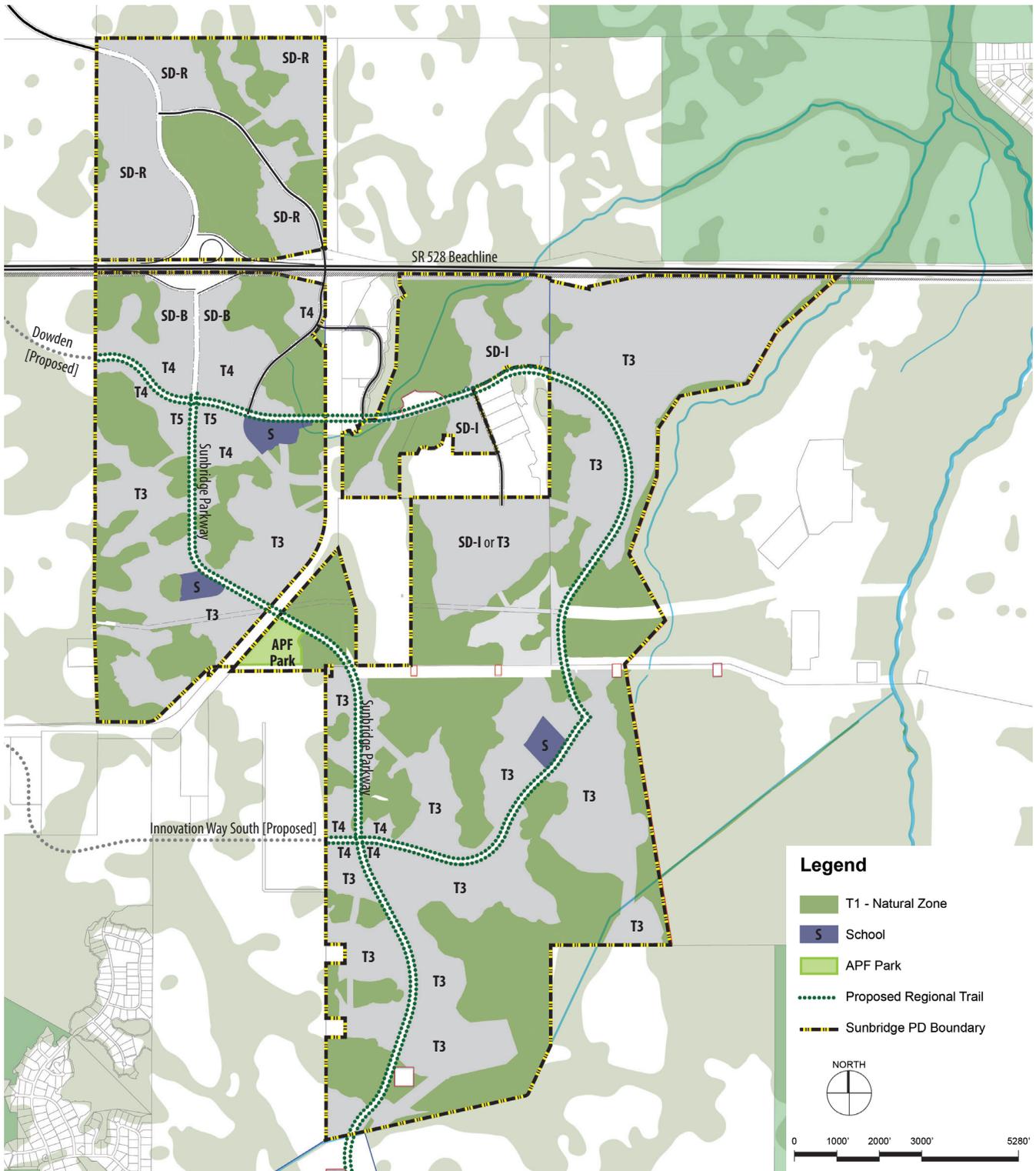


Figure 4.7: Sunbridge Regional Trail System

Section 5 | Adequate Public Facilities

5.1 Public Schools

Public schools will be located in accordance with the Orange County Public School Siting Ordinance and Public Schools Facilities Element of the Comprehensive Plan. Schools sites shall be sited with approval from Orange County Public Schools (OCPS). In general, an elementary school should be located to serve every two to three neighborhoods and be situated so students from each neighborhood can easily walk or bike to school along safe, low traffic streets. Middle schools and high schools, shall be centrally located, but outside individual neighborhoods.

Potential schools sites are shown on the PD-RP Map (Figure 2.1), but are subject to final Orange County Public School Board (OCPS) approval. OCPS has requested that one (1) elementary school and two (2) middle schools be accommodated within Sunbridge. The middle schools could become K-8 schools, subject to OCPS approval. The relocation of a school site at the direction of OCPS will be considered a non-substantial change to the PD-RP.

5.2 APF Parks

APF parks are intended to be community-scale parks with a target size of at least twenty (20) acres. The location of the Sunbridge APF park is generally identified on the PD-RP Map (Figure 2.1). Due to their size and regional draw, larger APF parks with multiple play fields shall be centrally located, but outside individual neighborhoods. These parks are sized and designed to be County owned and maintained. The County has determined that adequate park capacity exists to serve Sunbridge. In the event the developer elects to provide additional APF park site(s), the timing of the dedication and facility development shall be included in the Sunbridge APF Agreement.

The Sunbridge PD-RP identifies one APF park. The relocation of this APF park will be considered a non-substantial change to the PD-RP.

5.3 Fire Station

If required, one Fire/EMS facility shall be sited in coordination with and approval from the Orange County Fire Rescue Division.

5.4. Transportation Vesting

Based on: (i) the history of the ICP DRI, the transportation improvements made through the years by the Owners and their predecessors-in-interest; (ii) the vested rights certificate issued by the County in 1992; (iii) the status of the ICP DRI as a DRI; and (iv) the language in Section 5, Concurrency Vesting in the Amended and Restated 2006 Innovation Way / Beachline Interchange Agreement, as amended; Sunbridge is vested for “82,000 annual average daily net external vehicle trips, irrespective of the land use that generates those trips, from all traffic concurrency requirements, and is deemed for all purposes to have satisfied those requirements.”

An application for a new or amended vested rights certificate is neither necessary nor required to validate the Owners’ vested rights to the 82,000 trips.

Because the ICP DRI and the adjoining property known as Innovation Way East (“IWE”) will be developed as part of a unified development plan (Sunbridge) and the substantial majority of trips generated in IWE will pass through ICP before entering the external transportation network; the 82,000 vested trips may be “spread” within Sunbridge. Trips between areas within Sunbridge will not be considered to be external trips in the calculation of trips.

Based upon the modeling prepared and submitted by Sunbridge and considered by the County to be professionally acceptable, the total amount of development authorized for the buildout of Sunbridge is expected to generate in excess of 82,000 annual average daily net external vehicle trips. Based on anticipated permitting and construction requirements, as well as absorption analysis and expectations, the Owners shall commence annual monitoring of the primary external roadway connections from Sunbridge to SIS and non SIS Principal Arterials and Urban Collectors fifteen years following the effective date of the Sunbridge PD-RP. The methodology for the monitoring shall be approved in advance by the County Transportation Planning Division, and the results of the monitoring shall be provided to the County within 60 days of completion of the annual monitoring program.

In the event annual monitoring indicates that more than 75,000 annual average daily net external vehicle trips are being generated by development within the Sunbridge PD-RP, exclusive of other development within the geographic area encompassed by the Sunbridge PD-RP, the Owners shall commence negotiations with the County and thereafter enter into a concurrency agreement with the County to mitigate the impacts of development of the Sunbridge PD-RP on the external roadway network. The agreement shall be consistent with applicable state statutes and local ordinances then in effect. Mitigation may include, but is not limited to or required to include, traditional roadway construction improvements, transit solutions, ridesharing programs or demand management techniques.