



LAKE NONA TOWN CENTER PHASE 2A



Location Map

SUMMARY

Owner

Ralph Ireland
Lake Nona Land Company, LLC

Applicant

Heather Isaacs
Tavistock Development Company, LLC

Project Planner

Wes Shaffer, Planner I

Updated: March 23, 2017

Property Location:

South of the Central Florida Greenway (SR 417), northwest of Lake Nona Boulevard and east of Boggy Creek Road.
(± 67.7 acres, District 1)

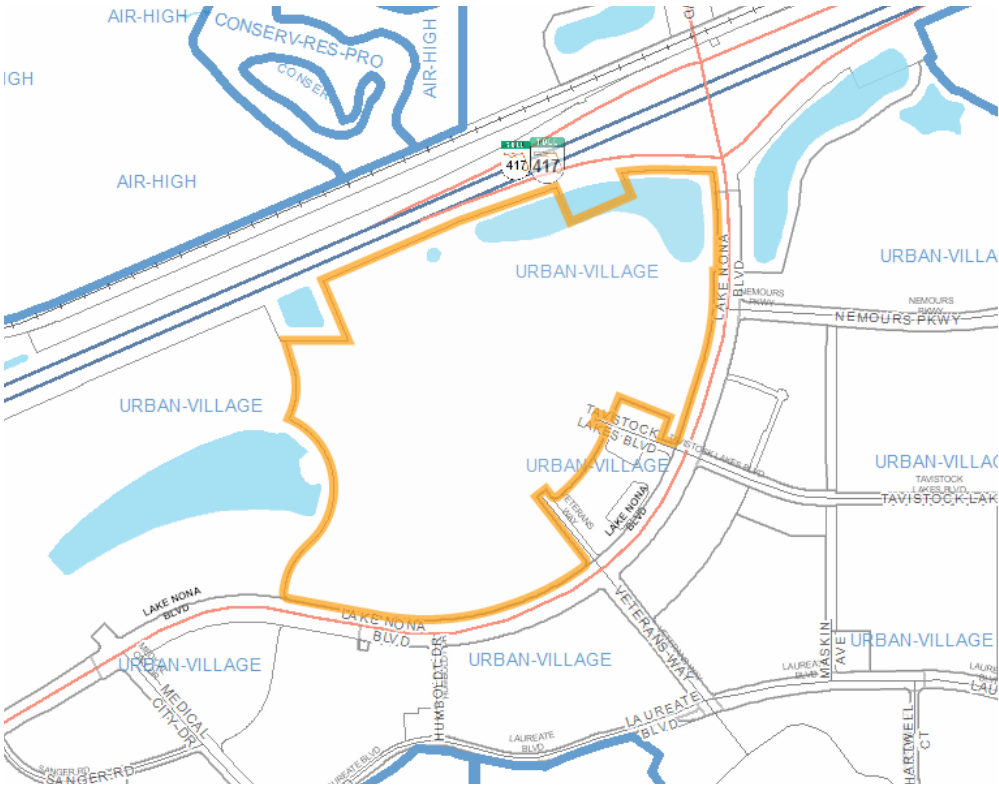
Applicant's Request:

Specific Parcel Master Plan (SPMP) approval to develop a ±1,241,000 square foot mixed use program; inclusive of 200 hotel rooms, a brewery, bowling alley, a medical fitness facility, and 3,870 parking spaces (surface, on-street, and garage).

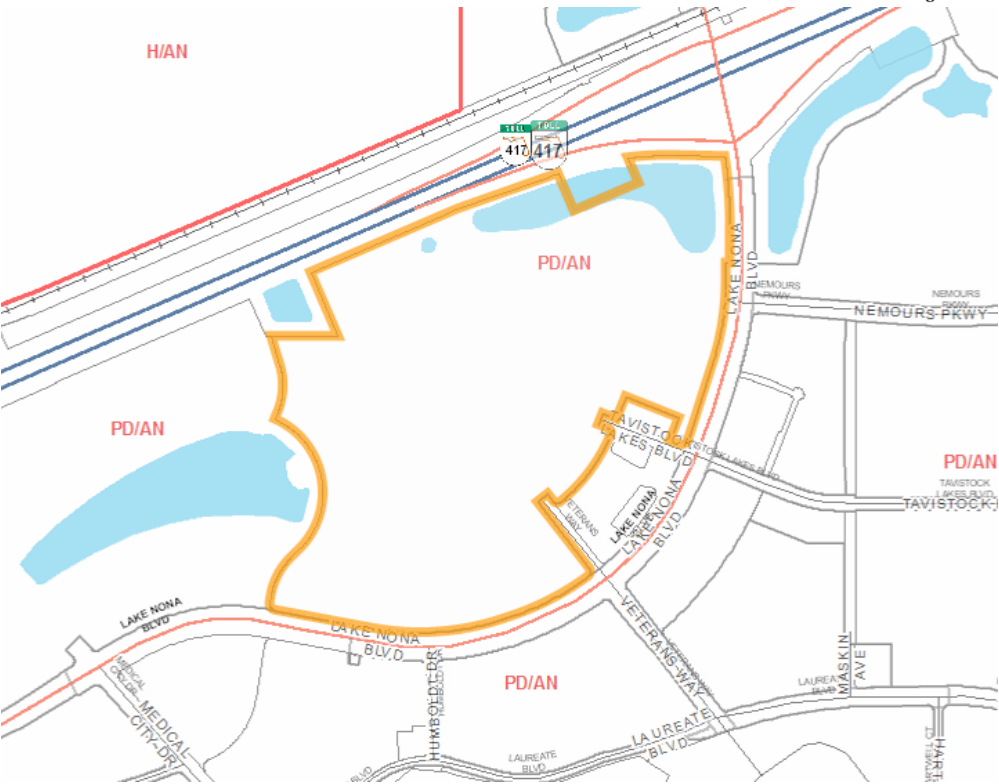
Staff's Recommendation:

Approval subject to the conditions of this report.

FUTURE LAND USE MAP



ZONING MAP



MASTER PLAN ANALYSIS

Project Description

The subject development is Phase 2A of the Lake Nona Town Center. The applicant is requesting Specific Parcel Master Plan (SPMP) approval to develop ±1,241,000 square feet of mixed use program; comprised of 200 hotel rooms, a brewery, bowling alley, and a medical fitness facility. The proposed program also includes 3.52 acres of open space, 3,870 parking spaces (surface, garage, and on-street), and the construction of the “Loop Road” (an arterial extension from Nemours Parkway that serves as the Town Center north and western edge). The subject proposal is a framework master plan and subsequent specific building/block approvals will be reviewed through Planning Official Determination.

Previous Actions:

- **2011 May 12**—SETDRC recommended approval for the Lake Nona Southern Circulation SPMP Amendment (Case #MPL2011-00004) amending the master roadway system, trails system, and cross-sections for framework streets.
- **2011 December 8**—SETDRC recommended approval for the Town Center Phase 1 (Case #MPL2011-00027) comprised of two hotels totaling 250 rooms, 15,500 sq. ft. of commercial floor area, 15,000 sq. ft. of office/bank, and 494 parking spaces.
- **2012 January 17**—Municipal Planning Board (MPB) recommended approval to amend Map H of the Lake Nona DRI/PD (Case #DRI2011-00001 & ZON2011-00026) to show Parcel 22a as “Village Center” with a maximum allowed height of 10 stories.
- **2013 July 11**—SETDRC recommended approval for Lake Nona Town Center Phase 1 SPMP amendment (Case #MPL2013-00019) amending MPL2011-00027 to include 260 hotel rooms, 110,000 sq. ft. of mixed-use development, 10,000 sq. ft. of eating and drinking, 100,000 sq. ft. of office, 20,000 sq. ft. of office/bank, a six story—1,300 space parking structure, and a temporary parking lot.

Project Context

The 67.7 acre site is generally located south of the Central Florida Greenway (SR 417), northwest of Lake Nona Boulevard, and east of Boggy Creek Road, and is currently cleared and undeveloped. The property is designated as Urban Village on the Official Future Land Use Map and zoned PD/AN on the Official Future Zoning Map. The property occupies a portion of Parcel 22a on the Lake Nona Development of Regional Impact (DRI) Map H—Master Plan 8.4/PD Development Plan, shown as “Village Center”. **Table 1** summarizes the future land uses, zoning districts, and existing uses surrounding the subject site.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Urban Village	PD/AN	SR 417, Stormwater Retention
East			Nemours Children’s Hospital, Landon House, The Distillery
South			UCF College of Medicine
West			Vacant

Conformance with the Growth Management Plan (GMP)

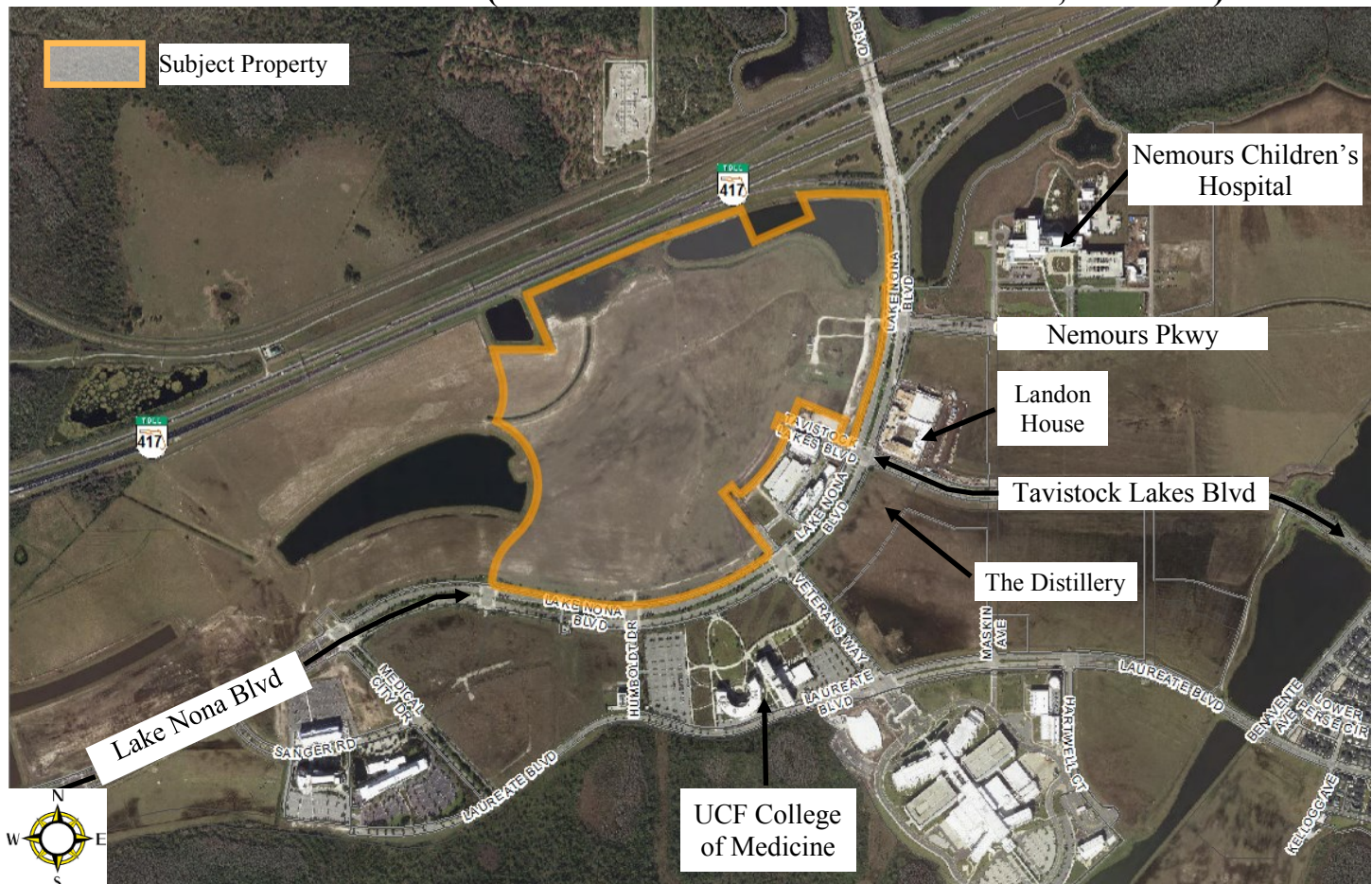
The proposed development is predominantly consistent with the GMP Policies related to the Southeast Orlando Sector Plan, including Future Land Use Element Policy 2.4.4 (Urban Village policy), Subarea Policies S.35.4 and S.35.6(B), along with Goal 4 and its associated objectives and policies. Development in the Southeast Orlando Sector Plan area shall be encouraged to incorporate sustainable land use techniques and principles which support a strong local economy, produce communities of diverse livable neighborhoods, and conserve and protect fragile natural and built environments. Development is to be compact, interconnected, diverse, and provide balanced mobility choices to pedestrians, bicyclists, and transit riders. Public spaces such as parks, playgrounds, and greenbelts, along with civic buildings such as churches and libraries, should be sited in prominent and accessible locations.

Subarea Policy S.35.6(B)

The subject property is located within this Subarea Policy, as identified by the Greater Orlando Aviation Authority (GOAA) and as defined by the Federal Aviation Administration (FAA), subject to an aviation easement. Properties within this Subarea Policy must not be developed with residential uses, as required by the Lake Nona DRI Development Order. The subject development program does not propose any residential uses within the aviation easement.

FLUE Goal 4

As aforementioned, the site is within the Village Center designation, which is addressed by Future Land Use Element Goal 4. Village Centers require a minimum density of 7 du/gross acre and permit a maximum density of 25 du/gross acre for residential uses and a maximum intensity of 0.3 FAR for non-residential uses. Allowable uses include retail, services, grocery, restaurants, cinema, gas stations, offices, hospitals, hotels, single family and multi-family residential, civic including schools and colleges, park/plaza, and/or other uses consistent with the City's AC-1 district. Non-residential development equal to or greater than 0.4 FAR and residential development equal to or greater than 25 du/gross acre shall use Traditional Design standards for "Village Center". These standards are addressed on the following page of this staff report.

AERIAL OF SUBJECT PROPERTY (ORANGE COUNTY PUBLIC APPRAISER, JAN 2016)

According to Policy 4.2.2, projects that include a concentration of more than 500 employees shall coordinate with MetroPlan Orlando and the Central Florida Regional Transportation Authority to implement Transportation Demand Management programs. The expected employee concentration is not known at the time of this writing however, this requirement is included in the conditions of approval.

Policy 4.2.4-5 specifies that Town and Village Center streets should be comprised of arterial and local streets that achieve a connectivity index of 1.4 to 1.8 (number of street links relative to nodes). The subject proposal has a connectivity index of approximately 1.42.

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 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 68.200(a)(2), Village Centers “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.”

Development Standards

According to LDC Figure 68-A, mixed-use centers such as Village Centers are required to meet Traditional Design standards as described in Chapter 68 of the Land Development Code if non-residential development is equal to or greater than 0.40 FAR. Although this project is titled “Lake Nona Town Center,” the subject site is subject to “Village Center” development standards. These development standards are summarized in **Table 2** and the analysis provided below.

Table 2—Lake Nona Town Center Development Standards

Phase	Use	Block Acres	Proposed Development (sq. ft.)	Intensity (FAR)		Building Height (stories)		ISR (impervious surface ratio)	
				Min.	Proposed	Max.	Proposed	Max	Proposed
2A	Mixed Use	49.2	1,241,000	0.30	0.58	10	10	0.85	By Determination

Blocks Size

Town/Village Centers shall be developed as a series of complete blocks within interconnected streets bordering four sides. Block areas are calculated net of surrounding streets and wetlands setbacks. The total block area for Phase 2A is ±49.2 acres.

The maximum block size permitted within Village Centers is 7 acres. **Table 3**, on the next page, summarizes the proposed development program by block (see **page 21** for Phase 2A block numbering). Block #1 (12.2 acres) and Block #10 (7.11 acres) exceed this standard, however the average block size across Phase 2A is ±4.2 acres. Staff supports an alternative standard to allow some blocks to exceed the maximum size if the average block size across Phase 2A conforms with the standard.

Pedestrian connections shall be provided at mid-block locations for mixed use and commercial blocks to increase the permeability of the site and encourage walking for some daily trips. Mid-block connections should be provided every 200 to 400 feet. Staff estimates that the block lengths generally do not exceed 500 feet.

Intensity—Floor Area Ratio (FAR)

FAR is based on the net block size and measured per block. Village Center districts require a minimum intensity of 0.30 FAR per block. **Table 3** shows that Blocks #5, #8, #11, and #12 do not meet this standard, however total FAR across Phase 2A is 0.58 with an average block FAR of 0.67. Staff supports an alternative standard allowing blocks to fall below the minimum required intensity if the average block intensity across Phase 2A conforms with the standard.

Mix of Uses

Each Village Center phase must contain a minimum mix of the four block types summarized in **Table 4**, on the next page. Subarea Policy S.35.6(B) restricts residential uses at the subject site and therefore staff is recommending an alternative standard to allow the center to include up to 90% mixed use block types and require 0% residential block types. A minimum 10% of the center must contain civic/green space uses. Phase 2A requires a minimum of ±4.9 acres of civic/green space uses and the development proposal provides only 3.5 acres or 7% of the total block area. The conditions of this report require the applicant to add ±1.4 acres of Civic/green space uses to Phase 2A.

Table 3—Development Program by Block

Block #	Block Acreage	Buildings	Use	Max Height	Gross Building Area (SF)	Open Space (SF)	Parking (SF)	Block FAR
1	12.20	SC, A1, A2	Retail	1	231,000	5,000	227,000	0.43
2	1.45	B1, B2	Hotel	10	221,000	6,800	-	1.85
3	2.10	C1	Mixed	3	142,000	-	-	1.55
4	0.89	C2	Mixed	2	36,000	-	-	0.93
5	3.75	C GARAGE	Parking	3	-	6,600	360,000	-
6	4.16	D1, D2	Fitness	2	171,000	24,500	-	0.94
7	3.00	E1, E2, E4	Mixed	1	63,000	18,500	-	0.48
8	1.08	E3	Mixed	1	12,000	20,000	-	0.26
9	3.43	F, H	Mixed	4	102,000	5,500	73,300	0.68
10	7.11	G1, G2, G3, G GARAGE	Mixed	5	208,000	8,600	475,000	0.67
11	4.55	J1, J2	Grocery	1	55,000	7,300	118,500	0.28
12	4.87	TEMPORARY SURFACE PARKING	Parking	-	-	-	183,000	-
TRAIL	1.16	LOOP ROAD TRAIL	Open	-	-	50,600	-	-
Total	49.21				1,241,000	153,600	1,436,800	0.58
Avg.	4.10							0.67

Table 4—Composition of Mix

	Chapter 68 Standard	Alternative Standard	Min. Required Acreage	Acreage Provided	Share of Total
Mixed Use	15% to 40%	15% to 90%	7.40	25.73	52%
Commercial	0% to 30%	0% to 30%	0.0	0.00	0%
Residential	40% to 75%	0%	0.0	0.00	0%
Civic	10%	10%	4.92	3.52	7%
Parking	n/a	n/a	n/a	19.96	41%
Total				49.21	

*30-80% retail, cinema, or hotel required each block, 20-70% other

Setbacks

As Phase 2A develops, private streets will be re-platted as Tracts. The applicant has indicated that Tracts may or may not include the entire extents of required streetscaping. According to Chapter 68, Front Yard and Side Street setbacks shall be no greater than 10 ft. Rear Yard setbacks shall be no less than 10 ft. This is to ensure that buildings frame the street and create visual interest. Where Tracts do not incorporate streetscaping, additional Front Yard/Side Street setbacks may be permitted through determination.

Building Frontage

Chapter 68 of the LDC specifies that building frontage shall be a minimum of 65%, measured on each street of each block. The percent frontage shall include the linear feet of building within 20 feet of the edge of street ROW which has windows and entries oriented to the street. In addition, 20% of the frontage area can be comprised of plazas or pedestrian accessible landscaped areas with depths no less than 30 feet. In no case shall parking lots or blank rear or side walls be included in the minimum frontage calculation. Minimum frontage calculations are required at time of appearance review via Planning Official Determination and staff recommends an alternative standard to allow an average of 65% across all blocks of Phase 2A.

Building Height

LDC Chapter 68 limits height by the number of stories, not the overall height, to provide variety to the skyline in Mixed Use Centers. Civic buildings may have an unlimited floor to floor height. Commercial and residential buildings shall have no more than 25 foot floor to floor heights. Chapter 68 restricts building heights to 3 stories for Village Center districts. DRI2011-00001/ZON2011-0026 amended the Lake Nona DRI/PD to allow up to 10 stories for development in Parcel 22a. The average building height in Phase 2A is 2 stories and the tallest proposed building is “B1”, which is a 10-story hotel with ground floor retail. Since the time of submittal, the applicant is requesting that B1 be permitted to reach 13 stories. Without first reviewing building elevations, staff has no basis for recommending approval of the additional height allowance.

Parking

Village Center standards require a minimum parking ratio of 3 spaces per 1,000 square feet of mixed use development. According to Chapter 61 of the LDC, Hotel Rooms require 0.5 spaces per hotel room. With 1,115,000 sq. ft. of proposed mixed-use development and 200 hotel rooms, a total of 3,445 spaces will be required. The applicant has indicated that Phase 2A will provide 3,870 spaces; inclusive of 2,100 garage, 1,555 surface, and 215 on-street parking spaces. It is presumed that a mix of proposed uses will create staggered peak periods of parking demand, and thus shared parking calculations at time of appearance review via Planning Official Determination may reflect a reduction in the total amount of required parking. The proposed plan shows *Temporary Surface Parking* and the applicant has indicated that these lots will be developed into parking structures as needed and/or in future Town Center phases. The applicant has also indicated that on-street parking spaces will be priced (or metered) which should help ensure parking accommodations for as many customers as possible for those adjacent businesses.

Table 5—Required Parking in Phase 2A

	Development Program	Parking Ratio (per 1,000 Sq. Ft. or Hotel Room)	Required Parking (spaces)	Parking Provided		
Mixed Use Sq. Ft.	1,115,000	3.0	3,345	Garage 2,100	Surface 1,555	On-Street 215
Hotel Rooms	200	0.5	100			
Total			3,445	3,870		

Transportation—Loop Road

According to LDC Chapter 68, Town and Village Center streets should be composed of arterial and local streets. The subject proposal includes a “Loop Road” (as shown on **Pages 17 and 18**), an arterial road that will be constructed by the developer and dedicated to a Community Development District (CDD). The proposed road is the westward extension of Nemours Parkway, following along the perimeter of the Town Center, bending south and intersecting with Lake Nona Blvd for a second time (west of the UCF College of Medicine). The loop road will carry the Nemours Parkway name through to the “future extension” (indicated on the plans), at which point will be required to change names in order to prevent two intersections of Nemours Parkway with Lake Nona Boulevard. If the future extension intersection requires more than multiway stop control, staff prefers that a roundabout be installed at this location rather than a signalized intersection. Raised medians will be required at multiple intervals around the loop road in order to promote traffic calming. **Pages 17-20** identify seven street types; three for the loop road and three for the internal streets. The loop road shall have a minimum right-of-way of 75 feet to accommodate two 5 foot bicycle lanes, 2 foot curb and gutters on each side, a 10 foot wide share-use path on the north/west side, two 7 foot wide landscape buffers, two 10 foot travel lanes, and a 12 foot wide center turn lane/raised median.

Transportation—Internal Streets

The internal streets should be considered “local roads” as described in LDC Chapter 68, which specifies a maximum travel lane width of 10 feet. The street types shown on **Pages 19-20** propose local road travel lane widths of between 11 and 15 feet. In order to achieve adequate traffic calming, foster pedestrian safety, and maintain smooth traffic operations, staff recommends that lanes widths not exceed 10 feet except where a higher incidence of delivery truck traffic is presumed in which up to 12 foot wide lanes are permitted (**Page 16** shows vehicle circulation and service areas). With the expectation of future development, the ‘Type 4’ cross section should be used along the Temporary Parking area, adjacent to Buildings B1, B2, and D1.

Transportation—Integration of the Transit Stop

Village Centers should be considered major stops on the local transit network. Associated transit stop facilities should be integrated into the design of the center, centrally located, and easily accessible for pedestrians walking to and from the surrounding neighborhoods. Projects that include a concentration of more than 500 employees shall coordinate with MetroPlan Orlando and the Central Florida Regional Transportation Authority to implement Transportation Demand Management programs.

Pedestrian and Bicycle Circulation

Chapter 68 requires provision of bicycle and pedestrian pathways as necessary to directly connect to nearby uses. **Page 15** shows the subject proposal's pedestrian and bicycle pathways. The pedestrian connections are substantial as most blocks are shown to have complete pedestrian connections bordering four sides with interconnections between them. According to the Southern Circulation Plan (case #MPL2011-00004, see **Figure 1**), an "Enhanced Pedestrian Path" should continue from Tavistock Lakes Blvd across Lake Nona Blvd and continue through the core of the Town Center. The existing enhanced pedestrian path along Tavistock Lake Blvd is a 10 ft. multi-use trail that terminates at the Town Center entrance on Lake Nona Blvd. The conditions of approval require an enhanced connection through the core of the Town Center.

The proposed plan does not show adequate bicycle connections between the core of the Town Center and nearby uses. According to the Growth Management Plan Transportation Support and Recreation Policy Documents adopted by City Council (**Figure 2**), an "off-street dual use facility" should continue from Tavistock Lakes Blvd into the core of the Town Center. The conditions of this report require revisions to the plan to show a dual use facility extending from Tavistock Lakes Blvd through Lake Nona Blvd and into the core of the Town Center. Where this facility terminates, inside the core, substantial bike amenities, such as a bicycle station, should be provided. The minimum required width of a dual use facility is 10 feet, however the conditions of this report will allow for an 8 foot wide facility, with a 2 foot wide "door swing zone", in addition to the 8 foot minimum pedestrian clear zone.

In order to maintain connectivity through the Town Center to the loop road (as shown in the GMP), "sharrows," or some other form of shared-use markings, will be used in the Town Center core to indicate shared automobile/bicycle roadway. Additional trail connections may be required for future phases.

Landscaping/Screening

A landscaping plan was not submitted with this SPMP request and is required at time of appearance review via Planning Official Determination. All landscaping shall be consistent with the standards of LDC Chapter 61. 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. Parking garages must meet the minimum standards of LDC Sec. 61.315.

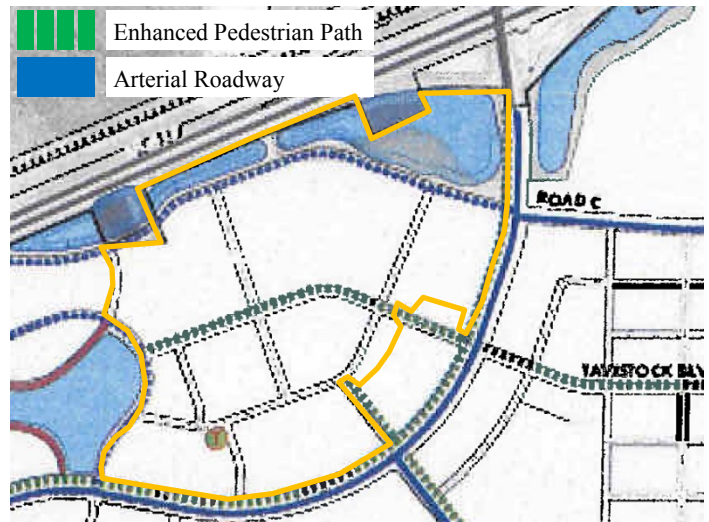
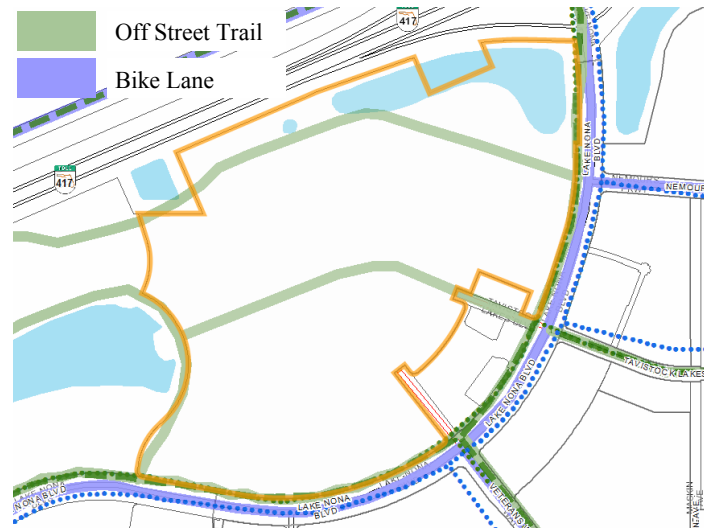


Figure 1—Southern Circulation Plan SPMP (MPL2011-00004)



Amended November 1, 2010; Effective January 18, 2011; Doc. Num. 1011011101
 Amended March 12, 2012, Effective April 12, 2012, Doc. No. 1203121201
 Amended September 8, 2014, Effective October 8, 2014, Doc. No. 1409081202
 Amended February 9, 2015, Effective April 2, 2015, Doc. No. 1409081202

**Figure 2—Growth Management Plan
City of Orlando Planned Bikeways 2030**

Urban Design and Streetscape

Building design and streetscaping will be reviewed through Planning Official Determination. Buildings should be placed to form active street fronts, reinforcing public spaces with human scale details and massing. The development plan shown on **Page 12** generally depict building placements that provide ample street frontage. **Pages 17-20** present a proposed framework for internal streetscapes. Cross-section types 4-6 represent all the streets within the Loop Road. These types show a variable 6-15 feet labeled as “sidewalk zones” which appear to combine the pedestrian and amenity/furniture zones. The applicant has indicated a preference for narrow streetscapes in order to support a sense of enclosure between the buildings on each side of the street. Best practices for Town Center streetscaping suggest that a sense of enclosure is achieved either by narrower roadways and/or substantial buffers between pedestrian zones and automobile zones. The Urban Land Institute and the National Association of City Transportation Officials recommend a minimum 2 feet for “storefront” or “spillout” zones to allow space for people to interact with building storefronts; a minimum 8 feet for “pedestrian clear” or “walking” zones, clear of any obstructions such as signs or furniture, to allow space for small groups of people to walk side by side and in opposing directions of each other; a minimum 6-8 feet for a “furniture” or “amenity” zone allowing for street trees interspersed with seating, bicycle racks, etc. This equals a combined streetscape equals 16-18 feet. Conditions of this report require a minimum combined streetscape of 13 feet from back-of-curb, if the streetscape utilizes structural soils, otherwise 15 feet from BOC for Types 4, 5, and 6 with the pedestrian clear zone no less than 8 feet in width.

Civic and Green Space

The celebration of civic spaces such as community buildings, government offices, recreation centers, post offices, libraries, and daycares should be sited in prominent locations which are accessible to the pedestrian. Public space is an important element of cohesive urban design that builds civic pride, enhances community identity and reinforces a culture of democracy. Greens and Plazas should provide opportunities for public gathering, such as multi-purpose lawn areas, tot lots, informal picnic areas, amphitheaters, raised stages and gazebos, larger hardscaped areas, and seating. As aforementioned, the subject development program does not achieve the minimum 10% civic/greenspace requirements. Phase 2A requires a minimum of ± 4.9 acres of civic/green space uses and the development proposal provides ± 3.52 acres. The conditions of this report require the applicant to add ± 1.4 acres of Civic/green space uses to Phase 2A. The LDC Sec. 68.330 states that specific consideration should be given to planning for a branch library facility to serve future development areas in the mixed use centers, a favorable option given that no branch library facility currently exists in Lake Nona.

Next Steps and Review Process

The subject proposal is a framework master plan and subsequent review and approvals will happen through Planning Official Determination. The applicant will be required to submit site plans, elevations, and landscape plans for appearance review prior to submitting for building permits. Each determination request shall identify the development program (including civic and greenspace calculations), FAR, block size, and shared-parking calculations for the request and cumulatively for all approvals. Each building development must meet LDC Sections 68.314-325 except for the alternative standards approved in this report. Appearance reviewers must include the equivalent review staff commonly used for administrative master plan review plus a representative from the Permitting Division.

APPENDIX A: DEVELOPMENT PROGRAM BY BLOCK

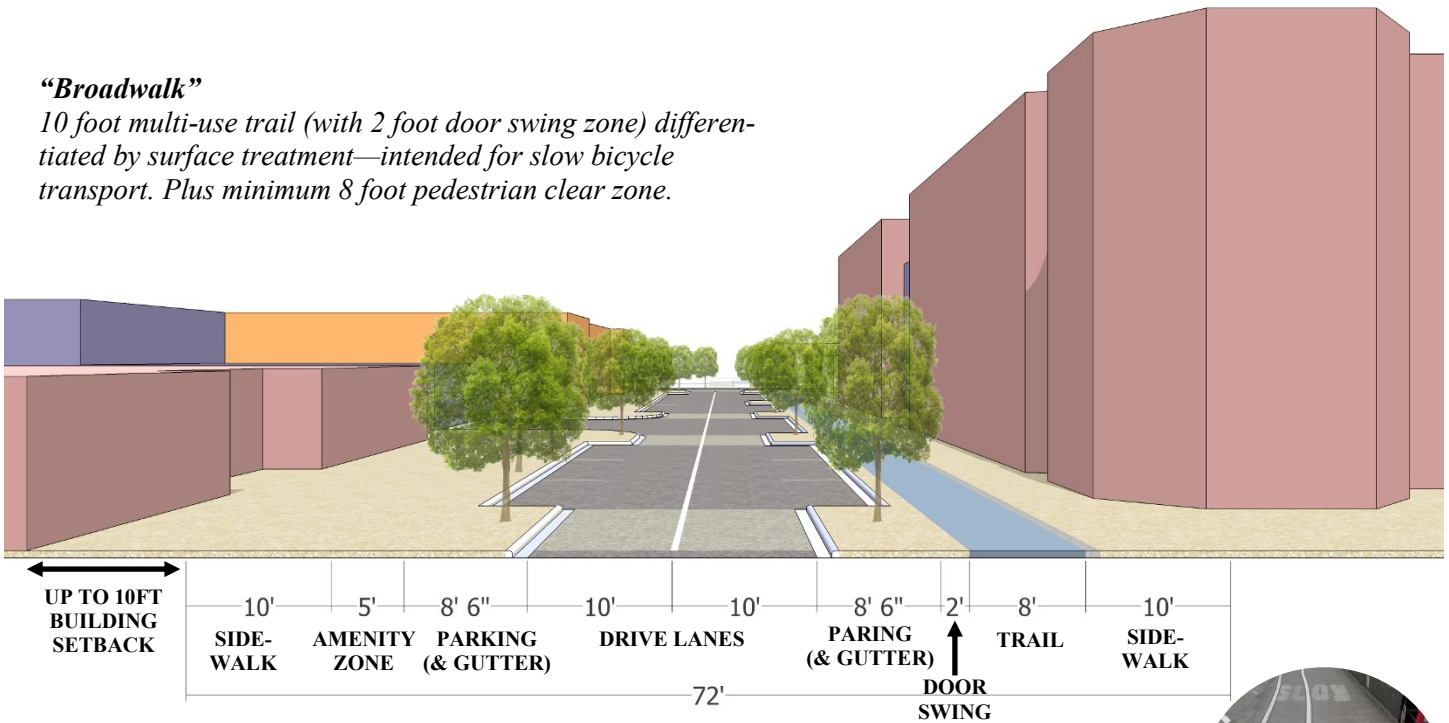
Block #	Block Acreage	Building	Use	Height	Gross Building Area	Open Space	Parking	Block FAR
1	12.20	SC	Retail	1	134,000	-	-	0.43
		A1	Mixed	2	45,000	-	-	
		A2	Mixed	2	52,000	-	-	
		OPEN SPACE	Open	-	-	5,000	-	
		SURFACE PARKING	Parking	-	-	-	227,000	
2	2.74	B1	Hotel	10	161,000	-	-	1.85
		B2	Mixed	5	60,000	-	-	
		OPEN SPACE	Open	-	-	6,800	-	
3	2.10	C1	Mixed	3	142,000	-	-	1.55
4	0.89	C2	Mixed	2	36,000	-	-	0.93
5	3.75	C GARAGE	Parking	3	-	-	360,000	0
6	4.16	D1	Fitness	2	163,000	-	-	0.94
		D2	Mixed	1	8,000	-	-	
		OPEN SPACE	Open	-	-	24,500	-	
7	3.00	E1	Mixed	1	25,000	-	-	0.48
		E2	Mixed	1	34,000	-	-	
		E4	Retail	1	4,000	-	-	
		OPEN SPACE	Open	-	-	10,200	-	
		OPEN SPACE	Open	-	-	6,100	-	
		OPEN SPACE	Open	-	-	2,200	-	
8	1.08	E3	Mixed	1	12,000	-	-	0.26
		OPEN SPACE	Open	-	-	20,000	-	
9	3.43	F	Mixed	1	17,000	-	-	0.68
		H	Mixed	4	85,000	-	-	
		OPEN SPACE	Open	-	-	5,500	-	
		SURFACE PARKING	Parking	-	-	-	73,300	
10	7.11	G1	Mixed	2	110,000	-	-	0.67
		G2	Mixed	2	83,000	-	-	
		G3	Mixed	1	15,000	-	-	
		OPEN SPACE	Open	-	-	8,600	-	
		G GARAGE	Parking	5	-	-	475,000	
11	4.55	J1	Grocery	1	48,000	-	-	0.28
		J2	Mixed	1	7,000	-	-	
		SURFACE PARKING	Parking	-	-	-	118,500	
12	4.20	TEMPORARY SURFACE PARKING	Parking	-	-	-	183,000	0
TRAIL	1.48	OFF-STREET TRAIL ALONG H, J1, J2	Trail	-	-	7,300	-	-
		OFF-STREET TRAIL ALONG C GARAGE	Trail	-	-	6,600	-	
		LOOP ROAD TRAIL	Trail	-	-	50,600	-	

Total **49.21****1,241,000 153,400 1,436,800 0.58**Average **4.10****2.36 0.67**

APPENDIX B: OFF-STREET TRAIL CONCEPT (SECTION VIEW)

“Broadwalk”

10 foot multi-use trail (with 2 foot door swing zone) differentiated by surface treatment—intended for slow bicycle transport. Plus minimum 8 foot pedestrian clear zone.



OFF-STREET TRAIL CONCEPT (PLAN VIEW)

