



DTOUTLOOK



DTOUTLOOK PART III 2026 AMENDMENT

AN AMENDMENT TO THE 2015 UPDATE TO THE DOWNTOWN
ORLANDO COMMUNITY REDEVELOPMENT AREA PLAN

Chapter One: Introduction

This section amends and replaces pages 3-6 of the DTOutlook Part II, 2023 Amendment and 1-1 through 1-5 of Chapter One of the DTOutlook.

Chapter One: Introduction

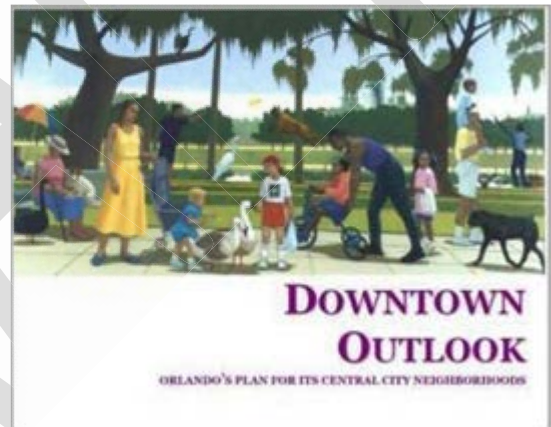
The mission of the Community Redevelopment Agency (“CRA” or “Agency”) is to aggressively pursue redevelopment and revitalization activities within the Downtown Orlando Community Redevelopment Area (“Redevelopment Area”), with emphasis on providing more housing and cultural arts opportunities, improving long-term transportation needs and encouraging development. The City of Orlando City Council members serve as the Community Redevelopment Agency. The Agency staff, with assistance from staff of various City divisions and departments, performs administrative functions for the Agency. CRA staff will also carry out such directives as are given to it by the Agency in the Downtown Orlando Community Redevelopment Area Plan (“CRA Plan”).

The CRA Plan is the method by which new projects are identified and prioritized for funding. The CRA projects are funded through a tax increment trust fund, which serves as a revenue source for project and program activities including the maintenance of the streetscape infrastructure within the 1,711 acre Redevelopment Area. These 2026 changes constitute the most recent amendment to the CRA Plan.

The original plan was adopted in 1982 and previously has been amended in 1990, 2000, 2007, 2010, 2015, 2023, and, with this amendment, 2026. The present 2026 amendment reflects projects, activities, and strategies developed by the DTO Action Plan, a multi-year planning initiative conducted by the City and CRA to further develop multiple strategies of the 2015 Plan as specified herein and provides other general plan updates. In addition, the present 2026 amendment is intended to provide guidance for the expansion of the Redevelopment Area boundary to include additional properties around Camping World Stadium.

Throughout this document, the amendment is referred to as the 2026 DTOutlook Plan Amendment or 2026 Plan Amendment. The DTO Action Plan is specifically incorporated herein by this reference, as if it were set out in full.

This 2026 Plan Amendment is being undertaken in accordance with the provisions of Part III, Chapter 163, Florida Statutes, the Community Redevelopment Act, as amended, (“Redevelopment Act”). The City and CRA may use any and all methods of achieving revitalization of the Redevelopment Area as authorized by law. There are no changes in the time frame for redevelopment by this 2026 Plan Amendment, as it remains appropriate. This 2026 Plan Amendment incorporates the legal description and map for the area newly added to the Redevelopment Area in April 2026 into the overall legal description and map for the Redevelopment Area. This 2026 Plan Amendment and associated strategies included herein may be financed by increment revenues through January 1, 2042, the date specified in the 2015 Plan Amendment and specifically approved by City Council on July 17, 2023 as required by Section 163.3755, Florida Statutes. This 2026 DTOutlook Plan Amendment generally follows the format



of the DTOutlook Plan and strategically amends relevant Chapter components and implementation strategies.

Funding Sources and Implementation of the 2026 Plan Amendment

Any items in this 2026 DTOutlook Plan Amendment identified in Chapter Seven with an asterisk in the cost estimates are publicly funded capital projects identified as such pursuant to Section 163.362(4), Florida Statutes (2025). The projected costs for such publicly funded capital projects are identified next to each such item as required by Section 163.362(9), Florida Statutes (2025). If an item that contains or consists of studies, reviews, evaluation, etc. is marked with an asterisk and estimated cost, the dollar figure indicates the estimated cost of implementing the actual capital project itself and not the design, review, study, evaluation, etc. related to the implementation of the capital project. It is anticipated that, for a variety of reasons, not all of the projects enumerated in the CRA Plan will come to fruition. In the strategies associated with the projects in the CRA Plan, it is often stated that the CRA may take actions. When it is determined that a redevelopment project is to be undertaken, the language in the CRA Plan is intended to provide authorization for the CRA to participate in such projects and expend increment revenues for such projects enumerated in the CRA Plan.

The estimated costs do not represent a specific designation of CRA funds for such use, but rather estimate the cost to implement such item and contemplate future action by the CRA to approve the use of funds in a specific amount from the Downtown Orlando Community Redevelopment Trust Fund (the "Trust Fund") for a particular project. The CRA may fund all or a portion of any project enumerated in this 2026 Plan Amendment, as well as any previous version of the CRA Plan. Additionally, if provisions of this amendment to the CRA Plan or any action implementing any provision of this 2026 Plan Amendment shall be held unconstitutional, invalid, or void by any court of competent jurisdiction, the decision of such court shall not affect or impair any of the remaining provisions of the CRA Plan. It is hereby declared that the intent of the City and CRA that the 2026 Plan Amendment would have been adopted and implemented had such unconstitutional, invalid, or void provision not been included herein.

As in the 2015 DTOutlook Plan, and detailed in this 2026 Plan Amendment, many of the actions and strategies enumerated in the DTOutlook require action by entities other than the CRA. Those actions may require action to be taken by the City of Orlando, including the City Council or various agencies, departments, or boards of the City. The CRA may support and fund the actions, strategies and objectives included in the CRA Plan (even if the CRA is not specified as an "implementer" of an action or stated goal) and may "participate" in such strategies and actions toward such objectives to the extent permitted by the Redevelopment Act and any other applicable law.

For the purposes of this 2026 Plan Amendment, "participate" means to support, recommend, endorse or approve any program, project, action or activity and can also mean to provide financial and non-financial incentives and authorize to expend and allocate funds, assets and resources, including participation by staff, employees, contractors, consultants or others. Any financial incentives paid pursuant to the CRA Plan may be made from the Trust Fund. In addition to all the items listed in this 2026 Plan Amendment, in accordance with Section 163.387 (6)(c)(1), Florida Statutes (2025), the CRA may fund general staff and administrative expenses incurred in execution of the CRA Plan. Additionally, the CRA can fund activities to support the CRA Plan, as amended, such as studies, plans, analyses, surveys, market studies and title work, in accordance with Section 163.370, Florida Statutes (2025).

Real Property

Pursuant to the Redevelopment Act, the City and CRA may acquire property in the Redevelopment Area by purchase, gift, exchange, or other lawful means and in accordance with the 2015 DTOutlook, as previously amended, and this 2026 Plan Amendment. Similarly, under the Redevelopment Act, the CRA may sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of real property interests. Real property acquired by the CRA for redevelopment purposes in the Redevelopment Area shall be sold or leased to further the purposes of the CRA Plan, as amended, and as determined pursuant to Section 163.380(2), Florida Statutes (2025).

2026 CRA Plan Amendment Review

The CRA has worked with the City of Orlando staff to ensure consistency of the 2026 Plan Amendment with the City's goals. The following entities completed a review of this 2026 Plan Amendment, including the Municipal Planning Board (Local Planning Agency), the Community Redevelopment Agency Advisory Board, and the Community Redevelopment Agency (Orlando City Council).

The 2026 Plan Amendment was approved in accordance with the procedures enumerated in the Redevelopment Act for plan modifications. The appropriate notices were also provided to the City of Orlando, as well as Orange County, and the Downtown Development Board as the taxing authorities within the Redevelopment Area. The required public hearing was held and proper notice thereof provided. The Municipal Planning Board (Local Planning Agency) reviewed the 2026 Plan Amendment and found it to conform to the City of Orlando Growth Management Plan (Comprehensive Plan).

2026 Plan Amendment and Past Plans

The 2026 Plan Amendment is a modification and is supplemental to the previous plans adopted by the CRA and City Council in 1982, 1990, 2000, 2007, 2010, 2015, and 2023. The 2026 Plan Amendment, the 2023 Plan Amendment and the 2015 DTOutlook, when read together, constitute the most current amended Community Redevelopment Plan for the Redevelopment Area. Certain programs, projects, activities and actions contemplated by the previous plans are being implemented or are in progress at the time of this 2026 Plan Amendment. Nothing in the 2026 Plan Amendment is intended, nor shall anything herein be applied to stop, curtail, limit or restrict the implementation of those projects currently underway, or any other undertakings contemplated under the previous plans unless expressly stated herein to that effect. All such programs, projects, activities and actions under the previous plans that are being implemented and are in progress as of the adoption of the 2026 Plan Amendment, may be continued to completion in the manner contemplated by the previous plans and such programs, projects, activities and actions are deemed to be undertakings contemplated by the 2026 DTOutlook Plan Amendment. The 2026 Plan Amendment, when read in conjunction with the previous plans and related funding and development agreements, contains all items required by Section 163.362, Florida Statutes, to be in the Community Redevelopment Plan.

Contractual Safeguards and Redeveloped Related Displacement

The CRA will continue to provide contractual safeguards within funding and development agreements to ensure that the redevelopment will be carried out pursuant to the CRA Plan, as amended, and will continue to provide for the retention of controls and establishment of appropriate restrictions or covenants running with the land as necessary to effectuate the purposes of the Redevelopment Act. Additionally, the CRA shall provide persons displaced from their homes by redevelopment with assistance in finding replacement dwellings pursuant to a relocation policy adopted by the CRA from

time to time for a specific redevelopment project or property acquisition by the CRA. The CRA may fund payments pursuant to any such policy such as moving expenses and housing payments.

General History of the Community Redevelopment Agency (CRA)

The City's first plan to focus solely on Downtown Orlando was developed in 1973 by the newly created Orlando Central City Neighborhood Development Board. The Board, later renamed the Downtown Development Board in 1978, was created to facilitate and implement improvements to the downtown area.

The 1973 plan emphasized major public-sector projects and capital improvements that would serve as catalysts for private reinvestment in Downtown.

Proposed projects included development of a convention center/sports arena Downtown, expansion of the Downtown Library, renovation of the Municipal Auditorium (now known as the former Bob Carr Theater), development of a new state and federal office complex— Government Plaza, and identification of the importance of streetscape to the overall appearance and attractiveness of Downtown.

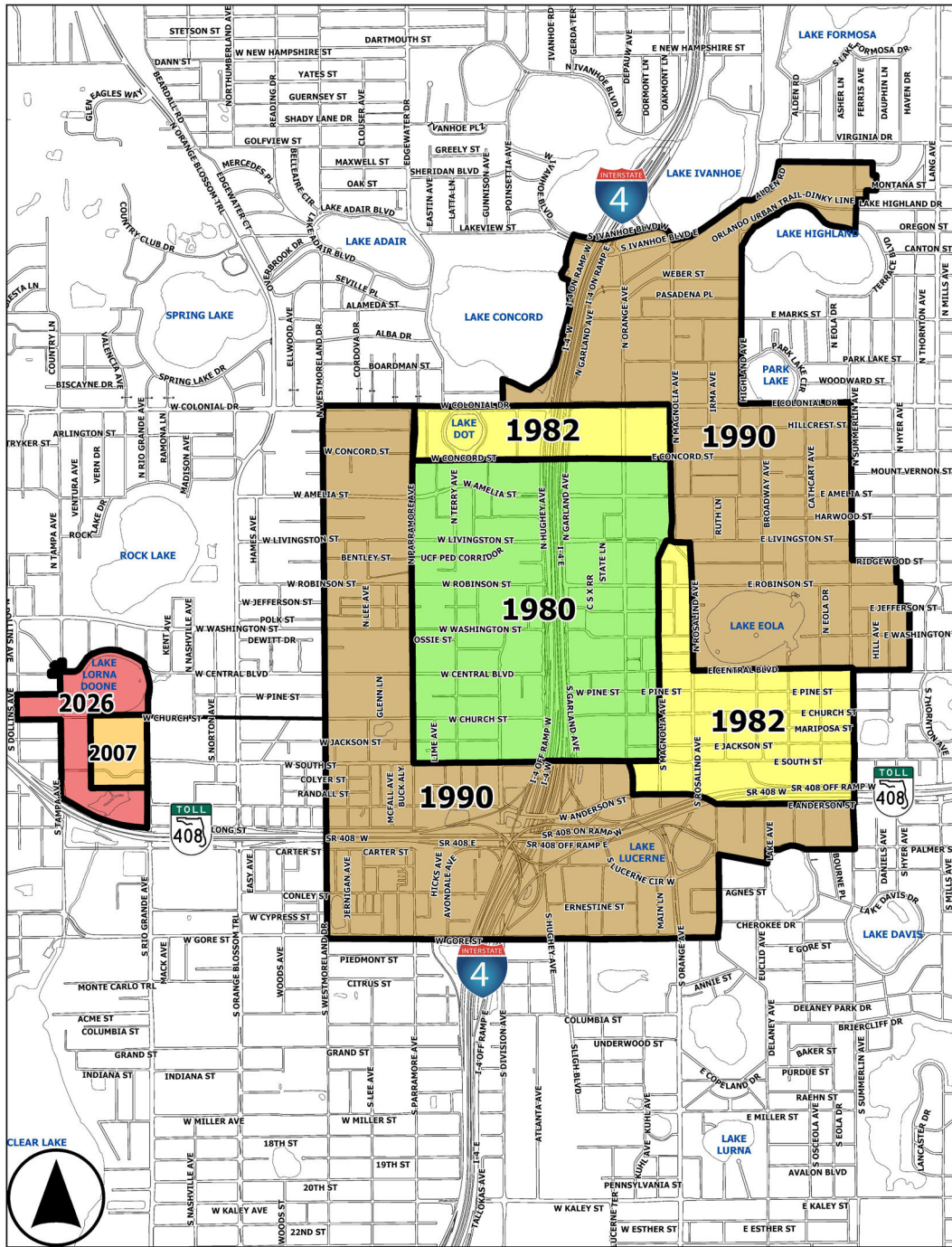
Under provisions of the Community Redevelopment Act of 1969, the Orlando City Council in 1980 declared an area of Downtown as blighted and in need of redevelopment. This led to the establishment of a Community Redevelopment Agency to administer redevelopment and the adoption of a redevelopment plan and trust fund. The first CRA Plan was approved in 1982, focusing on providing infrastructure and allocating resources to generate private investment downtown.

In 1990, a revised CRA Plan was approved and the Downtown Orlando CRA boundaries were expanded to include approximately 1,642 acres of land. This Plan sought to solidify Downtown as the regional center and to frame its image as a "world class downtown". The 1990 Plan was centered on transit, hotel incentives, housing projects and streetscape improvements.

The CRA Plan was updated again in 2000, and received a new title, Downtown Outlook. This plan was based upon two guiding principles: sustainability and livability. The projects outlined in the 2000 Plan included LYMMO, residential development, catalyst site development, and development of the community venues. The Downtown Outlook was subsequently amended in 2007 to address the inclusion of the Citrus Bowl (currently known as Camping World Stadium), adding 22 acres, bringing the total acreage of the Redevelopment Area to approximately 1,664 acres, and in 2010 to provide for additional recommendations regarding the redevelopment of the Parramore Heritage area and expanded Community Venues. The 2015 Plan Amendment, the DTO Outlook, was based on four guiding pillars of economic competitiveness, livability, sustainability, and health & wellness, and ten related vision themes. The DTO Outlook was the outcome of a two-year planning effort with broad-based public outreach and research along with the development of a non-regulatory companion resource called the "DTO Vision Plan".

The 2023 plan amendment identified three site specific projects which were ripe for redevelopment including the design and construction of The Canopy (former Under-i), the redevelopment of the former Bob Carr Theater, and implementation of the Lake Eola Master Plan.

CRA Boundary Additions by Year



Map 1. CRA Boundary Addition by Year

The following legal description has been prepared and verified by Engineering Survey Services:

Begin at the intersection of the north right-of-way line of W Colonial Drive (S.R. #50) and the west right-of-way line of Peachtree Road; thence north along the said west right-of-way line of Peachtree Road to the intersection of the south shoreline of Lake Concord; thence southeasterly along said shoreline to the intersection of the westerly right-of-way line of interstate 4 (S.R. #400); thence northerly along said westerly right-of-way line of interstate 4 (S.R. #400) to the intersection of the north right-of-way line of South Ivanhoe Blvd.; thence easterly along said north right-of-way line to the northbound traffic exit ramp from interstate 4 (S.R. #400) and the north right-of-way line of the relocation of South Ivanhoe Blvd., as shown on state road plans; thence southerly and northeasterly along said north right-of-way line of S Ivanhoe Blvd. To the intersection of the west right-of-way line of North Orange Avenue (S.R. 527); thence northeasterly along said west right-of-way line to the intersection of the north right-of-way line of Alden Road; thence east and northwesterly along said right-of-way line of Alden Road to the intersection of the north right-of-way line of Brookhaven Dr.; thence east along said north right-of-way line to the intersection of the northerly extension of the east line of lot 14, block "E" of Brookhaven subdivision as recorded in plat book "H", page 18, public records of Orange County, Florida; thence southerly along said last lot line to the north line of lot 19, block "B" of the Mt. Vernon Heights subdivision as recorded in plat book "E", page 81, public records of Orange County, Florida; thence northeasterly along the north line of said lot 19 to the northeast corner of said lot 19; thence southerly along the east line of said lot 19 to the intersection of the north right-of-way line of Montana Street; thence west along said north right-of-way line to the intersection of the northerly extension of the east line of lot 44, block "D" of said Mt. Vernon Heights subdivision; thence south along said east lot line to the south line of said lot 44; thence west along said south line to the intersection of the east right-of-way line of Ferris Avenue; thence south along said east right-of-way line to the north shoreline of Lake Highland; thence westerly along said shoreline to the intersection of the east right-of-way line of Highland Avenue; thence south along said east right-of-way line to the intersection of the north right-of-way line of said S.R. #50; thence east along said north right-of-way line to the intersection of the east right-of-way line of Summerlin Ave.; thence south along said east right-of-way line to the intersection of the north right-of-way line of Ridgewood Street; thence east along said north right-of-way line to the intersection of the east right-of-way line of Hyer Avenue; thence south along said east right-of-way line to the intersection of the north right-of-way line of Jefferson Street; thence east along said north right-of-way line to the intersection of the east right-of-way line of James Avenue; thence south along said east right-of-way line to the intersection of the north right-of-way line of Central Blvd.; thence west along said north right-of-way line to the east right-of-way line of S Summerlin Avenue; thence south along said east right-of-way line to the intersection of the south right-of-way line of Palmer Street; thence westerly along said south right-of-way line to the intersection of the east right-of-way line of Lake Avenue; thence south along said east right-of-way line to the intersection of the south right-of-way line of Ponce de Leon Place; thence northwesterly along said south right-of-way line to the intersection of the east right-of-way line of Delaney Avenue; thence southerly along said east right-of-way line to the intersection of the south right-of-way line of E Gore Street; thence west along said south right-of-way line to the intersection of the centerline of S Westmoreland Avenue; thence north along said centerline of S Westmoreland Avenue to the intersection of said centerline and a line lying 5.00 feet south of the centerline of right of way of W Church Street; thence run westerly parallel and along a line that is 5.00 feet south of the centerline of W Church Street to the intersection with the centerline of S Rio Grande Avenue; thence run south along said west right-of-way line of S Rio Grande Avenue to the intersection

with the south line of the southeast quarter of the southwest quarter of section 27, township 22 south, range 29 east; thence run westerly along said south line of the southeast quarter to the W right-of-way line of S Rio Grande Avenue; thence continuing to run southerly along the west right-of-way line of S Rio Grande Avenue to the intersection with the north right-of-way line of State Road 408, east-west expressway; thence departing the westerly right-of-way line of S Rio Grande Avenue, run northwesterly along the north right-of-way line of said State Road 408, east-west expressway to the westerly right-of-way line of S Tampa Avenue; thence departing the said north right-of-way line of State Road 408, east-west expressway, run northerly along the westerly right-of-way line of S Tampa Avenue to the intersection with the southerly right-of-way line of W Church Street; thence departing the westerly right-of-way line of S Tampa Avenue, run westerly along the south right-of-way line of W Church Street to the intersection with the west right-of-way of S Dollins Avenue; thence departing the said southerly right-of-way line of W Church Street, run northerly along the west right-of-way line of S Dollins Avenue to the intersection with the north right-of-way line of W Pine Street; thence departing the said west right-of-way of S Dollins Avenue, run easterly along the north right-of-way line of W Pine Street to the intersection with the aforesaid westerly right-of-way line of S Tampa Avenue; thence departing the said north right-of-way line of W Pine Street, thence run north along the west right-of-way line of S Tampa Avenue to the intersection of the south right-of-way line of W Central Boulevard; thence departing the west right-of-way line of S Tampa Avenue, run westerly along the south right-of-way of W Central Boulevard to the intersection with the west line of lot 2, block 1, L.J. Dollins subdivision, according to the plat thereof as recorded in plat book F, page 102 of the public records of Orange County Florida; thence departing from the said south right-of-way line of W Central Boulevard run north across the right-of-way of said W Central Boulevard to the north right-of-way line of said W Central Boulevard; thence run east along the north right-of-way line of said W Central Boulevard to the intersection with the westerly right-of-way line of Fred Maxwell Boulevard; thence departing the north right-of-way line of said W Central Boulevard run northwesterly along said westerly right-of-way line of Fred Maxwell Boulevard to the intersection with the northernmost corner of lot 28, Conrad Place, according to the plat thereof as recorded in plat book K, page 66 of the public records of Orange County Florida; thence departing the westerly right-of-way line of said Fred Maxwell Boulevard, run easterly to the southernmost corner of lot 51, first addition to Conrad Place, according to the plat thereof as recorded in plat book L, page 80 of the public records of Orange County Florida; said point also being on the easterly right-of-way line of said Fred Maxwell Boulevard; thence run southeasterly along the easterly right-of-way line of said Fred Maxwell Boulevard to the intersection with the west right-of-way line of aforesaid S Tampa Avenue; thence departing the easterly right-of-way line of said Fred Maxwell Boulevard, run north to the intersection with the south line of lot 41, of aforesaid first addition to Conrad Place; thence departing the west right-of-way line of said S Tampa Avenue run east to the intersection with the east right-of-way line of said S Tampa Avenue; thence run south along the east right-of-way line of said S Tampa Avenue to the intersection with the north right-of-way line of aforesaid W Central Boulevard; thence departing the east right-of-way line of said S Tampa Avenue, run easterly along the north right-of-way line of said W Central Boulevard along the southerly line of blocks D, C, and B, Lorna Doone Park replat, according to the plat thereof as recorded in plat book Q, page 110 of the public records of Orange County Florida; to the point of intersection of the southerly line of said block B, and the easterly line of said block B, of said Lorna Doone Park replat; said point lying within the right-of-way of said W Central Boulevard; thence run southerly to the intersection of the south right-of-way line of said W Central Boulevard and the west right-of-way line of S Rio Grande Avenue; thence run southerly along the west right-of-way line

of said S Rio Grande to a point that is 5.00 feet north of the centerline of W Church Street (being 5 ft north and parallel to said centerline of W Church Street) thence run easterly along said parallel line to the centerline of S Westmoreland Drive; thence north along said centerline to the intersection of the north right-of-way line of said W Colonial Drive (S.R. #50); thence east along said north right-of-way to the point of beginning.

All being in the city of Orlando, Orange County, Florida.



Chapter Two: Context for the 2026 CRA Plan Amendment

This section amends and is an addition to Chapter Two of the DTOutlook. At the top of page 2-1, under the Chapter title, the following language is inserted:

CRA Boundary Expansion

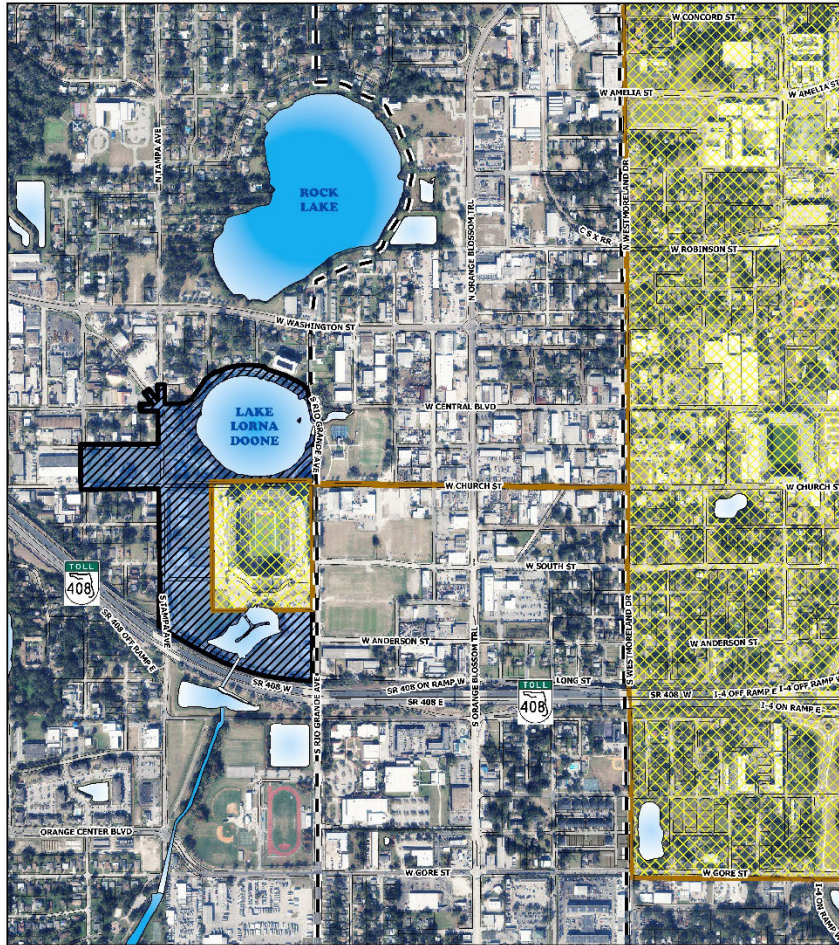
Over the past several years, downtown Orlando has experienced unprecedented growth, transforming from a city primarily known for its tourist attractions into an emerging first-class urban center serving the entire Central Florida region. This vibrant, multi-functional downtown has become a hub for sports, culture, and community life.

To build on this momentum, there is a clear need to make improvements to the area surrounding Camping World Stadium—a premier venue hosting numerous sporting, cultural, and entertainment events throughout the year. The City of Orlando has already invested significant resources in renovating Camping World Stadium and Lake Lorna Doone Park, a signature community park, to meet growing demand. However, current conditions in the surrounding area continue to impede growth and discourage private investment. Addressing these blighted conditions is essential for maintaining Orlando’s competitiveness in the regional economic marketplace.


The expansion of the Redevelopment Area seeks to leverage the stadium’s regional significance and surrounding assets to foster economic development, enhance public amenities, and strengthen community engagement. Central to this vision is the inclusion of key public amenities such as Lake Lorna Doone, Lake Lorna Doone Park, Tinker Field, and Lake Beardall. These features will serve as anchors for recreation, environmental sustainability, and quality-of-life improvements, creating a dynamic balance between urban development and open space. By integrating these elements, the CRA aims to promote a thriving, accessible, and inclusive environment that benefits residents, visitors, and businesses alike.

On **Month XX, 2026**, the Orlando City Council adopted a resolution finding that slum or blight conditions, as defined in Chapter 163, Part III, Section 163.340(8) of the Florida Statutes (2006), exist within the proposed Expansion Area of approximately 47.15 acres adjacent to Camping World Stadium (formerly known as the Citrus Bowl). A map of the Expansion Area is provided in **Map 3**, followed by a legal description. The **Finding of Necessity Report** dated December 2025 documents blight conditions in the Expansion Area, including boarded-up buildings creating unsafe or unsanitary conditions; faulty lot layouts in relation to size, adequacy, accessibility or usefulness; deterioration of sites and improvements; and the predominance of defective or inadequate street layouts, parking facilities, and public transportation infrastructure.

This Plan Amendment formally incorporates the Expansion Area into the existing Redevelopment Area and outlines redevelopment initiatives aimed at improving Camping World Stadium and its surrounding community. Planned improvements will focus on enhancing the visitor experience for stadium events while addressing the needs of residents who utilize nearby amenities.



LEGEND

-  Downtown CRA Expansion Boundary Area
-  Downtown CRA Boundary Area
-  Orange Blossom Trail CRA Boundary

January 2026

Map 3: Expansion Area with Legal Description

Commence at the southeast corner of the southwest quarter of section 27, township 22 south, range 29 east; thence run westerly along the south line of the said southwest quarter of section 27 to the westerly right-of-way of S Rio Grande Avenue; thence departing the south line of the said southwest quarter of section 27, run southerly along the westerly right-of-way of said S Rio Grande a distance of 410.74 feet to the **point of beginning**; thence continuing to run southerly along the west right-of-way line of S Rio Grande Avenue to the intersection with the north right-of-way line of State Road 408, East-West Expressway; thence departing the westerly right-of-way line of S Rio Grande Avenue, run northwesterly along the north right-of-way line of said State Road 408, east-west expressway to the westerly right-of-way line of S Tampa Avenue; thence departing the said north right-of-way line of State Road 40, East-West Expressway, run northerly along the westerly right-of-way line of S Tampa Avenue to the intersection with the southerly right-of-way line of W Church Street; thence departing the westerly right-of-way line of S Tampa Avenue, run westerly along the south right-of-way line of W Church Street to the intersection with the west right-of-way of S Dollins Avenue; thence departing the said southerly right-of-way line of W Church Street, run northerly along the west right-of-way line of S Dollins Avenue to the intersection with the north right-of-way line of W Pine Street; thence departing the said west right-of-way of S Dollins Avenue, run easterly along the north right-of-way line of W Pine Street to the

intersection with the aforesaid westerly right-of-way line of S Tampa Avenue; thence departing the said north right-of-way line of W Pine Street, thence run north along the west right-of-way line of S Tampa Avenue to the intersection of the south right-of-way line of W Central Boulevard; thence departing the west right-of-way line of S Tampa Avenue, run westerly along the south right-of-way of W Central Boulevard to the intersection with the west line of lot 2, block 1, L.J. Dollins subdivision, according to the plat thereof as recorded in plat book F, page 102 of the public records of Orange County Florida; thence departing from the said south right-of-way line of W Central Boulevard run north across the right-of-way of said W Central Boulevard to the north right-of-way line of said W Central Boulevard; thence run east along the north right-of-way line of said W Central Boulevard to the intersection with the westerly right-of-way line of Fred Maxwell Boulevard; thence departing the north right-of-way line of said W Central Boulevard run northwesterly along said westerly right-of-way line of Fred Maxwell Boulevard to the intersection with the northernmost corner of lot 28, Conrad Place, according to the plat thereof as recorded in plat book K, page 66 of the public records of Orange County Florida; thence departing the westerly right-of-way line of said Fred Maxwell Boulevard, run easterly to the southernmost corner of lot 51, first addition to Conrad Place, according to the plat thereof as recorded in plat book L, page 80 of the public records of Orange County Florida; said point also being on the easterly right-of-way line of said Fred Maxwell Boulevard; thence run southeasterly along the easterly right-of-way line of said Fred Maxwell Boulevard to the intersection with the west right-of-way line of aforesaid S Tampa Avenue; thence departing the easterly right-of-way line of said Fred Maxwell Boulevard, run north to the intersection with the south line of lot 41, of aforesaid first addition to Conrad Place; thence departing the west right-of-way line of said S Tampa Avenue run east to the intersection with the east right-of-way line of said S Tampa Avenue; thence run south along the east right-of-way line of said S Tampa Avenue to the intersection with the north right-of-way line of aforesaid W Central Boulevard; thence departing the east right-of-way line of said S Tampa Avenue, run easterly along the north right-of-way line of said W Central Boulevard along the southerly line of blocks D, C, and B, Lorna Doone Park replat, according to the plat thereof as recorded in plat book Q, page 110 of the public records of Orange County Florida; to the point of intersection of the southerly line of said block B, and the easterly line of said block B, of said Lorna Doone Park replat; said point lying within the right-of-way of said W Central Boulevard; thence run southerly to the intersection of the south right-of-way line of said W Central Boulevard and the west right-of-way line of S Rio Grande Avenue; thence southerly along the west right-of-way line of said S Rio Grande to the intersection with the north right-of-way line of aforesaid W Church Street; thence run west along the north right-of-way line of said W Church Street to the intersection with the northerly extension of a line that is 850 feet west of the east line of lot 1, Citrus Bowl, according to the plat thereof as recorded in plat book 25, page 30 of the public records of Orange County Florida; thence departing the north right-of-way line of said W Church Street run southerly along the extension and the west line thereof the east 850' of said lot 1, a distance of 658.82 feet; thence departing the west line of the east 850' of said lot 1, run east to the west right-of-way line of S Rio Grande Avenue and the **point of beginning**.

All being in the City of Orlando, Orange County, Florida containing 47.15 Acres, more or less.

Camping World Stadium Renovation

Since opening in 1936, Camping World Stadium has hosted thousands of events and welcomed millions of fans. The stadium has been radically transformed after a massive reconstruction in 2014 followed by upgrades in 2021. A major improvement project is envisioned to create an iconic design that will elevate the fan experience and increase revenue generation. The proposed renovations, designed to enhance the venue's competitiveness, include:

- Maximizing seating mix to include a minimum of 65,000 seats through rebuilding the upper seating bowls on the east and west side and addition of an upper bowl on the north. This all-new seating will modernize and increase the overall lifespan of the building, replacing some of the oldest existing components.
- New hurricane bracing around the altered sections of the building to support the seating bowl modifications. Using this structural component as an aesthetic feature a new modern and fresh building skin will be applied to offer a new exterior aesthetic.
- New premium suites and amenities
- A retractable stage pocket in a section of the south seating bowl to attract more and larger live music events
- Elevated fan experience from stadium campus arrival to departure
- Modernized and improved stadium systems
- Maximized operational flexibility of the stadium and campus for a variety of events
- A Multipurpose Event Center for attracting new standalone events and expanding the footprint for stadium events

In addition, streetscape improvements along Tampa Avenue, Church Street and Rio Grande Avenue will enhance the pedestrian experience for visitors as well as the local community.

The \$400 million major improvement project at Camping World Stadium is funded by Tourist Development Tax, which was approved by the Orange County Commissioners in November 2024.



Figure 1. Aerial View Rendering of Camping World Stadium Renovation



Figure 2. Rendering of Gate A Entrance on W Church Street and Rio Grande Avenue



Figure 3. Rendering of Gate C Entrance on Rio Grande Avenue and South Street

[Lake Lorna Doone Park](#)

Although Lake Lorna Doone Park has recently undergone improvements, these upgrades are overshadowed by the surrounding roadways and parcels, which remain blighted and underutilized. Immediate redevelopment and targeted investment are critical to restore adequate public mobility, ensure pedestrian safety, and promote equitable access to public spaces. Without intervention, these deficiencies will continue to pose hazards and inhibit economic revitalization.

[W Central Boulevard and Tampa Avenue Intersection Improvements](#)

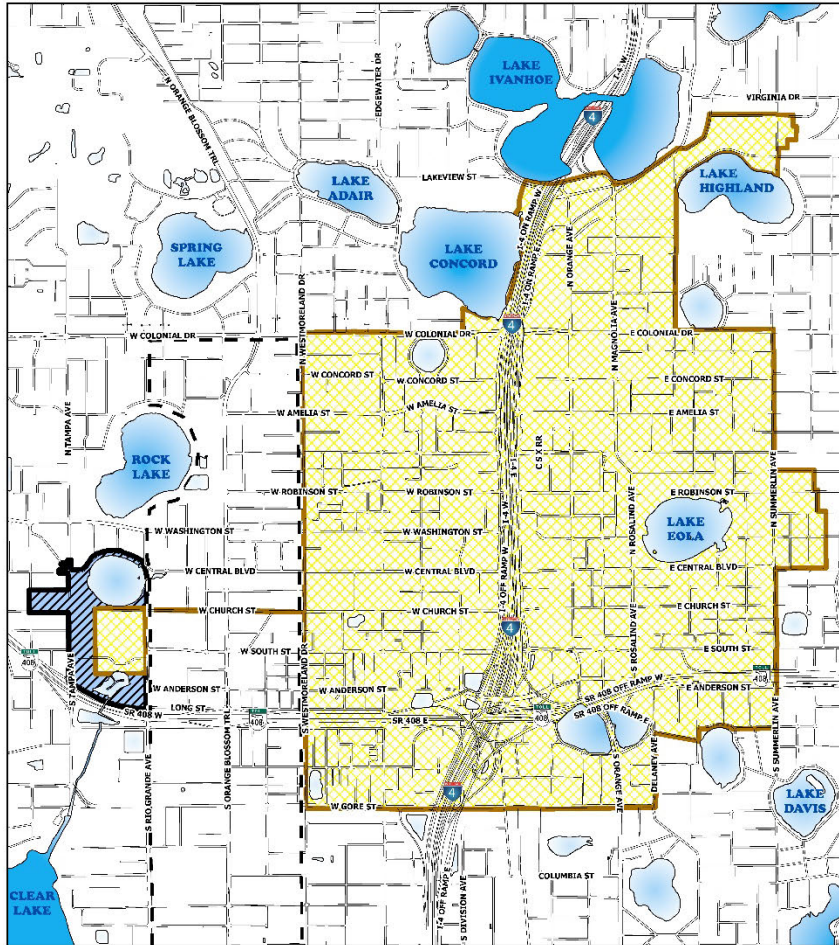
Central Florida Expressway Authority's planned improvements include a pedestrian crossing with new pedestrian signal poles and marked crosswalks to facilitate pedestrian movements through this five-way intersection. The improvements focus on enhanced pedestrian signalization and clearly defined crossings, which are anticipated to improve clarity, accessibility, and safety for pedestrians and cyclists traveling through the intersection.

[Tax Increment Financing Projections](#)




All parcels within the proposed Expansion Area have been acquired by the City of Orlando in 2025 and will cease to have taxable value or increment revenue as of January 1, 2026. Consequently, they are not expected to generate any taxable revenue for the Downtown CRA during the Agency's operational term.

The CRA may support and fund the initiatives in the expansion area.

CRA Expansion Maps



LEGEND

-  Downtown CRA Expansion Boundary Area
-  Downtown CRA Boundary Area
-  Orange Blossom Trail CRA Boundary

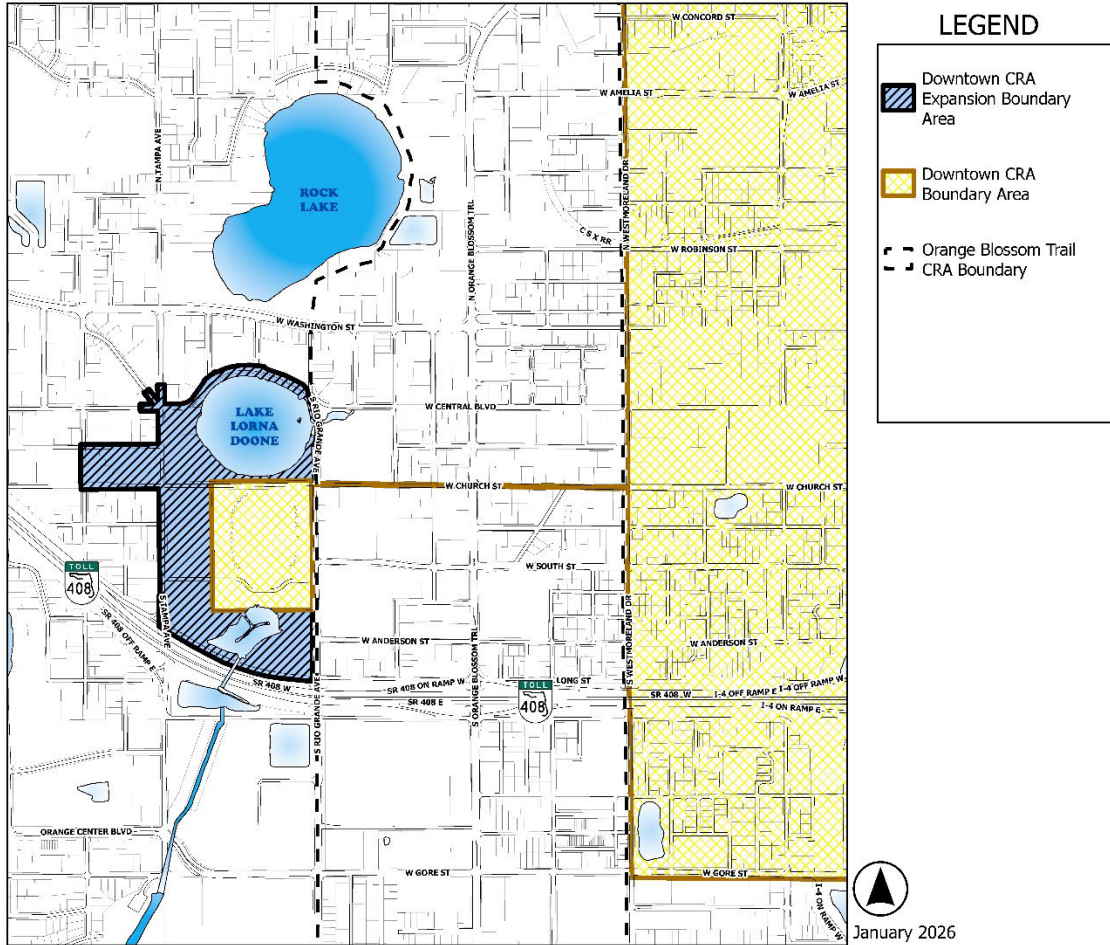

January 2026

DOWNTOWN ORLANDO COMMUNITY REDEVELOPMENT EXPANSION AREA



DOWNTOWN ORLANDO

Map 4. Downtown Orlando Community Redevelopment Area as Expanded



Map 5. Close-up Map of Expansion Area

This section amends and is an addition to Chapter Two of the DTOutlook. At the bottom of page 2-15, under Plans, the following language is inserted:

DTO Action Plan

Initiated in early 2022, this Action Plan builds on downtown Orlando's earlier visioning work by creating an action-driven plan that focuses on streets, civic spaces, mobility options, and neighborhoods - key systems that contribute to our collective experiences as a downtown community and a downtown's competitiveness in its region - with the ultimate goal of realizing downtown Orlando as both a substantive environment for civic life and as an authentic regional destination.

The DTO Action Plan was preceded by the Downtown Orlando (DTO) Vision Plan and DTOutlook, collectively known as Project DTO. Launched in 2014 by the City of Orlando's Downtown Development Board (DDB) and Community Redevelopment Agency (CRA), these plans charted an aspirational vision for downtown Orlando based on thorough community and stakeholder input.

Recommendations from Project DTO identified a wide range of opportunities such as converting one-way streets to two-way, improving bicycle and pedestrian amenities, increasing parks and open space,

recruiting major corporate anchors and high-wage jobs, expanding neighborhood associations and housing options, and encouraging architecture that contributes to a signature downtown. While some of these opportunities have been realized, the DTO Action Plan intends to supercharge the implementation of the CRA Plan with more specific and directed actions.

The DTO Action Plan was created through a collaborative, four-phase process. Phase 1 focused on analysis to create a common understanding of the current conditions of the study area, auditing its challenges and opportunities. Informed by Phase 1, Phase 2 focused on strategic planning that would offer an actionable direction for cultivating and advancing competitiveness, civil function and culture in Downtown Orlando. Phase 3 consisted of visualizing new ideas and developing concepts for projects, policies and programs that would form an actionable implementable plan. Finally, Phase 4 curated recommendations and documented a plan of actions. The DTO Action Plan is both a visionary roadmap and a practical toolkit for transforming downtown Orlando into a thriving, walkable, and dynamic downtown that meets the needs of all who live, work, play and visit here. With the DTO Action Plan in place, the journey toward downtown Orlando's future is just beginning. The hard work of bringing this vision to life will require collaboration, investment, and dedication from all stakeholders. As downtown Orlando grows, the DTO Action Plan will serve as both a guide and a catalyst, ensuring that this area evolves as a vibrant, authentic, and sustainable community at the heart of the Central Florida region.

CANVAS Cultural Arts Plan

Developed in collaboration with the City of Orlando and Orange County, the CANVAS Cultural Arts Plan aims to establish the region as a place where arts and culture thrive through genuine human connection, hospitality, and inclusion. As a ten-year roadmap for the future, the plan seeks to align and celebrate the area's unique and robust creative sector while fostering greater opportunity and sustainability. To accomplish this, this cultural arts plan includes recommendations and strategies aligned with the DTO Action Plan.

On page 2-16 of the DTOutlook, under Projects and Programs, the LYMMO section is amended and replaced with the following language:

LYMMO Repositioning

LYMMO is Downtown Orlando's bus circulator, designed to improve transportation access and mobility in the Redevelopment Area. Since its launch in 1997, it has provided efficient connections throughout the Downtown Core. The service connects key destinations such as employment centers, entertainment venues, LYNX and SunRail stations, Creative Village, UCF Downtown, and nearby parks. By offering convenient and reliable transit options, LYMMO helps reduce traffic congestion and supports downtown growth. Its continued enhancement is vital to meeting the area's evolving transportation needs. The DTO Action Plan proposes modifications to the LYMMO transit system, including the potential removal of the Magnolia loop.

This section amends and is an addition to Chapter Two of the DTOutlook. At the bottom of page 2-16, following the paragraph on the I-4 Ultimate Project, the following language is inserted:

Roadway Conversions

Downtown roadways will be updated to embrace a street hierarchy where access, movement, and place are systematically organized, discouraging cut through traffic. Streets must allow for attractive and convenient multi-modal travel, respond to the unique character and texture of the downtown streets, and help transform into vibrant people-centric places, as imagined in Figure 4.



Figure 4. Concept of Roadway Conversion

The goal of this project is to convert many of downtown's car-oriented, one-way streets into walkable, people-oriented, two-way streets as seen in Figure 5. The conversion to two-way streets will positively impact key corridors by activating the public realm, supporting efforts to make driving more intuitive and direct, support ambulation, and unlock transit opportunities. These conversions will include improved sidewalks, reconfigurations to enhance transit routes for LYMMO and LYNX, and improvements to bike lanes to support greater mobility. Where appropriate, improvements will support on-street parking, pick-up and drop-off zones, median removals, enhancements to parklet placements, and placemaking activities that aim to provide spaces for community gathering.

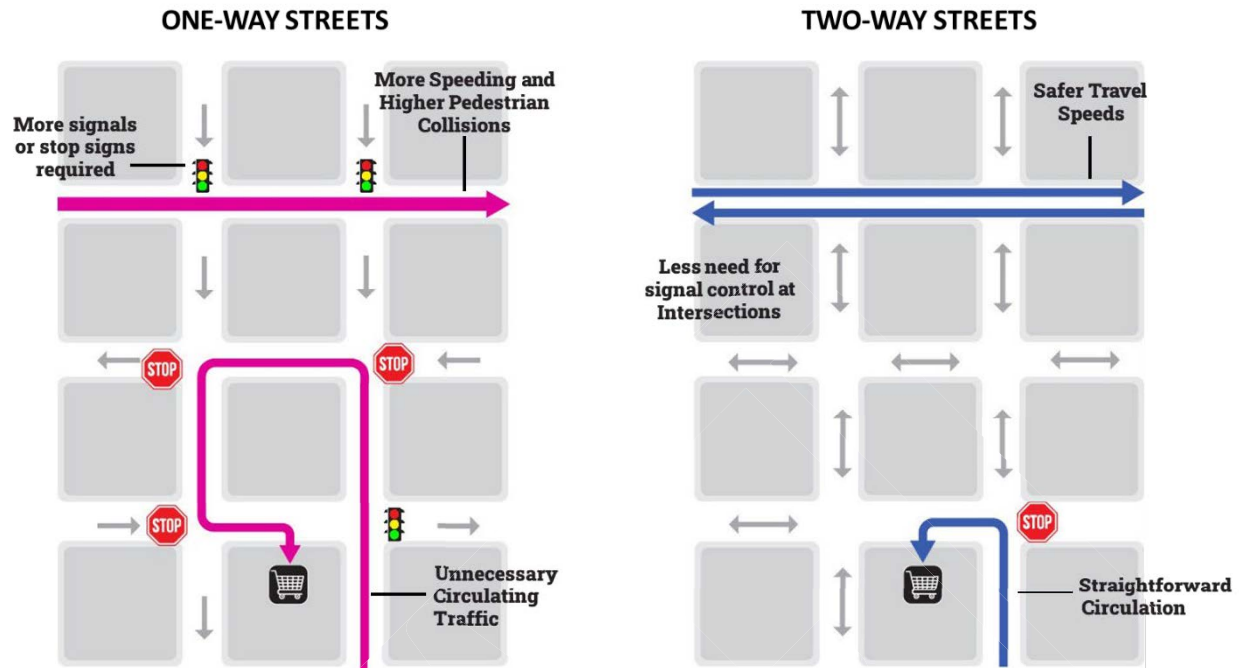


Figure 5. One-Way to Two-Way Corridor Analysis

These conversions will occur along key streets, as seen in Figure 6, including:

- Magnolia Avenue
- Orange Avenue
- Pine Street
- Rosalind Avenue

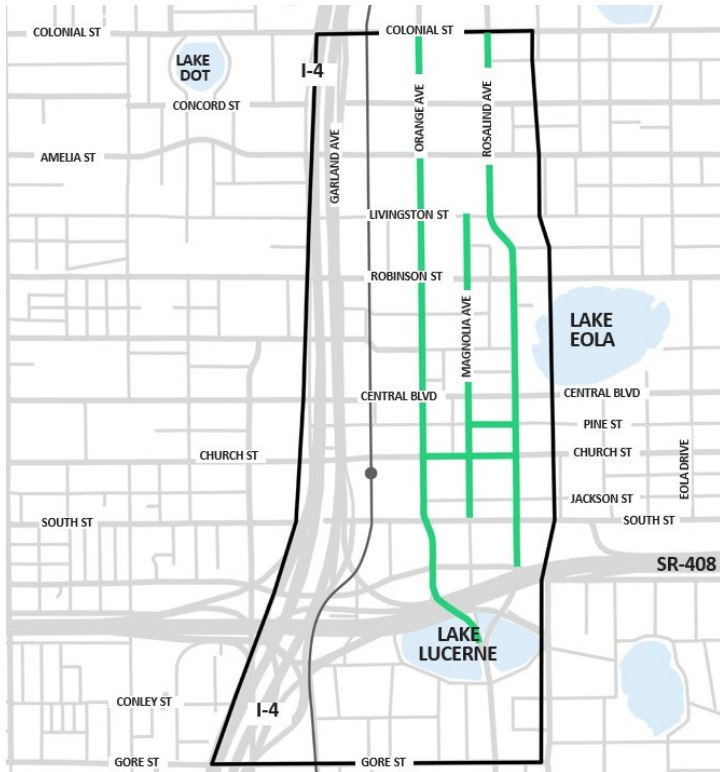


Figure 6. Key streets for roadway conversions

Church Street

Church Street will be transformed into a Festival Street, which will enhance the street’s civic importance, high pedestrian traffic, and cultural programming. While the design leverages superior stormwater management and extensive tree cover (shade), the character of the street is distinctly different, so as to offer a seamless pedestrian experience. Designed to be curbsless, the street will have strategic textured paving that bridges the sidewalks and slows down vehicles. The approach also incorporates the thoughtful use of linear benches, planters, and street furniture to encourage people to engage in the space. These design elements will be complemented with landscaping and shade, landmark buildings, and new construction, as imagined in Figure 7. Additionally, the redesigned street will feature an open space, or outdoor foyer, to the south that allows pedestrians to freely move from South Street to Church Street.



Figure 7. Concept of Church Street as a Festival Street

[Robinson Street](#)

The Florida Department of Transportation (FDOT) is transforming the Robinson Street (SR 526) corridor from Hughey Avenue in Downtown Orlando to Mills Avenue (SR 15) to create a safer roadway network for drivers, bicyclists, and pedestrians. The project involves reconfiguring the roadway, providing one travel lane in each direction, and a two-way cycle track on the south side of the roadway, from Hughey Avenue to Rosalind Avenue.

From Rosalind Avenue to Hyer Avenue, the two travel lanes will be separated by a raised median with openings for left turns. Between Hyer Avenue and Mills Avenue, the two travel lanes will be separated by a two-way left turn lane with short, raised medians in some locations. The intersection of Robinson Street and Broadway Avenue will also be modified to slow driving speed.

Pedestrian safety improvements include upgraded crosswalks, raised mid-block crosswalks, and a 10-foot-wide shared use path between Rosalind Avenue and Hyer Avenue. Sidewalk and curb ramp reconstruction, as well as roadway paving, and drainage upgrades are also planned.

Universal Streetscapes

Downtown sidewalks do not follow any design pattern. Universal Streetscape is a solution to this challenge, which balances a range of essential values for Downtown by creating a complete civic lifecycle approach to the design and provision of infrastructure. This can be achieved through five strategies: infrastructure cost, maintenance, timelessness, comfort, and beautification. The streetscape should create places that are walkable, have good visibility, and where people can linger. Figure 8 shows the reimagined concept for the streetscape, with refined materials, thoughtful design, and a sense of place to elevate the pedestrian experience.



Figure 8. Concept of Universal Streetscape

This streetscape project aims to enhance the contiguous street trees on both sides of the street. The vision also includes a more thoughtful use of the curbside by integrating green space and other amenities for pedestrians. The approach also incorporates the careful use of linear benches, planters, and street furniture to encourage people to engage in the space. Additionally, the use of curbless streets in key locations will support accessibility to public spaces while also supporting transformation into Festival Streets for events.

Streetscape updates will occur along the following key streets, which include portions of:

- Amelia Street
- Anderson Avenue
- Central Boulevard
- Church Street
- Concord Street
- Livingston Street
- Magnolia Avenue
- Orange Avenue

- Pine Street
- Robinson Street
- Rosalind Avenue
- South Street

These streetscape updates may also be extended to include additional right-of-way within the redevelopment area.

Pocket Parks

[30 South Orange Urban Park](#)

Named after its location, the 30 S. Orange Urban Park Project is a strategic open space at the crossroads of two important downtown street personalities, where the energetic spine of Orange Avenue meets the more intimate Pine Street. The Urban Park Project will support downtown’s vibrant neighborhoods, all with unique characteristics that offer many different lifestyle experiences.

The concept for the 30 South Orange Project, as seen in Figure 9, embraces the concept of a multi-layered civic space as an urban park that serves multiple users through its flexible design. The Project design should be inviting, functional, and visually appealing. It should create a public space that residents and visitors can equally enjoy. As a daytime place, it should offer space for office workers to eat lunch or catch up on work. As an evening locale, people should be able to step into the space for a community event, an evening meal before a show, or a late night out with friends. The design goals include adaptable seating with landscaping shade, water, and food service to create a face-to-face space for downtown users.



Figure 9. Concept for 30 S Orange Pocket Park

[Livingston Corner Park](#)

This northern zone of the planning area lacks a quintessential neighborhood place, a park or plaza, for people to stretch their legs, walk their dogs, or sit outside at lunchtime. Although abutting the Kevin R. Tyjeski Park and the Orange County War Memorial, this small open space does not engage their surroundings with active programming, nor offer enough room for recreation.

The Magnolia Avenue and Livingston Street intersection presents an ideal opportunity for a lively public space that can also create an activated “front yard” for the Orange County Courthouse and abutting uses, as shown in Figure 10. Reclaiming a convoluted street space through the conversion of Magnolia Avenue from one-way to a two-way street system, along with the removal of the LYMMO turnaround loop, opens up the corner to more pedestrian-oriented activities.



Figure 10. Concept of Livingston Corner Park

[Art²](#)

Named for its creative and community-oriented purpose, Art² is a dynamic new urban space located at the northern end of downtown's Central Business District. Situated at the intersection of North Orange and Robinson Street, this project is designed to be a free and open public area where residents and visitors can connect, relax, and enjoy local culture.

The concept behind Art² is to create a multi-layered social experience centered around food, art, and community. Art² will bring a diverse, rotating selection of food vendors to the space. Beyond just food, the park's two-story container structure includes a cafe and an art gallery, offering both upstairs and downstairs seating.

Art²'s design is both functional and visually engaging. It will feature audiovisual equipment throughout, a permanent green space for scheduled activities, and a large mural titled "Urban Mirage 1" by artist Sitki Dogan on the park's south side, which will contribute to downtown's growing public art scene. Serving breakfast, lunch, and dinner seven days a week, the space is designed to be a welcoming spot for office workers to grab a meal during the day and a lively destination for community events and social gatherings in the evening.

Heritage Square

Heritage Square is not only the geographic center of downtown Orlando, but the original civic center. Platted in 1857, the former Orange County Courthouse anchored the community hub and Magnolia Avenue served as the city's Main Street. Since then, the square has been redesigned with sculptural seating, bronze alligator sculptures, and a bosque of bald cypress trees, paying homage to the natural landscapes of the city. In its current context, Heritage Square is a subdued space that blurs between a park and plaza, is difficult to navigate, and is rarely used as a civic hub. A reimagined Heritage Square is envisioned as a central civic plaza where residents can assemble, perform, and participate in civic life.



Figure 11. Concept of Heritage Square

Lake Lucerne Park

The 16-acre lake has played an important role in the history of the city — it was once an anchor for downtown, housing landmark buildings along its banks and acting as a node into Magnolia Avenue, the Main Street of that time. It also served as a powerful natural connection between the Central Business District and surrounding residential neighborhoods like Cherokee Park and Delaney Park. But Lake Lucerne has lost its charm and significance over the years, triggered by the construction of State Road 408 (SR 408). As seen in Figure 12, the tangle of roads and fast-moving cars has created a barrier, separating the lake from downtown and discouraging people from visiting it.



Figure 12. Aerial View of Lake Lucerne and Surrounding Roadways

Lake Lucerne is envisioned to serve as a gateway into downtown Orlando, channeling people from all parts of the city into the busy business district. By incorporating a clear pedestrian promenade, residents and visitors will have a safe walkway under the expressway that will connect them to Lake Lucerne. The proposed vision for the promenade includes a boardwalk around the lake, a jogging path, and includes a destination for play to bring families into the park, as seen in Figure 13. Designs may include an expanded sidewalk pathway under Highway SR 408 to seamlessly connect Magnolia Avenue to the boardwalks on the lake.



Figure 13. Concept of Lake Lucerne Park Boardwalk and Playground

Lake Eola Gateway

Established in 1988, Lake Eola Park spans 45 acres and has become one of Orlando’s most iconic and well-loved destinations, with the Lake Eola Fountain standing as a symbol of the city. Located adjacent to downtown, the park serves office workers, residents, and visitors alike, offering opportunities for leisurely walks, recreation on the swan paddle boats, and a wide range of community activities. In addition to its open green spaces, the park hosts performances at the amphitheater, seasonal festivals, and a popular weekly farmers market.

Lake Eola Park features several primary access points, along with numerous informal entrances that invite visitors into the park. To more clearly define and celebrate the primary entry at the park’s southwest corner, the CRA envisions the creation of a distinctive gateway entrance. This gateway would serve as a welcoming landmark, reinforcing the park’s identity while creating a focal point for arrival. The proposed gateway aims to enhance the sense of place, support gathering and civic engagement, and provide opportunities for public art and memorable visitor experiences.

Orlando Urban Trail Connector

The Orlando Urban Trail runs through Downtown Orlando. Approximately three miles long and twelve feet wide, an estimated 85% of the trail is an off-street path, with asphalt and concrete sections. The trail is largely complete except for some segments in the Redevelopment Area. The Connector Project aims to complete missing portions within the Redevelopment Area in order to link the trail from South Street to Gore Street, and through partnering with the City, extend the trail along the railroad right-of-way to Gore Street and Orlando Health facilities.

Catalytic Sites

[State Bank of Orlando Adaptive Reuse](#)

Originally developed in 1924, the former State Bank of Orlando, is located at 1 N. Orange Avenue, and situated at the northeast intersection of N. Orange Ave. and E. Central Blvd, and sits in the center of downtown. One of Orlando's original skyscrapers, the 10-story structure has a terracotta on granite foundation and is constructed of bricks trimmed with polished limestone. This building has been largely vacant for nearly 15 years, contributing to the existence of dead zones and inactive uses within the central business district. Through the CRA's acquisition of the building, this redevelopment project is an opportunity to convert a vacant building to a vibrant mixed-use development that will activate the street and potentially provide much needed housing.

[Orlando Sentinel Site](#)

The former downtown headquarters of the Orlando Sentinel was a downtown building located at 633 N. Orange Avenue. The Sentinel has relocated, which provides an opportunity for redevelopment of the former Orlando sentinel site to extend the urban framework of the northern central business district and connect into the North Quarter. This 20-acre parcel is envisioned as a mixed-use development site that will serve as another key location for activity in the downtown area. Specifically, this project will include ground-floor retail and restaurant spaces, residences, parking, as well as green space to encourage outdoor activities in the new district.

[OUC Lake Highland](#)

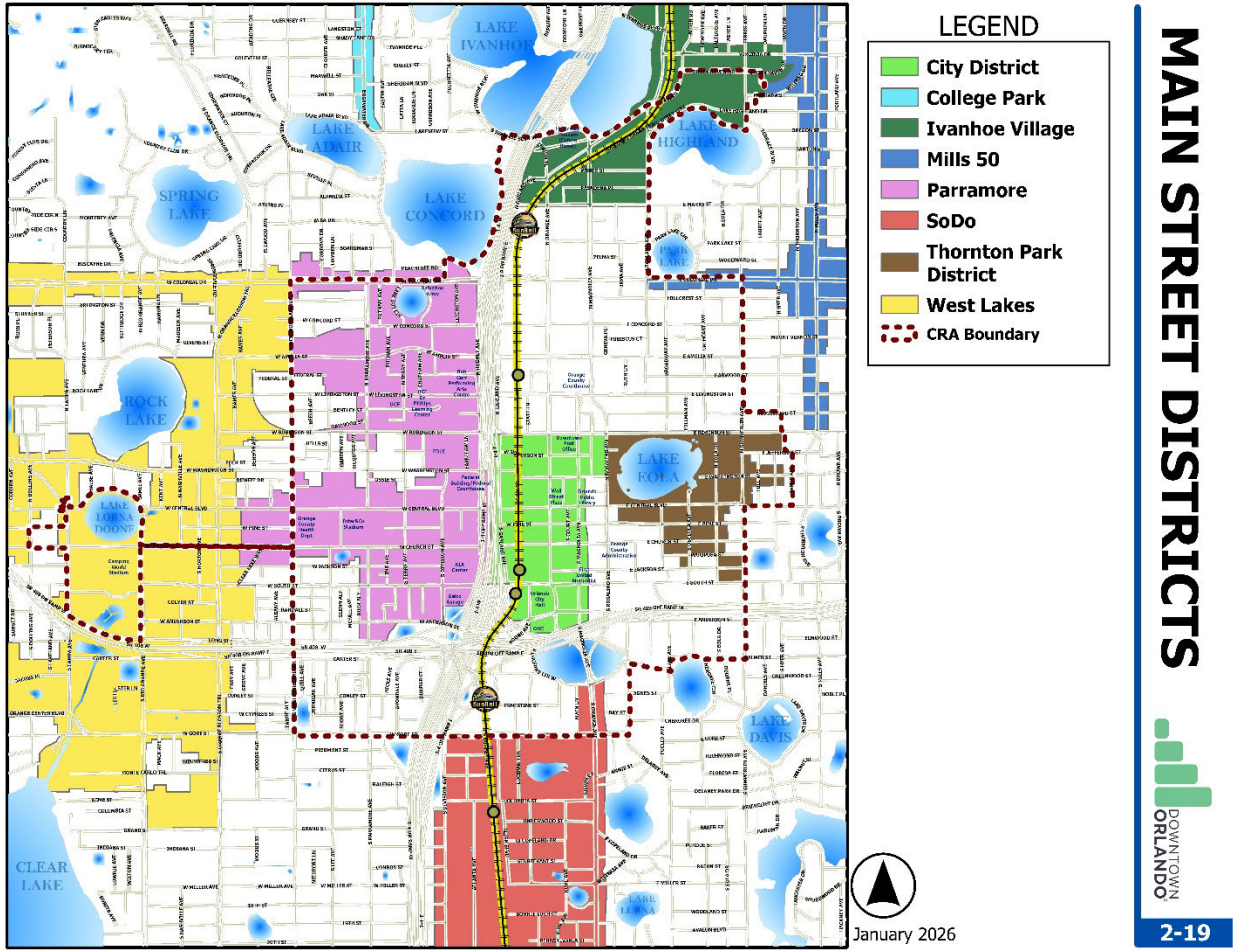
The Orlando Utilities Commission (OUC) has a former power plant located in the Lake Highland area. The CRA supports the redevelopment of the site to support more access to the North Quarter businesses, and residences with the growing population of the area.

On page 2-17 of the DTOutlook, under Community Venues, Orlando Citrus Bowl, the following language is inserted.

Camping World Stadium

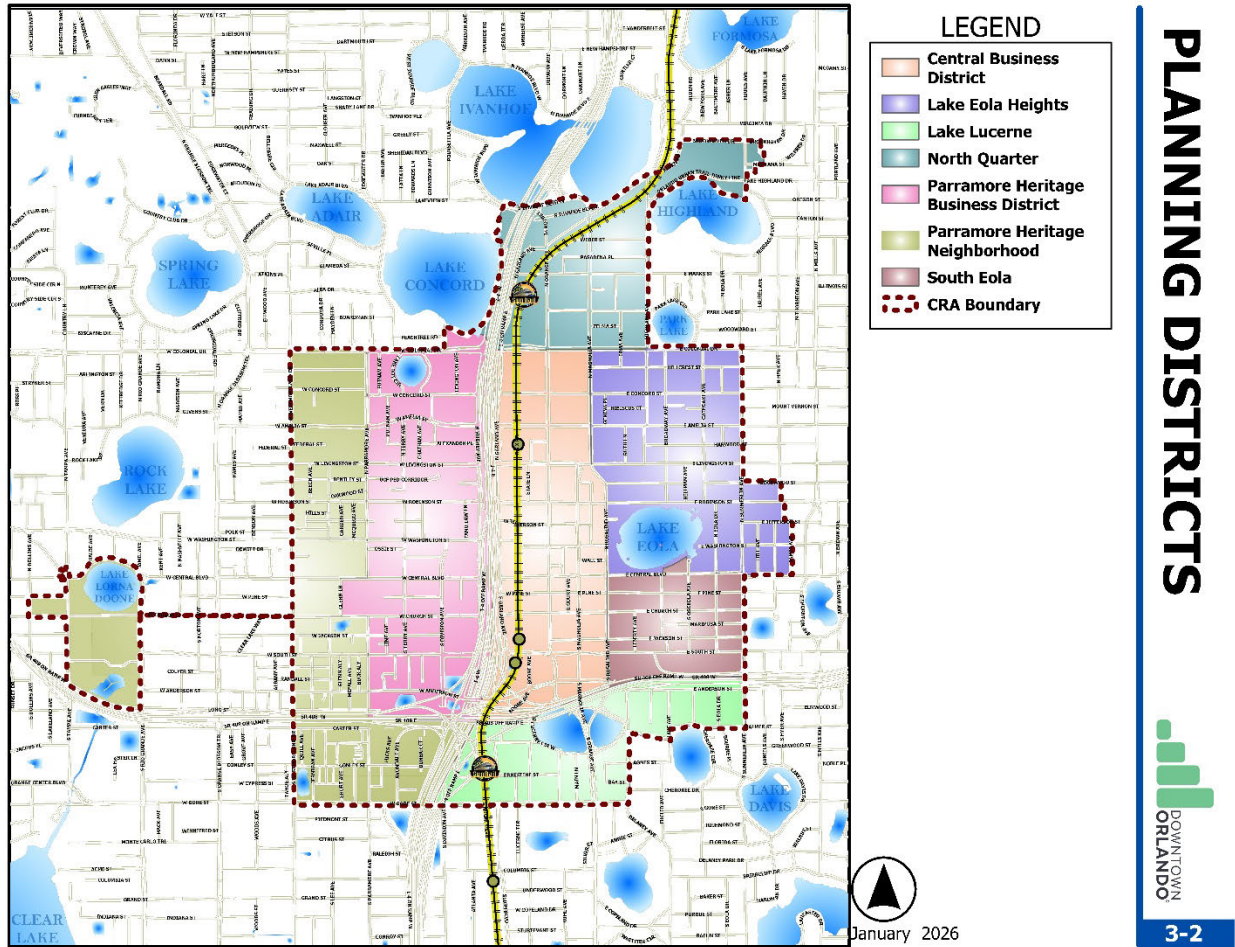
Camping World Stadium, formerly known as the Orlando Citrus Bowl, continues to host major events such as the Monster Jam, various bowl games, and most recently the 2025 FIFA Club World Cup. To remain a premier venue for large events, the stadium needs additional renovations. These renovations are envisioned to include rebuilding the upper seating bowls to expand seating capacity, adding new hurricane bracing for the new seating, including new scoreboards and general signage, constructing new premium suites, adding a retractable stage pocket, as well as making streetscape upgrades that will match other streetscape designs throughout the CRA.

On page 2-19 of the DT Outlook, under Main Streets Districts, the map is amended and replaced with the following:



Chapter Three: CRA Planning Districts

On page 3-2 of the DTOutlook, under CRA Planning Districts, Overview of Planning Districts, the map is amended and replaced with the following:



On page 3-3 of the DTOutlook, under Planning Districts, North Quarter, Assets, sentence four is amended and replaced with the following:

There are approximately 3,587 dwelling units in the North Quarter as of 2025, per the City Land Use Database, most of which are developed as medium and high-density residential developments.

On page 3-6 of the DTOutlook, under Planning Districts, North Quarter, the map is amended and replaced with the following:



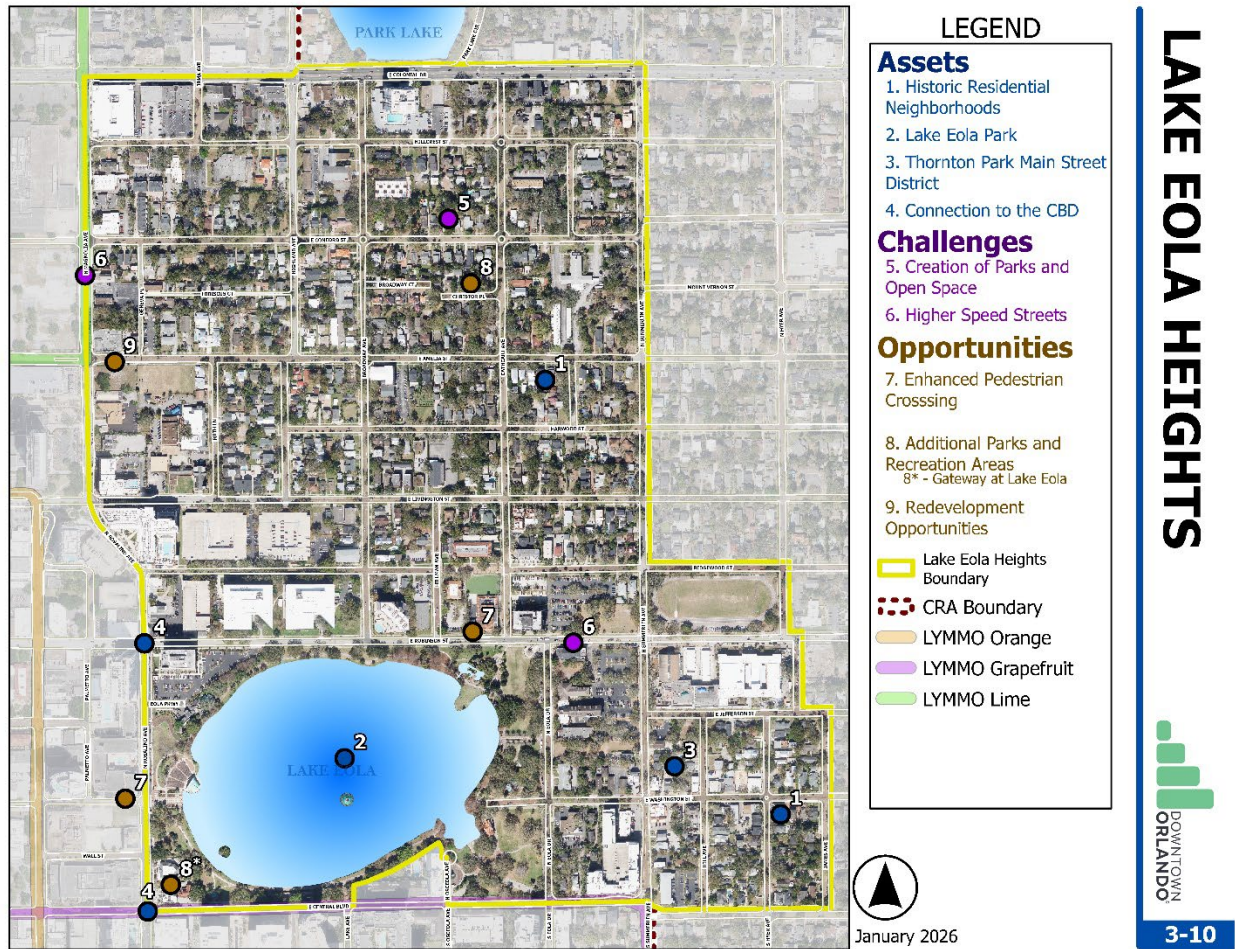
On page 3-7 of the DTOutlook, under Planning Districts, Lake Eola Heights, Assets, sentence six is amended and replaced with the following:

There are approximately 1,641 dwelling units in the Lake Eola Heights District as of 2025, per the City Land Use Database, most of which are single-family and low-density multi-family developments.

On page 3-8 of the DTOutlook, under Planning Districts, Lake Eola Heights, Opportunities, the following language is inserted:

Gateway at Lake Eola. The addition of a gateway treatment at Lake Eola Park would serve as a dedicated entry point to welcome residents and visitors. The envisioned gateway feature will focus the view on the lake and fountain, which have been a well-known symbol of the City of Orlando for years.

On page 3-10 of the DTOutlook, under Planning Districts, Lake Eola Heights, the map is amended and replaced with the following:



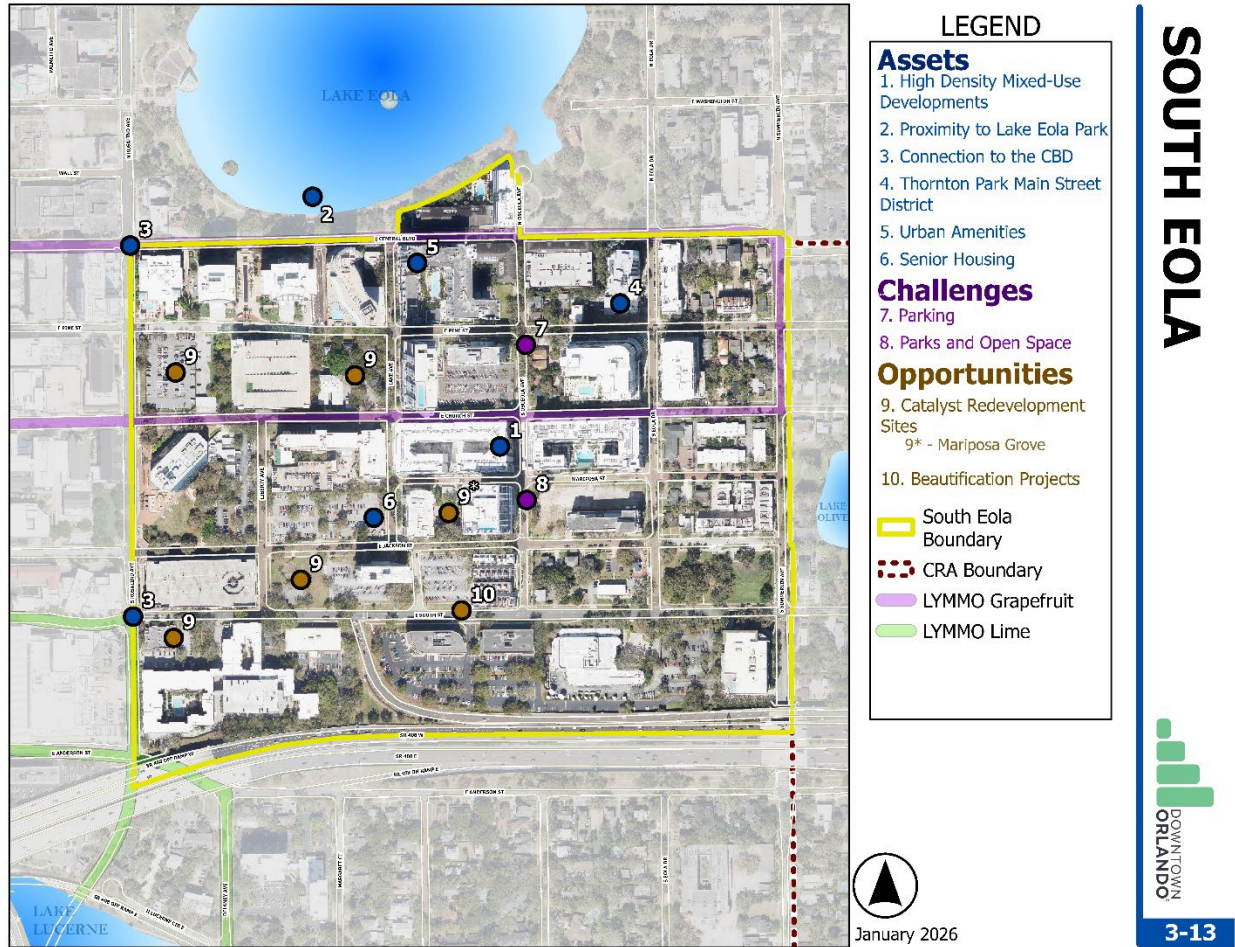
On page 3-11 of the DTOutlook, under Planning Districts, South Eola, Assets, sentence two is amended and replaced with the following:

There are approximately 3,594 dwelling units in the South Eola area as of 2025, per the City Land Use Database, most of which are multi-family developments.

On page 3-12 of the DTOutlook, under Planning Districts, South Eola, Opportunities, a new opportunity as stated below is hereby added.

Catalyst development opportunity. Mariposa Grove is a proposed 12-story mixed-use, high-rise apartment building containing 138 mixed-income affordable units for seniors (age 55+) and 10,500 square feet of ground floor commercial retail. Mariposa Grove will fulfill a general goal of the Downtown Orlando Community Redevelopment Area Plan to improve the variety of housing options within the Downtown Orlando Community Redevelopment Area. The CRA will be providing an affordable housing incentive in the form of a loan upon construction completion.

On page 3-13 of the DTOutlook, under Planning Districts, South Eola, the map is amended and replaced with the following:



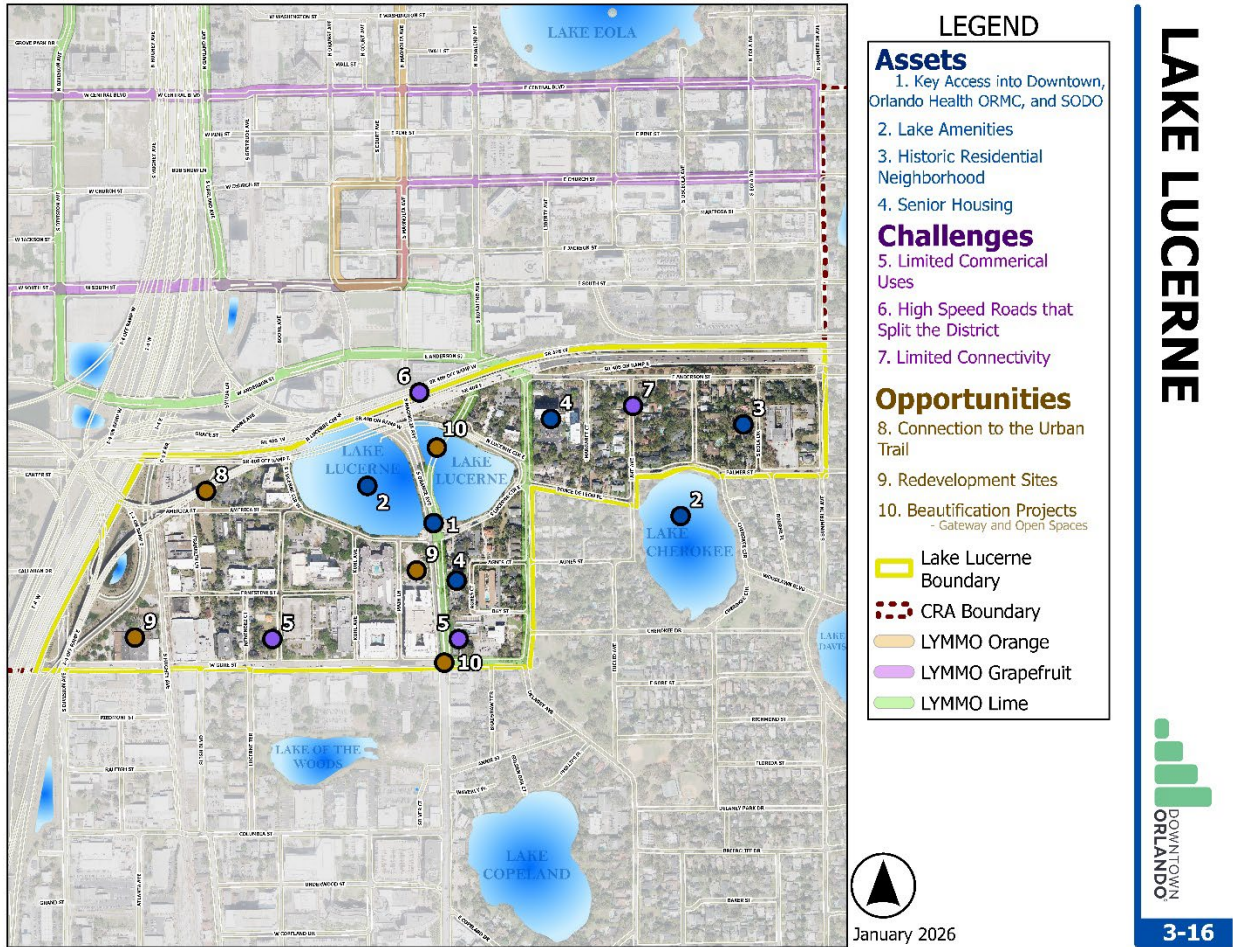
On page 3-14 of the DTOutlook, under Planning Districts, Lake Lucerne, Assets, sentence four is amended and replaced with the following:

There are approximately 1,545 dwelling units in the Lake Lucerne District as of 2025, per the City Land Use Database, including a diverse mixture of single-family, senior, and both low and high-density multi-family developments.

On page 3-15 of the DTOutlook, under Planning Districts, Lake Lucerne, Opportunities, a new opportunity as stated below is hereby added.

Gateway and open space. Enhancement of the gateway at Lake Lucerne would create a modern entry point into the park and foster a smooth transition from the Orange Avenue corridor into the park. Additionally, the park will feature open spaces that may provide opportunities for recreation, relaxation, and social interaction among residents and visitors.

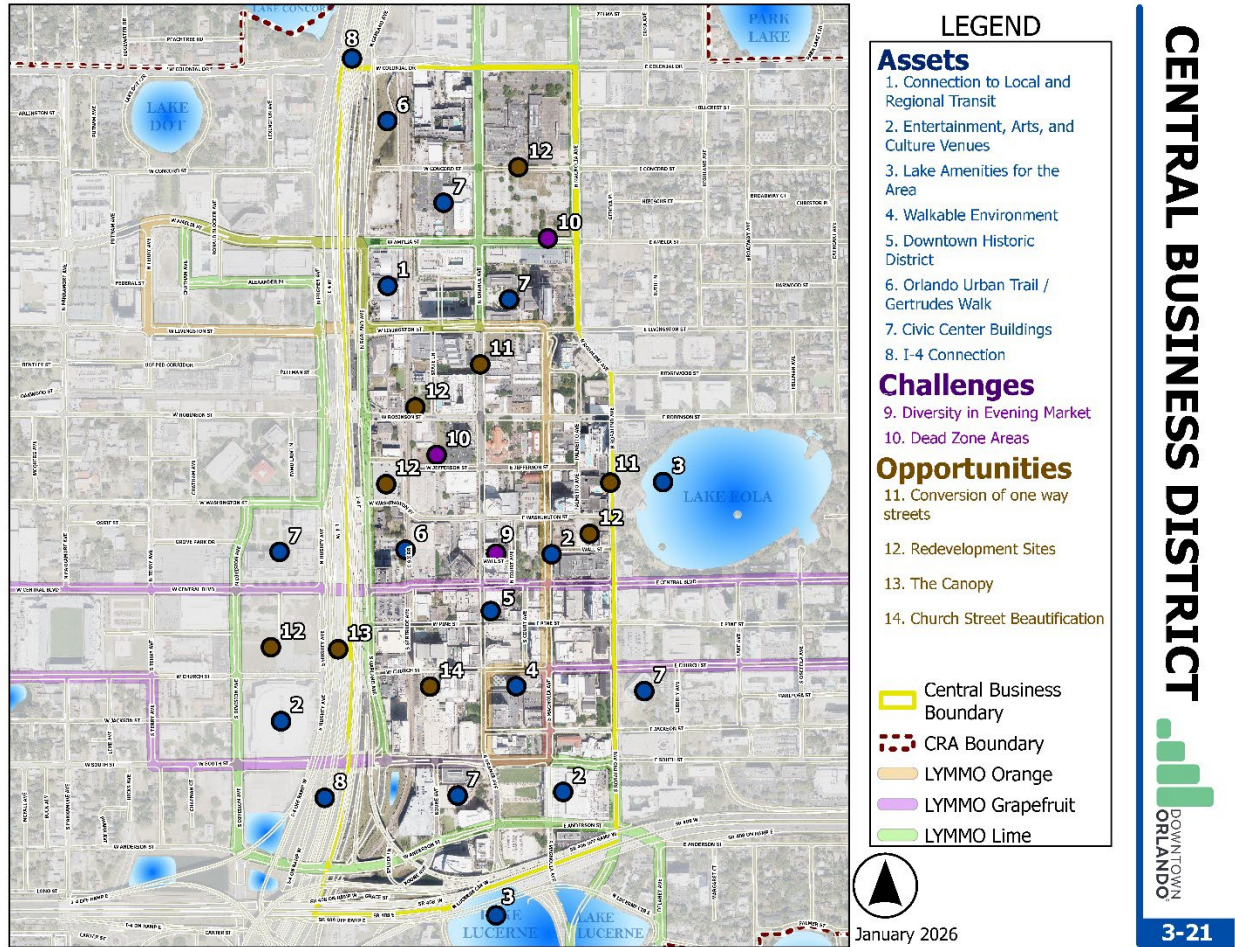
On page 3-16 of the DT Outlook, under Planning Districts, Lake Lucerne, the map is amended and replaced with the following:



On page 3-17 of the DT Outlook, under Planning Districts, Central Business District, Assets, sentence five is amended and replaced with the following:

There are approximately 3,587 dwelling units in the Central Business District as of 2025, per the City Land Use Database, most of which are contained within high-density residential buildings.

On page 3-21 of the DTOutlook, under Planning Districts, Central Business District, the map is amended and replaced with the following:



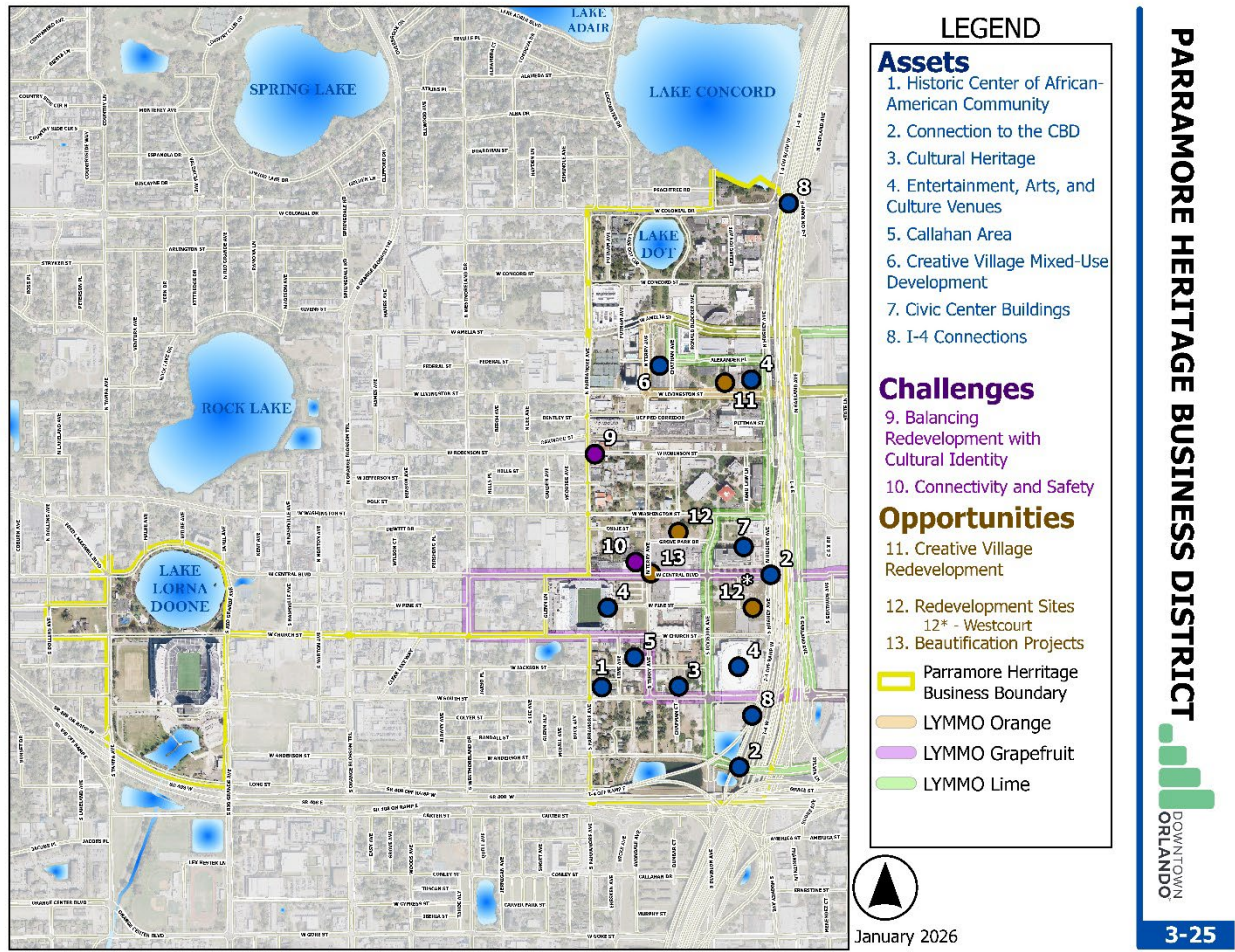
On page 3-22 of the DTOutlook, under Planning Districts, Parramore Heritage Business District, Assets, sentence five is amended and replaced with the following:

There are approximately 2,172 dwelling units in the Parramore Heritage Business District as of 2025, per the City Land Use Database, most of which are single-family and low and medium-density residential developments.

On page 3-23 of the DTOutlook, under Planning Districts, Parramore Heritage Business District, Opportunities, Sports and Entertainment District, is amended to add the following language:

Sports and Entertainment District. The Westcourt Entertainment District is a planned mixed-used development project that will be adjacent to Kia Center, on Church Street, with goals of being a destination for work, play, and living located in Downtown Orlando. This project is envisioned to include several structures, a festival plaza space, office space, retail space, a luxury hotel with expo center, apartments, event space, and integrated smart parking spaces.

On page 3-25 of the DTOutlook, under Planning Districts, Parramore Heritage Business District, the map is amended and replaced with the following:



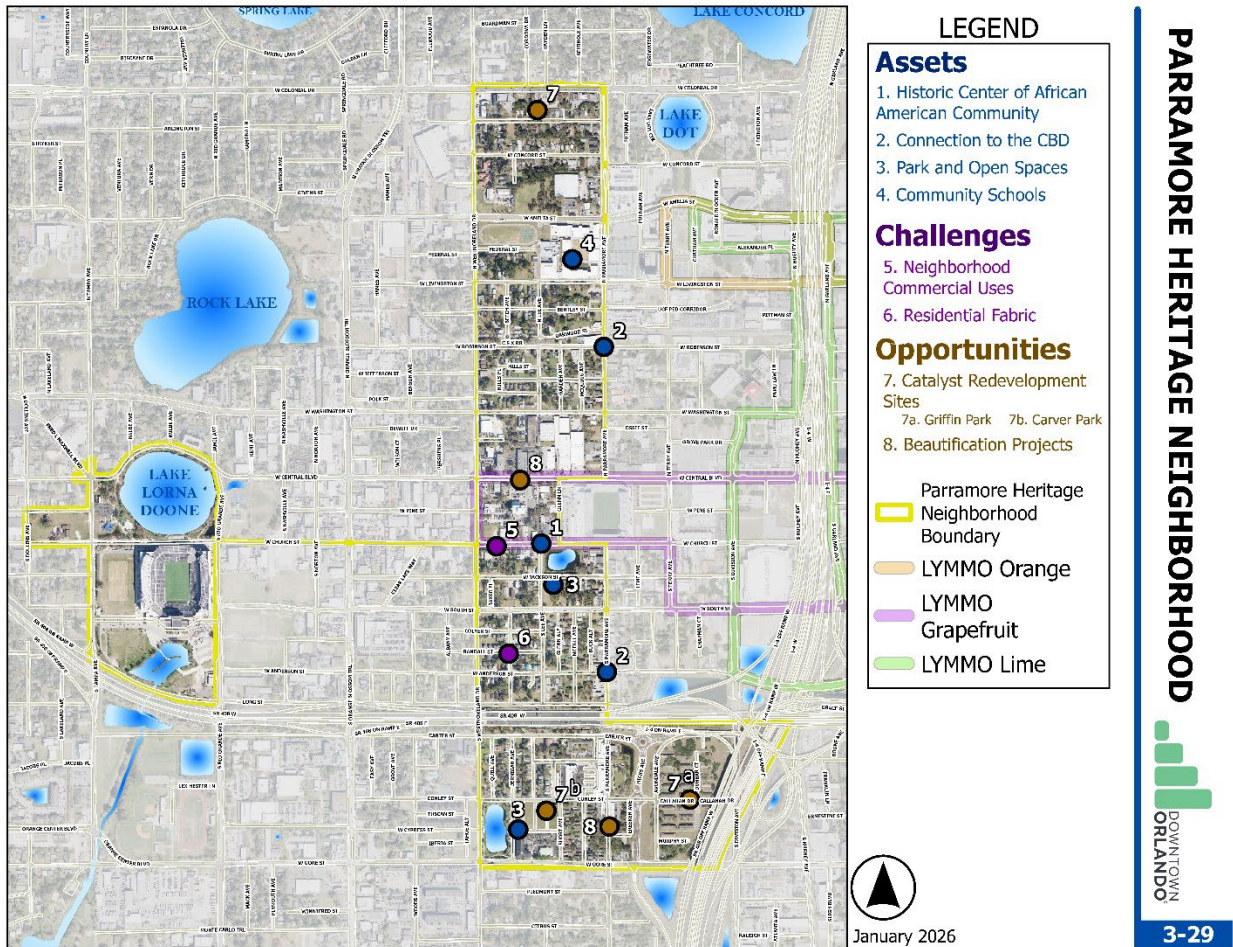
On page 3-26 of the DTOutlook, under Planning Districts, Parramore Heritage Neighborhood, Assets, sentences three and four are amended and replaced with the following:

There are approximately 2,441 dwelling units in the Parramore Heritage Neighborhood as of 2025, per the City Land Use Database, most of which are single-family and low-density residential developments.

On page 3-27 of the DTOutlook, under Planning Districts, Parramore Heritage Neighborhood, Opportunities, a new opportunity as stated below is hereby added.

Catalyst development opportunity. The Carver Park and Griffin Park developments led by the Orlando Housing Authority intend to increase the supply of affordable residential units. The projects reflect some of the strategies outlined in the general goal of the Downtown Orlando Community Redevelopment Area Plan to improve the variety of housing options, specifically in the Parramore area.

On page 3-29 of the DTOutlook, under Planning Districts, Parramore Heritage Neighborhood, the map is amended and replaced with the following:



Chapter Four: Strategic Analysis of Issues & Opportunities

On page 4-3 of the DTOutlook, the LYNX and LYMMO section is amended and replaced with the following language:

LYNX and LYMMO. Downtown Orlando is the focal point of public transportation service in the tri-county Orlando metro area, with LYNX Central Station serving as the main transfer point for fixed bus service. LYNX operates routes throughout the region, with about 30 of those routes converging on Downtown Orlando, offering a high frequency of service on main corridors such as Orange Avenue and Colonial Drive throughout the day. LYNX provides connections to SunRail stations, and the Downtown high frequency bus circulator, fixed route network named LYMMO.

LYMMO is an example of Bus Rapid Transit (BRT) that has been operating in Downtown Orlando since 1997. It serves as one method of connection that links major employment and social destinations located throughout the Downtown Core. This connection is possible through three routes: (1) the Orange which links Creative Village to downtown, (2) the Lime which links North Quarter to the federal courthouse, and (3) the Grapefruit which links Parramore, the Kia Center, and Lake Eola. Through these routes, LYMMO supports the City's efforts to make Downtown Orlando more transit-friendly for residents and visitors.

On page 4-8 of the DTOutlook, under Subpart A. Transportation Access and Connectivity, Opportunity 1: Create a safe and well-balanced street network, a new Strategy 5-9 as stated below is hereby added.

Strategies

5. Design and reconstruct Church Street from Garland Avenue to Orange Avenue, as an Exceptional Street, with segments as a festival street, and include the Church Street foyer leading to South Street.
6. Support the optimal functioning of Magnolia Avenue through strategic improvements including the conversion of road segments from one to two-way, introduction of on-street parking, installation of bike lane and placemaking elements.
7. Support the reconstruction of Robinson Street including a shared use path to improve multi-modal mobility and safety as well as lowering vehicular speeds to improve overall safety.
8. Reconstruct Orange Avenue and Rosalind Avenue to allow two-way vehicle circulation along with planned parking and micro-mobility improvements.
9. Support the redesign of roadway changes along Pine Street.
10. Design and reconstruct Church Street from Orange Avenue to Magnolia Avenue as a Festival Street, replacing one-way vehicular travel with a two-way travel operation and integrating bus operations into normal traffic.
11. Design and reconstruct Orange Avenue and Magnolia Avenue, from Colonial Drive to Orange Avenue, to allow two-way vehicle circulation.

On page 4-10 of the DTOutlook, under Subpart A. Transportation Access and Connectivity, Opportunity 3: Champion development of an integrated, multimodal transportation system, a new Strategy 8 as stated below is hereby added.

[Strategies](#)

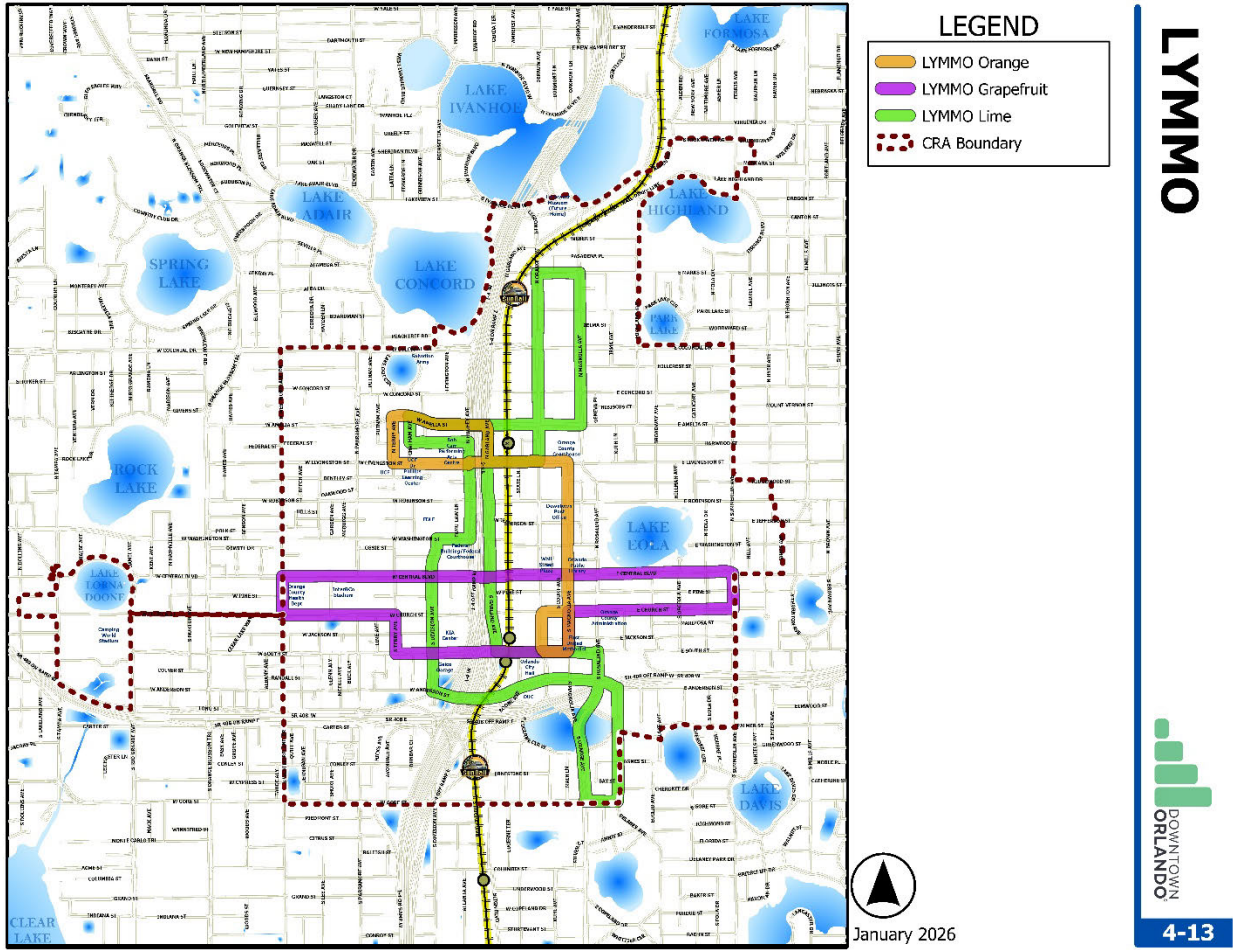
8. Support the shifting of LYMMO to in-traffic operations along various streets including Magnolia Avenue.

On page 4-11 of the DTOutlook, under Subpart A. Transportation Access and Connectivity, Opportunity 4: Develop a well-connected bicycle and pedestrian network, a new Strategy 8-16 as stated below is hereby added.

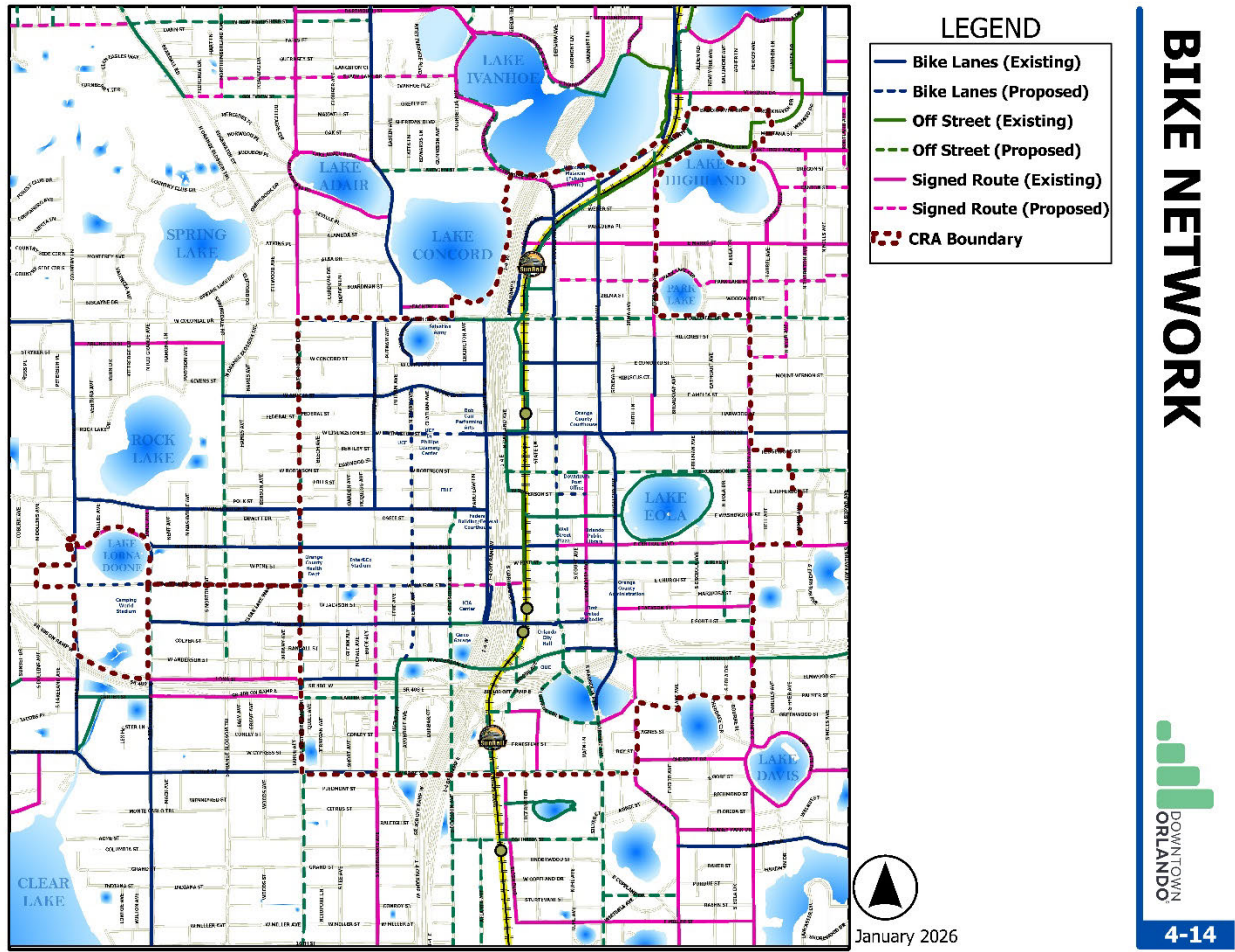
[Strategies](#)

8. Enhance pedestrian crossings for Gertrude's Walk at Church Street.
9. Support the completion of the Washington Street bike loop, through multi-modal street and streetscape enhancements.
10. Support the Livingston Street road and sidewalk enhancements that will include the installation of a two-way bikeway and shade trees.
11. Support the reconfiguration of the South Street streetscape with street trees and buffers, concurrent with the removal of LYMMO lanes, and the establishment of a two-way bikeway along the southern curb, with trail extensions to Boone Avenue.
12. Support the widening of Concord and Amelia Streets' streetscapes to include shade trees and on-street parking.
13. Extend the Orlando Urban Trail to Orlando Health.
14. Design streetscapes to create enhanced designs, and to celebrate public space and art with full multi-modal access.
15. Support the creation of rideshare lots to support additional transportation access.
16. Support the development of valet services to minimize the impact of the construction projects in the downtown area.
17. Support initiatives within the expansion area.

On page 4-13 of the DTOutlook, under Subpart A. Transportation Access and Connectivity, the 'LYMMO' map is amended and replaced with the following:



On page 4-14 of the DTOutlook, under Subpart A. Transportation Access and Connectivity, the 'Bike Network' map is amended and replaced with the following:



On page 4-19 of the DTOutlook, under Subpart B. Parks and Open Spaces, Opportunity 1: Create and enhance open spaces, a new Strategy 10-13 as stated below is hereby added.

Strategies

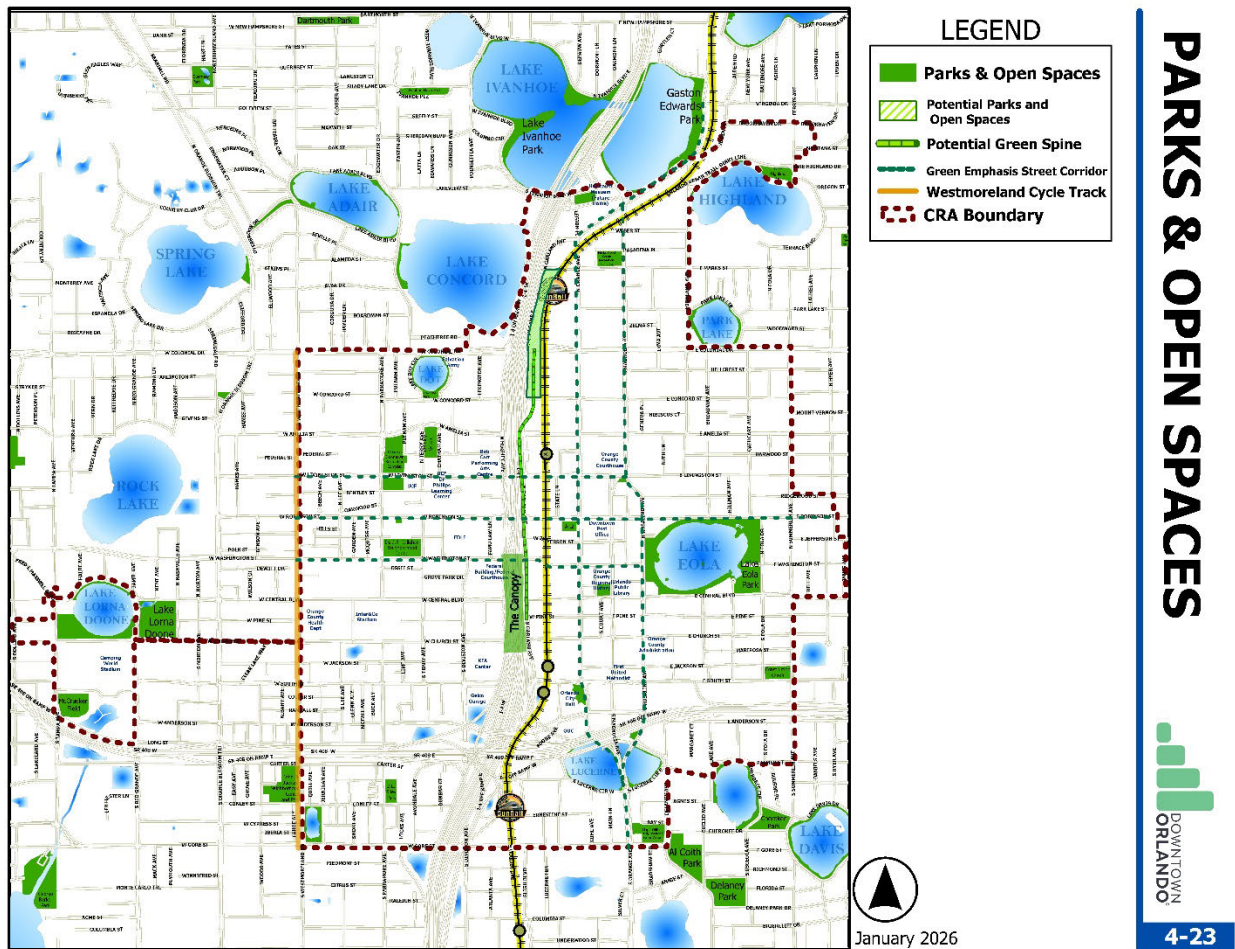
- 10. Support the design and construction of a layered use Urban Park at 30 S. Orange Ave.
- 11. Support the design and construction of the Livingston Corner Urban Park at the intersection of Magnolia Avenue and Livingston Street.
- 12. Support the reconstruction of Lake Lucerne Park to include amenities and upgrades.
- 13. Design and reconstruct Heritage Square to include activation and better connect the site to the area and transportation network.

On page 4-20 of the DTOutlook, under Subpart B. Parks and Open Spaces, Opportunity 3: Create signature gateways and entrances into Downtown, a new Strategy 4-5 as stated below is hereby added.

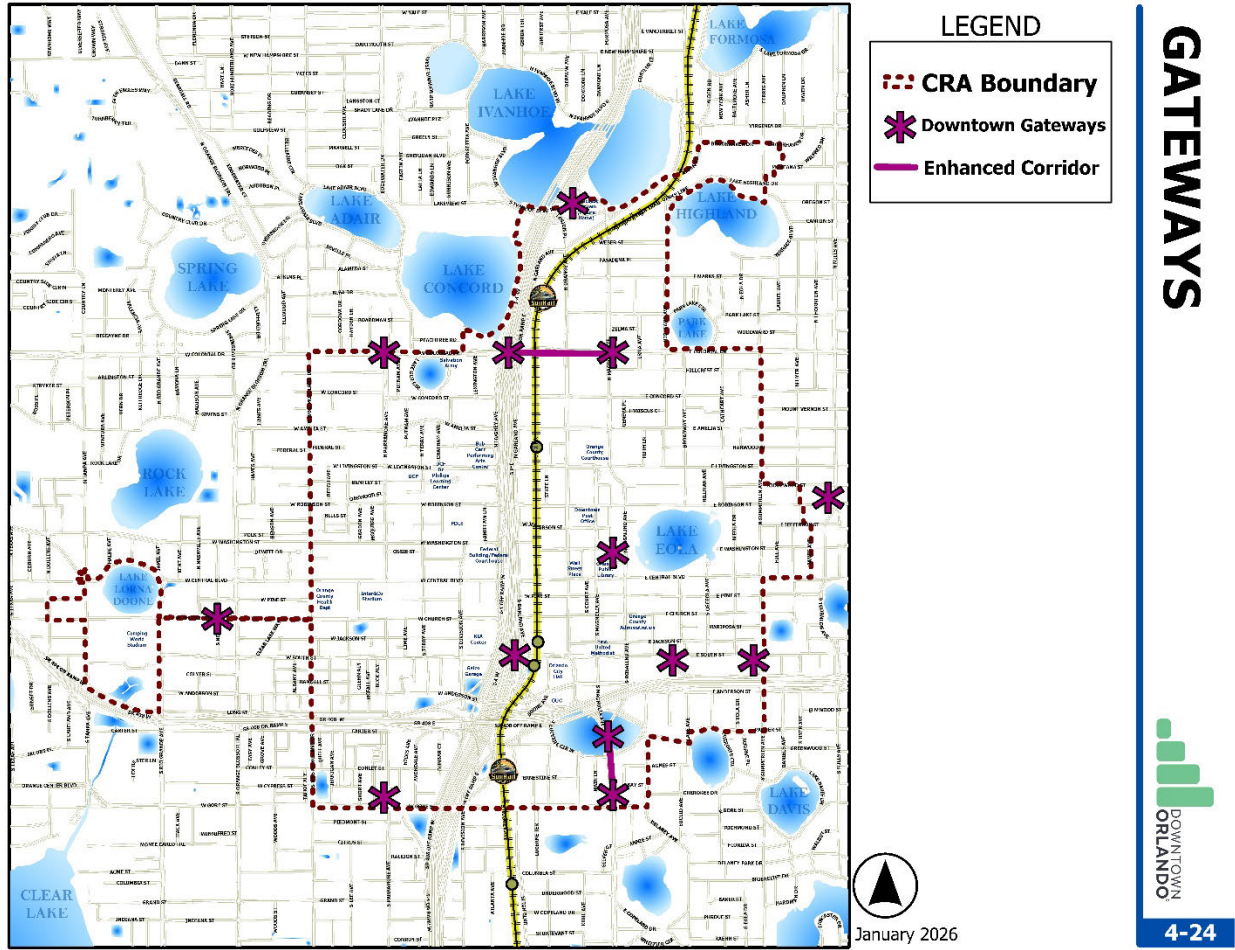
Strategies

4. Support the reconstruction of Orange Avenue, Magnolia Avenue, and Rosalind Avenue in and around Lake Lucerne to create the southern gateway feature.
5. Support the creation of the Lake Eola gateway feature.

On page 4-23 of the DTOutlook, under Subpart B. Parks and Open Spaces, the 'Parks & Open Spaces' map is amended and replaced with the following:



On page 4-24 of the DTOutlook, under Subpart B. Parks and Open Spaces, the 'Gateways' map is amended and replaced with the following:

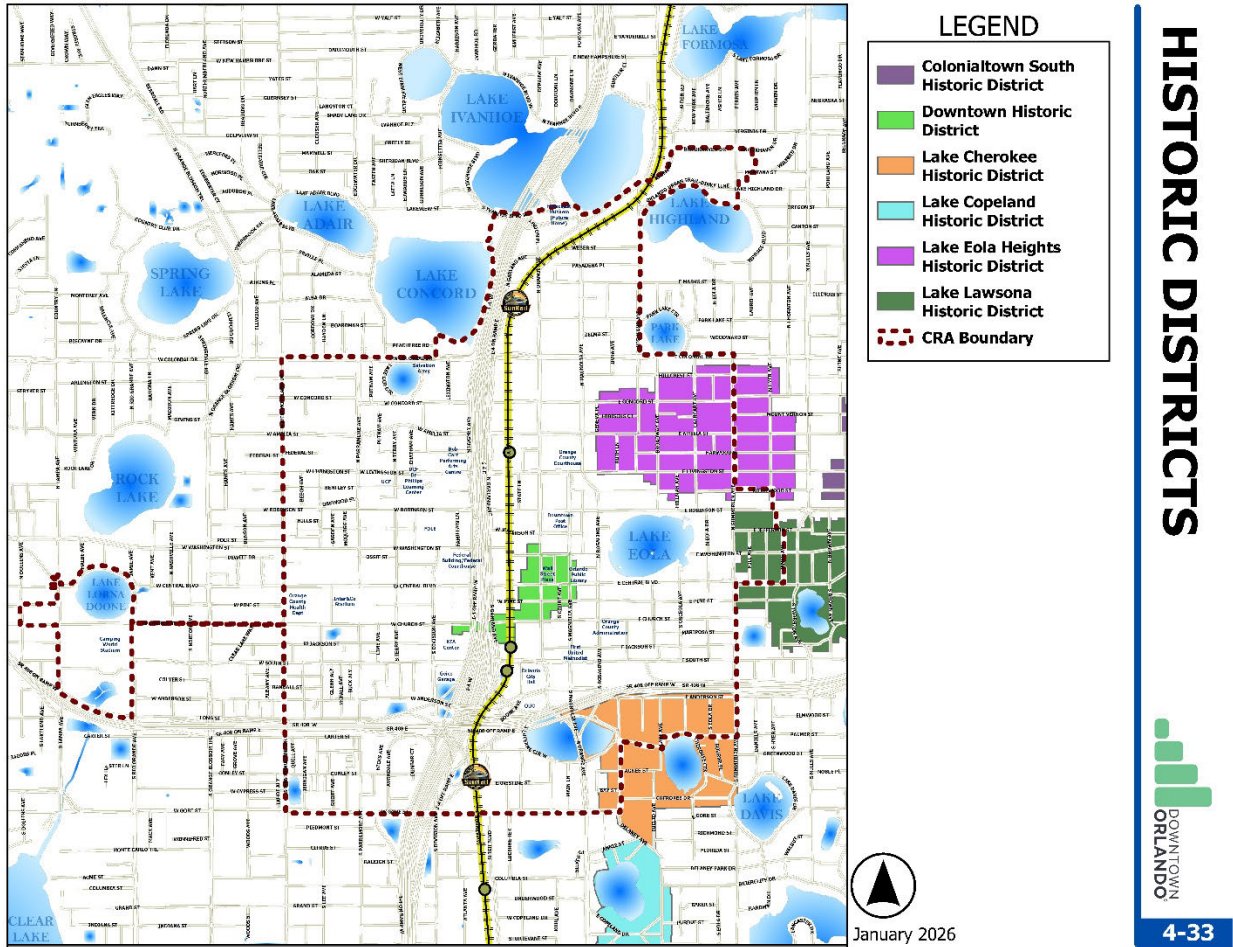


On page 4-30 of the DTOutlook, under Subpart C. Housing and Neighborhoods, Opportunity 2: Beautify and revitalize neighborhoods, a new Strategy 7-8 as stated below is hereby added.

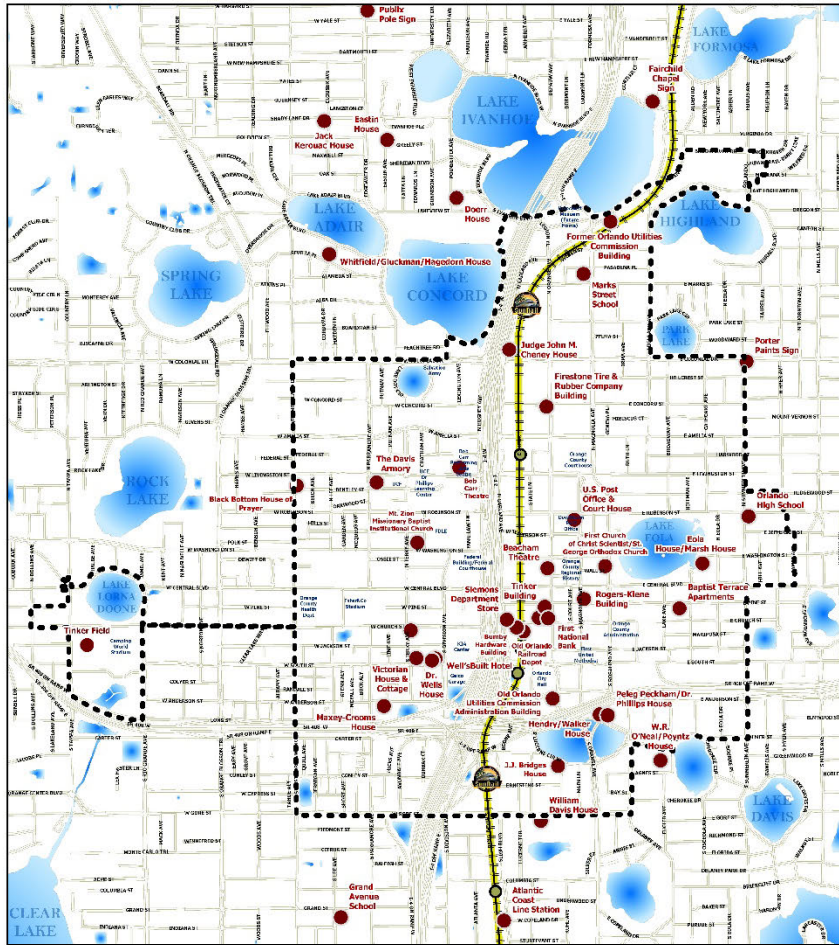
Strategies

7. Support the redevelopment of the CRA property located at 1 N Orange Avenue into a mixed-use development with an emphasis on maintaining the features of the building located within the core of Downtown.
8. Support developments such as Mariposa Grove, Carver Park, and Griffin Park to increase the supply of affordable residential units.

On page 4-33 of the DT Outlook, under Subpart C. Housing and Neighborhoods, the 'Historic Districts' map is amended and replaced with the following:



On page 4-34 of the DTOutlook, under Subpart C. Housing and Neighborhoods, the 'Historic Landmarks' map is amended and replaced with the following:



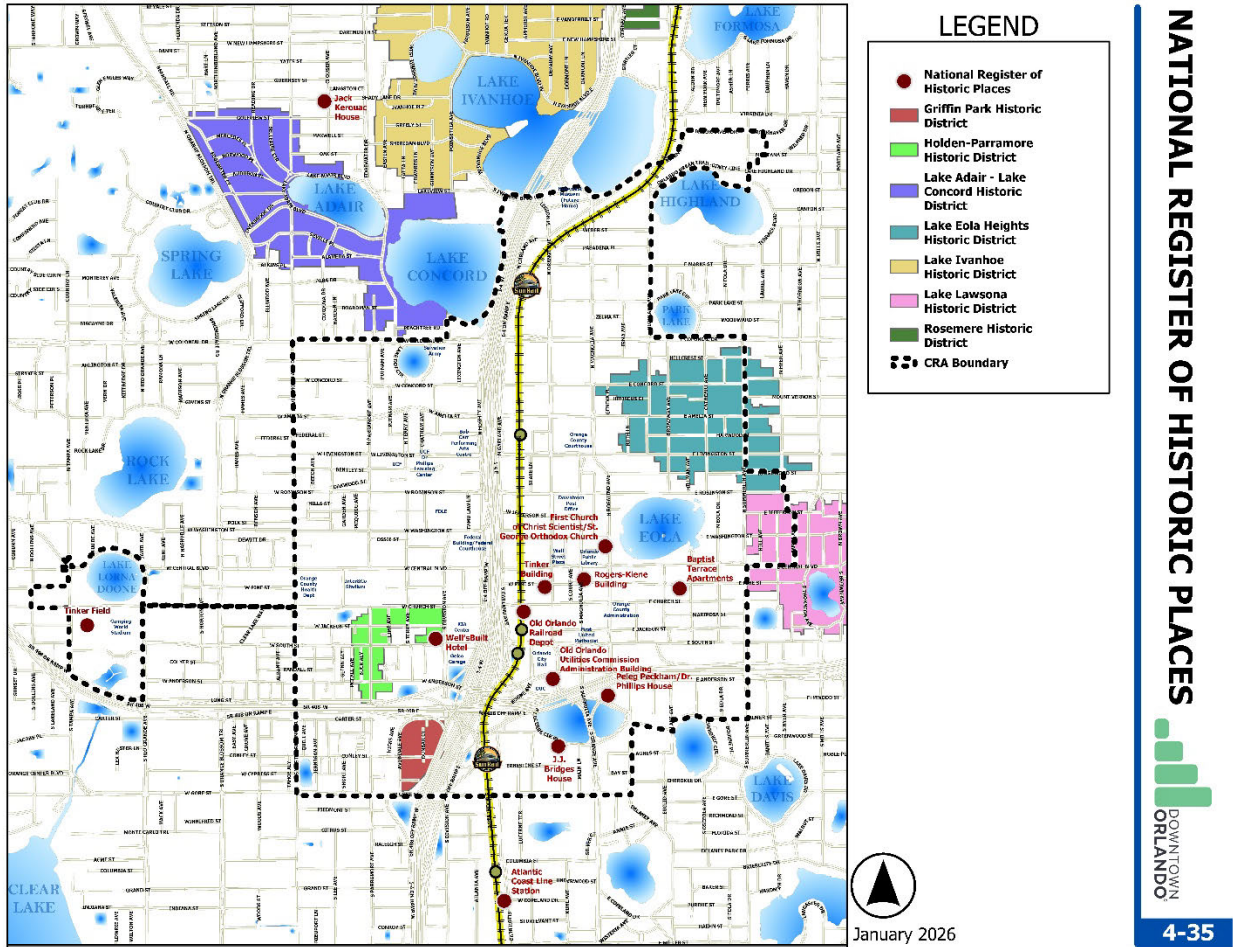
LEGEND

- Historic Landmarks
- CRA Boundary

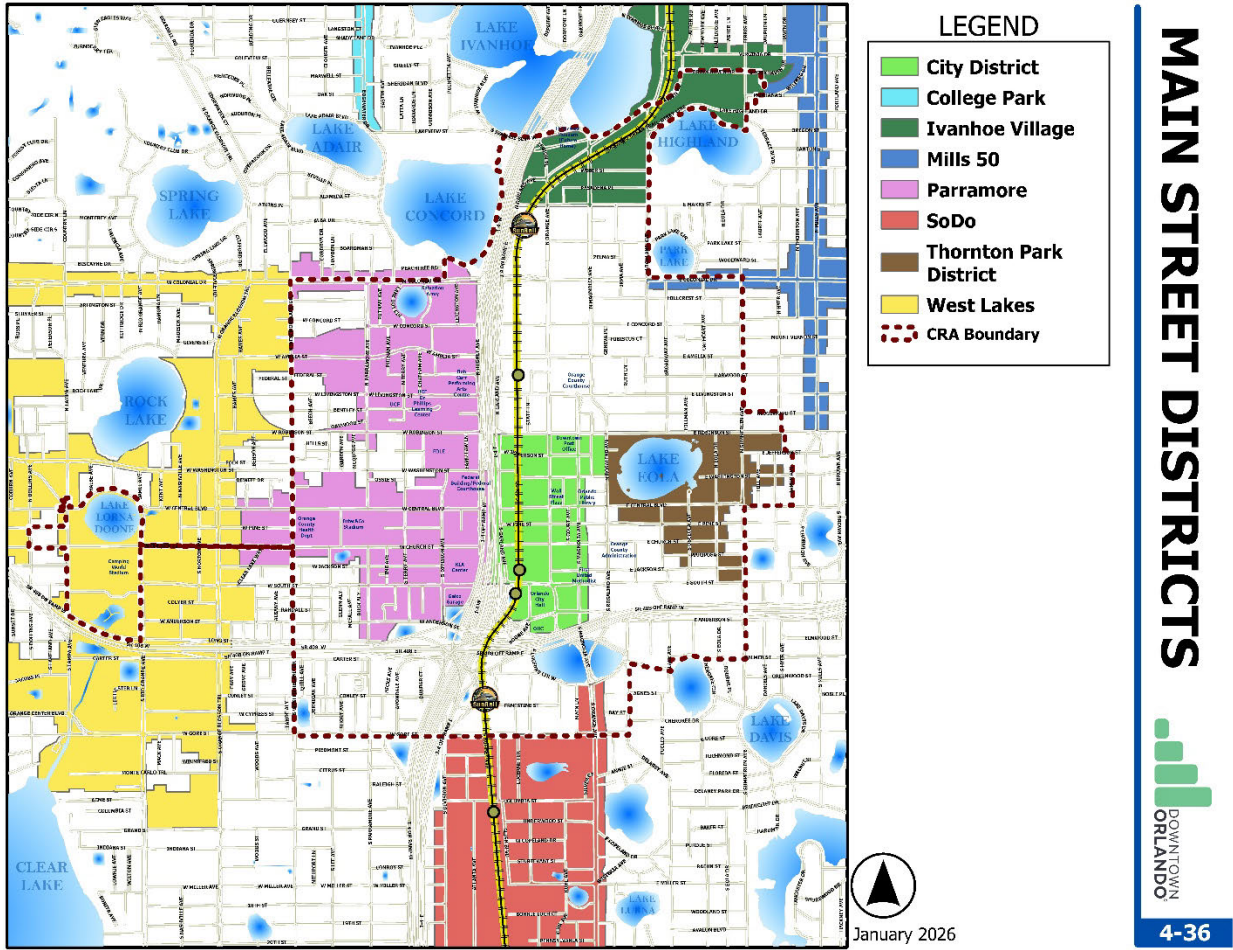
HISTORIC LANDMARKS

4-34

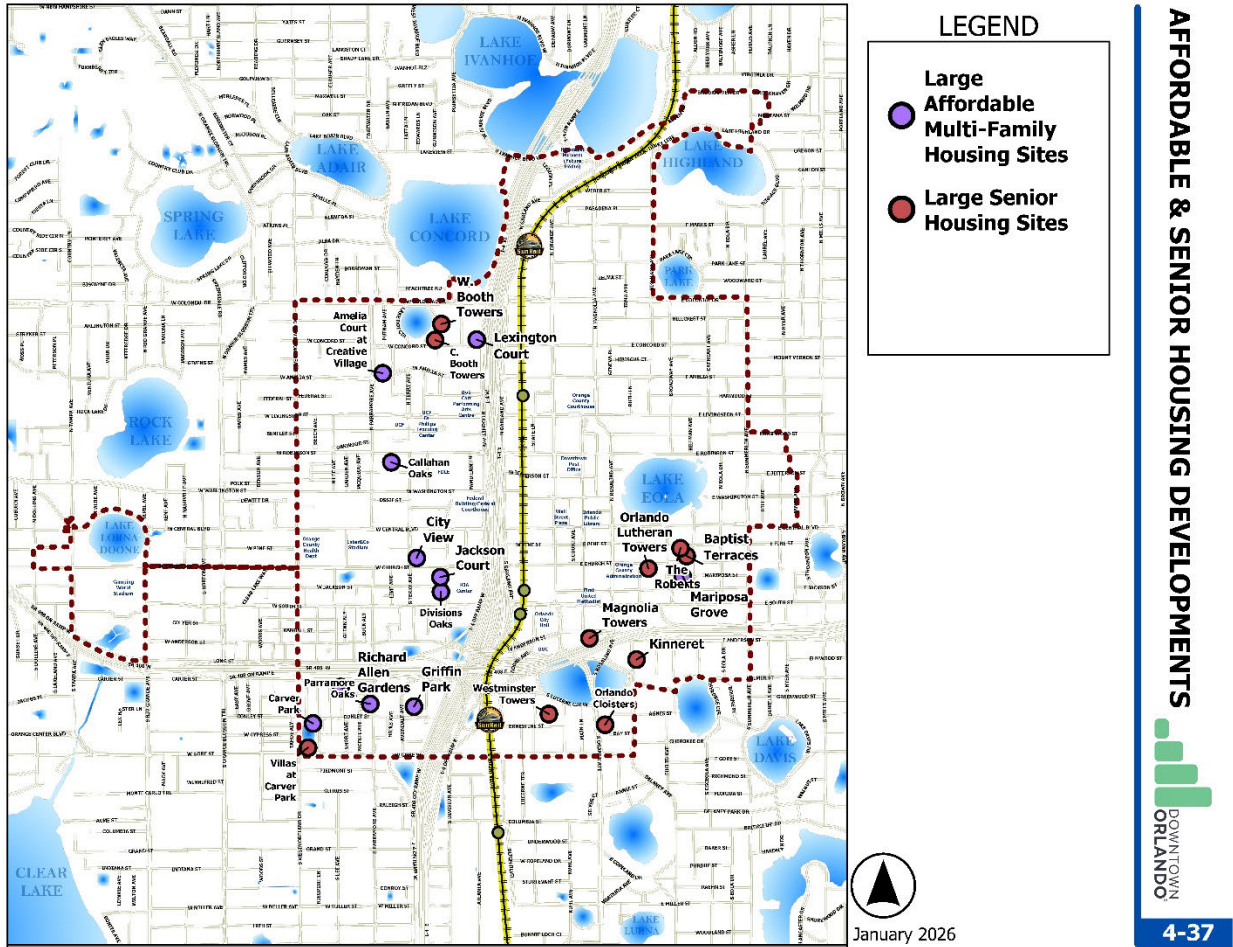
On page 4-35 of the DTOutlook, under Subpart C. Housing and Neighborhoods, the 'National Register of Historic Places' map is amended and replaced with the following:



On page 4-36 of the DTOutlook, under Subpart C. Housing and Neighborhoods, the 'Main Street Districts' map is amended and replaced with the following:



On page 4-37 of the DTOutlook, under Subpart C. Housing and Neighborhoods, the 'Affordable & Senior Housing' map is amended and replaced with the following:

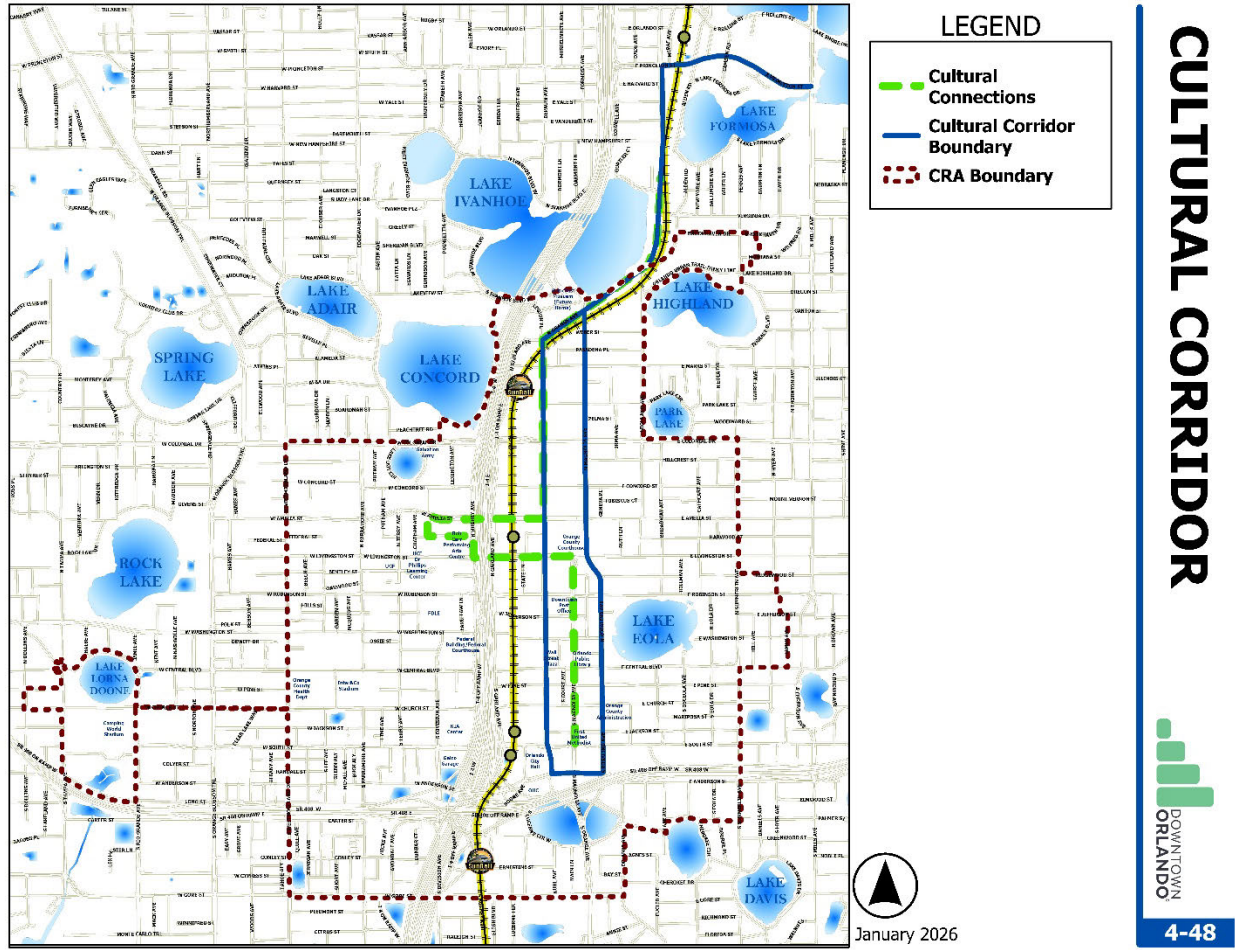


On page 4-43 of the DTOutlook, under Subpart D. Art and Culture, Opportunity 1: Support diverse arts and cultural opportunities, a new Strategy 7 as stated below is hereby added.

Strategies

7. Support area specific programming activations and an interim Festival Street along Church Street.

On page 4-48 of the DTOutlook, under Subpart D. Art and Culture, the 'Cultural Corridor' map is amended and replaced with the following:

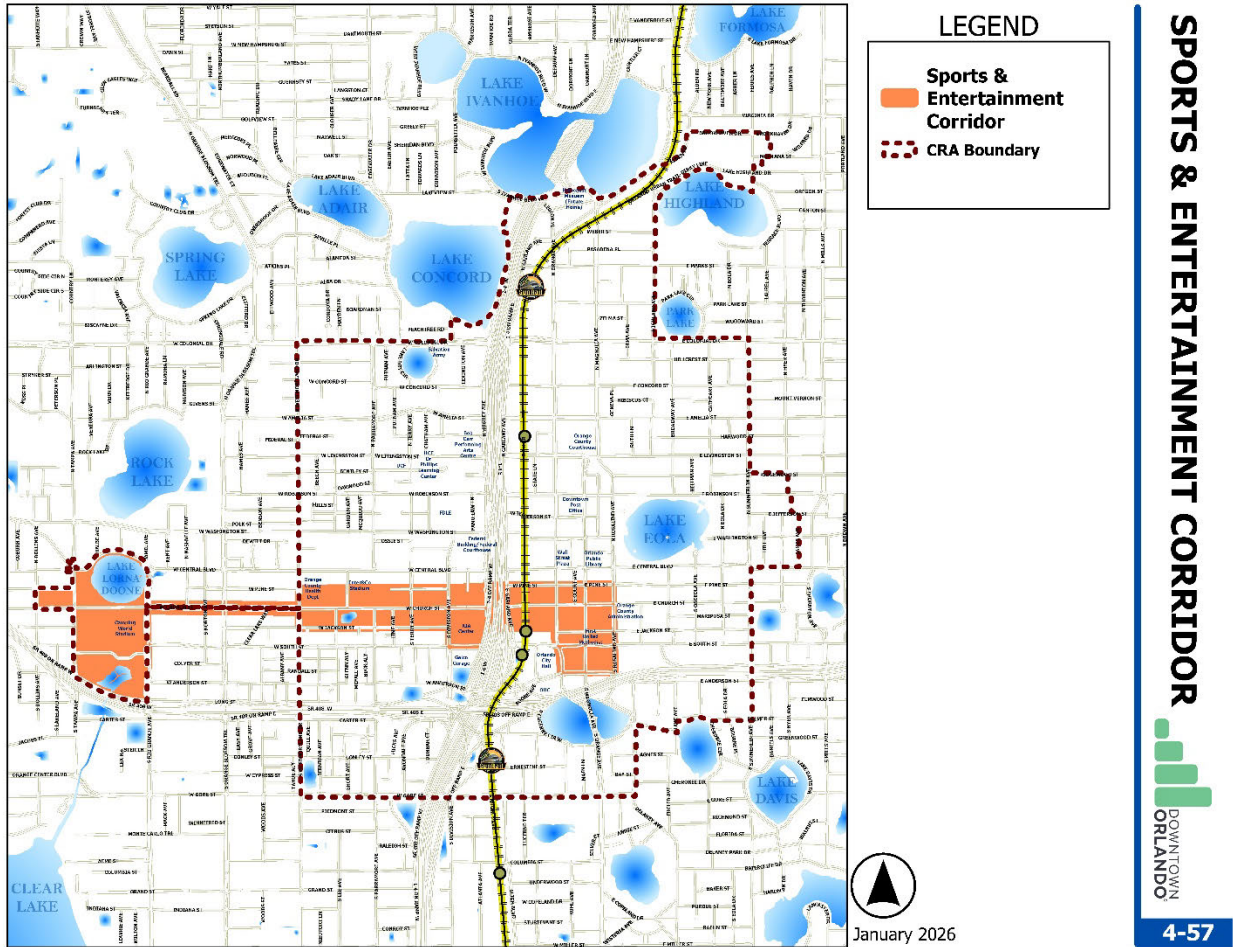


On page 4-55 of the DTOutlook, under Subpart E. Sports and Entertainment, Opportunity 1: Support development and growth of the Sports and Entertainment Corridor, a new Strategy 7 as stated below is hereby added.

Strategies

- 7. Support the re-design and construction of the renovations at Camping World Stadium.

On page 4-57 of the DTOutlook, under Subpart E. Sports and Entertainment, the 'Sports and Entertainment Corridor' map is amended and replaced with the following:



On page 4-65 of the DTOutlook, under Subpart F. Marketplace (Retail & Services), Opportunity 3: Pursue diversification of retail options, a new Strategy 8 as stated below is hereby added.

Strategies

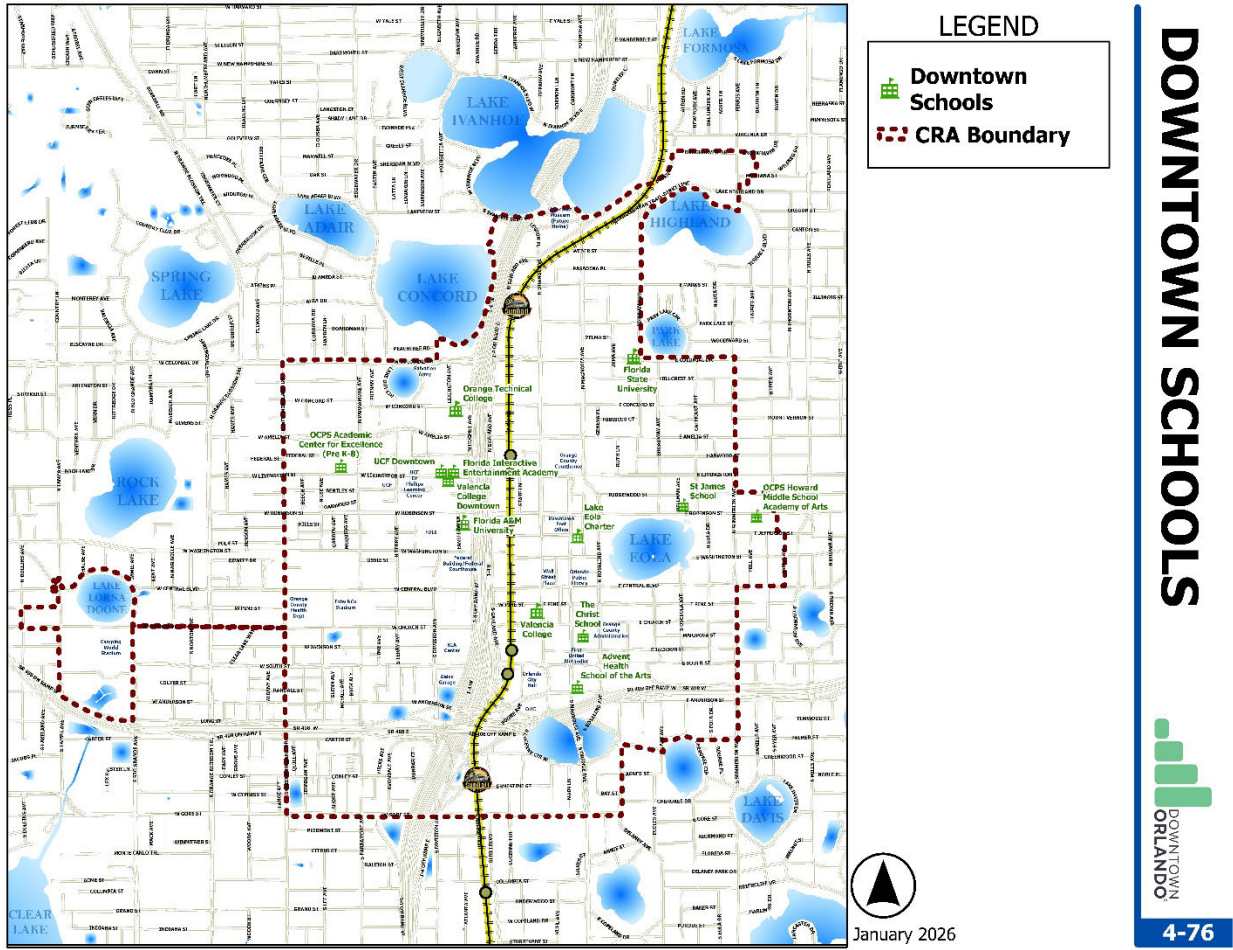
- 8. Support the development of mixed-use projects with live-work units and active ground floor retail, consistent with the DTO Action Plan guidance.

On page 4-75 of the DTOutlook, under Subpart G. Education and Social Fabric, Opportunity 4: Create more opportunities for social engagement and healthy living, a new Strategy 10 as stated below is hereby added.

Strategies

- 10. Design and develop a Central Social District consistent with Action Plan guidance to support social engagement.

On page 4-76 of the DTOutlook, under Subpart G. Education and Social Fabric, the 'Downtown Schools' map is amended and replaced with the following:



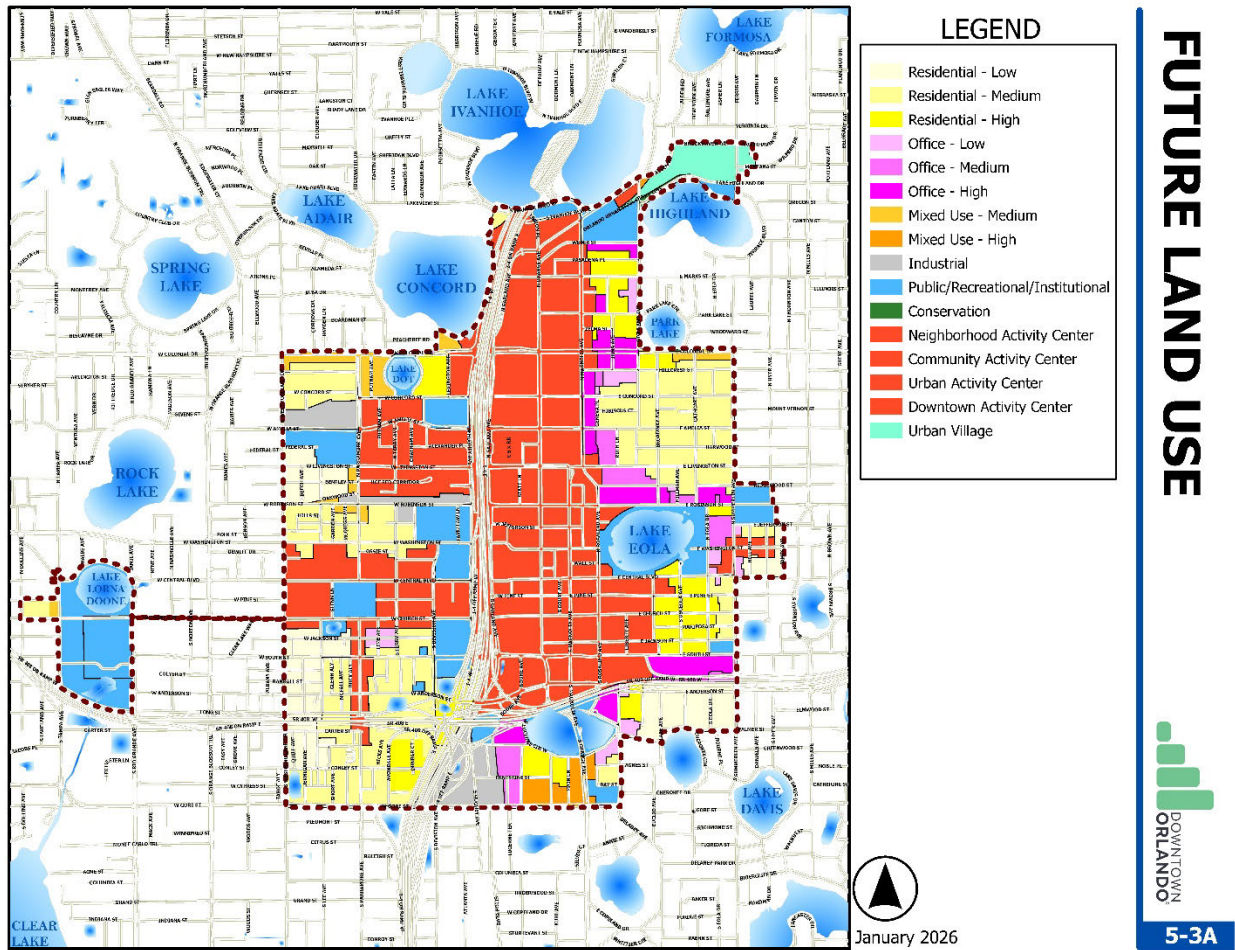
On page 4-88 of the DTOutlook, under Subpart H. Business Environment, Opportunity 4: Attract and retain small businesses, a new Strategy 6 as stated below is hereby added.

Strategies

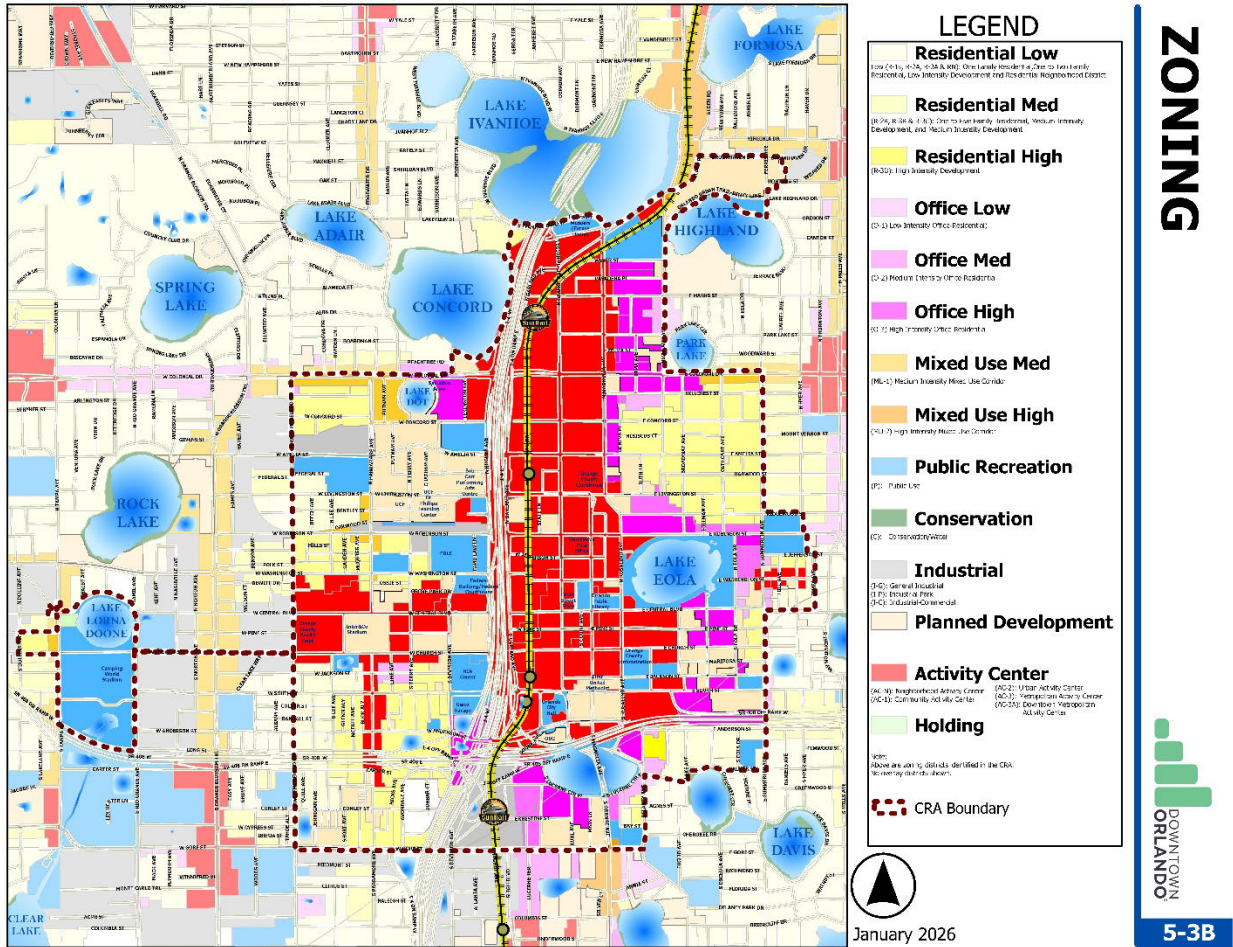
6. Support the relocation of the National Entrepreneurship Center within the CRA and Parramore Community to support the business environment of the area.

Chapter Five

On page 5-3 of the DTOutlook, under Design Framework, the following 'Future Land Use' map is added:



On page 5-3 of the DTOutlook, under Design Framework, the 'Zoning' map is amended and replaced with the following:



On page 5-5 of the DTOutlook, under Design Framework, Subpart A. Streets and Mobility, Section 5: Streets, is amended to add the following language:

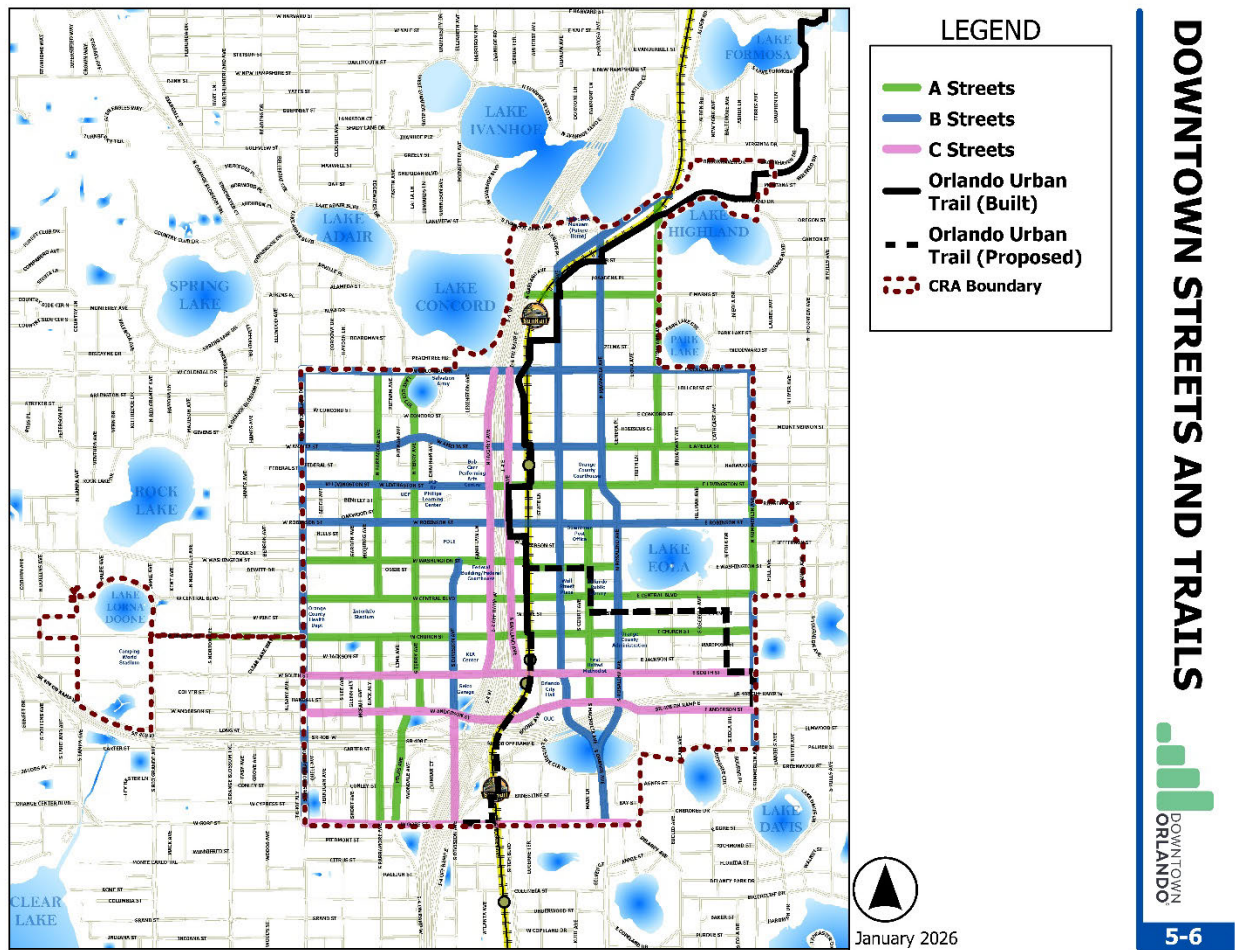
7. Streets

With the growth of downtown, it now needs a street hierarchy where access, movement, and place are systematically organized. The 2015 DTO Action Plan street hierarchy included three categories: A Street, B Street, and C Street.

Currently, one-way streets like Orange Avenue, Rosalind Avenue, and Magnolia Avenue act as cut-through streets and limit how visitors engage with local businesses. One-way streets also force vehicles to take more circuitous routes and are proven to cause vehicular speeding, leading to higher pedestrian fatalities. Two-way streets have multiple benefits. They slow down vehicles, make drivers more conscious of pedestrians, offer multiple ways to access a location, and provide more direct routes while commuting.

Converting certain one-way streets to two-way streets in the Downtown Core Area will not only make driving more intuitive and direct, but it will also create walkability and unlock transit routing opportunities. The initial change in directionality will be phased and inform future changes throughout the CRA. As part of this change, the 2015 DTO 1.0 Plan street designations that include “A” Streets, “B” Streets and “C” Streets classified according to miles per hour, curb radius and bike lane buffering, will be gradually phased out as detailed in the CRA Design Guidelines and replaced with a more wholistic approach as detailed in the next section.

On page 5-6 of the DTOutlook, under Design Framework, Subpart A. Streets and Mobility, the 'Downtown Streets and Trails' map is amended and replaced with the following:



On page 5-9 of the DTO Outlook, under Design Framework, Subpart B. Streetscape, is amended to add the following language:

B. Streetscapes

As part of the DTO Action Plan, new streetscape categories have been developed that will be initially applied to the downtown core, but are anticipated to be expanded to other CRA Planning Districts as guided by the DTO Design Guidelines.

Post analysis shows that Downtown needs a consistent, universal streetscape approach. One with superior materials and details that will distinguish it as an “Orlando” streetscape. The proposed street typologies are organized based on street character, hierarchy, and pedestrian use. And while the three street typologies are different, they share certain characteristics including a durable concrete sidewalk, a modernized and resilient furniture zone completed by an integrated natural system with shade significant components.

As importantly, the universal streetscapes approach is built on essential civic lifecycle values for infrastructure, including cost, maintenance, timelessness, comfort, and beauty. The universal streetscapes will create places that are walkable, have good visibility, and where people can stop and socialize. Refined materials, thoughtful design, and a sense of place will also elevate the pedestrian experience.

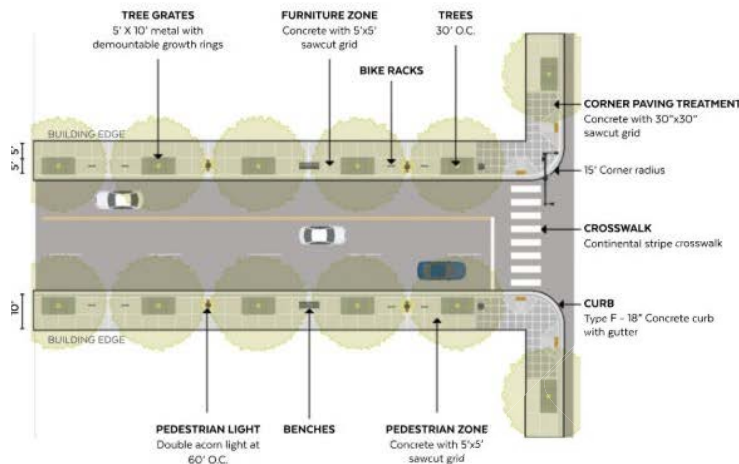
[Universal Street Typologies](#)

Three types of streets are proposed including Performance, Performance Plus, and Exceptional.

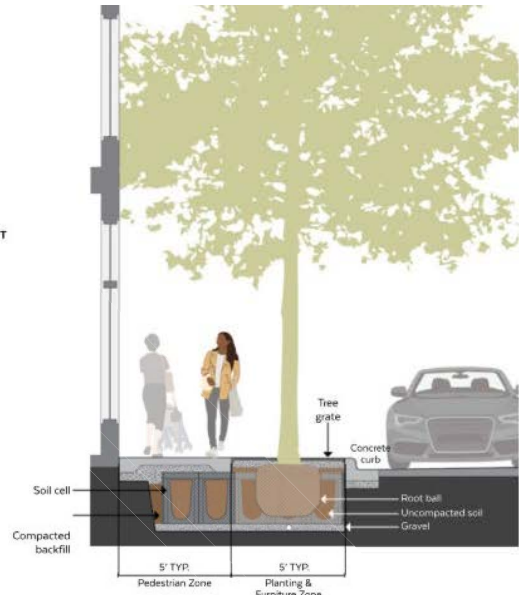
[Performance Streets](#)

Performance-designated streets set a baseline standard for an intensively used downtown sidewalk, distinguishing it from surrounding neighborhoods. On these streets, the sidewalk is divided into clear walking and furnishing zones, allowing pedestrians to easily navigate between buildings, the sidewalk, and the street. Furnishings including benches, trash cans, and streetlights are carefully sited to reduce real and visual clutter thereby supporting sidewalk use, both day and night.

U.1 | Performance Streets
Narrow Sidewalks (<10 feet width)



NARROW SIDEWALK (<10 feet wide) PLAN



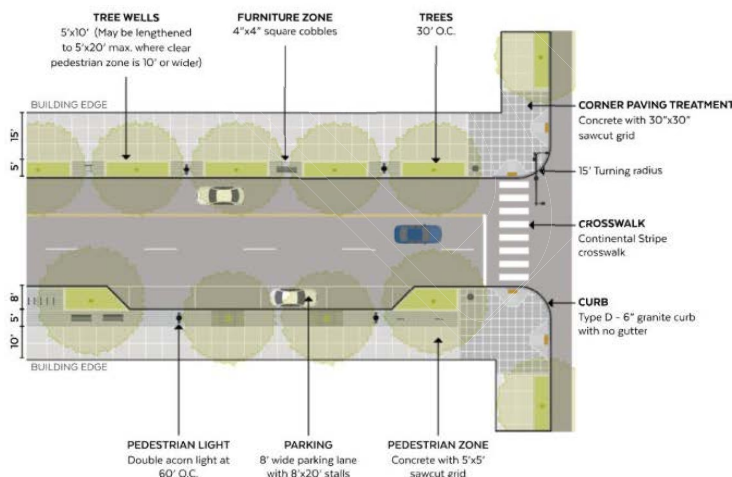
NARROW SIDEWALK (<10 feet wide) SECTION

Figure 14. Performance Street sidewalk plan

Performance Plus Streets

Performance Plus streetscapes can be applied in core areas of downtown, particularly on signature streets such as Orange Avenue and Rosalind Avenue. As people walk from the periphery to key civic corridors, the streetscapes become elevated through superior paving materials, which elevates the walking experience. On-street parking and curbside activities such as café seating, bike racks, and mobility hubs are integrated into the design of the sidewalk, creating a positive experience for a diversity of day-night users including pedestrians, cyclists, delivery workers, and residents.

U.1 | Performance Plus Streets
Wide Sidewalks (>10 feet width)



WIDE SIDEWALK (>10 feet wide) PLAN



WIDE SIDEWALK (>10 feet wide) SECTION

Figure 15. Performance Street Plus sidewalk plan

Exceptional Streets

Exceptional streetscapes reflect the civic and cultural importance of streets like Magnolia Avenue, Church Street, Pine Street, and Central Boulevard. These streets are not just vehicular thoroughfares but also important public spaces. Exceptional sidewalks should be worthy of downtown Orlando's civic importance while also inviting new activity and life onto the streets. Exceptional detailing creates a dual-functioning street that can be used every day by residents and can also transform to hold crowds during events. These streets also incorporate designs for key public spaces like Heritage Square and Livingston Corner Park to create a holistic public space and mobility experience in the heart of downtown.

Sidewalk Features

Downtown streets should also include infrastructure that will help with stormwater management and creation of tree canopy and shade structures. Moreover, soil cells are proposed as a continuous system throughout the streets, which are integral to nurturing healthy street trees, improving stormwater filtration, and increasing rainwater percolation and drainage. In addition to the soil cells, green infrastructure and low impact design (LID) must also be implemented throughout downtown to decentralize stormwater management.

Universal sidewalks need both durable and elegant fixtures for its streets to create a place where residents and visitors can sit, relax, and engage. Furnishings are essential to creating this environment, and downtown will use a mix of a classical and contemporary palette of trash receptacles, benches, bike racks, and streetlights to achieve this goal.

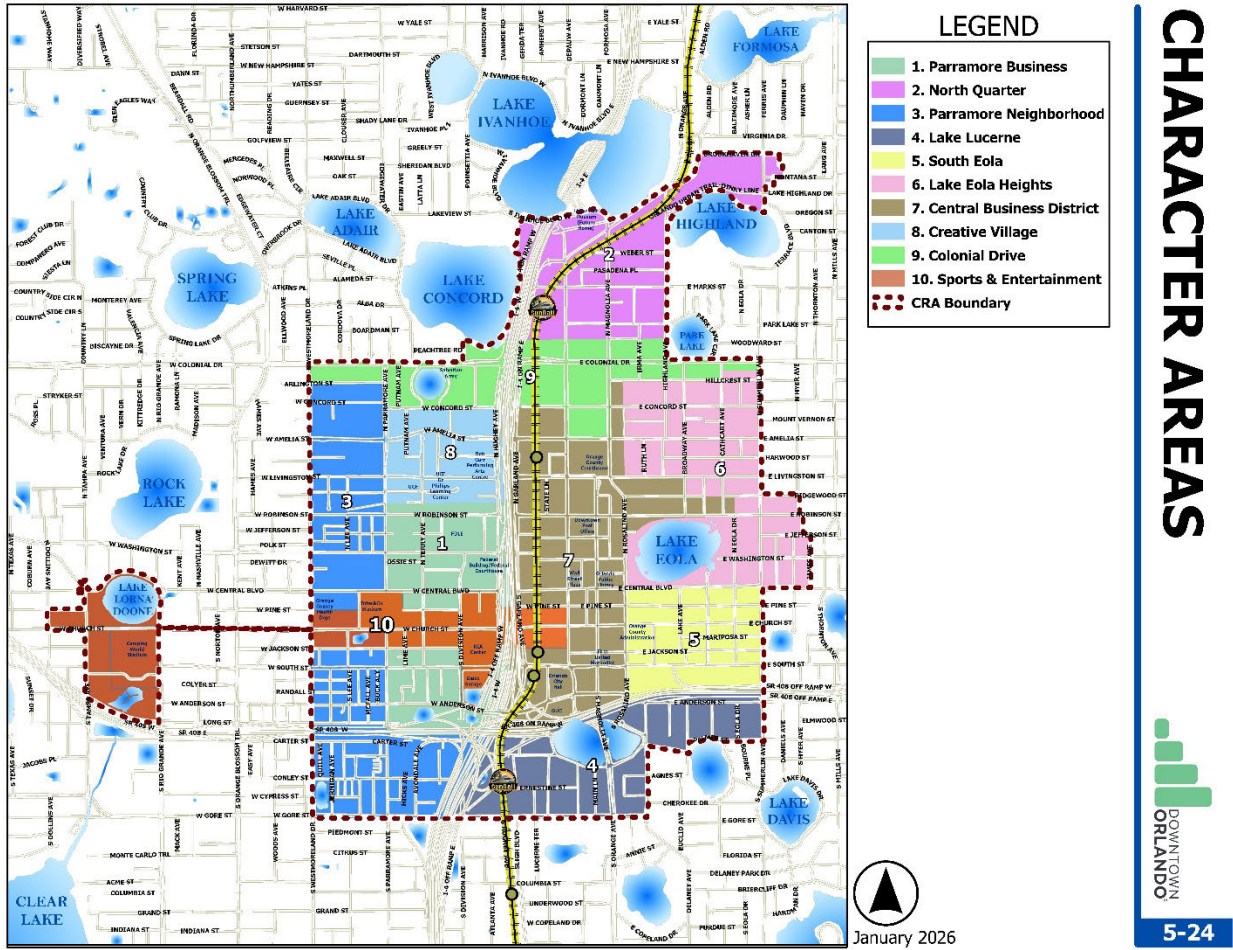
The classic furniture palette builds on downtown's character by retaining the double acorn streetlights and adding other durable, timeless fixtures. These will be present on the Performance and Performance Plus Streets. In contrast, the contemporary palette is comprised of high-functioning, sleek fixtures that will be applied on a case-by-case basis to Exceptional Streets and the Concept Design Areas, such as Church Street, Lake Lucerne, and Magnolia Avenue.

Parklets

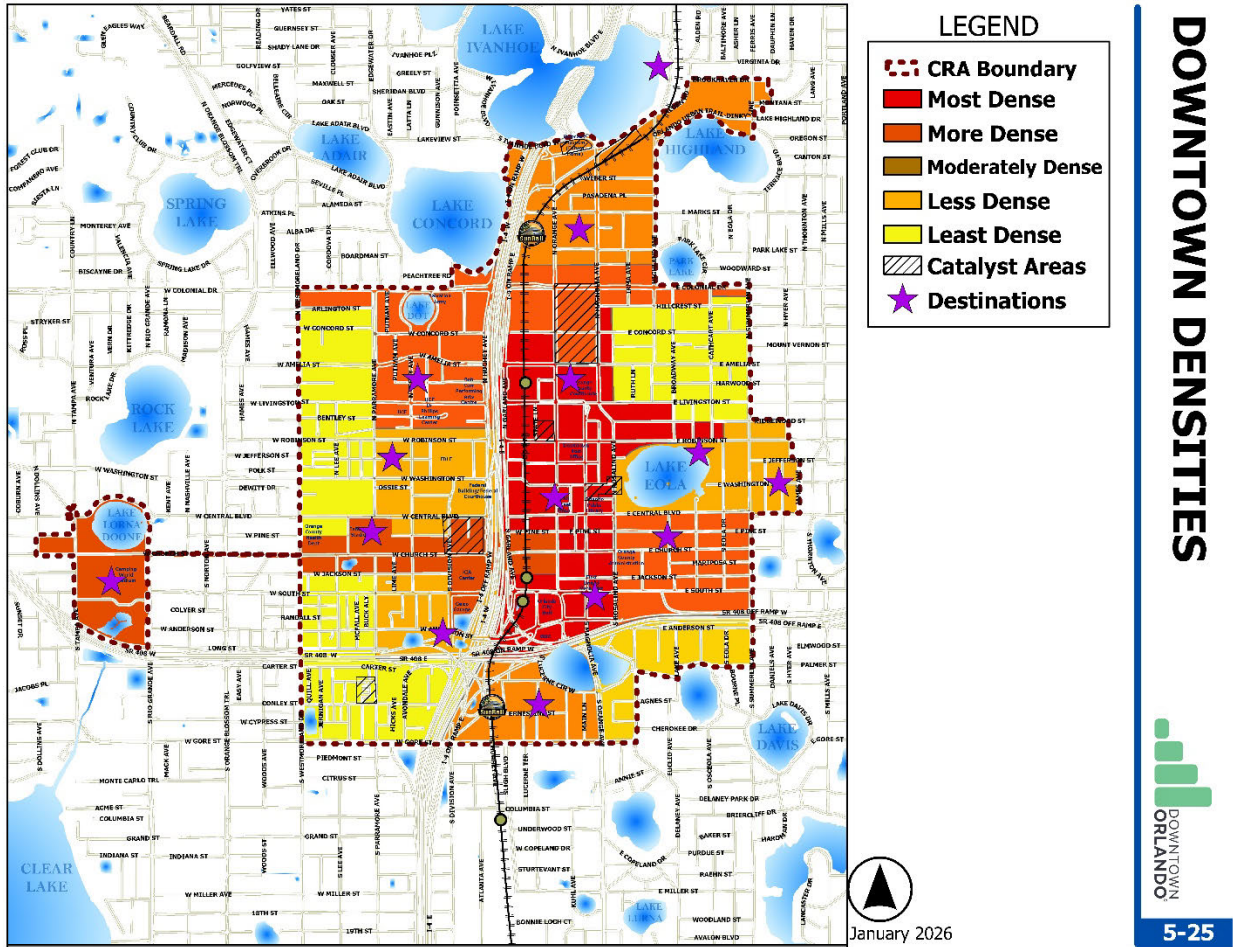
A parklet serves as a sidewalk extension onto the roadway that adds space and amenities for people to access and use. They usually extend out at sidewalk level and may include furniture items such as tables, chairs, and benches, in addition to planters, lighting, and bike racks. Parklets allow downtown businesses to expand their retail sales and restaurant seating operations into adjacent on-street public parking spaces.

Additionally, the use of Parklets in appropriate parts of the Redevelopment Area can serve to support the development of outdoor dining spaces. Additionally, it will encourage consistency in improvements within the right-of-way and public realm for an improved pedestrian experience. The Community Redevelopment Agency Parklet Grant Program offers financial assistance to qualified Dining Parklet operators in the Redevelopment Area which have been approved under the City's Downtown Orlando CRA and Orlando Main Street Parklet Program and are seeking to purchase a program approved parklet and/or accessory items.

On page 5-24 of the DT Outlook, under Character Areas, the 'Character Areas' map is amended and replaced with the following:



On page 5-25 of the DTOutlook, under Character Areas, the 'Downtown Densities' map is amended and replaced with the following:



On page 5-40 of the DTOutlook, under Design Framework, Character Areas, Subpart I. Sports and Entertainment Area, a new Design Goal g. as stated below is hereby added.

g. New buildings that provide mixed-use resources along the corridor such as additional housing, retail, restaurants, and hotels to support additional visitors in the District.

Chapter Six: Financial Plan

This section amends and is an addition to Chapter Six of the DTOutlook. At the top of page 6-5, the following language is inserted, and the chart is replaced with the following chart:

As of FY2025, the Community Redevelopment Agency (CRA) is actively working to secure a loan to fund high-priority projects contained in the Redevelopment Plan. These investments are strategically targeted for completion before the CRA’s scheduled sunset in 2042, ensuring that critical redevelopment goals are achieved within the CRA’s remaining lifespan. It is important to note that not all loan proceeds will be available for the projects listed below, as the CRA must continue to meet existing financial commitments, contractual obligations, ongoing programs, and other operational expenses funded by TIF revenues. The total cost of capital improvement projects is estimated to be \$645.7M – \$841.6M for projects in this amendment.

FY	Estimated Revenues	Debt Service*	Estimated Available Project Funds
2026-2030	\$259,490,374.92	\$64,167,889.00	\$59,020,737.82
2031-2035	\$329,429,298.78	\$60,300,708.00	\$114,573,567.66
2036-2040	\$420,444,540.18	\$54,800,946.00	\$189,656,254.93
2041-2042	\$199,079,790.22	\$659,750.00	\$121,206,098.61
Total:	\$1,208,444,004.11	\$179,929,293.00	\$484,456,659.02

*Includes bonds, internal City loans, and existing tax incentive agreements.

Chapter Seven: Implementation Plan

This section amends and is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-1, the following language is inserted:

IMPLEMENTATION PLAN (2026 DTO ACTION PLAN)				
A. Transportation Access and Connectivity				
No.	Description	Time Frame	Cost Estimate	Key CRA Partners
1A-5	Design and reconstruct Church Street from Garland Avenue to Orange Avenue, as an Exceptional Street, with segments as a festival street, and include the Church Street foyer leading to South Street.	Short Term	\$5.7-8.7M*	City & Area Stakeholders
1A-6	Support the optimal functioning of Magnolia Avenue through strategic improvements including the conversion of road segments from one to two-way, introduction of on-street parking, installation of bike lane and placemaking elements.	Short Term	\$4.6-5.8M*	City, LYNX & Area Stakeholders
1A-7	Support the reconstruction of Robinson Street including a shared use path to improve multi-modal mobility and safety as well as lowering vehicular speed to improve overall safety.	Mid Term	\$3.5-4.4M*	City, FDOT & Area Stakeholders
1A-8	Reconstruct Orange Avenue and Rosalind Avenue to allow two-way vehicle circulation along with planned parking and micro-mobility improvements.	Mid Term	\$93.3-135.8M	City, FDOT, LYNX & Area Stakeholders
1A-9	Support the redesign of roadway changes along Pine Street.	Mid Term	\$30-37.5M	City & Area Stakeholders
1A-10	Design and reconstruct Church Street from Orange Avenue to Magnolia Avenue as a Festival Street, replacing one-way vehicular travel with a two-way travel operation and integrating bus operations into normal traffic.	Mid Term	\$4-5M	City & Area Stakeholders
1A-11	Design and reconstruct Orange Avenue and Magnolia Avenue, from Colonial Drive to Orange Avenue, to allow two-way vehicle circulation.	Mid Term	\$5-6M	City, FDOT, & Area Stakeholders
3A-8	Support the shifting of LYMMO to in-traffic operations along various streets including Magnolia Avenue.	Mid Term	\$26.8-39.6M*	City, Orange County, LYNX, Private Enterprises, & Area Stakeholders
4A-8	Enhance pedestrian crossings for Gertrude's Walk at Church Street.	Mid Term	\$3-5M	City & Area Stakeholders
4A-9	Support the completion of the Washington Street bike loop, through multi-modal street and streetscape enhancements.	Short Term	\$1.6-2M	City & Area Stakeholders

4A-10	Support the Livingston Street road and sidewalk enhancements that will include the installation of a two-way bikeway and shade trees.	Long Term	\$30-37.5M	City, LYNX, Orange County & Area Stakeholders
4A-11	Support the reconfiguration of the South Street streetscape with street trees and buffers, concurrent with the removal of LYMMO lanes, and the establishment of a two-way bikeway along the southern curb, with trail extensions to Boone Avenue.	Long Term	\$45-56.3M	City, LYNX & Area Stakeholders
4A-12	Support the widening of Concord and Amelia Streets' streetscapes to include shade trees and on-street parking.	Long Term	\$35-43.8M	City, FDOT & Area Stakeholders
4A-13	Extend the Orlando Urban Trail to Orlando Health.	Mid Term	\$1-2M	City, FDOT, Orlando Health & Area Stakeholders
4A-14	Design streetscapes to create enhanced designs, and to celebrate public space and art with full multi-modal access.	Short Term	\$191.8- \$239.8M	City, LYNX, FDOT & Area Stakeholders
4A-15	Support the creation of rideshare lots to support additional transportation access.	Short Term	\$825k-1M	City, FDOT & Area Stakeholders
4A-16	Support the development of valet services to minimize the impact of the construction projects in the downtown area.	Short Term	\$300-750k	City, Private Enterprises & Area Stakeholders
4a-17	Support initiatives within the expansion area.	Mid Term	\$500-625K	City, CFX & FCS

This section amends and is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-2, the following language is inserted:

B. Parks and Open Space				
No.	Description	Time Frame	Cost Estimate	Key CRA Partners
1B-10	Support the design and construction of a layered use Urban Park at 30 S. Orange Ave.	Short Term	\$5.5-6.9M*	City & Area Stakeholders
1B-11	Support the design and construction of the Livingston Corner Urban Park at the intersection of Magnolia Avenue and Livingston Street.	Mid Term	\$7-8.8M	City & Area Stakeholders
1B-12	Support the reconstruction of Lake Lucerne Park to include amenities and upgrades.	Long Term	\$46.8-58.8M	City, FDOT & Area Stakeholders
1B-13	Design and reconstruct Heritage Square to include activation and better connect the site to the area and transportation network.	Long Term	\$11-13.8M	City, Orange County, Area Stakeholders, Private Enterprises & LYNX
3B-4	Support the reconstruction of Orange Avenue, Magnolia Avenue, and Rosalind Avenue in and around Lake Lucerne to create the southern gateway feature.	Mid Term	\$16-20M	City, FDOT, & Area Stakeholders
3B-5	Support the creation of the Lake Eola gateway feature.	Short Term	\$12-15M*	City & Area Stakeholders

This section amends and is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-3, the following language is inserted:

C. Housing and Neighborhoods				
2C-7	Support the redevelopment of the CRA property located at 1 N Orange Avenue into a mixed-use development, with an emphasis on maintaining the features of the building located within the core of Downtown.	Mid Term	\$10-12.5M	City & Area Stakeholders
2C-8	Support developments such as Mariposa Grove, Carver Park, and Griffin Park to increase the supply of affordable residential units.	Mid Term	\$16.5-20.6M	City & Area Stakeholders

This section amends and is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-4, the following language is inserted:

D. Arts and Culture				
1D-7	Support area specific programming activations and an interim Festival Street along Church Street.	Short Term	\$1-2M	City & Area Stakeholders

This section amends and is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-6, the following language is inserted:

E. Sports and Entertainment				
1E-7	Support the re-design and construction of the renovations at Camping World Stadium.	Mid Term	\$25-31.3M	City, Orange County & Area Stakeholders

This section amends and is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-6, the following language is inserted:

F. Marketplace (Retail & Services)				
3F-8	Support the development of mixed-use projects with live-work units and active ground floor retail, consistent with the DTO Action Plan guidance.	Mid Term	\$10-15M	City, Private Entities & Area Stakeholders

This section amends and is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-7, the following language is inserted:

G. Education and Social Fabric				
4G-10	Design and develop a Central Social District consistent with Action Plan guidance to support social engagement.	Mid Term	\$2-4M	City & Area Stakeholders

This section amends and is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-8, the following language is inserted:

H. Business Environment				
4H-10	Support the relocation of the National Entrepreneurship Center within the CRA and Parramore Community to support the business environment of the area.	Mid Term	\$1-1.3M	City, UCF, Private Entities & Area Stakeholders

This section is an addition to Chapter Seven of the DTOutlook. At the bottom of page 7-8, the following language is inserted:

I. Administrative	
Indebtness	The CRA may repay principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and other form of indebtedness undertaken to finance any redevelopment contemplated by this Plan.
Expenses	The CRA may pay all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.

SUNTRUST

www.downtownorlando.com

ORLANDO