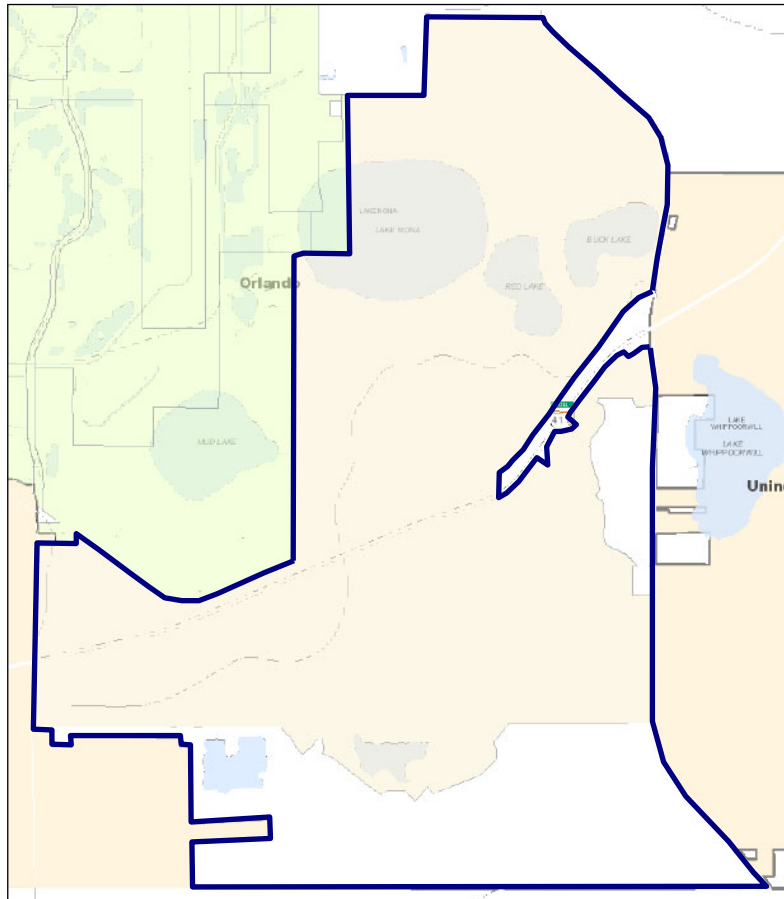


LAKE NONA GMP & PD AMENDMENT



ADDENDUM

After the publication of the staff report, staff and the applicant continued discussion on items relating to Subarea Policy S.35.7 & S.35.7.1, maximum height limit, affordable housing and transportation. The changes to items are below and on the following pages.

Subarea Policy S.35.7

After discussion with the applicant, it was agreed to change the open space requirement from 30% to 25% of the PD.

Proposed Change to Subarea Policy S.35.7

- 5. Primary Conservation Network (PCN)/Open Space/Parks.** At least **25%** of the Lake Nona PD shall be set aside as open space either under conservation easement as part of the Primary Conservation Network or designated as some form of open space (e.g., lakes, stormwater, parks, greenspaces, and trails). Parks shall be provided consistent with the City's adopted level of service standards and Chapter 68 of the Land Development Code.

Subarea Policy S.35.7.1

The applicant requested to add Lake Nona PD Parcels 21A, 21B and 24B along with the other parcels designated for this subarea. This subarea will encompass Lake Nona PD Parcels **21A, 21B, 22A, 22B, 23B, 24A, 24B** and 28E.

Proposed Change to Subarea Policy S.35.7.1

Policy S.35.7.1 Because the Lake Nona Town Center (Parcel 22A of the Lake Nona PD) is located within an aviation easement that prohibits residential development, the Lake Nona PD may allow for the limited transfer of residential development rights for parcels within the boundary of this subarea policy, and specifically from the Town Center to the Village Center/Urban Transit Center area east of Lake Nona Boulevard known as Mid-Town (Parcels **21A**, **21B**, 22B, 23B, 24A, **24B** and 28E of the Lake Nona PD). However, the overall residential density of the Town Center and Mid-Town areas combined shall not exceed 30 dwelling units per acre.

See the proposed Subarea Policy map with added parcels on page 6 of this Addendum.

Maximum Height Limit

GOAA (Greater Orlando Aviation Authority) has provided comments for the maximum height limit chart within the Lake Nona PD. GOAA proposes the following:

Maximum Building Height Standards. The SETDRC may approve an alternate height standard for any individual parcel through the SPMP process. Unless an alternative height is approved, the height limitations in the-table shall apply to the LN Parcels. The purpose of these standards is to provide guidance on massing from a planning and compatibility perspective and they do not supersede or replace the Airport Zoning Regulations set forth in Chapter 58, Part 8, Section 9 of the LDC. As such, the maximum height of the Lake Nona Parcels shall be subject to any applicable Airport Zoning Regulations set forth in Chapter 58, Part 8, Section 9 of the LDC.

Housing

After discussion with the applicant, staff has provided the following housing conditions:

Within one year after the adoption of this PD amendment, the Applicant shall enter into a Developer's Agreement with the City that addresses the need for affordable housing within the project. The Developer's Agreement shall contain the following concepts at a minimum:

1. For the purposes of the Lake Nona PD, Affordable units are the multifamily rental units dedicated to households earning at or below 120% AMI.
2. As further detailed in condition 7 below, the PD amendment which provides an additional 7,225 residential units shall dedicate a minimum of 10% (or 723 units) of those housing units as Affordable Housing. The Affordable unit set-aside shall meet an average of 80% AMI or less. No set-aside unit can exceed 120% AMI. However, should a qualifying unit contain a household whose income has grown to exceed 140% AMI, that unit shall be allowed to continue to qualify as affordable for a period of one year.
3. Income and rent limits are established through the Florida Housing Finance Corporations (FHFC) Multifamily Rental Program matrix based on household size and unit number of bedrooms.
4. The Affordable unit type and size shall be similar to the overall units within the multi-family development and surrounding developments. The units cannot materially differ from standard units. Set-aside units cannot be clustered within a development unless a high percentage of affordable units must be provided to qualify for local, state, or federal housing subsidies or grants, in which case, the proposal can be reviewed by the Housing and Community Development Department or assignee on a case-by-case basis.
5. Affordable units shall not be part of dormitories, group housing, micro-units, or other similar types of developments. Alternative development proposals can be submitted to the Housing and Community Development Department or assignee for review and approval.
6. The Developer's Agreement shall further outline income qualification, unit management, affordability period, monitoring, and compliance.
7. It is acknowledged that the affordable housing conditions apply to the 13,593rd unit and later, so compliance with these terms is voluntary until that threshold is reached, unless the developer seeks to provide units as described in condition 8, in which case, compliance reporting begins with the first affordable unit. After that threshold is reached, the developer shall provide an annual report to the City that includes (a) a running tally of each residential unit that receives a building permit after that threshold is reached, (b) the number of units within the Project that are required to be Affordable for the reporting period, and (c) documentation reasonably acceptable to City that demonstrates compliance with these affordable housing conditions. The Developer's Agreement will further outline this condition.
8. For added flexibility in satisfying these conditions, it is not required that Affordable units be located within any particular area or subarea of the project but shall meet the intent of condition 4. The Developer may elect to convert existing multifamily rental units into qualifying Affordable units, or it may elect to set aside multifamily units that are proposed in an approved SPMP or have received a building permit as Affordable units, or it may choose any combination of the foregoing so long as the number of Affordable units required to be set aside for the reporting period is achieved.

Housing (cont.)

9. The conditions in this project are the minimum established, the applicant can pursue additional affordable units and could be eligible for other financial and development incentives.
10. The affordability period shall be twenty (20) years for each Affordable unit. As further detailed in the Developer's Agreement, this period may be achieved by setting aside a unit as Affordable for the full twenty (20) year period, or by setting aside an Affordable unit for less than the full twenty (20) year period and replacing it with one or more Affordable units that, when combined with the initial Affordable unit, result in a minimum twenty (20) year Affordability period, or it may be achieved in a different manner as mutually agreed by the City and developer in the Developer's Agreement.

Transportation

After discussion with the applicant, staff has provided the following transportation comments and conditions:

Transportation Narrative

Tavistock is proposing to update to the Lake Nona PD to increase the available entitlements to accommodate additional densities of residential and non-residential development within the heart of the development. This is anticipated to result in an increase in the number of vehicle trips as well as non-vehicle trips (walking, biking, transit) associated with the PD. The applicant proposes to utilize the existing and already planned roadways systems within the Lake Nona, Poitras, and Education Village areas of the PD. Additionally the applicant will construct local roadways, adjacent to developments as they occur, in accordance with the already approved circulation plans for the PD. There is an expectation that the majority of the new development will occur at a denser pattern than the existing development patterns, particularly when looking at the residential component. Additionally, much of the additional development will occur within the mid-town and surrounding areas, in the heart of the PD.

The combination of location, density, mix of uses and availability of bike paths and transit is anticipated to accommodate a large share of trips within the PD with many of those utilizing other modes of transportation. While there are some roadway segments that are anticipated to reach LOS F, based on the traffic study provided, each is within the heart of Lake Nona where additional local roads will have to be constructed as part of adjacent development, those roadways will relieve much of the congestion on the major roadways. Those roadway segments that are already shown to be failing under the baseline condition do not "significantly degrade" under the proposed full build-out.

The table below details the current and proposed entitlements and corresponding total trip ends used to evaluate the estimated traffic impacts as detailed in the applicant's network analysis document. The entitlement numbers used in the network analysis differ from those proposed for the development only in that they are slightly higher than the proposed entitlements that are being proposed to be adopted. As such it is anticipated that the traffic impacts will also be slightly less than what is detailed in the analysis.

Development Program Used for Network Analysis

Land Use Type	Current Entitlements (Adopted Baseline)	Additional Entitlements	Proposed Lake Nona Buildout
Residential Dwelling Units (DU)	13,592	7,975	21,567
Non-Residential Square Footage (SF)	10,704,635	14,837,365	25,542,000
Hotel Rooms (RMS)	2,250	960	3,210
Enrolled Students (STU)	7,786	1,662	9,448
Trips	424,415	491,826*	916,241

* The Proposed Trip Ends includes a mode choice reduction (- 93,041 Trip Ends), additional details on mode choice can be found below.

Future Transit and Transit Connect Communities

In September 2015 the Osceola County Board of County Commissioners voted unanimously to approve the North Ranch Sector Plan which depicts a future rail line running from Brevard County, through Osceola County, into Medical City and beyond. At this time no specific route has been selected by either Orange or Osceola County. The developer is encouraged to stay part of the conversation between both counties in regard to possible transit corridors and is further encouraged to accommodate and provide connections to any future transit within or near the PD.

Traffic Analysis Findings

Level of Service Evaluation: The LOS evaluation was completed for each study roadway with the results summarized below:

- Lake Nona Boulevard – at full buildout of the Lake Nona PD, it is anticipated to exceed capacity from Nemours Parkway to Approach Way. The TCEA threshold is also exceeded from Nemours Parkway to SR 417. Future improvements at the Lake Nona Boulevard & SR 417 interchange will be needed.
- Laureate Boulevard – at full buildout of the Lake Nona PD, it is anticipated to exceed capacity from Medical City Drive to Veterans Way, but not exceed TCEA thresholds. The parallel roadway in this segment, Lake Nona Boulevard, has sufficient spare capacity.
- Tavistock Lakes Boulevard – at full buildout of the Lake Nona PD, it is anticipated to exceed capacity and TCEA thresholds from Lake Nona Boulevard to Centerline Drive. In the proposed buildout, this segment of Tavistock Lakes Boulevard is located in the Lake Nona Midtown area, a higher density urban area with a grid roadway network. This parallel roadway network was not included in the travel demand model network and is anticipated to carry a portion of the traffic along Tavistock Lakes Boulevard and provide sufficient parallel capacity.
- Narcoossee Road – at full buildout of the Lake Nona PD, it is anticipated to exceed capacity from Boggy Creek Road to SR 417 and from Lake Nona Boulevard to Moss Park Road. These segments are not anticipated to exceed TCEA thresholds at the proposed buildout.
- Boggy Creek Road – at full buildout of the Lake Nona PD, it is anticipated to operate under capacity as a two-lane roadway from SR 528 to Wetherbee Road. Including the segment from Tradeport Drive to Wetherbee Road.

Additional Required Mitigation:

The following mitigation shall also be required as part of the overall development.

- The Lake Nona Blvd. SR 417 interchange adjustments are to be completed by CFX as part of the overall Osceola Parkway expansion project. The Master Developer shall fund (or cause to be funded) its proportionate share of the design and construction of improvements to the bridge portion of this interchange that may be required in order to provide adequate facility capacity for the traffic generated by the Lake Nona PD (taking into account existing background traffic and projected growth of existing traffic and background traffic), unless other solutions are identified. The exact details on the funding, timing, and design elements of the new interchange are required to be finalized within a separate developer's agreement between the City of Orlando, the Master Developer, and the Central Florida Expressway Authority. Any such proportionate share funded (or caused to be funded) by the Master Developer shall be impact fee creditable.
- Internal roadways must be completed within the PD as adjacent development occurs to provide access to and from the developments and surrounding roadway network.
- The greenlink must be constructed, as proposed in (MPL2019-10044).
- Some form of transit must remain in operation within the PD providing a robust alternative providing car-free alternatives to travel within the PD.
- Additional Traffic Impact Analysis (TIA) are required to be completed to monitor and track the local conditions and impacts of new development as major development projects occur. The intent of the subsequent TIA's is to understand any access issues, intersection operations, and other site adjacent impacts.
- Circulation Plans: A clean copy of each subarea's circulation plan, reflecting all amendments approved at that time, must be provided to the city within one year of the adoption of this ordinance.

Conditions of approval

- The Lake Nona Blvd. SR 417 interchange adjustments are to be completed by CFX as part of the overall Osceola Parkway expansion project. The Master Developer shall fund (or cause to be funded) its proportionate share of the design and construction of improvements to the bridge portion of this interchange that may be required in order to provide adequate facility capacity for the traffic generated by the Lake Nona PD (taking into account existing background traffic and projected growth of existing traffic and background traffic), unless other solutions are identified. The exact details on the funding, timing, and design elements of the new interchange are required to be finalized within a separate developer's agreement between the City of Orlando, the Master Developer, and the Central Florida Expressway Authority. Any such proportionate share funded (or caused to be funded) by the Master Developer shall be impact fee creditable.
- Internal roadways must be completed within the PD as adjacent development occurs to provide access to and from the developments and surrounding roadway network.
- The greenlink must be constructed, as proposed in (MPL2019-10044).
- Some form of transit must remain in operation within the PD providing a robust alternative providing car-free alternatives to travel within the PD.
- Additional Traffic Impact Analysis (TIA) are required to be completed to monitor and track the local conditions and impacts of new development as major development projects occur. The intent of the subsequent TIA's is to understand any access issues, intersection operations, and other site adjacent impacts.
- Circulation Plans: A clean copy of each subarea's circulation plan, reflecting all amendments approved at that time, must be provided to the city within one year of the adoption of this ordinance.

Traffic Calming

Traffic calming measures must be considered at the time of individual Specific Parcel Masterplans to ensure safe and efficient transportation networks. Specific care must be taken at key locations such as streets and crossings immediately surrounding schools, major trail crossings and other high-volume pedestrian/bicycle crossings. All traffic calming measures must meet the requirements of the City's Traffic Calming Device standards policy.

Traffic calming measures may include:

- Speed Cushions
- Speed Humps
- Speed Display Trailers / Post Mounted Electronic or Solar Radar Speed Signs
- Mid-Block Chokers
- Chicanes
- Traffic Circles
- Roundabouts
- Median/Center Islands
- Gateway/Entry Features
- Raised Crosswalks
- Or other measures as approved and deemed appropriate by the City

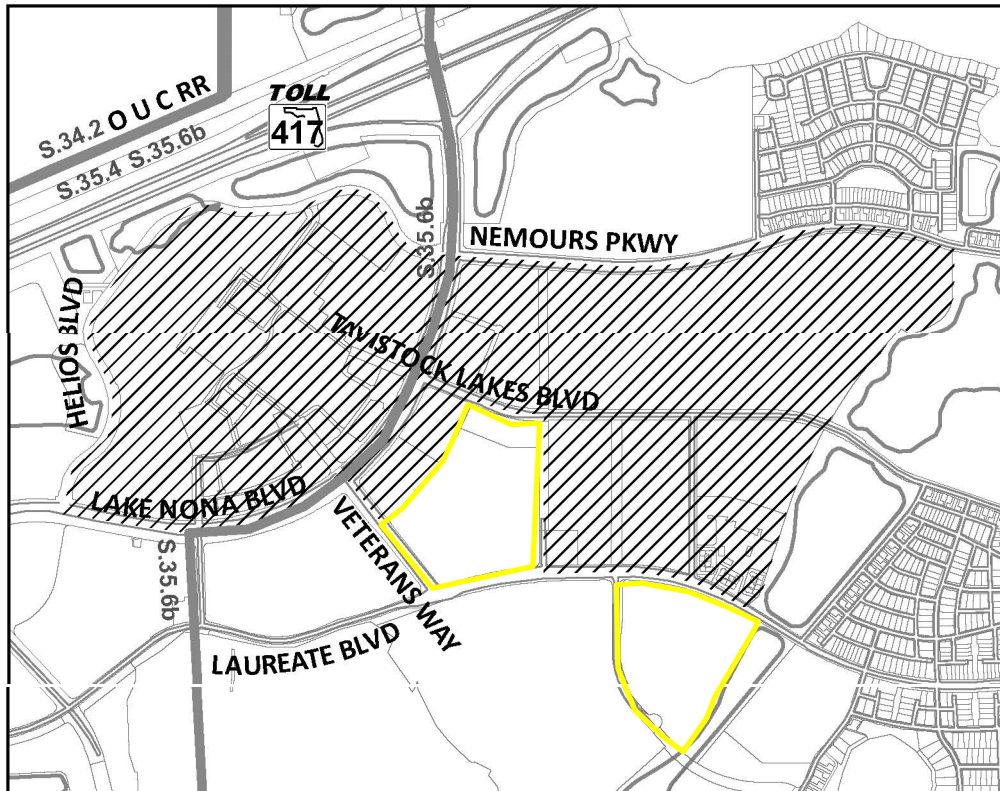
Complete Streets

All streets within the Lake Nona PD should strive to incorporate elements that accommodate the full range of roadway users including pedestrians, cyclists, transit, where appropriate, as well as motorized vehicles, generally in line with the City's complete streets policy as noted in the Growth Management Plan.

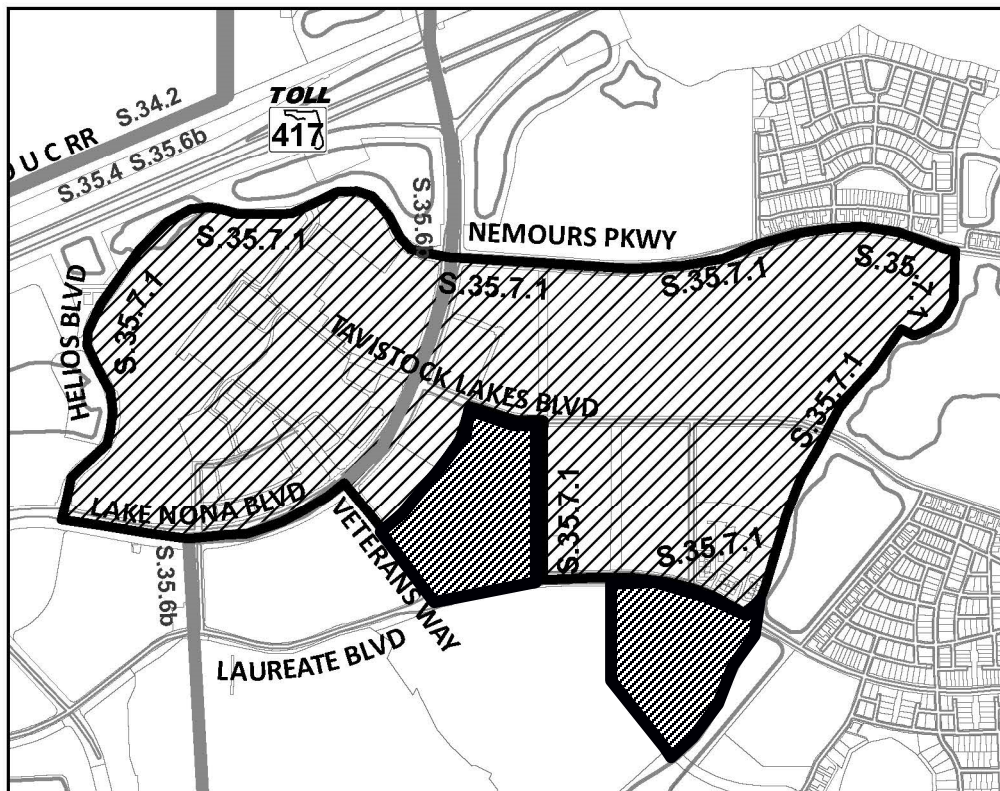
Vision Zero

The City of Orlando has a vision to eliminate all traffic related fatalities within City limits by the year 2040. To this end the City has created a Vision Zero Action plan which details a number of action items that the city is to undertake to assist in reaching the goal of zero traffic fatalities and serious injuries by 2040. Development within the Lake Nona PD should strive to support the city's Vision Zero Action Plan through thoughtful design of new projects and redesign of existing ROW as redevelopment occurs to prioritize safe, efficient access for all roadway users.

Proposed Subarea Policy S.35.7.1 Added Parcels



Existing GMP2022-10008



Proposed GMP2022-10008



<p>Owner</p> <p>Ralph Ireland Lake Nona Land Co., LLC</p>	<p>Property Location: The subject property is located south of Dowden Road, west of Narcoossee Road, east of Orlando International Airport and north of Boggy Creek Road (±9,044 acres, District 1)</p>	<p>to update the development standards within the PD, update transportation/trip thresholds and change the development program from 13,592 dwelling units, 2,250 hotel rooms and 10,704,635 sq. ft. of other non-residential uses to 20,817 dwelling units, 3,658 hotel rooms and 24,982,926 sq. ft. of other non residential uses.</p>
<p>Applicant</p> <p>Julie Salvo Tavistock Development Co.</p>	<p>Applicant's Request:</p> <ol style="list-style-type: none"> 1. GMP Amendment to delete the Poitras Subarea Policy S.38.1. Create new Subarea Policy S.35.7 to encompass property within the entire Lake Nona PD boundary and revise development program and standards. Create Subarea Policy S.35.7.1 to address overall density within subarea boundary that encompasses the Lake Nona Town Center and Mid-Town District. 	<p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p>
<p>Project Planner</p> <p>Colandra Jones, AICP</p>	<ol style="list-style-type: none"> 2. Planned Development (PD) Amendment 	<p>Public Comment Courtesy notices were mailed to property owners within 400 ft. of the subject property the week of May 3, 2022. As of the published date of this report, staff has not received any comments from the public.</p>
<p>Updated: May 6, 2022</p>		

Project Analysis

Project Background

The Lake Nona PD is generally located south of Dowden Road, west of Narcoossee Road, east of Orlando International Airport and north of Boggy Creek Road and is approximately 9,044 acres in size. The Lake Nona Development of Regional Impact (DRI), was originally approved on June 6, 1983 in Orange County. In November 1992, a portion of the Lake Nona DRI/PD, approximately ±1,519 acres was annexed into the City of Orlando. On November 28, 1994, the remaining acreage (±5,159 acres) of the Lake Nona DRI/PD at that time was annexed into the City of Orlando. Since that time, Lake Nona has developed as a large-scale, mixed-use community. Responding to changing development trends and changing market conditions, Lake Nona has evolved from a large golf course community to the quality development within the Southeast Orlando Sector Plan area. On June 29, 2001, the First Amended and Restated Lake Nona DRI Development Order was adopted by the City Council and subsequently was amended and restated a total of four times. The Fourth Amended and Restated Development Order was amended seven times from 2008 to 2020.

On May 18, 2021, the Municipal Planning Board recommended approval to rescind the Lake Nona Development of Regional Impact (DRI) Development Order (Case #DRI2021-10000) and also approval of the PD amendment to acknowledge the rescission of the Lake Nona DRI Development Order, transfer appropriate conditions from the DRI to PD, and combine the Lake Nona PD, Education Village PD and Poitras PD into one PD (Case #ZON2021-10000).

On July 19, 2021, the City Council approved the Rescission Order for the Lake Nona Development of Regional Impact and adopted the newly combined Lake Nona PD, Education Village PD and Poitras PD into one PD.

On April 4, 2022, the City Council adopted a PD amendment to the height limit chart for Lake Nona Parcel 22B which increased the building height from 10-stories to 20-stories for a multi-family residential development (Case #ZON2020-10028).

The applicant is now requesting the following amendments to the Growth Management Plan and the Lake Nona PD:

1. GMP Amendment to delete the Poitras Subarea Policy S.38.1.
2. Create new Subarea Policy S.35.7 to encompass property within the entire Lake Nona PD boundary and revise development program and standards.
3. Create Subarea Policy S.35.7.1 to address overall density within subarea boundary that encompass the Lake Nona Town Center and Mid-Town District.
4. Amend the Lake Nona Planned Development (PD) to update the development standards within the PD, update transportation/trip thresholds and change the development program from 13,592 dwelling units, 2,250 hotel rooms and 10,704,635 sq. ft. of other non-residential uses to 20,817 dwelling units, 3,658 hotel rooms and 24,982,926 sq. ft of other non residential uses.

The applicant has indicated that these amendments are necessary to ensure growth within the Lake Nona PD over the next 40 years as a smart and innovative development.

GMP Analysis

Growth Management Plan Future Land Use Goal 4 and associated objectives and policies governs development within the Southeast Orlando Sector Plan. This Goal recognizes the Southeast Orlando Sector Plan area as being critical to Orlando's long term economy with two major areas, the Orlando International Airport (OIA) and Lake Nona/Medical City. Policy 4.1.6 outlines the amount of development allowed within the Southeast Orlando Sector Plan area by 2045. Of the 22 PD projects within the Southeast Orlando Sector Plan which covers approximately 13,071 acres, Lake Nona is the largest PD at 9,044 acres.

The rapid growth within the plan area with established developments and added land through annexations and their individual development programs for each PD within the Southeast Sector Plan, the overall development program is close to meeting what is allowed within Policy 4.1.6. In a separate application for a City-initiated GMP amendment on this agenda takes into account all the existing individual PD development programs and proposes to amend Policy 4.1.6 to increase the overall development program in the Southeast Orlando Sector Plan to allow for 26,000 residential units, 4,500 hotel rooms, and 35 million square feet of non-residential space which includes office, retail, hospital, industrial/Airport Support District, and civic space (see Case #GMP2022-10010).

Consistency with 163, Florida Statutes

The proposed GMP amendment is being processed as a large scale amendment to the Official Future Land Use Map in accordance with the requirements of Chapter 163.3184(3), Florida Statutes. As provided in Chapter 163, large scale amendments require two public hearing before City Council and are subject to an expedited review process by the State Department of Economic Opportuni-

Future Land Use Subarea Policies for Lake Nona

Current Future Land Use Subarea Policies which encompass land within the Lake Nona PD are S.35.2, S.35.4, S.35.6b and S.38.1. Subarea Policy S.35.2 was amended in 1994 and acknowledges the area's proximity to the Beachline Expressway (SR 528), the Central Florida Greenway (SR 417) and the Orlando International Airport as an area appropriate for timed urbanization. Subarea Policy S.35.4, amended in 1998, states that the properties within the subarea are within the Southeast Orlando Sector Plan area and that Future Land Use Policy 2.4.4, Goal 4 and associated objectives and policies apply. Subarea Policy S.35.6(b), amended in 2015, states that properties within the subarea are subject to an aviation easement and no residential uses are allowed. And Subarea Policy S.38.1 provides development standards for the Poitras development. The Poitras PD was combined with the Lake Nona PD in 2021. Because of this consolidation of PDs, there is no need for Subarea Policy S.38.1.

Future Land Use Subarea Policies S.35.7, S.35.7.1 & S.38.1

The requested amendments for this application are to delete Future Land Use Subarea Policy S.38.1 that references Poitras and create a new Subarea Policy that encompasses all of the Lake Nona PD boundary including the former Poitras and Education Village developments. The new Subarea Policy S.35.7 outlines the development capacity and provides development standards for all 9,044 acres of the Lake Nona PD as it continues to grow within the Southeast Orlando Sector Plan area.

Also, a separate new subarea policy S.35.7.1 will provide guidance for the areas known as the Lake Nona Town Center and Mid-Town. This subarea will encompass Lake Nona PD Parcels 22A, 22B, 23B, 24A, and 28E. This area has an approximate total acreage of 291.5. In April 2018, the Southeast Town Design Review Committee (SETDRC) approved a SPMP (Case #MPL2017-10047) for the Lake Nona Mixed Use District (now known as Mid-Town) which provided a framework plan for the area, but excluded the Town Center. Prior to this SPMP, development density and intensity within the Village Center/Urban Transit designation were based on the net block size and measured per block. The minimum density is 7 du/ac and the maximum is 25 du/ac, and the minimum intensity is 0.3 FAR per LDC Chapter 68. The SETDRC approved an alternative standard instead of calculating the density/intensity on a parcel by parcel bases, it is calculated for the overall Village Center/Urban Transit Center. Subarea Policy S.35.7.1 will allow limited transfer of development rights for residential use from the Town Center to Mid-Town, but the overall density within the subarea will remain at 30 du/ac as per the standards of the Village Center/Urban Transit designation as stated in Future Land Use Policy 4.1.9.

Proposed Subarea Policy S.35.7

Policy S.35.7 The property within the boundary of this Subarea Policy, generally referred to as Lake Nona, is a 9,044-acre property located within the Southeast Orlando Sector Plan area. In accordance with the requirements of the Southeast Orlando Sector Plan, this property shall be zoned Planned Development (PD) consistent with Future Land Use Policy 2.4.4, designated Urban Village and Conservation on the Official Future Land Use Map, and designed as a mixed-use community. The PD zoning shall adhere, at a minimum, to the following standards:

- 1. Development Capacity.** The maximum development capacity of the Lake Nona PD shall be 20,817 residential units, 3,658 hotel rooms, and 24,982,926 square feet of non-residential space including office/civic, commercial/retail, and industrial/Airport Support District (including hospital). The maximum amount of development allowed within any single land use category (except civic) shall not exceed 110% of the numbers above. The project may also exchange land uses according to an approved land use/transportation equivalency matrix as set forth in the PD. Any increase in development beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.
- 2. Limited Transfer of Development Rights.** The Lake Nona PD may allow the limited transfer of residential development rights from the Town Center to the Village Center/Urban Transit Center known as "Mid-Town" as described in Subarea Policy S.35.7.1.
- 3. Urban Design, Architecture, and Placemaking.** Lake Nona has and shall continue to create walkable and bikeable neighborhoods, urban mixed-use districts, and public spaces activated by superior architecture, landscaping and parks, interactive art installations and performance/event spaces, and other features intended to create a unique urban environment. Future development will feature higher density in appropriate areas to promote a live-work dynamic around the Lake Nona Town Center and in mixed use districts. Such areas shall be designed to accommodate a variety of mobility options.

Proposed Subarea Policy S.35.7 (cont.)

- 4. Housing.** The Lake Nona project shall contribute to the supply of mixed-income housing, including affordable housing, in the portion of the project that has not yet been developed. The PD shall define the term “affordable” and specify that at least 10% of all future or “delta” residential units in the project meet that standard (calculation shall be based on the delta of the Lake Nona PD’s existing entitlement of 13,592 residential units and the amended PD’s entitlement of 20,817 residential units). The PD may allow further flexibility in how this requirement is met, including possible on-site, off-site, or fee-in-lieu of options.
- 5. Primary Conservation Network (PCN)/Open Space/Parks.** At least 30% of the Lake Nona PD shall be set aside as open space either under conservation easement as part of the Primary Conservation Network or designated as some form of open space (e.g., lakes, stormwater, parks, greenspaces, and trails). Parks shall be provided consistent with the City’s adopted level of service standards and Chapter 68 of the Land Development Code.
- 6. Natural Features.** Where unique natural features exist in areas set aside as open space, such natural features shall be treated as amenities. Roads that cross major wetland systems shall incorporate bridges or other appropriate design features to maintain wildlife corridors.
- 7. Master Stormwater Systems.** The Lake Nona PD shall be subject to a Master Stormwater Plan, which may include the plans previously approved for the original Lake Nona property, Poitras property, and Education Village property. The location, function, and design of all stormwater facilities shall be coordinated with open space, park, and greenway areas to provide for appropriate joint use opportunities. Where possible, greenways and trails should line riparian corridors and storm drainage way to connect destinations such as schools, parks, and mixed-use districts.
- 8. Utilities.** The master developer shall coordinate with the appropriate utility entities to ensure provision of adequate potable water and wastewater service for both existing and planned development within the project.
- 9. Mobility System.** The Lake Nona project shall accommodate a wide variety of mobility options, including streets, bike/pedestrian facilities, transit (including autonomous vehicles where appropriate), and smart technology systems to assist users in wayfinding and transitioning between modes.

 - a. The project shall incorporate complete streets into the design of the all roadway segments in the Major Thoroughfare Plan and other roadways subject to Transportation Element Policy 1.33.4, and the locations for transit corridors and transit stops shall be incorporated into the planning and design of the project.
 - b. The project shall have an interconnected multi-use trail network and incorporate connections to major community recreation facilities, schools, and cultural institutions within the project.
- 10. Public Schools.** To ensure adequate public school capacity for students generated by development of the Lake Nona property, building sites in the project shall be subject to applicable school concurrency and school capacity requirements. The City recognizes that up to 11,250 residential units are vested from capacity enhancement and school concurrency by rights acquired under the Fourth Amended and Restated Development Order for the Lake Nona DRI before it was rescinded and further incorporated into the PD as well as existing capacity enhancement agreements. The developer shall negotiate provision of any additional school capacity enhancements with the Orange County School Board as necessary.
- 11. Gated Communities.** Up to 20% of the single family residential units in the Lake Nona project may be gated. In lieu of the requirement for traditional design standards described in Future Land Use Element Policy 4.1.9, a hybrid of conventional and traditional design standards may be approved in a Specific Parcel Master Plan for gated neighborhoods that have a gross density of up to 5 dwelling units per acre.

Proposed Subarea Policy S.35.7.1

Policy S.35.7.1 Because the Lake Nona Town Center (Parcel 22A of the Lake Nona PD) is located within an aviation easement that prohibits residential development, the Lake Nona PD may allow for the limited transfer of residential development rights for parcels within the boundary of this subarea policy, and specifically from the Town Center to the Village Center/Urban Transit Center area east of Lake Nona Boulevard known as Mid-Town (Parcels 22B, 23B, 24A, and 28E of the Lake Nona PD). However, the overall residential density of the Town Center and Mid-Town areas combined shall not exceed 30 dwelling units per acre.

Proposed Subarea Policy S.38.1

~~Policy S.38.1~~ ~~The property within the boundary of this Subarea Policy, generally referred to as the Poitras Property, is located within the Southeast Orlando Sector Plan area. In addition to compliance with all requirements of the Southeast Orlando Sector Plan, this property shall be zoned as PD, Planned Development, and be designed as a mixed use community. The PD zoning shall adhere, at a minimum, to the following standards:~~

- ~~1. **Commercial Uses.** Commercial uses may include retail, office, services, industrial, warehousing, "flex" space, and high technology land uses.~~
- ~~2. **Natural Features.** Natural features shall be treated as amenities. Roads that cross major wetland systems shall incorporate bridges or other appropriate design features to maintain wildlife corridors. At least 20% (± 370.8 acres) of this property shall be reserved as open space in the form of parks and preserved environmentally sensitive uplands and wetlands.~~
- ~~3. **Master Stormwater System.** The entire development shall be subject to a single Master Stormwater Plan. The location, function and design of all stormwater facilities shall be coordinated with open space, park and greenway areas, in order to provide for joint use opportunities. Where possible, greenways with trails should line riparian corridors and storm drainage ways to connect destinations such as schools, parks and commercial areas.~~
- ~~4. **Transportation System.**~~
 - ~~a. The project shall incorporate at least three roadway connection stubs to the north property line that will provide access between the project and the Lake Nona DRI/PD.~~
 - ~~b. The project shall have an interconnected multi-use trail network and incorporate connections to major community recreation facilities within the project and to the trail network planned as part of the Lake Nona DRI/PD to the north of the project.~~
 - ~~c. Locations for transit corridors and transit stops shall be incorporated into the planning and design of the project.~~
 - ~~d. A detailed transportation circulation plan must be provided prior to the first Master Plan application.~~
 - ~~e. The project should incorporate an improved roadway connection to Boggy Creek Road on the west side of the property. The City shall support the property owner's efforts to obtain the environmental permits necessary to re-construct the existing haul road into a street that meets City standards.~~
- ~~5. **Public Schools.**~~
 - ~~a. To ensure adequate public school capacity for students generated by development of this Property, all building sites within the Property shall be subject to any School Concurrency requirements which are established in this GMP prior to issuance of building permit(s) for the building site.~~
 - ~~b. If necessary and allowed by law, the Property owner shall negotiate provision of any school capacity enhancements with the Orange County School Board.~~

Proposed Subarea Policy S.38.1 (cont.)

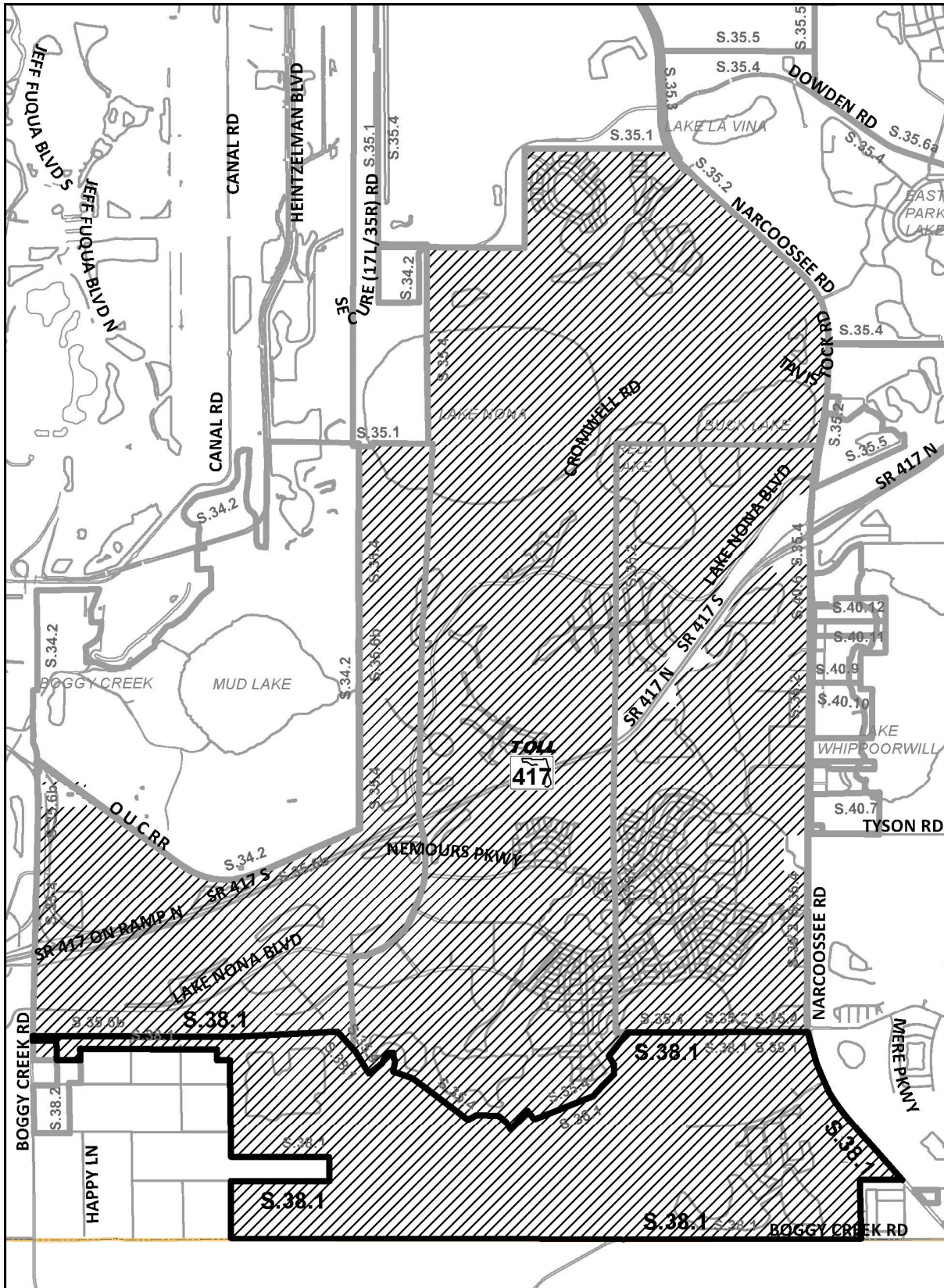
~~6. **Utilities.** The Property Owner shall work with utility companies to ensure provision of adequate potable water and waste water to service all anticipated development of the Property.~~

~~7. **Gated communities.** Up to 20% of the total proposed residential units may be gated. In lieu of the requirement for traditional design standards described in Future Land Use Element Policy 4.1.9, a hybrid of conventional and traditional design standards may be approved in an SPMP for gated neighborhoods that have a gross density of up to 5 dwelling units per acre.~~

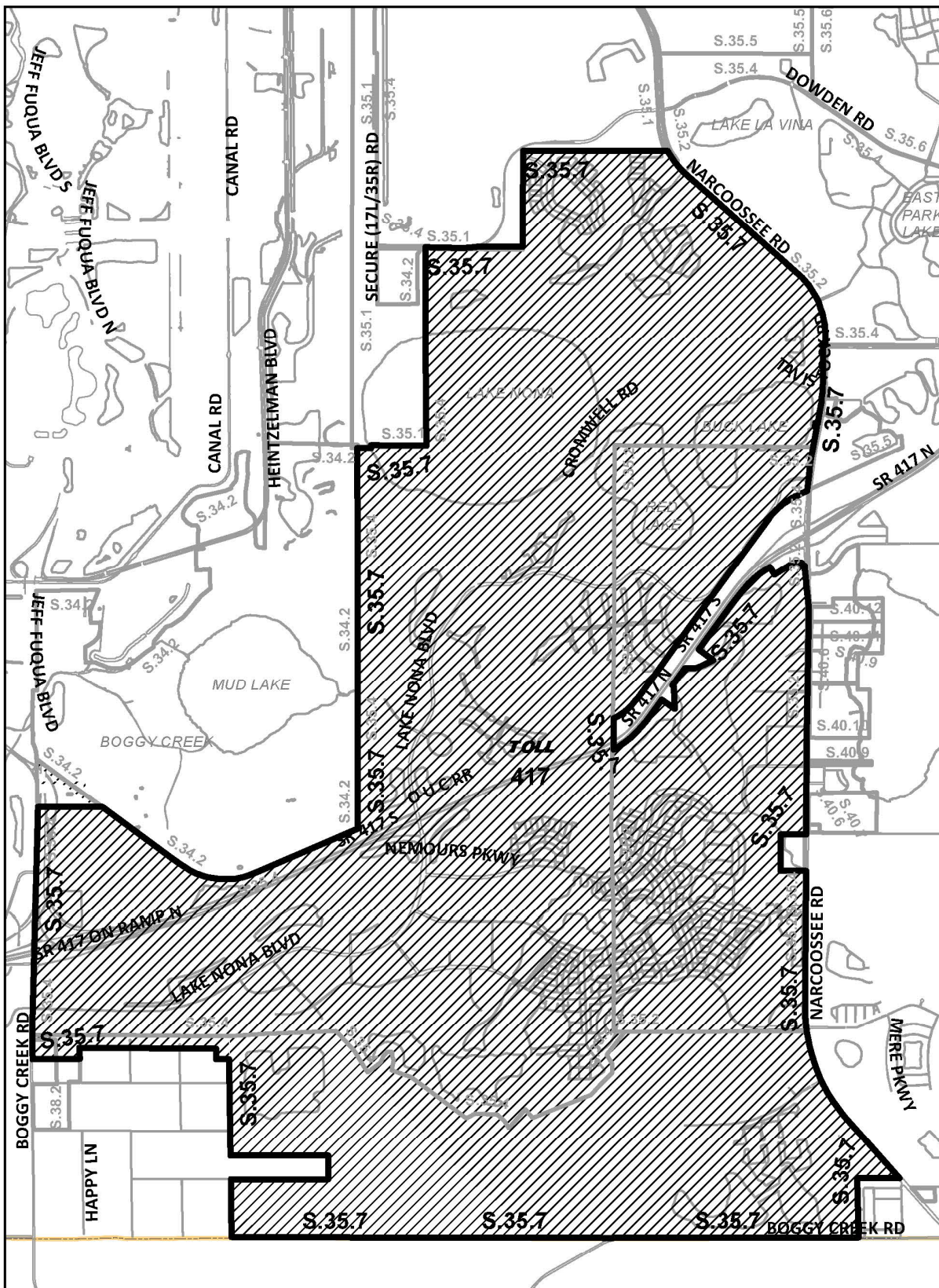
~~The maximum development capacity of the Property through an approved DRI or PD ordinance shall be 4,800 residential dwelling units and 2,400,000 square feet of commercial uses, which may include retail, office, services, industrial, warehousing, “flex” space, and high technology land uses. The maximum amount of development allowed within any single land use category (except Public Benefit Use) shall not exceed 110% of the numbers above. The project may also exchange land uses according to an approved land use/transportation equivalency matrix as set forth in a DRI or PD. Any increase in development beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.~~

Reserved.

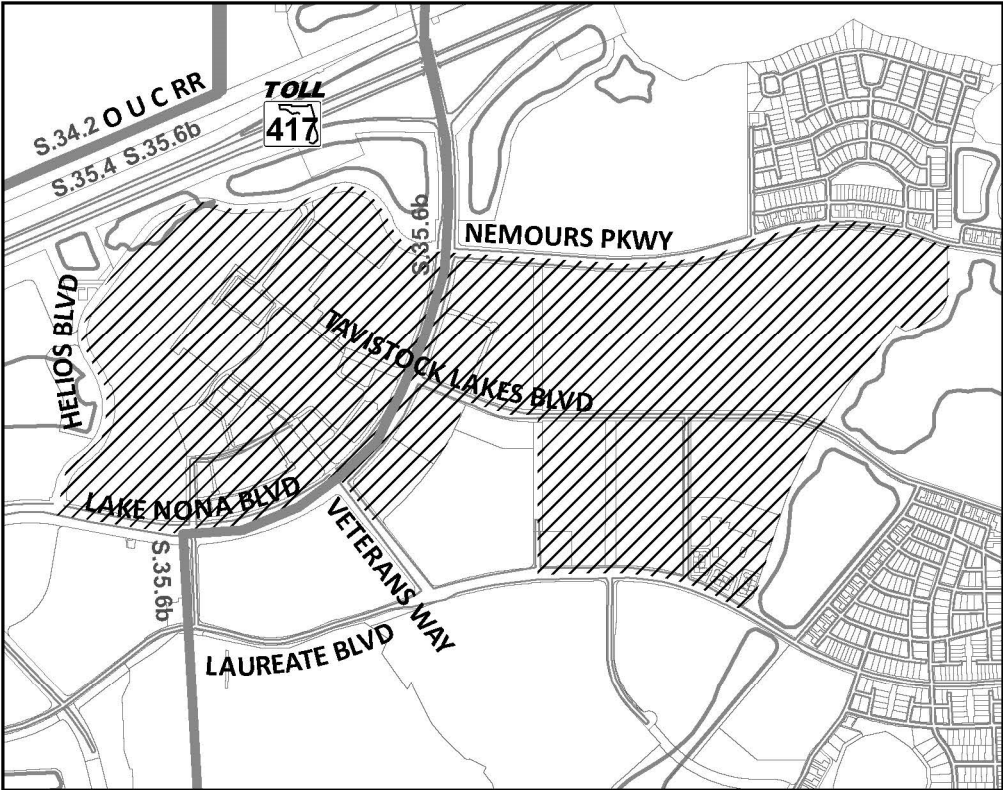
Existing Subarea Policies Map



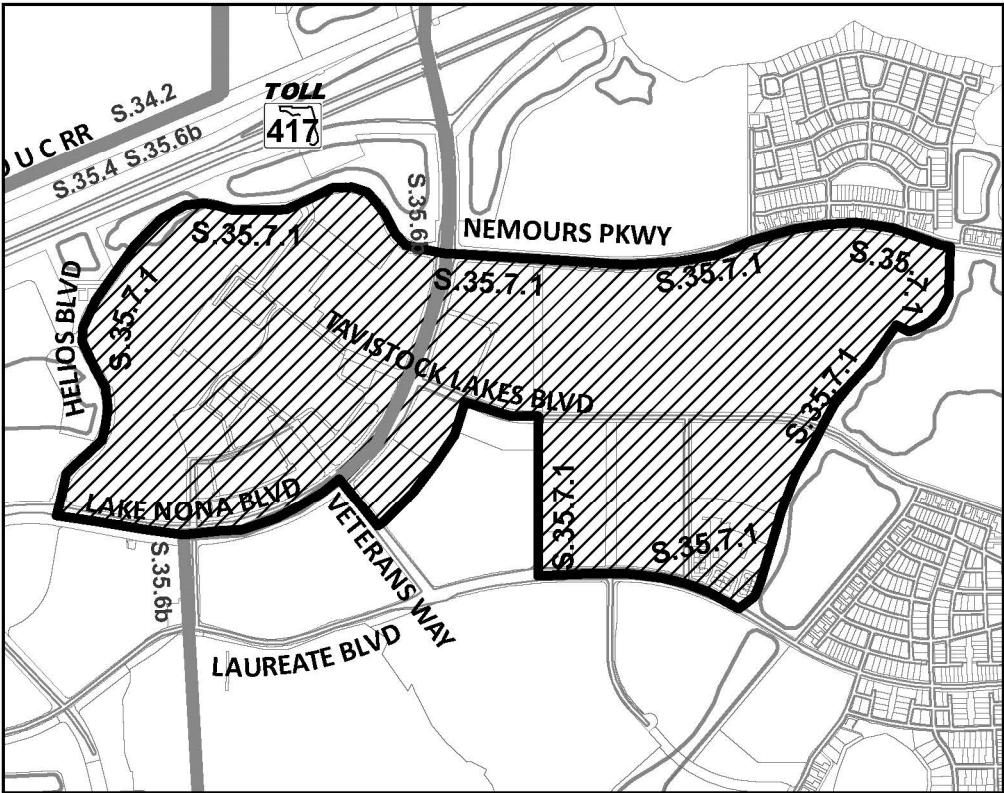
Proposed Subarea Policy S.35.7



Proposed Subarea Policy S.35.7.1



Existing GMP2022-10008



Proposed GMP2022-10008

PD Analysis

Section 65.366 of the LDC requires that all rezonings and/or initial zonings be in conformance with any applicable substantive requirements for Chapters 58 through 66 of the LDC. The initial draft of the PD zoning conditions are shown in "Attachment B".

PD—Planned Development District

Section 58.361 of the LDC identifies the purpose of the PD district as follows: "The PD District is intended to provide a process for the evaluation of unique, individually planned developments which are not otherwise permitted in the zoning districts established by Chapter 58. The PD District is to be a voluntary process commenced by an applicant for such zoning designation. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time retaining in the City Council the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety and general welfare."

Proposed PD Development Plan

The applicant is requesting to amend the development program for the overall PD and update various exhibits. The charts below depict the currently approved PD development program and the proposed PD development program with additional residential units, hotel rooms and square footage for each use category. Of the 9,044 acres within the PD, there are currently 1,602.5 acres of developable parcels remaining.

Current Lake Nona PD Development Program

	Approved Development Program	Built	Committed	Remaining Balance
Residential (du)	13,592	8,049	1,066	4,477
Hotel (rooms)	2,250	499	205	1,546
Airport Support (sq. ft.)	7,633,777	2,985,531	2,479,086	2,169,160
Retail (sq. ft.)	1,805,358	1,162,080	0	643,278
Office/Civic (sq. ft.)	1,265,500	1,161,834	78,874	24,792

Proposed Lake Nona PD Development Program

	Approved Development Program	Additional Needed	Proposed Development Program
Residential (du)	13,592	7,225	20,817
Hotel (rooms)	2,250	1,408	3,658
Airport Support (sq. ft.)	7,633,777	6,477,212	14,110,989
Retail (sq. ft.)	1,805,358	549,890	2,355,248
Office/Civic (sq. ft.)	1,265,500	7,251,189	8,516,689

Public Facilities Analysis

State law requires the City to perform a public facilities evaluation for GMP amendments that would increase the allowable density or intensity of a property. The future land use designation for the Lake Nona PD is Urban Village. Because the growth associated with this PD amendment was not included in the growth projections, this analysis is performed to ensure capacity is available to serve the development or what would need to be mitigated for development to occur. As stated above, there are 1,602.5 acres available for development within the PD (See page 13 of the staff report for the map of Vacant Development Parcels).

Projected Demand

Evaluation 1—This evaluation considered the impact of developing the PD at the maximum density/intensity permitted by the existing Development Program below:

	Approved Development Program
Residential (du)	13,592
Hotel (rooms)	2,250
Airport Support (sq. ft.)	7,633,777
Retail (sq. ft.)	1,805,358
Office/Civic (sq. ft.)	1,265,500

Evaluation 2—This evaluation considered the impact of developing the PD at the maximum density/intensity permitted by the Development Program below:

	Proposed Development Program
Residential (du)	20,817
Hotel (rooms)	3,658
Airport Support (sq. ft.)	14,110,989
Retail (sq. ft.)	2,355,248
Office/Civic (sq. ft.)	8,516,689

Net Increase—The net increase of residential and non-residential development is

	Net Increase
Residential (du)	7,225
Hotel (rooms)	1,408
Airport Support (sq. ft.)	6,477,212
Retail (sq. ft.)	549,890
Office/Civic (sq. ft.)	7,251,189

tion considered the impact of maximum density/intensity ment Program below:

increase of residential and non-described below:

The development included in the evaluations above to a total

	Potable Water (GPD)	Wastewater (GPD)	Comm. Parks (Acres)	Neigh. Parks (Acres)	Transportation (Trips)*
Evaluation #1	5,243,102	4,030,005	35.34	20.39	228,782
Evaluation #2	9,535,549	6,977,158	54.12	31.23	431,073
Net Increase	4,292,447	2,947,153	18.79	10.84	202,291

amount of ment in the evaluation translates project

demand for public facilities shown in the table below. Details about how the impacts were calculated are available in the City's Capacity Availability Report.

The table below summarizes available capacity, existing demand, projected increases in demand from city-wide growth, projected increases in supply (such as from construction of a new facility) and the maximum demand expected from this amendment. Subsequent sections of this staff report will discuss more in depth aspects of Transportation, Parks and Open Space, Potable Water and Wastewater.

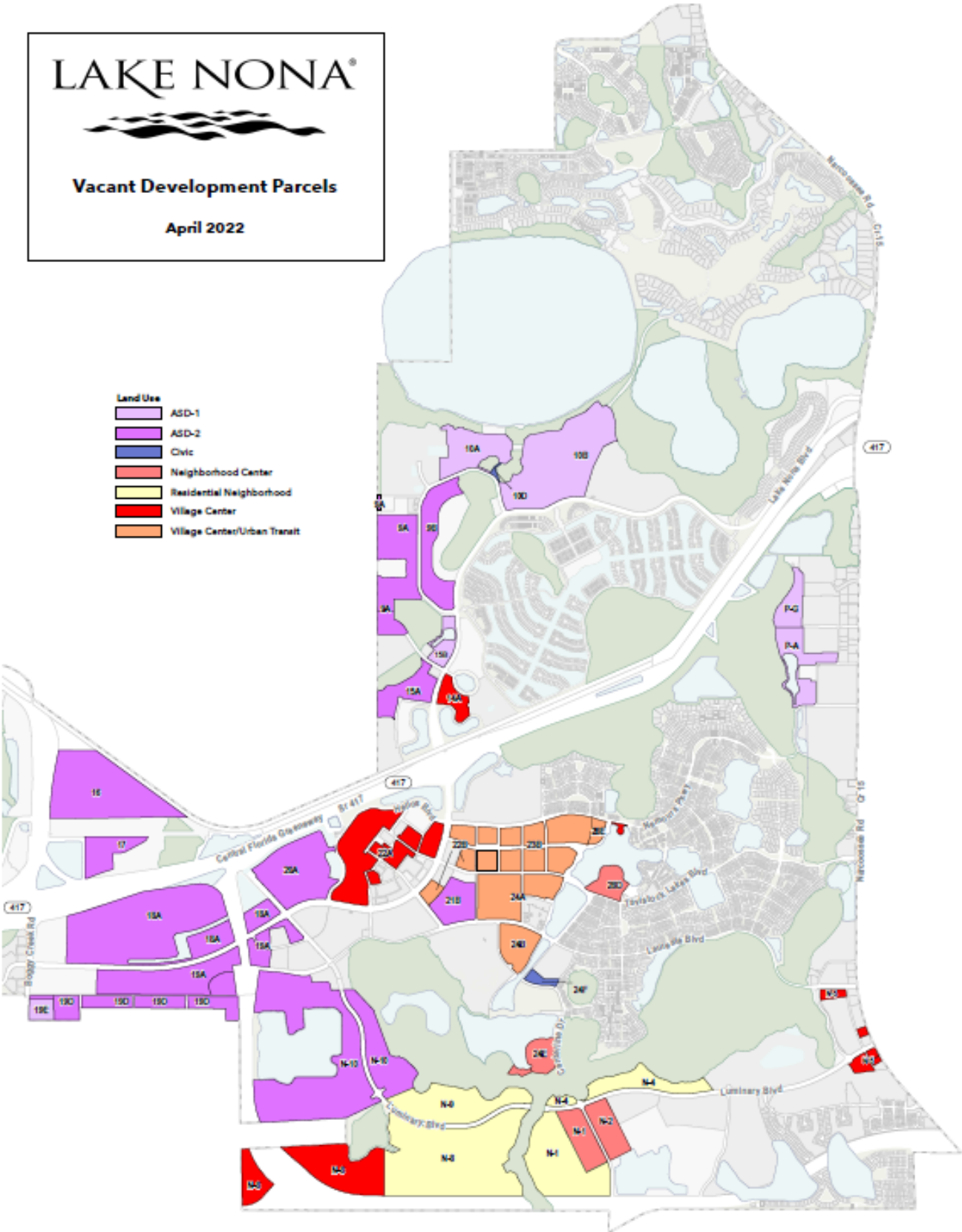
	Potable Water (MGPD)	Wastewater (MGPD)	Comm. Parks (Acres) for CPS 5	Neigh. Parks (Acres) for NPSA 22	Neigh. Parks (Acres) for NPSA 23	Neigh. Parks (Acres) for NPSA 24
Capacity	100.10	52.16	20.77	43.18	15.67	68.31
Reported Demand—2021	83.69	41.51	8.03	3.80	3.10	7.52
Projected increase in Demand 2022-2026	4.55	2.75	1.71	0.23	0.35	7.25
Projected increase in Supply 2022-2026	0.00	0	0.00	0.00	0.00	0.00
Demand from PD Amendment	4.29	2.95	18.79	10.84		
Net Available Capacity	7.57	4.95	(7.76)	94.07		

Vacant Developable Land within the Lake Nona PD

The applicant has provided an exhibit with all designated vacant developable land remaining in the Lake Nona PD (see page 10 of this staff report). Much of the remaining development parcels are south of the Central Florida Greenway (SR 417) and/or on the west side of the PD. The total acreage of vacant land is approximately 1,602.5 acres or 18% of the PD land area. The chart below provides the land use, the amount of acreage of vacant land for each designation and the percentage of vacant developable land for each designation.

Vacant Development Parcel Acreage by Land Use		
Land Use	Acreage	Percentage of Vacant Land
Airport Support District High Intensity	751.9	46.9%
Airport Support District Medium Intensity	188.3	11.8%
Village Center & Village Center/Urban Transit	300.1	18.7%
Neighborhood Center	70.7	4.4%
Residential Neighborhood	286.7	17.9%
Civic	4.8	0.3%
Total	1,602.5	

Vacant Development Parcels within the Lake Nona PD to Date



Vacant Development Parcels within the Lake Nona PD to Date

PD Parcel	Land Use	Acreage	PD Parcel	Land Use	Acreage
16	Airport Support District (High Intensity)	88.1	24E	Neighborhood Center	12.8
17	Airport Support District (High Intensity)	21.4	24E	Neighborhood Center	1.9
10A	Airport Support District (Medium Intensity)	34.7	24F	Civic	4.0
10B	Airport Support District (Medium Intensity)	102.0	28D	Neighborhood Center	13.1
10D	Civic	0.9	28E	Village Center	4.7
14A	Village Center	11.3	28G	Village Center	1.0
15A	Airport Support District (High Intensity)	22.5	9A	Airport Support District (High Intensity)	0.9
15B	Airport Support District (Medium Intensity)	10.1	9A	Airport Support District (High Intensity)	44.7
18A	Airport Support District (High Intensity)	145.7	9A	Airport Support District (High Intensity)	7.7
18A	Airport Support District (High Intensity)	9.7	9B	Airport Support District (High Intensity)	36.5
19A	Airport Support District (High Intensity)	7.3	N-1	Neighborhood Center	22.3
19A	Airport Support District (High Intensity)	6.6	N-1	Residential Neighborhood	63.8
19A	Airport Support District (High Intensity)	51.8	N-2	Neighborhood Center	20.6
19B	Airport Support District (High Intensity)	7.6	N-4	Residential Neighborhood	26.4
19D	Airport Support District (High Intensity)	11.2	N-4	Residential Neighborhood	3.9
19D	Airport Support District (High Intensity)	7.5	N-5	Village Center	1.2
19D	Airport Support District (High Intensity)	9.1	N-5	Village Center	1.6
19D	Airport Support District (High Intensity)	9.1	N-5	Village Center	1.6
19D	Airport Support District (High Intensity)	9.1	N-5	Village Center	1.3
19D	Airport Support District (High Intensity)	1.4	N-5	Village Center	0.8
20A	Airport Support District (High Intensity)	58.0	N-5	Village Center	4.5
21B	Airport Support District (High Intensity)	22.5	N-8	Residential Neighborhood	140.6
22A	Village Center	8.0	N-8	Village Center	50.0
22A	Village Center	0.4	N-8	Village Center	15.7
22A	Village Center	2.3	N-9	Residential Neighborhood	51.9
22A	Village Center	44.6	N-10	Airport Support District (High Intensity)	133.8
22A	Village Center	4.6	N-10	Airport Support District (High Intensity)	39.7
22A	Village Center	5.8	P-A	Airport Support District (Medium Intensity)	25.6
22A	Village Center	2.0	P-G	Airport Support District (Medium Intensity)	15.9
22B	Village Center/Urban Transit	4.7		Total Available Acreage	1,602.5
22B	Village Center/Urban Transit	5.1			
22B	Village Center/Urban Transit	5.8			
23B	Village Center	4.6			
23B	Village Center	6.0			
23B	Village Center	5.6			
23B	Village Center	6.7			
23B	Village Center	6.6			
23B	Village Center	6.9			
23B	Village Center	17.2			
23B	Village Center	9.2			
24A	Village Center/Urban Transit	11.9			
24A	Village Center/Urban Transit	28.6			
24B	Village Center	19.9			

Parks and Open Space

According to LDC Chapter 68 Part 5 provides standards for recreational open space. LDC Section 68.500(a) states, “Public parks in Southeast Orlando can be divided into three categories. Community Parks provide facilities that serve the needs of greater Southeast Orlando, such as organized playing fields, swimming pools, amphitheaters, tennis and basketball complexes, and larger picnic areas. Neighborhood parks, by contrast, provide local centers of activity and recreation immediately accessible to residents, and include modest amenities such as tot-lots, small hard-surfaced courts, multi-purpose lawn areas, and informal natural settings. Village Greens and Plazas provide a place to focus civic activity at the center of town or a neighborhood. Park acreage should be distributed to provide adequate facilities throughout the community while emphasizing neighborhood recreation within walking distance of most residents.” The Lake Nona PD is within Community Park Sector 5 and Neighborhood Service Areas 22, 23, and 24.

According to LDC Section 68.500(c), it provides guidelines for the location of parks within a Southeast Orlando development. For Community Parks—“Sites for community parks should be distributed to allow each major area within the Southeast Orlando to be within bicycling or driving distance or an active recreation area. Where possible, link these sites and their facilities with the trail and greenway network.” Within the Lake Nona PD, there are currently two (2) Community Parks and one (1) future Community Park.

- In Lake Nona North, there is Northlake Park Elementary/YMCA which is part of a joint use agreement with OCPS. This park area is approximately 10.66 acres in size and has the following amenities: 1 Little League Baseball Field, 1 Soccer/Multi-Purpose Field, 1 Swimming Pool, 2 Basketball Courts and 2 Tennis Courts.
- In Laureate Park, there is Heroes Community Park which is approximately 20.84 acres in size and had 4 Soccer/Multi-Purpose Fields.
- The proposed future park is the Poitras Community Park which is going to be 14.2 acres in size. To date, the amenity program has not been planned.
- In the East Airfield PD, which is just north of the Lake Nona PD along Dowden Road, the McCoy Community Park which is approximately 24.99 acres. The amenities in this park are 2 Softball/Baseball Fields and 2 Little League Baseball Fields. Even though this park is not within the Lake Nona PD, it does serve the residents of Lake Nona and surrounding residential developments.

With the inclusion of all the Community Park acreage, it totals approximately 70.69 acres. Lake Nona also has a bike trail network throughout the PD area which totals 58 acres. In the Community Park calculation for level of service, City staff has counted the bike trails toward community parks. With this, the total Community Park land provided is approximately 129 acres.

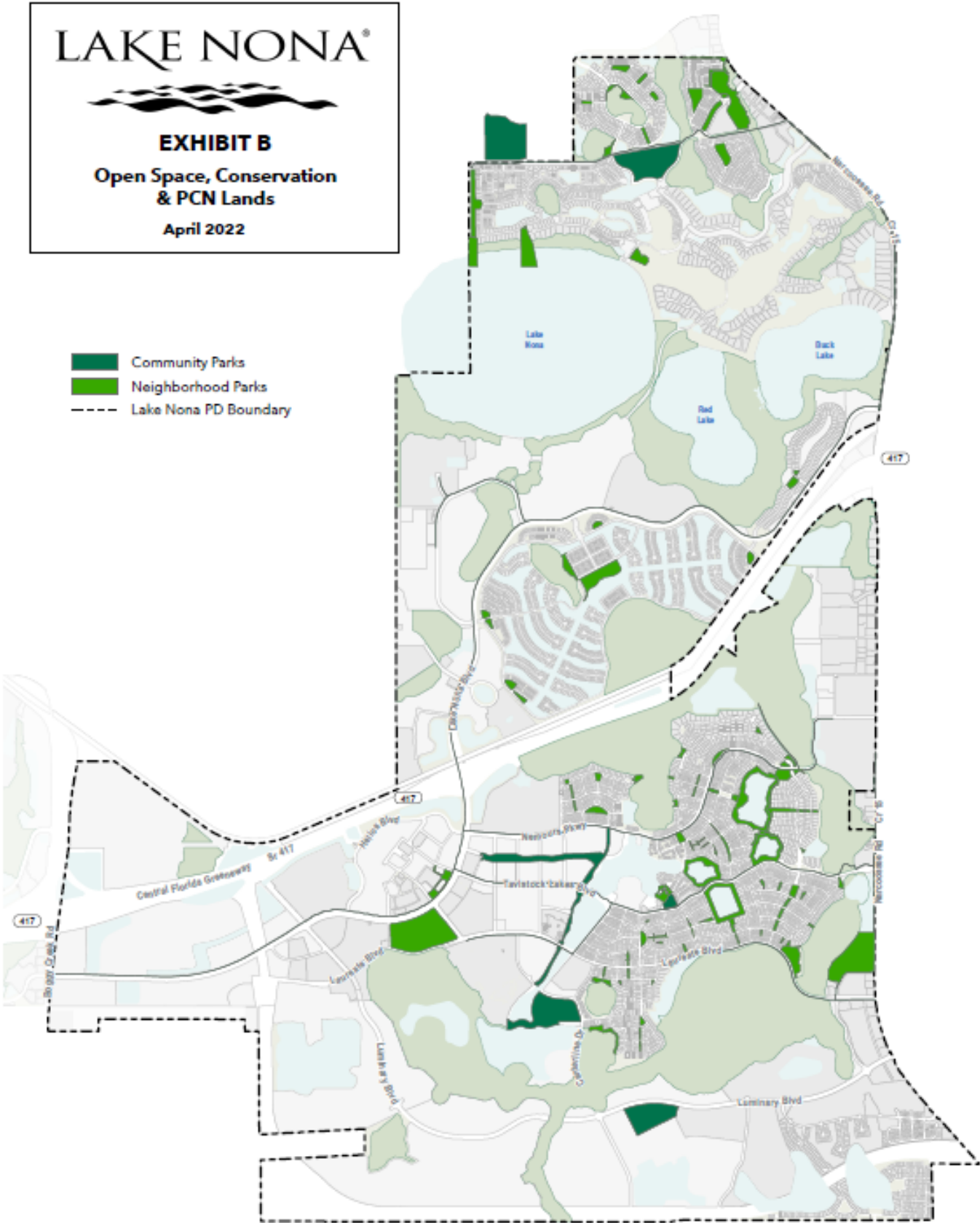
“Neighborhood Parks should be distributed throughout neighborhoods, to allow a minimum of 60% of the residents to be within $\frac{1}{3}$ to $\frac{1}{4}$ mile of a local park. Most users should not need to cross any arterial streets to get to the park. Where possible, Neighborhood Parks should be shared with elementary schools and should connect with the trail and greenway network.” The neighborhood park inventory within the Lake Nona PD includes parks within the Isle of Lake Nona, Laureate Park, Lake Nona Estates, Northlake Park, and VillageWalk residential neighborhoods. The current total acreage of neighborhood parks is 62.23 acres. In the Mid-Town area, an innovative open space/park called the Greenlink is planned and is approximately 20 acres in size. When this is complete, it will bring the total neighborhood park acreage to 82.23.

“At least one Green and/or Plaza should be provided within all Town, Village, Neighborhood and Residential Centers, unless served by a Neighborhood Park. Greens and Plazas should also be included in the mixed-use components in the Airport Support District-Medium Intensity.” Open space tracts are all throughout the Lake Nona PD development. These spaces total approximately 71.96 acres.

According to LDC Section 68.500(b)(2), “The City’s current LOS standard of 3.25 acres/1,000 population shall be maintained in Southeast Orlando. At least 2.05 acres/1,000 population shall be in functional community and neighborhood parks. The remaining 1.2 acres/1,000 population may be made up of village greens and plazas, conservation buffers and

Parks Level of Service				
	Totals	Greens & Plazas	Neighborhood Park	Community Park
Projected Residents	52,943 *			
Demand Rates	3.25	1.2	0.75	1.3
Required Acreage	172.1	63.5	39.7	68.8
Actual + Proposed Acreage	184	71.96	82.23	70.69
* Projected residents were calculated using the following conversion factor: (12,112 single family du * 2.79) + (8,705 multi-family du * 2.2) = 52,943 Residents				

Parks and Open Space



Transportation

The applicant is proposing to update to the Lake Nona PD to increase the available entitlements to accommodate additional densities of residential and non-residential development within the heart of the development. This is anticipated to result in an increase in the number of vehicle trips as well as non-vehicle trips (walking, biking, transit) associated with the PD. The applicant proposes to utilize the existing and already planned roadways systems within the Lake Nona, Poitras, and Education Village areas of the PD. Additionally the applicant will construct local roadways, adjacent to developments as they occur, in accordance with the already approved circulation plans for the PD. There is an expectation that the majority of the new development will occur at a denser pattern than the existing development patterns, particularly when looking at the residential component. Additionally, much of the additional development will occur within the mid-town and surrounding areas, in the heart of the PD.

The combination of location, density, mix of uses and availability of bike paths and transit is anticipated to accommodate a large share of trips within the PD with many of those utilizing other modes of transportation. While there are some roadway segments that are anticipated to reach LOS F, based on the traffic study provided, each is within the heart of Lake Nona where additional local roads will have to be constructed as part of adjacent development, those roadways will relieve much of the congestion on the major roadways. Those roadway segments that are already shown to be failing under the baseline condition do not “significantly degrade” under the proposed full build-out.

The table below details the entitlements and corresponding total trip ends with the existing, approved, entitlements, proposed additional entitlements as well as the buildout of all current and proposed entitlements.

Land Use Type	Current Entitlements (Adopted Baseline)	Additional Entitlements	Proposed Buildout
Residential Dwelling Units (DU)	13,592	7,975	21,567
Non-Residential Square Footage (SF)	10,704,635	14,837,365	25,542,000
Hotel Rooms (RMS)	2,250	960	3,210
Enrolled Students (STU)	7,786	1,662	9,448
Trips	424,415	491,826*	916,241

* The Proposed Trip Ends includes a mode choice reduction (-93,041 Trip Ends), additional details on mode choice can be found below.

Transit Oriented Development

More research is required on this topic, but various transit modes such as shuttle/bus systems, are thought to become viable at densities ranging between 6 to 12 dwelling units per acre. Higher densities also support mobility options such as car-share and bike-share programs in addition to improving the viability of local businesses, adding to the frequency of destinations within the neighborhood pedestrian shed. Based on the information provided in the application, the subject proposal achieves adequate density to support transit modes within the mixed-use districts of the PD but not within most of the single-family portions.

Future Transit and Transit Connect Communities

In September 2015 the Osceola County Board of County Commissioners voted unanimously to approve the North Ranch Sector Plan which depicts a future rail line running from Brevard County, through Osceola County, into Medical City and beyond. The Poitras East property is a key piece along this rail line and the SPMP shall indicate where the rail line connects through the property.

Transportation Network Analysis

The applicant provided a transportation network analysis building off the framework of the analysis provided in 2019 for the previously approved Poitras PD amendment (as noted in the previous actions section of this staff report, the Poitras PD area has been folded into and is included within the greater Lake Nona PD). The analysis, provided by the applicant, was conducted to show the anticipated trip/travel volumes and patterns based off the currently approved PD entitlements (as the base) as well as the proposed increased entitlements. These forecasts were used to estimate any anticipated deficiencies in specific corridors and intersections throughout the study area.

When looking at the study there are several factors that must be considered with a project of this scale and intensity of mixed-uses.

Transportation

- **Mode Choice:** As noted in the study “A mode choice reduction is an adjustment to the travel demand model which considers a portion of the trip ends generated by a development to use modes other than vehicular travel, such as transit, walking, bicycling, micromobility forms (e.g., e-bikes, scooters, etc.), and autonomous vehicles.” The PD was broken out into 7 zones to calculate the amount of reduction in car trips based on the planned development mix and densities throughout the PD. It is anticipated that up to 20% of planned trips may be completed outside of a passenger vehicle in the core of the PD. Other areas are as low as 5% but may average closer to 10-15%.
- **Internal Capture:** Internal capture is the concept that a certain number of trips within the study area will stay within the study area. In this case these are trips that would begin and end within the Lake Nona PD.
- **Macro-Level View:** Due to the size and long-term view of the study, this study takes a macro level view of the study area and surrounding roadways. Only the major roadways within the study area were evaluated and used for the study.

Level of Service

Level of Service (LOS) is a tool used to show how much excess capacity an intersection or roadway segment may have. The “grades” range from A, free flowing traffic at or above the speed limit to F which means that the roadway/intersection is operating above the design capacity. LOS was initially established for larger transportation networks such as limited access highways and arterial roadways where the primary consideration is the fast and efficient movement of vehicles over other considerations such as transit and pedestrians.

The City of Orlando, consistent with 163.3180, F.S. and Rule 9J-5.0055 is within a Transportation Concurrency Exception Area (TCEA) which exempts new development from Transportation Concurrency Requirements and deems the development as meeting state requirements to achieve and maintain level-of-service standards for transportation. All new development within the City should achieve a LOS of E or better, those developments if the roadway is operating at LOS “F” at the time of such assessment, it should not be significantly degraded by the traffic generated from the new development (LDC Sec. 59.207).

Traffic Analysis Findings

Level of Service Evaluation: The LOS evaluation was completed for each study roadway with the results summarized below:

- **Lake Nona Boulevard** – at full buildout of the Lake Nona PD, it is anticipated to exceed capacity from Nemours Parkway to Approach Way. The TCEA threshold is also exceeded from Nemours Parkway to SR 417. Future improvements at the Lake Nona Boulevard & SR 417 interchange will be needed.
- **Laureate Boulevard** – at full buildout of the Lake Nona PD, it is anticipated to exceed capacity from Medical City Drive to Veterans Way, but not exceed TCEA thresholds. The parallel roadway in this segment, Lake Nona Boulevard, has sufficient spare capacity.
- **Tavistock Lakes Boulevard** – at full buildout of the Lake Nona PD, it is anticipated to exceed capacity and TCEA thresholds from Lake Nona Boulevard to Centerline Drive. In the proposed buildout, this segment of Tavistock Lakes Boulevard is located in the Lake Nona Midtown area, a higher density urban area with a grid roadway network. This parallel roadway network was not included in the travel demand model network and is anticipated to carry a portion of the traffic along Tavistock Lakes Boulevard and provide sufficient parallel capacity.
- **Narcoossee Road** – at full buildout of the Lake Nona PD, it is anticipated to exceed capacity from Boggy Creek Road to SR 417 and from Lake Nona Boulevard to Moss Park Road. These segments are not anticipated to exceed TCEA thresholds at the proposed buildout.
- **Boggy Creek Road** – at full buildout of the Lake Nona PD, it is anticipated to operate under capacity as a two-lane roadway from SR 528 to Wetherbee Road. This includes the segment from Tradeport Drive to Wetherbee Road, which is conditioned to be widened to four lanes despite the two-lane section showing sufficient capacity within this study.

Proposed Mitigation

The City of Orlando’s Growth Management Plan and Code of Ordinances contain many requirements for developments of the proposed scale and scope such as the Lake Nona PD. The project site is located within the City of Orlando Mobility Area “C” north of SR-417 and “B” south of SR-417, all of which is within the City’s Transportation Concurrency Exception Area (TCEA) and as such the following objectives/policies per the City’s Growth Management Plan apply to the site:

- **Policy 1.8.3** - Development within a designated mobility area is exempted from transportation concurrency for roadways.
- **Objective 2.4** – All new development and redevelopment within designated mobility areas must mitigate their impacts to public transportation facilities, proportionate to the proposed development.

Transportation

- Policy 2.4.3 – Supplemental mobility requirements are needed for development and redevelopment within Mobility Area “B” in addition to the mandatory requirements contained in the Land Development Code.
- Policy 2.4.4 – Supplemental mobility requirements are needed for development and redevelopment within Mobility Area “C” in addition to the mandatory requirements contained in the Land Development Code.
- Policy 3.1.2 – In addition to paying impact fees, developments are responsible for the cost of site related road and traffic operations improvements that are necessary for safe and adequate access to the development site.

Specific Mitigation:

As noted previously, there are a number of projects already in the planning, design, or construction phase that will have significant impacts on the ability of the Lake Nona PD to function adequately with the proposed additional development. Those projects, listed again below, are imperative to the overall network functionality and need to be completed prior to the full build-out of the PD.

- Narcoossee Rd. widening to six lanes from SR 417 to Dowden Road; (In Construction – City Project)
- New SR 417 interchange at Medical City Drive; (In Design, anticipated completion FY 2028-2029 – CFX project)
- Boggy Creek Road Widening to four lanes from Lake Nona Boulevard to Narcoossee Rd. (Orange County section is in construction, Osceola County section is in design)
- Medical City Drive widening to four lanes from Lake Nona Boulevard to Boggy Creek Road. (Partially built, partially in design)
- Completion of the Osceola Parkway extension from the SR-417/Medical City Dr. interchange to Narcoossee Rd. (In Design, anticipated completion FY 2028-2029)
- Including additional interchanges at Simpson Rd. and Narcoossee Rd.
- Improvements to the SR-417 and Lake Nona Blvd. intersection to include possible 6-lane of roadway. (In discussion with CFX)
- A connection from Lake Nona Blvd. to Heintzelman Blvd., east of the USTA. (The City is looking at studying the possible connection points between Dowden Rd. and Lake Nona)
- Completion of existing planned roadway extensions or new roads within the PD to include the following:
 - Centerline Dr.
 - Laureate Blvd. to Kellogg (Construction estimated to start Q4 of 2022 with completion Q4 of 2023.)
 - Modiano to Luminary (Construction complete Q3 2022)
 - Luminary South (TBD)
 - Luminary Dr.
 - Pearson to Centerline (Construction complete Q3 2022)
 - Centerline west to (TBD – Assume 2024)
 - Pearson Ave.
 - Luminary to Lexness (Construction complete Q2 2022)
 - Lexness to Boggy Creek (Construction complete Q1 2023)
 - Medical City Dr.
 - Boggy Creek to New Interchange TBD)
 - New Interchange to Lake Nona Blvd (Preliminary design now, Projected 2023.)
 - Laureate Blvd. to Poitras (TBD – Assume 2024)
 - Performance Dr.
 - From Current Terminus to Lake Nona Blvd. (Construction May 2022- Q1 2023)

Additional Required Mitigation:

The following mitigation shall also be required as part of the overall development.

- The Lake Nona Blvd. SR-417 interchange adjustments must be completed as part of the overall Osceola Parkway expansion project. The master developer is required to fund the design and construction of any improvements required at this interchange, unless other funding sources are identified. The exact details on the funding, timing and design elements of the new interchange are required to be finalized within a separate developer's agreement between the City of Orlando, the Master Developer, and the Central Florida Expressway Authority.
- Internal roadways must be completed within the PD as adjacent development occurs to provide access to and from the developments and surrounding roadway network.
- The Greenlink must be constructed, as proposed in (MPL2019-10044).
- Some form of transit must remain in operation within the PD providing a robust alternative providing car-free alternatives to travel within the PD.
- Additional Traffic Impact Analysis (TIA) are required to be completed to monitor and track the local conditions and impacts of new development as major development projects occur. The intent of the subsequent TIA's is to understand any access issues, intersection operations, and other site adjacent impacts.
- Circulation Plans: A clean copy of each subarea's circulation plan, reflecting all amendments approved at that time, must be provided to the city within one year of the adoption of this ordinance.

Housing

The Lake Nona PD Development program currently accommodates 13,592 dwelling units with 8,049 units built and 1,066 units approved through Specific Parcel Master Plans over the entire development ranging from single family, duplexes, townhomes, and multi-family units. The prominent residential neighborhoods include Northlake Park, Lake Nona Estates, Villagewalk, Laureate Park and Isles of Lake Nona. Many multi-family developments have come online in recent years such as Landon House, Watermark, Pixon and the Gatherings.

Of the current entitlements, there are 4,477 units remaining. With this proposed amendment, the applicant is requesting to increase the residential development program by 7,225 units. This will allow the PD to accommodate 20,817 dwelling units. The applicant had indicated that a majority of the requested 7,225 units will be primarily multi-family.

The City's Housing and Community Development Department discussed an Affordable Housing component within the Lake Nona development. The applicant has agreed to include Affordable Housing as a part of the PD Amendment. As part of their request for 7,225 additional residential units, the applicant has agreed to provide a minimum of 10% of the dwelling units to Affordable Housing. As part of the project proposal, staff has recommended the applicant serve an income average of 80% of Area Median Income (AMI) to meet the needs of the community. The compliance obligations will be further outlined in a Developer's Agreement between the City and the Applicant.

School Capacity

On July 7, 2008, the City adopted a Public School Facilities Element (PSFE) and the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency which requires all residential developments be subject to school concurrency review. A list of exemptions from this review is provided under Section 18.2 of the Agreement, none is applicable to this case. The requested item is subject to the concurrency process with Orange County Public Schools. Under the terms of the agreement, the City will advise OCPS of comprehensive plan amendments, zoning amendments, and development proposals that may have the effect of increasing existing density.

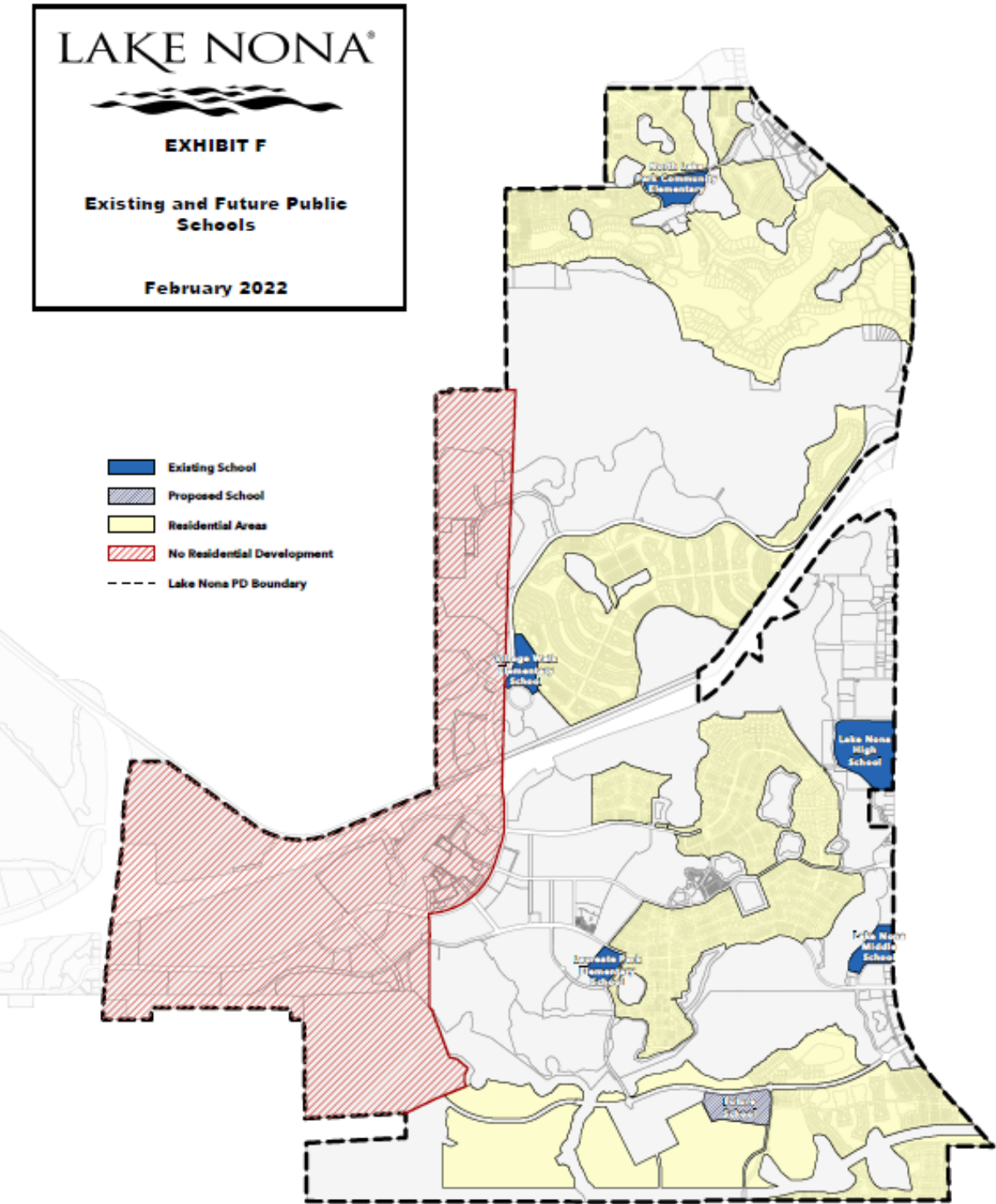
On January 11, 2021, the City amended GMP Policy 1.3.1 which allows school capacity to be taken into account when evaluating land use. The Lake Nona development has 13,592 vested units. The unvested units include a portion of the proposed 7,225 units with 3,520 of those units being multi-family units, 3,148 units being multi-family high rise, and 557 units are age-restricted.

OCPS has reviewed this project and found the following capacity:

- Elementary—Laureate Park Elementary School – Capacity is NOT Available—515 seats would need to be mitigated.
- Middle—Lake Nona Middle School- Capacity is NOT Available—238 seats would need to be mitigated
- High—Lake Nona High School- Capacity is NOT Available—294 seats would need to be mitigated.

Within the Lake Nona PD, there are currently five (5) existing schools which include three (3) elementary schools: Northlake Park Elementary, Village Walk Elementary, and Laureate Park Elementary; one (1) middle school: Lake Nona Middle School and one high school: Lake Nona High School. The development plan depicts a future school site in the southern portion of the PD south of Luminary Boulevard (see the map depicted on the following page). According to OCPS, this future site will contain both an elementary school and a middle school. Also, Lake Nona Middle School is scheduled for relief in 2024 and Lake Nona High School is scheduled for relief in 2023 with the new high school in the Meridian Park development (Starwood Planned Development).

Locations of Schools within Lake Nona PD



Other Requested Changes to the PD

A draft PD ordinance with requested changes are provided as an attachment with this staff report. The following highlights some notable amendments:

1. PD Development Plan Map Amendment to include the following:
 - Create Parcel 9C (formerly part of Parcel 9A)
 - Create Parcel 19E (formerly part of 19D)
 - Change the Land Use Designation of Parcel 19E from Airport Support District—High Intensity to Airport Support District—Medium Intensity
 - Amend the boundaries of Parcels 19A and 19B
2. Parcel 18A: Within the PD Development Plan, Parcel 18A is south of the Central Florida Greenway (SR 417) north of Lake Nona Boulevard, and east of Boggy Creek Road. It has a land use designation of Airport Support District—High Intensity. According to LDC Section 68.207, the allowable uses for Airport Support District—High Intensity are Golf Course, Hotels/Motels, Manufacturing-Heavy, Manufacturing-Light, Medical/Dental Labs, Office, PBU, Personal Storage, Retailing-Big Box, Retailing-Intensive, Support Retail and Service Uses, Warehouse/Showroom, Wholesale/Warehouse. However, Full Service Grocery Stores, Retail Shopping Centers & Residential development are prohibited in this designation. The applicant is requesting to add “Retail Shopping Centers” to this designation for PD Parcel 18A only. Staff supports this additional use for this parcel as long as any development proposed meets the standards of the AC-2 zoning district. Since this site fronts Lake Nona Boulevard, staff proposes that the type of landscaping currently along Lake Nona Boulevard from Narcoossee Road through Medical City be continued along Lake Nona Boulevard to the west to the end of the PD boundary.
3. Amend the Height Limitation Table in Section T(1) of the PD to reflect the land use changes and corresponding height limits for the newly formed Parcels 9C to 2 stories and Parcel 19E to 5 stories. The proposed height limit table can be found on page 21 of the staff report.

The applicant is advised that all properties within the City of Orlando are required to comply with the airspace standards specified in the Land Development Code (see Ordinance No. 2017-48, adopted August 8, 2017). Therefore, the provisions of LDC Sections 58.1213 through 58.1227 are applicable and review by the Federal Aviation Administration (FAA), Florida Department of Transportation – Aviation Office, and are required prior to receiving any building permits. Following FAA’s final airspace review determination, the applicant must submit an application for a City of Orlando Airport Height Zoning Permit. The applicant is advised that the review of the City of Orlando Airport Height Zoning Permit may result in additional conditions of approval including reduced allowable building height, the incorporation of hazard marking and lighting, and/or other conditions as deemed necessary by the City’s Airport Zoning Director. The City’s Airport Height Zoning Permit, issued via Determination, may be appealed to the Municipal Planning Board acting as the Airport Board of Adjustment per LDC Section 58.1227.

4. Amend Exhibit “D” the PD Equivalency Matrix. The current equivalency matrix in the PD is for use of the parcels designated as LN (Lake Nona) Parcels and EV (Education Village) Parcels. This matrix does not take into account the Poitras Parcels. The amendment to this exhibit will add the Poitras Parcels so the equivalency matrix can be used PD-wide.
5. Digital Wayfinding Signage: Section S. of the Lake Nona PD outlines signage requirements throughout the development. Items not addressed in this section of the PD, shall default to LDC Chapter 64 Signs. Within the current PD, digital signage is only allowed on transit shelters in Village Center, Town Center Parcel 22A and Neighborhood Center designations. The applicant is requesting to add digital wayfinding signage within the Lake Nona Town Center and Mid-Town area. This signage is specifically to address wayfinding and shall conform the operational standards outlined in Section 64.277(II)B.3).

Other Requested Changes to the PD (cont.)

Current Exhibit D

Table 1
EQUIVALENCY MATRIX
Exhibit D – LN Parcels & EV Parcels

	TO																				
FROM	Single Family	Multi-Family	Hotel	Manufacturing (KSF)	Industrial (KSF)	Warehousing (KSF)	Office (0-49 KSF)	Office (51-100 KSF)	Office (101-200 KSF)	Office (201-300 KSF)	Retail (0-49 KSF)	Retail (50-99 KSF)	Retail (100-199 KSF)	Retail (200-299 KSF)	Retail (300-399 KSF)	Retail (400-499 KSF)	Retail (500-599 KSF)	Retail (600-699 KSF)	Retail (1,000-1,500 KSF)	Golf (1 hole)	Instructional (1 Student)
Single Family (1 du)	1.00 DU's	1.59 DU's	1.78 DU's	1.34 DU's	0.74 KSF	1.82 KSF	0.18 KSF	0.35 KSF	0.47 KSF	0.53 KSF	0.12 KSF	0.18 KSF	0.22 KSF	0.27 KSF	0.74 KSF	1.82 KSF	0.18 KSF	0.35 KSF	0.47 KSF	0.41 Holes	4.33 Stud.
Multi-Family (1 du)	0.63 DU's	1.00 DU's	1.12 DU's	0.84 DU's	0.46 KSF	1.14 KSF	0.11 KSF	0.22 KSF	0.29 KSF	0.34 KSF	0.08 KSF	0.11 KSF	0.14 KSF	0.17 KSF	0.46 KSF	1.14 KSF	0.11 KSF	0.22 KSF	0.29 KSF	0.26 Holes	2.72 Stud.
Hotel (1 rm)	0.56 DU's	0.80 DU's	1.00 DU's	0.75 DU's	0.41 KSF	1.02 KSF	0.10 KSF	0.20 KSF	0.26 KSF	0.30 KSF	0.07 KSF	0.10 KSF	0.13 KSF	0.15 KSF	0.41 KSF	1.02 KSF	0.10 KSF	0.20 KSF	0.26 KSF	0.23 Holes	2.43 Stud.
Manufacturing (KSF)	0.74 DU's	1.18 DU's	1.33 DU's	1.00 DU's	0.55 KSF	1.35 KSF	0.13 KSF	0.26 KSF	0.35 KSF	0.40 KSF	0.09 KSF	0.13 KSF	0.17 KSF	0.20 KSF	0.55 KSF	1.35 KSF	0.13 KSF	0.26 KSF	0.35 KSF	0.31 Holes	3.22 Stud.
Industrial (KSF)	1.36 DU's	2.16 DU's	2.42 DU's	1.82 DU's	1.00 KSF	2.46 KSF	0.24 KSF	0.48 KSF	0.63 KSF	0.72 KSF	0.17 KSF	0.24 KSF	0.30 KSF	0.36 KSF	1.00 KSF	2.46 KSF	0.24 KSF	0.48 KSF	0.63 KSF	0.56 Holes	5.87 Stud.
Warehousing (KSF)	0.55 DU's	0.88 DU's	0.98 DU's	0.74 DU's	0.41 KSF	1.00 KSF	0.10 KSF	0.19 KSF	0.26 KSF	0.29 KSF	0.07 KSF	0.10 KSF	0.12 KSF	0.15 KSF	0.41 KSF	1.00 KSF	0.10 KSF	0.19 KSF	0.26 KSF	0.23 Holes	2.38 Stud.
Office (0-50 KSF)	5.60 DU's	8.90 DU's	9.97 DU's	7.52 DU's	4.13 KSF	10.17 KSF	1.00 KSF	1.98 KSF	2.60 KSF	2.99 KSF	0.68 KSF	0.99 KSF	1.26 KSF	1.50 KSF	4.13 KSF	10.17 KSF	1.00 KSF	1.98 KSF	2.60 KSF	2.32 Holes	24.22 Stud.
Office (51-100 KSF)	2.83 DU's	4.50 DU's	5.04 DU's	3.80 DU's	2.09 KSF	5.14 KSF	0.51 KSF	1.00 KSF	1.32 KSF	1.51 KSF	0.35 KSF	0.50 KSF	0.64 KSF	0.76 KSF	2.09 KSF	5.14 KSF	0.51 KSF	1.00 KSF	1.32 KSF	1.17 Holes	12.24 Stud.
Office (101-200 KSF)	2.15 DU's	3.42 DU's	3.83 DU's	2.89 DU's	1.58 KSF	3.90 KSF	0.38 KSF	0.76 KSF	1.00 KSF	1.15 KSF	0.26 KSF	0.38 KSF	0.48 KSF	0.57 KSF	1.58 KSF	3.90 KSF	0.38 KSF	0.76 KSF	1.00 KSF	0.89 Holes	9.30 Stud.
Office (201-300 KSF)	1.87 DU's	2.58 DU's	3.34 DU's	2.52 DU's	1.38 KSF	3.41 KSF	0.33 KSF	0.66 KSF	0.87 KSF	1.00 KSF	0.23 KSF	0.33 KSF	0.42 KSF	0.50 KSF	1.38 KSF	3.41 KSF	0.33 KSF	0.66 KSF	0.87 KSF	0.78 Holes	8.11 Stud.
Retail (0-49 KSF)	8.18 DU's	13.00 DU's	14.57 DU's	10.98 DU's	6.03 KSF	14.86 KSF	1.46 KSF	2.89 KSF	3.80 KSF	4.36 KSF	1.00 KSF	1.45 KSF	1.84 KSF	2.18 KSF	6.03 KSF	14.86 KSF	1.46 KSF	2.89 KSF	3.80 KSF	3.30 Holes	35.37 Stud.
Retail (50-99 KSF)	5.64 DU's	8.98 DU's	10.06 DU's	7.58 DU's	4.16 KSF	10.26 KSF	1.01 KSF	1.99 KSF	2.63 KSF	3.01 KSF	0.69 KSF	1.00 KSF	1.27 KSF	1.51 KSF	4.16 KSF	10.26 KSF	1.01 KSF	1.99 KSF	2.63 KSF	2.34 Holes	24.42 Stud.
Retail (100-199 KSF)	4.45 DU's	7.08 DU's	7.93 DU's	5.98 DU's	3.28 KSF	8.09 KSF	0.79 KSF	1.57 KSF	2.07 KSF	2.37 KSF	0.54 KSF	0.79 KSF	1.00 KSF	1.19 KSF	3.28 KSF	8.09 KSF	0.79 KSF	1.57 KSF	2.07 KSF	1.94 Holes	19.25 Stud.
Retail (200-299 KSF)	3.74 DU's	5.95 DU's	6.67 DU's	5.03 DU's	2.76 KSF	6.80 KSF	0.67 KSF	1.32 KSF	1.74 KSF	2.00 KSF	0.46 KSF	0.66 KSF	0.84 KSF	1.00 KSF	1.12 KSF	1.22 KSF	1.31 KSF	1.32 KSF	1.72 KSF	1.55 Holes	16.19 Stud.
Retail (300-399 KSF)	3.35 DU's	5.33 DU's	5.97 DU's	4.50 DU's	2.47 KSF	6.09 KSF	0.60 KSF	1.18 KSF	1.56 KSF	1.79 KSF	0.41 KSF	0.59 KSF	0.75 KSF	0.89 KSF	1.00 KSF	1.09 KSF	1.17 KSF	1.18 KSF	1.54 KSF	1.39 Holes	14.49 Stud.
Retail (400-499 KSF)	3.87 DU's	4.88 DU's	5.46 DU's	4.12 DU's	2.26 KSF	5.57 KSF	0.55 KSF	1.08 KSF	1.43 KSF	1.64 KSF	0.38 KSF	0.54 KSF	0.69 KSF	0.82 KSF	0.92 KSF	1.00 KSF	1.07 KSF	1.08 KSF	1.41 KSF	1.27 Holes	13.27 Stud.
Retail (500-599 KSF)	2.86 DU's	4.55 DU's	5.10 DU's	3.84 DU's	2.11 KSF	5.20 KSF	0.51 KSF	1.01 KSF	1.33 KSF	1.53 KSF	0.35 KSF	0.51 KSF	0.64 KSF	0.76 KSF	0.85 KSF	0.93 KSF	1.00 KSF	1.01 KSF	1.32 KSF	1.19 Holes	12.38 Stud.
Retail (600-699 KSF)	2.53 DU's	4.03 DU's	4.51 DU's	3.40 DU's	1.87 KSF	4.60 KSF	0.45 KSF	0.89 KSF	1.18 KSF	1.35 KSF	0.31 KSF	0.45 KSF	0.57 KSF	0.68 KSF	0.76 KSF	0.83 KSF	0.88 KSF	0.89 KSF	1.17 KSF	1.05 Holes	10.95 Stud.
Retail (1,000-1,500 KSF)	2.17 DU's	3.45 DU's	3.87 DU's	2.91 DU's	1.60 KSF	3.94 KSF	0.39 KSF	0.77 KSF	1.01 KSF	1.16 KSF	0.27 KSF	0.39 KSF	0.49 KSF	0.58 KSF	0.65 KSF	0.71 KSF	0.76 KSF	0.77 KSF	1.00 KSF	0.90 Holes	9.39 Stud.
Golf (1 hole)	2.41 DU's	3.84 DU's	4.30 DU's	3.24 DU's	1.78 KSF	4.38 KSF	0.43 KSF	0.85 KSF	1.12 KSF	1.29 KSF	0.30 KSF	0.43 KSF	0.54 KSF	0.64 KSF	0.72 KSF	0.79 KSF	0.84 KSF	0.85 KSF	1.11 KSF	1.00 Holes	10.44 Stud.
Instructional (1 Student)	0.23 DU's	0.37 DU's	0.41 DU's	0.31 DU's	0.17 KSF	0.42 KSF	0.04 KSF	0.08 KSF	0.11 KSF	0.12 KSF	0.03 KSF	0.04 KSF	0.05 KSF	0.06 KSF	0.07 KSF	0.08 KSF	0.08 KSF	0.08 KSF	0.11 KSF	0.10 Holes	1.00 Stud.

PM Peak-Hour/Peak-Direction

Land Use	Trip Rate	Source
Single Family (1 DU)	0.64	ITE Code 210
Multi-Family (1 DU)	0.40	ITE Code 220
Hotel	0.36	ITE Code 310
Manufacturing (KSF)	0.47	ITE Code 140
Industrial (KSF)	0.86	ITE Code 110
Warehousing (KSF)	0.35	ITE Code 150
Office (0-50 KSF)	3.56	ITE Code 710
Office (51-100 KSF)	1.80	ITE Code 710
Office (101-200 KSF)	1.37	ITE Code 710
Office (201-300 KSF)	1.19	ITE Code 710

PM Peak-Hour/Peak-Direction

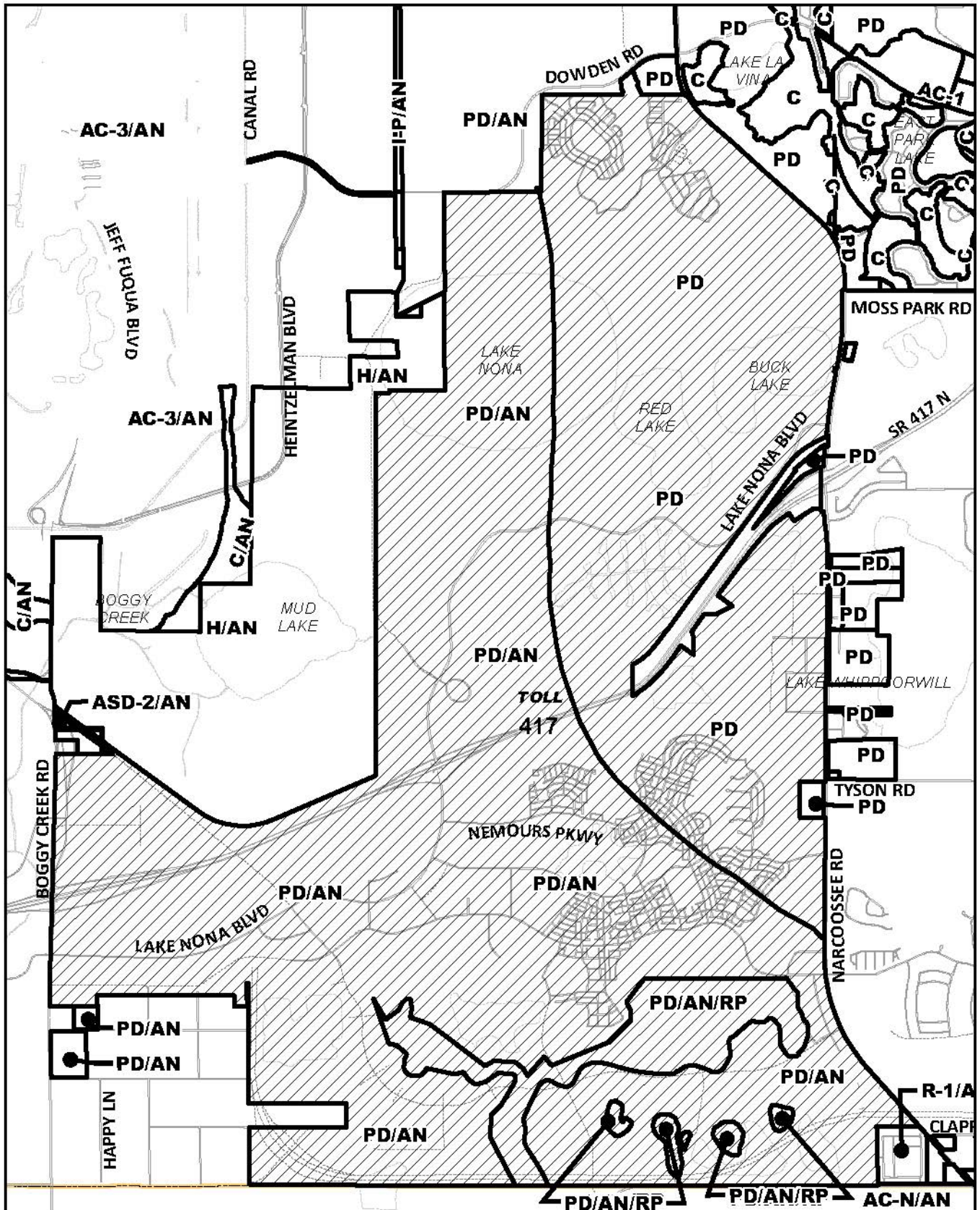
Land Use	Trip Rate	Source
Retail (0-49 KSF)	5.20	ITE Code 820
Retail (50-99 KSF)	3.59	ITE Code 820
Retail (100-199 KSF)	2.83	ITE Code 820
Retail (200-299 KSF)	2.38	ITE Code 820
Retail (300-399 KSF)	2.13	ITE Code 820
Retail (400-499 KSF)	1.85	ITE Code 820
Retail (500-599 KSF)	1.82	ITE Code 820
Retail (600-999 KSF)	1.61	ITE Code 820
Retail (1,000-1,500 KSF)	1.38	ITE Code 820
Golf (1 Hole)	1.53	ITE Code 430
Instructional (Students)	0.15	ITE Code 550

Exhibit D
Equivalency Matrix
For use with LN Parcels and EV Parcels

Maximum PD Height Limit Table

<u>Parcel</u>	<u>Land Use Category</u>	<u>Max. Height (Stories)</u>
1	Residential Neighborhood - LNGCC	3
2 – 5	Residential Neighborhood	2
6 – 7	Neighborhood Center	3
8	Civic, Residential Center	3
9A-9B	Airport Support District - High Intensity	2
9C	Airport Support District - High Intensity	2
10A	Airport Support District-Medium Intensity	10
10B	Airport Support District - Medium Intensity	10
10C	Civic	1
10D	Civic	1
11A	Village Center	4
11B	Village Center	4
12	Residential Neighborhood	2
13A	Residential Neighborhood	2
13B	Residential Center	3
14A	Village Center	4
14B	Civic – School	3
15A, B	Airport Support District - High Intensity	5
15C	Civic	2
16 -19(A-D)	Airport Support District - High Intensity	5
19E	Airport Support District - Medium Intensity	5
20A, B	Airport Support District - High Intensity	10
21A, B	Airport Support District - High Intensity	10
22A	Village Center	17
22B	Village Center/Urban Transit	20
23A	Village Center	10
23B	Village Center/Urban Transit	10
23C	Village Center	10
24A	Village Center/Urban Transit	10
24B	Village Center	10
24C	Airport Support District – High Intensity	10
24D	Civic – Open Space	4
24E	Neighborhood Center	4
24F	Civic	4
25	Residential Neighborhood	2
26	Residential Neighborhood	2
27A, B	Residential Neighborhood	2
27C	Residential Neighborhood	2
28A, B	Residential Neighborhood	3
28C, D	Neighborhood Center	4
28E	Village Center	10
28F	Neighborhood Center	3
29	Village Center	3
30A	Civic – School	4
30B	Village Center	3
31	Village Center	3
32A, B	Airport Support District - High Intensity	2
33	Civic	2
34	SMA	0

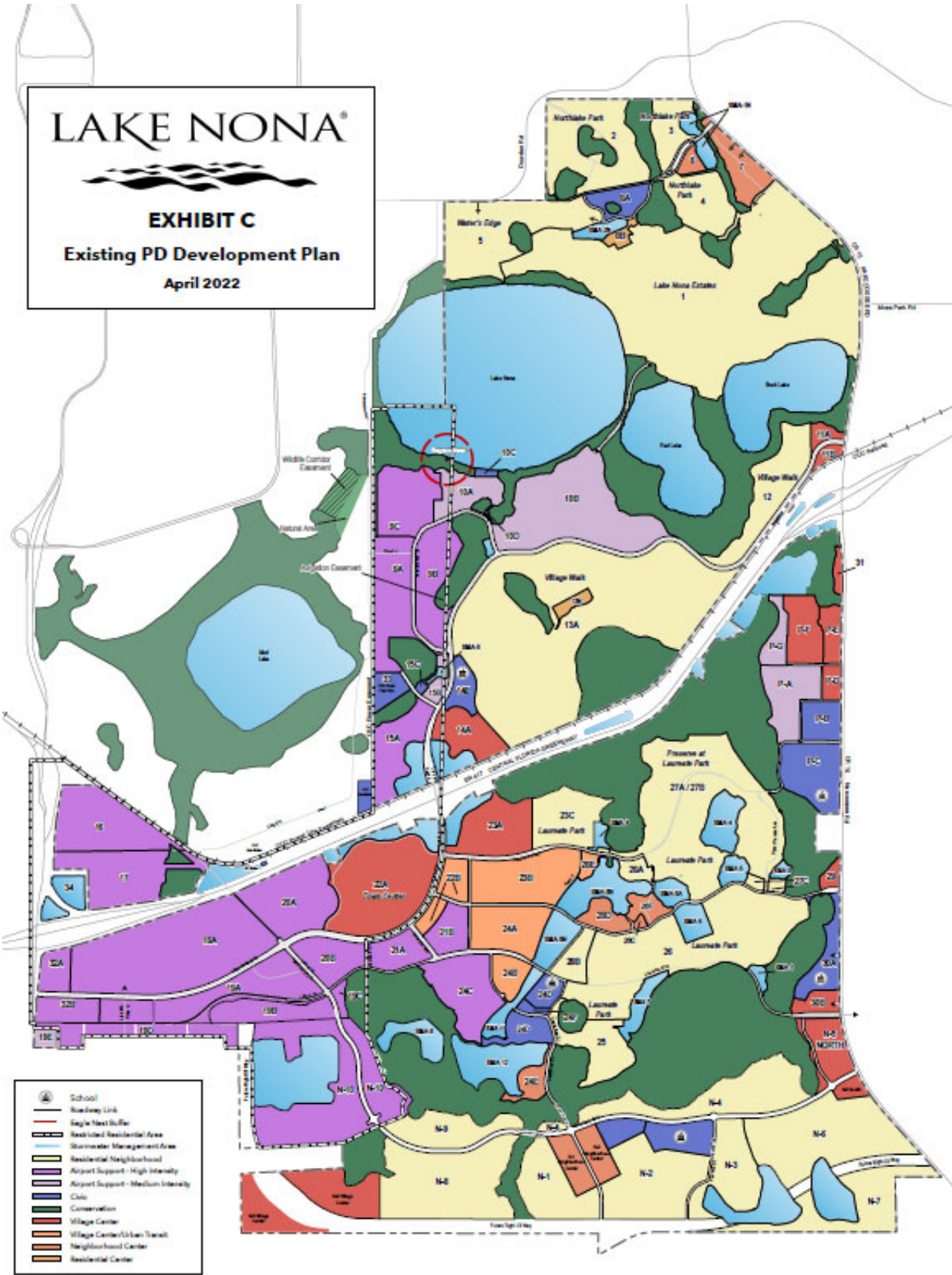
Lake Nona PD



Zoning



Lake Nona PD Development Plan Map



Lake Nona PD Development Plan Parcel Acreage

Parcel	LAKE NONA NORTH	Acres
1	Residential Neighborhood	567.8
2	Residential Neighborhood	106.8
3	Residential Neighborhood	31.6
4	Residential Neighborhood	51.4
5	Residential Neighborhood	116.2
6	Neighborhood Center	7.5
7	Neighborhood Center	34.3
8A	Civic	19.6
8B	Residential Center	7.4
SMA-1N	City of Orlando Pond	12.7
SMA-2N	Rockwell Pond	10.1
	Lake Nona North Total	965.4

Parcel	LAKE NONA CENTRAL	Acres
9A	Airport Support District (High Intensity)	133.7
9B	Airport Support District (High Intensity)	59.9
10A	Airport Support District (Medium Intensity)	34.8
10B	Airport Support District (Medium Intensity)	156.8
10C	Civic	2.7
10D	Civic	0.7
11A	Village Center	8.4
11B	Village Center	6.5
12	Residential Neighborhood	71.5
13A	Residential Neighborhood	460.1
13B	Residential Center	7.6
14A	Village Center	39.7
14B	Civic	18.3
15A	Airport Support District (High Intensity)	51.6
15B	Airport Support District (Medium Intensity)	10.2
15C	Civic	1.7
33	Civic	15.8
SMA-6	Lake Nona Blvd. Pond	2.6
	Lake Nona Central Total	1,082.6

Parcel	LAKE NONA WEST	Acres
16	Airport Support District (High Intensity)	87.7
17	Airport Support District (High Intensity)	80.7
18A	Airport Support District (High Intensity)	205.6
19A	Airport Support District (High Intensity)	98.4
19B	Airport Support District (High Intensity)	38.8
19C	Airport Support District (High Intensity)	5.6
19D	Airport Support District (High Intensity)	39.9
19E	Airport Support District (Medium Intensity)	7.6
	Lake Nona West Total	564.4

Parcel	LAKE NONA SOUTH	Acres
20A	Airport Support District (High Intensity)	80.8
20B	Airport Support District (High Intensity)	37.6
21A	Airport Support District (High Intensity)	27.5
21B	Airport Support District (High Intensity)	25.3
22A	Village Center	130.0
22B	Village Center	8.9
22B	Village Center/Urban Transit	17.3
23A	Village Center	60.0
23B	Village Center	76.1
23C	Residential Neighborhood	56.5
24A	Village Center/Urban Transit	52.7
24B	Village Center	19.9
24C	Airport Support District (High Intensity)	66.3
24D	Civic	35.4
24E	Neighborhood Center	15.9
24F	Airport Support District (Medium Intensity)	4.0
25	Residential Neighborhood	49.4
26	Residential Neighborhood	215.2
27A/27B	Residential Neighborhood	244.6
27C	Residential Neighborhood	7.2
28A	Residential Neighborhood	10.4
28B	Residential Neighborhood	20.1
28C	Neighborhood Center	2.1
28D	Neighborhood Center	17.5
28E	Village Center	6.5
28F	Neighborhood Center	14.1
29	Village Center	6.7
30A	Civic	30.7
30B	Village Center	14.3
31	Village Center	6.1
32A	Airport Support District (High Intensity)	20.0
32B	Airport Support District (High Intensity)	24.8
34	Retention (SMA)	19.3
SMA-1	SMA	4.6
SMA-3	SMA	4.2
SMA-4	SMA	27.5
SMA-5	SMA	10.8
SMA-7	SMA	16.9
SMA-8	SMA	23.3
SMA-8A	SMA	11.7
SMA-8B	SMA	64.8
SMA-9	SMA	5.5
SMA-11	SMA	16.5
SMA-12	SMA	50.4
	Lake Nona South Total	1,659.3

Lake Nona PD Development Plan Parcel Acreage (cont.)

OTHER/MISCELLANEOUS	Acres
SMA - Miscellaneous	12.6
ROW	575.8
PRIMARY CONSERVATION DISTRICT (PCN)	1,225.2
CONSERVATION	187.0
PRESERVED LAKES	710.5
MISCELLANEOUS	5.3
Other/Miscellaneous Total	2,716.4

TOTAL ACREAGE - LAKE NONA PARCELS	6,988.0
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Parcel	POITRAS PARCELS	Acres
N-1	Residential Neighborhood	63.8
N-2	Residential Neighborhood	101.3
N-2	Village Center	22.3
N-2	Village Center	20.6
N-3	Residential Neighborhood	64.0
N-4	Residential Neighborhood	3.9
N-4	Residential Neighborhood	95.9
N-5	Village Center	4.8
N-5	Village Center	31.4
N-6	Village Center	8.7
N-6	Residential Neighborhood	142.7
N-7	Residential Neighborhood	79.8
N-8	Residential Neighborhood	140.6
N-8	Village Center	50.0
N-8	Village Center	33.8
N-9	Residential Neighborhood	51.9
N-10	Airport Support District (High Intensity)	39.7
N-10	Airport Support District (High Intensity)	116.3
	Civic - Park	14.2
	Civic - School	30.0
	Poitras Parcels Total Acreage	1,115.7

Parcel	EDUCATION VILLAGE PARCELS	Acres
P-A	Airport Support District (Medium Intensity)	48.7
P-B	Civic	23.4
P-C	Civic	54.5
P-D	Village Center	10.1
P-E	Village Center	17.4
P-F	Village Center	36.3
P-G	Airport Support District (Medium Intensity)	18.2
	Education Village Parcels Total Acreage	208.6

Education Village & Poitras	Acres
Conservation	313.57
Conservation	220.7
Conservation	20.0
Conservation	29.6
SMA	29.5
SMA	40.7
SMA	82.8
SMA 8	23.3
Education Village & Poitras Totals	760.4

Acreage Summary by Land Use Category	Acres
PD-wide	
Residential Neighborhood	2,752.7
Residential Center	22.5
Neighborhood Center	83.9
Village Center	618.4
Village Center/Urban Transit	70.0
Airport Support District (High Intensity)	1,240.3
Airport Support District (Medium Intensity)	280.2
Civic	247
Roads/ROW	575.8
Lakes/Stormwater	1,180.5
PCN	1,225.2
Conservation	770.9
Miscellaneous	5.3
TOTAL	9,072.7

Findings

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of GMP amendments and rezoning applications contained in Section 65.255 and 65.366, respectively, of the Land Development Code (LDC):

1. The proposed amendments are consistent with Chapters 163, 187, and 380, Florida Statutes.
2. The proposed amendments are consistent with the East Central Florida Strategic Regional Policy Plan.
3. The proposed amendments are consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP)
4. The proposed amendments are consistent with the purpose and intent of the requirements of the Land Development Code.
5. The proposed amendments are compatible with the surrounding development and neighborhood pattern.
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 GMP Amendment and PD zoning amendment subject to the staff report below and in Attachment A:

Conditions of Approval

City Planning

1. *GENERAL CODE COMPLIANCE*

The proposed project shall be developed consistent with the conditions in this report and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies.

2. *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.

3. *AMENDED PD ORDINANCE*

In consultation with the City Planning Division and the City's Attorney's Office, the applicant shall prepare an amended Planned Development Ordinance for consideration by the Orlando City Council, including all necessary exhibits. The amended Planned Development Ordinance shall address the findings and conditions detailed in this staff report and draft PD language in Attachment A. The amended Planned Development Ordinance shall be subject to contextual and legal review by the City Attorney's Office.

Transportation

1. The Lake Nona Blvd. SR-417 interchange adjustments must be completed as part of the overall Osceola Parkway expansion project. The master developer is required to fund the design and construction of any improvements required at this interchange, unless other funding sources are identified. The exact details on the funding, timing and design elements of the new interchange are required to be finalized within a separate developer's agreement between the City of Orlando, the Master Developer, and the Central Florida Expressway Authority.
2. Internal roadways must be completed within the PD as adjacent development occurs to provide access to and from the developments and surrounding roadway network.
3. The greenlink must be constructed, as proposed in (MPL2019-10044).
4. Some form of transit must remain in operation within the PD providing a robust alternative providing car-free alternatives to travel within the PD.
5. Additional Traffic Impact Analysis (TIA) are required to be completed to monitor and track the local conditions and impacts of new development as major development projects occur. The intent of the subsequent TIA's is to understand any access issues, intersection operations, and other site adjacent impacts.
6. Circulation Plans: A clean copy of each subarea's circulation plan, reflecting all amendments approved at that time, must be provided to the city within one year of the adoption of this ordinance.

Conditions of Approval

Transportation (cont.)

7. *TRAFFIC CALMING*

Traffic calming measures must be considered at the time of individual Specific Parcel Masterplans to ensure safe and efficient transportation networks. Specific care must be taken at key locations such as streets and crossings immediately surrounding schools, major trail crossings and other high-volume pedestrian/bicycle crossings. All traffic calming measures must meet the requirements of the City's Traffic Calming Device standards policy.

Traffic calming measures may include:

- Speed Cushions
- Speed Humps
- Speed Display Trailers / Post Mounted Electronic or Solar Radar Speed Signs
- Mid-Block Chokers
- Chicanes
- Traffic Circles
- Roundabouts
- Median/Center Islands
- Gateway/Entry Features
- Raised Crosswalks

8. *COMPLETE STREETS*

All streets within the Lake Nona PD should strive to incorporate elements that accommodate the full range of roadway users including pedestrians, cyclists, transit, where appropriate, as well as motorized vehicles, generally in line with the City's complete streets policy as noted in the Growth Management Plan.

9. *VISION ZERO*

The City of Orlando has a vision to eliminate all traffic related fatalities within City limits by the year 2040. To this end the City has created a Vision Zero Action plan which details a number of action items that the city is to undertake to assist in reaching the goal of zero traffic fatalities and serious injuries by 2040. Development within the Lake Nona PD should strive to support the city's Vision Zero Action Plan through thoughtful design of new projects and redesign of existing ROW as redevelopment occurs to prioritize safe, efficient access for all roadway users.

Housing

1. For the purposes of the Planned Development (PD) Ordinance, Affordable units are the multifamily rental units dedicated to households earning at or below 120% AMI.
2. The PD amendment which provides an additional 7,225 residential units shall dedicate a minimum of 10% (or 726 units) of those housing units as Affordable Housing. The Affordable unit set-aside shall meet an average of 80% AMI or less. No set-aside unit can exceed 120% AMI.
3. Income and rent limits are established through the Florida Housing Finance Corporations (FHFC) Multifamily Rental Program matrix based on household size and unit number of bedrooms.
4. The Affordable unit type and size shall be similar to the overall units within the multi-family development and surrounding developments, with the Affordable unit type and size ratios consistent. The units cannot materially differ from standard units. Set-aside units cannot be clustered within a development unless a high percentage of affordable units must be provided to qualify for local, state or federal housing subsidies or grants, in which case, the proposal can be reviewed by the Housing and Community Development Department or assignee on a case-by-case basis.
5. Affordable units shall not be part of dormitories, group housing, micro-units, or other similar types of developments. Alternative development proposals can be submitted to the Housing and Community Development Department or assignee for review and approval.
6. A Developer's Agreement between the City and the Applicant shall be drafted to outline income qualification and unit management, monitoring, and compliance. This agreement must be executed within one year of the adoption of the PD.
7. Each individual development that is submitted for Specific Parcel Master Plan review after the adoption of this PD ordinance shall be reviewed by the Housing and Community Development Department or assignee for compliance with the conditions outlined in the PD and Developer's Agreement. It is acknowledged that the affordable housing conditions apply to the 13,593rd unit and later, so compliance with these terms is voluntary until that threshold is reached.
8. Individual developments shall have an associated Memorandum of Understanding (MOU) to establish their roles in maintaining and operating the Affordable units. The MOU will be submitted with each Final Site Plan Approval in accordance with 65.342.
9. The conditions in this project are the minimum established, the applicant can pursue additional affordable units and could be eligible for other financial and development incentives.

Informational Comments

Water Reclamation

1. A comprehensive master utility plan shall be prepared that addresses the revised utility demands of reclaimed water use for irrigation and wastewater flow generated by currently proposed development densities within the Planned Development area.
2. Reclaimed Water: The reclaimed water utility master plan shall include the infrastructure improvements necessary to provide the required volume and pressure to serve the irrigation needs of the Planned Development for review and approval by the Water Reclamation Division. A reclaimed water utility master plan shall be submitted for review and approval by the Water Reclamation Division.
3. Sanitary Sewer: The wastewater master utility plan shall identify infrastructure improvements that may be needed to support increased wastewater flow resulting from increased development densities and additional parcels added to the Planned Development area that are to be served by the City. A wastewater utility master plan shall be submitted for review and approval by the Water Reclamation Division.
4. Sanitary Sewer Service Area Amendment: Should all or a portion of the Poitras Parcels direct wastewater flow into the City's sewer network, an amendment to the Territorial Agreement between the City and Orange County Utilities will be required.
5. Public Streets: Within Public Streets of the PD where utility jurisdiction is under the Water Reclamation Division, those utilities served by the Water Reclamation Division (sanitary sewer and/or reclaimed water) shall be owned and maintained by the Water Reclamation Division.
6. Private Streets & Gated Communities: Sanitary sewer and reclaimed water infrastructure in private streets and within gated communities shall be HOA (privately) owned and maintained. Sanitary sewer mains within open space tracts shall be private.

Contact Information

City Planning

For questions regarding City Planning plan review, please contact Colandra Jones at 407.246.3415 or colandra.jones@orlando.gov

Transportation

For questions regarding Transportation plan review, please contact Jacques Coulon at 407.246.2293 or jacques.coulon@orlando.gov.

Housing

For questions regarding Housing review, please contact Jessica Frye at 407.246.3413 or jessica.frye@orlando.gov.

Parks

For questions regarding Parks review, please contact Denise Riccio at 407.246.4249 or denise.riccio@orlando.gov.

Water Reclamation

For questions regarding Water Reclamation review, please contact David Breitrick at 407.246.3525 or david.breitrick@orlando.gov, or Julio Morais at 407.246.3724 or julio.morais@orlando.gov.

Review/Approval Process—Next Steps

1. MPB minutes scheduled for review and approval by City Council.
2. Staff forward GMP Amendment and PD ordinance request to the City Attorney's Office.
3. First reading of Large-Scale GMP Ordinance
4. Expedited review process by the State Department of Economic Opportunity—Division of Community Planning.
5. Second reading of Large-Scale GMP Ordinance.
6. The GMP ordinance becomes effective after 31 days.
7. First reading of PD zoning ordinance.
8. Second reading of PD zoning ordinance.

Attachment “A”
Draft Ordinance for Amended & Restated Lake Nona PD

ORDINANCE NO. ____-__

AN ORDINANCE OF THE CITY OF ORLANDO, FLORIDA, AMENDING AND RESTATING THE LAND DEVELOPMENT REGULATIONS OF THE LAKE NONA PLANNED DEVELOPMENT ZONING DISTRICT, RELATING TO CERTAIN LAND GENERALLY LOCATED NORTH OF THE ORANGE/OSCEOLA COUNTY LINE, SOUTH OF DOWDEN ROAD, EAST OF BOGGY CREEK ROAD, AND WEST OF NARCOOSSEE ROAD, AND COMPRISED OF 9,044.20 ACRES OF LAND, MORE OR LESS; PROVIDING FOR AMENDMENT OF THE CITY’S OFFICIAL ZONING MAP; PROVIDING FOR SEVERABILITY, CORRECTION OF SCRIVENER’S ERRORS, PERMIT DISCLAIMER, AND AN EFFECTIVE DATE.

WHEREAS, at its regularly scheduled meeting of May 17, 2022, the Municipal Planning Board (the “**MPB**”) of the City of Orlando, Florida (the “**City**”), considered zoning application case number ZON2022-10006, requesting amendments to the land development regulations of the Lake Nona Planned Development zoning district, relating to approximately 9,044.20 acres of land, generally located north of the Orange/Osceola County Line, south of Dowden Road, east of Boggy Creek Road and west of Narcoossee Road, and more precisely described by the legal description attached to this ordinance as **Exhibit “A”** (the “**Property**”); and

WHEREAS, zoning application case number ZON2022-10006 is requesting to amend and restate the Lake Nona Planned Development zoning district (City Ordinance 2021-46) for purposes of allowing the phased use and development of the Property with up to 20,817 residential units; 2,355,248 square feet of commercial, retail, and service use; 14,110,989 square feet of Airport Support uses; 8,516,689 square feet of Office use; 3,658 Hotel/Resort Villas; community park areas, fire stations, schools, and other Civic and accessory uses; all subject to modification through use of an equivalency matrix as more particularly set forth herein (collectively, the “**Project**”); and

WHEREAS, the Project will set aside a certain percentage of dwelling units to provide for mixed-income housing; and

WHEREAS, based upon the evidence presented to the MPB, including the information and analysis contained in the “Staff Report to the Municipal Planning Board” for application case number ZON2022-10006 (entitled Lake Nona PD Amendment and hereinafter referred to as the “**Staff Report**”), and subject to certain conditions contained within the Staff Report, the MPB recommended that the City Council of the City of Orlando, Florida (the “**Orlando City Council**”), approve said zoning application and adopt an ordinance in accordance therewith; and

WHEREAS, the MPB found that the Project is consistent with the City of Orlando Growth Management Plan, adopted as the City’s “comprehensive plan” for purposes of the Florida Community Planning Act, sections 163.3164 through 163.3217, Florida Statutes (the “**GMP**”), including, without limitation, the goals, objectives, and policies applicable to the Property’s existing Future Land Use Map designation of Urban Village and Conservation; and

WHEREAS, the Orlando City Council hereby finds that the Project and this ordinance are consistent with the intent and purpose of the planned development district zoning designation as established by Part 2Q, Chapter 58, Code of the City of Orlando, Florida (the “**Orlando City Code**”); and

WHEREAS, the Orlando City Council hereby finds that the Project and this ordinance are in the best interest of the public health, safety, and welfare, and are consistent with the applicable provisions of the City’s GMP, including the applicable goals, objectives, and policies associated with the Property’s Future Land Use Map designation of Urban Village and Conservation; and

WHEREAS, the development of the Property shall incorporate sustainable land use techniques and principles that ensure a strong local economy, produce communities of diverse livable neighborhoods, and conserve and protect both the natural and the built environment.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ORLANDO, FLORIDA:

SECTION ONE: After due notice and public hearing, City Ordinance 2021-46, which approved the PD (Planned Development) zoning classification for that certain real property described in **Exhibit “A,”** attached hereto and incorporated herein by this reference, commonly known as the Lake Nona Planned Development, and which was adopted by the Orlando City Council on July 19, 2021, is hereby amended and restated as set forth herein.

SECTION TWO: Pursuant to part 2Q, Chapter 58, Orlando City Code, and other relevant portions of the Orlando City Code, the Property is hereby designated as the Planned Development District, in part (to be denoted as “**PD**” on the City’s official zoning maps); Planned Development District with the Aircraft Noise Overlay District, in part (to be denoted as “**PD/AN**” on the City’s official zoning maps); and the Planned Development District with the Aircraft Noise Overlay District and the Resource Protection Overlay District, in part (to be denoted as “**PD/AN/RP**” on the City’s official zoning maps); all as depicted in **Exhibit “B”** to this ordinance. This planned development zoning district may be known as the “**Lake Nona Planned Development**” or the “**Lake Nona PD.**” This ordinance completely replaces and supersedes all previously adopted planned development zoning ordinances relating to the Property.

SECTION THREE: Development and use of the Property shall be substantially in accordance with the PD development plan attached hereto and incorporated herein, by reference, as **Exhibit “C”** (the “**PD Development Plan**”). In the event of a conflict between the text of this ordinance and the PD Development Plan, the text of this ordinance shall control. References in this ordinance to lots, parcels, buildings, phases, and other development features refer to such features as identified on the PD Development Plan.

SECTION FOUR: OTHER DEVELOPMENT LAWS. In accordance with section 58.367, Orlando City Code, except as expressly provided in this ordinance, the Developer’s Agreement, or in any other written agreement between the City and the Developer or its predecessors, the Lake Nona Planned Development zoning district remains subject to all applicable federal, state, and local laws, and nothing in this ordinance shall be construed to exempt the Property from the lawful authority or jurisdiction of any federal, state, or local agency.

SECTION FIVE: SPECIAL LAND DEVELOPMENT REGULATIONS. The Planned Development zoning district for the Property is subject to the following special land development regulations, which shall apply to the use and development of the Property:

A. **DEFINITIONS.** For purposes of this ordinance, the following terms shall have the meaning set forth below:

1. **“CDD”** shall mean a community development district duly created within the Project pursuant to Chapter 190, Florida Statutes.
2. **“Developer”** shall mean Lake Nona Property Holdings, LLC, or its assignee that is specifically designated in writing by Lake Nona Property Holdings, LLC, to be the successor master developer of the Lake Nona PD.
3. **“Developer’s Agreement”** shall mean that certain Developer's Agreement between the City, Orlando Utilities Commission, and Developer’s predecessor, the Lake Nona Corporation, dated May 4, 1994, and recorded at O.R. Book 5090, Page 924, Public Records of Orange County, Florida.
4. **“EV Parcels”** shall mean Parcels P-A, P-B, P-C, P-D, P-E, P-F, and P-G as shown on the PD Development Plan. The EV Parcels were formerly located in the Education Village PD.
5. **“Lake Nona Central”** shall mean that portion of the Property generally bounded by State Road 417 (the **“Central Florida Greenway”**) on the east and south; Orlando International Airport and South Access Road on the west; and Lake Nona, Red Lake, and Buck Lake on the north.
6. **“Lake Nona South”** shall mean that portion of the Property generally bounded by the Central Florida Greenway on the north; the eastern boundary of the Property on the east; the northern boundary of the Poitras Parcels on the south; and the western boundary of the Property on the west.
7. **“LN Parcels”** shall mean Parcels 1 through 34 as shown on the PD Development Plan. The LN Parcels were formerly located in the Lake Nona PD as previously configured before the adoption of this Ordinance.
8. **“Midtown”** shall mean Parcels 22B, 23B, 24A, and 28E as shown on the PD Development Plan.
9. **“Poitras Parcels”** shall mean Parcels N-1, N-2, N-3, N-4, N-5, N-6, N-7, N-8, N-9, and N-10 as shown on the PD Development Plan. The Poitras Parcels were formerly located in the Poitras PD. Parcel N-1 includes, without limitation, a neighborhood center. Parcel N-2 includes, without limitation, a neighborhood center, community park, and school. Parcel N-8 includes, without limitation, a village center.

10. **“Town Center”** shall mean Parcel 22A as shown on the PD Development Plan.

B. **CONSISTENCY WITH THE GMP.** Development and use of the Property must be consistent with all applicable goals, objectives, policies and strategies of the GMP.

C. **MINOR MODIFICATIONS.** The Planning Official may approve minor modifications and design modifications to fences, walls, landscaping, accessory structures, signs, and bufferyard requirements without further review by the Municipal Planning Board. The Planning Official may also approve certain changes in the Maximum Development Program (defined below) without further review by the Municipal Planning Board, provided such changes are consistent with the Equivalency Matrix (defined below) and Section 5.I.3. below.

D. **PD AMENDMENTS.** The Planning Official shall determine whether any proposed amendment to the Lake Nona PD, other than a minor modification as provided in Section C above, is Substantial, Presumed Non-Substantial, or a Minor Modification pursuant to Chapter 68, Figure 68-N.

E. **PHASING.** The Property may be developed in multiple phases, but if developed in multiple phases, each phase must be developed in a manner that allows the individual phases to function independently of each other. The purpose of this requirement is to ensure that the first phase, and each subsequent phase, can fully function and operate as intended by the PD Development Plan in the event that subsequent phases are delayed or abandoned.

F. **CONDITIONAL USE PERMITS.** Uses that may be allowed as a Conditional Use as shown in Chapter 58, Figure 2 of the Orlando City Code may be reviewed by the Southeast Town Design Review Committee (“**SETDRC**”) through the Specific Parcel Master Plan (“**SPMP**”) process and do not require a separate Conditional Use hearing.

G. **SOUTHEAST SECTOR PLAN.** The Property is within the jurisdictional boundaries of the Southeast Orlando Sector Plan. Except as otherwise provided in this ordinance, the Developer’s Agreement, or in any other written agreement entered into by the City and the Developer or its predecessors, development and use of the Property must conform to applicable regulations of Chapter 68, Orlando City Code, including, without limitation, the procedures for review and approval of SPMPs.

H. **PERIMETER BUFFER.** A minimum twenty-five (25) foot buffer shall be provided along the Lake Nona PD perimeter unless otherwise approved by the City in a SPMP. Specific landscape buffer material requirements shall be submitted for City approval with the SPMP applicable to each development parcel.

I. **PERMITTED USES AND MAXIMUM DEVELOPMENT PROGRAM.**

1. Except as otherwise provided in this ordinance, each parcel within the Property shall comply with the list of permitted and conditional uses set forth in GMP Future Land Use Element Policy 4.1.9, Chapter 58, and Chapter 68, Orlando City Code that corresponds with the land use category assigned to such parcel by the PD Development Plan or this ordinance. In the event of a conflict between the

text of this ordinance and the PD Development Plan, the text of this ordinance shall control.

2. Where a mixture of land uses is required by the GMP or Orlando City Code for a specific land use category, such as Village Center or Airport Support District-Medium Intensity, such mixture may be achieved on a project-by-project basis, which may include, for example, on a SPMP-by-SPMP or Parcel-by-Parcel basis. For smaller development sites and subject to administrative review, such mixture may be achieved on a district wide basis.

3. Final approval of land uses on each parcel shall be made in the respective SPMP, but in no case shall a land use or land uses be approved if such an approval or approvals would result in an excess of the following (the “**Maximum Development Program**”): 20,817 residential units; 2,355,248 square feet of commercial, retail, and service use; 14,110,989 square feet of Industrial (Airport Support) uses; 8,516,689 square feet of Office use; 3,658 Hotel/Resort Villas; community park areas, fire stations, schools, and other Civic or accessory uses. Notwithstanding the foregoing, the Maximum Development Program may be modified by use of the equivalency matrix attached hereto and incorporated herein as **Exhibit “D”** (the “**Equivalency Matrix**”). Modifications to the Maximum Development Program using the Equivalency Matrix may be approved by the Planning Official as a minor modification to the Lake Nona PD. However, use of the Equivalency Matrix shall be subject to the limits set forth in Subarea Policy S.35.7. Additionally, the total number of non-age-restricted residential units within the Project shall not exceed 20,817 unless such increase in residential units is determined to satisfy any applicable school capacity enhancement requirements.

4. In conjunction with a hospital or medical school use, a Class I, Type B heliport is permitted in the Lake Nona PD, provided a permit is obtained pursuant to Chapter 8, Code of the City of Orlando and provided such heliport complies with applicable standards in Chapter 58, Orlando City Code.

5. Personal service uses shall be permitted in office buildings provided they are oriented towards serving the individuals employed within or served by the primary use structure.

6. Golf and tennis recreational and teaching facilities shall be permitted in all land use categories and are subject to review by the City at the time of SPMP and preliminary plat submittal for the applicable parcel to ensure compatibility with surrounding existing and/or proposed developments.

7. In order to provide proper tree protection during construction and to identify measures for conserving the site’s trees, at the time development within a parcel is proposed, the parcel developer shall comply with the City Tree Protection Ordinance, Chapter 60 of the Orlando City Code. Prior to development in each tract or parcel, the continuation of agricultural uses is authorized and shall be governed by the Agricultural Management Plan for the Lake Nona DRI/PD approved by the

United States Department of Agriculture (“USDA”), which plan is described below.

*United States Department of Agriculture (USDA)
Soil Conservation Service
Record of Decisions and Applications
Soils Practices, Water Resources and Nutrient Management
1 June, 1993
Authored and delivered by Steve Cox, Area Director
Assisted by Ken Lackman
(The “**Agricultural Plan**”)*

To the extent the Agricultural Plan conflicts with City regulations, the Agricultural Plan shall control.

J. EXISTING USES AND STRUCTURES. Lawfully established uses and lawfully constructed structures on the Property as of the effective date of this ordinance are hereby made lawful and conforming to this ordinance.

K. SPECIFIC PARCEL MASTER PLAN REQUIREMENTS.

1. Pursuant to Orlando City Code Section 68.603, prior to the issuance of permits for any construction within an individual development parcel (except for the previously approved and platted and unplatted areas of the Lake Nona Estates (n.k.a. Lake Nona Golf & Country Club) within Parcel 1, including the clubhouse, associated office and maintenance facilities, and uses permitted through University Campus Master Planning pursuant to Florida Statutes), a SPMP shall be submitted to the City for review and approval by the SETDRC and City Council.

2. The SPMP(s) shall contain a detailed land use program indicating acreages and densities and intensities of all land use types, non-residential square footages and number of residential units; the location and amount of anticipated on-street and off-street parking; and conservation use areas, stormwater facilities/lakes, civic spaces/uses and open space areas.

3. In addition, the applicant shall provide specific design guidelines appropriate to each SPMP, if different than those specified in Chapter 68 of the Orlando City Code, which may include narrative descriptions, charts, road cross-sections, building elevations, or any other graphics/illustrations necessary to provide a clear understanding of the proposed development. The SETDRC is authorized to review and modify development standards (i.e., building height, setbacks, etc.), landscaping, infrastructure, parks/open space, transportation systems, and/or bicycle/pedestrian plans as part of the SPMP review process.

4. Plats may be submitted concurrent with the applicable SPMP. The review and appeal procedures for PD Amendments, SPMPs and Plats are contained in Chapter 68, Part 6, of the Orlando City Code.

5. When Drive-in Facilities are allowed as a Conditional Use, they shall be reviewed by the SETDRC through the SPMP process and shall not require a separate Conditional Use hearing.

L. AIRCRAFT NOISE.

1. Portions of the Property are subject to the following:

- a. Declaration and Dedication of Avigation Easement recorded at O.R. Book 3961, Page 1089, Public Records of Orange County, Florida, as amended from time to time (the “**Avigation Easement**”). The Avigation Easement affects certain parcels (or portions thereof) located south of Lake Nona (the lake) whereas parcels located north of Lake Nona, Red Lake and Buck Lake (the “**Lakes**”), which were included in the 1983 Development Order, are vested for development and are not subject to the Avigation Easement. Notice of the 1983 Development Order is recorded at O.R. Book 3981, Page 572, Public Records of Orange County, Florida;
- b. Authorization of Residential Uses and Notice of Proximity to Airport recorded at O.R. Book 5620, Page 2354, Public Records of Orange County, Florida, as amended from time to time (the “**Notice**”), which applies to certain parcels (or portions thereof) located north of the Lakes;
- c. Declaration of Covenant and Waiver recorded at O.R. Book 3961, Page 1078, Public Records of Orange County, Florida, as amended from time to time (the “**Covenant and Waiver**”);
- d. Stipulated Final Judgment recorded at O.R. Book 4778, Page 1036, of the Public Records of Orange County, which incorporates by reference a Stipulated Settlement Agreement which may be amended from time to time (“**Settlement Agreement**”);
- e. Amended and Restated Declaration, Waiver and Dedication of Avigation Easement recorded at Document No. 20190018433, and Poitras West Declaration, Waiver and Dedication of Avigation Easement recorded at Document No. 20190658395, both in the Public Records of Orange County, Florida, as amended from time to time (each, a “**Poitras Avigation Easement**” and, collectively, the “**Poitras Avigation Easements**”). Parcel 19D and certain Poitras Parcels are subject to one or both of the Poitras Avigation Easements and also that certain Poitras West Special Warranty Deed recorded at Document No. 20190658393, recorded in the Public Records of Orange County, Florida, as the same may be amended from time to time (“**Poitras West Deed**”). As further described below, the Poitras West Deed contains a restriction on residential

uses within a portion of Parcel 19D as well as those Poitras Parcels (or portions thereof) that are located within a certain geographic area described and depicted in the Poitras West Deed.

2. In case of a conflict between the Avigation Easement, the Notice, the Covenant and Waiver, the Settlement Agreement, a Poitras Avigation Easement, or the Poitras West Deed, on one hand, and either the Southeast Orlando Sector Plan, a subsequent FAR Part 150 Study, or a revised aircraft noise ordinance, on the other hand, the terms and conditions of the Avigation Easement, the Notice, the Covenant and Waiver, the Settlement Agreement, such Poitras Avigation Easement, or the Poitras West Deed, as applicable, shall control.

3. The Settlement Agreement and the Poitras West Deed contain restrictions on residential uses within those LN Parcels and Poitras Parcels (or portions thereof) that are located within a certain area the boundaries of which have been mutually agreed to by the Developer and GOAA ("**Restricted Residential Area**"). The boundaries of the Restricted Residential Area are generally depicted on the PD Development Plan in **Exhibit "C"** and on **Exhibit "E"** attached hereto and incorporated herein, which **Exhibit "E"** is attached for informational purposes only. In the event GOAA and Developer agree to modify the boundaries of the Restricted Residential Area, a Planning Official Determination is required to amend the PD Development Plan and **Exhibit "E"** to reflect the modified boundaries of the Restricted Residential Area on such plans. The minimum requirements for residential blocks within a village center pursuant to the Southeast Orlando Sector Plan shall apply only to the portion of the Village Center lying outside of the Restricted Residential Area as it may exist from time to time.

4. Non-residential uses, including but not limited to hotel and resort villa uses, proposed in the Restricted Residential Area shall be reviewed at the time of building permit submittal to determine the need for sound level reduction in accordance with Orlando City Code Chapter 58, Parts 2R and 2S.

5. Section 58.383 of the Orlando City Code shall apply to Parcel 10A.

6. Residential and school uses in Aircraft Noise Zone D shall comply with all aircraft noise land use controls provided in Chapter 58, Part 2S of the Orlando City Code, as applicable.

7. The UCF Health Sciences Campus shall be permitted within Parcels 21A and 21B as designated on the PD Development Plan, subject to compliance with the aircraft noise land use controls in Chapter 58, Part 2S of the Orlando City Code, as applicable. In support of this use, findings of consistency with Section 333.03(3), Florida Statutes (2006) were made by the Municipal Planning Board on September 19, 2006 and approved by City Council on October 16, 2006.

M. PRIMARY CONSERVATION NETWORK.

The Primary Conservation Network concept shall continue to be implemented on the Property, in accordance with applicable standards provided in the GMP and LDC, and in accordance with previously approved permits from pertinent environmental regulatory agencies.

N. TRANSPORTATION REQUIREMENTS.

1. The street network, consisting of the major roads depicted on the PD Development Plan and the additional supporting streets network shall be designed and developed to provide connections between parcels, when appropriate, block sizes that facilitate a network of connected streets and general mobility based on a hierarchy of streets that do not totally depend on the major roadways. A network of interconnected streets incorporating interior roads and multiple ingress/egress points shall be encouraged in all land use categories where appropriate.

2. Individual roadway characteristics and road network configurations and alignments shall be submitted to the City for review in the form of a SPMP either prior to or concurrently with the development plans for an individual parcel. The applicable PD area circulation plan provides conceptual approval of roadway alignments, roadway sections and access management.

3. Joint use driveways and cross-access between parcels will be required where feasible to promote more efficient traffic circulation off of the primary and secondary roadway system.

4. The Project shall participate in the City's transportation impact fee program and pay transportation impact fees, according to the adopted fee schedules at the time of issuance of the applicable permit. The Project shall be entitled to credits against transportation impact fees for reasonable costs actually incurred for constructing all non-site related transportation improvements to on-site and off-site roads, including, but not limited to Narcoossee Road, Dowden Road, Goldenrod Road (SR 551), and Boggy Creek Road, to the extent permitted in accordance with the provisions of Chapter 56, Orlando City Code, and as may be further detailed in separate written agreements with the City.

5. Roadway links depicted in the PD Development Plan are conceptual only and their actual location will be subject to approval by the City using the SPMP Process. The Project shall be entitled to credits against transportation impact fees for the reasonable costs actually incurred for constructing such roadway links pursuant to a separate agreement with the City.

6. All proposed crossings of the Orlando Utilities Commission ("OUC") railspur by the GreeneWay shall be grade separated. The City agrees to allow other proposed crossings to be designed and constructed at-grade. All such crossings shall be in conformance with OUC and Florida Department of Transportation ("FDOT") rail crossing design and construction standards.

7. In order to provide safe access and to preserve operational capacity, left and right turn deceleration lanes may be installed at all Project entrances on collector and arterial roadways as determined by the City taking into account pedestrian and transit considerations into the design. Intersection design and other applicable operational improvements shall conform to transit oriented development/multi-modal district standards, where appropriate.

8. In the interest of safety, and to promote alternative forms of transportation, the following bicycle and pedestrian systems shall be provided as required by Orlando City Code: (a) the on-site bicycle systems shall be connected into any adjacent external bicycle systems existing at the time of construction; (b) covered walkways shall be designed into the front of non-residential structures to the maximum extent practicable; (c) in all areas of Lake Nona, where cycling will be accomplished on sidewalk/bikeways and streets, appropriate signage identifying bike routes will be installed; (d) special consideration shall be given to bikeways connecting neighboring residential areas to employment and commercial areas; (e) bicycle support facilities (e.g., parking, lockers) shall be provided at commercial centers within Airport Support Districts and Village Centers; and (f) improvements to area roadways are strongly encouraged to incorporate bicycle and pedestrian facilities. New roadways or reconstructed roadways approaching the site constructed by an owner/applicant shall include bicycle facilities with construction standards conforming to the then-current City criteria.

9. In addition, the following transit related actions are required:

a. Bicycle lockers or bicycle racks, transit passenger shelters and transit parking bays shall be constructed where necessary and feasible to augment and facilitate the operations of transit service to the site as determined by the City in consultation with LYNX or other applicable transit provider; and

b. In conjunction with the City's SPMP review for parcels designated Village Center or Airport Support District, the applicant shall consult with LYNX (or other applicable transit provider) regarding the need, size and location of transit pull-out bays, transit shelters, covered walkways, and a multi-modal transit stop. The determination for the need for and location of said facilities will be made at the City's SPMP review.

10. Non-peak hour travel by on-site employees shall be promoted and encouraged. The Developer, employers and owners shall make known to tenants and residents that the Project has access to an existing ride-sharing program operated by LYNX or other applicable transit provider. Transit and current ride-sharing information shall be prominently displayed in public gathering areas, in employment centers and other areas as reasonably suggested by LYNX, or other applicable transit provider, and the City. Tenants and owners within the employment centers may provide preferential parking for vanpools/carpools.

11. In order to minimize impacts to the roadway network, parcels within the Project shall, subject to environmental constraints, be interconnected to the maximum extent feasible as determined through SPMP review by the City. The development will generally be connected to existing neighborhoods and will tie into local streets, where feasible and as deemed appropriate by the City.

12. Traffic calming measures must be considered at the time of SPMP review to ensure safe and efficient transportation networks. Specific care must be taken at key locations such as streets and crossings immediately surrounding schools, major trail crossings and other high-volume pedestrian/bicycle crossings. All traffic calming measures must meet the requirements of the City's Traffic Calming Device standards policy. Traffic calming measures may include:

- Speed Cushions
- Speed Humps
- Speed Display Trailers / Post Mounted Electronic or Solar Radar Speed Signs
- Mid-Block Chokers
- Chicanes
- Traffic Circles
- Roundabouts
- Median/Center Islands
- Gateway/Entry Features
- Raised Crosswalks
- Other traffic calming measures approved by the City

13. All streets within the Lake Nona PD should strive to incorporate elements that accommodate the full range of roadway users including pedestrians, cyclists, transit (where appropriate), and motorized vehicles, generally in line with the City's complete streets policy as noted in the Growth Management Plan. In addition, new landscape buffers that are provided along Lake Nona Boulevard are strongly encouraged to be consistent with the character of landscape buffer previously established along such roadway by existing residential or non-residential uses, as applicable.

14. The City of Orlando has a vision to eliminate all traffic related fatalities within City limits by the year 2040. To this end, the City has created a Vision Zero Action plan which details a number of action items that the City is to undertake to assist in reaching the goal of zero traffic fatalities and serious injuries by 2040. Development within the Lake Nona PD should strive to support the City's Vision Zero Action Plan through thoughtful design of new projects and redesign of existing right-of-way as redevelopment occurs to prioritize safe, efficient access for all roadway users.

15. LN Parcels. The below paragraphs a. through h. shall apply solely to the LN Parcels.

- a. An Access Management Plan was prepared by the Developer as part of the Lake Nona Southern Circulation SPMP. This Access Management Plan, as it may be amended from time to time, specifies driveway spacing, median break spacing and intersection/signalization spacing on the major roadways shown on the PD Development Plan. The Lake Nona Access Management Plan conforms to the Southeast Orlando Sector Plan guidelines and standards, as applicable, for access management and design.
- b. Prior to SPMP approval for Parcel 19A or Parcel 19D, the Lake Nona Southern Circulation SPMP must be updated to incorporate Road K and Parcel 19D. Road K shall extend to the south boundary of Parcel 19D in order to replace any existing rights-of-way connections to the Orlando Kissimmee Farms neighborhood that are proposed to be vacated in connection with development of Parcels 19A or 19D if/when such existing rights-of-way connections are no longer needed. The right-of-way width for Road K shall be determined at SPMP.
- c. **[Note: this condition has been revised from its original version as follows:]** Should a roadway connection through Orange County Property Appraiser Parcel Id. No. 19-24-31-0000-00-006 (the “High School Property”) become possible, ~~then Road C shall extend~~ **the Developer will support the City’s efforts to extend Road C** through the High School Property and connect to Narcoossee Road and align with Tyson Road. It is understood that this connecting roadway is located on the School Board of Orange County property and that development of this roadway will require the cooperation of Lake Nona, the City of Orlando and the School Board of Orange County. ~~If there are not two connections to Narcoossee Road, then Road D shall be 4 lanes between Narcoossee Road and Road I.~~
- d. As part of the development of Parcel 22A, the developer of such parcel will cooperate with the City in encouraging shared parking facilities to be used to support Village Center land uses and any future transit service.
- e. Developers of the LN Parcels will cooperate with the City, LYNX or other applicable transit provider, and other partners in evaluating the need and planning for future transit facilities. This may include the provision, at no cost to the City, of bicycle lockers or bicycle racks, transit parking bays and transit passenger shelters to augment and support the operation of off-site transit and bicycle facilities. The determination of need for and location of said facilities will be made at the City’s SPMP review. Any proposed transit shelter shall

require the developer's approval of its design and appearance, prior to consideration by the SETDRC.

- f. The term “**Vested Trips**” shall mean those external average daily trips that are (or are projected to be) generated by the LN Parcels and which have been fully mitigated as confirmed by the City in a written agreement or letter of determination (including, for example, that certain Letter of Determination (DET2021-10060) issued by the City on April 13, 2021). The Developer may allocate Vested Trips to individual development projects within the LN Parcels, provided it shall also be required to submit an annual report to the City that shows the number of Vested Trips allocated to approved but unbuilt developments, total Vested Trips, and a total of the remaining unassigned Vested Trips.
 - (i) Individual development projects within the LN Parcels that have received an allocation of Vested Trips from the Developer (as evidenced by a written assignment or other written confirmation by the Developer) shall be deemed to have fully satisfied the City's transportation concurrency and mobility requirements, and any functional equivalent that may be adopted by the City from time to time.
 - (ii) Unless otherwise exempt, individual development projects within the LN Parcels for which no Vested Trips have been allocated by the Developer (as evidenced by a written assignment or other written confirmation by the Developer) are required to comply with Section 59.209 of the Orlando City Code and any other applicable provisions of the Orlando City Code. Notwithstanding the foregoing, until such time as the cumulative amount of development within the LN Parcels exceeds 137,900 external average daily trips (excluding any federal or other exempt development), no such individual development project shall be subject to any transportation concurrency, mobility requirements, or other transportation mitigation requirements with respect to Narcoossee Road.
- g. If deemed warranted in the City's reasonable discretion, the construction of left and right-turn deceleration lanes shall be required at Project entrances when they are created, at no cost to the City. Exceptions include (i) the entrances on Narcoossee Road which have been or are being constructed as part of the City's improvements to Narcoossee Road, and (ii) the entrances on Boggy Creek Road constructed by FDOT and/or the OOCEA. The party or parties responsible for the SPMP development project that triggers the need for such signal shall contribute its fair share to the cost of

signalization at Project entrances, when deemed warranted by the appropriate governmental entity; provided, however, no such contribution shall be required for the cost of signalization at the intersection of Narcoossee Road and Lake Nona Club Drive (formerly Lake Nona Road). Any signalization that may be warranted at the intersection of two on-site roads constructed by an owner/applicant shall be designed, permitted and installed at such party's cost and without impact fee credits. Such party will, however, be eligible for impact fee credits for the cost of signalization relating to any on-site four-lane (or wider) road, if authorized under the provisions of Chapter 56 of the Orlando City Code. Access to all regional roadways shall be limited to the maximum extent possible, in order to maximize through traffic movement.

- h. Right-of-way from the LN Parcels shall be dedicated to the City, at no cost to the City, sufficient for the 4-laning of roadway links 11 and 13 as depicted on the PD Development Plan at the time these roadway links are platted. The right-of-way dedication for the internal roadways shall be consistent with the approved cross-section depicted in the Lake Nona Southern Circulation SPMP Amendment approved November 10, 2005, as may be amended from time to time through the SPMP process. Site road right-of-way shall be either dedicated to the City, at no cost to the City, at time of plat of any adjacent property or prior to the plat of any adjacent property and shown and noted on the plat of any adjacent property with the recording information.

16. EV Parcels. The below paragraphs a. through e. shall apply solely to the EV Parcels.

- a. *Circulation plan*. Subject to any modifications expressly contained in the text of this ordinance or reflected in an approved SPMP, development, maintenance, and use of the EV Parcels must be consistent with the circulation plan attached to this ordinance as **Exhibit “G”** (hereinafter the “**EV Circulation Plan**”). In the event of a conflict between the text of this ordinance and the EV Circulation Plan, the text of this ordinance shall control.
- b. *Tagore Place*. Tagore Place, as shown on the EV Circulation Plan, must extend into Parcel P-G in order to meet the minimum street frontage requirements of the Land Development Code. The extended portion of Tagore Place may be a private street but must conform to the EV Cross Section Plan (defined in paragraph c. below).

- c. *Onsite Road Cross Sections.* Subject to any modifications expressly contained in the text of this ordinance or reflected in an approved SPMP, development, maintenance, and use of the EV Parcels must be consistent with the road cross section plans attached to this ordinance as **Exhibit “H”** (the “**EV Cross Section Plan**”). In the event of a conflict between the text of this ordinance and the EV Cross Section Plan, the text of this ordinance shall control.
- d. *Cross Sections D-D and I-I.* Cross sections D-D and I-I must provide sidewalks on both sides of the street unless an alternative is approved by SPMP, which alternative must provide functionally adequate pedestrian circulation.
- e. *Tagore Place Turn Lane.* When warranted based on traffic increases, the party or parties responsible for the SPMP development project that triggers the need for the traffic operations improvement shall be fully responsible for the design and construction of an additional eastbound left turn lane at the Tagore Place eastbound approach to Narcoossee.

17. *Poitras Parcels.* The below paragraphs a. through f. shall apply solely to the Poitras Parcels.

- a. *Circulation Plan.* The cross sections, final alignments, traffic control devices, traffic calming devices and all other engineering details for the street, sidewalk, and trail networks required for the Poitras Parcels will be specified and approved in a circulation plan (“**Poitras Circulation Plan**”) that must be submitted to the City for SPMP review prior to approval of any SPMP’s for other development within Parcels N-8, N-9 or N-10. The City may require additional standards beyond those approved in the Poitras Circulation Plan based on site-specific conditions.
- b. *Traffic Control.* At all potential traffic signal locations, sufficient land must be allocated during platting to accommodate modern roundabouts. Roundabouts will be constructed at these locations unless it is demonstrated to the City Transportation Engineer that a roundabout is not the superior option at that location. The City is not responsible for any costs associated with the engineering studies needed to justify the use of signals instead of roundabouts.
- c. *Framework Street Network.* The Developer, the City of Orlando, and Osceola County have entered into that certain Reimbursement Agreement for Boggy Creek Roadway Expansion dated April 5, 2021, to identify and fund transportation impact fee sharing from the City of Orlando to Osceola County for the impacts of the development of the Poitras Parcels on Boggy Creek Road.

- d. Platting of the framework streets will not occur until roadway design has reached 30% to ensure that adequate space for roadway geometry is provided.
- e. *Alleys.* All alleys within the Poitras Parcels shall be private. Cross-sections shall be approved in the Poitras Circulation Plan. In accordance with paragraph a. above, alley cross-sections may include additional standards at time of SPMP based on site-specific conditions and subject to approval by the City Engineer.
- f. *Development Thresholds.* The total development within Poitras Parcels N-8, N-9, and N-10 may not exceed 40% of the proposed total build-out of such Parcels until Luminary Boulevard is connected to Lake Nona Boulevard and opened to public use. The total development in Parcels N-8, N-9, and N-10 may not exceed 75% of the proposed total build-out of such Parcels until either Centerline Drive is connected to Boggy Creek Road and open to public use or the interchange with the Osceola Parkway Extension at Simpson Road is under construction. The percentage of development completed will be based on projected daily trips according to ITE Trip Generation, most recent edition, for Parcels N-8, N-9 and N-10 with building plans submitted to Permitting Services for approval.

O. ADHERENCE TO AMENDED MULTIFAMILY DESIGN CRITERIA. All multifamily development shall conform to design criteria outlined in Chapter 58 Parts 3H and 3I, Orlando City Code, which address design standards for multifamily developments, unless otherwise approved by the SETDRC.

P. OPEN SPACE / PARKS.

1. Open Space Requirement. At least 20% of the Lake Nona PD shall be set aside as open space. Such open space may consist of parks, conservation areas (including, but not limited to, portions of the Primary Conservation Network under conservation easement), mews (including sidewalks within mews that are not part of the right-of-way or other vehicular use areas), and such other forms of open space as are allowed by Chapter 68 of the Orlando City Code. It is not a requirement that the minimum required open space be located within any particular area or subarea of the Lake Nona PD.
2. Parks Requirement. The Lake Nona PD must meet or exceed the level of service standard for community parks, neighborhood parks and village green/plazas during all phases of development. Level of service standards are provided in Section 68.500(b)(2). City Code. Parks needed to meet level of service standards must be designed to meet city standards for CPTED, access, and facilities.

3. Community Parks. The Lake Nona PD is currently home to two community parks: NorthLake Park and Heroes Community Park (f/k/a, Laureate Park Phase 1). A third community park, McCoy Community Park (f/k/a, East Airfield Park), was conveyed to the City by the Developer and is located immediately adjacent to the Lake Nona PD boundary, directly serving the Lake Nona residents. These actions by the Developer (or its affiliates) have satisfied the community parks requirement for the LN Parcels and the EV Parcels. In addition, the Developer (or its affiliate) has entered into that certain Agreement Regarding Community Park with the City, dated December 6, 2021, as the same may be amended or superseded from time to time (the “**Postras Community Park Agreement**”), in order to provide for a new community park to be located within the Postras Parcels (“**Postras Community Park**”). The community parks requirement for the Postras Parcels has been satisfied based on the Postras Community Park Agreement. The full acreage of the NorthLake Park, McCoy Community Park, the Heroes Community Park, the Passive Park, and, subject to continued compliance with the Postras Community Park Agreement, the Postras Community Park shall be credited towards any open space requirements and community park requirements of the Project, including (without limitation) the requirement for Recreational Open Space as defined in Section 68.500 of the LDC.

4. LN Parcels. The below paragraphs a. through d. shall apply solely to the LN Parcels.

- a. Public neighborhood parkland shall be dedicated to the City or an applicable CDD consistent with Section 68.500 of the LDC. All public neighborhood parks shall be maintained by the CDD. The requirements for all neighborhood parks within the LN Parcels shall be determined through the review of each SPMP containing a residential component.
- b. In addition to parks, all public trails as depicted in the Lake Nona Southern Circulation SPMP, as amended from time to time, shall be conveyed to the City or applicable CDD. Such trails shall be maintained by the Developer (or its affiliate, or any of their successors) or by the applicable CDD.
- c. To the extent possible, current wetlands within the LN Parcels shall be part of the stormwater management system. This stormwater management system shall be carefully designed to provide a natural hydroperiod to all preserved wetlands. Structures within this system shall be constructed to accomplish hydroperiod manipulation if necessary. Unless otherwise approved by the South Florida Water Management District (“**SFWMD**”), a fifty (50) foot buffer area shall be established around all retained wetlands, and the twenty-five (25) feet of the buffer area closest to the wetlands shall remain in its natural state. No impervious surfaces shall be constructed in the next twenty-five (25) feet of the buffer area except swimming pools and

recreational paths. Stormwater management systems may be located within the fifty (50) foot buffer area. Lot lines may be platted to the edge of the wetlands, but restrictive covenants shall be recorded imposing these restrictions. No impacts will be made to any wetlands until all applicable permits have been issued by the agencies having permitting jurisdiction. Any wetland preservation areas shall conform to permits issued by the SFWMD and, if applicable, Army Corp of Engineers.

d. *Fences and Walls.* The following fences and walls standards shall apply with respect to all single-family residential lots within the LN Parcels:

(i) Front Yard –

- Metal or wood open picket parallel fences and knee walls up to 4 feet. tall are permitted. Chain link fences are not permitted.
 - Required Setback- none
 - Maximum Height- 4 feet.

(ii) Street Side (Not Reverse Corner Lot) –

- Same height and style as the front yard fences, if setback from the street side property line is less than 3 feet.
- The fence may be up to 6 feet in height with open metal picket style, if setback is greater than or equal to 3 foot from the street side property line.
 - Same height and style as the front fence requirement for non-open metal picket style fences.
- The fence may be up to 6 feet in height with solid wall or fence, if setback to the meet the principal building street side setback requirement.
- All street side fence must be setback 5 feet from the front façade of the principal structure.

(ii) Street Side (Reverse Corner Lot) – (*Lots that back up to the front yard of an adjacent property are Reverse Corner Lots. Lots that back up to an ally are not Reverse Corner Lots.*)

- The fence must meet the front yard fence height and style requirement for fences within 15 feet of the street side lot line.

- The fence may be up to six feet and any style, if setback more than 15 feet from the street side lot line.

(iii) Side –

- The fence may be up to 6 feet of any style but must be setback 5 feet from the front façade of the principal structure.

(iv) Rear –

- The fence may be up 6 feet in height with any style of fencing, if the property is not adjacent to an alley.
- The fence may be a maximum of 4 feet. with metal or wood open picket parallel fences and knee wall for fences, if there is no setback from an adjacent alley.
- The fence may be up to 6 feet in height with any fence style, if the fence is proposed at the same setback or greater of the accessory structure building requirement.

5. Poitras Parcels. The below paragraphs a. through g. shall apply solely to the Poitras Parcels.

- a. *Neighborhood Parks*. Neighborhood parks will be constructed with the infrastructure for each neighborhood so as to be complete when homes are ready for occupancy. Neighborhood Parks will be privately owned and maintained. Neighborhood parks shall be prominent within their neighborhoods and easily accessible. A minimum of 60% of residential units within the Poitras Parcels shall be within 0.25 miles of a public park or trail within their neighborhood.
- b. *Visual Monitoring*. At least 50% of a park's perimeter should front onto a public street. There should be public views into all areas of each park to allow visual monitoring and foster the feeling of safety while using the park. If businesses or homes border a park they should face to the park, not have the back or side of the building or an alleyway face the park.
- c. *SPMP for Park Parcels*. SPMPs must be submitted for approval prior to final acceptance of park parcel configurations and locations and before start of construction of the associated neighborhood or surrounding development.

- d. *Conservation, Stormwater, Drainage and Wetland Areas.* Conservation area is not to be counted in the required park acreage. Land used for stormwater retention, drainage structures, wetlands or conservation areas will not be counted towards park land requirements.
- e. *Well Drained Soils.* Park land shall have well-drained soils suitable for building and development.
- f. *ADA Requirements.* Parks shall be designed and constructed to meet the Americans with Disabilities Act (ADA) requirements.

6. *EV Parcels.* The below paragraphs a. through c. shall apply solely to the EV Parcels.

- a. The minimum *Public and Civic* requirement is 22 acres for the EV Parcels, of which 11 acres must be *Public Parks/Green Space*. The foregoing requirements may be satisfied with green space or other applicable lands located outside of the EV Parcels but within the Lake Nona PD.
- b. This ordinance supersedes any open space plans that may have been approved previously by the City for the EV Parcels (or any portion thereof), including, without limitation, that certain open space plan approved by the City for the EV Parcels by Letter of Determination (LDC2017-00205) dated May 22, 2017. Any such previous open space plans are no longer of any force or effect and are hereby replaced by the open space provisions set forth in this ordinance.
- c. *Multi-use Trail Easement.* Prior to, or concurrent with, the recording of the first plat that is adjacent to the 25 foot upland buffer area along the western boundary of the EV Parcels as depicted on **Exhibit "I"** the owner/applicant must dedicate a 12 foot-wide multi-use trail easement to the City. The easement may be located within the 25 foot upland buffer area or such other location that provides a continuous north-south trail corridor through the EV Parcels connecting existing or planned trail segments that are part of the City's adopted trail system. The owner/applicant shall provide the City or its designee appropriate temporary construction easements, when and if necessary.

Q. FIRE STATION SITES.

1. *LN Parcels.* The below paragraph a. shall apply solely to the LN Parcels.

- a. *Interior Sprinkling.* Due to the fire station site and related contribution-in-aid of construction previously provided to the City by the Developer, no interior sprinkling shall be required of

detached one-family and attached two-family residential dwelling units within Lake Nona Central and Lake Nona South and within those parcels of property in North Lake Park Neighborhood #5 and North Lake Park Neighborhood 3B, known as the “Water’s Edge” and “Morningside” neighborhoods.

2. Poitras Parcels. The below paragraphs a. and b. shall apply solely to the Poitras Parcels.

- a. The Developer must cause to be conveyed, at no cost to the City, fee simple ownership of a two acre parcel of buildable land with a road network, offsite stormwater retention, and utilities for the construction of a fire station. The parcel location shall be a mutually agreed upon site, in a location near Luminary Boulevard with adequate access to both the east and west side of the Poitras Parcels, and shall be determined in a separate agreement between the City and the Developer prior to approval of a SPMP for Neighborhood 2 (Parcel N-2). The City and the Developer’s affiliate, TDCP, LLC, entered into an agreement that satisfies this condition on December 6, 2021. The agreement, titled the Agreement Regarding Fire Station Site, was approved by the Orlando City Council on December 6, 2021.
- b. The Poitras Parcels are exempt from Section 68.310, Orlando City Code, which requires all properties/buildings of more than 100 habitable square feet to be equipped with fire sprinklers.

R. DOCKS.

1. Lake front facilities shall provide and promote a cohesive well-designed integration of upland and riparian development in order to promote reduced environmental impacts and an enhanced recreational atmosphere in the Lake Nona PD waterway system.
2. The SPMP for development sites that have lake frontage in the Lake Nona PD shall indicate the location of private docks, shared private docks, semi-private docks and boat launching facilities within such development site.
3. Subject to the conditions provided herein and the requirements of the SFWMD and Florida Department of Environmental Protection (FDEP), as applicable, the approval of docks and boat launching facilities in an SPMP shall constitute City approval of the type (e.g., private, shared private, or semi-private), design, size, and location of the docks and boat launching facilities. Approval of docks and boat launching facilities in an SPMP shall not waive the requirement to obtain building permits from the City.
4. General Dock Requirements.

- a. The terminal platform of a dock shall extend beyond and be placed outside the littoral zone to the greatest extent possible and to a point where reasonable water depth for vessel mooring is achieved. Vessel mooring depth shall be reasonable and designed to limit damage to the littoral zone as determined by the City Engineer or FDEP, as applicable.
- b. In no event shall a dock platform, except for semi-private docks, exceed 1,000 square feet, exclusive of any uncovered area adjacent to the dock designated for mooring purposes.
- c. Impacts to wetlands shall be avoided to the extent practicable.
- d. Access walkways traversing any wetland shall be elevated a minimum of three feet above the ground surface.
- e. The floor elevation of a dock shall be at least one foot above the established control elevation or Ordinary High Water Elevation (OHWE).
- f. The maximum roof height of a dock shall be no higher than 12 feet above the floor elevation.
- g. A private dock accessory to a single family residence may include one storage locker provided that the cumulative maximum volume of storage area shall not exceed 100 cubic feet. Storage lockers shall not be used to store fuel, hazardous materials or hazardous wastes.

5. Shared Private Docks.

- a. The sharing of private docks between adjacent single family residences, up to a maximum of three (3) single family residences, shall be encouraged and allowed.
- b. Shared private docks may be used by only those persons living on parcels adjacent to the lake and their usual and customary guests.
- c. Shared private docks shall be limited to two (2) watercraft slips or moorings per single family residence sharing the dock.
- d. The access walkway of a shared private dock shall be no more than five (5) feet in width.
- e. Shared private docks may have a setback of zero feet from the residential lot line between the sharing single family residential lots.

6. Conditions Specific to Semi-Private Docks.

- a. Semi-private docks, which may be used by a group of residents living in the development site and their usual and customary guests, shall be encouraged and allowed.
- b. Semi-Private Docks shall be allowed to incorporate mooring slips adjacent to their access walkway. Access to such mooring slips shall be no wider than the width of the access walkway.
- c. Semi-private docks may have a setback of zero feet from lot lines.
- d. Storage lockers are permitted only on the upland parcel adjacent to a semi-private dock.
- e. The size of the terminal platform of a semi-private dock shall be as permitted by the FDEP.

7. Oversight of Docks.

- a. The Developer or its designee shall have the authority to monitor, oversee, and regulate the use, condition, maintenance and repair of docks within the development site subject to any lawful regulation by the City.
- b. The Developer or its designee shall have the authority to determine, delegate, levy and assign any costs associated with the repair and maintenance of docks within the development site.

S. SIGNS.

1. Lake Nona Town Center Signage. Within the Town Center, tenant facades and signage internal to the site and not visible from public rights of way shall not be subject to City review. Such exempt signage shall not count towards allowable signage calculations. This provision is only for the Lake Nona Town Center site. This exemption shall not apply to signage on the exterior walls of the Town Center buildings which can be viewed from Lake Nona Boulevard, the Loop Road and Central Florida Greenway (SR 417).

2. Projecting Sign Extending Above the Roof Line. Any projecting sign or supporting structure extending above the roof line must be architecturally appropriate to the building and the support system must not be visible from the street. The support system will have to rest on top of parapet and it will be limited to the 4th story or lower on the building. All signs extending above the roof line will be subject to SPMP approval by the SETDRC or an Appearance Review via a Planning Official Determination. An acceptable example of the type of projecting sign extending above the roof line is attached as **Exhibit “J”**.

3. Menu Boards. The Village Center, Town Center, and Neighborhood Center areas in Lake Nona are appropriate locations to allow for menu boards. Menu

boards shall not exceed nine (9) square feet in size and shall be positioned so as to be adjacent to that restaurant or business listed on the board and information on that board shall advertise exclusively the goods and services of that business and be placed in a manner which is clearly visible to pedestrian traffic. Said menu boards shall not be placed in the City right-of-way without permission from the City Engineer. All menu board signs shall be removed at the end of each business day. All menu board signs shall be securely anchored to the ground.

4. Subdivision and Multi-Family Identification Signage. The allowable maximum sign height for subdivision and multi-family development may be up to 12 feet if the signage is built into a landscape feature or wall. All other requirements for LDC Section 64.257 shall apply. These signs proposed must be reviewed through the SPMP or Appearance Review process.

5. Digital Wayfinding Signage. Digital wayfinding signage may be installed in the Town Center and in Midtown, provided the operation of such digital signage shall adhere to applicable sections of LDC Section 64.277(II)B.3. The general location and appearance of such signage shall be reviewed through the SPMP, Appearance Review, Letter of Determination or other process reasonably acceptable to the City.

6. Digital Signage on Transit Shelters. The Village Center, Town Center and Neighborhood Center designations within Lake Nona are appropriate areas to expand the digital signage on transit infrastructure. However, it will only be limited to transit shelters and not allowed for bike share stations. The operation of the digital signage shall adhere to applicable sections of LDC Section 64.277(II)B.3, excluding Section 64.277(II)B.3)e).

7. Lake Nona Town Center Hotel Signage. The signage plan for the Lake Nona Town Center Hotel is hereby approved with the following condition: The high rise signage square footage shall be reduced to meet the 800 square feet allowable copy area. Signage not visible from public rights of way is exempt from review. The signage location and types are attached as **Exhibit “K”**.

8. Pixon Building Signage. The signage plan for the Pixon Building is hereby approved with the following conditions: The support system must not be visible from the building, have to rest on top of parapet, and the signage is limited to the 4th story or lower on the building. The high rise building identification sign must be lit with white lighting. The proposed signage location, dimensions and details are attached as **Exhibit “L.”**

9. Poitras Parcels Master Sign Plan. The Master Signage Plan for the Poitras Parcels is attached as **Exhibit “M.”** The following additional conditions shall also apply to signage within the Poitras Parcels:

- a. Signs shall not materially affect line of sight for vehicular or pedestrian traffic;

- b. If any sign is expected to encroach into the right of way, an agreement/easement with the City is required to cover all of such sign(s). A location about 3 feet from the back of curb is preferred.
- c. Minimum 7 foot vertical clearance is required for overhead signs, such as the Pole-Mounted Site Directional Sign (Type G).
- d. Signs shall not exceed height specified in submitted drawings.
- e. Signage standards not addressed in this paragraph 8 default to Chapter 64 of the City Code.

T. WASTEWATER AND RECLAIMED WATER SERVICE.

1. Master Utility Plan. An update to the existing master utility plan for the Lake Nona PD shall be provided to the City within twelve (12) months following the effective date of this ordinance. The master utility plan shall be updated to reflect additional wastewater flows and reclaimed water demand on City facilities that are attributable to the development program authorized by this ordinance and to identify any infrastructure improvements that may be needed to support such increased wastewater flows and reclaimed water demand. The updated master utility plan shall be subject to the review and approval of the City Water Reclamation Division consistent with this ordinance.

2. Wastewater Service.

- a. The City will provide wastewater service to the Property, other than the Poitras Parcels, in accordance with the City's sewer service policy and Chapter 30 of the Orlando City Code, as it now exists or as it may be amended in the future. The City will diligently pursue an amendment to the Territorial Sewer Area Agreement between the City and Orange County in order to provide wastewater service to Parcel 19D within twelve (12) months of the effective date of this ordinance.
- b. In the event that all or a portion of the Poitras Parcels needs sanitary sewer service by the City Water Reclamation Division, an amendment to the Territorial Sewer Area Agreement between the City and Orange County is required. In such event, a comprehensive sanitary sewer master plan and analysis must be prepared by the master developer of the Poitras Parcels to make a determination about what infrastructure improvements will need to take place to serve development of the Poitras Parcels prior to an amendment to the Territorial Sewer Area Agreement between the City and Orange County.

3. Reclaimed Water Service. The entire Property is within the City reclaimed water service area. The Developer, its affiliates and successors, have caused

substantial reclaimed water service infrastructure to be installed within the Lake Nona PD, including within Poitras Parcels that are located in Orange County’s wastewater territorial service. Such infrastructure has been, and will continue to be, installed in accordance with comprehensive reclaimed water master plans that are prepared by the Developer (or its affiliates or successors) in coordination with the City (“**Reclaimed Master Plans**”). Except as may be otherwise provided in a Reclaimed Master Plan approved by the City or in a written agreement between the Developer (or its affiliate) and the City, the City will provide reclaimed water service adequate for the entire Lake Nona PD in accordance with the City’s reclaimed water service policy and Chapter 32 of the Orlando City Code, as it now exists or as it may be amended in the future.

4. Wastewater Collection Systems Under Public Streets. All wastewater collection systems reasonably required for development of the Lake Nona PD or applicable portions thereof shall be constructed as part of the development, at no cost to the City. All collection systems constructed within the City’s wastewater service territory shall be inspected by the City and, if so approved, shall be dedicated to the City, at no cost to the City, and thereafter the City will own, operate and maintain them as part of the City’s wastewater system.

5. Wastewater Collection Systems Under Private Streets. The Lake Nona PD may include privately owned and maintained street and roads. The wastewater collection systems (that are constructed within the City’s wastewater service jurisdiction) and reclaimed water infrastructure in such areas shall be designed and constructed to City standards and approvals, and they shall be dedicated to the City after inspection and acceptance by the City for ownership, operation and maintenance. The City shall be granted all necessary easements necessary to operate, maintain, repair, construct, reconstruct, or otherwise keep such wastewater collection and reclaimed water systems in good working order.

U. SPECIAL REQUIREMENTS FOR LN PARCELS. The below Subsections 1. through 10. shall apply solely to the LN Parcels.

1. Maximum Building Height Standards. The SETDRC may approve an alternate height standard for any individual parcel through the SPMP process. Unless an alternative height is approved, the height limitations in the table below shall apply to the LN Parcels. The maximum height of the LN Parcels shall be subject to any applicable Airport Zoning Regulations set forth in Chapter 58, Part 8, Section 9 of the LDC.

		Max. Height (Stories)*
Parcel	Land Use Category	
1	Residential Neighborhood - LNGCC	3

2 – 5	Residential Neighborhood	2
6 – 7	Neighborhood Center	3
8	Civic, Residential Center	3
9A-9B	Airport Support District - High Intensity	2
9C	Airport Support District - High Intensity	2
10A	Airport Support District-Medium Intensity	10
10B	Airport Support District - Medium Intensity	10
10C	Civic	1
10D	Civic	1
11A	Village Center	4
11B	Village Center	4
12	Residential Neighborhood	2
13A	Residential Neighborhood	2
13B	Residential Center	3
14A	Village Center	4
14B	Civic – School	3
15A, B	Airport Support District - High Intensity	5
15C	Civic	2
16 -19 (A – D)	Airport Support District - High Intensity	5
19E	Airport Support District - Medium Intensity	5
20A, B	Airport Support District - High Intensity	10
21A, B	Airport Support District - High Intensity	10
22A	Village Center	17
22B	Village Center/Urban Transit	20
23A	Village Center	10
23B	Village Center/Urban Transit	10
23C	Village Center	10

24A	Village Center/Urban Transit	10
24B	Village Center	10
24C	Airport Support District – High Intensity	10
24D	Civic – Open Space	4
24E	Neighborhood Center	4
24F	Civic	4
25	Residential Neighborhood	2
26	Residential Neighborhood	2
27A, B	Residential Neighborhood	2
27C	Residential Neighborhood	2
28A, B	Residential Neighborhood	3
28C, D	Neighborhood Center	4
28E	Village Center	10
28F	Neighborhood Center	3
29	Village Center	3
30A	Civic – School	4
30B	Village Center	3
31	Village Center	3
32A, B	Airport Support District - High Intensity	2
33	Civic	2
34	SMA	0

* Subject to Airport Zoning Regulations, as applicable.

2. Lake Nona Golf & Country Club (formerly “The Estates”). Since the original approval of the Lake Nona PD by Orange County (the “**County PD**”), the portion of the Property known as “Lake Nona Golf & Country Club” (“**LNGCC**”) formerly “The Estates” (PD Development Plan — Parcel 1) has been developed with a golf course (and associated office and maintenance facilities), clubhouse, recreational facilities, resort lodge (hotel) and residential homes. The City acknowledges that LNGCC has been developed to comply with development standards set forth in the County PD, which standards are different than those specified in the Orlando City Code (both Chapter 68 and the Conventional LDC).

The City acknowledges that, for the sake of compatibility and continuity, future residential development in LNGCC shall also comply with established development standards, subject to the following procedures:

- a. Site planning, architecture, landscaping and the design of residential homes for LNGCC shall be reviewed by the LNGCC Design Review Committee, using the Design Review Manual (dated August 11, 1997, as amended November 19, 1998, and as it may be subsequently amended from time to time), prior to being accepted by the City for review. The City shall use the same version of the Design Review Manual that was used by LNGCC Design Review Committee when reviewing building plans for LNGCC. The Planning Official shall be authorized to permit minor modifications, on a site-by-site basis, pursuant to LDC Chapter 68, Figure 68-N.
- b. Preliminary Plats, not SPMPs, shall be required for the currently unplatted, undeveloped portions of Parcel 1, identified as “The Lake Nona Golf & Country Club-Residential Neighborhood” on the PD Development Plan. The Preliminary Plats(s) shall be submitted to the City for review by the SETDRC and City Council. The SETDRC and City Council shall approve any Preliminary Plat(s) for the undeveloped portions of Parcel 1 that is compatible with and generally consistent with existing development in LNGCC and that is otherwise in accordance with this Ordinance.

3. Student Housing. To assist in accommodating the UCF Health Sciences Campus, the portion of the adjacent Village Center lying south and east of Lake Nona Boulevard shall include a residential component consistent with the residential standard for Village Centers as provided in Chapter 68 of the City Code. A sufficient percentage of such housing shall be designed to be sold or rented to meet the anticipated needs of the UCF Health Sciences Campus and shall be integrated by design with surrounding commercial areas. Transit stops within the Village Center shall be centrally located and easily accessible to students and pedestrians. The specific location of residential uses and the applicable percentage of housing suitable for UCF medical school students shall be determined during SPMP review.

4. Parcel 7. Neighborhood Center Parcel 7 may include three buildings that do not meet the setback requirements of Chapter 68, Code of the City of Orlando, as approved in MPL2011-00030, and MPL2017-10008, and MPL 2017-10019 as may be amended from time to time.

5. Village Center/Urban Transit Center – Maximum Block Size. The SETDRC may approve an alternative maximum block size standard for individual blocks within Village Center/Urban Transit Center designated Parcels (Parcels 22B, 23B, 24A, 24B and 28E) through the SPMP process, so long as the average block size

does not exceed 4 acres for Commercial, Residential and Civic blocks, or 7 acres for Mixed Use blocks combined.

6. Village Center/Urban Transit Center – Maximum Density. Individual development sites or blocks, or both, do not have a maximum density. However, the overall density for Town Center (Parcel 22A) and Midtown (Parcels 22B, 23B, 24A, 24B and 28E), combined, may not exceed 30 dwelling units per acre. Except as may be otherwise approved by the SETDRC, said overall density shall be calculated by dividing the total number of dwelling units within Town Center and Midtown by the combined land area of Town Center and Midtown, excluding retained wetlands, water bodies and road right-of-way providing access to development sites (but not road right-of-way internal to development sites). Dwelling units will be allocated at the time of SPMP approval, and to the extent that a SPMP expires prior to the start of construction, such allocation will also expire and the associated units will become available for a different development site.

7. Parcel 24B. All buildings on Parcel 24B which front Laureate Boulevard (Road Q) must conform to the Minimum Block Frontage Requirements specified in Figure 68-C – Mixed Use Center Standards of the City of Orlando LDC. All other buildings on Parcel 24B shall be consistent with the Village Center requirements of GMP Future Land Use Policy 4.19.

8. Parcel 24F. Parcel 24F is designated for Civic Use in the Southeast Orlando Sector Plan. For Parcel 24F only, Indoor Recreation is hereby added to the list of allowable uses under the Civic land use designation.

9. Residential Unit Count; School Vesting. The City recognizes that up to 11,250 residential units within the LN Parcels are vested from capacity enhancement and school concurrency by virtue of rights acquired by the Developer under that certain Fourth Amended and Restated Development Order for the Lake Nona DRI recorded at O.R. Book 9522, Page 525, Public Records of Orange County, Florida, as amended, before it was rescinded.

10. Parcel 18A. Allowed uses for Parcel 18A include those allowed in the Airport Support – High Intensity land use category. In addition, Support Retail and Service Uses, Full Service Grocery Stores, and Retail Shopping Centers are allowed on Parcel 18A, provided such uses adhere to AC-2 zoning standards.

11. Parcel 19E. If residential dwelling units are proposed on Parcel 19E, neighborhood park level of service must be met onsite or within ¼ mile of the site location that is safe and convenient for residents to walk to.

V. SPECIAL REQUIREMENTS FOR POITRAS PARCELS. The below Subsections 1. through 12. shall apply solely to the Poitras Parcels.

1. Residential Neighborhood Design Criteria. In addition to the requirements of the Southeast Orlando Sector Plan, the following criteria shall apply solely to the Poitras Parcels unless otherwise approved by the SETDRC:

- a. Front-loaded single family lots shall be at least 50 feet wide.
- b. Where possible, rear yards should not be located on the perimeter of a park.
- c. For property adjacent to the Primary Conservation Network (“PCN”), as shown in GMP Figure LU-2A, the SPMP shall identify the wetland area, upland buffer, PCN easement boundary, and treatment of the transition to the development site. The preferred treatment (in order from wetland to development site) is: wetland, upland buffer, multi-use trail, parkway, street, parkway, sidewalk, and front yard (or building if there is a 0’ setback).
- d. Stormwater ponds shown on the development plan shall be visually accessible to the public. A pedestrian or multi-use trail around each stormwater pond is recommended.

2. Gated Neighborhoods. Up to 20% of the total proposed residential units within the Poitras Parcels may be gated if the transportation conditions are met. Only sites surrounded by wetlands or a limited access highway on three sides may be considered for gated neighborhoods. In lieu of the requirement for traditional design standards described in Future Land Use Element Policy 4.1.9, a hybrid of conventional and traditional design standards may be approved in an SPMP for gated neighborhoods that have a gross density of up to 5 dwelling units per acre.

3. Neighborhood and Residential Centers. Pursuant to Section 68.205, Orlando City Code, neighborhoods must be scaled to the pedestrian, with Neighborhood and Residential Centers within a comfortable 1/4 to 1/3 mile walking distance of most homes. Future SPMPs must demonstrate that more than 50% of residential units are within 1,750 feet of a neighborhood or residential center.

4. Stormwater Ponds. Stormwater ponds shall be treated as an amenity.

5. Fencing. Fencing on the site, except for residential privacy fences in side or rear yards, shall be an open, CPTED-approved fence, such as aluminum or wrought-iron picket fencing. Chain link fences are prohibited.

6. Maximum Impervious Surface Ratio (ISR). The maximum allowed ISR for the Poitras Parcels shall default to the underlying zoning district standards.

7. Building Height. The building height within the Poitras Parcels shall be between one and three stories within Village and Neighborhood Center districts and between one and two stories within Residential Neighborhood districts.

8. Primary Frontage Along Narcoossee. Within the Poitras Parcels, building facades in Village Centers with primary frontage along Narcoossee Road shall include no more than 50% of cumulative building frontage associated with uses that include a drive-thru.

9. Resource Protection Overlay. The RP Overlay District is intended to provide information to property owners, City officials and the general public about the approximate locations of major environmental features which may restrict or otherwise affect the development of land. Development within the portions of the Poitras Parcels that are subject to the RP Overlay (as shown on the City zoning map) is not permitted. The boundaries of the RP Overlay may be altered administratively upon submission by the applicant of an approved permit to the applicable state and federal environmental review agencies.

10. Green Works

- a. *Sustainability Action Plan*. A sustainability action plan (SAP) that establishes a foundation for neighborhood sustainability was submitted to the City by the Developer (or its affiliate) prior to or concurrent with the first SPMP and/or permit application for development within the Poitras Parcels. This plan advances strategies, actions, and performance measures that address seven focus areas of sustainability including energy & green buildings, local food systems, green economy, livability, solid waste, transportation, and water. The developer of the Poitras Parcels has coordinated with Green Works Orlando to ensure consistency with the goals and performance measures of the Green Works Community Action Plan including: required canopy cover, expansion of food waste recovery programs, inclusion of community agriculture projects, increased adoption of renewable energy systems (commercial and residential), neighborhood waste diversion, and more.
- b. *Green Infrastructure and Low Impact Development*. Loss of wetland habitats should necessitate increased green infrastructure and bio-retention systems to manage water runoff speeds and capture/breakdown pollutant particulates along major roadways identified and included in the Transportation Circulation Plan. Moreover, Low Impact Development best practices must be incorporated into all site developments within the Poitras Parcels.
- c. *Smart Mobility*. Ride-share spaces should be included in the Transportation Circulation Plan for the Poitras Parcels in order to improve sustainable mobility options and mitigate demand for personal automobile vehicles. Within Neighborhood Centers, efforts should be made to maximize safe areas for ride-hailing loading/unloading and convenient access to building entryways at

each building site. Charging stations for electric vehicles should be included within Village and Neighborhood Centers. A plan to assemble local transit routes connecting local schools, town centers, employment nodes (Medical City), and the east-west portions of the Poitras Parcels should be included in the Transportation Circulation Plan.

- d. *Sustainable Construction*. All new construction within the Poitras Parcels must meet best management practices for: energy conservation; water conservation; clean energy sources; minimizing heat island effect; quantity and quality of stormwater runoff; and resource management (reducing materials, recycling, using products with fewer chemicals, etc.).

With each SPMP application for development within the Poitras Parcels, the applicant must demonstrate that best practices are met, either by providing independent data and analysis, or by using the certification criteria from one of the following organizations: US Green Building Council's Leadership in Energy and Environmental Design (LEED) program; The Florida Green Building Coalition (FGBC); The Green Building Initiative's Green Globes program; or any other nationally recognized green building system that is approved by the Florida Department of Management Services (FDMS).

- b. In order to lessen the urban heat-island effect of pavement and thereby reduce cooling costs, at least 10% of parking areas and driveways within the Poitras Parcels must incorporate at least one of the following surfaces: white Portland-cement concrete pavement; pervious concrete; or open grid or turf-block pavement.

11. *Maximum Residential*. The Poitras Parcels are subject to the following (collectively, the "**Poitras CEAs**"): School Capacity Enhancement Agreement #ORL-18-005, approved by the Orange County School Board ("**OCSB**") on November 13, 2018; and Capacity Enhancement Agreement 06-023-12 approved by the OCSB on November 14, 2006, by virtue of that certain Assignment and Assumption of Credits recorded at Document # 20190742369, in the Public Records of Orange County, Florida. The total number of non-age-restricted residential units developed within the Poitras Parcels shall not exceed the following maximums, unless the Poitras CEAs are amended to permit such increase or any such increase is otherwise determined to satisfy applicable school capacity enhancement requirements: 2,039 single-family detached residential units; 695 multi-family attached residential units; and 1,448 residential units of any type. Each phase of the project will be subject to school concurrency review, consistent with the applicable City and County Codes and interlocal agreements.

12. Prohibited Uses. Notwithstanding anything in this ordinance to the contrary, the following land uses are prohibited on the Poitras Parcels:

- a. Labor pools and labor halls as defined by Chapter 448, Florida Statutes;
- b. Any business commonly known as “check cashing” establishment, or any business in which a material part of its service includes offering loans secured by future employment wagers or other compensations (often known as “payday loans,” or “payday advances”), but not including retail businesses which provide a check cashing service as an incidental part of their business and financial institutions such as banks, credit unions, and trust companies;
- c. Tattoo, body art, and body piercing establishments;
- d. Pawnshops, as defined by the Florida Pawnbroking Act.
- e. Bail bond agencies, as defined by Chapter 648, Florida Statutes;
- f. Automobile sales and rentals;
- g. Massage Parlors;
- h. Fortune telling, tarot card reading, palm readers, psychics, and like establishments;
- i. Bottle Clubs, as defined by the Florida Beverage Law;
- j. Parking as a principal use;
- k. Adult entertainment facility.

W. SPECIAL REQUIREMENTS FOR EV PARCELS. The below Subsections 1. through 3. apply solely to the EV Parcels.

1. Maximum Residential. The total number of non-age-restricted residential units developed within the EV Parcels shall not exceed 400 unless it is demonstrated that any such increase above 400 residential units has satisfied all applicable school capacity enhancement requirements. Each phase of the project will be subject to school concurrency review, consistent with the applicable City and County Codes and interlocal agreements.

2. Prohibited Uses. Notwithstanding anything in this ordinance to the contrary, the following land uses are prohibited on the EV Parcels:

- a. Treatment and recovery facility;

- b. Body art shop;
- c. Fortune telling, tarot card reading, palm reading, and psychic services;
- d. Any business commonly known as "check cashing" establishment, or any business in which a material part of its service includes offering loans secured by future employment wages or other compensation (often known as "payday loans," or "pay day advances"), but not including retail businesses which provide a check cashing service as an incidental part of their business and financial institutions such as banks, credit unions, and trust companies.
- e. Funeral home;
- f. Adult entertainment;
- g. Flea markets;
- h. Bottle club;
- i. Any business in which a material part of its service includes loaning money secured by vehicle titles (often known as "car-title loans"), but not including financial institutions such as banks, credit unions, trust companies, consumer finance, and retail installment lenders;
- j. Temporary labor service; and
- k. Whole blood facility.

3. Notwithstanding anything in this ordinance or in the Orlando City Code or GMP to the contrary, Personal Storage Facilities are an allowable use on the EV Parcels if the use is set back at least 250 feet from Narcoossee Road. Outdoor storage is prohibited at any such Personal Storage Facility use. Drive-through uses may be approved by SPMP if the use is otherwise consistent with the Land Development Code. Light Manufacturing, wholesale, and warehouse uses are also allowed on Parcels P-A and P-G, except for the following uses which are prohibited on said Parcels:

- a. Chemical products manufacturing;
- b. Truck shop;
- c. Commercial vehicle storage;
- d. Commercial vehicle terminals;

- e. Contractors storage yard;
- f. Heavy equipment rental;
- g. Machinery storage;
- h. Meat and poultry storage; and
- i. Storage yard.

X. HOUSING. In accordance with Subarea Policy S.35.7, the Project shall contribute to the supply of mixed-income housing, including affordable housing, as set forth in conditions in the Lake Nona PD Amendment Staff Report.

SECTION SIX: SUBJECT TO ALL CODES. This ordinance is subject to all codes and ordinances of the State of Florida, City of Orlando, and all other applicable regulatory agencies except as otherwise modified by this Ordinance.

SECTION SEVEN: SCRIVENER’S ERROR. The City Attorney may correct scrivener’s errors found in this ordinance by filing a corrected copy of this ordinance with the City Clerk.

SECTION EIGHT: AMENDMENT TO ZONING MAP. The City Engineer, the City Clerk and the City Zoning Official are hereby authorized and directed to amend and correct the Official Zoning Map in accordance with the provisions of this ordinance.

SECTION NINE: EFFECT OF ORDINANCE. This amended and restated PD zoning ordinance shall replace and supersede all previous PD zoning ordinances regarding the Property.

SECTION TEN: SEVERABILITY. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion hereof.

SECTION ELEVEN: COMPLIANCE; PENALTIES. Failure to comply with the requirements of this ordinance shall constitute a violation of the Code of the City of Orlando and shall be punishable as prescribed in Section 58.1201 of said Code.

SECTION TWELVE: DISCLAIMER. In accordance with Section 166.033(6), Florida Statutes, the issuance of this development permit does not in any way create any right on the part of the applicant to obtain a permit from a state or federal agency, and does not create any liability on the part of the City for issuance of this 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. All other applicable state or federal permits must be obtained before commencement of the development authorized by this development permit.

SECTION THIRTEEN: EFFECTIVE DATE. This ordinance shall take effect upon its adoption.

SECTION FOURTEEN: DONE, THE FIRST READING, by the City Council of the City of Orlando, Florida, at a regular meeting, this _____ day of _____, 2022.

SECTION FIFTEEN: DONE, THE PUBLIC NOTICE, in a newspaper of general circulation in the City of Orlando, Florida, by the City Clerk of the City of Orlando, Florida, this _____ day of _____, 2022.

SECTION SIXTEEN: DONE, THE SECOND READING, A PUBLIC HEARING, AND ENACTED ON FINAL PASSAGE, by an affirmative vote of a majority of a quorum present of the City Council of the City of Orlando, Florida, at a regular meeting, this _____ day of _____, 2022.

ATTEST:

Stephanie Herdocia, City Clerk

APPROVED AS TO FORM AND LEGALITY
For the use and reliance of the City of Orlando,
Florida, only.

Assistant City Attorney