

Nona South Planned Development

PD amendment Narrative

8-15-23

The property owner is requesting that the strict interpretation of the front setback within SE Sector Plan be amended to reflect the specific site conditions for a portion of the commercial properties approved by the city. This request is specifically for the lot identified on the recorded plat (PB 112 PG 94-95) as lot 3.

Boggy Creek Road in front of the Nona South property is a four-lane arterial road with plans to expand to six lanes in the future. Based upon the approved framework plan for this Planned Development and the Orange County access management standards, there are 3 right in/ right out access points to Boggy Creek Road allowed for the Nona South development. Access to lot 3 is limited to one right in / right out driveway and is the southernmost drive. Lot 3 is currently being planned for two free standing commercial buildings which will share a right in right out access to Boggy Creek Road.

Based upon the approved PD ordinance, the commercial properties on lot 3, must adhere to the development standards of Chapter 68 of the city land development code. Section 68.315 identifies a maximum front yard setback of 10'. This limited setback to the Boggy Creek Road right of way will inhibit the ability to have cross access between the multiple commercial uses, create conflicts between vehicles and pedestrians and also create traffic patterns that will create conflicts for vehicles utilizing the commercial sites.

Therefore, this request is to amend the approved PD to incorporate the following standards for commercial development located on Lot 3.:

The maximum front building setback shall be 75' from the Boggy Creek Road Right of way.

Drive isles and vehicular use areas will be allowed between the building face and the right of way but will be limited to one two-way drive isle (24') and one bay of parking or the equivalent thereof. Separate drive isles may but utilize where no parking is proposed, provided they are one way in nature and have a maximum pavement width of 20' per drive isle.

Enhanced landscaping will be placed between vehicular use areas and the public right of way.