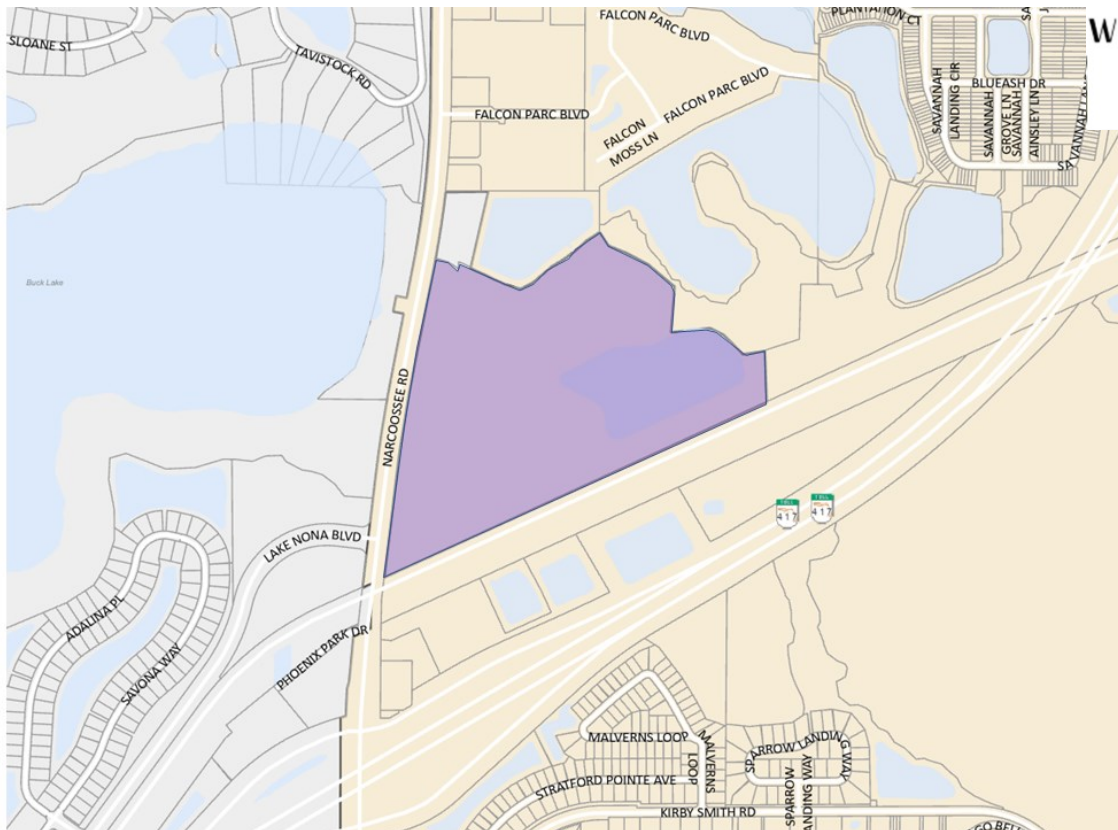


ADVENT HEALTH NARCOOSSEE



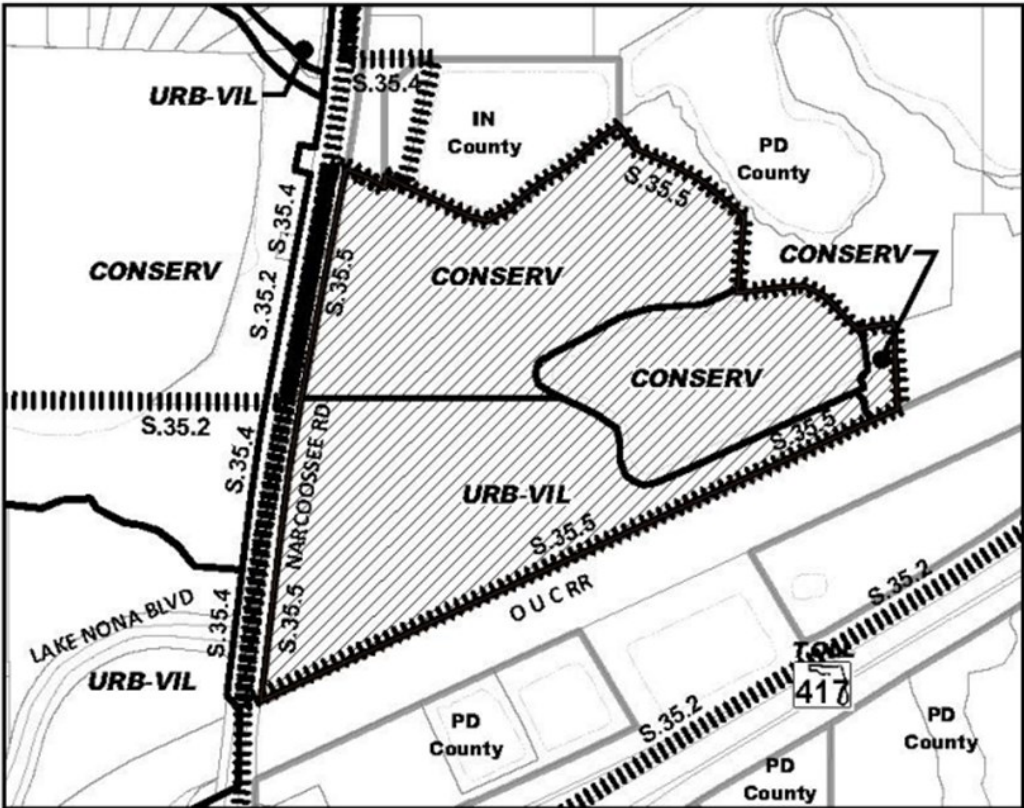
Location Map

 Subject Site

SUMMARY

<p>Owner Tim Burrill Adventist Health System/ Sunbelt Inc.</p> <p>Applicant Jennifer Strickler Kimley-Horn & Associates, Inc.</p> <p>Project Planner Jacob Ballard</p> <p>Updated: March 6, 2023</p>	<p>Property Location: The subject property is located east of Narcoossee Road and north of State Road 417 (PID: 31-24-08-0000-00-005) (±67.8 acres, District 1).</p> <p>Applicant's Request: Specific Parcel Master Plan (SPMP) approval for a 250,000 square foot hospital, a 50,000 square foot medical office building, and a parking garage.</p>	<p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p>
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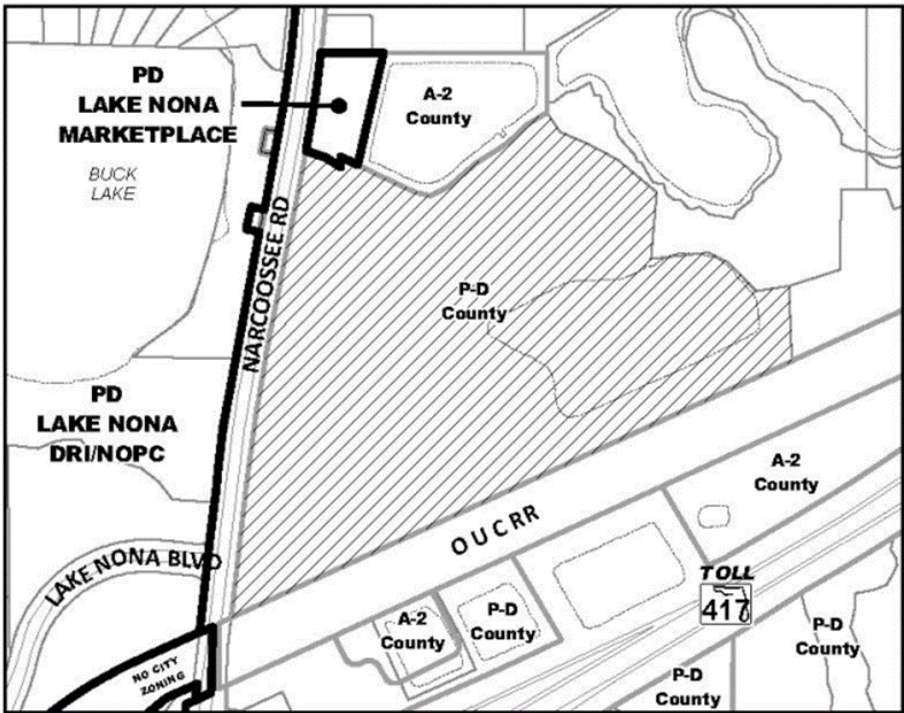
Future Land Use Map



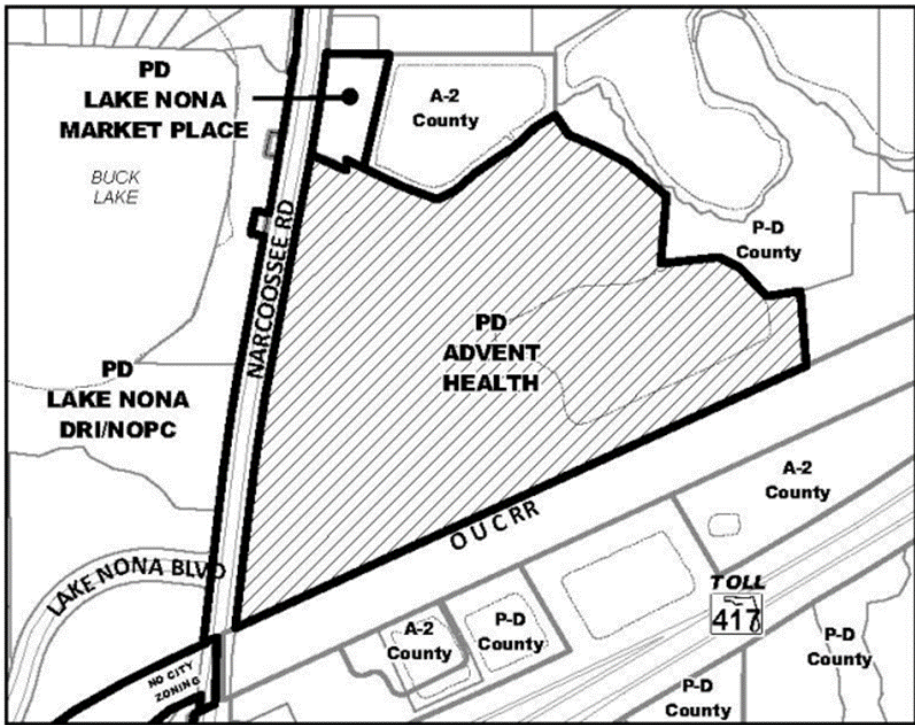
Future Land Use - Proposed GMP2021-10016



Zoning Map



Zoning - Existing ZON2021-10011



Zoning - Proposed ZON2021-10011

Master Plan Analysis

Project Description

The subject site is located east of Narcoossee Road and north of State Road 417 and is approximately 67.28 acres in size. The subject property has a Future Land Use Designation of Urban Village and Conservation. Additionally, the subject property is classified as Airport Support District — High Intensity (ASD-2) with a Zoning district of Planned Development (PD). The proposed Specific Parcel Master Plan (SPMP) is for the development of a approximately 250,000 square foot hospital, 50,000 square foot medical office building and a parking garage. The proposed SPMP is consistent with the Future Land Use and pending Zoning district. Furthermore, approximately 39.9 acres of the subject property will remain as Conservation. The SPMP develops approximately 27.41 acres of the subject property.

Previous MPB:

- August 17, 2021—Annexation, Growth Management Plan Amendments and rezone for the subject property was approved by the Municipal Planning Board.
- January 10, 2022—The annexation was adopted by City Council.
- February 21, 2022—The Growth Management Plan Amendments were adopted by City Council.
- March 21, 2023—Upcoming case regarding the zoning is awaiting adoption by City Council and is tentatively scheduled for this date.

Project Context

The subject property is located within the Southeast Orlando Sector Plan Area. The property is currently vacant and is designated as Urban Village and Conservation with a land use classification of ASD-2. Surrounding future land use designations include Planned Development to the north and east, Urban Village and Conservation to the west. Existing uses around the subject site include commercial to the north, vacant land and an emergency room to the west, a OUC Railroad Track, self-storage facility, carwash, and Orange County Fire Station #76 to the south. The proposed hospital and medical office development would be compatible with the surrounding uses.

Table 1 – Project Context			
	Future Land Use	Zoning	Surrounding Use
North	Village Center, Urban Transit Center (City) Institutional (Orange County)	Lake Nona Marketplace PD (City) A-2 (Orange County)	Shopping Center, Multi-Family & Vacant
East	PD (Orange County)	PD (Orange County)	Vacant Land
South	PD (Orange County)	PD (Orange County)	Railroad Track, Personal Storage, Carwash & Fire Station
West	Urban Village	PD (City)	Emergency Room & Wetlands

Conformance with the GMP

The proposed Master Plan is consistent with the GMP Policies related to the Southeast Orlando Sector Plan, including Future Land Use Element Policy 2.4.4 (Urban Village policy), Future Land Use Policy 4.1.9, Future Land Use Goal 4, Subarea Policies S.35.5, and Conservation Element Policy 1.4.4. Policy 4.1.9 outlines the standards for Airport Support Districts. Goal 4 of the Future Land Use Element establishes the Southeast Orlando Sector Plan and its implementing policies. Additionally, Subarea Policy S.35.5 modifies the Southeast Orlando Sector Plan Area to include the subject property in the sector area plan and to adopt the Airport Support Districts—High Intensity (ASD-2) classification and Conservation designations.

Conformance with the LDC—Chapter 68 Southeast Orlando Sector Plan

The proposed Master Plan is consistent with LDC Section 68.207 which defines the intent of the Airport Support Districts in the Southeast Orlando Sector Plan. Airport Support District is described as such: *“The Airport Support Districts shall be the primary employments within the Southeast Plan area. The Airport Districts have been divided into two distinct types or levels of intensity (high and medium). It is the goal of the Southeast Plan to create a community structure that will encourage people to both live and work in the community. Traditional Design standards shall not be applied to High Intensity Airport Support Districts unless desired by the property owner/developer. The street network and hierarchy of*

Master Plan Analysis

Conformance with the LDC—Chapter 68 Southeast Orlando Sector Plan (Cont'd)

uses in the Airport Support District-Medium Intensity category shall encourage residents to use alternatives to single occupancy vehicles to get from home to work or for mid-day errands.” The AdventHealth hospital will serve as a primary employment location within the Southeast Plan area. This employment location will continue to encourage people to both live and work in the community.

Development Standards

The proposed uses for the subject property are consistent with GMP Future Land Use Policy 4.1.9 which provides guidelines and standards for the allowable uses in the ASD-2 designation. Lastly, the proposed uses are consistent with the approved development program of the Planned Development as described in Subarea Policy S.35.5.

Table 2 – Development Standards									
Lot	Acreage	Use	Sq. Ft.	FAR		Building Height		ISR	
				Maximum	Proposed	Maximum	Proposed	Maximum	Proposed
1	27.41	Hospital / Medical Office	+/- 300,000	1.5 FAR	0.25 FAR	150 ft.	70 ft.(1)	80%	53%
(1) The Medical Office building will have a proposed maximum height of 50 ft.									

Intensity

Per Sec. 68.207 of the LDC, there is no minimum intensity, and the maximum intensity is 1.5 FAR for the Airport Support District – High Intensity designation. The proposal has an FAR of 0.25 for the hospital / medical office development. This is well below the maximum FAR allowed for this site.

Building Height

In the Southeast Orlando Sector Plan, height is limited by the number of stories, not the overall height. As ASD-2 follows the conventional LDC for Activity Center 2 (AC-2) for non-industrial uses, the overall height limit is 100 feet per Chapter 58, Figure 1C of the LDC. However, the Planned Development for the subject property allows for a maximum height of 150 feet or 10 stories. Per the development plan, the proposed hospital will total five stories or 70 feet in height, the medical office building totals five stories or 50 feet in height, and parking garage totals five stories or 50 feet in height.

Impervious Surface Ratio (ISR)

The maximum ISR permitted is 80% according to the development standards established by the PD. The development plan indicates the ISR for the site is 53%, well below the maximum requirement.

Setbacks

Per Section 58.110 Figure 1C of the LDC, the setbacks are defined for AC-2 designation. The applicant is proposing a front setback of 98 feet, a side setback (north side) of 77 feet, a side setback (south side) of 58 feet, and a rear setback of 727 feet. These proposed setbacks not only meet but exceed the required setback standards for AC-2.

Table 3 – Setback Requirements		
Yard	Minimum	Proposed
Front – Narcoossee Road	10 ft.	98 ft.
Side – North Side	0 ft.	77 ft.
Side – South Side	0 ft.	58 ft.
Rear	10 ft.	727 ft.

Environmental

An environment assessment was conducted on June 3, 2021 and submitted for review as part of the PD rezoning approved by the Municipal Planning Board on August 17, 2021. Of the 67.8 ac site approximately 39.9 acres, including a pond have the Conservation Future Land Use designation and are proposed to remain undisturbed. 27.6 acres are designated jurisdictional wetlands and surface waters. The applicant is in process of obtaining the necessary permits from SFWMD and must provide copies of approval at the time of permitting with the city. Consistent with regulation of the Conservation Element of the City's GMP an upland buffer of at least 25 feet in width is required to be preserved adjacent to the hospital portion of the site. Compliance must be demonstrated at the time of permitting.

Master Plan Analysis

Parking, Pedestrian and Bicycle Accommodation

The applicant is proposing a total of 715 spaces: 575 required spaces for the hospital and 140 required spaces for the medical office. This number of required parking is consistent with the standards outlined in Sec. 61.322 of the LDC. Regarding bicycle parking, the subject property is consistent with the required number of bicycle spaces as described in Sec. 61.333 of the LDC. For a hospital use, long-term of 1 space per 50,000 SF of Gross Floor Area and short-term of 8 spaces plus 1 space per 50,000 SF of Gross Floor Area. The applicant is proposing 5 long-term bicycle parking and 13 short-term bicycle parking. For the medical office building, Sec. 61.333 of the LDC states the required number of bicycle spaces is 1 per 5 employees for both long-term and short-term bicycle parking. Additionally, while some bicycle rack locations were shown on the site plan the applicant is encouraged to refine the location and number of short term racks as well as to provide not only safe, covered and secure long-term bicycle parking but also shower and locker facilities for their staff who take the opportunity to bike or walk to the facility. Lastly, in terms of transit, this section of Narcoossee Rd. is served by the recently created 612 route which runs from Live Oak Blvd. in Osceola County, along Narcoossee Rd. connecting to several sites within the Lake Nona Medical Village area. The applicant is encouraged to work with Lynx on ways to accommodate future transit stops along Narcoossee Rd. or within the site to accommodate both patients, visitors and staff. This will enhance the opportunities for visitors and employees to safely and efficiently walk or bike to the facility.

Table 4 – Parking Requirements

Parcel/Use	Sq. Ft./ Dwelling Units	Minimum Ratio	Minimum Spaces Required	Maximum Ratio	Maximum Spaces Permitted	Parking Spaces Proposed
Hospital	+/- 250,000	2.3 spaces per 1,000 SF	575	N/A	No Maximum	575
Medical Office	+/- 50,000	2.8 spaces per 1,000 SF	140	5.3 spaces per 1,000 SF	265	140

Landscaping

The applicant has provided a landscape plan, including a plant list and landscape worksheet. As outlined by the Urban Design review, the landscape strips along the Southern and Northern property lines must be landscaped with 80% canopy tree coverage, a row of shrubs, and different species of groundcovers in addition to the proposed grass. Additionally, street trees must be provided along the length of Narcoossee Road, per the street requirements of Chapter 60. A final landscape plan, including plant list and landscape worksheet, must be developed in accordance with Chapter 60 of the LDC and submitted at the time of building permits. Furthermore, a tree survey must be submitted for review and an approved tree removal permit must be obtained from a Parks department official prior to any trees being removed from the site. Mitigation is required for tree removal by replanting all tallied inches of tree caliper removed from the site or a payment can be made into a tree fund for any remaining balance unable to replant due to design of the project.

Transportation

The Traffic Impact Analysis (TIA) was submitted November, 2022 which analyzed the intersection of Lake Nona Blvd. and Narcoossee Rd. using the maximum anticipated buildout program for the site. While the current development plan is less intense than that contained in the traffic study, the results of the study were used as the basis for the required mitigation within this report. At full build out, the proposed project is anticipated to generate up to 15,671 daily trips with 1,223 occurring in the AM peak and 1,574 in the PM Peak. An analysis of existing, background, and the buildout conditions was performed at the study area intersections and project driveways with a buildout year of 2035. While there are some delays on the eastbound approach from Lake Nona Blvd. to Narcoossee Rd., using existing counts all legs of the intersection were found to operate within the City's adopted LOS of E or better. The full build out scenario, with a build out year of 2035, assumes that the Narcoossee Rd. widening project will have been complete (it is estimated to be complete in the 1st half of this year) and also assumes certain on-site improvements will be made to complete the 4th leg of the intersection at Lake Nona Blvd and Narcoossee Rd. Under this scenario, the TIA shows that the intersection should continue to operate at an acceptable Level of Service with one exception. The westbound left turn queue is shown to extend nearly 400 ft. during peak periods; while there may be long queues any potential backup tied to this queue will be within the site as this leg of the intersection is completely on the project site. Based off the findings of the traffic study, staff is requiring many modifications to the proposed intersection design including additional turn lanes from Narcoossee

Transportation (cont'd)

into the site as well as dedicated through and turn lanes for both the east and west movements through the intersection. The applicant is also encouraged to highlight and incentivize non-single passenger vehicle trips through the provision of additional bicycle rider amenities such as showers and lockers for staff as well as coordination with Lynx to discuss enhanced transit options.

Signage

The applicant has not provided signage details such as height of monument signs or copy area of each sign. A master signage plan for this development is required prior to building permits. All signage shall be consistent with Chapter 64 of the LDC.

Helipad

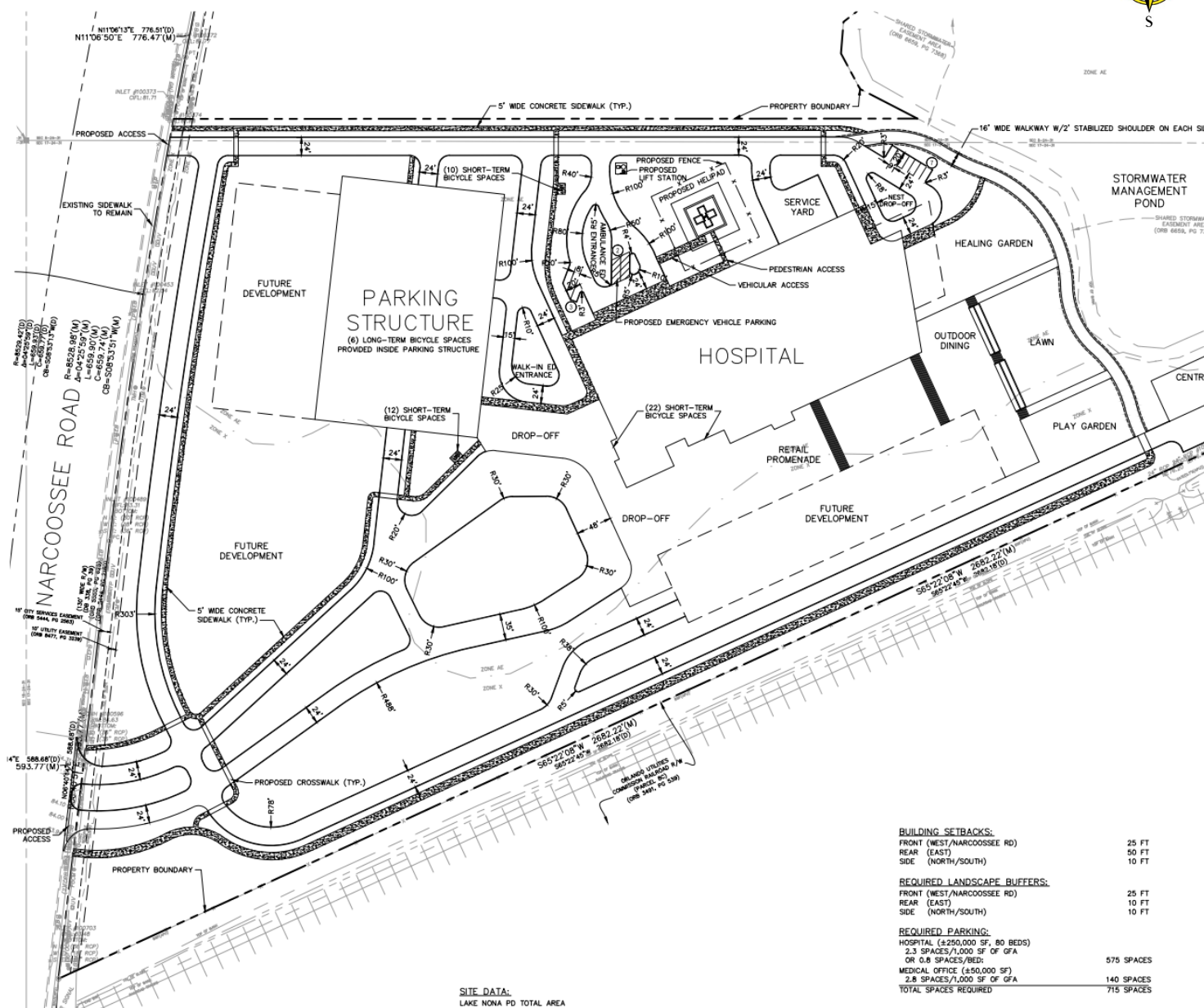
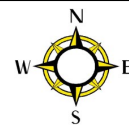
The site plan depicts a helipad on the central portion of the property. According to Chapter 8, Section 8.21 of the City Code provides classification of heliports. A "Type B heliport" is a heliport operated by a hospital or air ambulance service under a permit issued by the City and used primarily by helicopters operated by such hospital or air ambulance service for the transportation of sick or injured persons, medical personnel, and medical supplies; Type B heliports may not be used for the loading or unloading of passengers, baggage or freight carried for hire and no charge may be made or paid for the use thereof,

For "Type B" Heliports, upon the application of a hospital or air ambulance service for a permit to establish and operate a Type B heliport primarily for use by its rescue helicopters in the conduct of the hospital or air ambulance business conducted by it, the City may grant a Type B heliport permit, as a Building Permit through the Office of Permitting Services, to such hospital or air ambulance service permitting the establishment and operation by such applicant for a Type B heliport at the location described in the application. Nothing contained in LDC Chapter 58, Part 4P shall be deemed to prevent the establishment or operation of a Type B heliport if a permit therefore is issued pursuant to this section. The Applicant has not yet provided information regarding the frequency of flights at this helipad.

Aerial Photo—2022



PROPOSED SITE PLAN



Findings

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

1. The proposal is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposal is consistent with the East Central Florida Strategic Policy Plan.
3. The proposal is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposal is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly, Future Land Use Policy 2.4.4, Figure LU-1, Goal 4 and its associated objectives, policies, and figures.
5. The proposal is consistent with and implements the Southeast Orlando Sector Plan, Chapter 68 of the Land Development Code.
6. The proposal is compatible with the surrounding development and neighborhood pattern.
7. The proposal will not result in demands on public facilities and services that exceed the capacity of such facilities and services since it is subject to Chapter 59 of the City Code, the Concurrency Management Ordinance.

Staff recommends approval of the Specific Parcel Master Plan subject to the conditions as follows:

Conditions of Approval

City Planning

1. **SUBJECT TO CODES –ZONING**
Except as provided herein, the development is subject to all codes and ordinances of the State of Florida, City of Orlando, and all other applicable regulatory agencies.
2. **DEVELOPMENT REQUIREMENTS**
Except as modified herein, the project shall be developed in accordance with the requirements of the Growth Management Plan, Chapter 68 of the Land Development Code, the AdventHealth Narcoossee PD, and any other pertinent provisions of the Conventional LDC, and all previous agreements between the City and property owner.
3. **APPROVAL**
Approval of the Specific Parcel Master Plan by City Council shall grant the applicant authority to submit an application for site plan/master plan review for a building permit. The application must be submitted within twenty-four (24) months of approval of the Specific Parcel Master Plan (by the City Council) or the Master Plan shall expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may renew the Master Plan for one period of up to 12 months providing good cause is shown.
4. **DEVELOPMENT PERMITS**
As provided by subsection 166.033(5), Florida Statutes, issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. In accordance with subsection 166.033(5), Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development.
5. **MECHANICAL EQUIPMENT**
All ground mounted and rooftop mechanical equipment must be screened from view. An interior screen wall or parapet for rooftop mechanical equipment is required. The interior screen wall or parapet must be the same height as the installed mechanical equipment height.
6. **DUMPSTER ENCLOSURE**
All dumpsters and trash compactors shall be located internal to the buildings or screened with solid walls to match the principal structure. While not mandatory, gates are encouraged to deter trespassers and wildlife. If installed, the design of gates shall be solid and have architectural interest to complement the building. Landscape screen including low hedge and groundcover shall be provided to soften the view from the ROW, driveway and adjacent properties.
7. **LANDSCAPE PLAN**
A final landscape plan, including plant list and landscape worksheet, must be developed in accordance with Chapter 60 of the LDC and submitted at the time of building permits.

Conditions of Approval

City Planning (cont.)

8. *SIGNAGE*

A master signage plan for the overall development is required prior to building permits. All signage shall be consistent with Chapter 64 of the LDC.

9. *FINAL SITE PLAN*

A Planning Official Letter of Determination for Final Site Plan review providing the final location of the equipment yard, final building elevations, landscape plan and signage is required prior to building permits.

10. *HELIPAD*

Additional information on helipad type and the frequency of flights per week based on expected operations at this facility prior to applying for building permits.

11. *WETLANDS*

A minimum 25 ft. wide upland buffer is required where the development site abuts the wetlands.

12. *ORDINANCE*

Ordinance 2022-3 is tentatively scheduled for the March 21, 2023 City Council meeting. The SPMP will not become effective before the PD ordinance.

Urban Design

1. Architecture.

- a. Appearance Review (via Planning Official Determination) is required prior to submitting building permits, showing compliance with all conditions of approval. Detailed plans, including perspective views from all four corners of each building and a color site plan are required. Additionally, utility plans, landscape and hard-scape plans, renderings and color elevations of all 4 sides of the buildings with material and color specifications are also required.
- b. Primary pedestrian entries shall be clearly expressed and highlighted. All entrances shall be visible from the internal drives.
- c. All facades must be finished with the same materials and architectural details. Side facades that are visible from internal roads that are accessible to the public must contain same level of architectural detail in appearance and complexity as the front facade.

2. Parking Garage

- a. Even in locations where there is likely to be less pedestrian activity, a people-oriented scale and character will make buildings more inviting and visually appealing. The final parking garage facade must be articulated at least every 60 feet, with projections and/or recesses that are at minimum 3 (three) feet in depth.
- b. Both temporary and final/expanded elevations must be treated with architectural fenestration and design details that compliment the building they serve. The exterior treatment of the temporary principal facade needs to provide visual interest with a design that integrates the principal building design with the garage design, such as murals, art panels and/or additional angular score lines that complement the garage's architecture.
- c. The parking garage must be designed to minimize direct views of parked vehicles from streets and sidewalks. An opaque minimum 42-inch-tall wall shall be installed to avoid headlight and spill-over light glare. Exterior cable railings are not permitted, neither temporarily or permanently.
- d. On the ground level, the garage must include a 36' to 42' tall opaque screen wall between the parking garage and to any pedestrian path, in order to separate the uses and to help mitigate headlight glare that may spill into the pedestrian path area.

3. Landscaping

- a. The landscape strips along the Southern and Northern property lines must be landscaped with 80% canopy tree coverage, a row of shrubs, and different species of groundcovers in addition to the proposed grass.

Conditions of Approval

Urban Design (cont'd)

- b. Street trees must be provided along the length of Narcoossee Road, as required to meet the street tree requirements of Chapter 60.
- c. Temporary garage screening from the ROW. 4 (four) to 6 (six) trees and a variety of vertical hedges and ground plantings must be provided along the proposed bufferyard, in addition to the proposed landscaping. 5 (five) medium/tall palm trees must be planted between the oak trees in front of the garage near the future development footprint, to vertically screen the garage. The palms and the oak trees can be incorporated into the new bufferyard that will be required when the garage expansion takes place. The applicant may propose alternative planting that exceeds this condition while meeting the intent of screening the garage vertically. The alternative will be reviewed at the time of Final Site Plan and Appearance Review Determination submittal.
- d. A tree removal permit (requested and issued through the Parks Division) is required prior to any trees being removed from the overall project site. The Parks Division may be contacted via phone at 407-246-2283 or via email at trees@orlando.gov. Some tree removal permits may also be applied for online at: orlando.gov/trees.
- e. All landscape plans must achieve the Minimum Required Landscape Score (MRLS) for the proposed type and intensity of development. The project must meet the requirements of the Land Development Code Chapters 60 and 61. A spreadsheet showing compliance with the Minimum Required Landscape Score must be included with the plans when submitted for building permits. A digital spreadsheet form is available at <https://www.orlando.gov/Building-Development/Planning-Approvals/Landscape-Code#section-3>

3. Utilities

- a. All electrical transformers and backflow preventers must be located in such a way to minimize the appearance towards the ROW and must not be located between any principal buildings and the ROW, where possible. They all must be screened thorough the use of walls, fences or hedging along three sides. The utility plan at the time of permit must clearly show the location of all backflow preventers and transformers. The location of said equipment must be included in the Planning Official Appearance Review submittal.
- b. Service areas and dumpster enclosures must incorporate architectural materials and design details similar to the principal buildings. Service areas must be screened to shield the areas from view when not in use. While not mandatory, gates are encouraged to deter trespassers and wildlife. If installed, the design of gates shall be solid and have architectural interest to complement the building. All a/c units must be located in such a way to minimize the appearance towards the ROW and must not be located between any principal buildings and the ROW. They all must be screened thorough the use of walls, fences or hedging along three sides. An interior screen wall or parapet for rooftop mechanical equipment is required. The interior screen wall or parapet must be the same height, or higher as the installed mechanical equipment height. The utility plan at the time of permit must clearly show the location of the equipment. Please Refer to LDC Sec. 58.982 and 58.983 for all the standards.

4. Signage

- a. Signage must meet LDC Chapter 64 standards. Per Sec. 62.246, mid-rise and high-rise signs cannot be placed on parking garages.

Transportation

1. Except as where noted in this staff report, all aspects of the site plan are required to conform to all applicable minimum standards set forth in the editions of the City Code and the City Engineering Standards Manual that are in force at the time of any construction of this project.
2. Support of this submittal by the Transportation Dept. does not constitute final engineering approval of this concept for development. Materials and designs for transportation related elements of the project must meet or exceed standards in the versions of the Land Development Code (LDC), City Code and Engineering Standards Manual (ESM) in effect at the time of submittal to Permitting Services.

Conditions of Approval

3. At all project entrances, clear sight distances for drivers and pedestrians must not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment must obstruct vision between 3 feet and 8 feet in height above street level. The street corner/ driveway visibility area must be shown and noted on construction plans and any future site plan submittals. The applicant must design the site plan as necessary to comply with the Florida Greenbook requirements for sight distance at intersections. Sight lines must be shown on both the site plan and landscape plan. Landscaping located within intersection triangles as defined by the Florida Greenbook shall be trimmed or spaced according to FDOT Design Index 546
4. For any construction work planned or required within a public right-of-way or City sidewalk easement adjacent to a public right-of-way (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/reconstruction or landscaping), the Owner/Applicant must submit the following:
 - a. Maintenance of traffic plans (M.O.T.) (For more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704)
 - b. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details)
 - c. A copy of all required County and State permits (If permits are pending attach a copy of the application)
5. Existing Roadway: The Owner/Applicant must remove all unused or unapproved curbcuts / driveways and must restore all curbs, gutters, parkways and sidewalks to Orlando Engineering Standards Manual (ESM) requirements and standards at time of permitting.
6. Auto-Turn: Auto-turn exhibits for intended design vehicles (City of Orlando Fire Apparatus) must be provided at the time of permitting for each roadway and site.
7. ROW Dedication: Any additional ROW required to accommodate the required turn lanes, as detailed below, must be dedicated to the city prior to the completion of the construction of those turn lanes.
8. City Services Easement: All street sidewalks and required streetscape located outside of the public ROW must be placed within a city services/sidewalk easement. This easement may be recorded at the time of platting or via separate instrument but must be recorded prior to the issuance of the certificate of occupancy for the adjacent building site.
9. Public Transit Accommodation: The applicant is encouraged to coordinate with Lynx to discuss the addition of a bus stop along Narcoossee Rd., adjacent to the site, or a way to accommodate a transit stop within the site for both visitors as well as employees.
10. Signal Retiming Study: The developer must conduct a new traffic study approximately 3 months prior to the completion and occupancy of the proposed hospital to analyze the intersections listed below to demonstrate current intersection operations and to provide recommendations on possible coordinated signal retiming through the corridor. The results of the study and recommendations must be provided to the City of Orlando Transportation Engineering Division. Adjustments to the signal timing must be coordinated throughout the corridor to minimize disruption to the north-south traffic flow along Narcoossee Rd. with a specific focus on operations at the SR-417 interchange to prevent backups on any of the offramps. The intersections to be studied must include:
 - Narcoossee Rd. and Moss Park Rd.
 - Narcoossee Rd. and Lake Nona Blvd.
 - Narcoossee Rd. and SR-417 (both north and south ramps)
 - Narcoossee Rd. and Kirby Smith Rd.
11. Additional Traffic Study: An updated traffic study is required to be conducted at each phase of development that generates 1,000 or more new daily trips (if multiple smaller phases within 3 years equal this threshold cumulatively than a study will also be required). The most recent version of the ITE Trip Generation Manual at the time of application will be used to estimate trip volumes. The methodology of the updated TIA including specific intersections and roadway segments to be analyzed will be determined at the time of Masterplan submittal.

Conditions of Approval

Transportation (Cont'd)

12. Intersection Modifications – Lake Nona Blvd. and Narcoossee: The following requirements have been put in place to ensure that the intersection will continue to operate at an acceptable level of service with the additional proposed development and are based off the results of the applicant-provided TIA. Any request to delay or remove any of the specific mitigation measures below will require the applicant to provide an updated TIA at the intervals set forth in Transportation Condition 11 above or at the time of applying for a new SPMP, whichever occurs first, demonstrating the projected impact to the surrounding roadways and mitigation required to maintain an acceptable Level of Service. For development after the Hospital SPMP currently under review by the City, this study must be provided to the City of Orlando Transportation Engineering Division for review and approval prior to the submission of any permits for any non-site grading construction on the site after the Hospital SPMP in relation to transportation condition 12.a.
 - a. A set of revised, engineered plans, demonstrating compliance with the conditions of approval below must be reviewed and approved by the City of Orlando Transportation Engineering Division prior to the approval and issuance by the City of any permits for any non-site grading construction on the site.
 - b. The westbound approach to the intersection must include dual dedicated left turn lanes, a dedicated through lane as well as a dedicated right turn lane. The lane configuration must be such to accommodate a free-flow design allowing both westbound and eastbound dual left turns to occur simultaneously in accordance with FDM 212.12.3. The final design of the intersection must continue to maintain pedestrian safety features including median pedestrian refuge islands.
 - c. A new mast arm serving westbound vehicles must be added to the northwestern corner of the intersection. The base for the mast arm and any associated infrastructure must be located outside of any pedestrian path or sidewalk.
 - d. An auxiliary northbound right turn lane into the site if warranted by an updated TIA for planned phases after the Hospital SPMP at both project entrances along Narcoossee Rd. Care must be taken in the design of the southern right turn lane to provide a safe transition near the RR crossing. The design of the turn lanes must accommodate a keyhole bike lane in accordance with FDM EXHIBIT 223-2. NOTE: The addition of the turn lanes is subject to Orange County and OUC Railroad (southern entry) review and approval.
 - e. The southbound left turn lane approaching the intersection must be long enough to accommodate the anticipated 95th percentile queue (approximately 183 ft.).
13. Sidewalks: On-site sidewalks must be a minimum of 5 ft. or 6 ft. wide when adjacent to drive aisles or parallel parking and 7 ft. wide when adjacent to parking stalls unless wheel stops are used.
 - a. It is recommended that the main sidewalks connecting Narcoossee Rd. to the Garage and Hospital be widened to a minimum of 8 ft. to accommodate both bicycle and pedestrian access from the street to the main bicycle parking areas.
 - b. No sidewalk may dump pedestrians into a drive aisle without a receiving pedestrian ramp and sidewalk connection on the other side of the drive aisle. The sidewalk leading from the western side of the northern parking structure entry must continue, via crosswalk and ADA ramp, north to cross the drive aisle and connect to the proposed sidewalk along the north side of the site. Alternatively, this sidewalk may turn west and continue along the southern edge of the driveway to the proposed sidewalk near the proposed “future development”.
14. Internal Pedestrian Circulation: The pedestrian circulation plan must be updated to provide connections between all buildings with the on-site sidewalks system. As shown, there are many gaps between sidewalks between buildings/ across drive aisles.
15. Crosswalks: Crosswalks must be installed across each driveway entrance and wherever a designated pedestrian path crosses a vehicle travel lane. Each crosswalk must be clearly marked. Clearly marked crosswalks shall be designated with high intensity markings in a “ladder” pattern per Manual of Uniform Traffic Control Devices (MUTCD) standards.
16. Parking: Parking must be provided in accordance with CH 61 of the Land Development Code, each phase and building must provide the required parking at the time of that phase/building of development. A minimum 715 parking spaces including 145 EV capable spaces and 14 EVSE installed spaces are required by code, the applicant is proposing to provide meet code though the final number of spaces is unclear.
 - a. EV Design Requirements: All EV Parking spaces provided must meet the requirements of LDC CH61, Part 3G.

Conditions of Approval

Transportation (Cont'd)

- b. Two Wheeled Vehicle Parking: At least two 2-wheel vehicle (motorcycle) parking spaces, per phase, must be provided in accordance with LDC Sec. 61.322 (d).
17. Bicycle parking must be provided in accordance with the standards of Chapter 61, Part 3D of the Orlando Land Development Code and shall be made available prior to the issuance of any Certificate of Occupancy for the use being served. Bicycle parking should be spread across the campus as evenly as possible to provide equitable access to bicycle parking. A total of 14 short term and 6 long-term bicycle parking spaces are required for the proposed hospital. Additional spaces will be required per LDC Sec. 61.333.
 - a. Outdoor bike racks meeting the requirement for short term parking must be installed on an impervious surface, within 50 ft of the primary entrance, and situated to avoid conflicts with pedestrians or other vehicles.
 - b. Long-term bicycle parking must be located on the same building site as the use being served. All long-term bicycle parking spaces must be located within 200 feet of the principal entrance to the building.

Development Review

1. At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.
2. Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in the disturbance of one-acre total land area which are not part of a larger common plan of development or sale.
3. As per Section 61.225 of the Land Development Code, a 5-foot-wide concrete sidewalk is required along all rights-of-way. Any existing sidewalk damaged or broken is to be repaired.
4. Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 6" caliper or larger trees.
5. The City Council Adopted the Engineering Standards Manual (ESM), Fifth Edition on April 18, 2016. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.
6. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
7. All new construction, change in use, additions, or redevelopments are required to submit a Concurrency Management application as a part of the building plan review process.
8. This property is required to plat in accordance with Section 65.401 of the City's Land Development Code prior to the issuance of building permits.
9. In accordance with City Code Section 28.15, as approved by City Council on March 11, 2019, all new Multi-Family and Commercial developments are required to participate in the Recycling Program.
10. The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure. A straight 50' backup forward of the dumpster opening is required.
11. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be determined solely by the Refuse Collection Bureau Staff.
12. Section 1.04 of the Engineering Standards Manual provides that all utility lines shall be installed beneath the surface of the ground. Subdivision construction plans must include all proposed utilities.
13. Section 2.02.04 Preliminary (Mass) Grading Permit. This permit authorizes site construction improvements to private property before more conventional construction permits are issued by Permitting Services. This permit will have two times the normal city permitting fee; will only be issued on a case-by-case basis; and have a very limited scope of work. It will only be granted if the owner can illustrate to the City Engineer, Planning Official, Parks Official and Building Official that a financial or timeline hardship can jeopardize the completion of the project. The scope of work for this kind of permit is mainly to address lengthy environmental site cleanup jobs, mitigations, soils consolidation, installation of temporary/partial master stormwater systems, stockpiling and/or other types of large earthwork related jobs, and shall not constitute a waiver of other permit requirements such as floodplain development, discretionary land use permits and tree retention and removal.

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Development Review (Cont'd)

14. Per the Orlando-Orange County Wastewater Territorial Agreement the subject property is located within Orange County's territorial service area for sanitary sewer. The site will be serviced by Orange County Public Utilities, prior to issuance of a permit a copy of an invoice or payment receipt is required from OCU (Orange County Utilities).
15. In accordance with Federal Emergency Management Act (FEMA) requirements; a letter of map revision maybe required by the owner or engineer as part of this application review. This site is located within a floodplain. The finished floor elevation must be two (2) foot above the 100' flood elevation for a Critical Care Facility.
16. For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@cityoforlando.net.
17. The Office of Permitting Services recommends approval of the proposed Master Plan, subject to the above listed conditions and requirements.

Police

CPTED. Crime prevention through environmental design (CPTED) principles (Natural Surveillance, Natural Access Control Territorial Reinforcement, Target Hardening and Maintenance and Management) are encouraged to be incorporated into the site plan and design of all structures. Natural Surveillance: The placement of physical features, activities, and people in a way that maximizes visibility Natural Access Control: Controlling access to a site. People are physically guided through a space by the design of streets, sidewalk, building entrances and landscaping. Territorial Reinforcement: The use of physical attributes that express ownership such as fencing, pavement treatments, signage, art, screening and landscaping. Target Hardening: This can be accomplished by features that prohibit entry or access such as window locks, dead bolts for doors and interior door hinges.

Fire

The site review of the conceptual designs presented is preliminary and cursory in nature, as such, the comments provided are not official determinations. The intent of comments from OFD is to alert designers to site conditions and/or other considerations that require a deeper consideration of the FFPC, Florida Fire Code, NFPA 1.18 before finalizing the design for formal plan review.

1. Formal Review of Architectural Designs. The architectural design of a building, floor plans, life safety egress system, fire protection systems, and fire department access will be reviewed in detail for State, Fire Code, FFPC and City of Orlando, Fire Prevention Code compliance at the time of permit application for formal plan review of 100% drawings.
2. Presubmittal Meeting with Permitting Services. A TRC review is not applicable for review of conceptual architectural drawings. A pre-submittal meeting is required in order to receive cursory insight into Florida Building Code (FBC) and Florida Fire Prevention Code (FFPC, NFPA) requirements impacting the design. Please note, official determinations are not provided at these discussions.
3. Architects of Record and or Consultants are asked to prepare an agenda with questions pertaining to your project. This will afford staff to do research in advance before meeting. To schedule an appointment, see the following link. www.orlando.gov/Building-Development/Schedule-an-Appointment/Schedule-a-Permitting-Appointment
4. Federal Department of Environmental Protection (FDEP). An FDEP clearance is required to release water supply to a construction site. Vertical construction of a building without water supply on the site of construction is prohibited. NFPA 1.16.4.3. It is therefore, critical, that the process to receive a FDEP permit and clearance for the use of treated water to construction sites and projects begin early in the conceptual stage. To begin the process, see the following link Apply | DEP Business Portal (fideportal.com).
5. CUP—Conditional Use Permit. The change of use is granted conditional to compliance with the NFPA requirements for life safety and Fire Department Access. For use of an existing space or building an inspection from the Office of Fire Safety Management is required before use can be granted. Call 407-246-3144 to schedule an inspection.
6. Zero Lot Line Building Design. The conceptual design should indicate the location of stairs in relation to the access road, hydrants – existing and proposed, sprinkler riser room, fire pump room, and access roads – existing or proposed. The following conditions are to be considered in zero lot line designs.
7. Required Access. The Orlando Fire Department requires access to two sides of a building or structure.

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Fire (Cont'd)

8. Hazard Determination. The location of a hazard natural or manmade cannot be predetermined. As such designs incorporating predetermined locations for staging by OFD apparatus are not applicable for review of fire department access.
9. Fire Protection Features. When zero lot line site conditions result in a design that does not meet the mandatory requirement for fire department access to the rear or sides of a structure (NFPA 1.18.2.3). The AHJ is authorized to require additional fire protection features to offset the access constraints, increased hazard, and or delays created by an access road design.
10. Fire Department Access, A Mandatory Requirement. Approved fire department access roads shall be provided for every facility, building, or portion of a building constructed or relocated. NFPA 1.18.2.3.
11. Fire department access roads shall consist of roadways, fire lanes, parking lot lanes, or a combination thereof.
12. Surface and Dimensions. All fire departments access roadways shall meet the roadway design specifications of Policy on Geometric design of highways and Streets, American Association of State Highway and Transportation Officials and ESM Chap.6 for (Pavement, asphalt, concrete, brick and surfaces).
13. The access road shall have an all-weather driving surface, capable of supporting the load of fire apparatus, an unobstructed width of not less than 20 ft. and a minimum vertical clearance of at least 13 ft. 6 in. NFPA 1.18.2.3. The minimum required widths and clearances shall be maintained at all times.
14. The minimum required width of a fire department access road shall not be obstructed by parking spaces or reduced in any other manner.
15. Entrances to fire department access roads that have been closed with gates and barriers shall not be obstructed by parked vehicles.
16. Turns. Turns in fire lanes shall be constructed to provide sufficient width to accommodate the largest piece of fire apparatus available to be operated on the fire access road.
17. Access to Buildings. The access road itself must extend 50ft. from an exterior doorway that allow access to the building's interior via a common hall or common lobby area, or the largest tenant area if the building does not have a common interior area. NFPA 1.18.2.3.
18. Manual Suppression. Use of not more than 150 ft. pre-connected hose from a fire department apparatus parked on an access road as measured by an approved route around the first story of the exterior of the building or facility. The distance can be increased to 450ft. if the building is protected by an automatic sprinkler system. See NFPA 1.18.2.3.
19. Staging Under Structures. The Orlando Fire Department does not conduct manual staging operations under a structure or support designs indicating primary access through a parking garage.
20. Access to Fire Command Center and Fire Pump Rooms. The location of a Fire Command Center and Fire Pump Room shall be approved by the Orlando Fire Department. NFPA 1.11.9; NFPA 20.4.13.1.1.4, 2016 edition. As such, these important building services be directly accessible from a fire department access road located adjacent to the building of service.
21. Areas Subject to Obstruction. Use of areas subject to obstruction by vehicles such as loading docks and parking garages are prohibited. Acceptable turnarounds can include T-turn, Y-turn or cul-de-sac (designs and dimensions are subject to the approval of Orlando Fire Department). See Exhibits in NFPA Fire Code handbook.
22. Approved Turnaround. An approved turnaround shall be provided for fire apparatus where an access road is a dead end in excess of 150 ft. The turnabout shall be the minimum 20ft. width of the fire department access road and sized for the dimensions and maneuvering space of the largest OFD apparatus (60 ft. length / 20 ft. width).
23. Apparatus Dimensions. The dimensions for calculation of auto-turn analysis shall include the following for the Orlando Fire Department apparatus. Width 10' Feet, Truck body length 52' feet 22" Inches, Weight 75,000 pounds, Maneuvering radius shall be 50 ft. exterior and not less than 25ft. interior. The interior radius dimension shall be increased when the roadway design submitted is not adequate to accommodate fire apparatus.

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Fire (cont'd.)

24. Engineered Stabilization. Fiber products installation for soil and turf reinforcement will be conditionally approved by the AHJ. A statement indicating that current and future owners of this property will maintain the integrity and stability of this treated soil or turf for the use of City of Orlando Fire Truck Apparatus must be recorded with the property's deed. Also, the soil or turf access treated with this product will be made available to City of Orlando Fire Department Vehicles at any and all times for testing purposes.
25. Point Load Calculation. The ground contact area for each stabilizer shall be such that a unit pressure of not greater than 75 psi (500 kPa) will be exerted over the ground contact area when the apparatus is loaded to its maximum in-service weight and the aerial device is carrying its rated capacity in every position permitted by the manufacturer. NFPA 1901.19.21.4.2 .
26. Water Supply. All site plans shall indicate the location of fire hydrants. All portions of an unsprinklered building must be within 300 ft. distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft. distance of a fire hydrant. Residential properties are required to indicate a hydrant within 500 ft. of the residence and street width for the fire department access. City Code Chapter 24.30; NFPA 1.18.3.
27. Needed Fire Flow: The required fire flow for commercial structures shall be determined as specified in the standard: Determination of Required Fire Flow as published by the Insurance Services Office (ISO). The fire flow for a building when sprinkler protected in accordance with NFPA 13 will be calculated at 50% of a non-sprinkler protected building, but shall not be less than 1000 gpm. Calculations and a water supply analysis shall be provided to demonstrate delivering of fire flow.

Solid Waste

1. Include refuse collection areas in plans. These must be in accordance with Ch. 28 of the municipal code and the City's engineering standards manual.

Wastewater

1. The proposed development is within the Orange County Utilities' sanitary sewer area and reclaimed water service territory. Sanitary sewer and reclaimed water design will need to be coordinated with, reviewed, and approved by Orange County Utilities. Verification of acceptance by Orange County Utilities of sanitary sewer connection and permission to put into use will be required prior to issuing certificates of occupancy.

Public Works

Please be advised that Public Works recommends Approval of the Master Plan Development Review with the following conditions that need to be addressed and met during the Engineering permit review process:

1. Since the proposed development is found in FEMA FIRM maps showing this site to affect the 100-yr floodplain Zone AE, the proposed improvements are conditioned to the following requirements:
 - a. Per Code of Ordinances Section 63.223.c(2) and ESM Section 2.03, provide FEMA approval of a CLOMR (Conditional Letter of Map Revision) before the site work permit issuance and a LOMR (Letter of Map Revision) before Final inspections. Please refer to Section 7.04.02 of the City's Engineering Standards Manual for additional floodplain criteria.
 - b. Please note that per National Flood Insurance Program and EO 11988, critical facilities such as hospitals are required to avoid the 0.2 percent (500-year) floodplain or protect the facilities to the 0.2 percent chance flood level. As a result, this requirement applies to critical facilities' building structures, lift stations, and any machinery servicing these buildings and their access ways/roads.
 - c. Provide compensating storage area onsite for any impact on floodplain waters and be hydraulically overland connected to the Special Flood Hazard Area.
 - d. Provide a proposed Stormwater Pollution abatement and flood protection design to meet the requirements of Chapter 7 of the Engineering Standards Manual and South Florida Water Management District criteria.
2. General Engineering requirements:
 - a. Per Section 7.01 of the City's ESM, any proposed project to be built in the City of Orlando which alters the existing topographic characteristics will be required to provide stormwater treatment. Alterations of surface drainage (except for resurfacing and landscaping elements only) are defined, among others, as changing the flow patterns within the redevelopment area; changing the mode of transport from overland flow or open channel to a closed conduit; changing an impervious surface's character (from building to parking, wet bottom pond, or a new building or vice versa); changing the character of a parking surface (from shell base to

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asphalt, etc.); or remodeling an existing building which changes its footprint or number of floors. When applying for an Engineering Permit, please submit the Drainage Report, Geotech Report, Stormwater Tabulations, and all necessary documents to verify that the City's and Water Management District standards are met.

- b. Provide a signed and sealed existing topographic survey, including the published official benchmark stating NAVD88 vertical datum, agency, and vertical reference elevation. Per the City's ESM Section 7.01.A.1, survey data shall be gathered at least 25 feet beyond the property line or as far offsite as required to maintain offsite drainage patterns. Please submit a hard copy of the survey (with sign and seal) to City Hall, 8th floor, addressed to Richard Allen.
 - c. Obtain a South Florida Water Management District Environmental Resource Permit or Modification and submit a copy upon received.
 - d. Provide a certification signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design, which reads as follows: "I hereby certify that to the best of my knowledge and belief, the design of the Stormwater Management System for the project known as: (Project Name) meets all of the requirements and has been designed substantially in accordance with the City of Orlando Stormwater Management Criteria."
 - e. Demonstrate ADA compliance in any proposed and existing sidewalk or walkway touched during construction, private or public.
 - f. Construction activities, including clearing, grading, and excavating activities that will disturb 1 acre of land or more shall submit a "Notice of Intent," FDEP Form 62-621-300(4) (b), to FDEP and obtain the acknowledgment letter with the FDEP identification number of the project before any construction. The copy of the FDEP -NPDES (NOI) acknowledgment letter must be uploaded to ProjectDox before the site work engineering permit is approved and issued.
 - g. Submit a detailed, scalable, fully dimensioned site plan of the location. The site plan should include but not be limited to the site's legal description, the building, streets, sidewalks, and property lines, and the location of the proposed work. Site plans should clarify what is existing and what is proposed.
 - h. Submit a signed and dated private/public improvements cost sheet. Cost sheet forms and instructions are available at our website at www.cityoforlando.net/permits.
 - i. Suppose the project also proposed improvement within the public Right of Way. In that case, a Performance Guarantee for 110% of the revised Public Improvements Costs Sheet is required before the issuance of the Engineering permit.
3. For questions regarding Engineering Site comments and requirements or request to schedule a meeting, please contact Susana Michaud at susana.michaud@cityoforlando.net or 407-246-3233.

Contact Information

City Planning

For questions regarding City Planning plan review, please contact Jacob Ballard at 407.246.3363 or jacob.ballard@orlando.gov.

Urban Design

For questions regarding Urban Design Review, please contact Fernanda Paronetto at 407.246.3427 or Fernanda.paronetto@orlando.gov.

Transportation

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

Development Review

For questions regarding Development Review, contact Keith Grayson at 407.246.3234 or keith.grayson@orlando.gov.

Police

For questions regarding Orlando Police Department plan reviews or to obtain a copy of the brochure, contact Terrence Miller at 407.246.3759 or Terrence.miller@orlando.gov.

Building/Fire

For questions regarding Fire plans review, please contact Charles Howard at 407.246.2143 or charles.howard@orlando.gov.

Waste Water

For questions regarding Waste Water plans review, please contact Julio Morais at 407.246.2213 or julio.morais@orlando.gov.

Public Works

For questions regarding Public Works plans review, please contact Susana Michaud at 407.246.3233 or sana.michaud@cityoforlando.net

Review/Approval Process—Next Steps

1. DRC minutes scheduled for review and approval by City Council.
2. Planning Official reviews Final Site Plan and provides a Letter of Determination to the Applicant.
3. Building permits are requested and issued by the Permitting Services Division.

