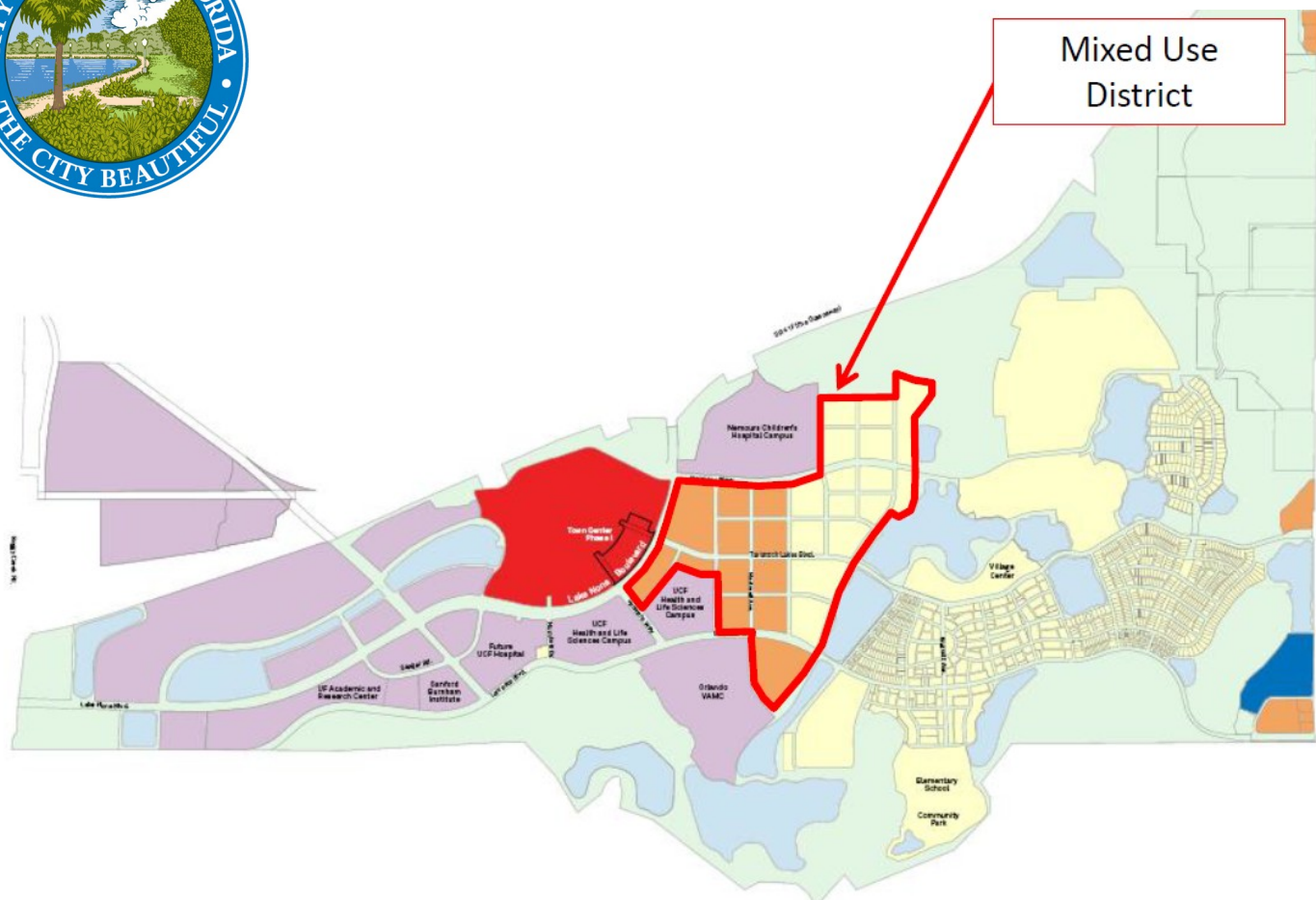




# LAKE NONA MIXED USE DISTRICT



## Location Map



Subject Site

## SUMMARY

### Owner

James L. Zboril  
Lake Nona Land Co., LLC

### Applicant

Heather Isaacs  
Lake Nona Land Co., LLC

### Project Planner

Colandra Jones

**Property Location:** The subject property is generally located south of the Central Florida Greenway (SR 417), west of Narcoossee Road and east of Lake Nona Boulevard (±255 acres, District 1).

### Applicant's Request:

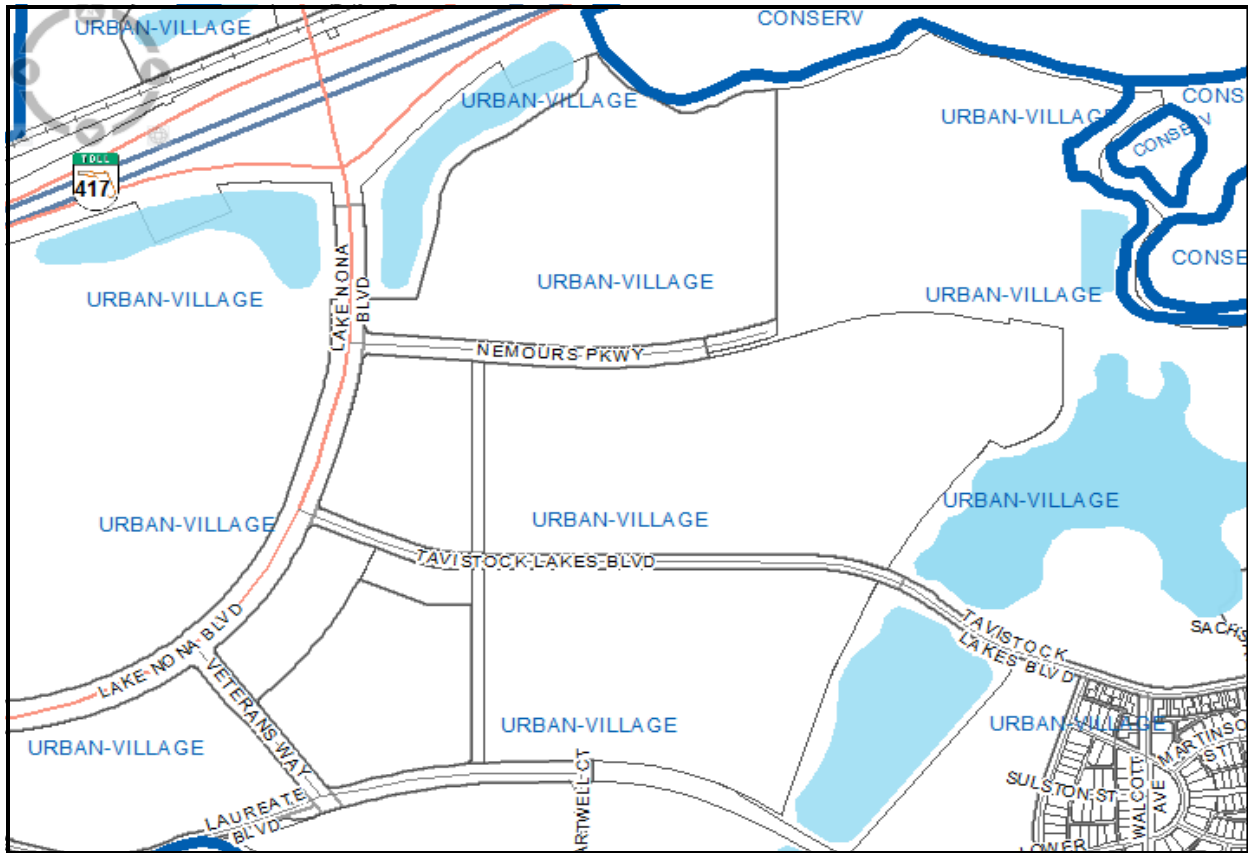
Specific Parcel Master Plan (SPMP) approval for the conceptual design of the Lake Nona Mixed Use District.

### Staff's Recommendation:

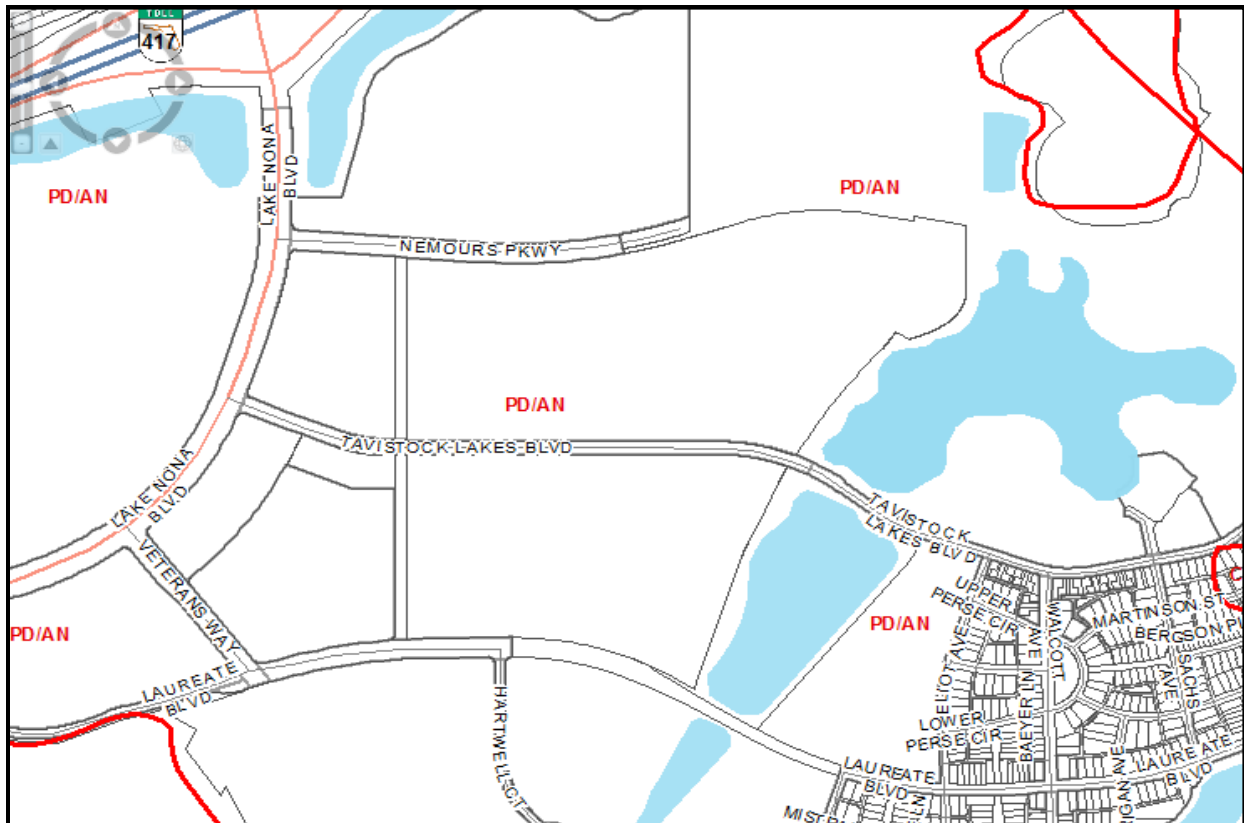
Approval of the request, subject to the conditions in this report.

**Updated:** January 23, 2014

# FUTURE LAND USE MAP



# ZONING MAP



# PROJECT ANALYSIS

## Project Description

The subject property is approximately 255 acres in size and is generally located south of the Central Florida Greenway (SR 417), west of Narcoossee Road and east of Lake Nona Boulevard. The site is currently designated Urban Village on the Official Future Land Use Map, and the property is zoned PD/AN. The site is within the Lake Nona Development of Regional Impact (DRI parcels 22b, 23a, 23b, 23c, 24a and 24b). Parcels 22b, 23b, and 24a are designated as Village Center/Urban Transit Center and Parcels 23a, 23c, and 24b are designated as Village Center on the DRI Map H Development Plan.

This proposed SPMP provides guiding principles for this Mixed Use District. It establishes a clear street hierarchy to prioritize the location of primary building facades as well as identify appropriate locations for parking and service access. It also defines a series of setbacks for residential and non-residential uses to guide landscape, building placement and massing. The district will evolve over time in response to market demand for activities that compliment and support the growth and development of Medical City. These guidelines are designed to maintain the greatest amount of flexibility in order to responsive to the emerging clinical and bio-medical research center.

## Project Context

The subject property is located within the Lake Nona DRI, a community located in the southeast section of Orlando. The property is currently vacant but is designated as “Village Center” and “Village Center/Urban Transit Center” in the DRI. The Urban Village future land use designation surrounds the subject site. Existing uses include Nemours Children’s Hospital to the north, UCF Medical School and VA Hospital to the south, vacant land designated for the Town Center to the west and the Laureate Park residential neighborhood to the east. The mixed use district would be compatible with the surrounding uses.

**Table 1—Project Context**

	<b>Future Land Use</b>	<b>Zoning</b>	<b>Surrounding Use</b>
North	Urban Village	PD/AN	Nemours Children’s Hospital
East	Urban Village	PD/AN	Laureate Park Residential Neighborhood
South	Urban Village	PD/AN	UCF Medical School & VA Hospital (Under Construction)
West	Urban Village	PD/AN	Vacant Land

## Conformance with the GMP

The proposed Mixed Use District is consistent with the GMP Policies related to the Southeast Orlando Sector Plan, including Future Land Use Element Policy 2.4.4 (Urban Village policy), Subarea Policies S.35.3 and S.35.4, along with Goal 4 and its associated goals, objectives and policies. The Village Center/Urban Transit Center has a required mix of uses, block size, and street frontage. Coordination of service areas, alleys, and primary pedestrian-oriented streets is needed across parcels. The intent of this overall SPMP is to address principles of development for the entire area.

## Conformance with the LDC—Chapter 68 Southeast Orlando Sector Plan

In order to be consistent with the Southeast Orlando Sector Plan, applications must be reviewed for compliance with LDC Chapter 68, which lays out the detailed development guidelines and standards for the Southeast Plan area. The proposed development is categorized as “Village Center” and “Village Center/Urban Transit Center” in the Lake Nona DRI/PD. According to LDC Section 68.200 (a) (2), Village Center/Urban Transit Center (VC/UTC District) is described as such: *“Village Center districts shall be developed as important destinations for each Residential Neighborhood, providing a variety of shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods.”*

## Mixed Use Center Guidelines

According to LDC Figure 68-A, development within the Village Center/Urban Transit Center designation is required to meet Traditional Design standards. However, this SPMP provides additional and/or alternative standards for non-residential and residential development. Individual SPMPs within this Mixed Use District will be reviewed with these standards according to where the development is in relation to the street hierarchy.

## Street Hierarchy

The Lake Nona Mixed Use District has 3 street types: “A” Streets, “B” Streets, and Parkways. The intent of these designations is to identify the minimum standard necessary to establish a cohesive district as it develops over time. The proposed street hierarchy, which is depicted on page 11 of this report, is designed to create consistent frontage along the “A” Streets and Parkways and to allow

the location of parking access and service point in secondary areas or the “B” Streets. Nemours Parkway, Laureate Boulevard, Veterans Way and a portion of Tavistock Lakes Boulevard are designated as Parkways. Hartwell Avenue and a portion of Tavistock Lakes Boulevard are designated as “A” Streets. Edges of blocks abutting these streets are required to be designed as the primary facades of the proposed buildings and pedestrian access to the building.

Vehicular access to individual parcels along “A” Streets is limited so that pedestrians are free to move about the district. Along “B” Streets, multiple vehicular access points are allowed and frontage requirements are not specified to allow for surface or structured parking along these edges.

### **Block Standards**

According to LDC Section 68.201, there are four types of mixed use centers within the Southeast Plan. Their development standards are based on a simple set of “Block” Standards. More detailed building type, street, and open space standards apply in the mixed-use centers. Each mixed-use center (Town, Village, Neighborhood or Residential Center) shall be developed as a series of complete blocks within interconnected streets bordering four sides. Each area must contain a minimum mix of the different block types: mixed-use, residential, office or civic blocks. The different block types each have standards for maximum size, allowable uses, minimum intensity or FAR (floor area ratio), minimum building street frontage, building height, and parking ratios. There are some additions and some alternative standards proposed for this Mixed Use District.

#### *Block Size and Mixture of Uses*

The maximum block size for the Mixed Use District is 7 acres. The applicant has provided a Mixed Use District Block Plan which identifies the various blocks with the district and depicts the acreage of each of these blocks. The chart and graphic on Page 12 provides this information. There are many blocks within this plan that meet the maximum block size of 7 acres. However, there are a few blocks that exceed this maximum. Of the Residential blocks, 4 blocks are greater than 7 acres and of the Mixed Use blocks, there are 2 blocks greater than 7 acres. The applicant is requesting the approval of the grid and urban form as it is shown on the graphic, rather than a strict requirement that each block be a maximum of 7 acres. The average block size is 6.9 acres, thus, meeting the requirement.

The mix of uses for Mixed Use Blocks shall be 15% to 40% of the Village Center/Urban Transit Center with 30-80% retail, cinema, or hotel required each block, 20-70% other. Office Blocks shall be 0% to 30% of the Center with a maximum of 10% retail. Residential Blocks shall be 40% to 75% of the Center and Civic Blocks shall be 10% of Center. The applicant is requesting that the mixture of uses be applied to the Mixed Use District as a whole instead of on a block by block basis. According to the Mixed Use Plan, 52% of the Village Center is comprised of Mixed Use Blocks and 48% is comprised of Residential Blocks. The Mixed Use Blocks exceed the maximum of 40% allowed for mixed use. However, the plan does not specifically depict Office Blocks, but the applicant is proposing that portions of the Mixed Use area will be either Mixed Use or Office Blocks. As the Office Blocks are introduced, the percentage of Mixed Use Blocks will decrease overall. Those blocks will be identified at the time of individual SPMP approval.

The Civic Blocks, which is 10% of the Center, is not identified in this plan. However, the applicant has informed staff that the pending Lake Nona DRI/PD Amendment (Cases DRI2012-00002 & ZON2012-00023) would create a potential school site on Lot 23B-8 and the neighborhood parks and plazas that would be required for residential development would count toward the civic requirement.

#### *Density and FAR*

According to LDC Section 68.201 the density and FAR are based on the net block size and measured per block. For the mixed-use blocks, the residential square footage shall be added to the commercial development for a total block FAR. The density shall be 7 du/ac at a minimum and 25 du/ac at a maximum. Furthermore, according to Future Land Use Policy 4.1.9, there is a minimum intensity of 0.3 FAR and no maximum intensity for traditional design standards. However, with this proposed SPMP, instead of the intensity being calculated per parcel, it will be calculated for the overall Village Center/Urban Transit Center. Therefore, the entire district shall have a minimum intensity of 0.3 FAR. For this district, staff will track the intensity of each development.

### **Non-Residential Building Design Guidelines**

The chart on the following page outlines the Street type and the minimum building height, maximum setback, minimum parking, and minimum building frontage for each street type. Along “B” Streets, the frontage requirements are not specified to allow for surface or structured parking along these edges.

<b>Table 2—Non-Residential Development Standards</b>			
<b>Street Type</b>	<b>A Street</b>	<b>B Street</b>	<b>Parkway</b>
<b>Minimum Building Height</b>	2 stories	1 story	1 story
<b>Maximum Setback</b>	10 feet	Varies by Product Type To Be Determined at SPMP	Varies by Product Type To Be Determined at SPMP
<b>Minimum Parking</b>	3 spaces per 1000 sq. ft.	3 spaces per 1000 sq. ft.	3 spaces per 1000 sq. ft.
<b>Minimum Building Frontage</b>	65%	N/A	40%
<b>Maximum ISR</b>	0.85		

The following building design guidelines that are proposed for this Mixed Use District are consistent with LDC Chapter 68 Part 3 Southeast Orlando Sector Plan.

### ***Relationship of Buildings to Streets and Parking***

***Principal Orientation.*** The primary facades of all buildings in commercial, employment and mixed use centers shall contain the primary entry and face a public street, except in limited circumstances where parking lots may be placed at street edge. In these cases, the primary facade shall front onto a publicly accessible walkway that leads directly from the street to the establishment's front door without crossing a vehicular travelway. (LDC Section 68.314a)

***Primary Entries and Facades.*** The primary entry(s) of both business establishments and residential uses in commercial, employment, and mixed use centers shall be visible and accessible directly from a public street. Primary facades that front onto a street should be built parallel to the public right-of-way. (LDC Section 68.314b)

### ***Projections and Recesses***

***Projections.*** Special architectural features, such as bay windows, decorative roofs and miscellaneous entry features may project up to 3 feet into front setbacks and public right-of-ways, provided that they are not less than 9 feet above the sidewalk. Trellises, canopies and fabric awnings may project into front setbacks and sidewalks, provided they are not less than 8 feet above the sidewalk. Such projections shall not obstruct the sidewalk, meaning a 5-foot wide unobstructed sidewalk shall be maintained. (LDC Section 68.316a)

***Recesses.*** A building's first floor may be recessed from the front setback for the purpose of an arcade. An arcade should conform to the following dimensions:

1. Minimum height inside the arcade space: 10 feet.
2. Minimum width inside the arcade space: 8 feet. (Section 68.316b)

### ***Facades and Roof Form***

***Articulation.*** All exterior walls of a building should be articulated with a consistent style and materials. Buildings should use consistent materials and details on all sides that front public streets and trails. (LDC Section 68.318a)

***Base and Top Treatments.*** All facades shall have:

1. A recognizable "base" consisting of (but not limited to): (a) thicker walls, (b) richly textured materials (e.g. tile or masonry treatments), (c) special materials such as ceramic tile, granite and marble, (d) contrasting colored materials, mullion, and/or panels.
2. A recognizable "top" consisting of (but not limited to): (a) cornice treatments, (b) roof overhangs with brackets, (c) stepped parapets, (d) richly textured materials (e.g. tile or masonry treatments), and/or (e) differently colored materials; colored "stripes" are not acceptable as the only treatment. (LDC Section 68.318b)

### ***Parking***

***Shared Parking.*** Where a mix of uses creates staggered peak periods of parking demand, shared parking calculations may reflect a reduction in the total amount of required parking. Retail, office, and entertainment uses should share parking areas and quantities, particularly within mixed use centers. (LDC Section 68.322a)

***On-Street Parking.*** Adjacent on-street parking shall be counted towards a land uses parking requirement. The amount of on-street parking should be maximized. (LDC Section 68.322b)

*Reduce Scale of Lots.* Large surface lots shall be visually and functionally segmented into several smaller lots. CPTED standards should be utilized in the design of parking areas. Designs that reduce visibility, especially between parking areas and business entrances, should be discouraged. Land devoted to surface parking lots should be reduced, over time, through redevelopment and/or construction of structured parking facilities. (LDC Section 68.322c)

*Surface Parking.* For all commercial or employment uses other than industrial and warehousing, surface parking areas should be planted with shade trees at an approximate ratio of one tree for every five spaces. Trees should be set into a tree grate or landscaped walkway and protected by bollards or tree guards. (LDC Section 68.322d)

*Permeable Paving.* The use of permeable paving to reduce surface run-off may be permitted, particularly in over-flow and seasonal parking areas. However, retention and detention facilities shall be required as per OUSWMM. (LDC Section 68.322e)

### ***Connecting Walkways***

Connecting walkways shall link street sidewalks with building entries through parking lots. They shall meet the following minimum requirements:

*Grading and Width.* LDC Section 68.323a states the following: “Connecting walkways shall be grade separated from the parking lot, with a paved surface a minimum of 6 feet in width.” However, the applicant proposes the following for Grading and Width: “Connecting walkways should be constructed with pavers and/or colored concrete or similar as approved by the Appearance Review Officer.”

*Landscaping.* Connecting walkways should be landscaped with either shade trees or climbing vines on trellises, in keeping with CPTED safety considerations. (LDC Section 68.323b)

*Lighting.* Connecting walkways should be equipped with lighting. Standards spaced a maximum of 30 feet apart, and a maximum of 10 feet tall are recommended. The type of lighting (high pressure sodium/metal halide, etc.) and intensity (foot-candles) shall be addressed on a project by project basis, but shall meet at least the minimum standards outlined in the Conventional LDC. (LDC Section 68.323c)

*Screening.* Any service areas (loading/storage areas) adjacent to connecting walkway shall be fully screened from view. (LDC Section 68.323d)

### ***Landscaping and Street Furnishings***

*Parking Lot Frontage.* Where parking lots occur along streets, a landscaped area in accordance with Conventional LDC standards shall be provided to minimize views of parked cars from the street and shall be permanently maintained. (LDC Section 68.324a)

*Shade Trees.* Broadleaf trees should predominate in parking areas and public plazas to provide shade in the summer and allow sun in the winter. (LDC Section 68.324b)

*Screening Devices.* Evergreen shrubs and trees should be used to screen mechanical equipment, loading areas, etc. (LDC Section 68.324c)

*Pedestrian Seating Areas, Trash Receptacles and Transit Shelters.* These items should be made of durable, high quality materials which visually reinforce nearby buildings. (LDC Section 68.324d)

*Screening Loading Docks and Ground-Mounted Equipment.* Loading areas, transformers, heating units and other ground-mounted equipment shall be visually screened with opaque walls or fences. (LDC Section 68.324f)

### ***Signage***

A specific signage plan for this development was not submitted with this application. The proposed signage shall be consistent with Chapter 64 of the LDC and the Lake Nona Master Sign Plan.

### ***Impervious Surface Ratio***

The maximum ISR for the entire Mixed Use District shall be 0.85. If an individual parcel exceed 0.85, an equal reduction shall be made in another location to average out the ISR for the entire district. Each SPMP shall depict the ISR for not just the site, but shall calculate for the district as a whole in order to track that the various developments do not exceed the maximum ISR allowed.

**Specific Non-Residential Building Types**

The chart below outlines guidelines for specific non-residential building types. This is consistent with LDC Section 68.325.

Building Type	Standards
<b>Anchor Stores and In-line Shops along Type A Street Frontage</b>	<ul style="list-style-type: none"> <li>• Provide entry plaza to allow views to anchor store from street.</li> <li>• Provide parking aisles adjacent to the retail frontage, prohibit non-disabled parking directly adjacent to retail frontage.</li> <li>• Place service and employee parking to rear of building.</li> <li>• Provide street trees along driveways, drive aisles and pedestrian connections.</li> <li>• Express primary entry with higher volume and special building materials and architectural details.</li> <li>• Encourage windows and display cases along pedestrian connections</li> </ul>
<b>Office</b>	<ul style="list-style-type: none"> <li>• Provide visitor drop-off areas and on-street parking at public building entries.</li> <li>• Encourage pedestrian connections from parking areas to main building entries at public streets.</li> <li>• Provide street trees along driveways, drive aisles and pedestrian connections.</li> <li>• Encourage architectural expression of building entry features.</li> </ul>
<b>Office Over Ground Floor Commercial</b>	<ul style="list-style-type: none"> <li>• Provide visitor drop-off areas and on-street parking at public building entries.</li> <li>• Encourage pedestrian connections from parking areas to main building entries at public streets.</li> <li>• Minimize driveway width and pedestrian crossing distances at sidewalk.</li> <li>• Provide street trees along parking lots, driveways, drive aisles and pedestrian connections.</li> <li>• Emphasize major entries with special massing and architectural treatment.</li> <li>• Provide outdoor dining terraces with tables, chairs, and other furniture to bring activity to the street.</li> <li>• Integrate signage into architectural design.</li> <li>• Windows, display windows, and recessed panels should articulate all facades.</li> <li>• Open balconies for second floor offices encouraged.</li> </ul>

**Residential Building Design Guidelines**

The chart below outlines the Street type and the minimum building height, maximum setback, minimum parking, and minimum building frontage for each street type.

<b>Table 3—Residential Development Standards</b>			
Street Type	A Street	B Street	Parkway
<b>Minimum Building Height</b>	2 stories	1 story	2 stories
<b>Maximum Setback</b>	10 feet	Varies by Product Type To Be Determined at SPMP	Varies by Product Type To Be Determined at SPMP
<b>Minimum Parking</b>	Per LDC Section 61.322	Per LDC Section 61.322	Per LDC Section 61.322

The following building design guidelines that are proposed for this Mixed Use District are consistent with LDC Chapter 68 Part 3 Southeast Orlando Sector Plan.

**Facades and Roof Form**

**Facade Articulation.** The facades of all residential buildings that face an adjacent street, park, or open space shall be articulated. Articulation may include porches, bay windows and/or balconies. (LDC Section 68.307a)

**Windows.** All street facing facades shall have windows covering at least 15% of the facade's area. The largest window or group of windows of the living room, dining room, or family room should be fully visible from the street. (LDC Section 68.307b)

**Garage Door Treatments.** All residential garage doors visible from a street or park shall consist of articulated panels and incorporate at least two of the following features:

1. indoor living space or balcony space built over the garage with clear sight lines between the street and these spaces;
2. strong shadow lines around the garage face created by recessing the door one foot behind the adjacent building plane, or by extending a trellis or bay window at least two feet in front of the garage face; or
3. for multiple car garages, limit garage doors to nine feet (9') in width with intervening posts at least one foot in width. (LDC Section 68.307c)



**Visual Character**

**Climatic Response.** Building design should respond to Southeast Orlando's summer sun with deep recesses and overhangs. Entries, particularly the front door, should be generously protected by a porch. Principal rooms should have windows, whenever possible, on two walls to provide balanced daylighting, and facilitate natural cooling and ventilation. Homes should be oriented so a majority of primary living spaces receive direct sunlight, and incorporate overhangs, awnings or trellises which allow the low winter sun to penetrate the unit, while blocking the high summer sun. (LDC Section 68.308a)

**Ground Floor Elevation.** Single-family building foundations shall be elevated above the finished grade. Single-family residential buildings shall incorporate either raised concrete pads or a raised wood joist floor with perimeter foundation at a minimum of 18 inches above the finished grade. (LDC Section 68.308b)

**Materials**

Exterior finishes should be primarily hardie board, masonry, and/or stucco. Material changes should not occur at external corners, but may occur at "reverse" or interior corners or as a "return" at least 6 feet from exterior corners. Scored plywood (such as "T-1-11") shall not be permitted.

**Pedestrian Access Ways and Bicycle Circulation**

All residential developments shall be designed to promote pedestrian and bicycle circulation within the development and to promote access to surrounding areas, including schools, parks, mixed use centers, and other designations, consistent with Chapter 60 of the Land Development Code. Entry posts, columns, and/or landscaping should be installed where an internal sidewalk intersects with a public sidewalk.

**Specific Residential Building Types**

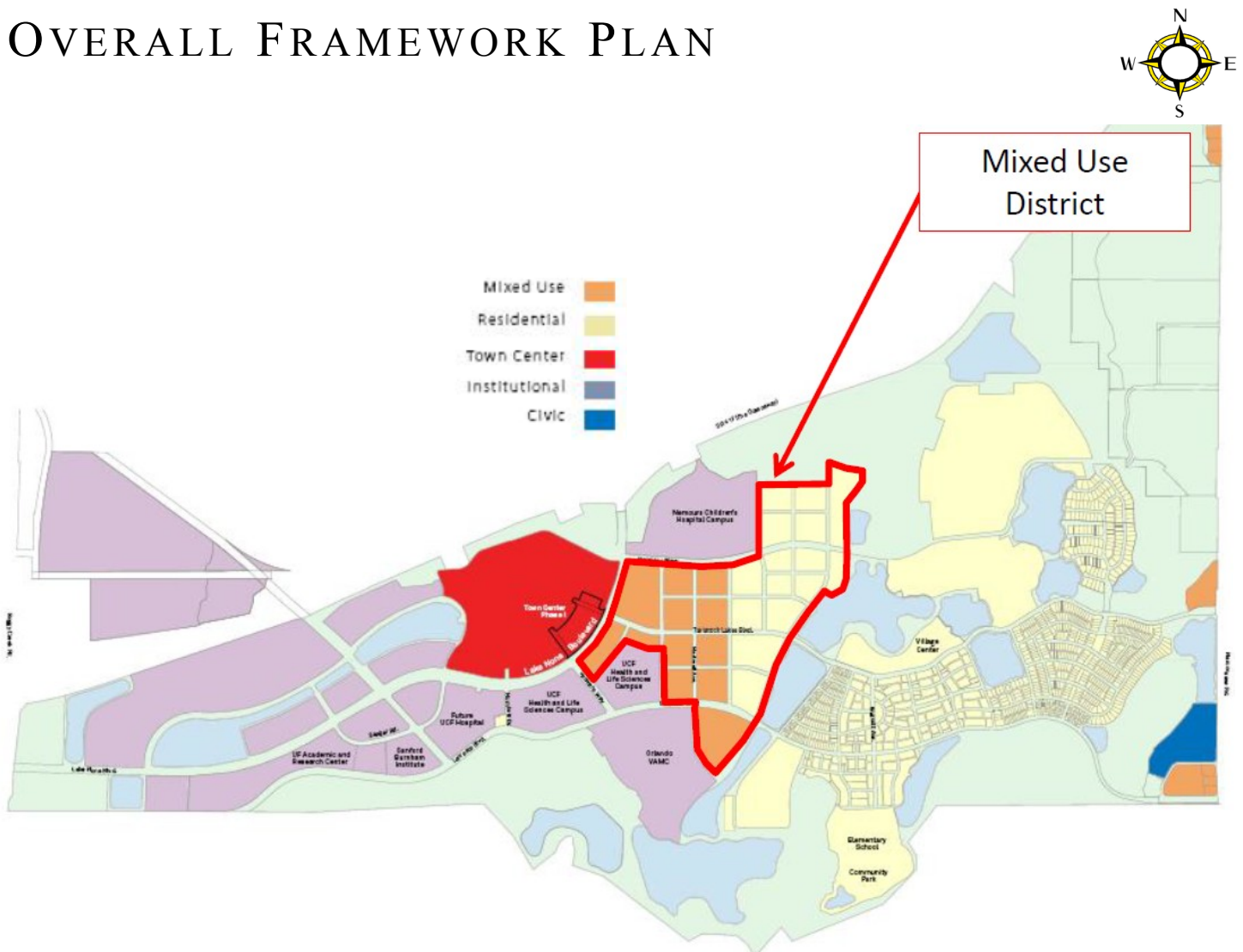
The chart below outlines guidelines for specific residential building types. This is consistent with LDC Section 68.312, however, for the garage access for the townhome/rowhouse, four-plex, and tuck-under apartments from alleys and driveways located at the rear of the lot is required for no less than 50% of the overall building type in the Mixed Use District. Also for the Garden Apartments, the proposed standard for minimum separation between neighboring buildings is 20 feet instead of 30 feet as outlined in Chapter 68. For Tuck-Under Apartments, the proposed standard for minimum separation between neighboring buildings 10 feet instead of 20 feet as outlined in Chapter 68.

Building Type	Standards
<b>Townhome/Rowhouse</b>	<ul style="list-style-type: none"> <li>Garage access from alleys located at rear of lots is required for no less than 50% of the overall townhome/rowhouse units in the Mixed Use District.</li> <li>Tandem parking is permitted in garages.</li> <li>Encourage use of on-street parking for visitor parking.</li> </ul>
<b>Four-Plex</b>	<ul style="list-style-type: none"> <li>Garage access from alley or driveway located at rear of lots is required for no less than 50% of the overall four-plex units in the Mixed Use District.</li> <li>Encourage pedestrian connections from parking areas to building entries at public streets.</li> <li>Encourage use of on-street parking for visitor parking.</li> <li>Encourage balconies for above grade units facing the street.</li> <li>Minimum 2-story building wall required along public streets.</li> </ul>
<b>Garden Apartments</b>	<ul style="list-style-type: none"> <li>Minimum 20-foot separation between neighboring buildings.</li> <li>Locate parking to the rear of buildings away from public view.</li> <li>Provide pedestrian connections from parking areas to building entries at public streets.</li> <li>Minimize the number of access drives and curb cuts to parking.</li> <li>Encourage use of on-street parking for visitor parking.</li> <li>Encourage balconies for above grade units facing the street.</li> <li>Minimum 2-story building wall required along public streets.</li> </ul>
<b>Tuck-Under Apartments</b>	<ul style="list-style-type: none"> <li>Minimum 10-foot separation between neighboring buildings.</li> <li>Garages facing and accessible to public streets are discouraged.</li> <li>Garage access from alleys or driveways located to the rear of lot is required for no less than 50% of the overall tuck-under apartment in the Mixed Use District.</li> <li>Require pedestrian connections from parking areas to building entries at public streets.</li> <li>Use on-street parking for visitor parking.</li> <li>Encourage balconies for above-grade units facing the street.</li> <li>Minimum 2-story building wall required along public streets.</li> </ul>

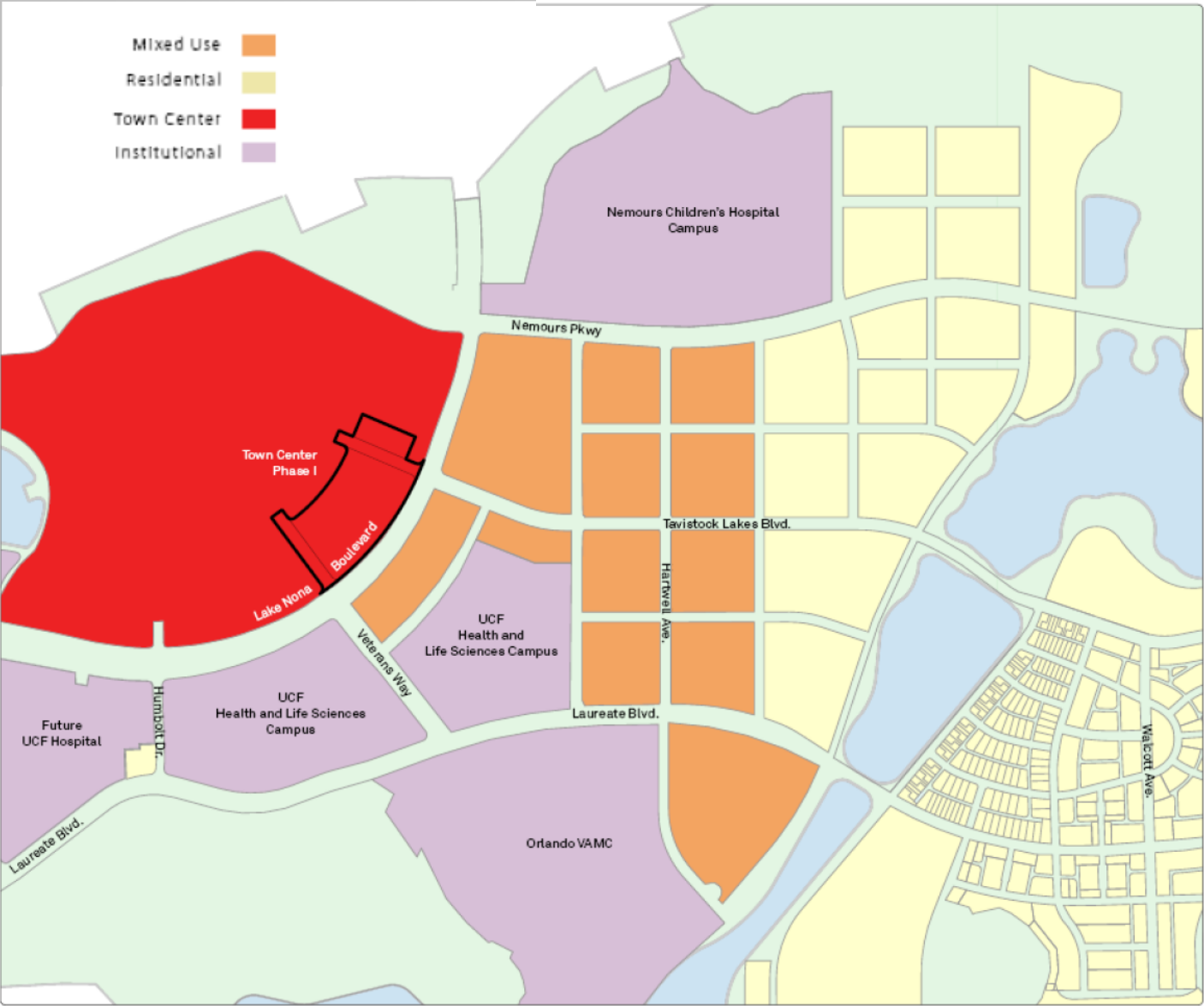


Building Type	Standards
<b>Residential Over Commercial along Frontage Types A Streets</b>	<ul style="list-style-type: none"> <li>• Orient retail and residential entries to face public streets and sidewalks.</li> <li>• Encourage pedestrian connections from parking areas to building entries at public streets.</li> <li>• Provide visitor drop-off areas and on-street parking at public building entries.</li> <li>• Locate parking to the rear of building away from public view.</li> <li>• Provide street trees along driveways, drive aisles and pedestrian connections.</li> <li>• Provide outdoor dining terraces with tables, chairs, and other furniture to bring activity to the street.</li> <li>• Encourage architectural expression of building entry features.</li> <li>• Screen mechanical equipment from view.</li> <li>• Minimum 2-story building wall along public streets is required. Provide residential entries or lobbies with access from public street.</li> </ul>

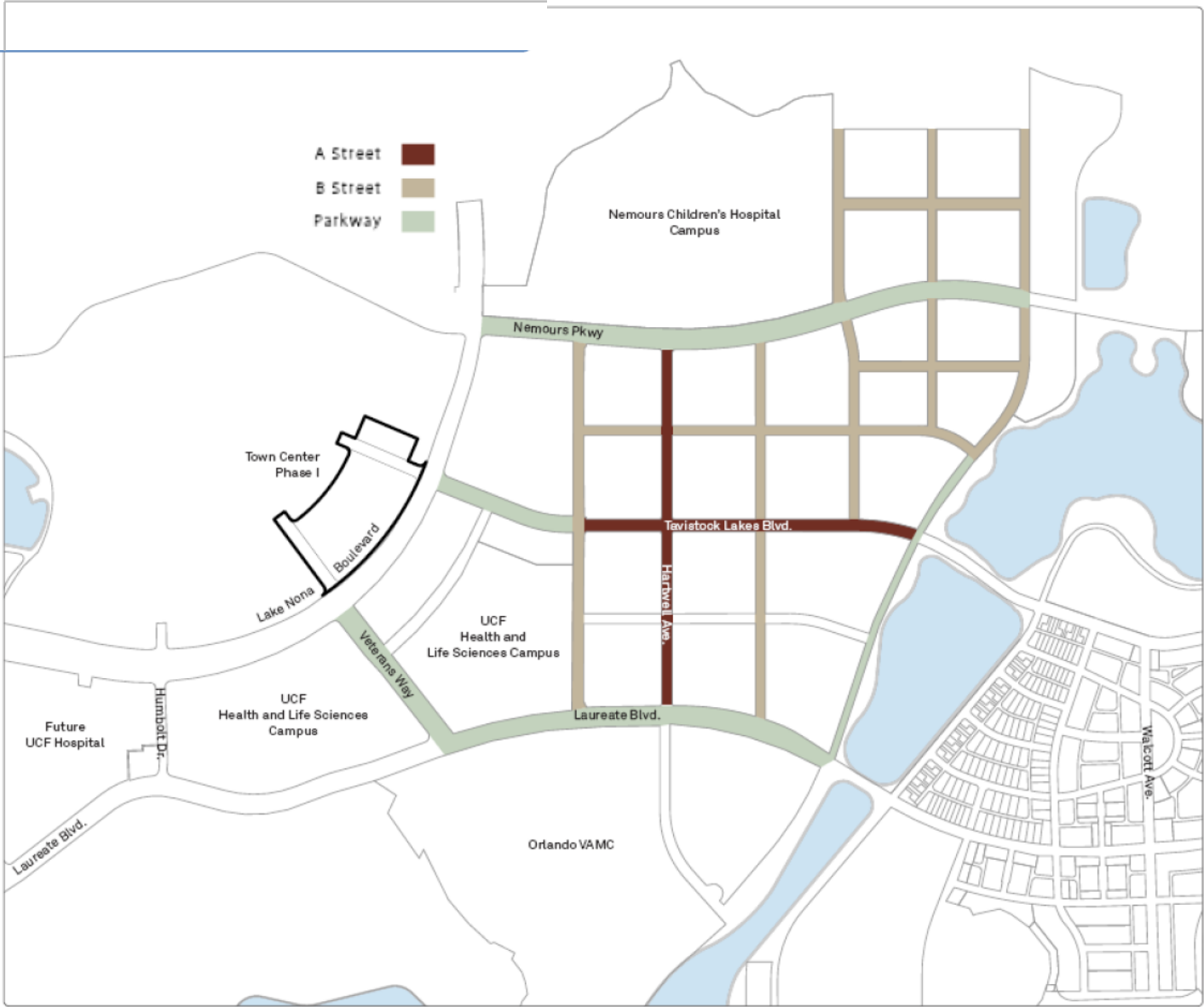
## OVERALL FRAMEWORK PLAN



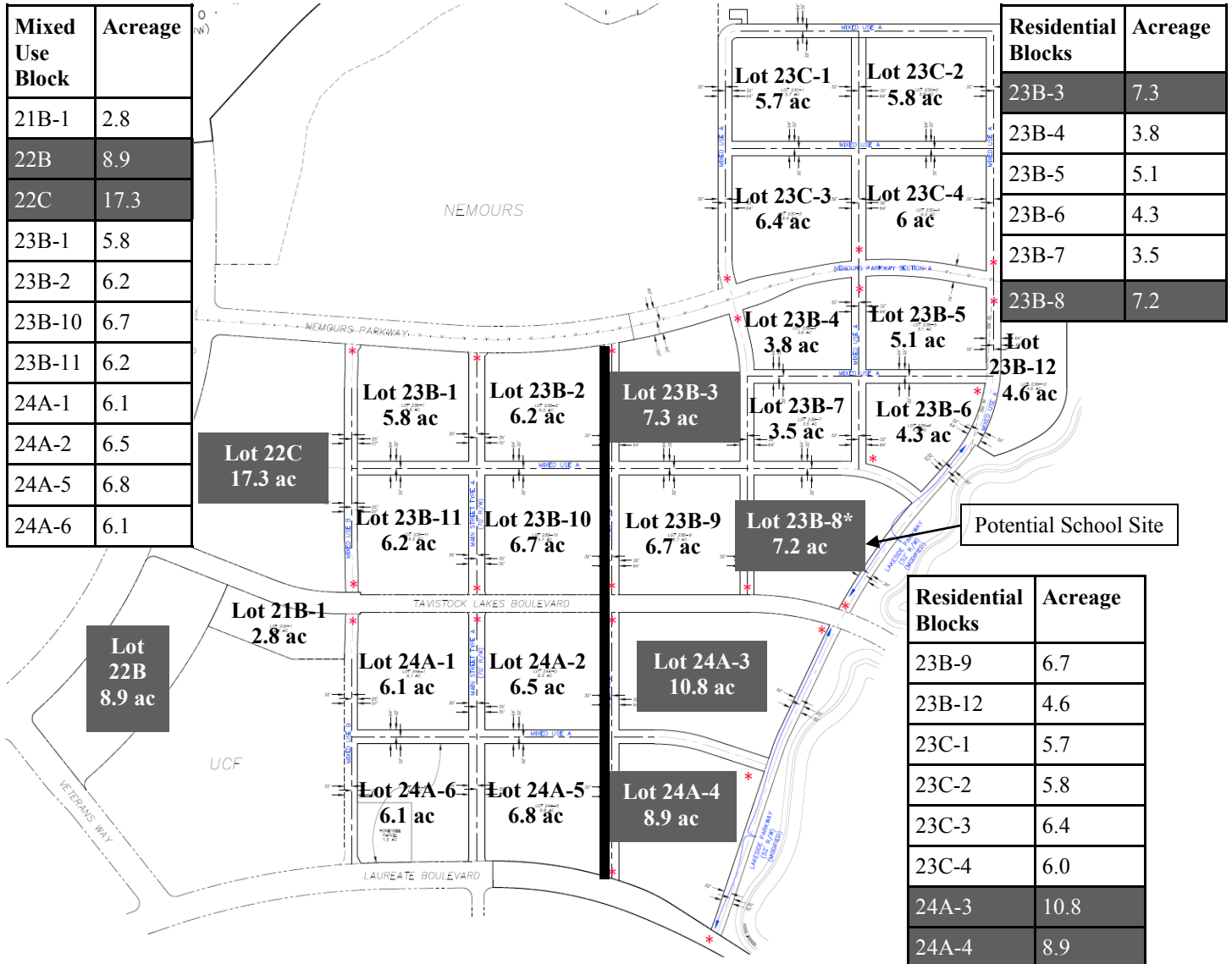
# LAND USE FRAMEWORK



# STREET HIERARCHY

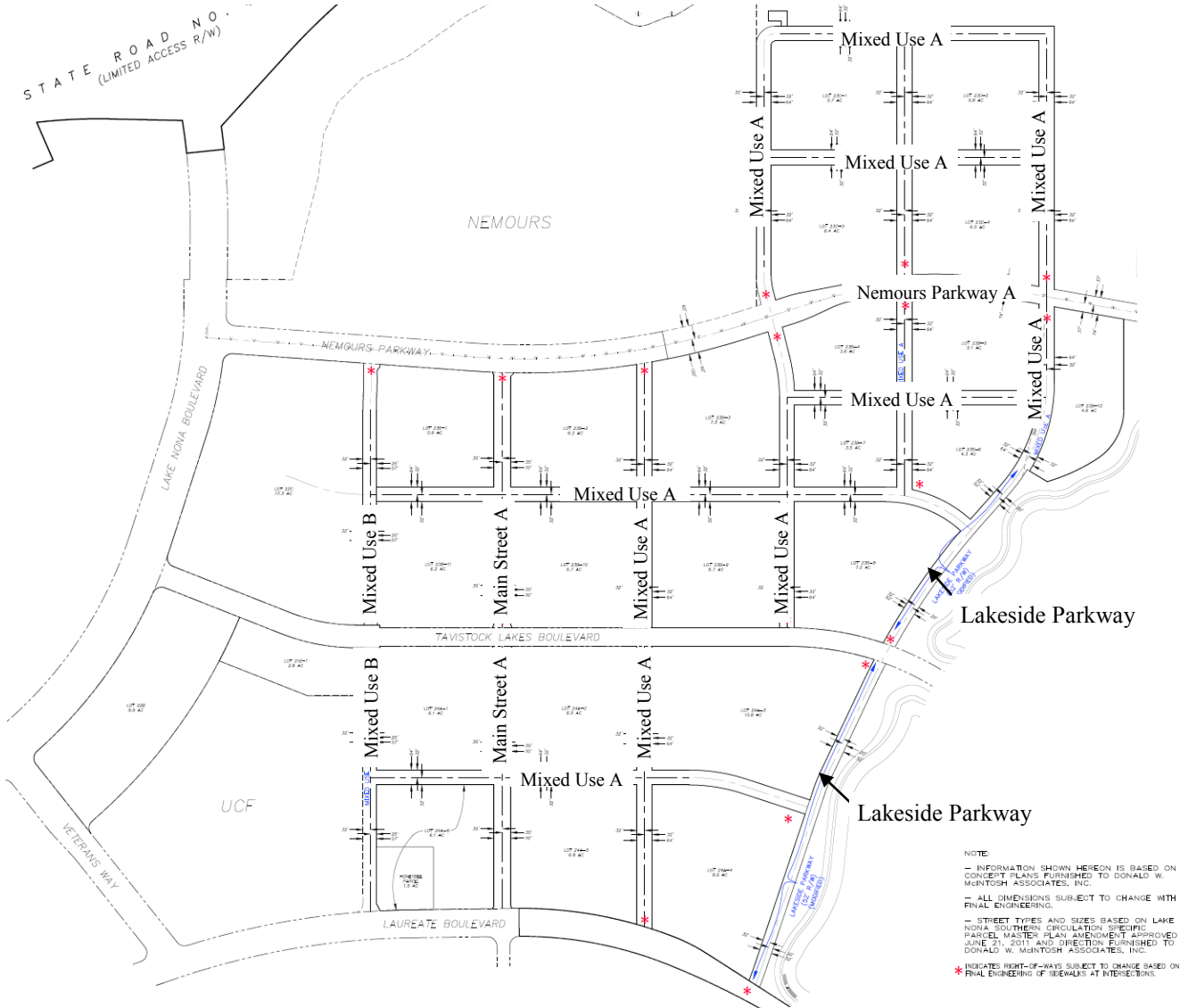


# MIXED USE DISTRICT BLOCK SIZES

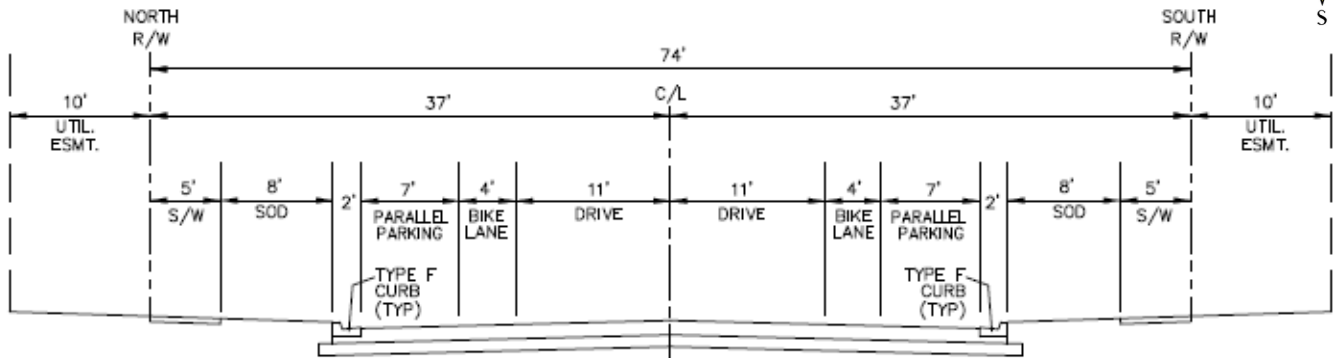


### Cross Sections

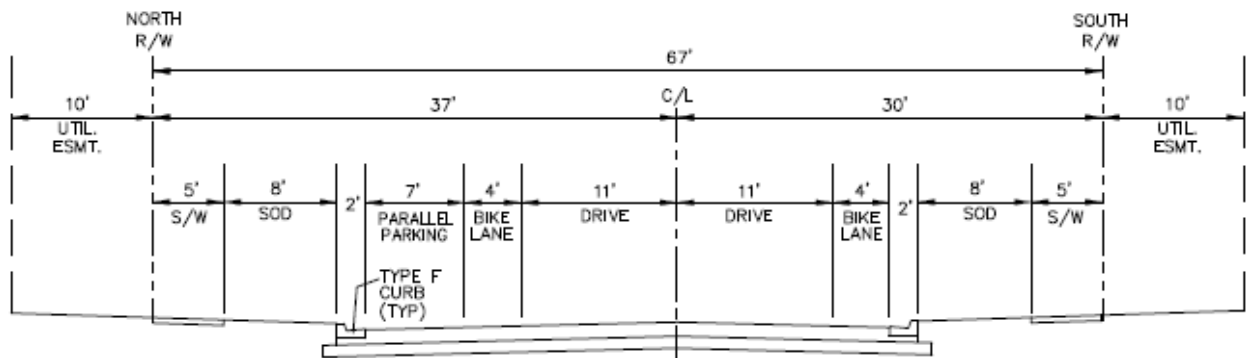
The applicant has provided cross sections for the street network in this Mixed Use District. After review of these cross section, many differ from the ones depicted within the Lake Nona Southern Circulation Plan. In order for these cross sections to be consistent with the Southern Circulation Plan, the applicant shall request an amendment to the Southern Circulation Plan SPMP for the following sections: Main Street A (Exhibit 2.11 in the Southern Circulation Plan), Mixed Use A (Exhibit 2.12 in the Southern Circulation Plan), Mixed Use B (Exhibit 2.13 in the Southern Circulation Plan), Nemours Parkway A and B (Exhibit 2.14 in the Southern Circulation Plan), and the Lakeside Parkway (Exhibit 2.17 in the Southern Circulation Plan).



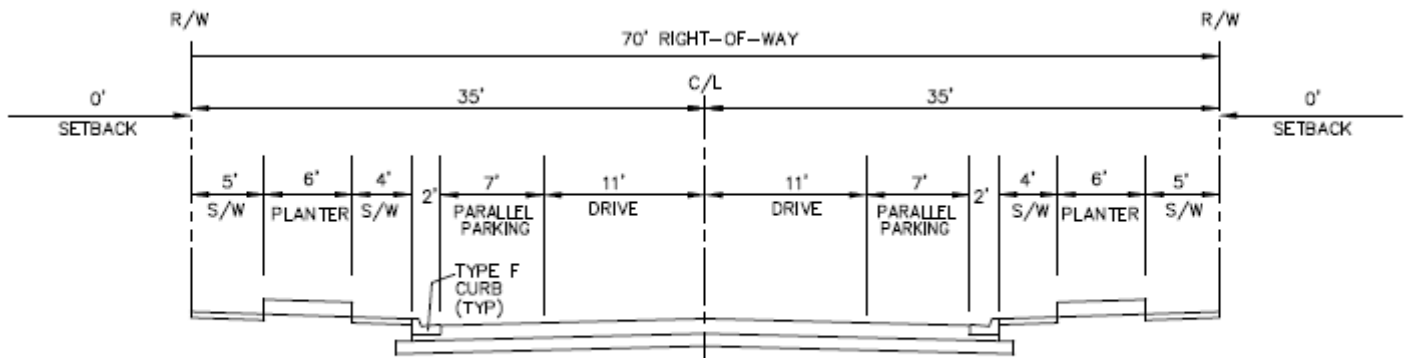
# PROPOSED CROSS SECTIONS



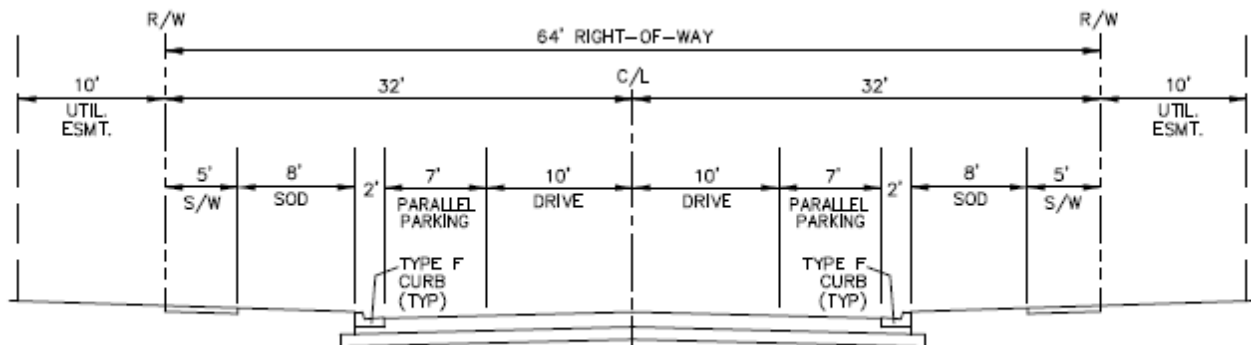
NEMOURS PARKWAY  
SECTION A



NEMOURS PARKWAY  
SECTION B

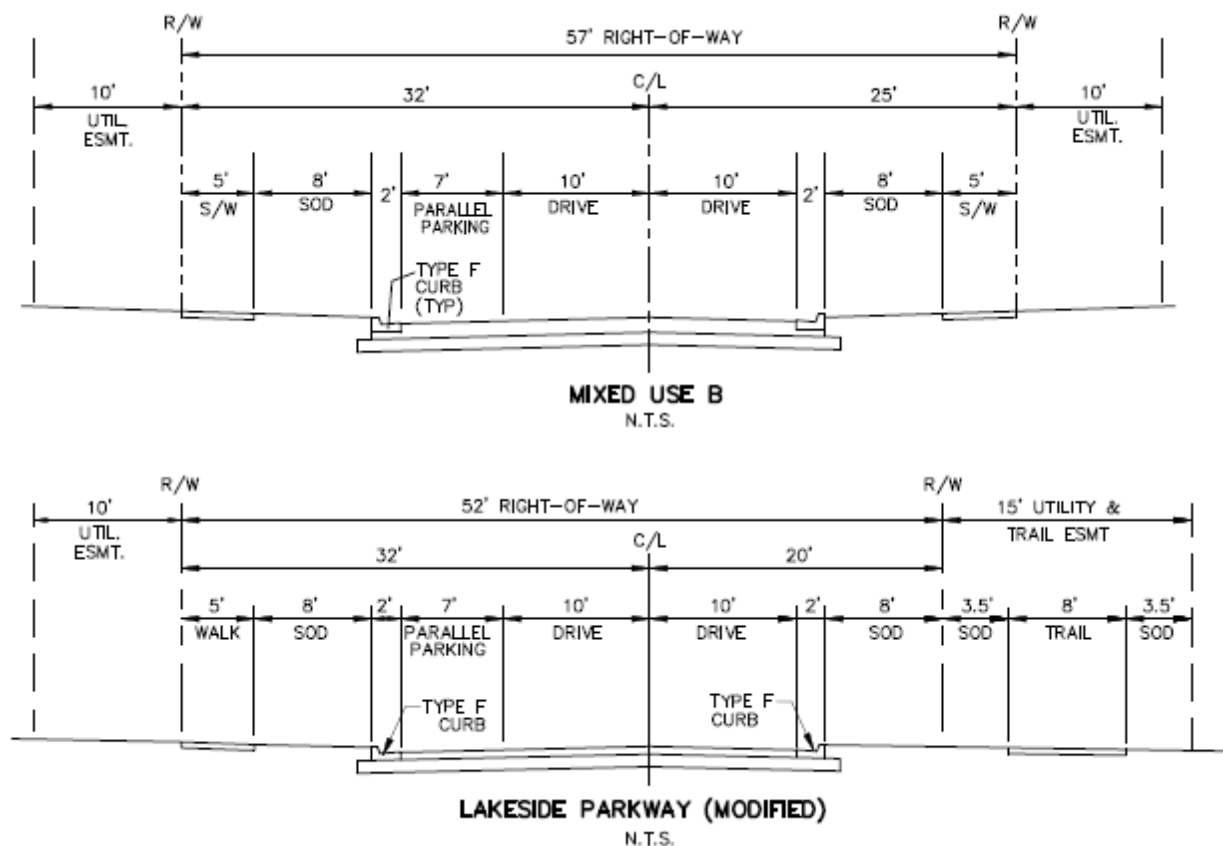
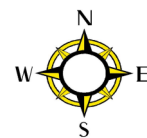


MAIN STREET A



MIXED USE A

# PROPOSED CROSS SECTIONS



## FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the proposed Specific Parcel Master Plan applications contained in Section 65.336 of the Land Development Code (LDC) :

1. The proposal is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposal is consistent with the East Central Florida Strategic Policy Plan.
3. The proposal is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposal is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly, Future Land Use Policy 2.4.4, Figure LU-1, Goal 4 and its associated objectives, policies, and figures.
5. The proposal is consistent with and implements the Southeast Orlando Sector Plan, Chapter 68 of the Land Development Code.
6. The proposal is consistent with the requirements of the Lake Nona DRI/PD.
7. The proposal is compatible with the surrounding development and neighborhood pattern.
8. The proposal will not result in demands on public facilities and services that exceed the capacity of such facilities and services since it is subject to Chapter 59 of the City Code, the Concurrency Management Ordinance.

Staff recommends approval of the Specific Parcel Master Plan subject to the conditions below:

## CONDITIONS OF APPROVAL

### City Planning

#### 1. *SUBJECT TO CODES –ZONING*

Except as provided herein, the development is subject to all codes and ordinances of the State of Florida, City of Orlando, and all other applicable regulatory agencies.

#### 2. *SPECIFIC PARCEL MASTER PLAN REVIEW*

Specific Parcel Master Plans are required for each individual development site. The subsequent development plans located in this Mixed Use District shall be reviewed per the standards of this staff report (MPL2013-00040).



# CONDITIONS OF APPROVAL

## City Planning (cont.)

### 3. *DEVELOPMENT REQUIREMENTS*

Except as modified by the conditions of approval below, the project shall be developed in accordance with the requirements of the Growth Management Plan, Chapter 68 of the Land Development Code, the Lake Nona DRI/PD, and any other pertinent provisions of the Conventional LDC, the Southeast Orlando Development Plan Agreement, the 1994 Lake Nona Developer's Agreement, and all previous agreements between the City and property owner.

### 4. *STREET HIERARCHY*

Edges of blocks abutting "A" Streets and Parkways are required to be designed as the primary facades of the proposed buildings and pedestrian access to the building.

### 5. *BLOCK STANDARDS*

The maximum block size for the Mixed Use District is 7 acres. However, the following blocks may exceed the maximum block size standard: 22B, 22C, 23B-3, 23B-8, 24A-3, and 24A-4. Block 24B was left out of the revised graphic (Mixed Use Parcel south of Laureate Boulevard). The applicant shall revise the graphic to provide the acreage of Block 24B.

The mix of uses for Mixed Use Blocks shall be 15% to 40% of the Village Center/Urban Transit Center with 30-80% retail, cinema, or hotel required each block, 20-70% other. Office Blocks shall be 0% to 30% of the Center with a maximum of 10% retail. Residential Blocks shall be 40% to 75% of the Center and Civic Blocks shall be 10% of Center. The mixture of uses may be applied to the Mixed Use District as a whole instead of on a block by block basis. At the time of individual SPMP approvals, the Office and Civic Blocks shall be defined.

### 6. *RESIDENTIAL BUILDING STANDARDS*

For garage access for the townhome/rowhouse, four-plex, and tuck-under apartments from alleys and driveways located at the rear of the lot is required for no less than 50% of the overall building type in the Mixed Use District. For Garden Apartments, the standard for minimum separation between neighboring buildings shall be 20 feet. For Tuck-Under Apartments, the standard for minimum separation between neighboring buildings shall be 10 feet.

### 7. *IMPERVIOUS SURFACE RATIO (ISR)*

The maximum ISR for the entire Mixed Use District shall be 0.85. If an individual parcel exceed 0.85, an equal reduction shall be made in another location to average out the ISR for the entire district. Each SPMP shall depict the ISR for not just the site, but shall calculate for the district as a whole in order to track that the various developments do not exceed the maximum ISR allowed.

### 8. *DENSITY AND INTENSITY*

The density and FAR are based on the net block size and measured per block. For the mixed-use blocks, the residential square footage shall be added to the commercial development for a total block FAR. The density shall be 7 du/ac at a minimum and 25 du/ac at a maximum. The intensity shall be calculated for the overall Village Center/Urban Transit Center instead of per parcel. The entire district shall have a minimum intensity of 0.3 FAR.

### 9. *SETBACKS*

For both residential and non-residential development, the maximum setbacks for "A" Streets shall be 10 feet and for the "B" Streets and Parkways, it varies by product type and shall be determined at the SPMP level.

### 10. *MINIMUM BUILDING FRONTAGE*

For non-residential development, the minimum building frontage for "A" Streets shall be 65% and for Parkways it shall be 40%. The "B" Streets, frontage requirements are not specified to allow for surface or structured parking along these edges.

### 11. *MINIMUM BUILDING HEIGHT*

For non-residential development, the minimum building height for "A" Streets shall be 2 stories and for "B" Streets and Parkways shall be 1 story. For the residential development, the minimum building height for "A" Streets and Parkways shall be 2 stories and for "B" Streets shall be 1 story.

## CONDITIONS OF APPROVAL

### 12. *CROSS SECTIONS*

The proposed cross sections have not yet been reviewed by Transportation Engineering. The applicant shall request an amendment to the Lake Nona Southern Circulation Plan for the following cross sections in order to be consistent: Main Street A (Exhibit 2.11 in the Southern Circulation Plan), Mixed Use A (Exhibit 2.12 in the Southern Circulation Plan), Mixed Use B (Exhibit 2.13 in the Southern Circulation Plan), Nemours Parkway A and B (Exhibit 2.14 in the Southern Circulation Plan), and the Lakeside Parkway (Exhibit 2.17 in the Southern Circulation Plan). Any revisions required as part of the Southern Circulation SPMP amendment shall supersede the cross sections shown in this Mixed Use District SPMP.

### 13. *FAR TRACKING*

The applicant shall provide an annual Floor Area Ratio (FAR) reporting table at the end of each calendar year.

## INFORMATIONAL COMMENTS

### Transportation Planning

#### 1. *RECOMMENDATION*

The Transportation Planning Division supports the applicant's request.

### Police

The Orlando Police Department has received plans for the Lake Nona Mixed Use District located around 7254 Tavistock Lakes Blvd. A complete CPTED plan review will be completed when more detailed/specific plans are submitted to the City. For additional CPTED information, we encourage developers and property owners to incorporate CPTED strategies in their projects. A brochure entitled Crime Prevention Through Environmental Design, Your Guide to Creating a Safe Environment is available online at: [http://www.cityoforlando.net/planning/cityplanning/Policy%20Document/cpted\\_2008.pdf](http://www.cityoforlando.net/planning/cityplanning/Policy%20Document/cpted_2008.pdf) and includes crime prevention techniques for various land uses.

### Fire

#### 1. *FLORIDA FIRE PREVENTION CODE*

Be advised that any new construction must adhere to the requirements of the Florida Fire Prevention Code, 2010 Edition, and The City of Orlando Fire Prevention Code.

#### 2. *FIRE CODE REVIEW*

TRC fire code review is preliminary in nature, and is intended to expose or prevent evident design deficiencies with State and City Fire Codes. The design will be reviewed in detail for State and City Fire Code compliance at the time of permit application.

## CONTACT INFORMATION

### City Planning

For questions regarding City Planning review, please contact Colandra Jones at 407.246.3415 or [colandra.jones@cityoforlando.net](mailto:colandra.jones@cityoforlando.net).

### Transportation Planning

For questions regarding Transportation review, please contact Gus Castro at 407.246.3385 or [gustavo.castro@cityoforlando.net](mailto:gustavo.castro@cityoforlando.net).

### Police

For questions regarding Orlando Police review, please contact Audra Nordaby at 407.246.2454 or [audra.nordaby@cityoforlando.net](mailto:audra.nordaby@cityoforlando.net)

### Fire

For any questions regarding fire issues, please contact Jack Richardson at 407.246.3150 or at [jack.richardson@cityoforlando.net](mailto:jack.richardson@cityoforlando.net). To obtain plan review status, schedule/cancel an inspection and obtain inspection results, please call PROMPT, our Interactive Voice Response System at 407.246.4444.

## REVIEW/APPROVAL PROCESS—NEXT STEPS

1. SETDRC minutes scheduled for review and approval by City Council.
2. Specific Parcel Master Plan review for individual parcels within the Mixed Use District.