



NEMOURS SPMP AMENDMENT

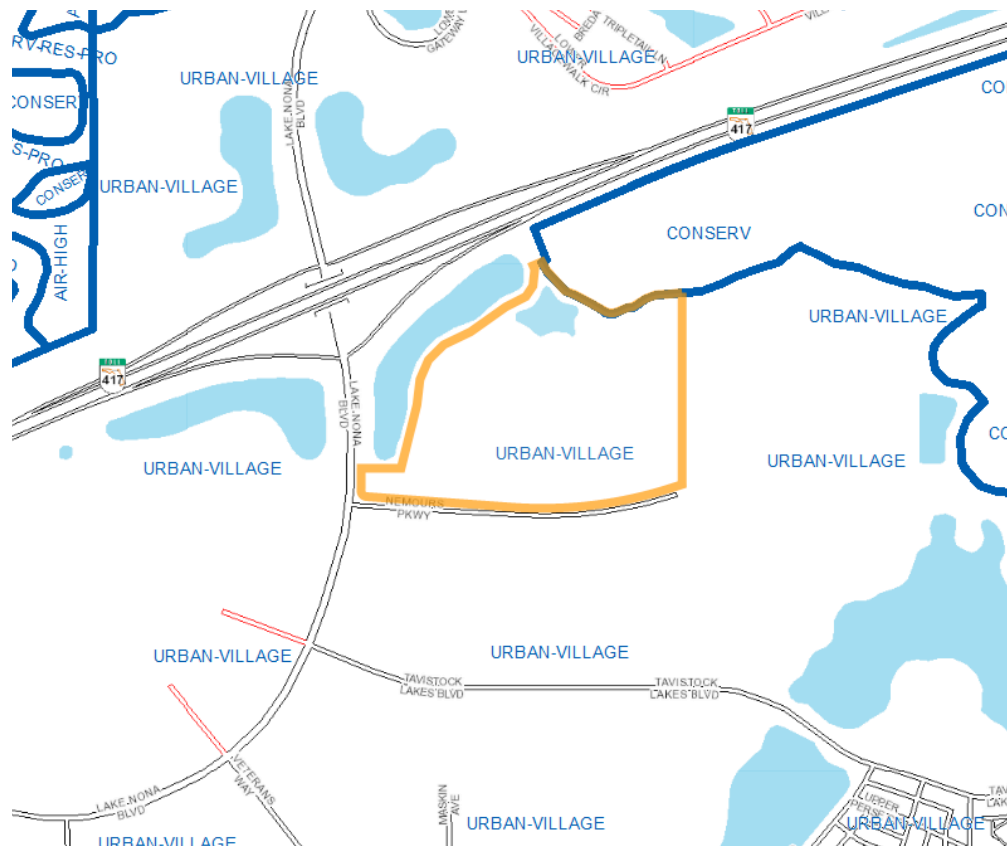


Location Map

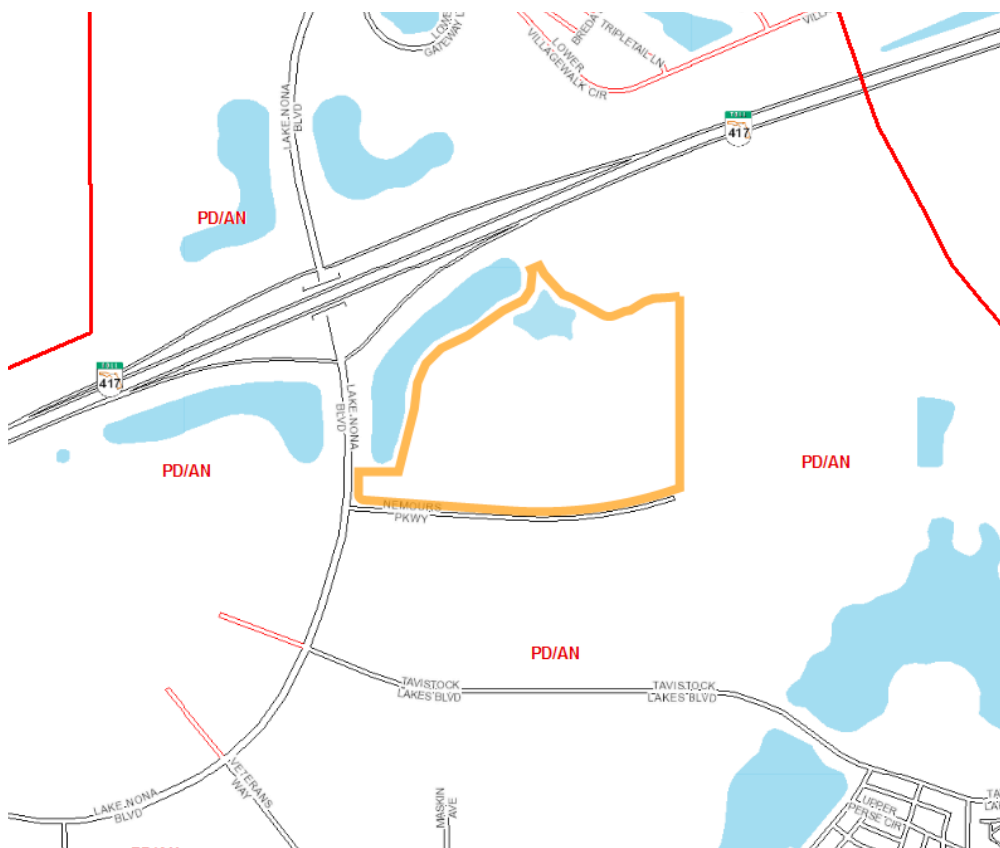
SUMMARY

<p>Owner Nelson Roque The Nemours Foundation</p> <p>Applicant Nelson Roque The Nemours Foundation</p> <p>Project Planner Wes Shaffer</p> <p>Updated: February 8, 2016</p>	<p>Property Location: The subject property is located north of Nemours Parkway, east of Lake Nona Boulevard and south of Central Florida Greenway (SR 417) (±59.99 acres, District 1).</p> <p>Applicant's Request: Amendment of Specific Parcel Master Plan (SPMP) for Lake Nona Nemours Children's Hospital within Lake Nona Medical City to develop additional surface parking. The proposed parking lot addition is 3.11 acres.</p> <p>Staff's Recommendation: Approval subject to the conditions in the staff report.</p>	
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FUTURE LAND USE MAP



ZONING MAP



MASTER PLAN ANALYSIS

Project Description

The subject site is generally located north of Nemours Parkway, east of Lake Nona Boulevard and south of Central Florida Greenway (SR 417) and is approximately 59.99 acres. The site is currently designated Urban Village on the Official Future Land Use Map and is zoned PD/AN. The site is within the Lake Nona Development of Regional Impact (DRI parcel 23a) and is designated as “Village Center” on the DRI Map H.

This proposed SPMP amendment will add 3.11 acres of surface parking space for the purpose of providing parking for employees & hospital visitors and area to host special hospital events. This addition will add 362 spaces resulting in 1,386 parking spaces total for the subject property.

Previous Actions:

- December 2008—The Southeast Town Design Review Committee (SETDRC) approved the Specific Parcel Master Plan (SPMP) for Phase 1 of the Nemours Children’s Hospital. This consisted of a 613,050 square foot hospital and out-patient clinic with a parking garage.
- August 2014—The Southeast Town Design Review Committee (SETDRC) approved the Specific Parcel Master Plan (SPMP) for the Ronald McDonald House consisting of a three story building approximately 35,554 square feet in size.

Project Context

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Conservation	PD/AN	Vacant Commercial
East	Urban Village	PD/AN	Grazing - Improved
South	Urban Village	PD/AN	Grazing - Improved
West	Urban Village	PD/AN	Grazing - Improved

The subject property is located within the Lake Nona DRI, a community located in the southeast section of Orlando. The Urban Village future land use designation surrounds the subject site. The development plan on **Page 5** illustrates Phase I of the existing specific parcel master plan. The proposed parking space (depicted in red) includes area designated as green space, surface parking, and future development. Future phases of the project are not specified in the existing SPMP.

Conformance with the GMP and LDC

The SPMP amendment is presumed non-substantial because it 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), and Subarea Policy S.35.4.

LDC Chapter 61 Figure 27 requires a minimum 2.3 parking spaces per 1,000 square feet of gross floor area, or 0.8 spaces per bed for hospitals and a minimum of 2.8 spaces per 1,000 square feet of gross floor area for medical office/clinic uses. **Table 2** below illustrates the minimum parking requirement for the subject property which equal 1,011 spaces. The subject property already provides 1,024 spaces and the addition of 362 will increase this total to 1,386. LDC Chapter 61 Figure 27 does not provide a maximum parking requirement for Hospitals. Moreover, the additional 3.11 acres of surface parking results in an impervious surface ratio of .19

Table 2—Minimum Parking Standards (No Maximum)

	# of Beds	Minimum Spaces Per Bed	Minimum Spaces Required
Beds	88	0.8	70
	Building SQ FT	Minimum Spaces Per 1,000 SQ FT	Minimum Spaces Required
Hospital	294,812	2.3	678
Clinic	93,697	2.8	262

Total parking space required: 1,011

which does not exceed the maximum permitted of 0.85.

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” in the Lake Nona DRI/PD. According to LDC Section 68.406, Village Centers are subject to the following design standards:

Joint Access.

Cross access easements or similar mechanisms shall be used to provide joint access between the parking areas of adjacent properties. This shall preclude drivers from having to use the street network to access a neighboring parcel.

Shared Parking.

Shared parking may be provided for multiple uses where it can be demonstrated that due to different use time frames the minimum amount of required parking will be available for each use. For example, land uses such as movie theatres and restaurants can share office parking space during the evening hours.

Off-Site Parking.

Off-site parking, including on-street parking may be utilized to meet minimum parking requirements as long as reasonable pedestrian access is provided from the parking space to the use.

Parking Access.

Parking areas shall be accessed from side and back streets and from adjacent properties. Access from the front street shall be avoided unless no other reasonable access is available. Block standards for Town, Village (except for Village Center anchor stores), and Residential Centers require a minimum of 65% street frontage therefore, forcing parking to the sides and rear of buildings.

Pedestrian Access.

A direct pedestrian access shall be provided from the public sidewalk network to the primary building entrance without having to cross a vehicular travelway.

Landscaping/Screening.

Parking areas shall be landscaped consistent with Chapter 60 of the Land Development Code. Connecting walkways should be landscaped with either shade trees or climbing vines on trellises.

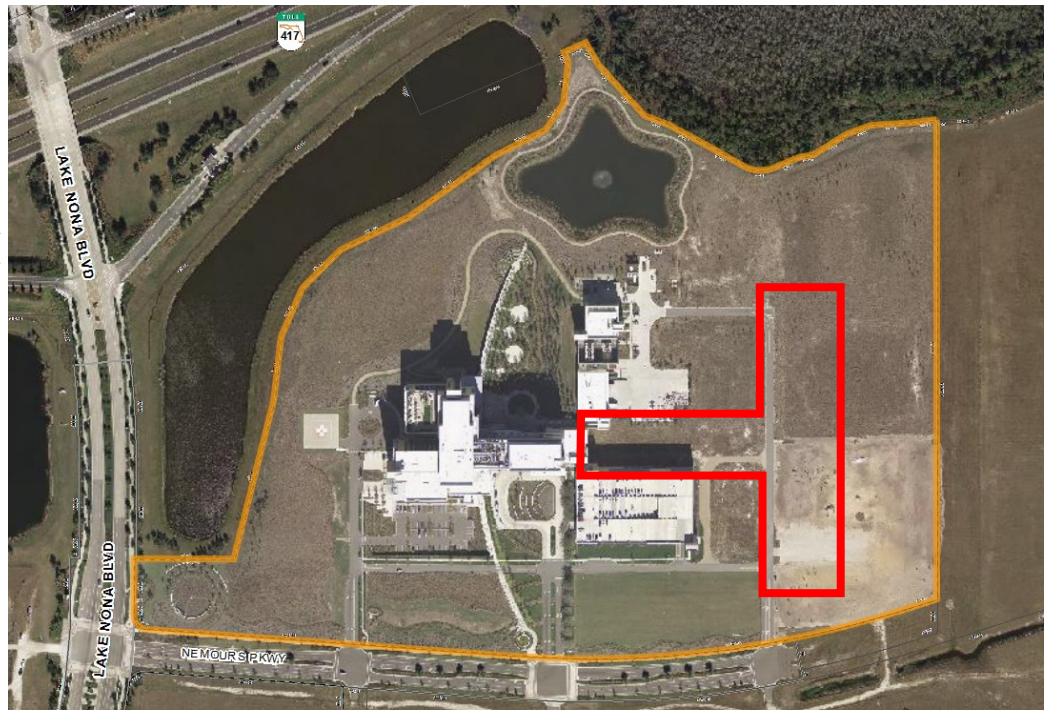
On-Street Parking.

On-street parking shall be utilized in mixed-use centers whenever and wherever possible. On-street parking areas shall be differenti-

Project Site

- Subject Property
- Proposed Parking

ated from road travel lanes through the use of texture paving or textured paving strips.





Phase 1 of surface parking



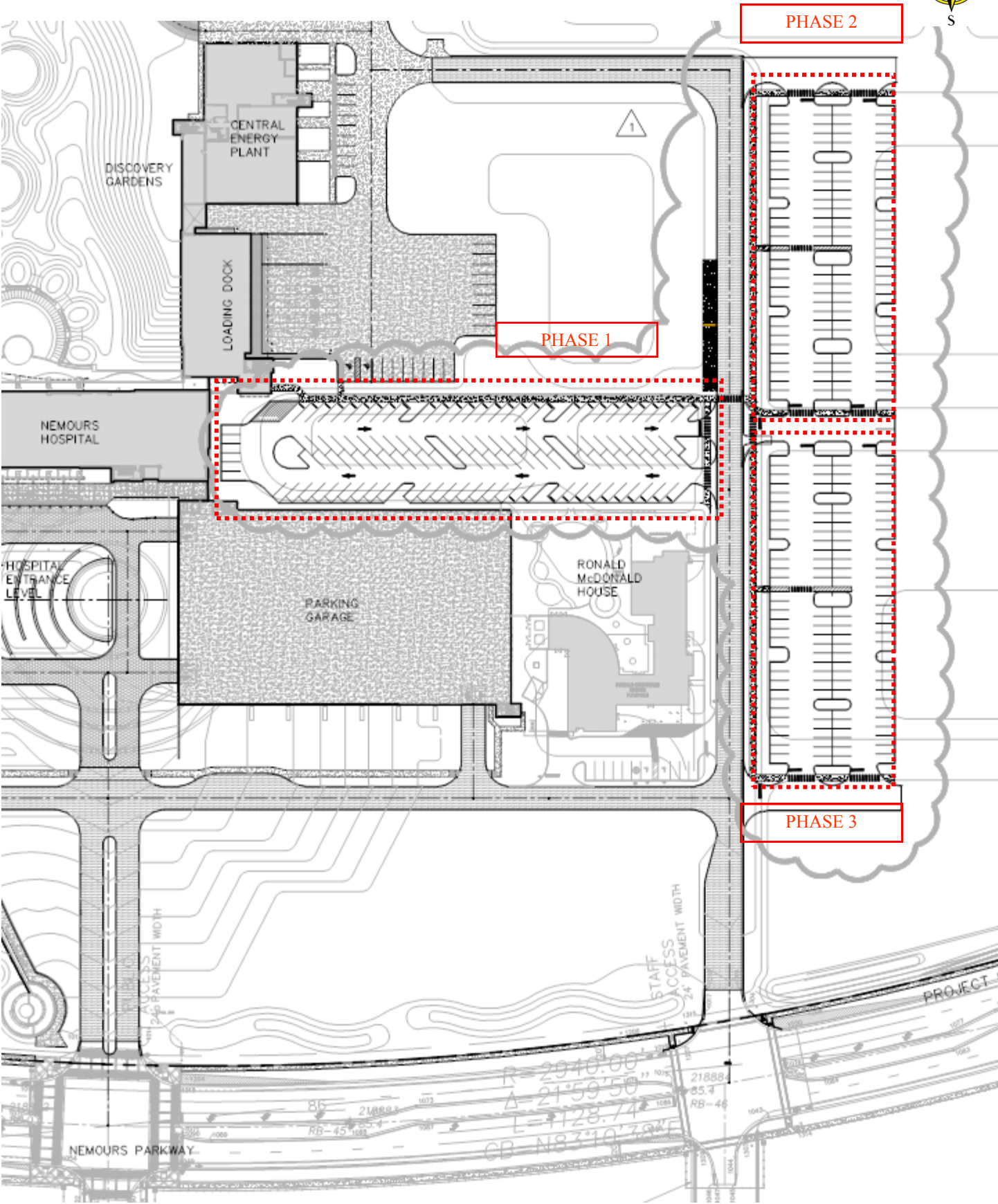
Phase 2 of surface parking



Phase 3 of surface parking

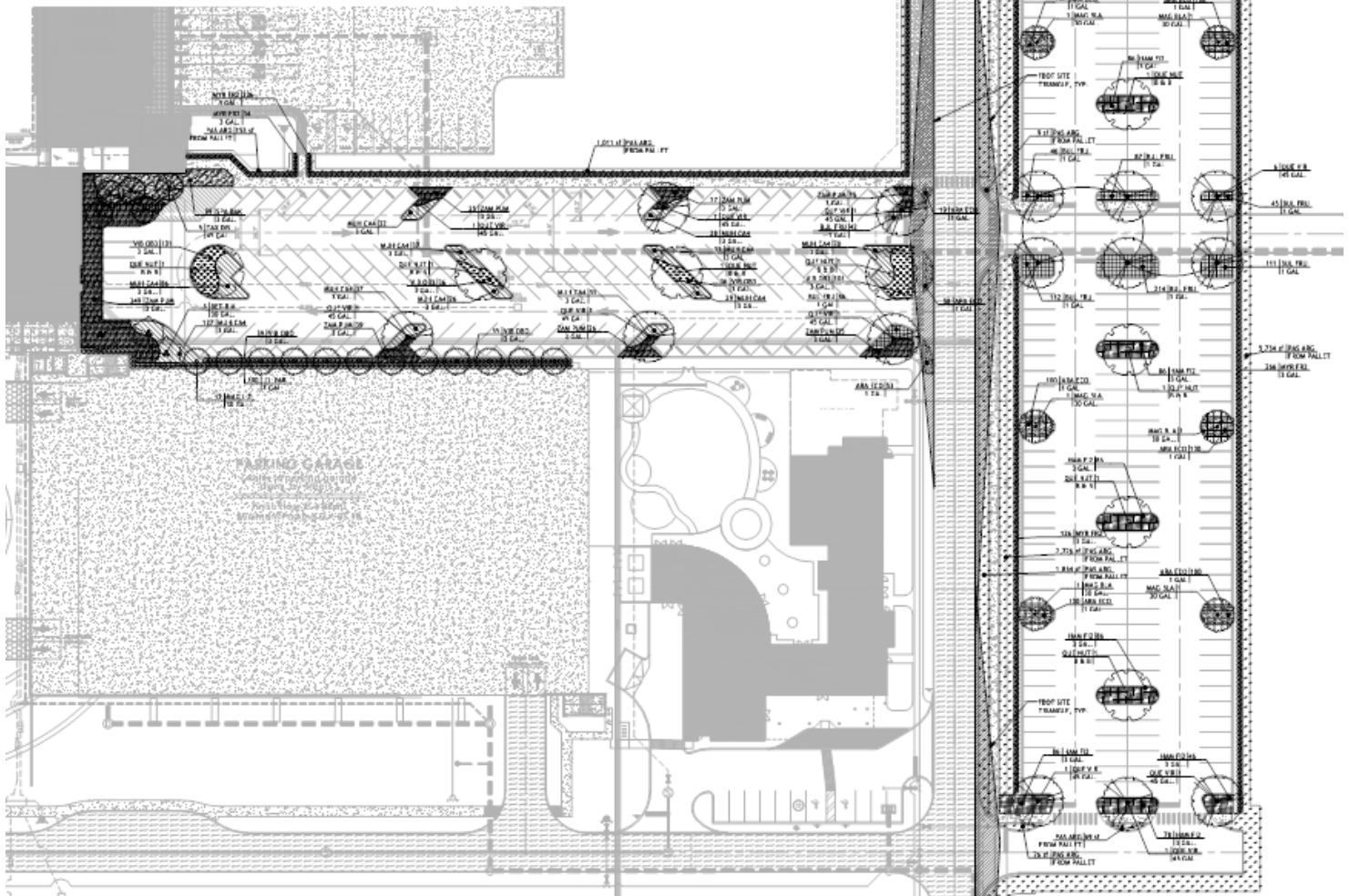


PROPOSED DEVELOPMENT PLAN

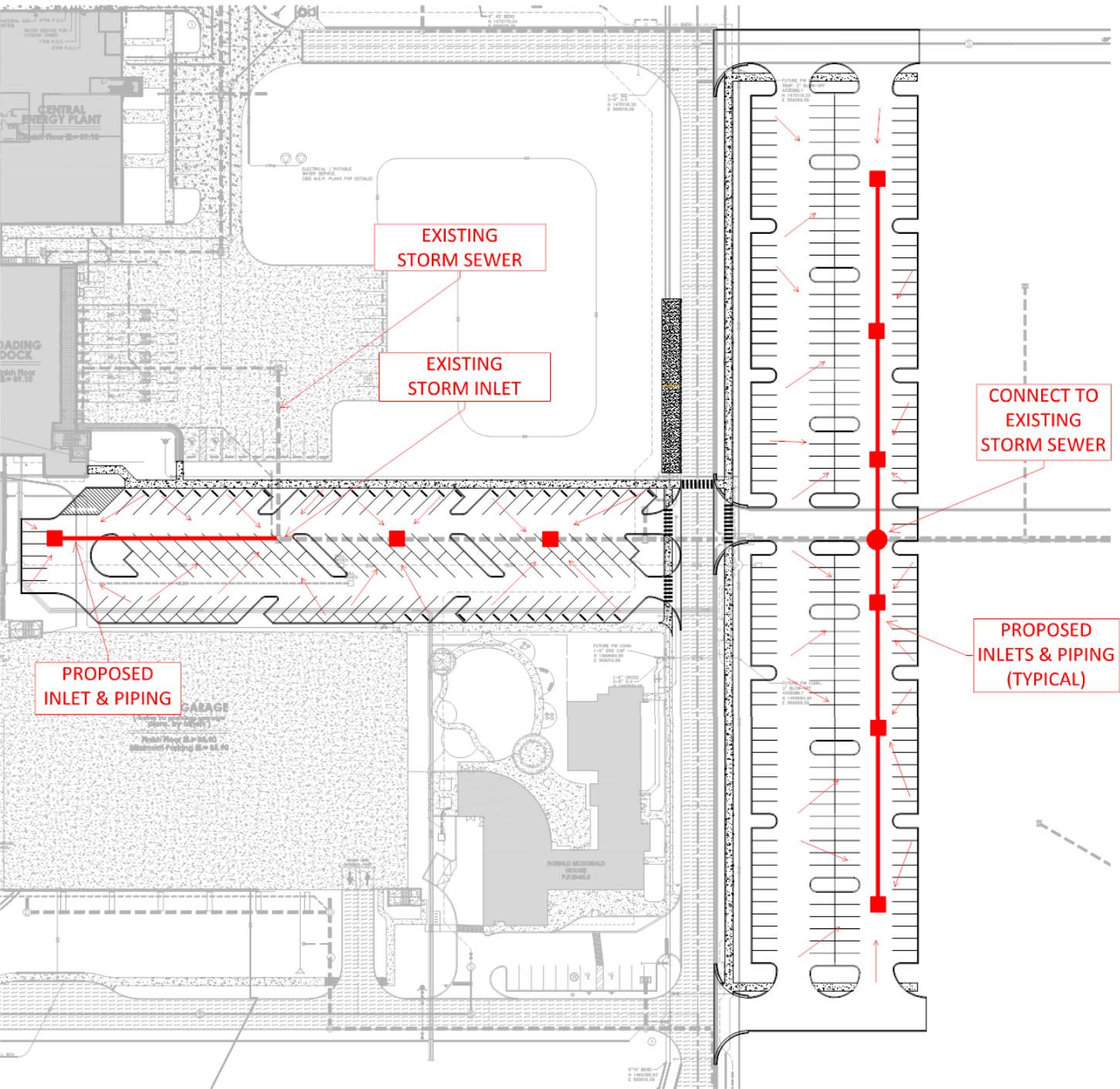


LANDSCAPE NOTES:

1. PINE STRAW MULCH OR APPROVED EQUAL SHALL BE USED (CYPRESS MULCH NOT ALLOWED).
2. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED TO MEET THE REQUIREMENTS OF CODE SECT 64.60.223 (F), AND SECTION 60.223 THROUGH 60.232



DRAINAGE PLAN



FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the proposed Specific Parcel Master Plan amendment 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. *DEVELOPMENT REQUIREMENTS*

Except as modified herein, 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 Lake Nona DRI/PD, the Southeast Orlando Development Plan Agreement, the 1994 Lake Nona Developer's Agreement, and all previous agreements between the City and property owner.

3. *APPROVAL*

Approval of the Specific Parcel Master Plan amendment by the Southeast Town Design Review Committee (SETDRC) 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 amendment (Southeast Town Design Review Committee) 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.

Urban Design

1. *MULCHING*

Please note type of mulch. Cypress mulch is not allowed.

2. *SIGHT LINES*

Drivers' sight lines, per the Orlando Engineering Standards Manual, are required to be shown on the landscape plans at the street.

3. *IRRIGATION SYSTEM*

The irrigation system must meet the requirements of Code Section 60.223 (f), and Section 60.229 through 60.232.

Transportation Planning

1. *CROSSWALKS PEDESTRIAL PATH REVISIONS*

The revisions meet all TPL comments noted in previous versions. No further revisions are required.

Transportation Engineering

1. *SIGHT LINES*

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 2 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 and the FDOT Design Standards Manual for sight distance requirements.

CONDITIONS OF APPROVAL

2. *PARKING LOT STANDARDS*

The proposed parking lot must comply with Orlando Land Development Code (LDC) and Engineering Standards Manual (ESM) requirements. Refer to LDC, Chapter 61, Part 3, for parking and loading standards. The proposed parking lot shall be redesigned to meet the following requirements: Provide angle of parking and ensure that requirements in Orlando LDC 61.309 are met.

Development Review

1. *ENGINEERING STANDARDS MANUAL*

The City Council Adopted the Engineering Standards Manual (ESM), Fourth Edition on March 9, 2009. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.

2. *STOR-WATER MANAGEMENT DISTRICT*

A letter of Modification from South Florida Water Management District is required prior to issuance of building permit.

3. *ON-SITE FEES*

At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.

4. *STORM-NPDES*

Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in the disturbance of one acre total land area which are not part of a larger common plan of development or sale.

Fire

1. *FIRE DEPARTMENT ACCESS*

The plans do not show proper fire department access roadways to the building. Roadways shall have all-weather driving surface, capable of supporting the load of fire apparatus, shall be at least 20 ft. in width, and shall have a minimum vertical clearance of at least 13 ft. 6 in. Please submit revisions correcting this deficiency. [NFPA 1: 18.2.3.1]

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Engineering/Zoning

1. *ENGINEERING STANDARDS MANUAL*

The City Council Adopted the Engineering Standards Manual (ESM), Fourth Edition on March 9, 2009. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.

2. *SEWER-APPLICATIONS*

The owner/developer should contact this office relative to filing an application for the proposed development. The owner/developer is required to pay the Sewer Benefit Fees in accordance with the Sewer Service Policy. Construction is to be in accordance with the Engineering Standard Manual Second Edition.

3. *SEWER-WASTEWATER DIVISION*

Clarify the location and capacity of the proposed RV parking. If on-site discharge of wastewater from RV's is proposed, identify the location. The manhole into which wastewater discharge is proposed may be the sampling manhole. Wastewater from the Ronald McDonald House shall not discharge into the sampling manhole. Coordinate with the Industrial Pretreatment section of the Wastewater Division. Contact Mr. Steve Howe at (407) 246-4041.

6. *STORM-NPDES*

Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in the disturbance of one acre total land area which are not part of a larger common plan of development or sale.

7. *STORM-WATER MANAGEMENT DISTRICT*

The owner/developer is required to design and construct an on-site storm water system in accordance with the Orlando Urban Storm Water Management Manual and the approved Master Drainage Plan. Approval from South Florida Water Management District is required. The system is to be privately owned and maintained.

8. *ON-SITE FEES*

At the time of development, the owner/developer is required to apply an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.

Police

1. *CPTED REVIEW*

The Orlando Police Department has reviewed the plans for Nemours SPMP amendment to add parking at 13535 Nemours Pkwy., 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 site 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 street; porches or patios and adequate nighttime lighting.

- Lighting plays a very important role in CPTED. It is crucial 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.
 - A lighting plan was not available at the time of this review. All lighting for this project shall meet the guidelines in Orange County Ordinance No. 2003-08 and Orlando city code.
 - In order to give residents a sense of safety, pedestrian-scale lighting should be used in high-pedestrian traffic areas to include all walkways, at entry doors and throughout common areas.
 - Appropriate lighting should be included in any areas throughout the project if it is anticipated these areas will be utilized after dark. This would include common areas, parking areas and walkways.
- Landscaping is another crucial aspect of CPTED. Trees branches should be kept trimmed to no lower than 6 feet from the ground and shrubs should be kept trimmed to no higher than 30 inches. Avoid conflicts between landscaping and lighting, especially lighting adjacent to canopy trees. Landscaping should not create blind spots or hiding places and should not block/cover windows. Open green spaces should be observable from nearby units.
- Outdoor furniture and amenities in common areas or open green spaces is a good way to increase natural surveillance and encourage community interaction. Consider designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).

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- All sides of the building should have windows to observe the walkways, parking and common areas.
- Bicycle parking pads (if installed) shall meet Chapter 61, part 3, 3D of Orlando city code and should be observable from building entrances, securely fastened and not obstructed by landscaping.
- Ensure that any canopies or awnings do not interfere with lighting.

3. *NATURAL ACCESS CONTROL*

Design the site to decrease crime opportunity by denying access to crime targets and creating in offenders, a perception of risk. This can be accomplished by designing street, 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 building entrances 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 any of the building.
- Way-finding located throughout the property should help guide users to authorized areas while discouraging potential offenders.
- Traffic calming techniques such as surface and gateway treatments are recommended to encourage safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
- Walkways throughout the project should be a minimum of 6 feet in width to support pedestrian flow and safety.

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 incorporating features that define property lines and distinguish private spaces from public spaces such as; landscape plantings, pavement designs, gateway treatments and CPTED open design (see-through) fences.

- The property should be designed to encourage interaction between residents.
- The building should have an address that is clearly visible from the street (and internal road network) with numbers a minimum of five-inches high made of non-reflective material.
- Fencings may be considered to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED style fencing, at least 6-foot in height, made of commercial grade steel is a good option to consider. Another option is landscape buffers, which include hostile vegetation, to delineate public from private 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.

5. *TARGET HARDENING*

This can be accomplished by features that prohibit entry or access such as window locks, dead bolts for doors and interior door hinges.

- Entry doors should contain 180° viewers/peep holes or small windows.
- Exterior doors should be hinged on the inside (or contain security hinges) and should have a single cylinder deadbolt lock with a minimum two-inch throw, metal frames with 3-inch screws in the strike plates, and be of solid core construction.
- Door locks should be located a minimum of 40 inches from adjacent windows.
- The use of jalousie, casement or awning-style windows is discouraged.
- All windows that open should have locks.
- Sliding glass doors should have one permanent door on the outside and the inside moving door should have a docking device and a pin.
- Air conditioning units should be caged and the cages should be securely locked.
- Common areas should have signs that clearly state that facilities are only for use by residents.
- Access control should be considered at all points of entry/exit.
- If an alarm or security system is installed, it should be regularly tested and maintained by management or staff.
- OPD's Crime Prevention Unit recommends that large glass doors and windows be made of impact resistant glass or a security film (such as Lexan™) to reduce the opportunity for burglaries. 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.

Additional precautions should be discussed with OPD's Crime Prevention Unit Officer Edgar Malave, 407.246.2513.

6. *CONSTRUCTION SITE PROTECTION*

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

INFORMATIONAL COMMENTS

developer will prosecute.

- To improve night time 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:
 - Fencing, not less than six (6') feet in height, which is designed to preclude human intrusion, should be installed around the perimeter boundaries of the site where material and equipment is store 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
 - 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.

CONTACT INFORMATION

City Planning

For questions regarding City Planning review, please contact Wes Shaffer at 407.246.3792 or thomas.shaffer@cityoforlando.net.

Urban Design

For questions regarding Urban Design plan review, contact Terrance Miller at 407.246.3292 or terrance.miller@cityoforlando.net.

Transportation

For questions regarding Transportation Planning plan review, please contact John Rhoades at 407.246.2293 or john.rhoades@cityoforlando.net

Transportation Engineering

For questions regarding Transportation Planning plan review, please contact Lauren Torres at 407.246.3220 or lauren.torres@cityoforlando.net

Engineering/Zoning

For questions regarding Engineering or Zoning contact Keith Grayson at 407.246.3234 or keith.grayson@cityoforlando.net.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. SETDRC minutes scheduled for review and approval by City Council.
2. Final Site Plan Approval by the Planning Official.
3. Building permits.