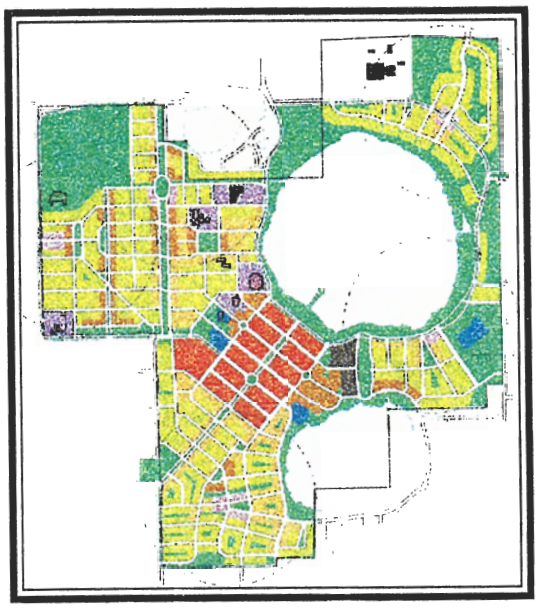

DRAFT URBAN DESIGN GUIDELINES

for the redevelopment of the

NAVAL TRAINING CENTER-MAIN BASE

CITY OF ORLANDO, FL

DOCUMENT PREPARED BY TEAM A.N.A. / DECEMBER 1997

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27.21 Garden Apartments - Type 2

3 story w/ center plaza

		MIN	MAX
LOT			
1)	LOT WIDTH	234 ft	284 ft
2)	LOT DEPTH*	166 ft	178 ft
3)	LOT AREA*	.73 ac	.94 ac
YARD			
4)	BUILD-TO LINE	12 ft	12 ft
	(See Section 11.3 "Build-to Line")		
5)	CENTER YARD	22 ft	-
BUILDING ENVELOPE			
6)	BUILDING FOOTPRINT (each bld.)	3360 sq ft	4920 sq ft
7)	HEIGHT	2 story	3 story

8) ARCHITECTURAL ELEMENTS - The visual character of the buildings must be derived from the Design Vocabulary in Section 30. *(See Section 30.3 "Building Mass & Style for Garden Apartments," 30.5 "Facade Treatment & Materials," 30.7 "Residential Facade Treatment," 30.11 "Trims, Eaves, and Other Building Elements," 30.12 "Cross Gables & Dormers,", and 30.16 "Colors")*

9) ROOF TYPES - Gable, hip, flat w/ parapet, or combination. Pitch should be 4:12 or steeper. *(See the Design Vocabulary in Section 30.4 "Roofs and Roof Materials")*

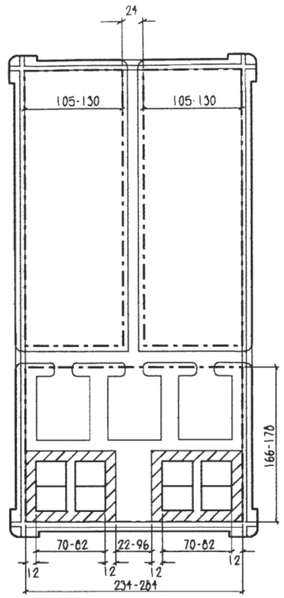
10) PARKING - Parking provided at 2 spaces per dwelling unit in lots at the rear of the property, and screened from public view. Garages or carports are recommended as indicated in the "parking placement" diagram. Alternative parking design could include one level under the building. If a parking deck is provided, the minimum lot depth can be shortned based on parking needs. Hedging, walls, or fences are required on the edges of all parking lots. *(See Design Vocabulary on page 30.46 for images on parking, and Section 30.15 "Walls, Fences, and Hedges")*

11) FRONT, SIDE & REAR YARD TREATMENT - Landscaping, hedges, aesthetic low walls, visually impervious fences (such as picket or wrought iron). One or more of these elements are required along the front property line and should be setback 1 foot from the sidewalk. Hedging, walls, or fences are required on the edges of all parking lots. *(See Design Vocabulary in section 30.14 "Walls, Fences, and Hedges - Front Yard")*

12) PERMITTED ENCROACHMENTS - Varandahs, extended porches, cantilevered balconies, louvered shutters, bay windows, storage closets off balconies, stairways, and elevated entrances. Pools and tennis courts are allowed in trhe center plaza between buildings. *(See Design Vocabulary in Section 30.8 "Entry & Doors," 30.10 "Arcades, Porches, Stoops & Awnings," and 30.11 "Trims, eaves, etc.")*

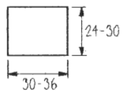
13) TRASH/WASTE/RECYCLING DUMPSTERS - Trash and waste dumpsters should be in an enclosed architecturally compatable shed located to the rear of the building, close to the parking lots and screened from the public viewshed. *(See Design Vocabulary in Section 30.27 "Recycling and Storage")*

* *This minimum is based on surface parking needs. Any parking supplied by decks or under the building will reduce these minimums based on parking the new needs.*



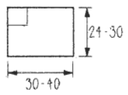
GARDEN APARTMENT TYPE 2 ON A BLOCK

Plan Legend



Unit with Shared Access

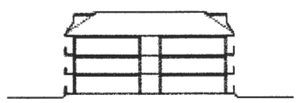
(up to 3 floors)

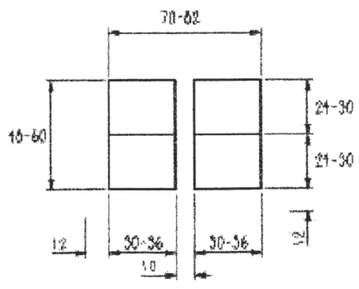


Unit with Private Access

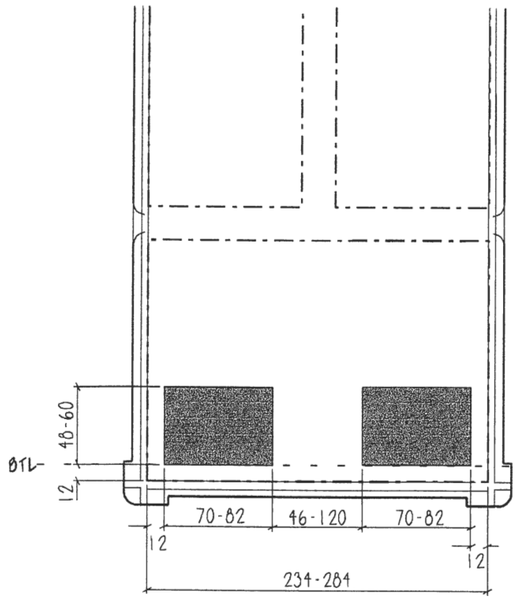
(up to 2 floors)

Setback

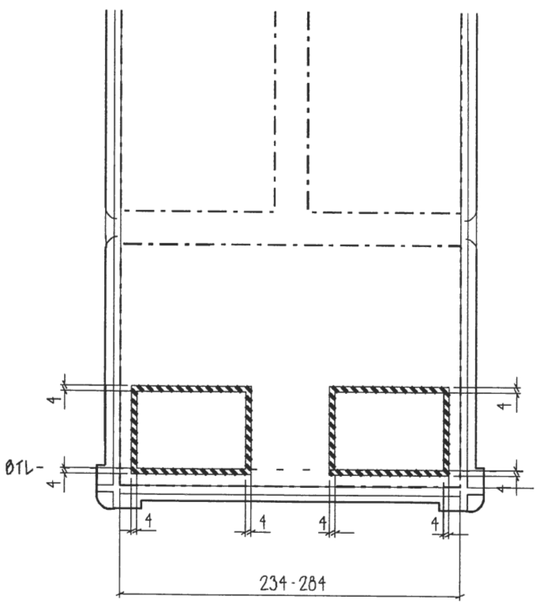




BUILDING PLAN & ELEVATION



BUILDABLE AREA



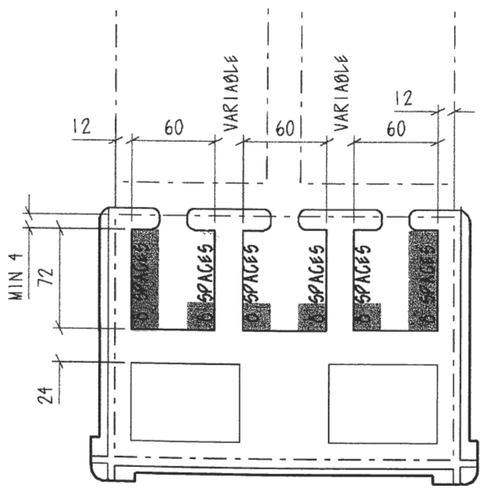
PERMITTED ENCROACHMENT

8 units/building @ 2 spaces/unit

16 parking spaces/building

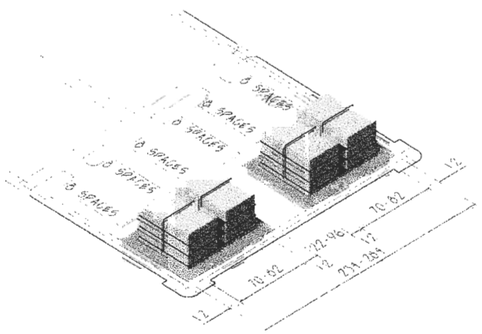
=48 spaces

(grey areas are appropriate for garages or carports)



PARKING PLACEMENT

Illustrative example of Garden Apartment Type 2



BUILDING VOLUMETRICS

19.1 BUILDING TYPE/STREET TYPE DESIGNATIONS

For each of the Lanes, Alleys, Streets and Boulevards a set of recommendations and specifications have been prepared which includes the adjacent building types, recommended story height to maintain the proper street proportion, the recommended build-to line, and the finished floor level. Additionally a set of specifications has been prepared for each type.

The following matrix specifies which building types are recommended on which street type.

Very Large Lot Single-Family	Large Lot Single-Family	Large Lot Lakeside Single-Family	Normal Lot Single-Family	Small Lot Single-Family	Zero Lot Line Single-Family	Townhouses / Row Houses	Duplex	Terrace Apartments	Garden Apartments	Courtyard Apartments	Senior Housing	Neighborhood Commercial	Town Center Commercial	Office	
O	O	O	O	O	O	O	O	O	O	O	O				(L-24)
												O	O	O	(A-24)
O	O		O	O	O	O	O							O	(ST-50 Sw)
O	O		O	O	O	O	O							O	(ST-50 PA)
O	O		O	O	O	O	O							O	(ST-50)
O	O		O	O	O	O	O							O	(ST-50 PA Sw)
						O						O			(NC-60)
						O		O	O	O		O			(BV-200)
O	O		O	O	O	O	O						O	O	(BV-80 P)
O	O		O	O							O		O	O	(BV-80 Variable Lakeside)
	O		O	O	O	O	O								(BV-100 Res)
													O		(BV-100 Com)
						O							O		(BV-VAR)
						O	O	O	O	O			O		(ST-74 P)

16.22 STREETSCAPE

SIDEWALKS

Sidewalks guide pedestrians along the streets and buildings of the Village Center. The **"Pedestrian Zone"** is the part of the sidewalk in which pedestrian circulation takes place. It is adjacent to the building in order to allow pedestrians to look into shop windows and access shop doors. The **"Amenity Zone"** is the part of the sidewalk nearest the curb which is reserved for trees and other plantings, furnishings, and, as in the case of a restaurant, cafe tables and seating.

Materials: Sidewalks shall be constructed of poured concrete, or concrete or brick pavers.

Size: Sidewalks in the Village Center shall be 18'-0" wide from the building face to the curb edge. Refer to Section 21 .

Design: Sidewalks shall be comprised of a "Pedestrian Zone", 8'-0" to 12'-0" wide, and an "Amenity Zone", 6'-0" to 10'-0" wide.

CROSSWALKS

Crosswalks are a unifying element of the Village Center, knitting the streets together with the sidewalks. They also provide a safe street crossing zone for pedestrians.

Location: Crosswalks shall be provided at all street intersections in the Village Center. In addition, crosswalks are recommended at mid-block points where an increase in pedestrian traffic may be anticipated due to a special use such as a cinema.

Size: Crosswalks shall be a minimum of 10'-0" wide and a maximum of 15'-0" wide.

Materials: Crosswalks shall be of concrete or brick pavers to coordinate with those of the Main and Secondary streets.

Design: Crosswalks shall be easily distinguished from the street by both vehicular and pedestrian users. Crosswalk patterns and colors shall be distinct from but shall coordinate with those of the street. Refer to city transportation engineering standards for design details

STREET PAVING

Paving is an important element which gives the Village Center a distinct identity and character. Paving patterns guide vehicular movement and help organize spaces such as pedestrian crosswalks, and parallel parking spaces.

Location: Main Street and secondary streets shall be paved.

Size: Refer to Section 19 for street widths and organization.

Materials: Streets shall be paved with concrete or brick pavers.

Design: Paving patterns, colors and textures should complement surrounding buildings in material and color. Refer to city transportation engineering standards for construction details.

ROTARIES

Rotaries are circular traffic calming devices used as visual termination for key axes, or to provide a visual key location around which buildings may be organized.

Location: Rotaries should be placed at major intersections to create key locations and to form a hierarchy of spaces within the Village Center. Rotaries can mark major entry areas to the urban core, or create a key location about which key buildings may be organized.

Design: Rotaries should be paved areas incorporating a radial geometric pattern in the paving material. Rotaries shall have a color pallette which complements surrounding streets, and buildings. Rotary centers shall provide areas for small parks, or paved areas in which public art, fountains or gazebos may be located.

16.20 SHARED PARKING

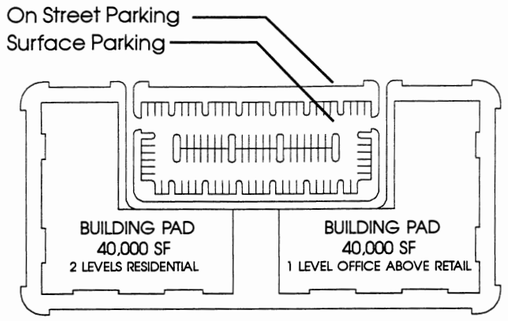
In an effort to encourage mixed-use blocks within the Village Center, shared parking between different uses is allowed. Because of the nature of building occupancy based on the time of day, a mixture of uses allows for a smaller required number of parking spaces than individual uses require without sharing. The block diagrams were developed with the following shared parking percentages as a guide. Required number of spaces for each building use is discussed earlier in this section. See 16.12-16.17 for individual use parking requirements.

	WEEKDAY		WEEKEND		NIGHTTIME
	DAYTIME	EVENING	DAYTIME	EVENING	
OFFICE	100%	10%	10%	5%	5%
RETAIL	70%	90%	100%	70%	5%
RESTAURANT	50%	100%	50%	100%	10%
RESIDENTIAL	60%	90%	80%	90%	100%

SHARED PARKING BENEFIT BASED ON TIME OF DAY USE FOR A GIVEN BUILDING TYPE. PERCENTAGES ARE OF TOTAL REQUIRED PARKING SPACES. USE HIGHEST TOTAL OF SPACES FOR REQUIRED SHARED PARKING. NOTICE THE RELATIONSHIP BETWEEN USES AT ANY GIVEN TIME.

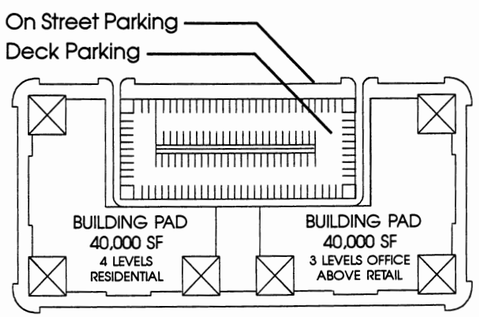
These percentages allow for a greater density in the block when development that is heavily used during the day, like office and retail, are mixed with development heavily used at night such as residential. If a single use is chosen for any given block, (there is no shared parking benefit), either a less dense development is required to preserve surface parking only, or for similar square footages as discussed above, structured parking will be required.

With shared parking allowed in the Village Center, there will be a greater density of uses, with the ability to use less parking. The mixture of uses will also increase the time the area is occupied by residents, retail patrons or visitors.



PROTOTYPICAL BLOCK DIAGRAM
WITH SURFACE PARKING

THE PROTOTYPICAL BLOCK CONFIGURATION WITHIN THE MAIN STREET MIXED-USE CENTER IS THE "L" SHAPED BUILDING PADS OF APROXIMATELY 40,000 SF PER LEVEL, PER PAD, AS SHOWN ABOVE. SURFACE PARKING IS PROVIDED BEHIND THE BUILDINGS AND ON THE STREET AS OVER THE CURB PARKING. THIS PROTOTYPICAL BLOCK PROVIDES APPROXIMATELY 190 SPACES OF SURFACE PARKING. A TYPICAL MIXED-USE BLOCK COULD HAVE RETAIL WITH ONE LEVEL OF OFFICE ABOVE ON THE MAIN STREET PAD SITE, AND TWO LEVELS OF RESIDENTIAL ON THE SECONDARY SITE. THIS CONFIGURATION WILL PROVIDE A DENSE MIXTURE OF USES AND CAN STILL BE SURFACE PARKED. IF THIS SAME BLOCK IS DEVELOPED USING A SINGLE USE OF THE SAME SQUARE FOOTAGE, (OFFICE FOR EXAMPLE WILL REQUIRE APPROXIMATELY 340 PARKING SPACES), STRUCTURED PARKING WILL BE REQUIRED.

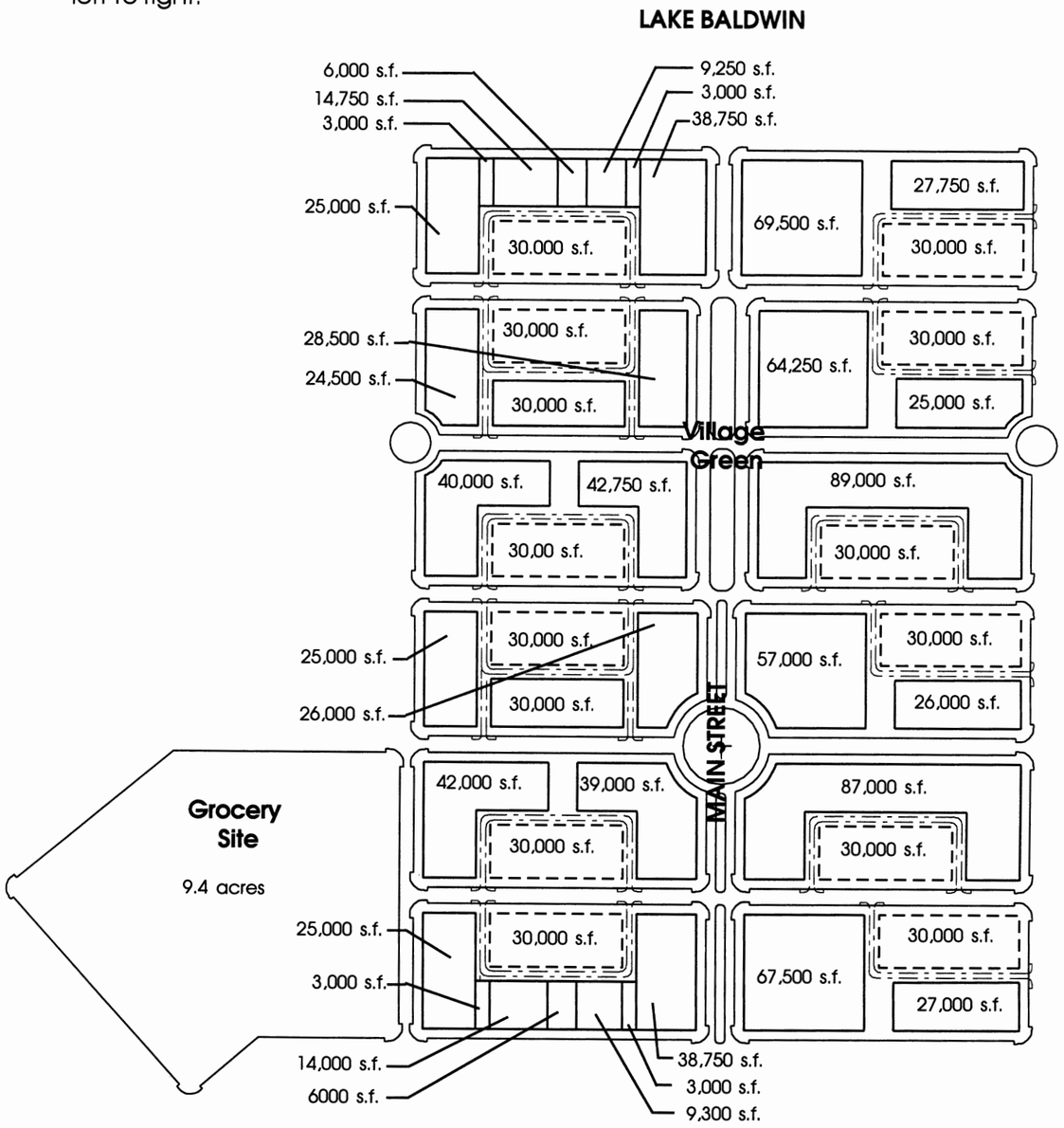


PROTOTYPICAL BLOCK DIAGRAM
WITH PARKING DECK

IF THE SAME BUILDING CONFIGURATION, AND MIXTURE OF USES IS DEVELOPED, BUILDING AREA MAY DOUBLE (FOUR LEVELS EACH PAD SITE) WITH THE ADDITION OF ONLY ONE LEVEL OF STRUCTURED PARKING, AND ONE LEVEL OF PARKING ON GRADE. THIS CONFIGURATION OF PARKING IN THIS BLOCK DIAGRAM PROVIDES APROXIMATELY 380 SPACES TO SUPPORT THE 320,000 SQUARE FEET OF MIXED USE DEVELOPMENT. IF THIS SAME SQUARE FOOTAGE IS IN A SINGLE USE, SUCH AS OFFICE, APPROXIMATELY 650 SPACES WOULD BE REQUIRED.

16.21 BUILDING AREAS

The diagram below provides approximate building pad areas and surface parking lot areas. Buildable area may be calculated by adding parcels together. Each block shows a different configuration which can be applied to its mirror image from left to right.



NOTE: BLOCKS ARE MIRROR IMAGES FROM LEFT TO RIGHT OF MAIN STREET.