

LAKE NONA TOWN CENTER PHASE 2A AMENDMENT AND BIKE PLAN



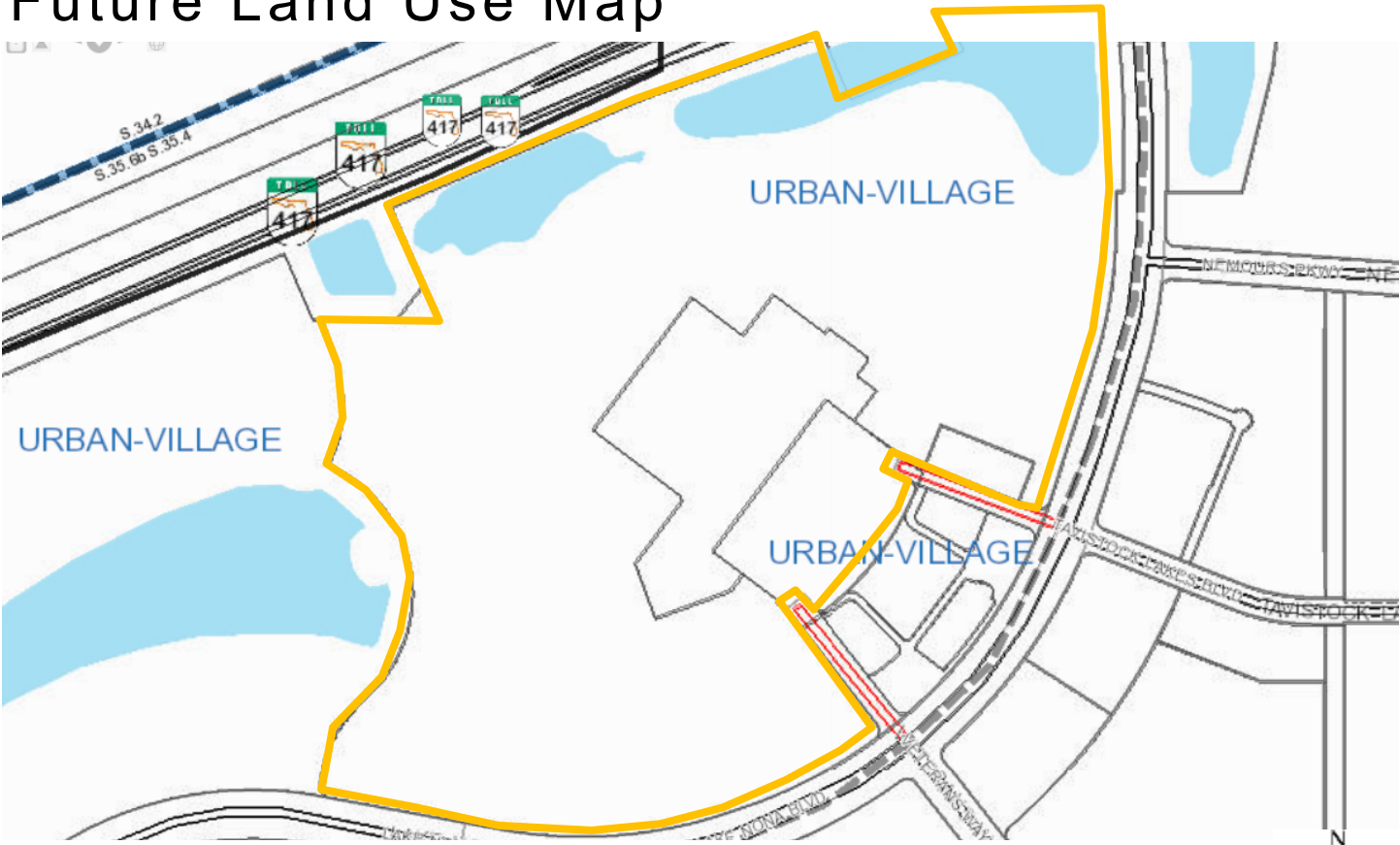
Location Map

Subject Property

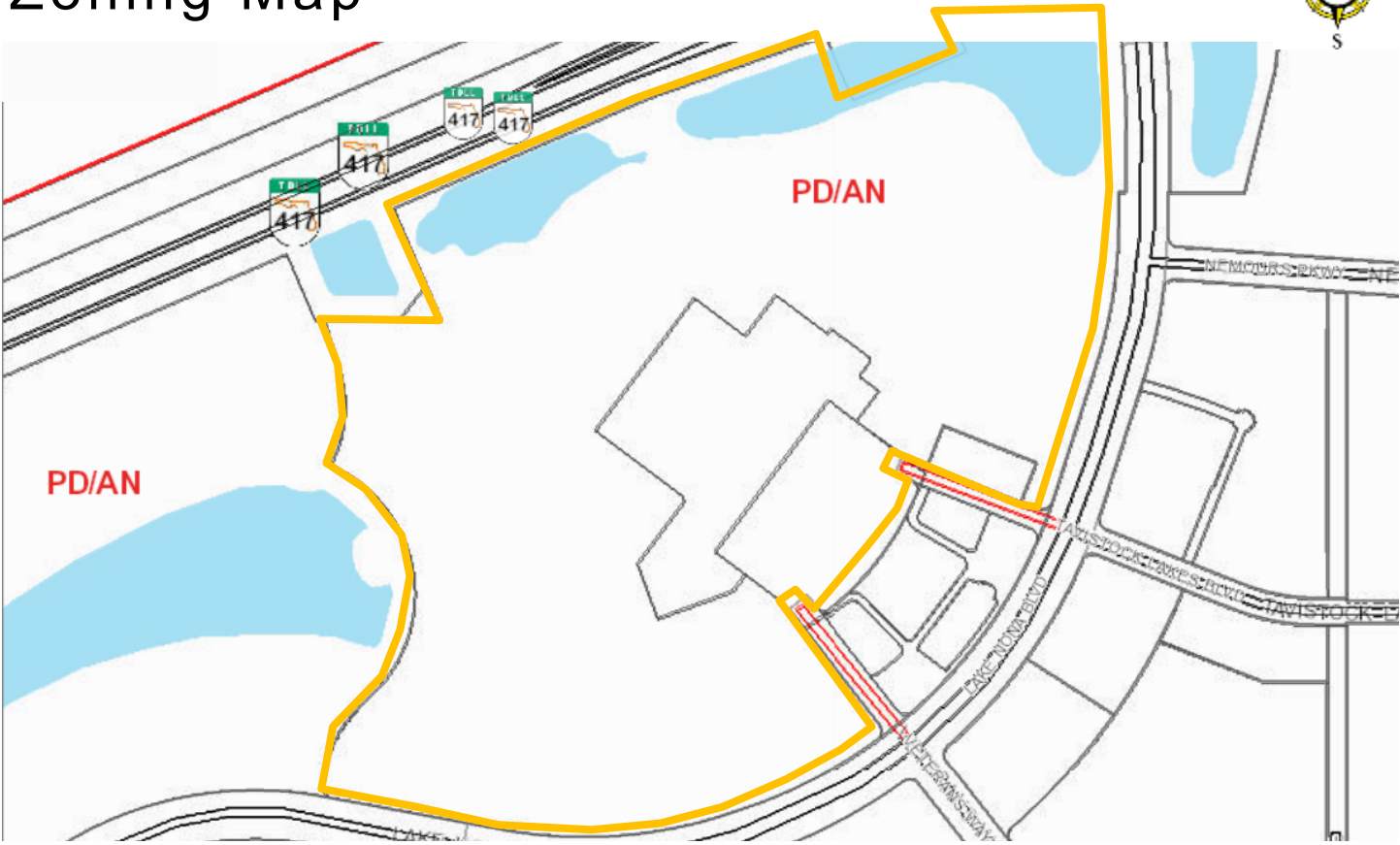
SUMMARY

<p>Owner LN Towncenter II, LLC</p> <p>Applicant Heather Isaacs Tavistock Development Company</p> <p>Project Planner Wes Shaffer, Planner II</p> <p>Updated: May 7, 2018</p>	<p>Property Location: South of the Central Florida Greenway (SR 417), northwest of Lake Nona Boulevard, east of Boggy Creek Road (+/- 67.7 acres, District 1)</p> <p>Applicant's Request: Amend the Lake Nona Town Center Phase 2A SPMP to increase the development program from 1.24 million square feet of non-residential floor area and 200 hotel rooms on 49.75 acres of area to 1.33 million square feet of non-residential floor area and 215 hotel rooms on 56.77 acres of area. This request also includes a bike parking plan.</p> <p>Staff's Recommendation: Approval subject to the conditions of this report</p>
---	--

Future Land Use Map



Zoning Map



Project Analysis

Project Description

The applicant is requesting approval to amend the Lake Nona Town Center Phase 2A SPMP to increase the development program from 1.24 million square feet of non-residential floor area and 200 hotel rooms on 49.75 acres of net development area to 1.33 million square feet of non-residential floor area and 215 hotel rooms on 56.77 acres of net development area. This request also includes a bike parking plan. On March 9, 2017, the Southeast Town Design Review Committee (SETDRC) recommended the approval of MPL2016-00055. **Table 1** summarizes the updated development program.

Table 1—Updated Development Program for Town Center Phase 2A (new buildings shown in Red)

Original Block	New Block	Net Block Acres	Buildings	Use	Gross Floor Area
1	1a	4.89	A, M	Mixed	160,407
	1b	3.61	V , W	Retail	10,017
2	2a	1.30	B1	Mixed	141,634
	2b	3.70	B2, Garage B	Mixed	47,305
3	3	2.10	C	Mixed Hotel	234,248
4	4	0.89	L	Retail, Restaurant	19,790
5	5a	6.81	N , Garage C	Retail	27,955
	5b	0.94	Parking	Parking	—
6	6	3.96	D	Retail, Fitness	172,727
7	7	3.00	E	Mixed	62,229
8	8	0.61	K	Mixed	10,610
9	9	3.52	F, H	Mixed	100,229
10	10	7.11	G, Garage G	Mixed	256,632
11	11	4.55	J	Future Grocery	Future
12	12	1.82	Temp Parking	Parking	—
NEW	13a	3.28	X	Future Retail	85,681
	13b	3.52	U	Future Retail	5,007
TRAILS	Trails	1.16	—	Open Space	—
On-Street		—	—	On Street Parking	—
Total		56.77			1,334,471

Previous Approvals

- **2011 December 8**—SETDRC recommends 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 recommends 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;
- **2017 March 9**—SETDRC recommends approval of Lake Nona Town Center Phase 2A SPMP (MPL2016-00055);
- **2017 August 28**—MPB recommends approval to amend the Lake Nona PD to allow a maximum building height of 16 stories on Parcel 22a;
- **2017 October 21**—Final site plan and appearance review approval via Planning Official Determination for Garage G (DET2017-10011);
- **2018 March 20**—Final site plan and appearance review approval via Planning Official Determination for Phase 2A street network, Building G, and Building C (DET2018-10036, DET2018-10014, and DET2018-10044).

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 2** summarizes the future land uses, zoning districts, and existing uses surrounding the subject site.

Table 2—Project Context

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

Aerial Image of Subject Site (OCA 2018)



Conformance with the Growth Management Plan

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.

Future Land Use 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.

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. The subject site is subject to "Village Center" development standards. These development standards are summarized in Table 2 and the analysis provided below.

Table 3—Lake Nona Town Center Phase 2A Development Standards

Phase	Net Block Acres	Use	Program	Block Density / District Intensity			Building Height (stories)		ISR (impervious surface ratio)	
				Min.	Max.	Proposed	Max.	Proposed	Max	Proposed
2A	56.77	Mixed	1,334,471	0.30 FAR	No Max	0.54 FAR	16	1 to 16	0.85	TBD

Block 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 net block area for Phase 2A is ±56.77 acres.

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.

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. ZON2017-00019 amended the Lake Nona PD to allow up to 16 stories for development in Parcel 22a. The average building height in Phase 2A is 2 stories and the tallest proposed building is "C1", which is a 16-story hotel with ground floor retail.

Impervious Surface Ratio (ISR)

The maximum ISR permitted is 0.85 according to the VC/UTC standards. ISR calculations must be included at time of building permit review.

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 1,100,223 sq. ft. of proposed mixed-use development (excluding floor area for Building C Hotel) and 215 hotel rooms, a total of 3,409 spaces will be required. The applicant has indicated that Phase 2A will provide 4,101 spaces; inclusive of 2,588 garage, 1,319 surface, and 194 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 4—Required Parking

Use	Floor Area / Hotel Rooms	Required Parking Ratio	Required Spaces	Parking Provided
Mixed Use	1,100,223	3 per 1,000 SF	3,301	
Hotel	215	0.50 per room	108	
Total			3,409	4,101

Streetscaping and Landscaping

MPL2016-00055 requires that internal streets provide a minimum 13-foot wide streetscape, which combines a pedestrian clear zone and a furniture/amenity zone, on both sides of the street. The pedestrian clear zone must be a minimum 8 foot wide with no vertical structures, furniture, or storefront obstructions allowed. The furniture/amenity zone, which can include trees, benches, lights poles, etc., must be a minimum of 5 foot wide with structural soils provided for trees. The proposed site plan shows areas in which the minimum pedestrian clear zone is not demonstrated. A modification of up to 10% of the 8 foot development standard may be permitted for pedestrian clear zones that do not meet the minimum requirement (rounded up to allow a maximum of 1 foot). This modification is allowable for “pinch-points” or areas where building architecture encroaches into the pedestrian clear zone, and is not applicable to the entire façade of a building. To avoid encroachment by door swings, staff encourages sliding doors, roll-up doors, or recessed entryways.

The applicant has indicated that specific materials, colors, and other features of the overall Town Center streetscape have not been finalized. ENG2017-01974 is the site work permit associated with this determination and is allowed to proceed without the final streetscape plan until final inspection at which point a document hold will require resubmittal of the final streetscape plan.

Bicycle Parking Plan

The number of bike parking spaces provided must meet the minimum standards outlined in City Code Section 61.333 for each individual use. The original SPMP allowed for centralized locations—such as bike corrals—to be placed along each block face, rather than at each building entrance. The proposed bike parking plan does not achieve this standard but, after multiple meetings with the developer, City Staff is comfortable with approving a lesser standard but is requiring a written statement justifying why they are unable to meet the minimum requirement for bicycle parking spaces.

Previously Approved Development Map
(showing added acreage)



Updated Development Map



Updated Development Plan

TOWN CENTER PHASE 2A - MASTER LEASE PLAN 12/18/17 (new future power center configuration)

Block #	Block Acreage	Buildings	Use	Gross Building Area (SF)	Open Space (SF)	Parking Provided	Bike Pkg Short Term	Bike Pkg Long Term
1a	4.89	M (SC), A1, A2	Mixed	160,407	24,512		16	
1b	3.61	V, W	Future Retail	10,017	0	330	Future	
2a	1.3	B1	Mixed	141,634	10,383		8	6
2b	3.7	B2, B Garage	Retail	47,305	5,098	840	30	
3	2.1	C1	Hotel/Retail	234,248	17,400		0	
4	0.89	L (C2)	Mixed	19,790	11,800		0	
5a	6.81	C GARAGE	Parking		6,600	660	0	26
5b	0.94	N	Retail	27,955	0	75	4	
6	3.96	D1, D2	Retail/Fitness	172,727	35,907		10	
7	3	E1, E2, E4	Mixed	62,229	49,589		4	
8	0.61	K	Mixed	10,610	31,842		8	
9	3.52	F, H	Mixed	100,229	11,800	200	2	
10	7.11	G1, G2, G3, G GARAGE, R (fut)	Mixed	256,632	16,697	1083	18	30
11	4.55	J1, J2	Grocery	Future	0	250	Future	
12	1.82	TEMP SURFACE PKG	Parking		0	225	0	
13a	3.28	X	Future Retail	85,681	0		Future	
13b	3.52	U	Future Retail	5,007	0	244	Future	
TRAIL	1.16	LOOP ROAD TRAIL/BIKEWAYS	Open		101,800		0	
On Street			On street parking			194		

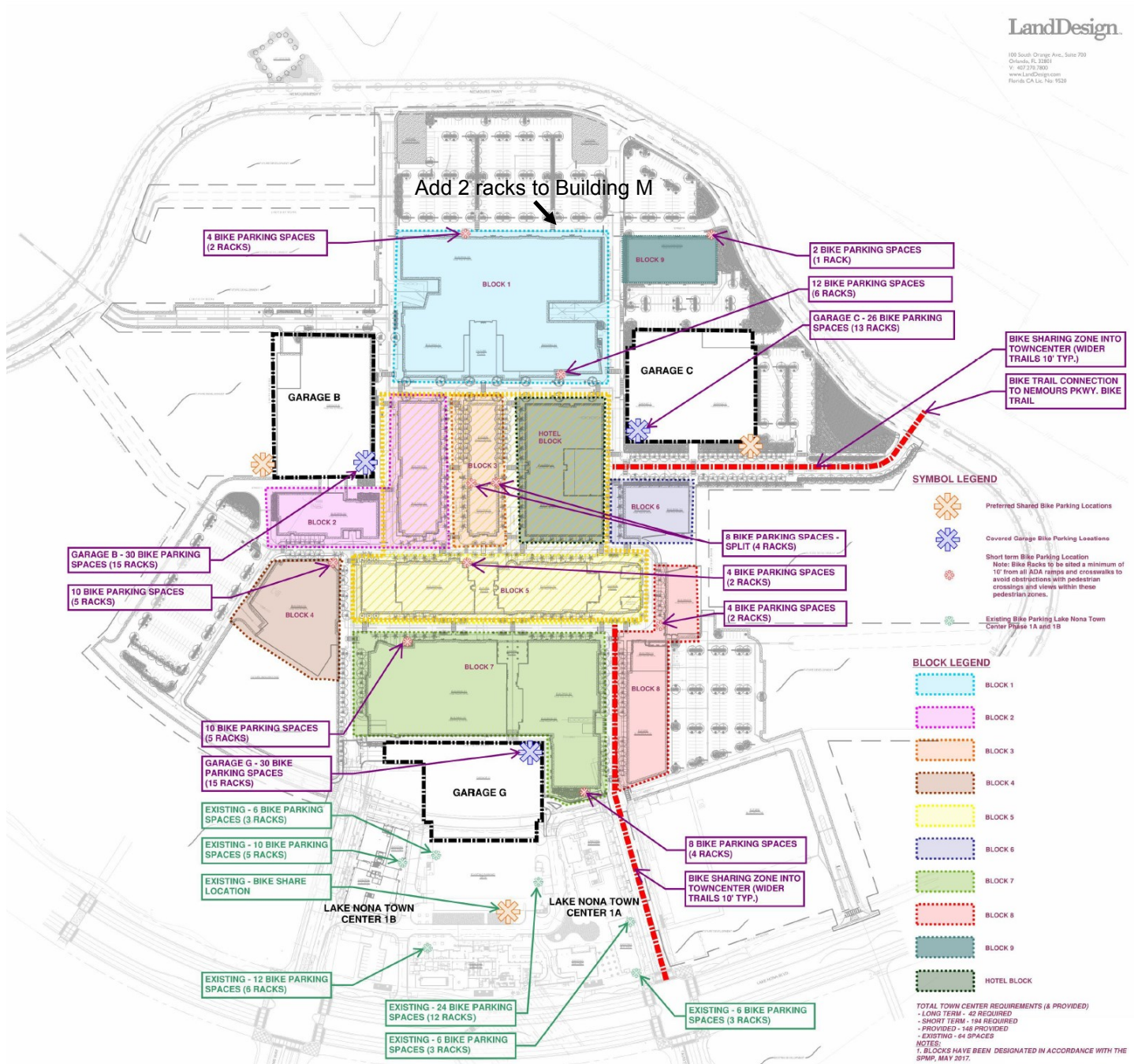
Total	56.77		1,334,471	323,428	4101	100	62
Avg.	2.78						

	1,100,223	Mixed Use Items Total (everything minus hotel and garage SF)
MINUS	48,833	hotel 1st floor
	1,149,056	Total for Parking Requirements

The site plan illustrates the layout of the University of Michigan Medical Center. Buildings are represented by detailed footprints with internal room divisions. Parking areas are shown as hatched regions, some labeled 'SURFACE PARKING' and others 'GARAGE'. Red circles with numbers 1 through 13b are overlaid on the plan, indicating specific locations of interest. The plan also shows surrounding streets, including 'COURT YARD HARBOR / RESIDENCE THE MARSHALL' and 'COURT YARD HARBOR / RESIDENCE THE MARSHALL'. A scale bar at the bottom right indicates 1 inch equals 80 feet.

LandDesign.

100 South Orange Ave., Suite 700
Orlando, FL 32801
Y: 407.279.7800
www.LandDesign.com
Florida CA Lic. No. 9520



Findings

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

1. The proposal is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposal is consistent with the East Central Florida Strategic Policy Plan.
3. The proposal is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposal is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly, Future Land Use Policy 2.4.4, Figure LU-1, Goal 4 and its associated objectives, policies, and figures.
5. The proposal is consistent with and implements the Southeast Orlando Sector Plan, including Chapter 68 of the Land Development Code.
6. 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, and all previous agreements between the City and property owner.

3. *APPROVAL*

Approval of the Specific Parcel Master Plan by City Council shall grant the applicant authority to submit an application for site plan/master plan review for a building permit. The application must be submitted within thirty-six (36) months of approval of the Specific Parcel Master Plan (by the City Council) or the Master Plan shall expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may renew the Master Plan for one period of up to 12 months providing good cause is shown.

4. *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.

5. *PREVIOUS CONDITIONS*

All conditions addressed by MPL2016-00055 and DET2018-10036 are still applicable to all Town Center Phase 2A development.

6. *FINAL SITE, LANDSCAPE, AND HARDSCAPE PLANS*

The final site, landscape, and hardscape plans require appearance review via Planning Official Determination prior to final inspection of ENG2017-01974.

Transportation

1. *COMPLIANCE*

All aspects of the site plan are required to conform to all applicable minimum standards set forth in the editions of the City Code and the City Engineering Standards Manual that are in force at the time of any construction of this project.

2. *PARKING STALLS WITHIN INTERSECTIONS*

Per the determination previous issued for this street network and City Code, parking stalls may not be placed within an intersection including across from the approach of a 3-legged, tee intersection.

Conditions of Approval

3. *ADDITIONAL BICYCLE PARKING*

Add 2 additional bicycle racks onto the “north” side of Block 1 (see **Page 11**).

4. *GARAGE BICYCLE PARKING*

Bicycle parking spaces within the parking garages must be located on the ground floor and be a maximum of 60' feet away from a clearly visible pedestrian entrance/exit. Bicycle racks installed within the parking structures must be a minimum of two feet away from any vertical elements such as walls, doors, or railings. The spacing of adjacent bicycle racks shall be a minimum of 30 inches apart from one another.

5. *BICYCLE RACK PLACEMENT*

Bicycle racks located within the pedestrian zones must be installed a minimum of two feet away from the face of the curb. If bicycle racks are installed adjacent to buildings they must be a minimum of two feet away from vertical elements and separated by a minimum of 30 inches from rack to rack.

6. *BICYCLE RACK SIGNAGE*

Bicycle racks located within the pedestrian zones must be installed a minimum of two feet away from the face of the curb. If bicycle racks are installed adjacent to buildings they must be a minimum of two feet away from vertical elements and separated by a minimum of 30 inches from rack to rack.

7. *BICYCLE PARKING JUSTIFICATION*

The applicant must provide a short written justification for why the number of proposed bicycle parking spaces will adequately address the anticipated demand for this town center despite being less than required by City Code. A copy of his justification must be submitted to the Transportation Planning Div. and a copy must be attached to plans submitted to Permitting Services.

Water Reclamation

The Water Reclamation Division has no objections with establishment of a bicycle parking plan in conjunction with this SPMP Amendment. During construction plan review, the applicant will need to address the following upon a review of the Wastewater Engineering Report, prepared by Harris Civil Engineers, dated October 2017, and revised December 2017:

1. The exhibit prepared by Donald W McIntosh depicts portion of the wastewater flow from Parcel 22a of the Town Center directed toward LS 10 is 355,142 gpd. The summary table of Lake Nona Town Center Estimated Sanitary Demands indicates the total wastewater demand is 351,139 gpd. Will the remainder (future development area) of the portion of Parcel 22a with flow directed toward LS 10 not exceed the difference, which is 4,003 gpd?
2. Clarify the basis of the pipe size out of manhole S15B. The pipe size calculation summary table indicates that no flow enters the pipe segment. The pipe size is depicted at 10" diameter. What future flows are planned to discharge into this system?
3. Clarify the basis of the pipe size out of manhole S31E. The pipe size is depicted at 10" diameter. The pipe appears to be underutilized for this phase. What future flows are planned to discharge into this system?
4. Clarify the basis of the pipe size out of manhole S20C. The pipe size is depicted at 10" diameter. The pipe appears to be underutilized for this phase. What future flows are planned to discharge into this system?
5. Service laterals connecting with a tee fitting into a sewer main are allowed up to 6". For service laterals 8" and larger, connection shall be made at a manhole. For example FC to S23C pipe.
6. Contact Dave Breitrick, PE (407) 246-3525 with questions regarding Water Reclamation review.

Informational Comments

Public Works

Please make sure the water quality and quantity are met with the additions of Building B and N.

Fire

TRC fire code review is preliminary in nature and is not considered a full life safety or architectural review. It is intended to expose or prevent evident design deficiencies with State and City Fire Codes. The building design, floor plans, egress system, fire protection systems and MEP 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, Sixth Edition, and The City of Orlando Fire Prevention Code Chapter 24. Cross-section of amended bike paths not provided. Use of bike path must consider vehicular traffic as well as emergency services response.

Police

The Orlando Police Department has reviewed the plans for Lake Nona Medical Office Building and parking garage on The Orlando Police Department has reviewed the plans for the Lake Nona Town Center Phase 2A Amendment and Bike Parking Plan, applying CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of the built environment to reduce crime and enhance the quality of life. There are overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement, Target Hardening, and Maintenance and Management.

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

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 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 Fire review, please contact Charles Howard at 407.246.2143 or charles.howard@cityoforlando.net.

Water Reclamation

Contact Dave Breitrick, PE, Engineering and Mapping Manager 407.246-3525 or david.breitrick@cityoforlando.net with any questions about Water Reclamation review.

Review/Approval Process—Next Steps

1. SETDRC minutes scheduled for review and approval by City Council.
2. Final site plan review via Planning Official Determination.
3. Building permit application and review.