#### Lee District SSPA Task Force Meeting



May 18, 2022



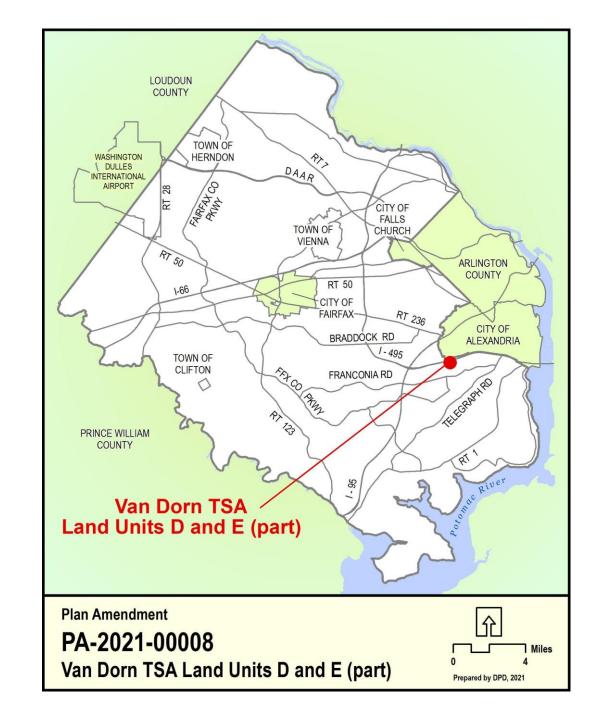
#### Agenda

- 1 Welcome and Announcements
- 2 Virtual Meetings Script and Roll Call
- 3 Van Dorn TSA Land Units D and E (part)
  - Draft Plan Text
  - Public Questions and Comments
  - Task Force Discussion
  - Task Force Vote
- 4 Next Steps and Schedule Moving Forward
- 5 Adjourn

# Van Dorn TSA Land Units D and E (part)

#### Meeting Objectives

- Review of draft Plan text including conditions
- Task force recommendation and vote



#### **Three Options for Task Force Consideration**

All options recommend residential with office and neighborhood serving commercial with the following conditions:

- Compatible transitions
- Pedestrian and bicycle connections
- Stormwater management
- Engineering assessment for planned bridge

#### **Option Differences**

#### **Option A**

Full consolidation of Land Unit D

#### Option B

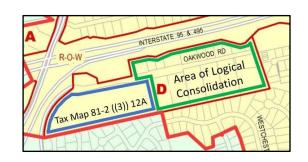
- Parcel 81-2 ((3)) 12A may develop independently
- Remainder of Land Unit D requires <u>full</u> consolidation

#### Option C

- Parcel 81-2 ((3)) 12A may develop independently
- Remainder of Land Unit D requires <u>logical</u> consolidation
- Condition for additional screening

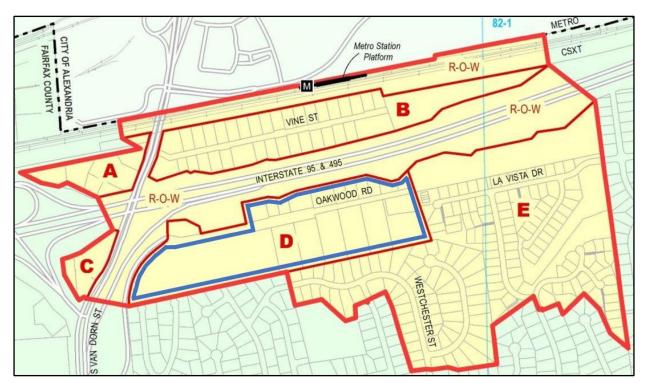






## Draft Plan Text | Option A

As a second option, up to 375 multi-family dwelling units or stacked townhomes and a maximum of 65,000 square feet of office and neighborhood serving commercial uses, such as daycare and not self-storage, may be appropriate with full consolidation of all parcels within Land Unit D under the following conditions:

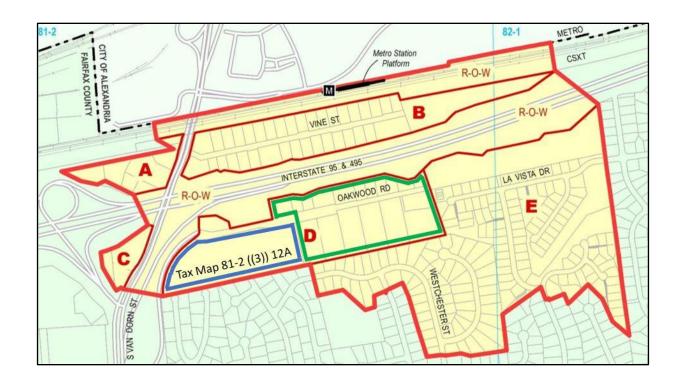


#### Conditions | Option A

- Ensure compatible transitions with adjacent residential neighborhoods to the south and east through site and building design, transitions in height, landscaped screening, and appropriate buffers;
- Provide improved pedestrian and bicycle connections to transit, such as to bus service on South Van Dorn Street and to the Van Dorn Street Metrorail Station;
- Minimize impervious surfaces and incorporate stormwater management controls that
  exceed the minimum standards for redevelopment. Incorporate stormwater quantity
  controls to achieve a 25% reduction in the peak runoff rate for the 1, 2, and 10-year
  storm events; and
- Demonstrate <u>with an engineering assessment</u> that development does not preclude the implementation of the planned bridge connecting Oakwood Road in Land Unit D to <u>and</u> Vine Street in Land Unit B as indicated on the Transportation Plan Map in coordination with FCDOT.

### **Draft Plan Text | Option B**

As a second option, up to 375 multi-family dwelling units or stacked townhomes and a maximum of 65,000 square feet of office and neighborhood serving commercial uses, such as daycare and not self-storage, may be appropriate with full consolidation under the following conditions:



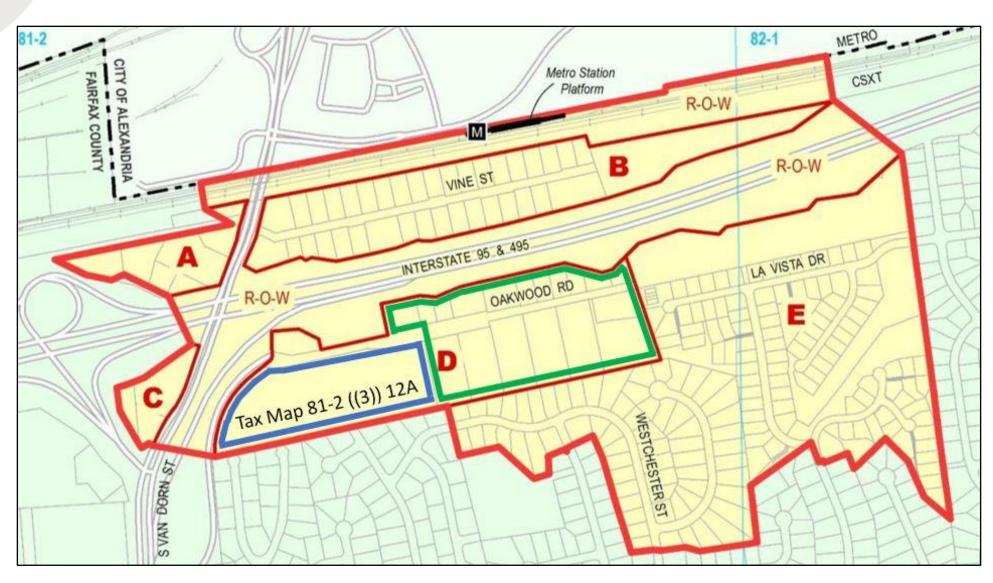
#### **Conditions** | Option B

- Ensure compatible transitions with adjacent residential neighborhoods to the south and east through site and building design, transitions in height, landscaped screening, and appropriate buffers;
- Provide improved pedestrian and bicycle connections to transit, such as to bus service on South Van Dorn Street and to the Van Dorn Street Metrorail Station;
- Minimize impervious surfaces and incorporate stormwater management controls that exceed the minimum standards for redevelopment. Incorporate stormwater quantity controls to achieve a 25% reduction in the peak runoff rate for the 1, 2, and 10-year storm events; and
- Demonstrate with an engineering assessment that development does not preclude the implementation of the planned bridge connecting Oakwood Road in Land Unit D to and Vine Street in Land Unit B as indicated on the Transportation Plan Map in coordination with FCDOT.

### Consolidation Recommendations | Option B

 If full consolidation is unachievable and provided the four conditions above are achieved, Tax Map 81-2 ((3)) 12A may redevelop with up to 100 multifamily dwelling units or stacked townhomes and up to 10,000 square feet of neighborhood serving commercial uses. The remainder of Land Unit D may redevelop independently of Tax Map 81-2 ((3)) 12A with up to 275 multifamily dwelling units or stacked townhomes and up to 55,000 square feet of office and neighborhood serving commercial uses with full consolidation. Screening between new residential and existing commercial and industrial uses should be provided.

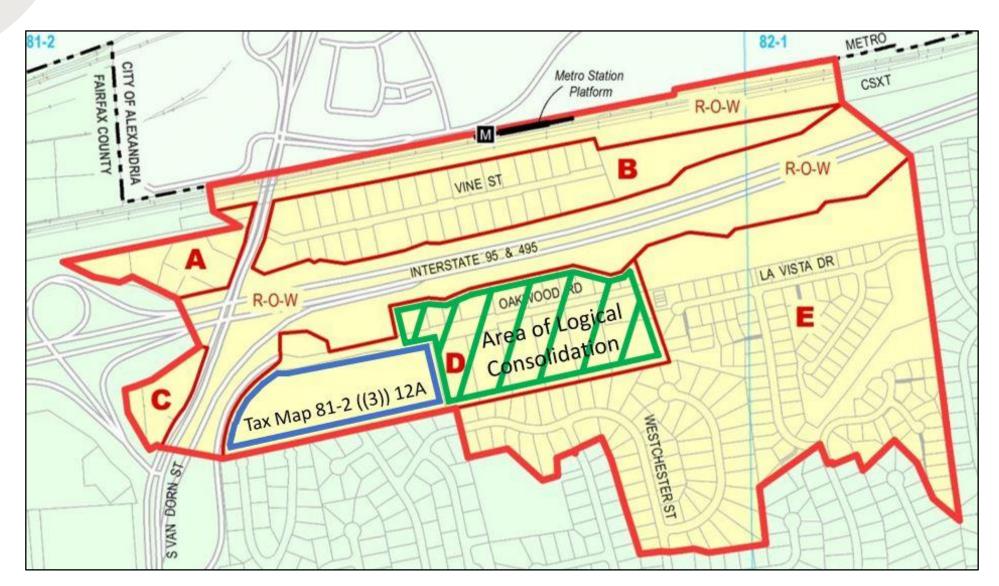
## Consolidation Recommendations | Option B



## Draft Plan Text | Option C

As a second option, Tax Map 81-2 ((3)) 12A may be appropriate for 100 multi-family dwelling units or stacked townhomes and up to 10,000 square feet of neighborhood serving commercial uses, such as a daycare center. The remainder of Land Unit D may be appropriate to redevelop independently of Tax Map 81-2 ((3)) 12A with multifamily dwelling units or stacked townhomes up to 15 du/ac with logical parcel consolidation. An additional 55,000 square feet of supporting office and neighborhood serving commercial uses, located primarily on the north side of Oakwood Road and/or on the ground-floor of residential buildings, may be appropriate. Development under this option should satisfy the following conditions:

## Potential Consolidation | Option C



### Conditions | Option C

- Ensure compatible transitions with adjacent residential neighborhoods to the south and east through site and building design, transitions in height, landscaped screening, and appropriate buffers;
- Screening should be provided between new residential uses and existing commercial and industrial uses;
- Demonstrate that unconsolidated parcels can redevelop in conformance with the Plan options:
- Industrial uses such as self-storage are not supported as part of this option:

## Conditions | Option C

- Provide improved pedestrian and bicycle connections to transit, such as to bus service on South Van Dorn Street and to the Van Dorn Street Metrorail Station;
- Minimize impervious surfaces and incorporate stormwater management controls that exceed the minimum standards for redevelopment. Incorporate stormwater quantity controls to achieve a 25% reduction in the peak runoff rate for the 1, 2, and 10-year storm events; and
- Demonstrate <u>with an engineering assessment</u> that development does not preclude the implementation of the planned bridge connecting Oakwood Road in Land Unit D to <u>and</u> Vine Street in Land Unit B <u>as indicated on the Transportation Plan Map in coordination</u> <u>with FCDOT.</u>

# Public Questions and Comments

## Task Force Discussion

## Task Force Vote

## Plan Amendment Next Steps

**August 2022** 

**Staff Report Published** 

September 2022

**Planning Commission Hearing** 

October 2022

**Board of Supervisors Hearing** 

#### Lee District Task Force Meeting



Thank You For Your Time

