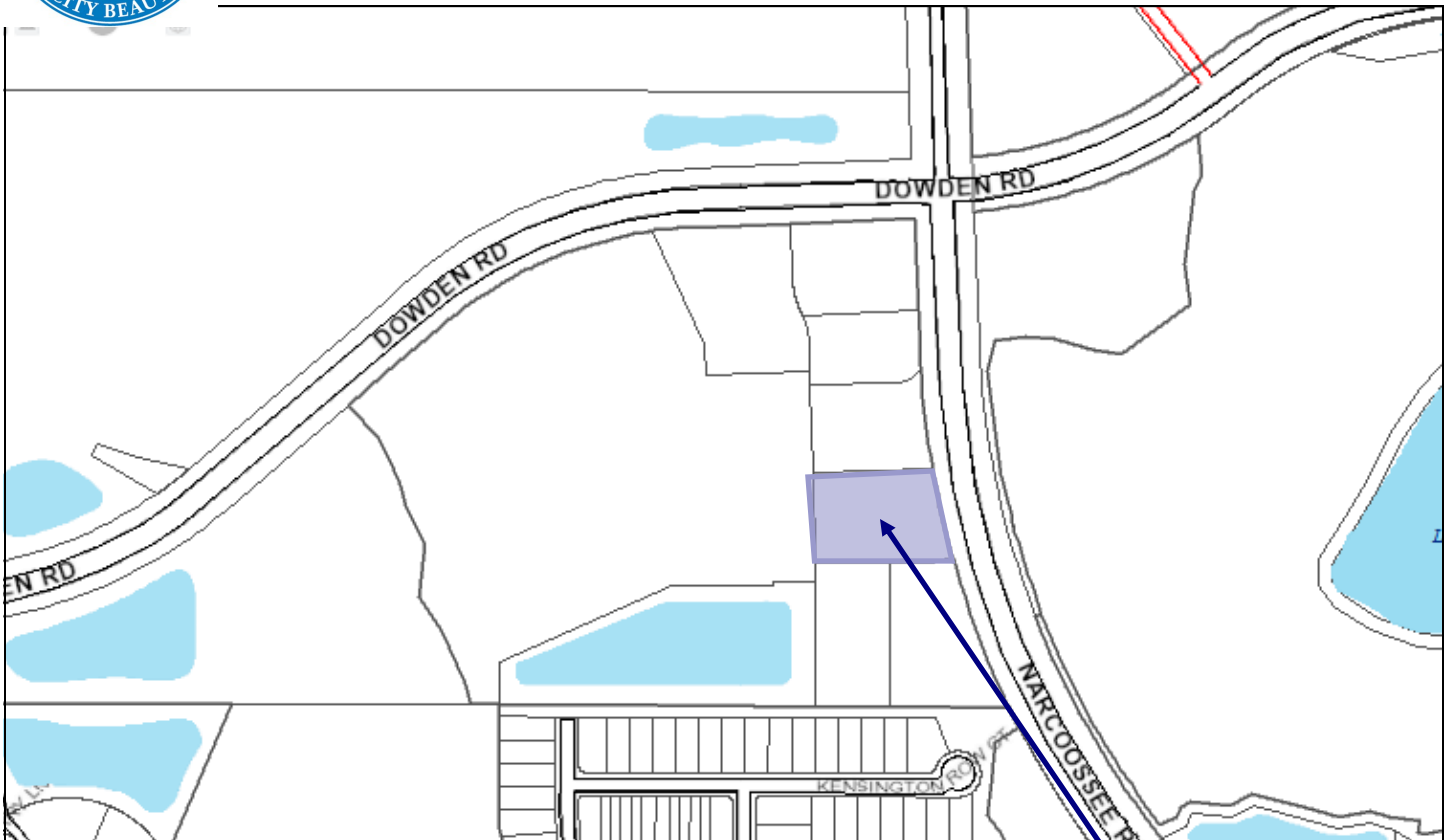




NONA PARK LOT 4 SPMP



Location Map

SUMMARY

Owner/Applicant

Ryan Stahl,
Lake Nona Investors, LLC

Property Location: 9358 Narcoossee Rd. (North of Kensington Row Ct., south of Dowden Rd., and west of Narcoossee Rd.) (Parcel ID #06-24-31-5127-04-000) (±1.27 acres, District 1)

Applicant's Request:

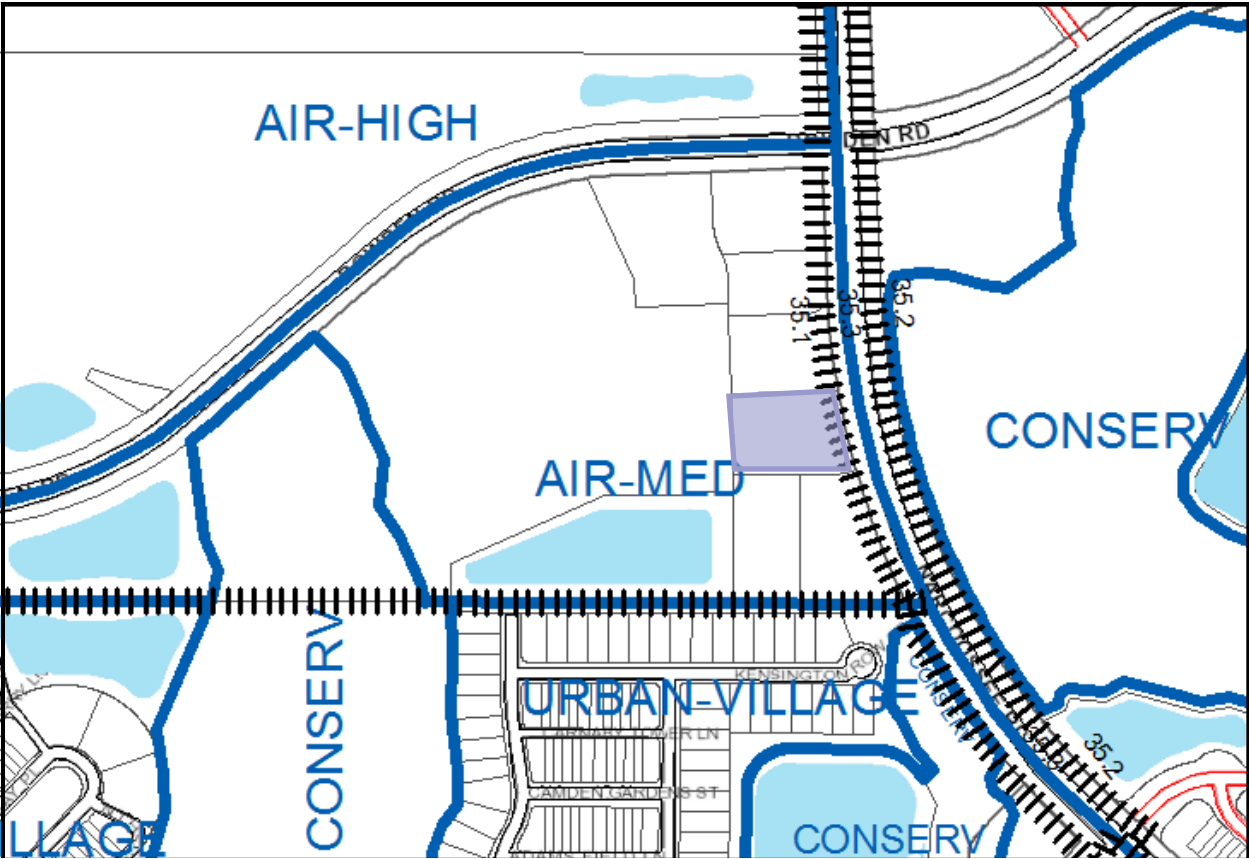
The applicant is requesting Specific Parcel Master Plan (SPMP) approval for a 12,630 sq. ft. office and commercial use. The property is outparcel 4 of the Nona Park development.

Project Planner

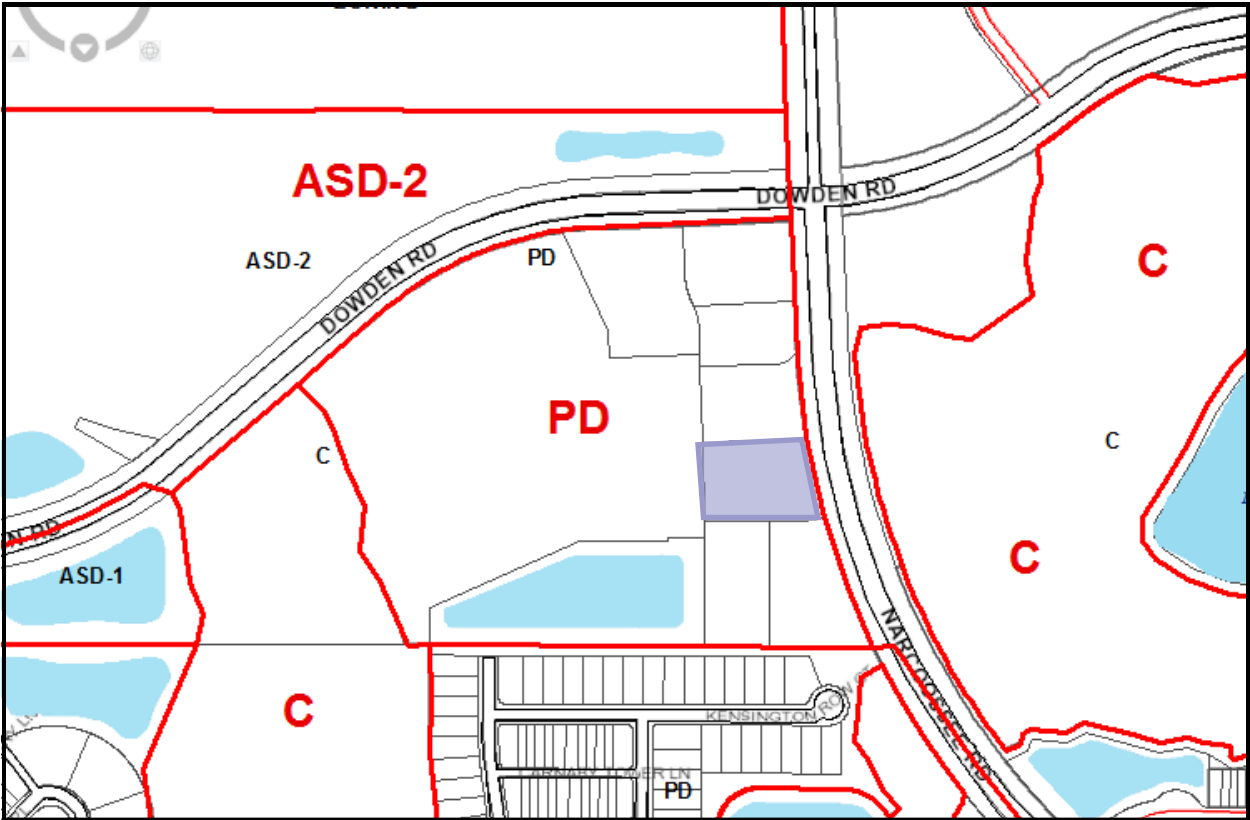
Michaëlle Petion

Updated: June 24, 2015

EXISTING FUTURE LAND USE MAP



EXISTING ZONING MAP



PROJECT ANALYSIS

Project Description

The ±1.27 acre subject site is located North of Kensington Row Ct., south of Dowden Rd., and west of Narcoossee Rd. The site has a Future Land Use (FLU) designation of Airport Support District– Medium Intensity and a zoning designation of PD (Nona Park Planned Development). The site is lot 4 of an eight lot development consisting of commercial, office and multi-family uses. Proposed on lot 4 is 3,750 sq. ft. of office, 8,880 sq. ft. of commercial uses and associated surface parking.

The proposal is consistent with the Zoning and Future Land Use designations.

Previous Actions:

- April 1998– MPB recommended approval of the Southeast Sector Plan (98-065)
- Sept. 2000– City Council approved the rezoning of the site, along with several nearby properties, from I-P (Industrial Park) to ASD-2 (Airport Support District). (Doc#: 332030)
- Oct. 2007– City council approved the Nona Park PD. (Doc#: 0710151004)
- August 2013– The Zoning Official issued a Letter of Determination for the Master Sign Plan for the Nona Park Development (LDC2013-00082)
- July 2012 – MPB recommended approval of a GMP amendment to change the FLU designation from Airport Support High Intensity to Airport Support Medium intensity, as well as a PD amendment to allow construction of 302 multifamily dwelling units. (GMP2012-0010, ZON2012-00010). A petition in opposition was subsequently filed prompting a quasi-judicial hearing.
- Oct. 2012 – A quasi-judicial hearing was held in which the petitioner’s grievances were heard in front of a Hearing Officer, who subsequently, decided to uphold the findings of the MPB in their entirety. (QJ2012-004)
- April 2013– City Council adoption of the amended and restated Nona Park PD amendment. (Doc#: 1304221203)
- September 2013– Minor revisions to Lot 3, including access drives onto the subject property, were approved (LDC2013-00312)
- October 2013– The subject property was platted as Lot 4 of the Nona Park Development (SUB2013-00022)
- April 2015– City council adoption of a PD amendment to change the development plan for lots 2-7 and allow for the option of personal storage use on lot 7 of a multi-lot commercial and residential development. (Doc#: #1504201202)

Project Context

The subject site has frontage on Narcoossee Rd. and is currently undeveloped. Surrounding uses, zoning, and future land uses are shown in Table 1 below. The lots to the north, south and west are all within the Nona Park PD. East of the subject property is the Narcoossee Rd. ROW with wetlands east of it.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Airport Support District– Medium Intensity	Planned Development (PD)	Commercial multi-tenant building
South	Airport Support District– Medium Intensity	Planned Development (PD)	Vacant
East	Conservation	Conservation (C)	Narcoossee Rd and wetlands
West	Airport Support District– Medium Intensity	Planned Development (PD)	Multi-family

Conformance with the GMP

The subject property is designated Airport Support District - Medium Intensity on the Official Future Land Use Map. The proposed commercial/office development is be compatible with the surrounding uses. As indicated in Policy 4.1.9 of the Future Land Use Element, the proposed uses are allowed under the Airport Support - Medium Intensity future land use designation.

GMP future land use subarea policy S.35.1 encompasses the subject property. The policy pertains to land acquired by GOAA and as a result is not applicable. The proposal is consistent with the adopted future land use designation.

PROJECT ANALYSIS

Conformance with the LDC

The subject property is zoned Planned Development and is governed by the ASD-1 (Airport Support Medium district). Allowable uses in the ASD-1 zoning district include Manufacturing-Light, Medical/Dental Labs, Office, PBU, Personal Storage, Retailing-Big Box, Retailing-Intensive. The PD allows a maximum combined FAR of 0.7 is permitted for Lots 2-7 of the development. As an office and commercial development at an individual FAR of 0.23 and combined FAR of 0.10, the proposed development is compliant. At an Impervious Surface Ratio of 0.85, the site is also compliant with the maximum ISR of 0.90.

Part 3B of chapter 61 of the City Land Development Code (LDC) requires a minimum of 3 ft. perimeter landscaping between the building and the parking lot. Typically the landscaping is adjacent to the building. The applicant proposes 5 ft. of landscaping and has the landscaping located adjacent to the parking stall. The proposed design also includes a sidewalk with a minimum width of 14 ft. As proposed, the design will allow for outdoor seating and landscaping will screen the vehicle and their lights.

Table 4– FAR			
LOT	Lot Acreage	Building Sq. Ft.	FAR
2	0.83	8,700	
3	1.09	10,064	
4	1.27	12,630	
5	1.38	0	
6	1.14		
7	1.83		
Total	7.56	31,394	0.10

Section 68.208 of the LDC provides specific guidelines and standards for the ASD-1 district. Specifically, it requires a Mixed-Use Precinct so that the “ASD-1 areas shall be developed with a hierarchy of uses that create nodes of activity (mixed use precincts). More intensive uses - offices, hotel, restaurant and retail, and civic uses (i.e., daycare) - shall be clustered around public spaces in the mixed use precincts. Street networks shall provide pedestrian, transit, and bicycle access from surrounding areas of lower intensity office and industrial development”. The PD denotes this overlay on Lots 1 and 4-7 and specifically states that not less than 10% of the total land area within this overlay district shall be developed as office use. Lots 5-7 are currently vacant while lot 1 has commercial use. The proposal of medical office in the development will bring the overall development closer to satisfying this requirement.

Transportation

The proposed site plan for lot 4 will have a slight impact on the existing site plan of lot 3. The southern boundary of lot 3 includes a drive-thru lane and 4 parallel parking spaces. The proposed plan removes the parallel spaces and provides a pick-up window and bypass lane for a restaurant tenant on lot 4. It should be noted that the removal of the parallel spaces does not render lot 3 nonconforming as it relates to parking. Lot 3 will now include 38 parking spaces where 36 is the minimum required. For Lot 4 the applicant proposes 47 parking spaces which is in compliance with the required minimum and maximums (See Table 2 for details).

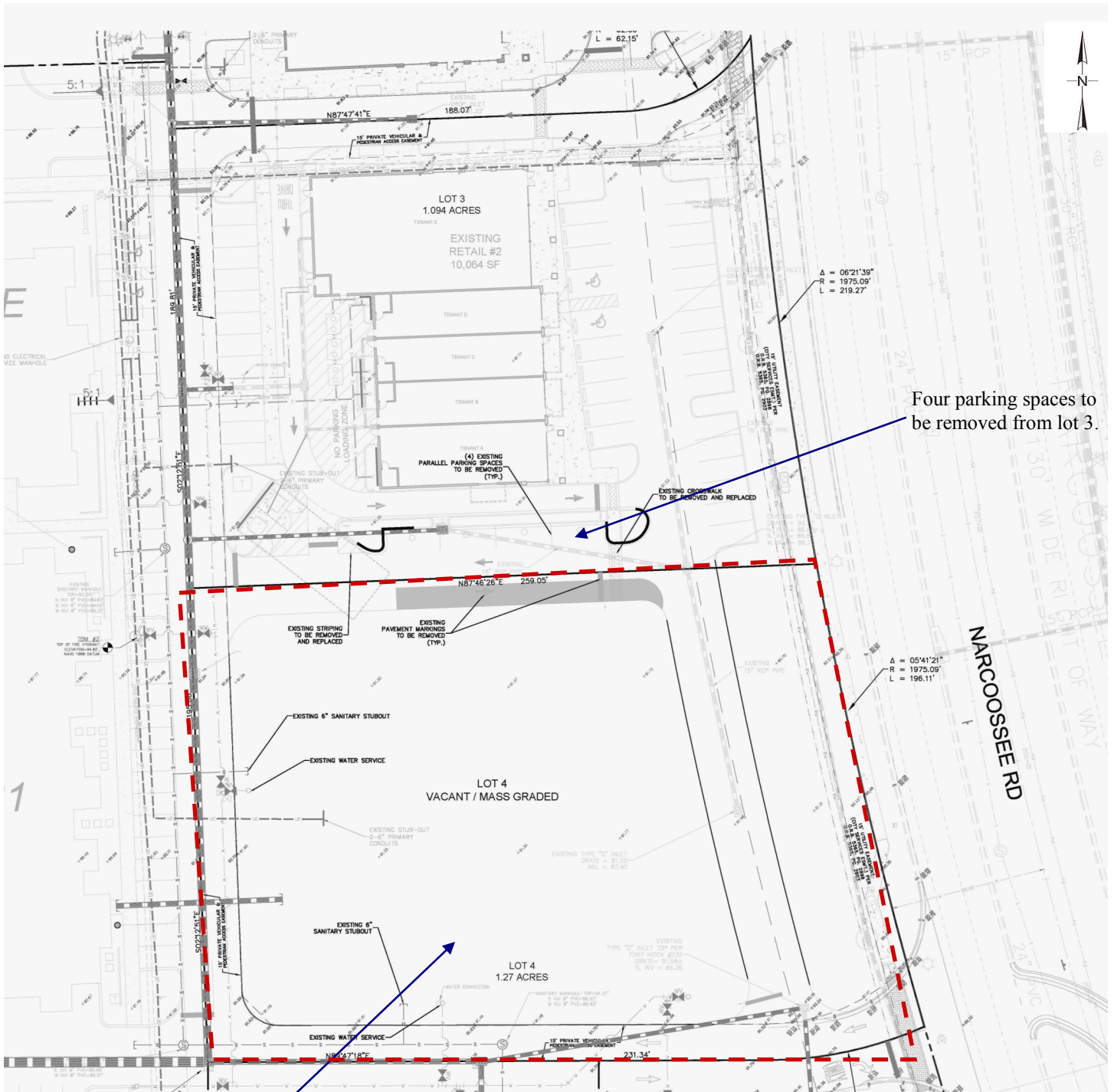
Table 3—Parking Requirements

Use	Sq. Ft./ Dwelling Units	Minimum Ratio	Minimum Spaces Required	Maximum Ratio	Maximum Spaces Permitted
Commercial					
Retail	6,360 sq. ft.	2.5:1000	16	4:1000	25
Restaurant	2,520 sq. ft.	5:1000	13	20:1000	50
Medical office	3,750 sq. ft.	2.8:1000	11	5.3:1000	20
Total Required			40		95
Total Provided			47		

Urban Design

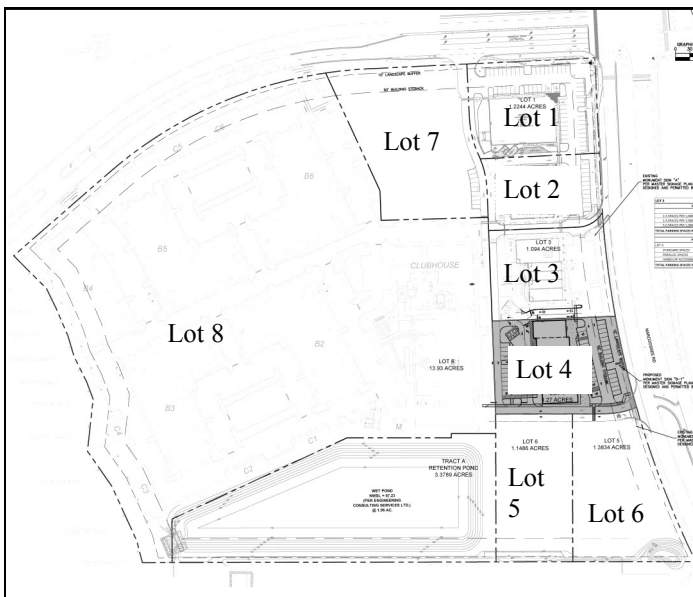
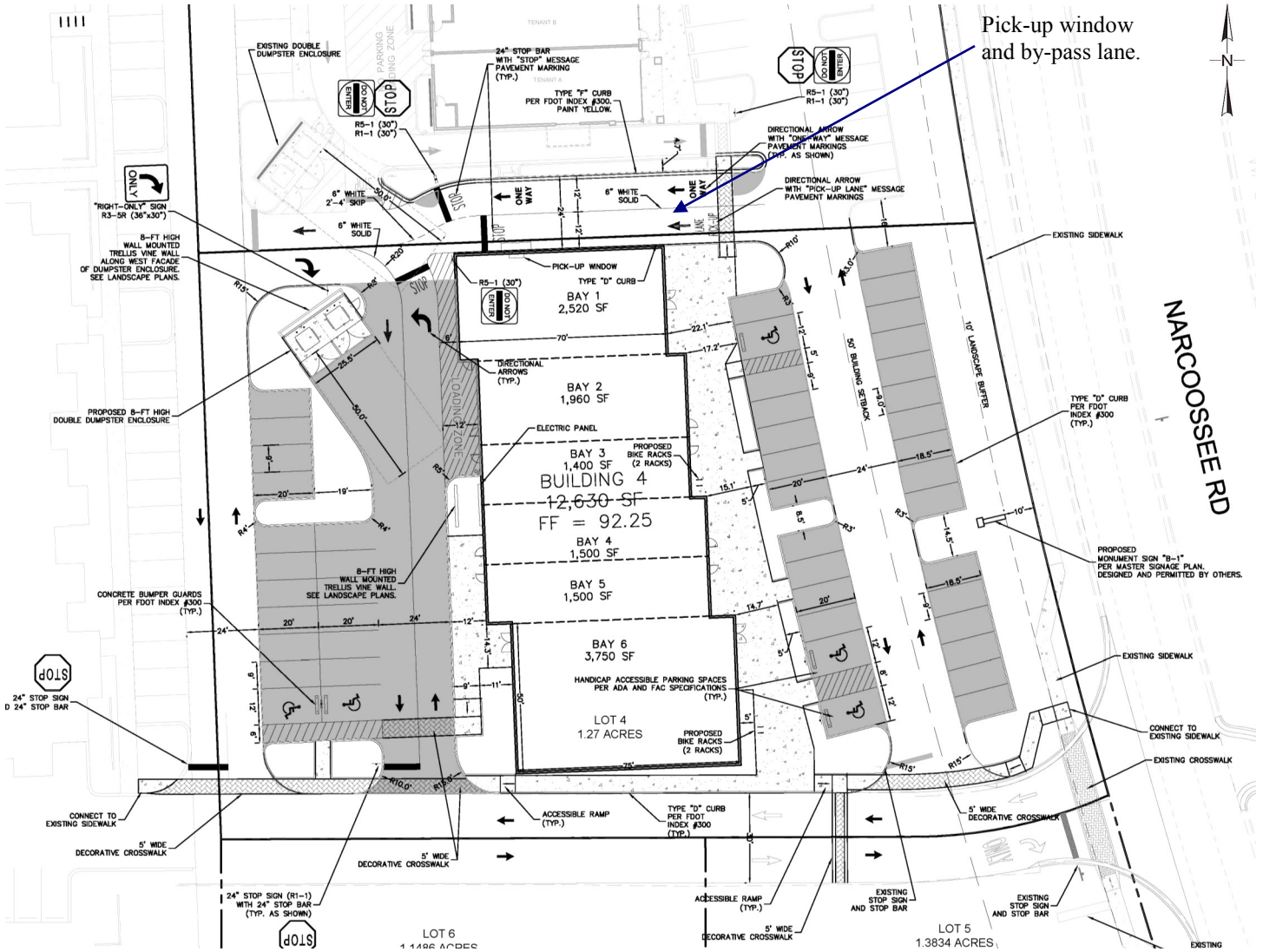
Design is subject to appearance review and shall conform to the Nona Park Architectural Design Standards, which includes a requirement that no less than 25% of exterior walls include stacked stone on each and every elevation. Also, the Nona Park development has an approved master sign plan which requires a decorative column element as well as a 5 ft. setback from the property line to allow for landscaping.

SURVEY



Lot 4, Subject property.

SITE PLAN



NONA PARK DEVELOPMENT

[illegible]

SITE PHOTOS

Lot 4 is vacant with multi-family to the rear and commercial to the north.

Lot 4 as viewed from Narcoossee Rd.



Lot 4 looking east.



Driveway along the front of the lot connecting the site to the adjacent parcels.



Drive aisle between Lots 3 and 4. Parallel spaces are proposed to be removed to allow pickup service and a by-pass lane for use by lot 4.



Lot 4 looking north.

AERIAL PHOTO



FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of Specific Parcel Master Plan applications contained in Section 65.335 of the Land Development Code (LDC):

1. The proposed use is consistent with the City's Growth Management Plan.
2. The proposed use is consistent with the purpose and intent of Southeast Orlando Sector Plan.
3. The proposed use will be compatible with surrounding land uses and the general character of the area.
4. The necessary public facilities will be adequate to serve the proposed use, or will be provided by the applicant as a condition of this approval.

Staff recommends approval of the MPL2015-00012 subject to the conditions below:

CONDITIONS OF APPROVAL

Land Development

1. Land Use and Zoning. Except as provided herein, development of the property shall be consistent with the development standards of the Nona Park PD. The underlying zoning shall default to the standards of ASD-1.
2. Conformance with Specific Parcel Master Plan Required. Construction and development shall conform to approved site plans, elevations, and landscaping plans on file with the City Planning Division and all conditions contained in this report, or as modified by the Southeast Town Design Review Committee and City Council. When submitting plans to the Permitting Division for permitting, the applicant shall attach to each submittal a copy of this staff report, and the excerpts of the SETDRC meeting minutes. Conformance with all applicable conditions of the previous Master Plan approval shall be required.
3. Approval. Approval of the Specific Parcel Master Plan by City Council shall grant the applicant authority to submit an application for site plan/master plan review for a building permit. The application must be submitted within thirty-six (36) months of approval of the Specific Parcel Master Plan (by the City Council) or the Master Plan shall expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may renew the Master Plan for one period of up to 12 months providing good cause is shown.
4. Maximum Impervious Surface Ratio (ISR). The maximum ISR for the site shall not exceed an ISR of 0.90.
5. Intensity. Lots 2-7 shall not exceed an FAR of 0.70
6. Parking Lot Landscaping. Three canopy trees shall be added to the rear parking lot.

Urban Design

1. An Appearance Review shall be required prior to building permits being issued. All previous conditions of Appearance Review determinations, LDC2012-00169 and LDC2013-00312, shall be applicable.
2. Lighting. For CPTED purposes, sufficient lighting shall be provided along the building and landscaped screens along the westside of the site.

Transportation Engineering

1. At all project entrances, clear sight distances for drivers and pedestrians shall not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment shall obstruct vision between 3 feet and 8 feet in height above street level. The street corner / driveway visibility area shall be shown and noted on construction plans and any future site plan submittals. The applicant shall design the site plan as necessary to comply with the Florida Greenbook requirements for sight distance at intersections.
2. Provide an additional pedestrian access from east/west connector road to rear of building.
3. Sidewalk connection off of Narcoossee Rd has very sharp turns that will make it difficult for the handicapped to maneuver. Provide smoother radii and get as close to perpendicular to the sidewalk on Narcoossee Rd as possible.
4. Provide 12" thick retro-reflective pavement markings parallel to and on each side of the crosswalks to provide higher visibility.

Police

1. CPTED Review. The Orlando Police Department has reviewed the plans for Nona Park Lot 4 located at 9434 Narcoossee Rd., utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.
2. Natural Surveillance. Design the sites to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and building entrances; doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and streets; and adequate nighttime lighting.
 - A lighting plan was not available at the time of this review. Lighting plays a very important role in CPTED. It is crucial

CONDITIONS OF APPROVAL(CONT.)

that lighting sends the right messages to the public about the safe and appropriate use of space at different times of the day and night.

- All lighting for this project shall meet or exceed the guidelines in Orlando City Code, Title II, Chapter 63, Part 2M.
- Lighting is universally considered to be the most important security feature. Illumination, uniformity, and glare should all be taken into consideration.
- Good lighting provides visual guidance and orientation to employees and visitors and improves the perception of their safety, especially in areas not easily observed from main walkways.
- Appropriate lighting should be included in any areas anticipated to be utilized after dark. This includes parking areas, entrances, trash and recycle enclosures, pick-up window, and service or delivery areas.
- Lighting should not be screened out by landscaping or building structures such as overhangs or awnings.
- Uniformity of light is crucial to avoid 'dark' spots, especially in parking areas.
- Any illumination shall not cause a glare or excessive brightness that adversely affects the vision of pedestrians or motor vehicle operators on public or private property.
- Pedestrian walkways, back lanes and access routes open to public spaces should be lit so that a person with normal vision is able to identify a face from a distance of 30 feet during nighttime hours.
- Lighting fixtures should be shielded or full-cutoff, reliable, easy to maintain, withstand the elements, and be vandal-resistant.
- Landscaping: Low-growing shrubs are an excellent means for defining an area that requires visual surveillance.
 - o All shrubs should be kept trimmed to no higher than 2 ½ feet and should not block windows.
 - o Tree branches should be kept trimmed to a minimum of 6 feet from the ground; branches should be kept away from roof; trees should not prevent building occupants from viewing entrances or sidewalks; tree canopies should not interfere with lighting or mechanical surveillance.
 - o A maintenance plan is essential in landscaping.
- Exterior (non public) doors should be made of a solid material, metal frames, interior hinges (or hinges with security pins), minimum 3" screws in the strike plates and have 180° viewers/peep holes or small windows.
- Since there is typically no natural surveillance between buildings and dumpsters, be sure this area is well-lit and that lighting is well maintained.
- Bicycle parking should be observable from the building entrances, securely fastened and not hidden behind landscaping.
- Ensure that any awnings or overhangs do not interfere with lighting if these locations are to be used during nighttime hours.
- Window signs should cover no more than 15% of the windows.
- Decals which display height measures should be posted inside each entrance.
- Public restrooms should be visible from the main customer areas and away from outside exits.

3. Natural Access Control. Design the sites to decrease crime opportunity by denying access to crime targets and creating in offenders, a perception of risk. This can be accomplished by designing streets, sidewalks, building and parking lot entrances to clearly indicate public routes and discourage access to private areas with structural and landscape elements.

- Public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around the property should create clear way-finding, be well lit and not block entrances or create ambush points.
- There should be no easy access to the roof of the building.
- Ensure awnings or overhangs do not block lighting of the doors.
- Signs located in the parking lot should remind employees and customers to lock their vehicles and keep valuables out of sight.
- Way-finding on the property should help guide users to authorized areas while discouraging potential offenders.
- Signage with hours of operation should be clearly visible at any public entrance.
- Traffic calming techniques as well as surface and gateway treatments should be used to encourage safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
- Walkways should be a minimum 6' in width to enhance pedestrian flow.
- The cashier or reception area should have unobstructed views of approaching customers and employees.
- Bollards are a good option in key locations around the building to protect life-safety elements, critical utilities and control or direct traffic.

4. Territorial Reinforcement. Design can create or extend a sphere of influence, where users develop a sense of territorial control, while potential offenders are discouraged. This is promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments and CPTED open design (see-through) fences.

- The property should be designed to encourage interaction between users.
- The businesses should have addresses that are clearly visible from the parking lot and street with numbers a minimum of

CONDITIONS OF APPROVAL(CONT.)

five-inches high made of non-reflective material.

- Fencing can add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED style, wrought iron fencing is a good option to consider. Another option is landscape buffers that include hostile vegetation, to delineate public from private spaces. The fencing and landscape buffer may be used together to further define and control spaces.
- Maintenance is an important aspect of territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This in turn discourages vandalism and other crimes.
- Air conditioner units should be caged and the cages should be locked at all times.

5. Target Hardening. This is accomplished by incorporating features that prohibit entry or access such as window locks, single-cylinder dead bolts for doors and interior door hinges.

- Door locks should be located a minimum of 40 inches from adjacent windows.
- An access control system should be utilized to keep private areas private such as employee break areas, storage rooms and employee only entrances.
- A security camera system capable of recording and retrieving an image to assist in offender identification and apprehension should be considered. Security cameras should be mounted at an optimal height to capture offender identification ("aiming" down from steep angles often results in images of the offender's hat). CCTVs should also be placed in several locations throughout the parking areas, especially areas with limited or no natural surveillance.
- If a commercial alarm system is installed, each business should have a separate system that should be regularly maintained and during working hours, the alarm systems should be programmed so that a short beep is sounded if a door opens.
- The use of tempered or impact resistant glass is encouraged for all large glass doors and windows or a security film (such as Lexan™) to reduce the opportunity for burglaries, i.e. "smash and grabs". If security film is utilized, ensure that the light transmittance of the security film is greater than or equal to the light transmittance of the window's glass.
- Non-public doors should be kept locked from the outside at all times. Internal business policy should prohibit the "propping open" of exterior doors.
- The business should contain a drop safe or cash management device.
- A conspicuous sign should be placed at the entrance which states that the cash register contains \$50 or less.

Additional precautions, such as silent alarms and retail theft training (what to do during a robbery), should be discussed with OPD's Crime Prevention Unit Officer Edgar Malave, 407.246.2513.

6. Construction Site Crime Prevention: Due to the continued trend of theft of building materials and equipment from construction sites, Orlando Police Department's Crime Prevention Unit strongly recommends that the developer institute the following crime prevention/security measures at this project site:

- Post signs at the site that theft from the site or trespassing on a construction site is a felony under Florida Law and that the developer will prosecute.
- To improve visibility of potential offenders by OPD patrol officers, perimeter lighting should be installed at a minimum of 150 foot intervals and at a height not less than fifteen (15') from the ground. The light source used should have a minimum light output of 2,000 lumens, shall be protected by a vandal resistant cover, and shall be lighted during the hours of darkness.
- In addition to lighting, one of the following physical security measures should be installed:
 - o Fencing, not less than six (6') feet in height, which is designed to preclude human intrusion, should be installed along the perimeter boundaries of the site and should be secured with chain and fire department padlocks for emergency vehicle access; post in a clear area, an emergency contact person and phones numbers for after hours, in case of an emergency; or
 - o A uniformed security guard should be hired to continually patrol the construction site during the hours when construction work has ceased.
- Valuable construction materials and tools should be protected in a secondary fenced, locked cage.
- Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency.

If you have any questions, please call the Crime Prevention Unit Officer Edgar Malave, 407.246.2513.

7. Innovative Response to Improve Safety (I.R.I.S.) Camera System. OPD recommends that the developer contact OPD in an effort to coordinate camera system technology. OPD has the ability to monitor specified external camera systems from private facilities at

CONTACT INFORMATION

Land Development

For questions regarding Land Development review, please contact Michaëlle Petion at (407) 246-3837 or michaëlle.petion@cityoforlando.net.

Urban Design

For questions regarding Urban Design plan review, please contact Holly Stenger, at 407.246.2861 or holly.stenger@cityoforlando.net

Transportation

For questions regarding Transportation Planning plan review, please contact John Rhoades at 407-246-2293 or john.rhoades@cityoforlando.net

For questions regarding Transportation Engineering issues, please contact please contact Lauren Torres at 407-246-3220 or lauren.torres@cityoforlando.net. Information regarding plan review, permit issuance, and inspections can be obtained by using our interactive voice response system PROMPT at 407-246-4444.

Engineering/Zoning

For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@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.

Fire

For any questions regarding fire issues, please contact Jack Richardson at 407.246.3150 or at 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.

Police

For questions regarding Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or Audra.Nordaby@cityoforlando.net.

Wastewater

For questions regarding Wastewater review, please contact David Breitrick at 407-246-3525 or david.breitrick@cityoforlando.net

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. SETDRC minutes scheduled for review and approval by City Council.
2. Applicant submits for building and all other applicable permits
3. Appearance Review and other sufficiency review