



LAKE NONA TOWN CENTER PHASE 2A



Location Map

 LAKE NONA TOWN CENTER PHASE 2

SUMMARY

<p>Owner Ralph Ireland Lake Nona Land Company, LLC</p> <p>Applicant Heather Isaacs Tavistock Development Company, LLC</p> <p>Project Planner Wes Shaffer, Planner I</p> <p>Updated: May 8, 2017</p>	<p>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)</p> <p>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).</p> <p>Staff's Recommendation: Approval subject to the conditions of this report.</p>
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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)

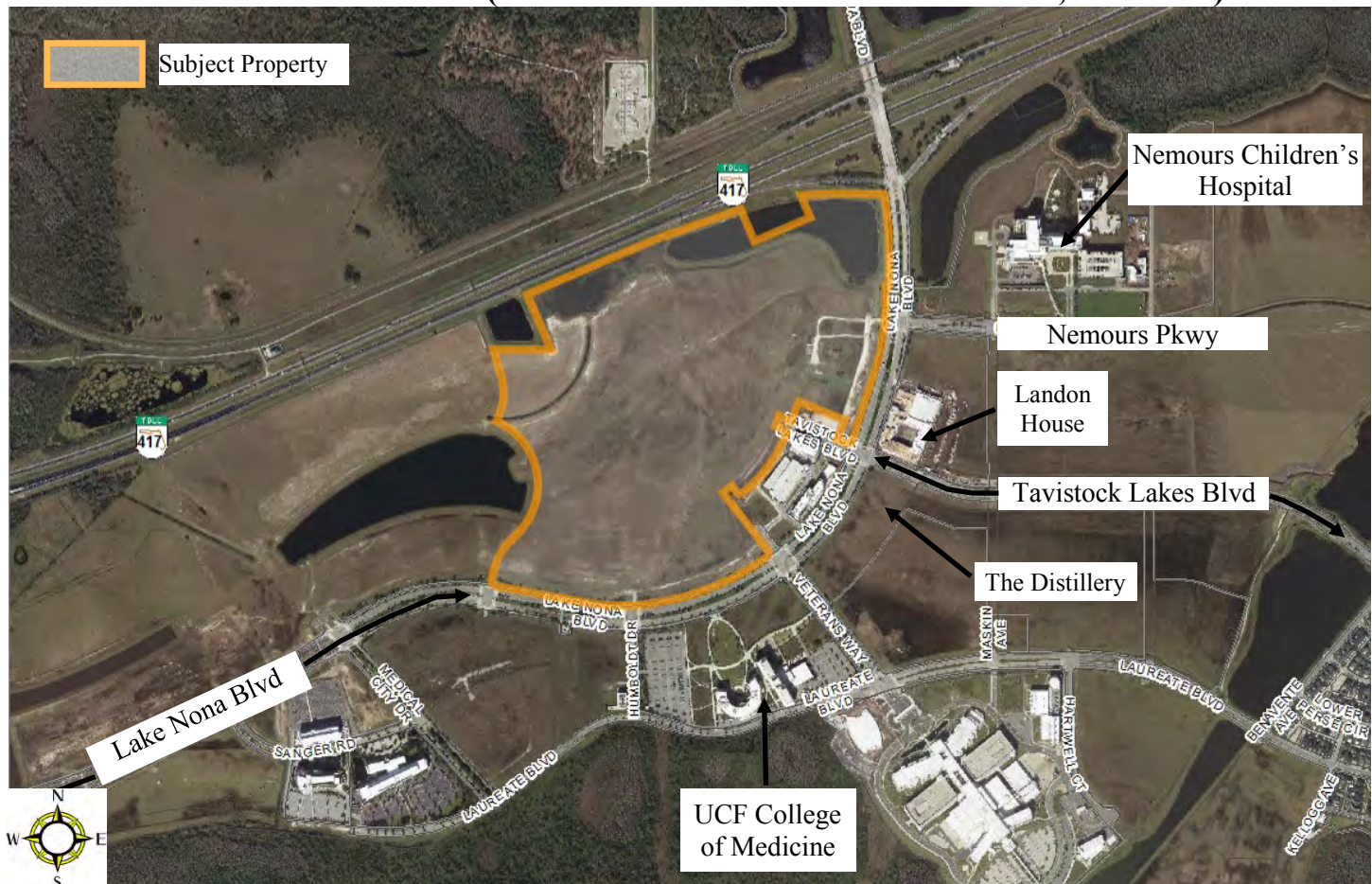
The proposed development is predominantly consistent with the GMP Policies related to the Southeast Orlando Sector Plan, including Future Land Use Element Policy 2.4.4 (Urban Village policy), Subarea Policies S.35.4 and S.35.6(B), along with Goal 4 and its associated objectives and policies. Development 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. *The developer has provided updated calculations* showing 5 acres of open space in Phase 2A. The developer has indicated that certain areas will be programmed with civic events, qualifying these areas as open space.

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	16,900	227,000	0.43
2	1.45	B1, B2	Hotel	10	221,000	17,400	-	1.85
3	2.10	C1	Mixed	3	142,000	9,750	-	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	32,200	-	0.94
7	3.00	E1, E2, E4	Mixed	1	63,000	26,100	-	0.48
8	1.08	E3	Mixed	1	12,000	29,400	-	0.26
9	3.43	F, H	Mixed	4	102,000	11,800	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	216,650	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	24.25	49%
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	5.0	10%
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. The SETDRC can approve up to 20% change in the numerical standards of the code. Therefore the board may approve a height up to 12 stories. Request for more than 12 floors of height require a PD amendment.

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**), a public arterial road that will be constructed by the developer and maintained by 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 shows 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.

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.

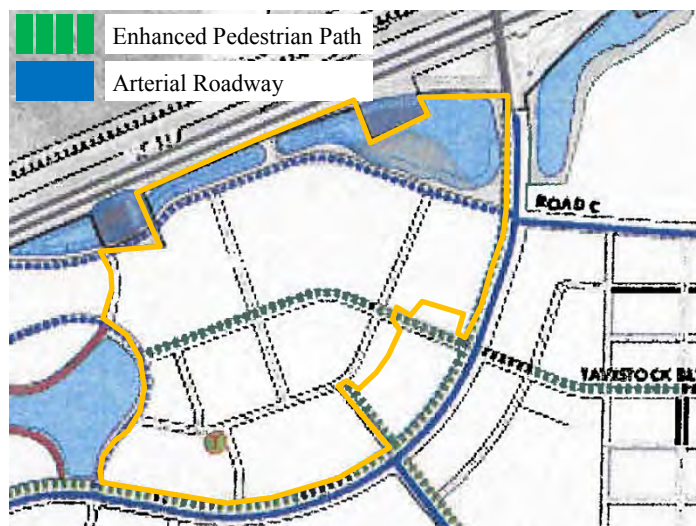


Figure 1—Southern Circulation Plan SPMP (MPL2011-00004)



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 depicts 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. 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.

In the original writing of this report, as presented to the SETDRC, the proposed development program did not achieve the minimum 10% civic/greenspace requirements. On April 19, 2017, the developer provided revised open space calculations for Phase 1 and Phase 2A that include the existing multi-use trail along Lake Nona Blvd. The calculations also include areas not typically considered civic/open space, such as sidewalks and streets, however the applicant has indicated that these areas will be programmed with robust and consistent civic events. **Page 10** reflects updated open space calculations and **Page 22** shows the exhibit submitted by the developer on April 19.

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.

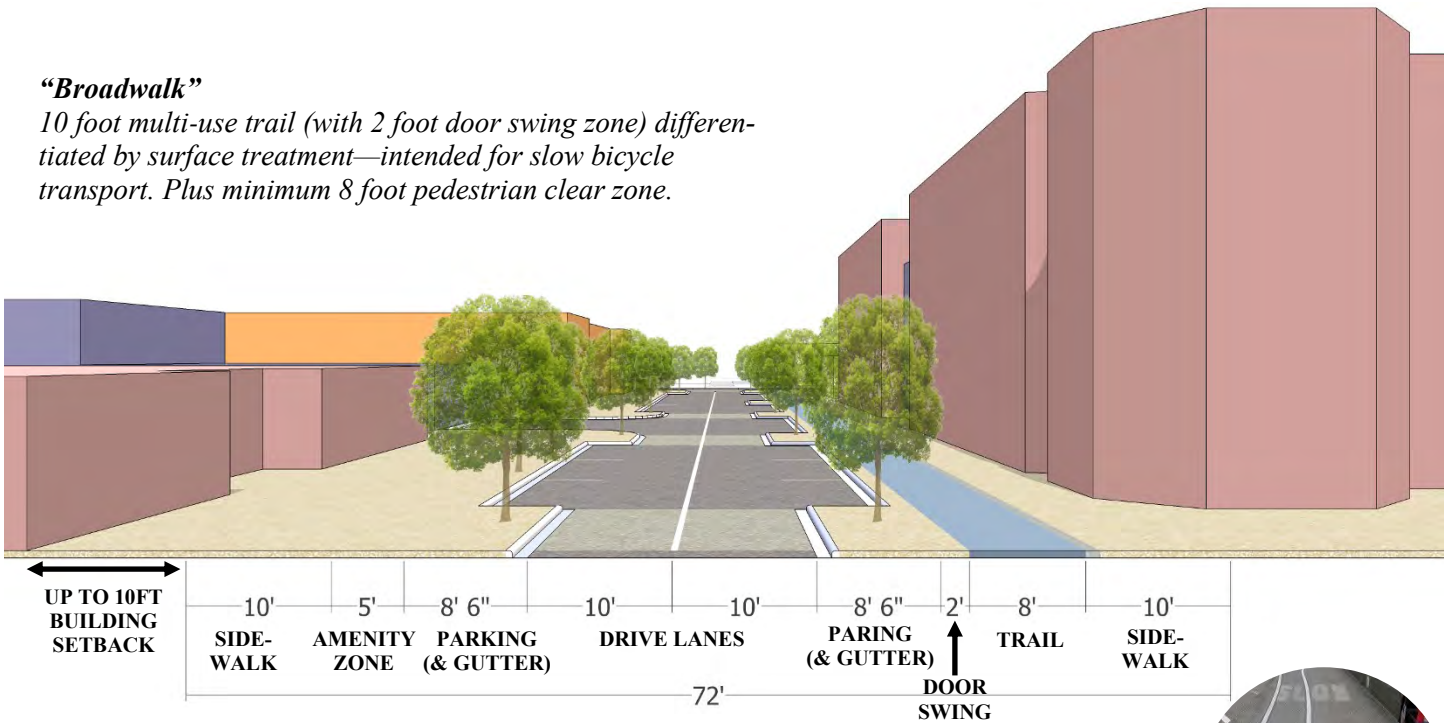
APPENDIX A: DEVELOPMENT PROGRAM BY BLOCK

Block #	Block Acreage	Building	Use	Height	Gross Building Area	Open Space	Parking	Block FAR
1	12.2	SC	Retail	1	134,000	-	-	0.43
		A1	Mixed	2	45,000	-	-	
		A2	Mixed	2	52,000	-	-	
		OPEN SPACE	Open	-	-	16,900	-	
		SURFACE PARKING	Parking	-	-	-	227,000	
2	2.74	B1	Hotel	10	161,000	-	-	1.85
		B2	Mixed	5	60,000	-	-	
		OPEN SPACE	Open	-	-	17,400	-	
3	2.1	C1	Mixed	3	142,000	-	-	1.55
4	0.89		Open	-	-	9750	-	
5	3.75	C2	Mixed	2	36,000	-	-	0.93
6	4.16	C GARAGE	Parking	3	-	-	360,000	0
7	3	D1	Fitness	2	163,000	-	-	0.94
		D2	Mixed	1	8,000	-	-	
		OPEN SPACE	Open	-	-	32,200	-	
8	1.08	E1	Mixed	1	25,000	-	-	0.48
		E2	Mixed	1	34,000	-	-	
		E4	Retail	1	4,000	-	-	
		OPEN SPACE	Open	-	-	26,100	-	
9	3.43	E3	Mixed	1	12,000	-	-	0.26
		OPEN SPACE	Open	-	-	29,400	-	
10	7.11	F	Mixed	1	17,000	-	-	0.68
		H	Mixed	4	85,000	-	-	
		OPEN SPACE	Open	-	-	11,800	-	
		SURFACE PARKING	Parking	-	-	-	73,300	
11	4.55	G1	Mixed	2	110,000	-	-	0.67
		G2	Mixed	2	83,000	-	-	
		G3	Mixed	1	15,000	-	-	
		OPEN SPACE	Open	-	-	8,500	-	
		G GARAGE	Parking	5	-	-	475,000	
12	4.2	J1	Grocery	1	48,000	-	-	0.28
		J2	Mixed	1	7,000	-	-	
		SURFACE PARKING	Parking	-	-	-	118,500	
13	4.2	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				28.5	5.0	33.0	0.58
Average	4.1			2.36	(Acres)	(Acres)	(Acres)	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)

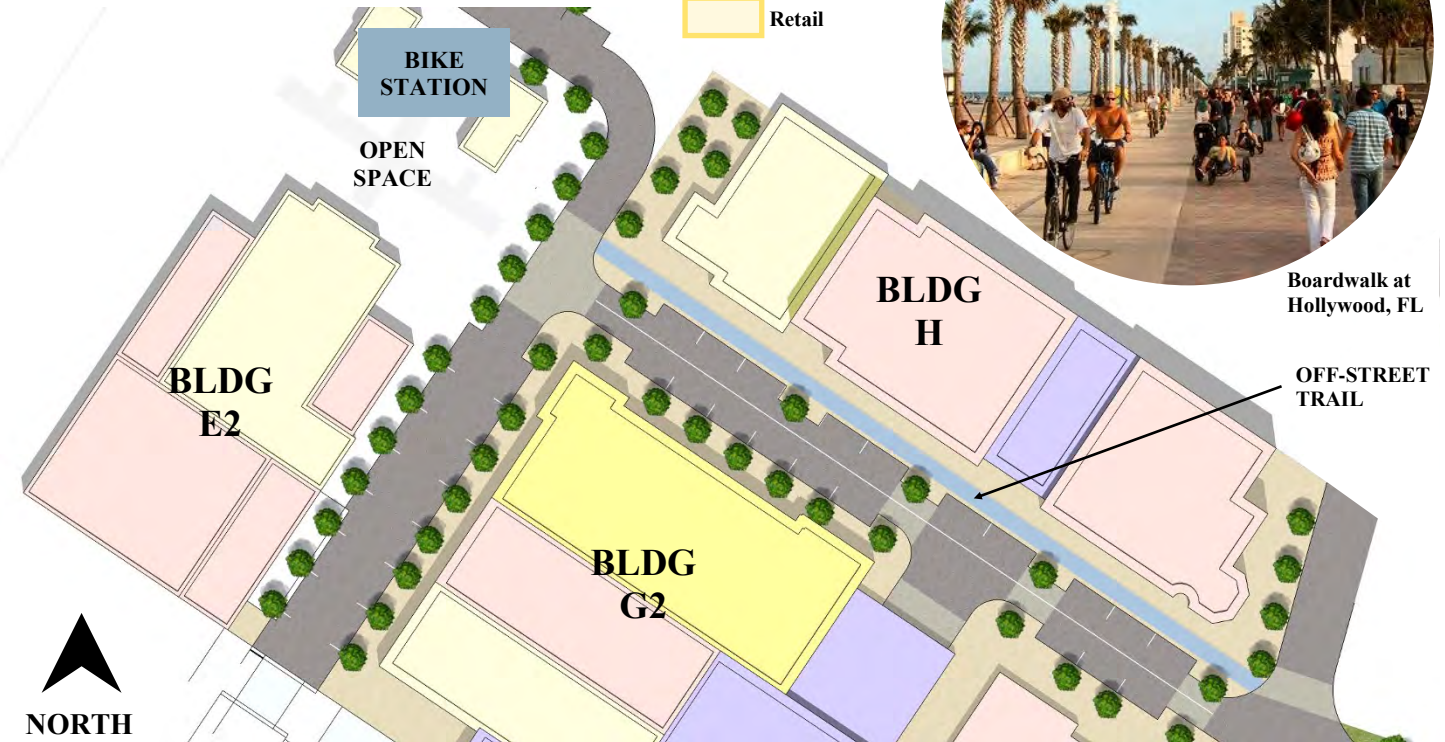


EXHIBIT A: OVERALL SITE PLAN

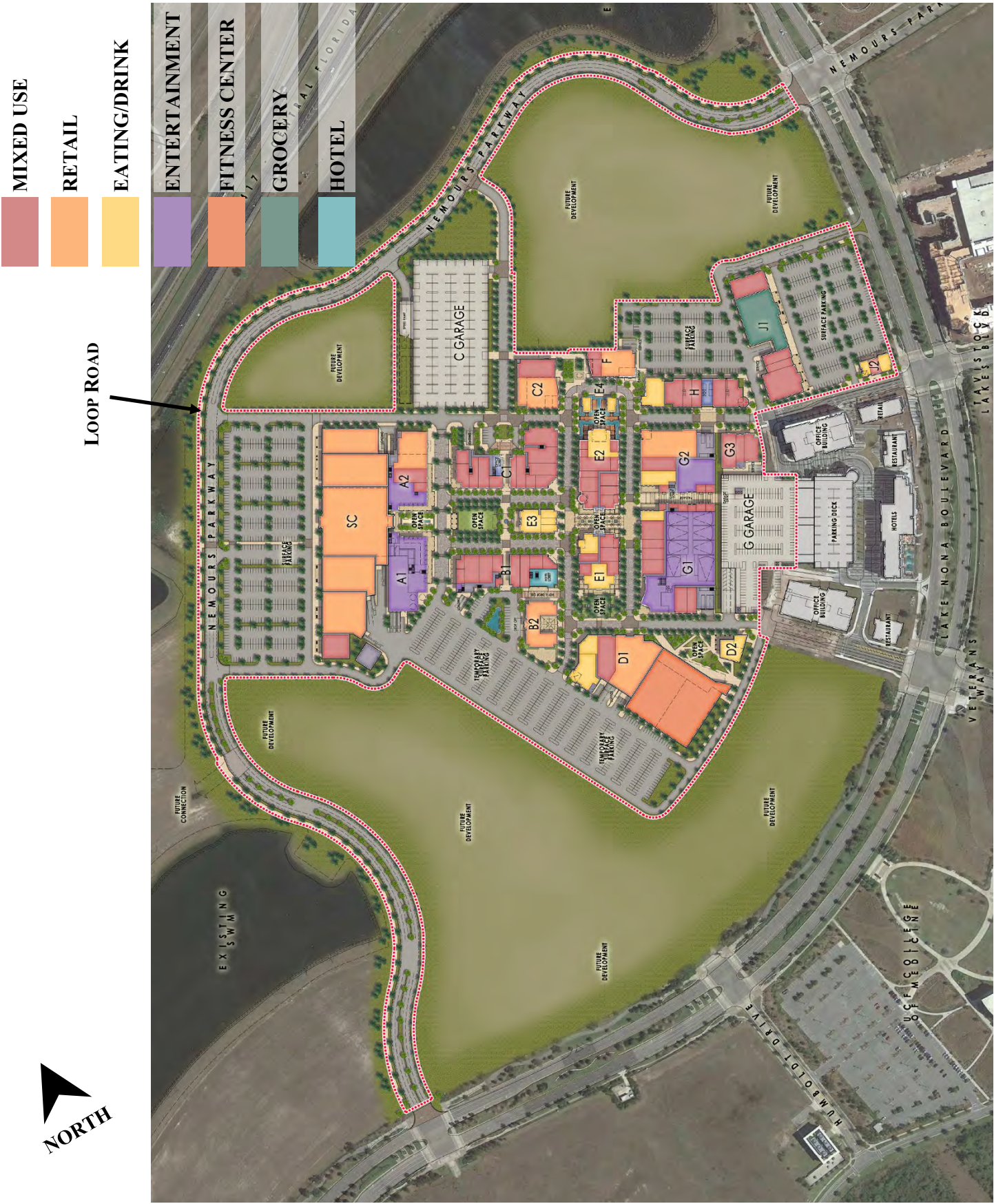


EXHIBIT B: BUILDINGS HEIGHTS & AREAS CHART

BUILDING HEIGHTS and AREAS CHART

SITE AREA: 67.7 ACRES

USE	GROSS BUILDING AREA [square feet]	BUILDING HEIGHT [storeys]	USE	GROSS BUILDING AREA [square feet]	BUILDING HEIGHT [storeys]	USE	GROSS BUILDING AREA [square feet]	BUILDING HEIGHT [storeys]
BIDG A1			BIDG D1			BIDG G GARAGE		
GRD LEVEL RETAIL	35,000	TWO STOREY MIXED USE	GRD LEVEL RETAIL	43,000	1 STOREY	GRD LEVEL	95,000	
2ND LEVEL RETAIL	10,000	2 STOREYS	GRD LEVEL FITNESS	60,000	2 STOREYS	SECOND	95,000	
SUBTOTAL	45,000		SECOND LEVEL FITNESS	60,000		THIRD	95,000	5 STOREYS
BIDG A2			SUBTOTAL	163,000		FOURTH	95,000	
GRD LEVEL RETAIL	32,000	TWO STOREY MIXED USE				FIFTH	95,000	
2ND LEVEL RETAIL	20,000	2 STOREYS	BIDG D2			SUBTOTAL	475,000	
SUBTOTAL	52,000		GRD LEVEL RETAIL	8,000	1 STOREY	BIDG H		
BIDG B1			SUBTOTAL	8,000		GRD LEVEL RETAIL	25,000	MULTI STOREY MIXED USE
GRD LEVEL RETAIL	35,000	MULTI STOREY MIXED USE	BIDG E1			2ND LEVEL OFFICE	20,000	
MULTI-LEVEL HOTEL	200 KEYS	10 STOREYS	GRD LEVEL RETAIL	25,000	1 STOREY	3RD LEVEL OFFICE	20,000	
SUBTOTAL	35,000		SUBTOTAL	25,000		4TH LEVEL OFFICE	20,000	
BIDG B2			BIDG E2			SUBTOTAL	85,000	
GRD LEVEL RETAIL	15,000	MULTI STOREY MIXED USE	GRD LEVEL RETAIL	34,000	1 STOREY	BIDG J1		
2ND LEVEL	11,500		SUBTOTAL	34,000		GRD LEVEL RETAIL	48,000	SINGLE STOREY MIXED USE
3RD LEVEL	11,500		BIDG E3			SUBTOTAL	48,000	
4TH LEVEL	11,000		GRD LEVEL RETAIL	12,000	1 STOREY	BIDG J2		
5TH LEVEL	11,000		SUBTOTAL	12,000		GRD LEVEL RETAIL	7,000	SINGLE STOREY MIXED USE
SUBTOTAL	60,000		BIDG E4			SUBTOTAL	7,000	
BIDG C1			GRD LEVEL RETAIL	2,000	TWO SINGLE STOREY \$TAND ALONE BUILDINGS	BIDG J3		
GRD LEVEL RETAIL	42,000	MULTI STOREY MIXED USE	GRD LEVEL RETAIL	2,000	1 STOREY	GRD LEVEL RETAIL	134,000	SINGLE STOREY MIXED USE
UPPER LEVEL OFFICE 1	50,000	3 STOREYS	SUBTOTAL	4,000		SUBTOTAL	134,000	
UPPER LEVEL OFFICE 2	50,000		BIDG F			TOTALS	1,950,000	
SUBTOTAL	142,000		GRD LEVEL RETAIL	17,000	SINGLE STOREY MIXED USE			
BIDG C2			SUBTOTAL	17,000				
GRD LEVEL RETAIL	24,000	TWO STOREY MIXED USE	BIDG G1					
SECOND LEVEL RETAIL	12,000	2 STOREYS	GRD LEVEL RETAIL	70,000	TWO STOREY MIXED USE			
SUBTOTAL	36,000		2ND LEVEL OFFICE	40,000	2 STOREYS			
BIDG C GARAGE			SUBTOTAL	110,000				
GRD LEVEL	120,000		BIDG G2					
SECOND	120,000	3 STOREYS	GRD LEVEL RETAIL	43,000	TWO STOREY MIXED USE			
THIRD	120,000		2ND LEVEL OFFICE	40,000	2 STOREYS			
SUBTOTAL	360,000		SUBTOTAL	83,000				
			BIDG G3					
			GRD LEVEL RETAIL	15,000	SINGLE STOREY MIXED USE			
			SUBTOTAL	15,000				

EXHIBIT C: BUILDING HEIGHTS PLAN

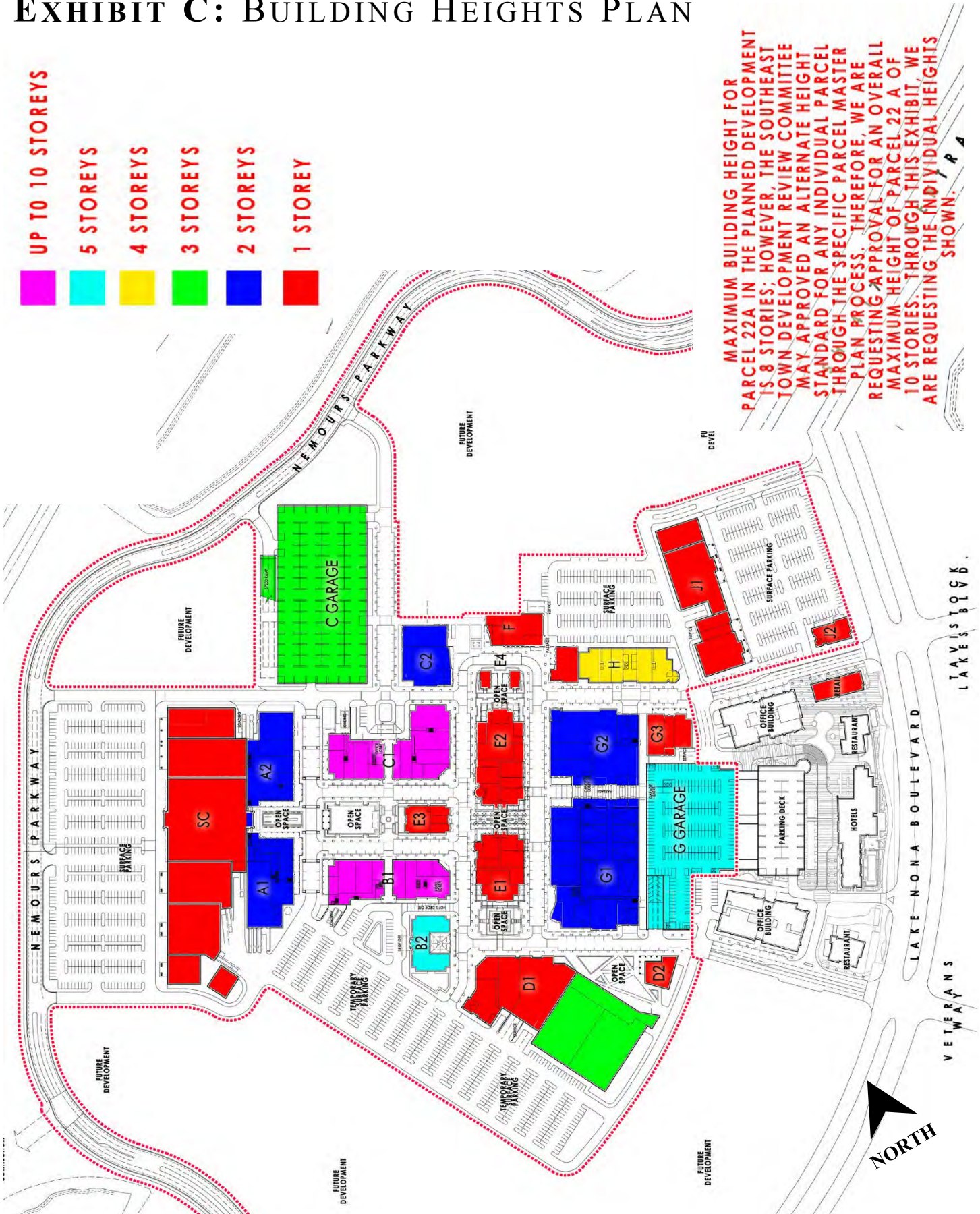


EXHIBIT D: PEDESTRIAN AND BIKE PATHS

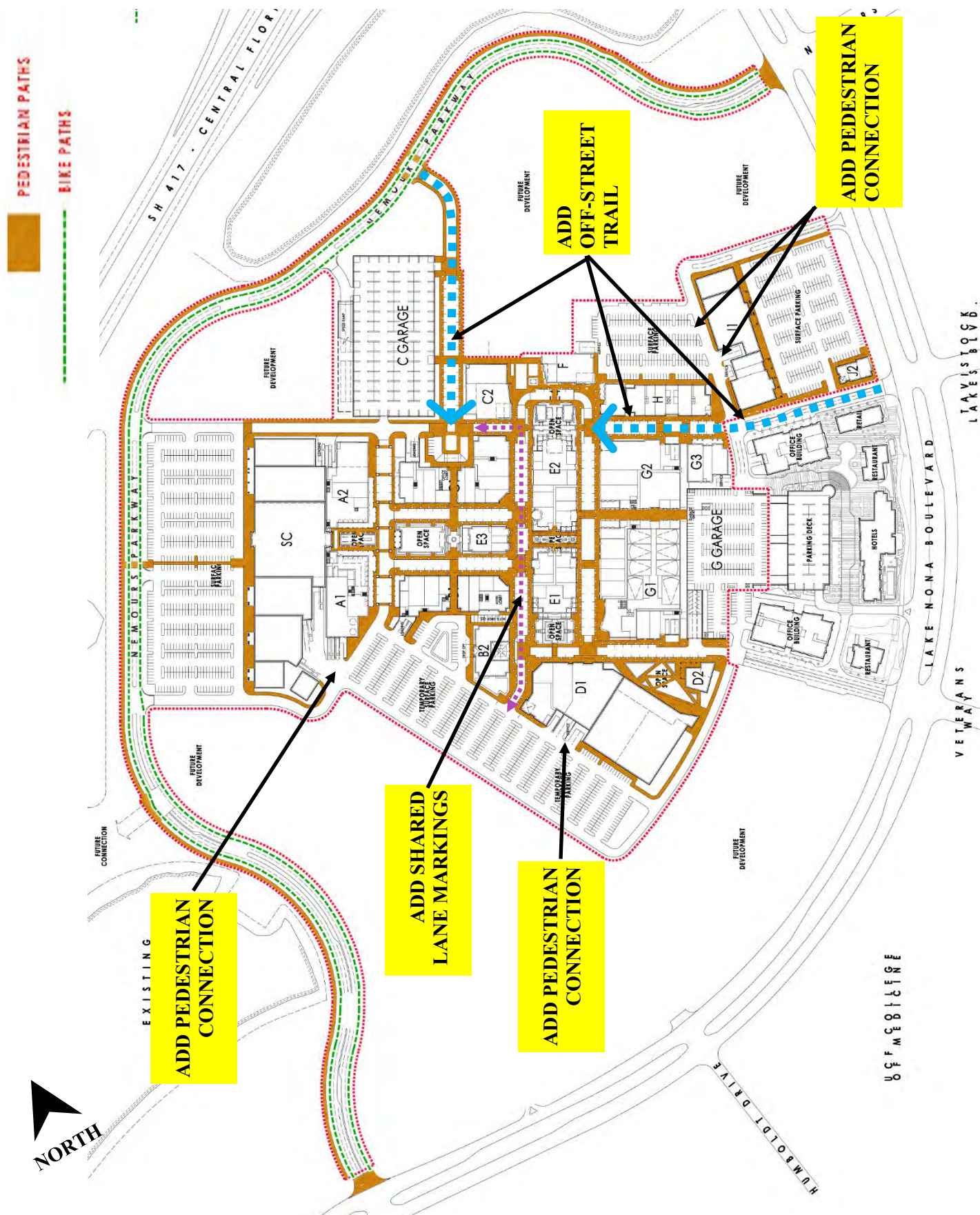


EXHIBIT E: VEHICULAR CIRCULATION

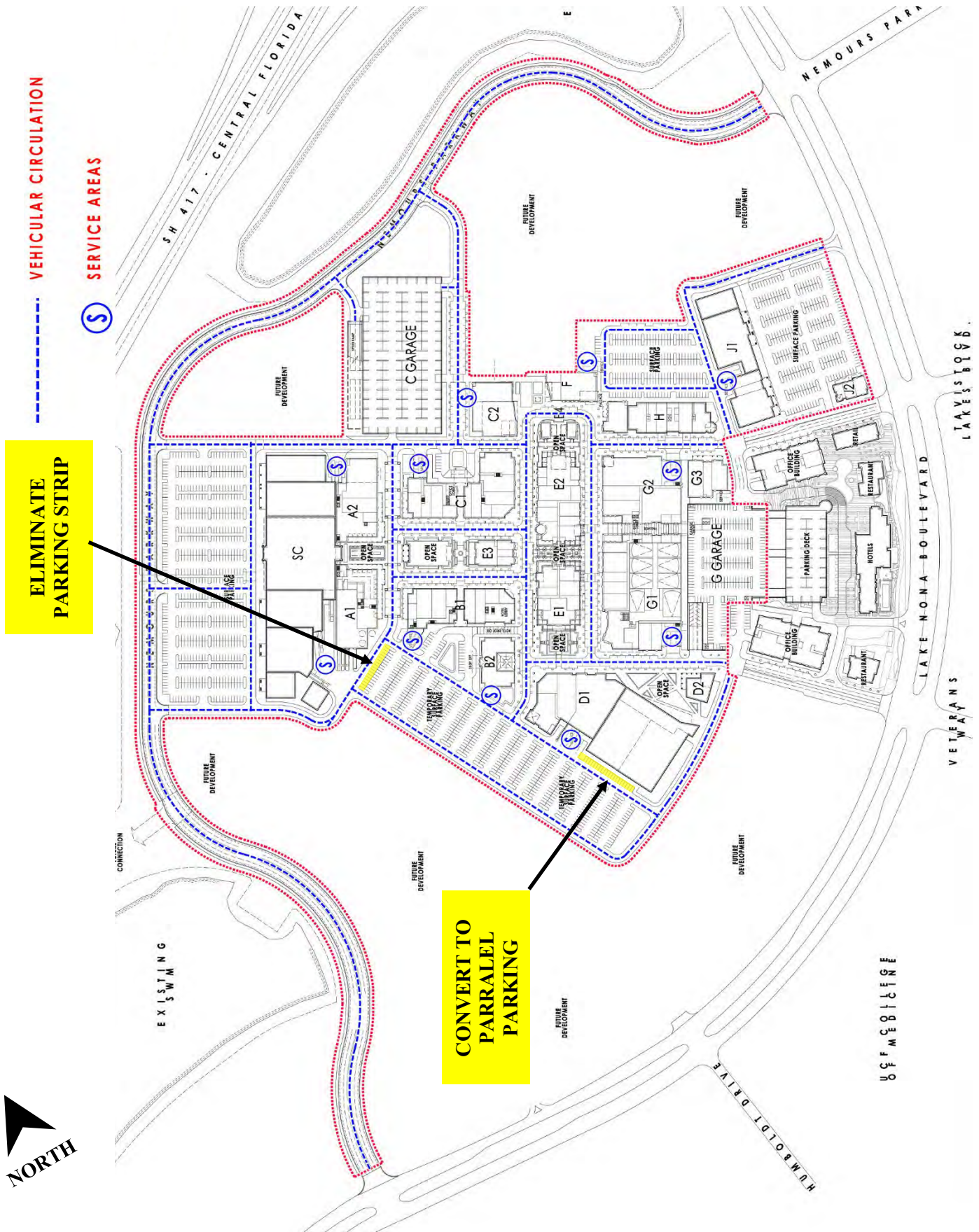


EXHIBIT F: ROAD TYPES (MAP)

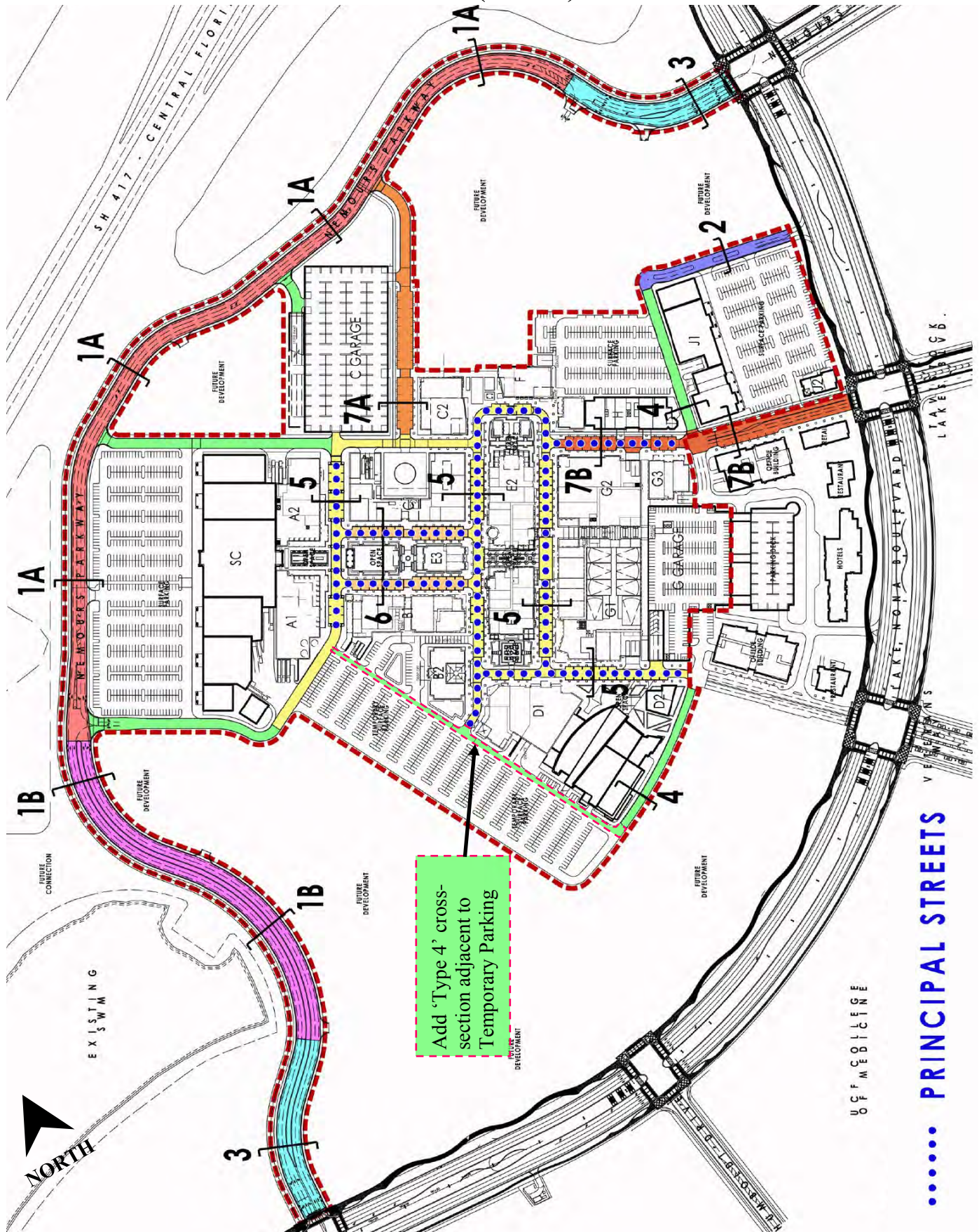
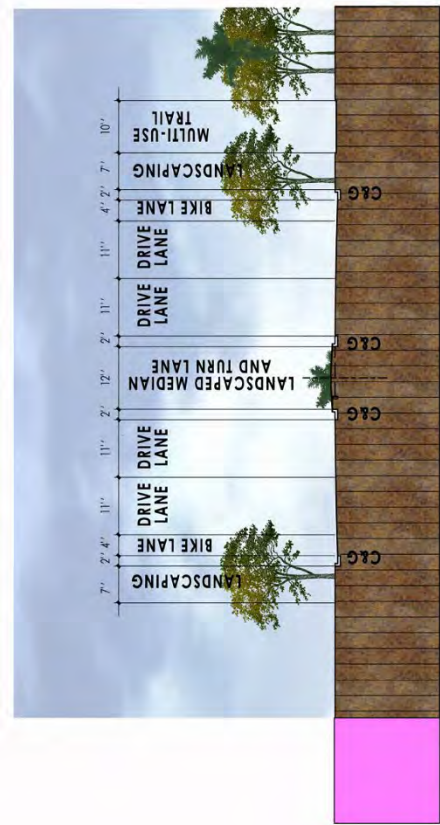
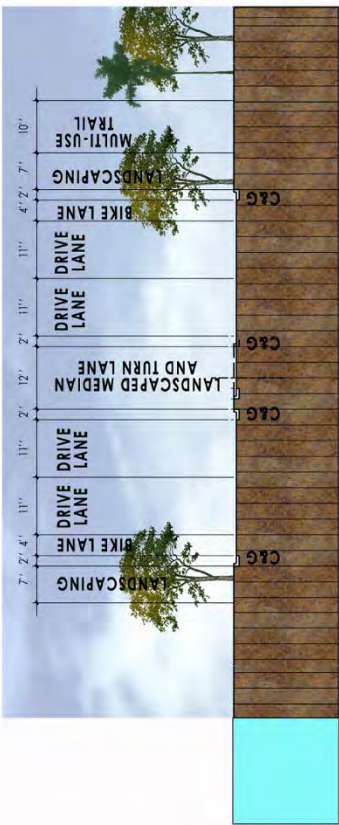


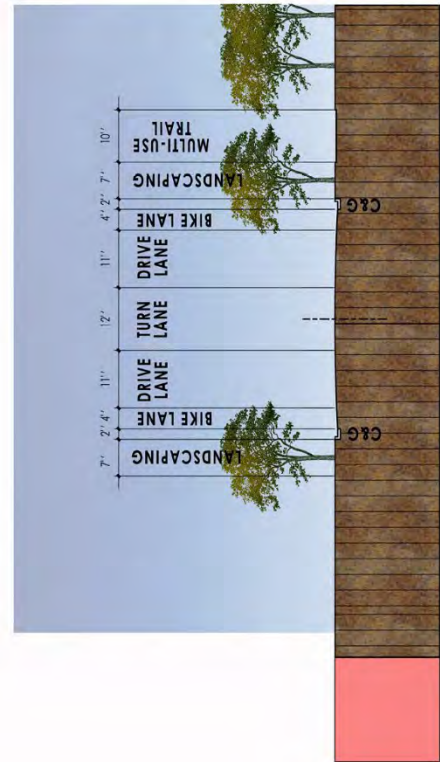
EXHIBIT F: LOOP ROAD TYPES (SECTIONS)



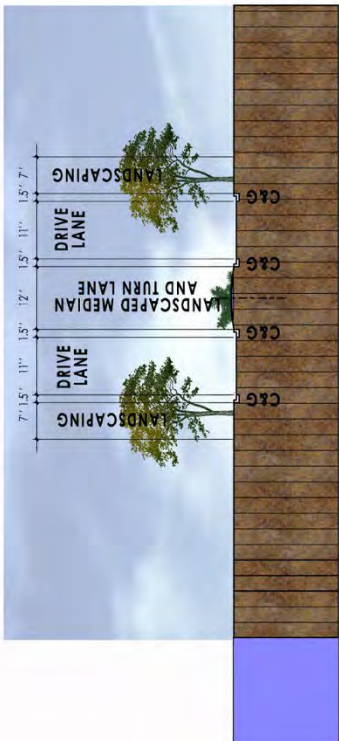
1B: SECTION THRU WEST LOOP ROAD



3 - SECTION THRU MAIN ENTRY ROAD



1A: SECTION THRU EAST & NORTH LOOP ROAD



2 - SECTION THRU SECONDARY ENTRY ROAD

EXHIBIT F: INTERNAL ROAD TYPES (SECTIONS)

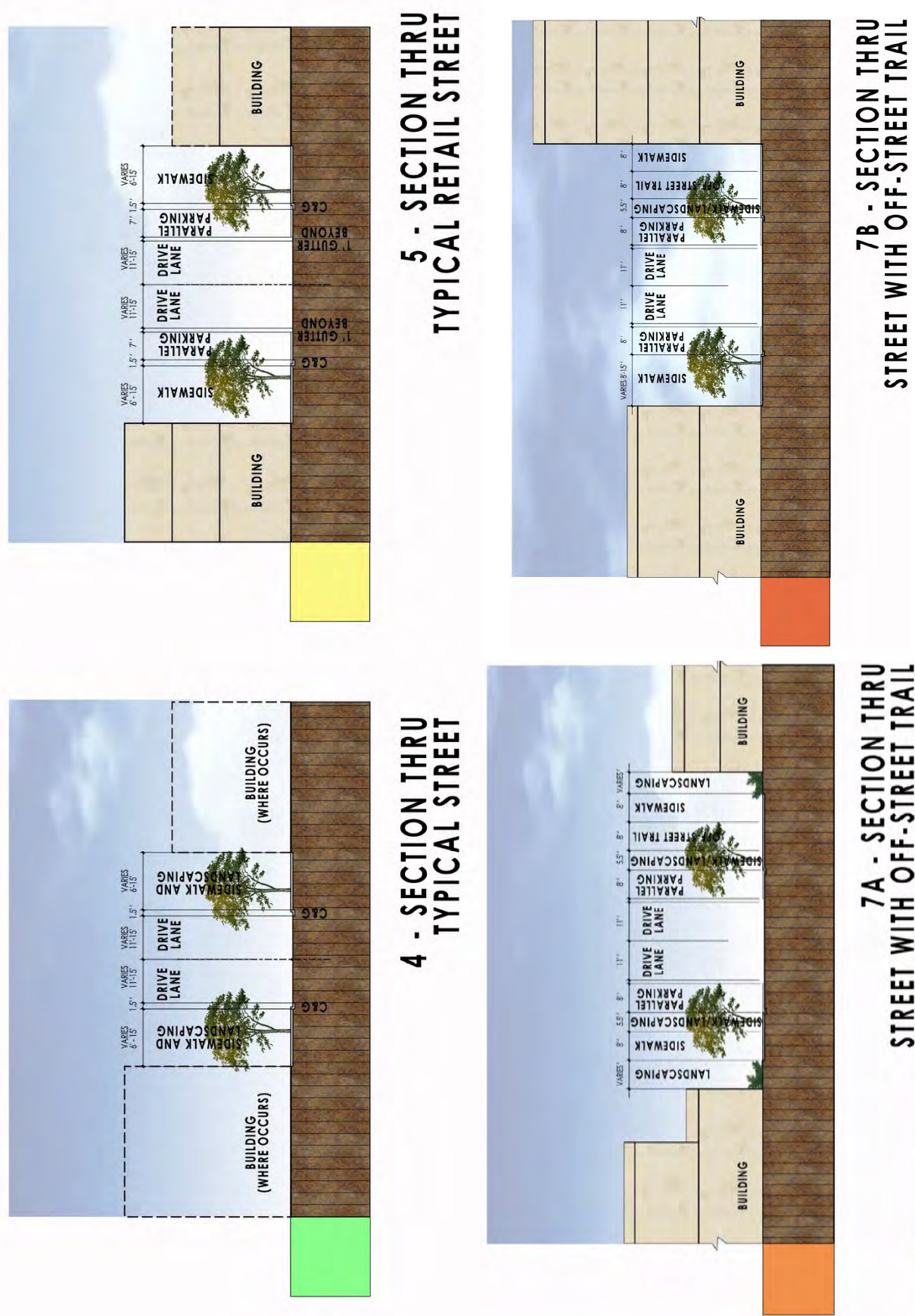


EXHIBIT F: CENTRAL ROAD TYPE (SECTIONS)

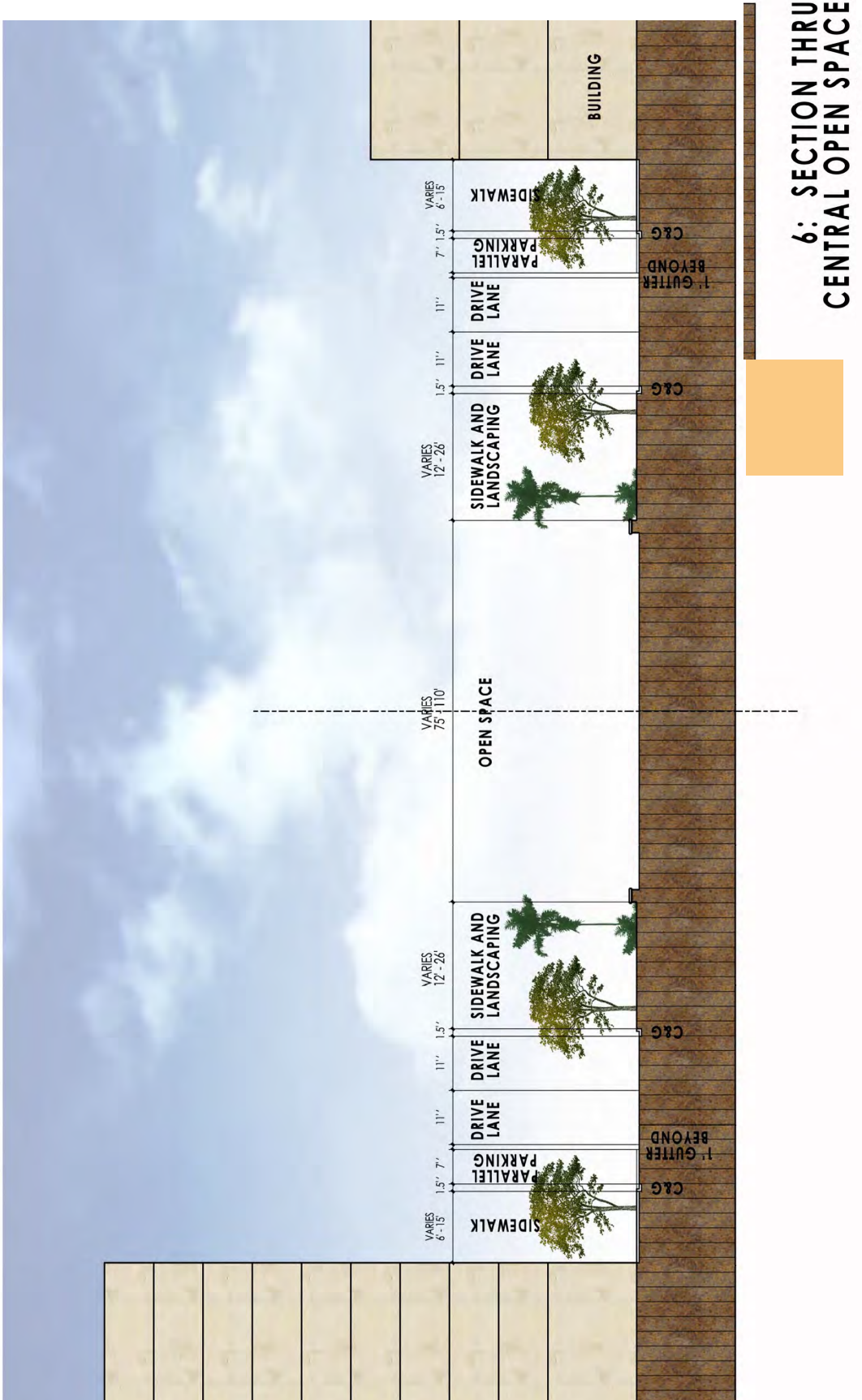


EXHIBIT G: BLOCK NUMBERS

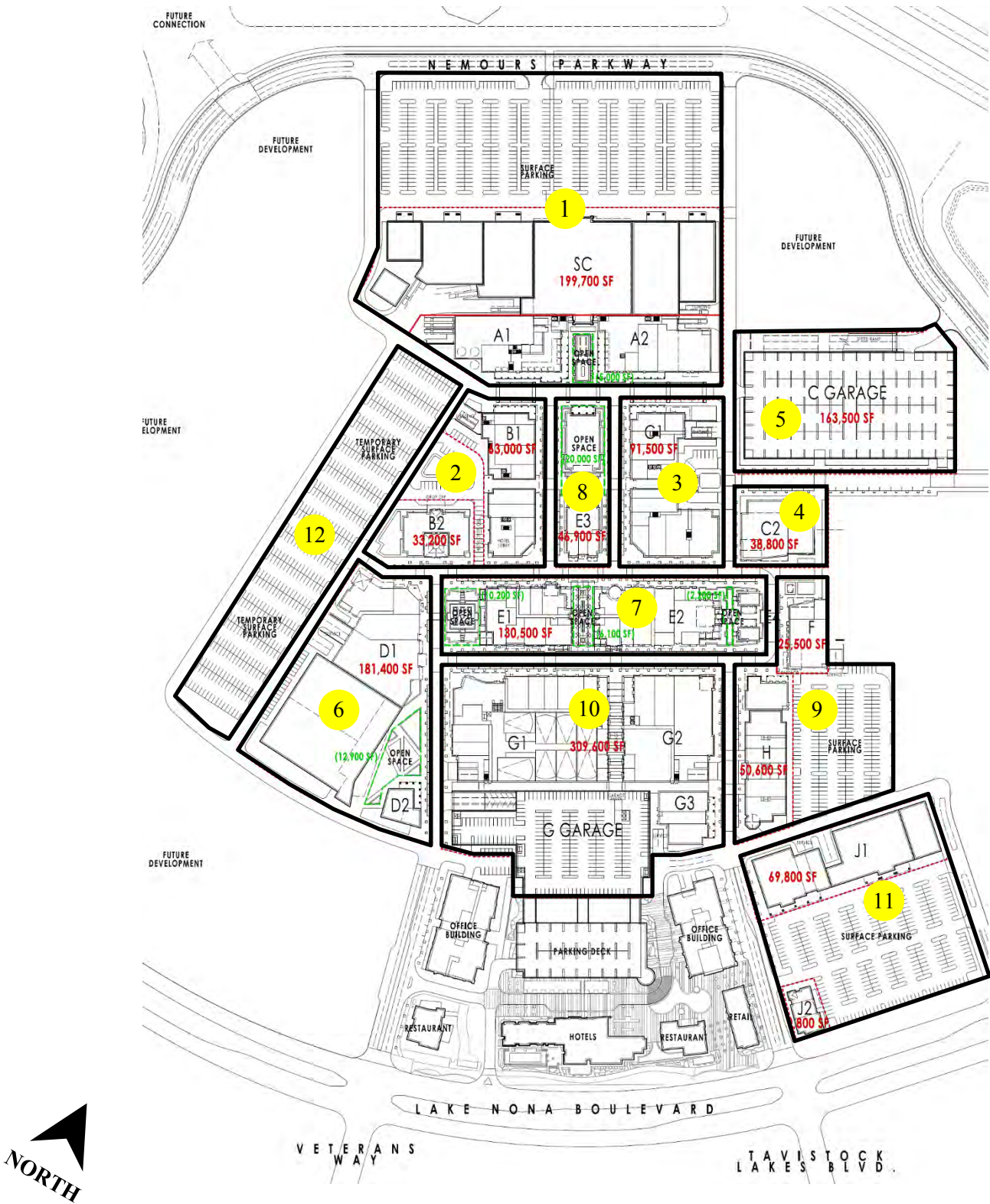
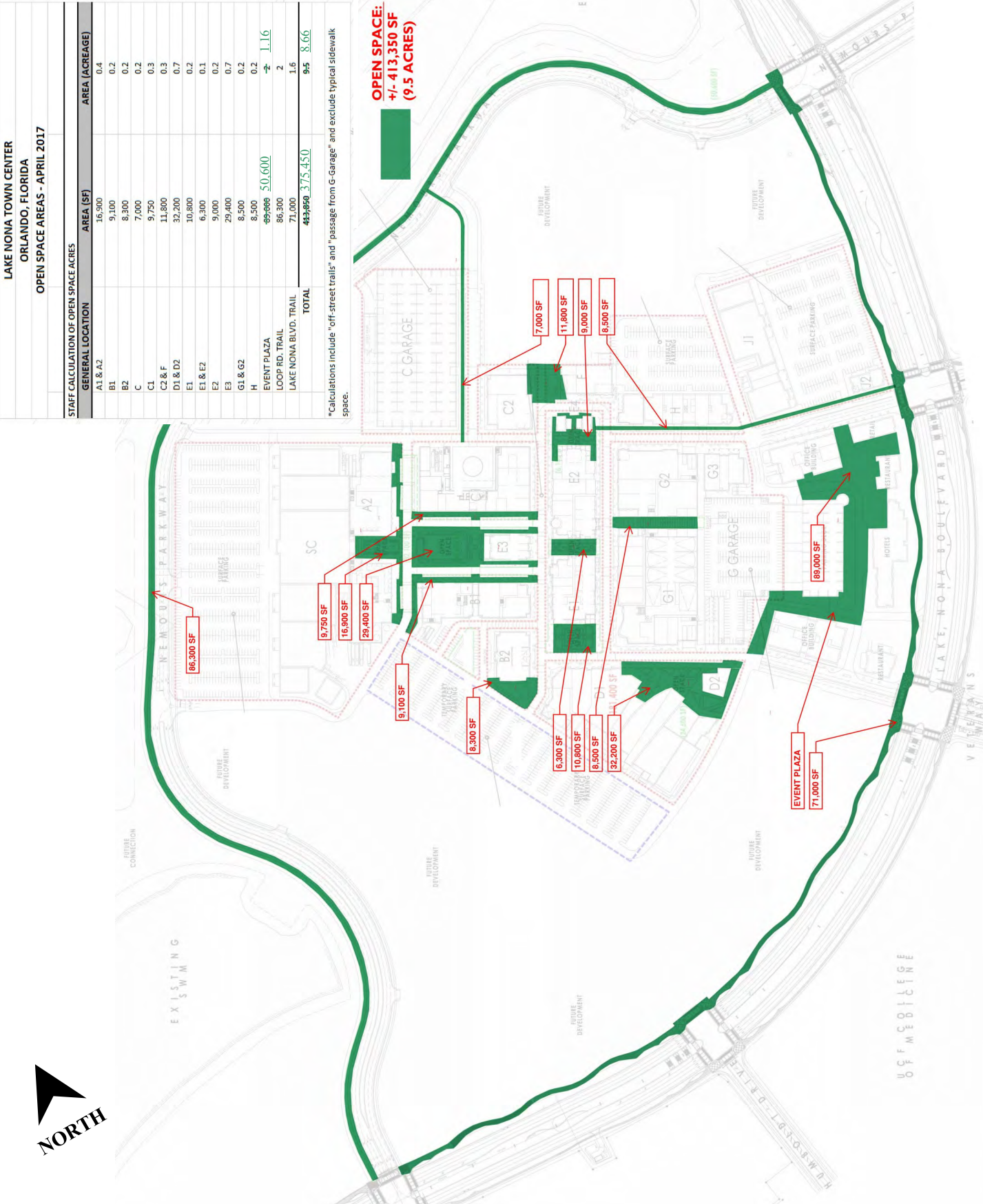


EXHIBIT H: OPEN SPACE MAP



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 Southeast Orlando Development Plan Agreement, and all previous agreements between the City and property owner.

3. *ISSUANCE OF DEVELOPMENT PERMITS*

As provided by subsection 166.033(5), Florida Statutes, issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. In accordance with subsection 166.033(5), Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development

4. *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.

5. *APPEARANCE REVIEW*

All buildings, site plans, streetscape, master sign, and landscape plans shall be reviewed administratively through Planning Official Determination prior to submitting for building permits. Each determination request shall identify the development program (including civic and greenspace calculations), FAR, ISR, building frontage, block size, shared parking calculations for the request and cumulatively for all approvals. Each building development must meet 68.314-325 except for 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.

6. *MASTER PLAN AMENDMENTS*

A. Minor modifications:

- up to 10% of numerical development standards (on a site-by-site basis to address site constraints)
- up to 10% of Phase 2A development program
- up to 1 additional floor height

(continued on next page)

CONDITIONS OF APPROVAL

B. SPMP amendment (requiring SETDRC approval) for:

- greater than 10% increase in Phase 2A development program
- addition of a drive thru
- changes to development standards for project (greater than 10% of numerical standards for any project, or less than 10% if it applies to Phase 2A)
- conditions of approval not agreed to by the applicant

C. Layout and cross section changes—to be determined by Planning Official.

7. DEVELOPMENT STANDARDS

All development in Phase 2A is subject to the Traditional Design standards for Village Center districts as described in Chapter 68 of the Land Development Code, except where alternative standards are allowed per City Planning Conditions #10 thru #15. Any standards not addressed in Chapter 68 or this report shall default to AC-1 zoning district standards.

8. SETBACKS (ALTERNATIVE STANDARD)

The maximum allowed front yard and side street setbacks are 10 feet. This is intended to ensure that buildings frame the street and create visual interest. Alternative Front Yard/Side Street setbacks may be permitted through determination provided that the development site meets this principle. The minimum required rear yard setback is 10 feet.

9. IMPERVIOUS SURFACE RATIO (ISR)

The maximum allowed impervious surface ratio in Village Center districts is 0.85.

10. PEDESTRIAN CONNECTIVITY

All blocks in Phase 2A, as defined in this report, shall have complete pedestrian connections bordering four sides with interconnections between blocks. All garages and surface parking lots shall have a complete network of sidewalks and crosswalks leading from the parking area to the retail areas.

11. COMPLETE BLOCKS AND REQUIRED MIX (ALTERNATIVE STANDARD)

Phase 2A shall be developed as a series of complete blocks within interconnected streets bordering four sides. This phase must contain a minimum mix of three block types, excluding Residential due to the Avigation Easement, summarized below:

Block Types	Phase 2A Required Block Mix
Mixed Use*	15% to 90%
Commercial	0% to 30%
Residential**	0%
Civic	10% (min. 5% of greenspace)

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

**excluded due to Avigation Easement restrictions

12. MAXIMUM AVERAGE BLOCK SIZE OF 7 ACRES (ALTERNATIVE STANDARD)

Block areas are calculated net of surrounding streets and wetlands setbacks. The maximum block size permitted within Village Centers is 7 acres. An alternative standard allows individual blocks to be larger, provided there is a maximum average block size of 7 acres for Phase 2A.

13. MINIMUM AVERAGE INTENSITY OF 0.30 FAR (ALTERNATIVE STANDARD)

FAR shall be measured per block, based on net block size. Village Center districts require a minimum intensity of 0.30 FAR per block. An alternative standard allows individual blocks to be lower, provided there is a minimum average intensity of 0.30 FAR per block for Phase 2A.

14. MINIMUM BUILDING FRONTAGE OF 65% FOR EACH BLOCK (ALTERNATIVE STANDARD)

An alternative standard requiring a minimum average building frontage of 65% per block face is allowed for Phase 2A. Minimum frontage is measured on each street of each block and includes the linear feet of the building within 20 feet of the edge of

CONDITIONS OF APPROVAL

street ROW. Up to 20% of the frontage area can be comprised of plazas or pedestrian accessible landscaped areas with depths no less than 30 feet.

15. *STREET FACING FACADES (ALTERNATIVE STANDARD)*

Blank walls and/or garage doors shall not occupy over 50% of a principal frontage, and a section of blank wall shall not exceed an alternative standard of 30 linear feet (rather than 20) without being interrupted by a window, entry, or architectural/artistic visual detail. Streets are defined as shown on Page 17 of this report. Areas not colored in as a street type are considered drive-ways.

16. *BUILDING MATERIALS (ALTERNATIVE STANDARD)*

Buildings should support regional traditions but are not required to have consistent materials and details on all sides that are visible from public streets and trails. Glass curtain walls are allowed.

16. *DRIVE-THRUS*

Developments that include drive-thrus were not proposed nor approved in this SPMP. Potential drive-thrus included in future developments require SETDRC approval prior to submitting for appearance review and shall comply with the regulations described in Chapter 58, Part 4E of the Land Development Code.

17. *SHARED PARKING CALCULATIONS*

It is presumed that a mix of proposed uses will create staggered peak periods of parking demand, and thus future specific determination request may reflect a reduction in the total amount of required parking using shared parking calculations.

18. *TEMPORARY PARKING LOT (BLOCK 12)*

The Temporary Parking lot indicated as “Block 12” on Page 21 is permitted for a maximum of 5 years from the date of permit issuance. An extension of this time horizon requires approval from the SETDRC.

19. *PLATTING REQUIREMENT*

This property is required to plat in accordance with Section 65.401 of the Land Development Code prior to the issuance of building permits. The applicant shall coordinate with Engineering and Zoning Plan Review to ensure that the final plat incorporates all the conditions of approval for this SPMP. Private streets must be platted as Tracts for emergency/fire safety purposes.

20. *TRANSPORTATION DEMAND MANAGEMENT*

It is anticipated that the subject project will have an employee concentration greater than 500 employees. The developer shall show evidence of coordination with MetroPlan Orlando and the Central Florida Regional Transportation Authority to implement Transportation Demand Management programs for this site.

21. *SITE PLAN REVISIONS*

A revised overall site plan shall be required as a stand alone determination prior to submittal of the first vertical development determination request. The following site plan revisions are required:

Temporary parking lot—While specific pedestrian connections shall be built during the associated phase of construction, to create a sense of community, and promote logical street and sidewalk network to surrounding uses all requirements of LDC Section 61.314 shall apply to all phases. Understory trees such as crepe myrtles and palms can be used in parking lot islands for future removal and relocating elsewhere on the site once the parking lot redevelops. Crosswalks connecting pedestrian walkways across parking lot drive aisles shall be designed and constructed to appear visually distinct from the adjacent driving surface through the use of colored or textured concrete.

Type 4 cross-section—With the expectation of future development, the ‘Type 4’ cross section should be used along the street adjacent to Buildings B1, B2, and D1. The streetscape for street Type 4 shall be built on the side adjacent to the buildings, but the other side may be designed as a drive aisle, to be upgraded in a future phase.

Parallel parking—Parking along the western side of ‘Building D1’ shall be parallel parking. The associated roadway shall be treated as a major roadway when future development is built.

Eliminate parking strip—Eliminate parking strip behind A1 and adjacent to the lift station in order to eliminate traffic conflicts by cars backing out into a main drive aisle. Replace parking with landscaping.

(continued on next page)

CONDITIONS OF APPROVAL

Add transportation changes—Add ‘Transportation Planning conditions’ #2-6 and ‘Transportation Engineering conditions’ #3-7. Update cross-sections.

22. FUTURE PHASES

- Additional ROW may be needed at the “Future Extension” along Loop Road for the implementation of a roundabout and will be evaluated as part of a future phase SPMP.
- Additional bike paths may be needed and will be evaluated as part of a future SPMP.

Urban Design

1. CORNER TREATMENTS

Corner treatments shall provide two directional accessibility ramps at each corner perpendicular to the centerline.

2. VALVE AND JUNCTION BOXES

All at-grade junction, valve, and control boxes in the streetscape zone shall be traffic bearing grade boxes and lids.

3. PEDESTRIAN CROSSINGS

The pedestrian crossings at the garage access points and other driveway cuts shall be level and at the same grade as the sidewalk adjacent to the driveway. A pavement treatment that contrasts with the vehicle lanes shall be used in order to clearly define the pedestrian zone. Reflective paint alone is not acceptable but may be used in conjunction with pavers or other surfaces to outline the pedestrian path for nighttime safety. Crosswalk markings at loading zones on service roads (Street Type 4) may be reflective paint and do not require enhanced treatments.

4. COMBINED STREETSCAPE ZONE

The combined streetscape zone will include a pedestrian clear zone and furniture/amenity zone and must be a minimum of 13 feet from back of curb (BOC) unless otherwise approved through Appearance Review.

5. PEDESTRIAN CLEAR ZONE

All sidewalks shall include a minimum 8 foot wide pedestrian clear zone. In no instance shall vertical structures, furniture, or storefront obstructions be allowed in the pedestrian clear zones.

6. FURNITURE/AMENITY ZONE

All combined streetscape zones shall include a minimum 7 foot wide furniture/amenity zone. If the minimum dimensions are not provided, special tree planting treatments must be used—including, but not limited to, the incorporation of root barriers; structural soil, soil cells, and/or root tunnels underneath the pavement; and pervious pavement—unless otherwise approved through Appearance Review.

7. PARKING GARAGES

- Parking garages shall be treated as principal buildings if they are standalone structures. They shall also incorporate pedestrian entrances on street facing facades that connect to the surrounding streets and pedestrian sidewalks.
- Pedestrian entrances of garages shall include architectural fenestration and accents. Garages shall also have a base, middle, and top designed to complement the principal buildings nearby.
- Garage architecture shall include details and materials of adjacent principal structures.
- The exterior of the garage shall emphasize human scale design with features that interact with pedestrians (i.e. awnings, window/building treatments, etc.).
- Perimeter landscaping shall have a minimum width of seven feet and be consistent with Bufferyard A requirements.
- Ramping shall not be visible from the street. Garage C speed ramp area must be screened with landscaping.
- A minimum 36 inch tall opaque wall shall be provided on the perimeter of all parking levels in order to reduce and screen headlight glare.
- Garage exit stairs shall be open air stairwells with open railings and not be enclosed for CPTED purposes. Stairwells shall be lit and allow for natural surveillance, visibility, and enhanced public safety at all times. Ground floor entrances may have gates with open grate gates.
- Garage elevator lobbies shall be expressed as entrances to the structure and architecturally treated with pedestrian scaled entry elements such as awnings, canopies, or other transparency for CPTED purposes.
- Parking garages shall be designed to not have a “back-of-house” on any side that faces a street or public open space, and shall be designed as to achieve an architectural unity with the structures on the same building site.
- Minor modification to urban design standards may be permitted at time of determination review.

CONDITIONS OF APPROVAL

8. *LOADING ZONES*

Screen walls shall conceal trailers when parked at loading bays to the extent that such loading bays are not otherwise screened from the public ROW or specific locations internal to the site.

9. *MINIMUM TRANSPARENCY*

Principal facades facing a street shall include a minimum of 30% transparency. Secondary facades facing parking lots, pedestrian areas, or open space shall include a minimum of 15% transparency. Tinted or spandrel glass shall not be included in transparency requirements. Low-E efficiency glass with a minimum transmittance of 60% may be permitted.

10. *DURABLE BUILDING FINISH*

Buildings shall be finished with durable, high quality materials that are authentic to the style of architecture for which the building is proposed. All facades shall be finished with the same materials and architectural details. Side and rear building facades that are visible from a street shall contain architectural detail comparable in appearance and complexity to the front of the building. A base, middle, and top must be expressed on all buildings with finishes wrapped on all facades.

11. *FRONT ENTRANCES*

Each principal building must have a clearly defined, highly visible principal pedestrian entrance. Additional entrances on secondary facades should also be architecturally highlighted.

12. *BALCONIES AND CANOPIES*

Balconies and canopies shall be no less than 12 feet above finished grade and awnings shall be minimum of 9 feet above finished grade unless otherwise approved through Appearance Review.

13. *LIGHTING PLAN*

A lighting plan compliant with the City's lighting regulations as described in Chapter 63 Part 2M of the LDC, including photometrics and all proposed exterior lighting fixtures shall be submitted with each SPMP.

14. *MASTER SIGN PLAN*

A Master Sign Plan (MSP) SPMP shall be submitted for approval prior to the issuance of a Certificate of Occupancy for the first building in each phase. The MSP shall clearly show how signage will be allocated between the tenants and the site as a whole. At a minimum, the MSP shall provide placeholders for locations of proposed signage. High-rise signs are permitted consistent with Section 64.246 of the LDC and should be included in the MSP for each phase.

15. *VENTING AND EXHAUST*

All potential restaurant venting and restaurant exhaust shall be directed to the roof of the building and shall not be visible from the street. Restaurant venting is not permitted on any street facing facade. All other venting and exhaust for mechanical and other utilities shall be a minimum of 10 feet above grade and shall be integrated with the building design so as to be seamless with the overall architecture of the building. In no instance shall exhaust venting be directed over pedestrian areas.

16. *TRANSFORMER AREA SCREENING*

Transformer areas outside the building envelope shall be screened on three sides with landscaping and/or decorative, opaque wall and gates up to 6 feet in height. Landscaping shall include a hedge that is a minimum 36 inches tall at the time of planting and maintained at a minimum 48 inches.

17. *MECHANICAL EQUIPMENT*

All ground mounted and rooftop mechanical equipment shall be screened from view and meet the screening conditions of LDC2016-000473. An interior screen wall or parapet for rooftop mechanical equipment is required unless a line of sight study shows that ground-level screening can be accomplished for at least 1,000 feet on all 4 sides of the building. The interior screen wall or parapet shall be the same height as the installed mechanical equipment height.

18. *BACKFLOW PREVENTER*

Backflow preventer(s) shall be located so as to not be directly visible from the right-of-way or should be screened from view where necessary.

19. *ON-STREET PARKING AREAS*

On-street parking areas shall be differentiated from road travel lanes through the use of texture paving or textured paving strips unless alternative standard is approved by Planning Official Determination.

CONDITIONS OF APPROVAL

Transportation Planning

1. *REFUGE AT LAKE NONA BLVD*

Crosswalks on Lake Nona Blvd at the project entrances must be improved to provide median refuge space for pedestrians and cyclists. Adequate refuge space may be created within the existing median islands with widened areas for stopping. Off-set crosswalks may also be used to create sufficient refuge space.

2. *TRAVEL LANES*

Travel Lanes should be no wider than 10 feet wide throughout the Town Center as this is an appropriate width to maintain street safety without impacting traffic operations. Where a higher incidence of delivery truck traffic is expected, travel lanes shall not exceed 12 feet in width. Accommodations for turning movements should be addressed at driveway and intersection locations. Areas appropriate for 12 foot width will be evaluated as part of each determination.

3. *BICYCLE AMENITIES*

The number of bike parking spaces provided must meet the minimum standards outlined in City Code Section 61.333 for each individual use. Spaces may be provided in centralized locations such as bike corrals instead of at the entrances for each building. One bike corral or similar per code conforming block face would be appropriate dispersion for short term parking. Appropriate wayfinding signs must be placed as necessary to direct riders to parking areas. Long term spaces required by Code may be placed in parking garages surrounding the Town Center.

4. *TRAIL EXTENSION FROM TAVSTOCK LAKES BOULEVARD*

The applicant shall construct a minimum 8 foot wide off-street trail (add 2 feet for “door swing zone” where adjacent to street parking) from the intersection of Lake Nona Boulevard and Tavistock Lakes Boulevard along the north side of the access road adjacent to buildings J2, J1, and H to a terminus at the core of the Town Center. This is in addition to the required 8 feet wide pedestrian clear zone. Color and/or pavement treatment should clearly differentiate the off-street trail from pedestrian clear zone. Pavement markings/symbols to signal the separation of pedestrians from bikes, rollerblades, skateboard, etc. should also be included.

5. *TRAIL EXTENSION FROM NEMOURS PARKWAY*

The applicant shall construct a minimum 8 foot wide off-street trail (add 2 feet for “door swing zone” where adjacent to street parking) from the intersection of Nemours Parkway and the "Garage C" access road to the southern edge of "Garage C". This is in addition to the required 8 feet wide pedestrian clear zone. Color and/or pavement treatment should clearly differentiate the off-street trail from pedestrian clear zone. Pavement markings/symbols to signal the separation of pedestrians from bikes, rollerblades, skateboard, etc. should also be included.

6. *TRAILHEAD BIKE AMENITIES*

Staff is encouraging the provision of bike amenities near the end of the two trail extensions including bike share stations, covered bike parking, bike valet, and bike repair stations.

7. *SHARED-LANE MARKINGS*

Shared-lane markings such as “sharrows” will be used to continue bicycle connectivity through the core of the town center per the Growth Management Plan trail plan. Alternative methods of markings or wayfinding signage may be approved through Appearance Review.

Transportation Engineering

1. *SIGNALIZATION AT HUMBOLDT DR & LAKE NONA BLVD*

Prior to Certificate of Occupancy for the first building, the applicant shall provide signalization plans for the intersections of Humboldt Dr & Lake Nona Blvd and for Loop Rd & Lake Nona Blvd.

2. *OPERATIONAL ANALYSIS*

Prior to Certificate of Occupancy for the first building, an operational analysis must be performed of all signalized intersections and project entrance intersection on Lake Nona Blvd from the SB 417 Ramps to Boggy Creek Rd. Due to concerns about neighborhood cut through in Laureate Park, speed and volume studies of a typical week day and a typical weekend day must be performed on Tavistock Lakes Blvd, Laureate Blvd, and Nemours Pkwy (if open to Narcoossee Rd) within one month prior to the first Certificate of Occupancy for Phase 2A and 24 months after the first Certificate of Occupancy for Phase 2A. The applicant will provide the results to City Transportation Department for review after each study.

CONDITIONS OF APPROVAL

3. *LOOP ROAD MINIMUM ROW OF 75 FEET*

- The Loop Road will require a 10 foot travel lane, 5 foot bike lane, 2 foot Type F curb/gutter on each side, plus a 12 foot wide center turn lane/raised median. This results in 16 feet of clear path for emergency vehicles on each side of the median.
- Each median shall include mountable curbs and stabilized grass for four feet on each side to create the minimum 20 foot clear fire access path in each directions. Trees and shrubs are not permitted in the four foot clear area of the curb/median, however they are allowed in the center of the median subject to site visibility.
- The medians must be spaced to allow for fire access and may be no longer than 200 feet.
- The Loop Road shall also include a 5 foot wide sidewalk on the south/east side, a 10 foot wide shared-use path on the north/west side, and a 7 foot wide landscape buffer on each side.
- The loop road sidewalk does not need to be constructed at time of Phase 2A. The sidewalk must be conveyed as an easement by plat or through a separate recording instrument. This easement must be provided for the entire length of the loop road in order to account for potential redevelopment in the future.

4. *SECONDARY ACCESS ROAD (LOOP ROAD TYPE 2)*

The 'Secondary Access Road' shall meet the fire access widths for the median as described in TE Condition 3 above, or the median shall be removed.

5. *PRIVATE & PUBLIC ROADS*

All roads will be clearly labeled as either private or public ROW.

6. *LOOP ROAD NAME*

The Loop Rd must be named Nemours Pkwy from the northernmost Lake Nona Blvd intersection to the Future Rd intersection. The name of the Loop Rd must change at the Future Rd intersection to prevent two intersection of Nemours Pkwy with Lake Nona Blvd. The proposed name of the new street shall be submitted to the Engineering Bureau for review for duplication of established street names, same sounding name, type of spelling, etc., in accordance with the City Land Development Code, Sections 58.64c34 (b) and 58.3122.

7. *LOOP ROAD CROSSWALKS*

Crosswalks on the Loop Road are required at every trail access point and must not be spaced more than on average 1/4 mile apart.

8. *TRAFFIC CALMING*

Staff suggests raised intersections and/or raised pedestrian crosswalks interior to the site to provide traffic calming.

9. *CLEAR SIGHT LINES*

At all project intersections and 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 Index. Sight lines shall be provided on both site plans and landscape plans.

Waste Water

1. *DEVELOPMENT DENSITY*

Development density shall be consistent with the latest Master Utility Plan. An updated hydraulic analysis shall be provided to confirm the sanitary and reclaimed systems will have sufficient capacity for the proposed development.

INFORMATIONAL COMMENTS

Building

Code Consultants Inc. (CCI), the fire protection and life safety consultant for the Lake Nona Town Center project, will use a code approach for the development that will meet either the code verbatim or an alternate material, design, and method as allowed in FBC Section 104.11. The follow is the current understanding regarding Fire Protection and Life Safety standards as of a meeting with CCI on March 7, 2017:

1. G1 Building consist of Mercantile, A1 (Movie Theater) on ground floor and Business on the 2nd fl
2. CCI propose to group G1 Building as Unlimited Area building
3. CCI propose to use Sections 507.3.1 and 507.4
4. CCI want to use Section 507.4 rationale for allowing unlimited area two-story buildings for Groups B, F, M, and S which is allowed for single story in Section 507.3
5. CCI propose to use Section 507.11 and attach under Section 507.4 as a grouped two-story Mixed Occupancy Unlimited area building

Mixed Occupancy buildings of Groups A1 and A2 would be allowed in Section 507.3 in Mixed Occupancy, single story unlimited area buildings under limited conditions. These are considered as additional primary use occupancies allowed in buildings regulated by Section 507.3, but not allowed on either story in Section 507.4 because of the hazards associated higher occupant load and the building is two-story. Also, Section 507.11 is applicable to stand-alone buildings only and Section 507.11 does not state the design professional can use in conjunction with 507.4.

Development

1. CLEARING, GRADING, AND EXCAVATING

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.

2. STORMWATER POLLUTION PREVENTION PLAN

Need to provide drainage calculation and Geotechnical report for this development. A Stormwater Pollution Prevention Plan need to be submitted in accordance with the Florida Department of Environmental Protection (FDEP) requirement. The City Council Adopted the Engineering Standards Manual (ESM), Fifth Edition on April 18, 2016. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).

3. SANITARY SEWER SYSTEM

This project requires a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system. The Office of Permitting Services processes the permit for projects with reserved sewer capacity. At the time of FDEP permit submittal to the Office of Permitting Services, the following is required:

- Permit Application - signed/sealed by the owner. This Bureau will complete page 10 of 11 when the construction plans are approved.
- Construction Plans - six sets, signed/sealed by the engineer. The plans are to include the on-site and off-site sewer design together with the City's details. If a lift station is part of the sewer design, the engineer is to submit the shop drawings for the lift station (private or public).

4. WASTE WATER REVIEW

The construction plans are reviewed by the City of Orlando's Waste Water Bureau and returned to the Office of Permitting Services when approved. This Office will contact the engineer to pick up the application and two sets of the approved plans or the transport to FDEP. The remaining sets will be retained by the Office for distribution. Reminder: PLEASE ALLOW 3-4 WEEKS FOR THIS PROCESS

5. ON-SITE INSPECTION 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.

6. MASTER DRAINAGE PLAN

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

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tained. With the development of this site, the master system is adequately design to handle the capacity of this expansion .

7. REFUSE CONTAINER SITES

In accordance with City Code Section 28.6 (f) 1-3, the Office of Permitting Services is authorized to make a determination of approval/disapproval of refuse container sites. The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be determined solely by the Refuse Collection Bureau Staff.

8. SANITARY SEWER LINES

All sanitary sewer construction is to be in accordance with the Engineering Standards Manual. The sanitary sewer lines are to be dedicated to and maintained by the property owner. One lateral for each lot is required. Section 9.03.02 (J) of the ESM provides that a double wye is not acceptable.

9. SEWER BENEFIT FEE

The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy and Chapter 30 of the Land Development Code.

10. UTILITY LINES BENEATH SURFACE

Section 1.04 of the Engineering Standards Manual provides that all utility lines shall be installed beneath the surface of the ground. Subdivision construction plans must include all proposed utilities.

Police

1. DISTRIBUTED ANTENNA SYSTEMS (DAS)

Note: This condition applies to all buildings in this project (including parking garages) that are 4 or more stories in height and any areas that are below grade.

All buildings shall provide an adequate level of indoor coverage for public-safety radio service for the City of Orlando radio communications system, including but not limited to police, firefighters, and other emergency responders. A DAS system will also improve commercial cellular service for building occupants. The system will enable all first responders to communicate with dispatch and other field units. Inadequate coverage not only puts first responders at risk but also the citizens they are protecting.

Adequate indoor radio coverage shall include the following standards:

- Inbound into the building: A minimum average in-building field strength of 10 dbm above the noise floor throughout ninety-five (95%) of the area on each floor of the building when transmitted from the city's police dispatch center and the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- Outbound from the building: A minimum average outbound field strength of 10 dbm above the noise floor throughout ninety-five percent (95%) of the area on each floor of the building when transmitted from the field units portable radio to the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- The City's Communications Unit with consideration of the appropriate police, fire and emergency medical department services shall determine the frequency range or ranges that must be supported. For the purpose of this section, adequate radio coverage shall constitute a successful communications test between the equipment in the building and the Communications Centers for all appropriate emergency service providers for the building.
- If any part of the installed system or systems contains an electrically powered component, the system shall be capable of an independent battery or generator system for a period of at least twelve hours without external power input or maintenance. The battery system shall automatically charge in the presence of external power.
- FCC authorization: All amplification equipment must be FCC Type Accepted.
- Developments must comply with NFPA 72-2010 – National Fire alarm and Signaling Code, Public Safety In-Building Requirements, as it pertains to emergency communications systems (ECS), and their components.

If you have any questions regarding the requirements as listed above, it is suggested that you contact the OPD Radio Systems Administrator, Rebecca Gregory at 321.235.5314 or Rebecca.gregory@cityoforlando.net. The OPD Technical Review Committee representative, Audra Rigby 407.246.2454, can also assist the applicant in contacting the Emergency Communication Representatives.

Fire

1. PRELIMINARY REVIEW

TRC fire code review is preliminary in nature, and is intended to expose or prevent evident design deficiencies with State and City

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Fire Codes. The design will be reviewed in detail for State and City Fire Code compliance at the time of permit application. Be advised that any new construction must adhere to the requirements of the Florida Fire Prevention Code, 2012 Edition, and The City of Orlando Fire Prevention Code.

3. FIRE DEPARTMENT ACCESS

Per NFPA 1, sec. 18.2.4.1, the required width of a fire department access road shall not be obstructed in any manner. Minimum required widths and clearances shall be maintained at all times. Facilities and structures shall be maintained in a manner that does not impair or impede accessibility for fire department operations.

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 407-246-4990 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

Transportation Impact Fees

For questions and information regarding Transportation Impact Fee rates you may contact Nancy Ottini at 407-246-3529 or nancy.jurus-ottini@cityoforlando.net

Development Review and Engineering/Zoning

For questions regarding Development Review and Engineering or Zoning contact Keith Grayson at 407-246-3234 or keith.grayson@cityoforlando.net.

Building

For questions regarding Building Plan Review issues contact Don Fields at 407-246-2654 or don.fields@cityoforlando.net.

Police

For questions regarding the Orlando Police Department plan review, please contact Audra Nordaby at 407-246-2454 or audra.nordaby@cityoforlando.net.

Fire

For questions regarding the Orlando Fire Department plan review, please contact Charles “Chip” Howard at 407-246-2143 or charles.howard@cityoforlando.net.

Waste Water

For questions regarding the Waste Water plan review, please contact Vince Genco at 407-246-3722 or vince.genco@cityoforlando.net.

REVIEW/APPROVAL PROCESS—NEXT STEPS

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