



MPL2013-00019

AGENDA ITEMS 1.A. ■ LAKE NONA TOWN CENTER- PHASE 1 SPMP AMENDMENT

Applicant

James L. Zboril, President
Lake Nona Towncenter, LLC

Property Location

The subject property is generally located south of the Central Florida Greenway (SR 417), northwest of Lake Nona Boulevard and east of Boggy Creek Road (±7.5 acres, District 1).

Requested Action

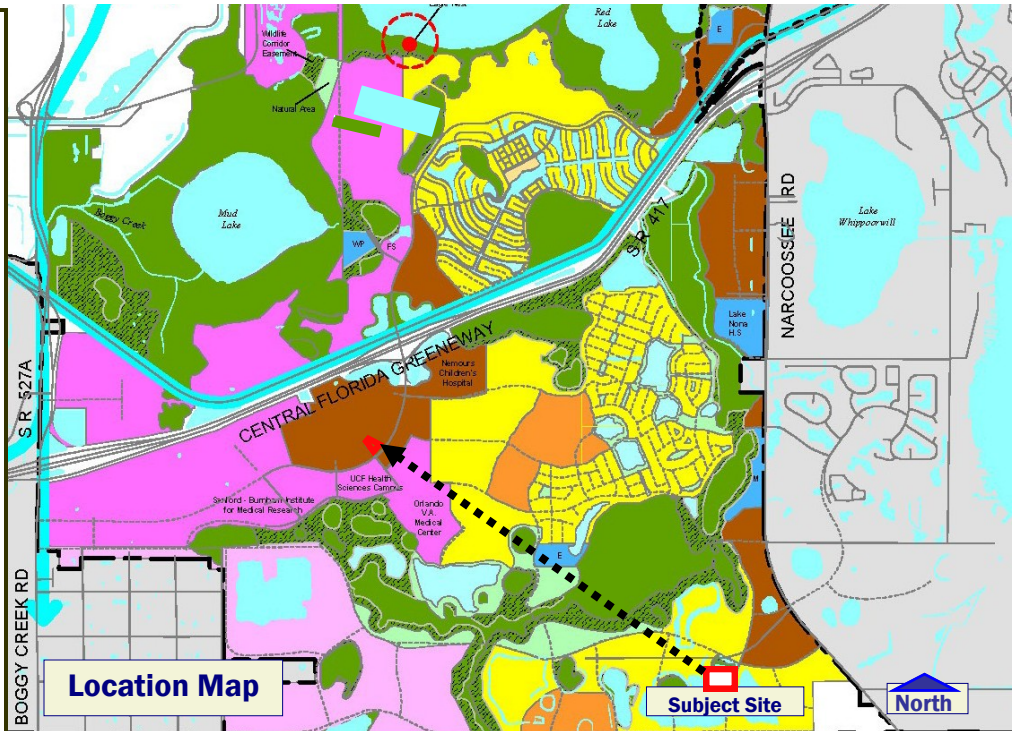
1.A. Specific Parcel Master Plan (SPMP) amendment to allow a 260 room conjoined hotel complex, a 110,000 sq. ft mixed use office/retail building, two 5,000 sq. ft. restaurants, a 100,000 sq. ft. office building, a 20,000 sq. ft. office/bank building, a 1,300 space parking garage and an optional off-site temporary 103 space parking lot.

Recommendation

Approval of the proposed amendment to the Specific Parcel Master Plan (SPMP), subject to the conditions contained in this report.

Project Planner

Mary-Stewart Droege, AICP
Date: July 8, 2013.



SUMMARY

Project Description

The applicant is requesting a Specific Parcel Master Plan (SPMP) amendment for Lake Nona Town Center -Phase 1.

The proposed amendment for a +/-7.5 acre site will increase development intensity and employ alternative design standards to create an urban, pedestrian friendly development consistent with the Town Center design concepts and guidelines of the Southeast Orlando Sector Plan—LDC Chapter 68.

The project will have two sub-phases. The development program includes: conjoined hotels (260 rooms), mixed-use office/retail building (110,000 sq. ft.), two restaurants (10,000 sq. ft.), office building (100,000 sq. ft.), office/bank building (20,000 sq. ft.), an optional off-site temporary parking lot (103

spaces) and a six story, 1,300 space parking garage.

Background

- The property is subject to the 4th amended and restated Lake Nona DRI Development Order (CC Doc #070806701) and the first amendment to that DO (CC Doc #080317701).
- The property is also subject to the Lake Nona PD (CC Doc #0708201010 and Doc #0803171001).

Outstanding Issues

There are no outstanding issues.

PROJECT ANALYSIS

Project Overview

The +/-7.5 acre undeveloped subject site is generally located north and west of Lake Nona Boulevard, south of the Central Florida Greenway (SR 417) and east of Boggy Creek Road. The site is located within the Lake Nona Planned Development (PD) and Development of Regional Impact (DRI) and is designated Urban Village on the Future Land Use Map. The property is also within the Southeast Orlando Sector Plan area and is designated as a Village Center.

According to LDC Chapter 65.331, Master Plan Review is required whenever a development is designated Urban Village on the Official Future Land Use Map. The Specific Parcel Master Plan or SPMP amendment must be submitted to the City for review and approval by the SETDRC prior to the issuance of construction permits. The SPMP is required to contain a master plan map to a scale not less detailed than 1" = 200 feet and a detailed land use program which includes the location and amount of anticipated on-street parking.

The applicant also has the option to present additional materials for consideration, such as alternative design guidelines, infrastructure master plans, transportation systems plans, and/or subdivision plats. Staff has determined that the proposed SPMP amendment meets the minimum standards for review by the SETDRC.

Previous Actions

The approved Town Center Hotels SPMP development (MPL2011-00027) allows a +/-10.6 ac. mixed use development and includes two multi-story hotels (250 rooms), a two-story mixed-use building with office and bank uses (15,000 sq. ft.), a single story retail building (15,400 sq. ft.), and 494 parking spaces.

To comply with Section 65.401 of the City's Land Development Code, the applicant also secured approval of a preliminary major subdivision plat to create Lots 1-4 (+/-7.36 ac.) and Tracts A-C (+/-3.29 ac.) (SUB2011-00032). Tract A includes a service drive and overflow parking while Tracts B and C are comprised of sections of two public roadways-Veterans Way and Tavistock Lakes Boulevard. Subsequent to these approvals no development occurred and the plat did not move forward.

Project Context, Land Use Compatibility and Project Development Program

The undeveloped +/-7.5 ac. subject property is situated on Lake Nona DRI Map H Parcel 22a which is bounded by Lake Nona Boulevard to the south and east. Lake Nona Boulevard is a six lane road designed to accommodate the emerging, multi-campus Medical City and Town Center Phase 1 development (See aerial on page 9). To the north of the site, Tavistock Lakes Boulevard which connects east to Narcoossee Road, will serve as the primary access point into the future Town Center and provides a primary frontage road for the Phase 1 development. To the south and west of the site, Veterans Way which serves the recently completed UCF Health Sciences Campus and as an entrance for the Orlando Veterans Affairs Medical Center, will serve as a secondary access point into the Town Center and as a second primary frontage road for Phase 1 development.

Development Program: As described in the SPMP amendment application, efforts have been made to improve upon the original plan, intensify the development program and create a more urban environment. The applicant is requesting an amendment to allow a new phased development program which includes:

- Building A.- A cobranded, conjoined hotel (260 rooms; equivalent to +/-134,250 sq. ft.) with approximately 5,000 sq. ft. of meeting space;
- Buildings B and C.-10,000 sq. ft. of stand alone restaurant space (2 buildings-5,000 sq ft. each);
- Building D-110,000 sq. ft. of building (100,000 sq. ft. office and 10,000 sq. ft. of retail or eating and drinking);
- Building F.-100,000 sq. ft. office building;
- Building G.- 20,000 sq. ft. mixed use office/bank with drive thru (areas of uses not defined); and
- Building E.-Six story parking garage, including 1,300 parking spaces.
- Off-site tract for an optional 103 space temporary parking lot.

Development Phasing and Off-Site Parking: The project entails two phases. Phase 1.A will be comprised of Buildings A through D, and a portion of Building E. Phase 1.B includes the remainder of the parking garage and Building F. On a separate, +/-1.4 acre undeveloped site, located north-east of the proposed Tavistock Lakes Boulevard, the applicant is proposing a temporary 103 space parking lot, which will be in use for 36 months. The optional off-site parking lot site will, if built, primarily serve the two restaurants as they are developed and once the parking garage is partially built, will then be integrated into the anticipated abutting commercial development.

PROJECT ANALYSIS

Tavistock Lakes Boulevard and Buildings B, C and D: Unlike the earlier master plan proposal, the commercial buildings will front the perimeter street network with a parking garage located internal to the site. As shown on the site plan on page 11, a maximum 30 foot setback which includes tree planters and pedestrian spaces is proposed along Tavistock Lakes Boulevard so as to create a quality pedestrian experience. In this north-eastern portion of the site, restaurants and a mixed-use retail/office building will have entries internal to the property and from Tavistock Lakes Blvd. The restaurant spaces will open up onto a 0.7 acre plaza that will be used for shade, outdoor seating, and entertainment opportunities. The plaza will also serve to interconnect various uses and diverse users including restaurant patrons, local residents and Medical City employees and ultimately function as the focal point for this first phase of Lake Nona Town Center.

Buildings G and F and Veterans Way: On the south-western side of the site, the two-story mixed-use bank/office and the multistory office building will also have maximum 30 foot setbacks, secondary entries off of Veterans Way as well as primary entries internal to the site.

Hotels: Situated along Lake Nona Boulevard, two co-joined hotels (Building A), will share back-of-house facilities including a pool, fitness center and dine-in breakfast areas. Setback 24 feet from the Lake Nona Boulevard right-of-way, the main entrance of the co-joined hotels will be located internal to the site across from the parking garage. Emergency exits will be located along the Lake Nona Blvd. frontage area and complement the building and connect to the existing multi-use trail. The pool will also be situated along the Lake Nona Blvd. frontage area and screened with landscaping and/or fencing.

Parking Garage: The phased, six story garage (Building E) will be linked internally to the site and accessed by a two lane service drive (24 feet wide) as well as from Tavistock Lakes Boulevard to the north-east, Veterans Way to the south-west and from Lake Nona Boulevard to the south-east. It is anticipated that the garage will be screened from view from the public right-of-way by the conjoined hotels and office buildings. Pedestrians will exit via a generally north-south landscaped path situated along the eastern garage façade which will lead to the internal plaza area.

Vehicular and Pedestrian Circulation, Architecture, Landscaping and Signage: The Town Center Phase I development will be served by a right-in/right-out on Lake Nona Boulevard and a service drive extending from Veterans Way to Tavistock Lakes Boulevard. Tavistock Lakes Boulevard and Veterans Way, designed as primary frontage roads, will include large sidewalks, street trees and landscape beds. Lake Nona Boulevard is constructed with a 12 foot wide multi-use trail (See circulation plan on page 12). Connections from the trail will be made to the site and overall access will be provided via sidewalks along the boundary of the project and designed pedestrian crossings through the parking areas, connecting the private streets and interior pathways.

As noted earlier no elevations were submitted with the application; however, photo imaginary was provided and is shown on pages 13 and 14. Landscaping will be consistent with the primary plant mix found through-out Lake Nona DRI. No sign plans were submitted with this application. It is anticipated that a multi-tenant sign will be constructed at the right-in/right-out access along Lake Nona Boulevard and additional signage will comply with LDC Chapter 64 addressing sign regulations

Approved and Proposed Development Programs and Analysis of Overall Development Program. The following page shows a comparison between the approved and proposed development programs. Summary analysis of the entire development program is provided on pages 6-7.

Project Analysis

Charts Showing the Existing and Proposed SPMP Development

| Description of Approved Development Program (MPL2011-00027) by Lots and Tracts (+/-10.65 acres) | | | |
|---|--|----------------------------------|-------------------------------------|
| Lots/Tracts | Use | Multiple Uses | Total Proposed Square Footage/Rooms |
| Lot 1 | Hotel 2- (4 to 5 stories in height) | | 130 Rooms (84,500 sq. ft.) |
| Lot 2 | Retail: 100% Eating and Drinking- (1 story) | | 15,400 sq. ft. |
| Lot 3 | Mixed Use Office/Bank with a drive-thru- (2 story): Office-Bank- | 4, 250 sq. ft. 10,750 sq. ft. | 15,000 sq. ft. |
| Lot 4 | Hotel 1- (4-5 stories Extended Stay-Larger room size; Conference Space- | 96,000 sq. ft. 4,000 sq. ft. | 120 Rooms (100,000 sq. ft.) |

| Description of Proposed Development Program (MPL2013-00019) —One Lot (+/-7.5 acres) | | | |
|--|---|------------------------------------|---|
| Note: Optional Off-Site Parking- The new development may have a temporary, off-site 103 space parking lot to primarily serve the two restaurants and may be eventually used for future, yet unplanned commercial uses. | | | |
| Proposed Buildings | Proposed Use | Multiple Uses | Total Proposed Square Footage/Rooms (Square Foot. (sq. ft.) estimates) |
| Former Lot 1 area BLDs F & G | BLD F-Phase 1B- Office Building BLD G-Phase 1A-Two story Office/ Bank/w/drive through (areas not defined) | | 100,000 sq. ft. 20,000 sq. ft. |
| Former Lot 2 area BLD E | Phases 1A & 1B-Six story parking garage. | Spaces per phase not defined | 1,300 spaces |
| Former Lot 3/Lot 4 area BLD A | Phase 1A-Co-joined, dual brand hotels (Extended Stay-Larger room size); (Estimated to be 4 to 5 stories in height but may be up to 10 stories) | | 260 rooms (139,250 sq. ft.) |
| Former Lot 4 area BLD. D | Phase 1A-Office/ Retail/Restaurant (not clearly defined) | | 100,000 sq. ft. 10,000 sq. ft. |
| BLD. B BLD. C | Phase 1.A-Free Standing Restaurant Phase 1.A-Free Standing Restaurant | 5,000 sq.ft. 5,000 sq.ft. | 10,000 sq. ft. |

PROJECT ANALYSIS

Conformance with the Growth Management Plan (GMP), Land Development Code (LDC) and the Southeast Orlando Sector Plan

The site is currently designated Urban Village on the City's Official Future Land Use Map and Village Center on the Southeast Orlando Sector Plan Master Plan Map (LU-2A). It is zoned Planned Development (PD) and located within the Lake Nona Development of Regional Impact (DRI Map H Parcel 22a). The Lake Nona PD also requires this site to be developed under the Village Center Land Use category.

According to Future Land Use Policy 4.1.8:

“Development in the Southeast Orlando Sector Plan area shall be encouraged to incorporate sustainable land use techniques and principles which...produce communities of diverse livable neighborhoods...conserve and protect the fragile natural and built environment...to ensure: (a) Development in the form of the coherent and compact interconnected districts and neighborhoods with clearly defined centers and edges and a diverse mix of activities...located to minimize the use of the automobile... (b) Mixed and multiple use integrated districts providing residential and employment opportunities... (c) Diverse, compact (typically no more than one quarter mile from center to edge) neighborhoods which encourage pedestrian activity... (d) Neighborhoods with a wide spectrum of housing options... (e) A balanced transportation system providing equal emphasis to transit, pedestrian, and bicycle mobility to reduce the reliance on autos...streets laid out as an interconnected network, forming coherent blocks where building entrances front the street rather than parking lots...and... (f) The celebration of public space....”

Development on this site is governed by Future Land Use Policy 2.4.4, Subarea Policy S.35.4, Goal 4 and associated objectives and policies. In particular, the proposed mixed-use development is governed by Future Land Use Policy 4.1.9 (and LDC Figure 68-A) which establishes the future land use designations and standards that apply in the Southeast Sector Plan area. The proposed hotels, retail (eating and drinking), office and bank uses are allowable uses under the Village Center designation. The bank is to include a drive-thru which is also allowed under the Lake Nona Planned Development (PD) zoning ordinance.

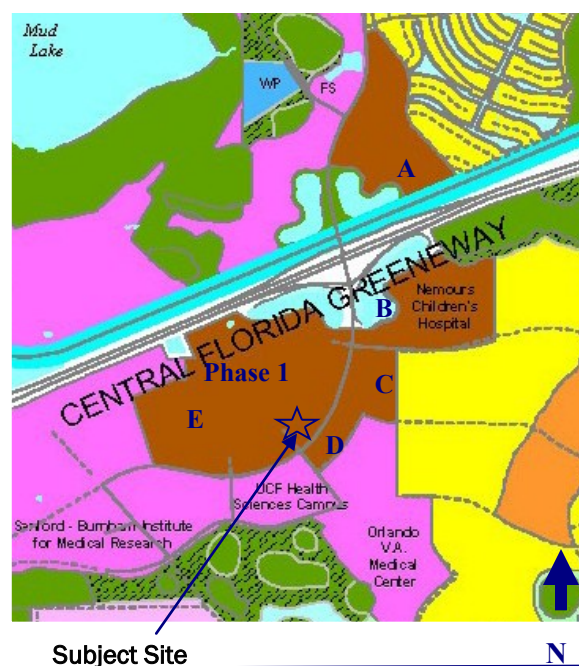
In the Village Center designation, there are no minimum or maximum intensities for non-residential uses. The Southeast Orlando Sector Plan allows the use of conventional LDC AC-1 zoning district standards in the Village Center designation under certain conditions. If the proposed non-residential development is equal to or greater than 0.4 FAR then the Traditional Design standards for Village Center should be used. The Southeast Plan also allows the Southeast Town Design Review Committee (SETDRC) to consider alternative development standards, so long as those standards are consistent with the purpose and intent of the Southeast Plan. The project has a FAR of 1.16. The applicant is requesting alternative development standards.

Village Center Standards

Future Land Use Policy 4.19 provides the minimum and maximum percentage of land area for various uses in the Village Center. The Village Center designation is located in certain key areas within the Lake Nona DRI.

As shown to the right, this particular area of Village Center (Phase 1-E) has the potential to meet the desired percentage ranges. It is anticipated that the core of Parcel 22a will include mostly retail with periphery parcels providing opportunity for general and medical office space. Some parcels have not yet been platted, so acreages, as listed on the next page, may be further refined. Parcels C, D, and most of Parcels A and E, have not been assigned land use categories. There have some recent approvals in the vicinity of the subject site including the Lake Nona Restaurant Row SPMP (MPL2011-00014), approved in 2011, for 25,600 sq. ft. of retail (eating and drinking) situated in the north-east section of Parcel E.

Accordingly, most of the Village Center area has not been reviewed through an SPMP. An noise-related aviation easement prohibits residential, but not hotel uses on Parcel 22a. Approximately 28% of the proposed development will be hotel uses (including long term stay) which, while categorized as a commercial use, is also consistent with the intent of the residential requirement to “activate” the Village Center. Given these circumstances, an alternative land use mix may be proposed by the applicant as the Village Center is built out. (Please see table on next page.)



Subject Site

N

PROJECT ANALYSIS

Village Center Standards Continued...

| Land Use Category | Percentage Mix (Percentage of Land Area) | Percentage Acreage (+/-295.2 acres total) | Proposed Mix |
|-------------------------------|---|--|--------------|
| Residential | 25% to 40% | 29.2 acres (Parcel A, Phase 1) | 10% |
| Commercial, Retail & Services | 20% to 60% | 15.7 acres (Parcel E, Phase 1) | 5% |
| Office | 10% to 25% | 60 acres (Parcel B, Nemours) | 20% |
| Public and Civic | 10% minimum | None Identified | TBD |
| Overall Non-Residential | 30% to 60% | 78.9 acres (Parcel E, Phase 1 and Parcel B) | 27% |
| Public Park & Greenspace | 5% minimum | None Identified | TBD |
| Unassigned Acreage | Not assigned | 197.8 acres | 67% |

Project Analysis

Development Standards – SE Sector Plan

Because the FAR of this project exceeds 0.4, this site is being reviewed to meet the Southeast Sector design standards in Chapter 68 of the City Code. There is no maximum FAR. The site has an FAR of 1.16. The site is required to meet Village Center standards (Section 68.201 and 68.203) and Commercial Building standards (Section 68.313 to 325). These are described below.

Block Type. This block includes office, retail, hotel, restaurants, and civic park. It meets the definition of a “mixed use block” which must make up 30 to 80% of the Village Center.

Block Size. The maximum block size is 7 acres. This site is 7.5 acres, and includes open space as well as service drives. Therefore, the net block size meets the requirement.

Minimum FAR. The minimum FAR is 0.3. This site exceeds the requirement, and has an FAR of 1.16.

Minimum Building Frontage. The minimum building frontage is 65% of each block faces. This requirement is met along Lake Nona Boulevard (70%), Veterans Way (77%) and Tavistock Lakes Blvd (70%).

Parking Ratio. Minimum of 3 spaces per thousand square feet, no maximum. This site has 379,250 sq. ft. for a minimum parking requirement of 1,137.75 parking spaces. The application includes 1,403 spaces and meets the requirement. Per Section 68.201(f) there is no maximum parking ratio. Any modification to the proposed development program shall require compliance with code as it concerns parking ratios.

Building Height. While Chapter 68 limits building heights to 3 stories, the PD allows up to 10 stories in this location. The maximum proposed height is 5 stories for the hotel.

Setbacks. The maximum street-facing setback is 10 feet. The applicant is proposing alternative setbacks. They are as follows:

Veterans Way and Tavistock Lakes Boulevard – maximum 30 feet from back-of-curb

Lake Nona Boulevard – 24 feet from the property line

Given the wide street widths, large scale of the buildings, extensive landscaping, and absence of parking between the buildings and the street, staff has determined that the setbacks are generally consistent with the overall development. Therefore, the proposal is acceptable.

Other design criteria. This site generally meets the other Village Center design criteria, including providing mid-block pedestrian and vehicular connections, appropriate land use transitions, and treating arterial streets as edges. Building orientation, primary entries, transparency, projections and recesses, facades and roof form, visual character, massing, and materials shall be addressed as part of final appearance review.

Development Standards – Land Development Code

In addition to the Chapter 68 standards, the following LDC requirements are also applicable:

PROJECT ANALYSIS

Impervious Surface Ratio (ISR)

The maximum ISR permitted is 0.85. The proposal indicates a maximum ISR of 0.85.

Signs

A Town Center Phase 1 Master Sign Plan should be submitted for review and approval through a Letter of Determination prior to the issuance for any sign permit on this site. The proposed Master Sign Plan for the project should be consistent with the most recent Lake Nona Master Sign Plan.

Elevations

Elevations were not provided with this application. Building elevations and related project phasing will be subject to appearance review that is approved via a Planning Official Determination.

Lighting

The applicant has not included a lighting proposal. Lighting will be required to meet the standards of Orange County Ord. No. 2003-8 and the Urban Design conditions of approval.

Landscaping

The applicant has not submitted a landscaping plan but indicates that the standards of Chapter 60 will be met. Although a tree survey was not provided, staff recommends preserving existing trees where possible. As shown in LDC Chapter 60, Figure 5, 15 tree points per acre are required. Landscaping should follow xeriscape principles. St. Augustine grass is discouraged because it requires extensive irrigation.

Site Plan Roadway Cross-Sections

The applicant is proposing to construct extensions of Tavistock Boulevard and Veterans Way. It is unclear when these extensions will be built or if intermediate access will be built as the site develops. The final SPMP should include cross-sections that are generally consistent with the Lake Nona Southern Circulation Plan.

Pedestrian and Bike Lane Networks and Sidewalks

As shown in revised Exhibit 2.3, the site will have an interconnected sidewalk system allowing free movement of pedestrians across the site. Per Section 68.323(a), connecting walkways should be grade separated from the Building G parking lot, with a paved surface a minimum of 6 feet in width.

Given the size of site and the large number of proposed pedestrian links, including a required pathway to run along the entire eastern side of the service driveway, on-site pathways shall be a minimum of 5 ft. wide and follow the network shown in Exhibit 2.3. Grade separation will not be required since it causes pooling in the parking lot and color/textures treatments achieve the same objective without adverse impacts. Enhanced sidewalks should be installed along both Veterans Way and Tavistock Lake Boulevard per Lake Nona Southern Circulation Plan Amendment (MPL2011-00004).

Bicycle Parking Spaces

In addition to vehicular parking spaces, the applicant will be required to provide bike parking. The project's bike spaces should allocated as follows:

(Bld. A) co-joined hotel should have minimum 3 long term bicycle space and 9 short term spaces. (ancillary meeting space not included);

-Buildings B and C.-(2 buildings-5,000 sq. ft. each)- 1 long term and 6 short-term;

-Building D-(office/retail) 110,000 sq. ft. of office/retail space-5 long term and 16 short term ;

-Building F.-100,000 sq. ft. office building-4 long term and 11 short term;

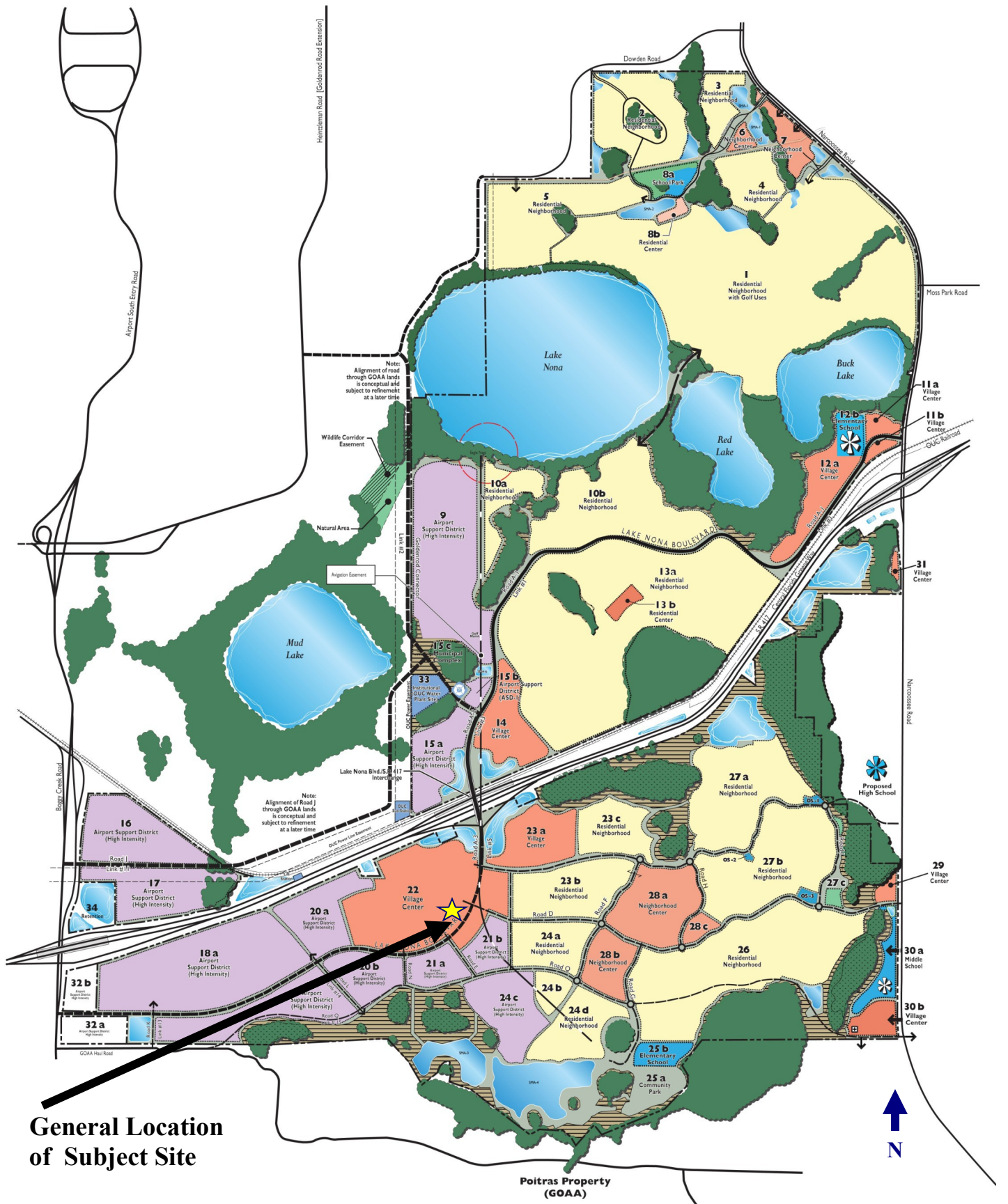
-Building E.- 20,000 sq. ft. mixed use office/bank with drive thru- 1 long term and 5 short term.

In total, the applicant should provide 13 long term bike spaces and 47 short term bike spaces.

Summary

Findings are found on page 16 and conditions are provided on pages 16 through 28.

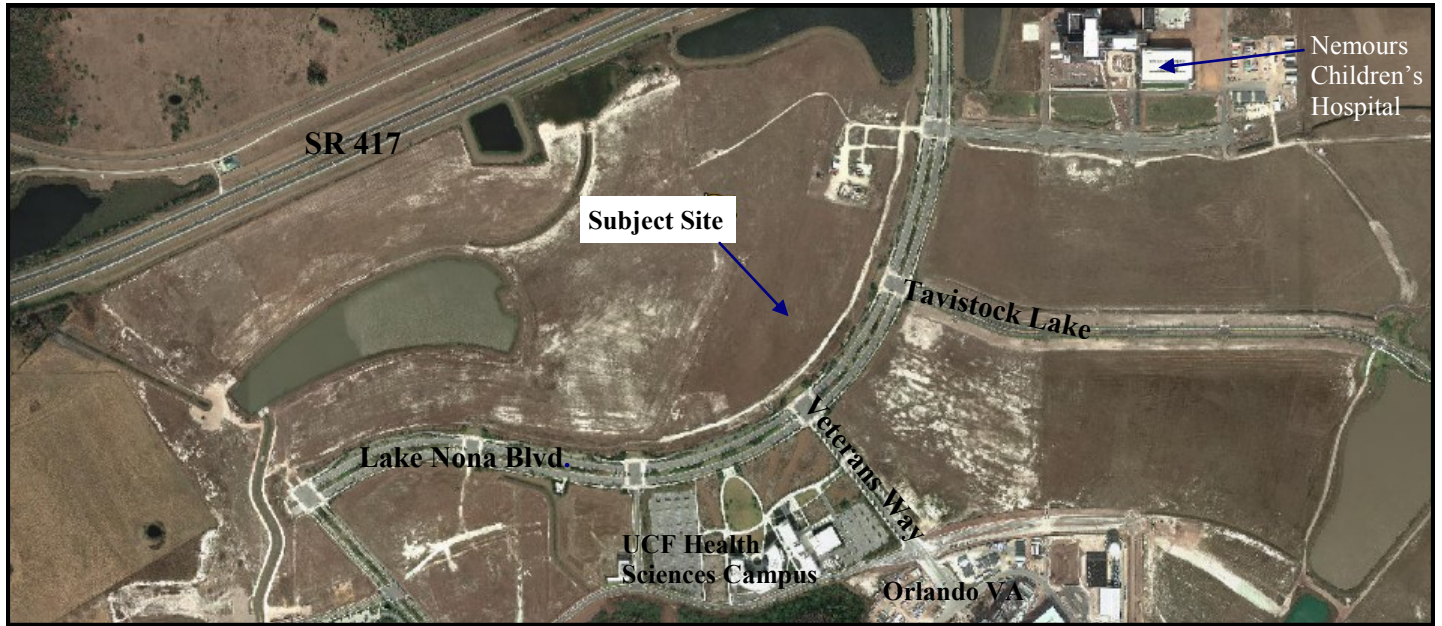
Lake Nona as Situated Within the Southeast Sector Plan



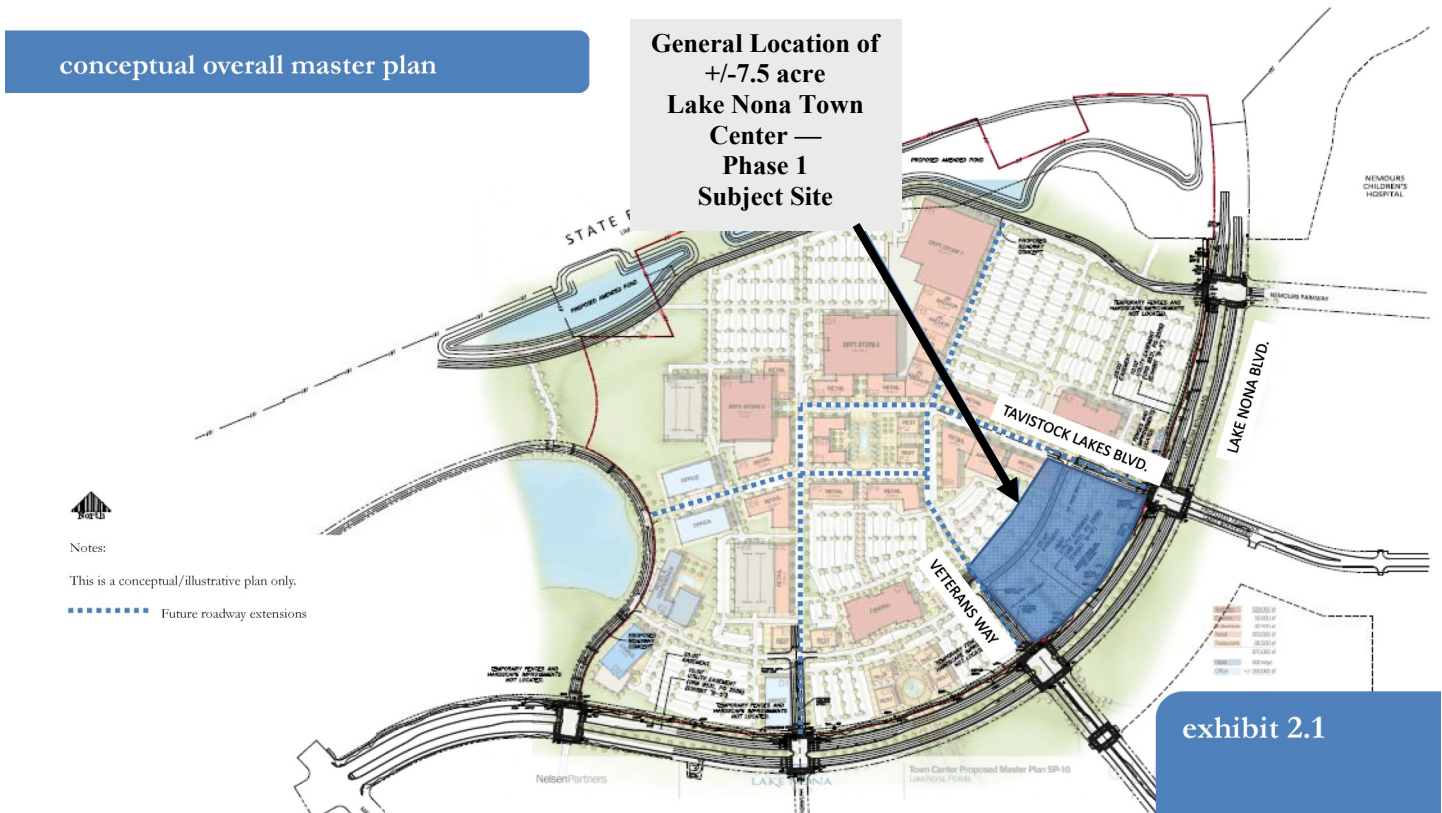
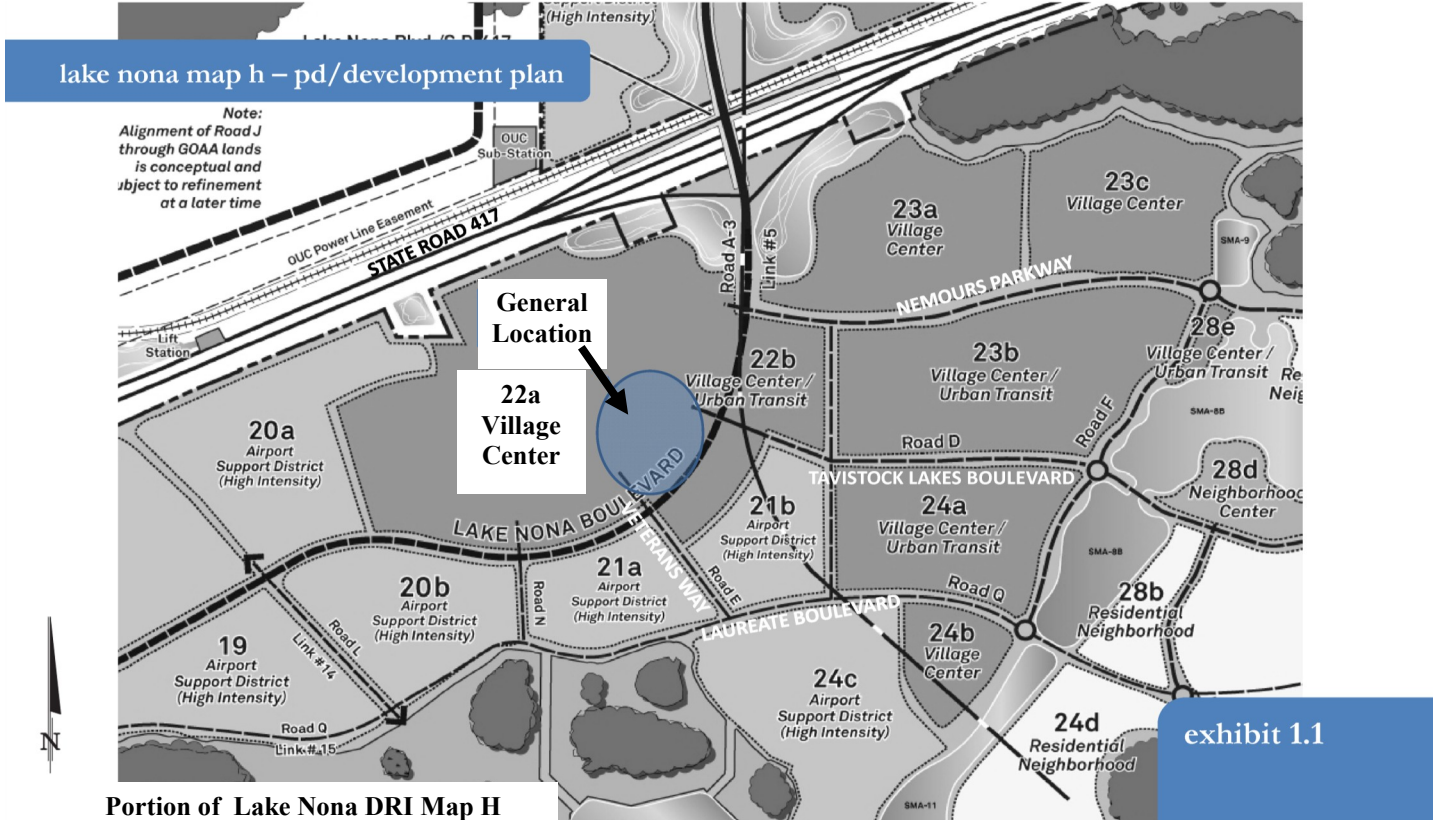
General Location of Subject Site

Poitras Property (GOAA)

Aerial and Photos of Subject Site and Surrounding Area



Portion of Lake Nona DRI Map H and Conceptual Master Plan



Comparison of the Original SPMP and Proposed SPMP Amendment

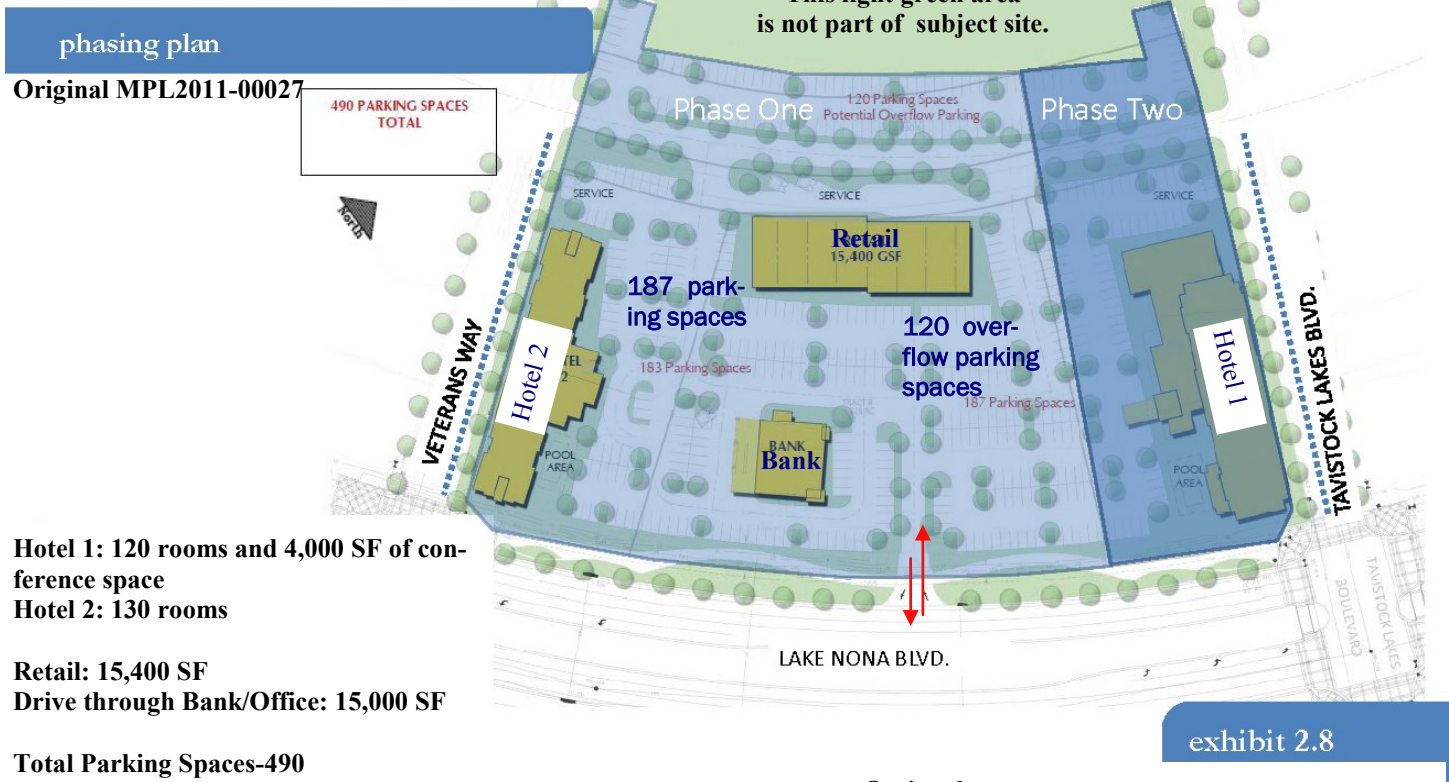


exhibit 2.8

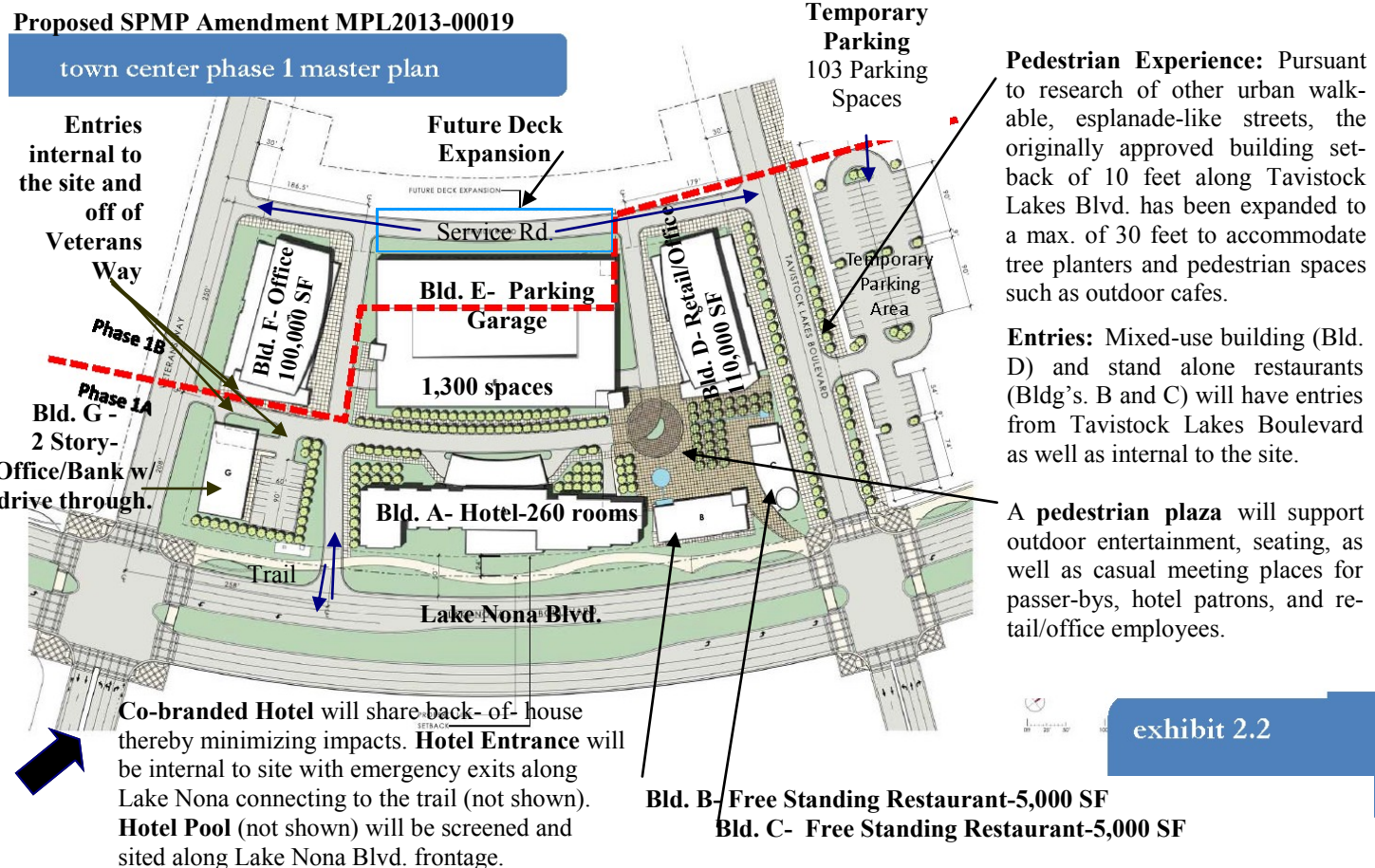
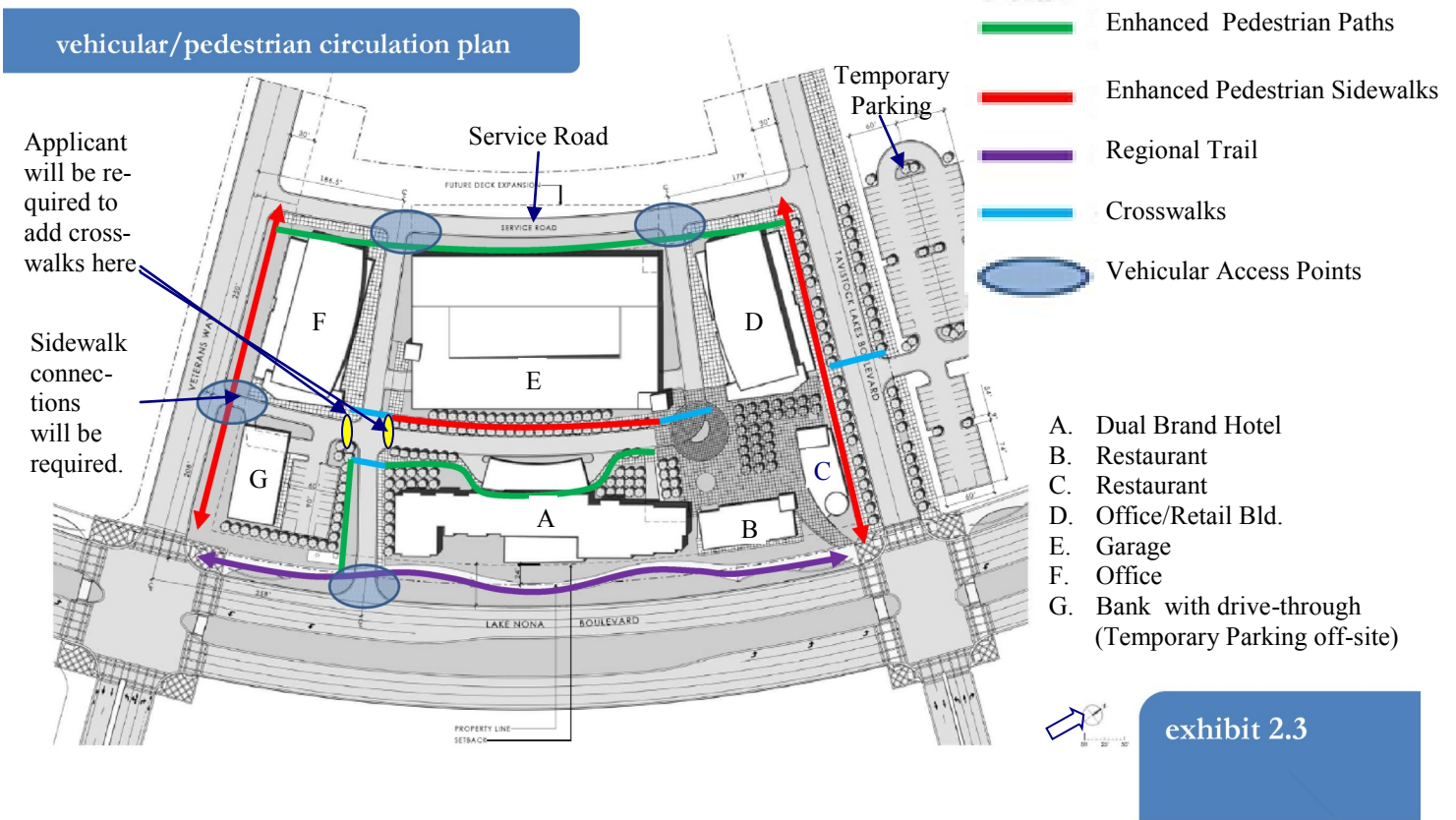
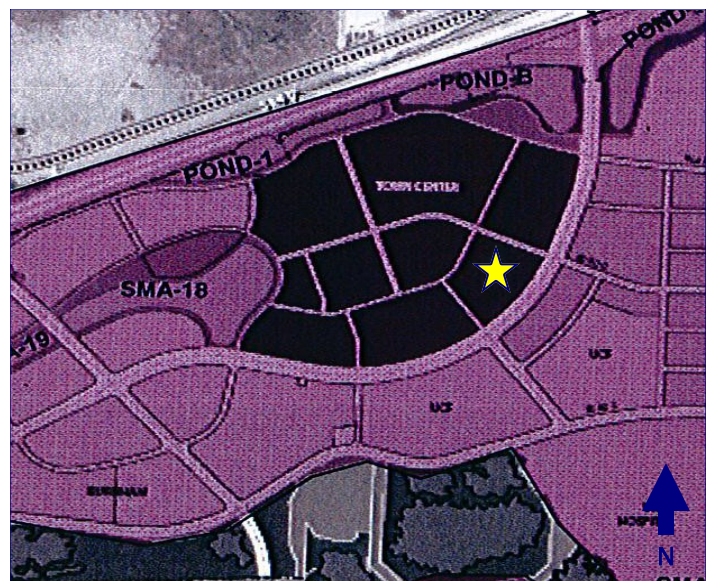


exhibit 2.2

Vehicular/Pedestrian Circulation Plan and Stormwater System



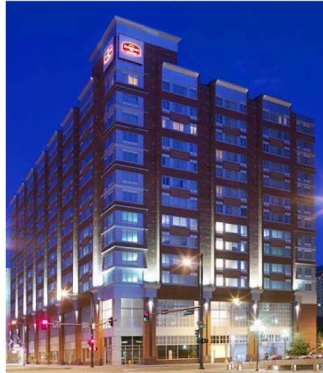
●●●●● Enhanced Pedestrian Routes are increased sidewalk widths to accommodate an increased flow of pedestrian activity. Wider sidewalk widths will be required along both sides Tavistock Lakes Blvd. and Veterans Way. (Image is from the Lake Nona Southern Circulation Plan SPMP -Exhibits 1.6 and 1.8.)



Lake Nona Master Stormwater System serves the entire PD/DRI. The subject site is served by ponds found to the north and west and which will serve to attenuate and treat site runoff. The site has an Impervious Surface Ratio (ISR) of 0.85.

Hotel and Office Imagery

inspirational hotel imagery



Note: The imagery shown above is intended to depict the vision for the hotels within the Lake Nona Town Center Phase 1 project. It is not an indication of brand or specific architectural style.

exhibit 2.4

inspirational office imagery



Note: The imagery shown above is intended to depict the vision for the office buildings within the Lake Nona Town Center Phase 1 project. It is not an indication of brand or specific architectural style.

exhibit 2.7

Plaza and Pedestrian System Imagery

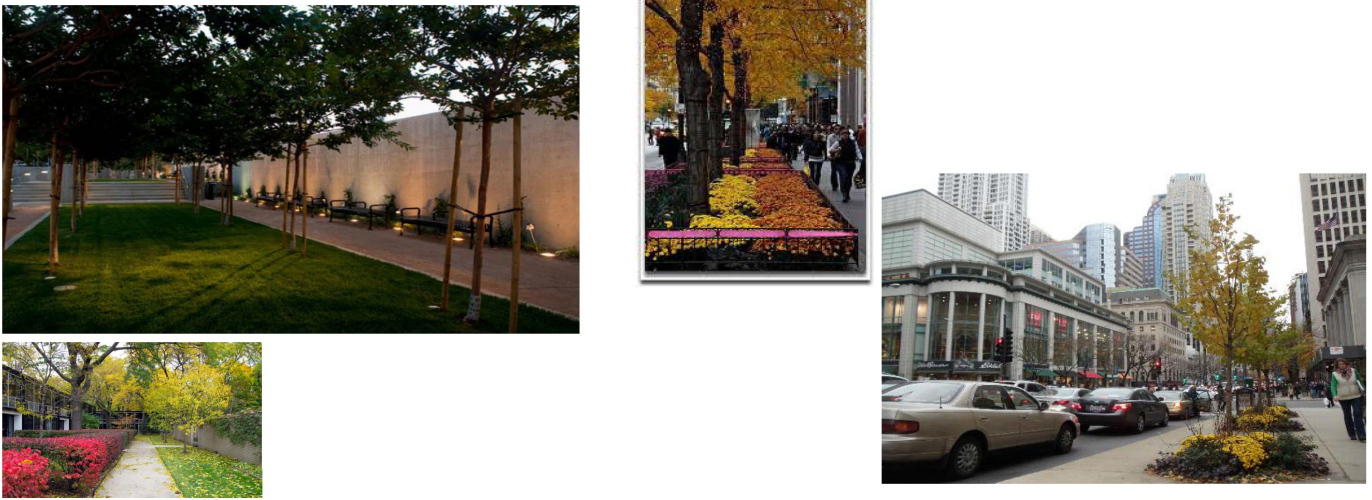
inspirational plaza imagery



Note: The imagery shown above is intended to depict the vision for the free standing restaurants within the Lake Nona Town Center Phase 1 project. It is not an indication of brand or specific architectural style.

exhibit 2.5

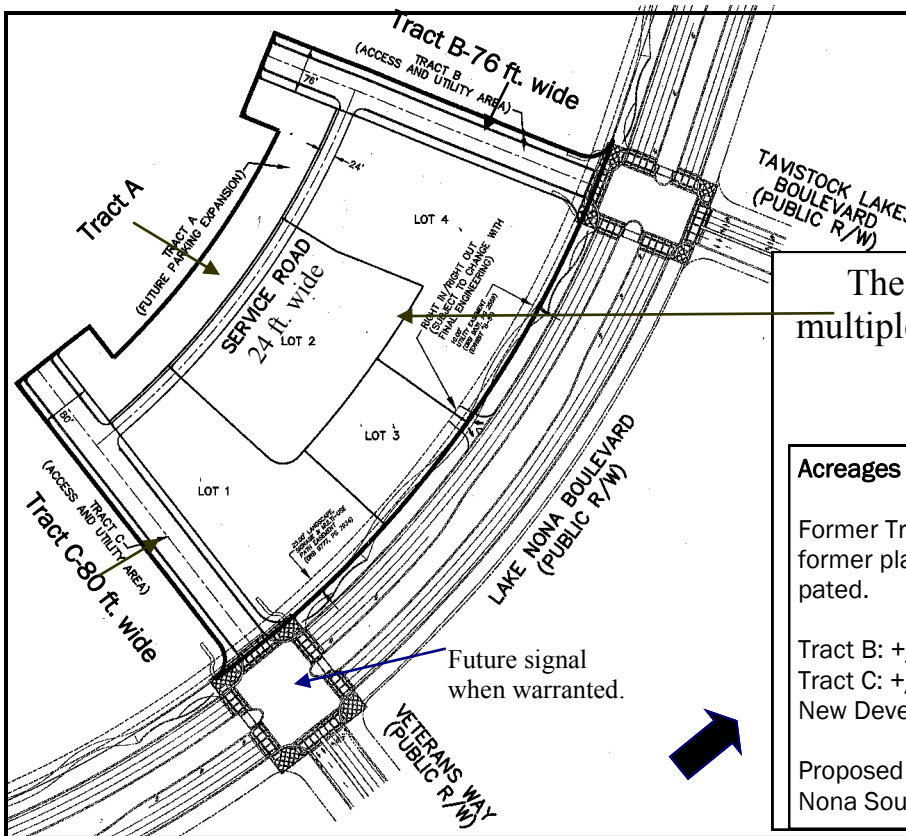
inspirational pedestrian corridor imagery



Note: The imagery shown above is intended to depict the vision for the pedestrian corridor along the parking garage and Tavistock Lakes Boulevard within the Lake Nona Town Center Phase 1 project. It is not an indication of a specific landscape plan.

exhibit 2.6

Sections of the Survey and the Preliminary Plat (SUB2011-00032)



The previously approved plat with multiple lots will be revised to reflect the single lot SPMP amendment.

| Acreages |
|---|
| Former Tract A: (+/-1.21 acres) will be excluded from former plat since no expansion of parking is anticipated. |
| Tract B: +/-1.02 acres |
| Tract C: +/-1.06 acres |
| New Development Lot size: +/-7.5 acres. |
| Proposed streets will be consistent with the Lake Nona Southern Circulation Plan (MPL2011-00004). |

FINDINGS

In review of the proposed Specific Parcel Master Plan (SPMP) amendment, it is found that:

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 proposals are 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, Figures LU-2A and LU-1 , Goal 4 and its associated objectives policies and figures.
5. The proposal is consistent with and implements the Southeast Orlando Sector Plan, including Chapter 68 of the Land Development Code.
6. The proposal is consistent with the requirements of the Lake Nona DRI/PD.
7. The proposal is compatible with the surrounding development and neighborhood pattern.
8. 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.

SUMMARY

Staff recommends approval of the proposed Specific Parcel Master Plan amendment, subject to conditions below:

Comprehensive (GMP) and Land Development Planning

1. APPEARANCE REVIEW

Building elevations and phasing will be subject to appearance review that is approved via a Planning Official Determination. Prior to submittal of building permits, the applicant shall submit 4 copies of a request for a Planning Official Determination that includes a site plan, elevations, for all four sides of each building, transparency calculations, parking calculations, drive through design and any other information needed to demonstrate compliance with the condition of this report and the Southeast Sector Plan.

2. 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.

3. 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 Lake Nona DRI/PD, and any other pertinent provisions of the Conventional LDC, the Lake Nona DRI/PD, the Southeast Orlando Development Plan Agreement, the 1994 Lake Nona Developer's Agreement, and all previous agreements between the City and property owner.

4. ALTERNATIVE DEVELOPMENT STANDARDS

The following alternative standards are allowed:

- i. FAR: A FAR of 1.16 is allowed consistent with the development plan shown on Exhibit 2.2.
- ii. SETBACKS: The following building setbacks are permitted along the following roadways:
 - Tavistock Lakes Boulevard: Maximum 30 ft. from back of curb.
 - Veterans Way: Maximum 30 ft. from back of curb.
 - Lake Nona Boulevard: Maximum 24 ft. from the property line.

Other building setbacks shall be consistent with Exhibit 2.2. Chapter 68 requirements per Village Center and for commercial buildings. Any standards not addressed in Chapter 68 shall default to AC-1 zoning standards.

5. APPROVAL

Approval of the Specific Parcel Master Plan amendment 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 thirty-six (36) months of approval of the final Specific Parcel Master Plan amendment (the date the Planning Official signs the SPMP) or the Master Plan

CONDITIONS OF APPROVAL (CONTINUED)

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.

6. AIRCRAFT NOISE OVERLAY DISTRICT

Because of its proximity to the Orlando International Airport, certain portions of the Lake Nona DRI/PD are located within the Aircraft Noise Overlay District (See GMP Future Land Use Figure LU-2B.1). The subject site is located within Aircraft Noise/Land Use Control Zone D. With regards to hotel uses in Noise Zone D, this development, which is situated within such an area, shall comply with the land use controls as specified in LDC Sec. 58.380—384 including Sound Level Requirements for Structures and Buildings, Figure 7B with regards to Sound Level Reductions, Waiver of Claims, and Notice of Proximity.

7. DRIVE-IN FACILITIES

Proposed Drive-In facilities shall comply with the regulations from Chapter 58, Part 4E of the City Land Development Code.

8. PEDESTRIAN CROSSINGS

i) The main pedestrian crossing areas between the buildings, parking garage and Building G parking lot, shall be clearly marked with pavement markings and maintained at all times.

ii) Two additional crosswalks are required as noted on page 12 of the staff report.

9. PEDESTRIAN NETWORK

Minimum 5 ft. sidewalks shall be installed within the subject site and be consistent with Exhibit 2.3. The site's internal pedestrian system shall connect to the public sidewalk system. In addition, a 5ft. wide sidewalk is required along the eastern side of Building F (along the internal drive). Pursuant to the Lake Nona Southern Circulation Plan (MPL2011-00004), enhanced pedestrian routes shall be installed as follows:

A). Minimum 12 ft. wide sidewalk shall be installed along the northern side of Veterans Way.

B). Minimum 12 ft. wide sidewalks shall be installed along both sides of Tavistock Lakes Boulevard.

10. BIKE PARKING REQUIREMENTS

Chapter 61 of the Orlando Land Development Code (LDC) requires that all bicycle parking facilities be of at least a Class III design (as defined in Chapter 66 of the LDC), and shall be anchored so that they cannot be easily removed. All such facilities shall be clearly identified as available for bicycle parking.

Wherever the design of the building or use being served by the bicycle parking facility includes covered areas which could accommodate such facilities, either as proposed, or through economical redesign, covered bicycle parking shall be encouraged. The Transportation Official shall be authorized to permit modifications to the design requirements of this Chapter commensurate with the cost of providing covered parking.

11. BIKE PARKING: NUMBER OF SPACES

The owner/applicant shall install bicycle spaces as follows:

-Building A- 3 long term bicycle space and 9 short term spaces;

-Buildings B and C.- 1 long term and 6 short-term;

-Building D-5 long term and 16 short term ;

-Building F-4 long term and 11 short term;

-Building E- 1 long term and 5 short term.

The total number of long term spaces is 13 while the total number of short term spaces is 47. All spaces shall be located near the principal entrance of each building. Long term bike spaces may be installed in the parking garage.

12. MINIMUM PARKING

Development shall meet code as it concerns required parking spaces.

13. OFF-SITE PARKING LOT

If developed, the optional off-site parking lot shall be developed according to City Code standards and shall be removed no later than 36 months after the lot's building permit is issued.

14. IMPERVIOUS SURFACE RATIO (ISR)

The subject site will have a maximum ISR of 0.85.

15. MAXIMUM BUILDING HEIGHT

Pursuant to the Lake Nona Planned Development, building height cannot exceed 10 stories.

CONDITIONS OF APPROVAL (CONTINUED)

16. PHASING OF PUBLIC STREETS AND STREETScape INSTALLATION

Vehicular access to the property shall meet commercial standards and shall be completed by the end of Phase 1A, consistent with the Southern Circulation Plan requirements, cross-sections shown in the SUB2011-00032 and Exhibit 2.2. To allow short-term access to the site, temporary smaller street sections will be allowed and their design are subject to review by the Planning Official and shall include a minimum five foot sidewalk adjacent to the site.

17. GENERAL SITE PLAN REVISIONS (EXHIBITS 2.2 AND 2.3) TO BE SUBMITTED AS PART OF APPEARANCE REVIEW

A to scale, dimensioned site plan shall be submitted and include the following:

- i. All building setbacks and the total number of Building G parking spaces;
- ii. Dimensions of all on-site pedestrian pathways, plaza, parking spaces, drive aisles and landscaping areas pursuant to LDC Sections 61.311-314.
- iii. Crosswalks should be added along the northern pedestrian path and at project exit along Lake Nona Boulevard.
- iv. Phasing plan showing that each phase can stand alone as it concerns parking;
- v. Cross-sections of Tavistock Lakes Boulevard and Veterans Way shall be consistent with SUB2011-00032 and detail enhanced pedestrian pathways; and
- vi. Description of the hotel service areas, nature and extent of pool screening with additional written description on how all these uses will function shall also be provided.

18. PLATTING

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. The applicant shall coordinate with Engineering to ensure that the final plat incorporate all the conditions of approval for this SPMP.

19. REFUSE CONTAINERS

In accordance with City Code Section 28.6(f) 1-3 the Office of Permitting Services is authorized to make a determination of approval/disapproval of refuse container sites. 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. Refuse collection for building B and C shall be provided in Building A.

20. LANDSCAPING

The landscape plan needs to be designed in accordance with Chapter 60, Section 60.241 of the Land Development Code. As shown in LDC Chapter 60, Figure 5, 15 tree points per acre are required. Landscaping should follow xeriscape principles. St. Augustine grass is discouraged because it requires extensive irrigation. Refuse collection for building B and C shall be provided in Building A. The transformer adjacent to Building G shall be screened.

21. LOADING AREAS

The loading area for building A shall include provision for deliveries to buildings B, C and D. Loading area(s) for Buildings F shall face the parking garage or the western most service road and shall be shown in detail with the appearance review request.

Urban Design

1. RECOMMENDATION

Urban Design has no objections to this SPMP amendment subject to the following conditions:

2. APPEARANCE REVIEW

An Appearance Review is required prior to building permits being issued. All Urban Design conditions of approval shall be addressed in revised drawings prior to final signoff on the SPMP, or in forthcoming Letters of Determinations, as noted.

3. LIGHTING STANDARDS

Lighting standards for on-site parking areas and parking garages. If the City adopts a lighting ordinance for lighting standards within the City, the lighting ordinance shall apply. If an ordinance is not adopted, then the following standards shall apply:

a. A signed and sealed lighting plan consistent with Orange County's lighting ordinance (Ord. No.2003-08, §1,6-3-03) or a Photometric Plan subject to approval by the Planning Official shall be submitted with permitting drawings.

b. Parking areas:

CONDITIONS OF APPROVAL (CONTINUED)

- i. A light fixture shall be a maximum of 30' in height.
 - ii. A light fixture shall not be located in the landscape island.
 - iii. To keep light rays and glare from encroaching onto adjacent properties, illumination shall be installed with houseside shields and reflectors to confine the light rays to the premises. Wattage shall not exceed 400 watts per bulb.
 - c. Security Lighting:
 - i. Security lighting shall not be substituted for parking lot or pedestrian lighting fixtures, and are restricted to lighting service, storage, loading and other similar uses.
 - ii. Security lighting shall not extend beyond the fascia or roofline of any building.
 - iii. Shields for security lighting shall be similar in color with the surface to which the fixture is attached.
 - d. Service areas:
 - i. Lighting under awnings, canopies, porte-cocheres, should be recessed. If not recessed, the box type or other lighting fixture shall be opaque on all sides (no light shall emanate from any side of the fixture).
 - e. Pedestrian Areas:
 - i. Lighting fixtures shall be decorative in appearance, style and finish and shall not exceed 15' in height.
 4. SITE PLAN.

A fully dimensioned site plan and details shall be provided for review during the appearance review submittal, prior to permitting.
 5. STREETSCAPE

Streetscape and street trees shall be provided along Veterans Parkway, to be consistent with the design of the streetscape proposed along Tavistock Lakes Blvd.
 6. PARKING LOTS AND GARAGES.
 - a. The surface parking lot of Building G (Bank) shall be designed to meet the parking requirements of the LDC and Chapter 68. In leau of the parking lot screening, a street wall, in line with the southern façade may be installed to screen the parking area. The street wall should match the finished materials and details of the building.
 - b. The Temporary Parking lot area shall be constructed to meet the parking lot standards of the LDC. Landscape screening shall be provided along both streets to screen the lot.
 - c. Parking garages shall be designed to not have a “back of house” on any side, and shall be designed as to achieve an architectural unity with the structures on the same building site.
 - d. The pedestrian entrances of the garage shall appear to have fenestration, a base, middle, and top, designed to the complement the principle buildings on site.
 - e. Materials shall be durable and express authentic architectural details.
 - f. Parking garages shall be included as principal buildings if stand alone structures and shall incorporate pedestrian entrances on street facing facades connecting to the surrounding streets and pedestrian sidewalks.
 - g. Ramping shall not be visible from the street.
 - h. Garage exit stairs shall be open air stairwells with open railings and not be enclosed for CPTED purposes. Stairwells shall be lit and allow for natural surveillance, visibility and enhance public safety at all times. Ground floor entrances may have gates with open grate gates.
 - i. Garage elevator lobbies shall be expressed as entrances to the structure and architecturally treated with pedestrian scaled entry elements such as awnings, canopies, or other treatments. Areas shall be open or incorporate transparency for CPTED purposes.
 7. LOADING ZONES AND DUMPSTER AREAS
 - a. All loading areas and dumpster areas adjacent to the buildings shall be screened to appear to be part of the building. The same building materials and architectural details shall be used for the finishes of these areas. If not located within the buildings, masonry walls that are finished with similar materials to the principal structure, and opaque gates shall screen the dumpsters.
 - b. Loading areas shall be designed to be internal to the project, and not located at the intersections of streets.
 8. TRANSPARENCY

Ground floor principal facades shall include a minimum of 30% transparency between 3 and 7 feet as measured from grade. Secondary facades facing parking lots or pedestrian areas shall include a minimum of 15% transparency between 3 and 7 feet as measured from grade. Transparency is calculated by multiplying the linear length of the building by the height from the finish
-

CONDITIONS OF APPROVAL (CONTINUED)

floor to the ceiling and multiplying the area by the percentage required. Tinted or spandrel glass shall not be included in ground floor transparency requirements. Low-E high efficiency glass with a minimum transmittance of 60% may be permitted.

9. ENTRANCES

Each principal building, except for the Hotel and Parking garage shall have a clearly defined, highly visible principal pedestrian entrance that is oriented toward Tavistock Lakes Blvd. or Veterans Way. Additional entrances may be provided on secondary facades. The Hotel and Parking garage shall have principal pedestrian entrances addressing the main internal street.

10. FACADES AND FINISHES

All buildings shall be finished with durable, high quality materials that are authentic to the style of architecture for which the building is proposed. All facades shall be finished with the same materials and architectural details. Side and rear building facades that are visible from a public street shall contain architectural detail comparable in appearance and complexity to the front of the building.

11. DUMPSTERS

Dumpsters shall not be located on any primary street frontage. They should be built into the buildings service area or placed adjacent to the service road. All dumpsters and trash compactors shall be screened with solid walls to match the principal structure. Decorative gates shall be installed to coordinate with principal structure. Landscape screen including low hedge and ground-cover shall be provided to soften the view from the public ROW if stand alone structures .

12. GENERAL SCREENING

- i. Per Section 68.324, *Screening Devices*. Evergreen shrubs and trees should be used to screen mechanical equipment, loading areas, etc.
- ii. Per Section 68.324, *Screening Loading Docks and Ground-Mounted Equipment*. Loading areas, transformers, heating units and other ground-mounted equipment shall be visually screened with opaque walls or fences.

13. SITE IMPROVEMENTS

- a. Fencing - Chain link fences are prohibited.
- b. Crosswalks-Crosswalks at driveways and curbscuts shall be raised to be at same grade as sidewalk adjacent to the driveway in order to clearly define the pedestrian area. The crosswalk surface shall be treated with the same streetscape treatment materials as the sidewalk surface, or a contrasting material color or texture from the vehicular path. Reflective paint alone is not acceptable, however may be used in conjunction with pavers or other surface to outline the pedestrian path for night time safety.
- c. Sidewalk Width-A minimum 5 ft. wide sidewalk shall be provided along the south side of the proposed service road.
- d. Transit Stop-Associated transit stop facilities should be integrated into the design of the center, centrally located, and easily accessible for pedestrians walking to and from the surrounding neighborhoods. Plans should provide sufficient space to allow for future transit shelter.

14 . LANDSCAPING

A detailed landscaping plan shall be submitted at the time of permitting in accordance with Chapter 61, Section 3B of the LDC, and the following additional requirements:

- a. Per Section 68.322, *Surface Parking*. For all commercial or employment uses... surface parking areas should be planted with shade trees at an approximate ratio of one tree for every five spaces. Trees should be set into a tree grate or landscaped walkway and protected by bollards or tree guards.
- b. Per Section 68.324, *Shade Trees*. Broadleaf tress should predominate in parking areas and public plazas to provide shade in the summer and allow sun in the winter.

15. ARCHITECTURAL ELEVATIONS

Complete architectural elevations shall be submitted for each proposed building, including the proposed parking deck expansion. These elevations shall be reviewed and approved through a letter of determination prior to permitting and shall be designed in conformance with the conditions of approval and additional conditions as outlined in the Letter of Determination, and all applicable sections of Chapter 68 of the LDC, and specifically Part 3 Mixed Use and Commercial Building Guidelines and Standards.

16. SIGNAGE

Town Center Phase 1 Master Sign Plan shall be submitted for review and approval through a letter of determination prior to the

CONDITIONS OF APPROVAL (CONTINUED)

issuance for any sign permit on this site. The proposed Master Sign plan for the Town Center Phase 1 shall be consistent with the Lake Nona Master Sign Plan (MPL2008-00027).

Transportation Planning

1. REQUIREMENTS

The Transportation Planning Division supports the applicant's requests provided that the owner/applicant complies with the following conditions.

2. COMMERCIAL PLANS SUBMITTAL

The submitted construction plans shall include a site plan (prepared to a standard engineering scale) showing the following: driveway approach, curb, street pavement edge, public sidewalk, etc. (Please see the Residential Plans Submittal Checklist: <http://www.cityoforlando.net/permits>). Reference Orlando Land Development Code (LDC), Chapters 60 and 65, and Engineering Standards Manual (ESM), Article Section 1.

3. WORK WITHIN ROAD ROW

Work within Road R-O-W 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 shall 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 Engineer at 407-246-3322 for details). c. A copy of all required County and State permits (If permits are pending attach a copy of the application).

4. CROSS ACCESS CORRIDORS

The subject property is adjacent to a major thoroughfare, Lake Nona Boulevard. Orlando Land Development Code (LDC), Chapter 61 (Sections 61.108 - 61.113), provides the minimum requirements for cross-access corridors. The subject development shall provide cross-access easements to ensure that the parking, access, and circulation may be easily tied in to create a unified system.

5. DRIVEWAYS-Sight Distance

At all project entrances, clear sight distances for drivers and pedestrians shall not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. The applicant shall design the site plan as necessary to comply with the street corner visibility requirements (Chapter 60, Sections 60.141 through Sections 60.143) and the driveways and curb cuts requirements (Chapter 61, Sections 61.101 through Sections 61.107) of the Orlando Land Development Code (LDC).

6. CONNECTION TO ADJACENT USES

Wherever a proposed development abuts unplatted land or a future phase of the same development, street stub-outs shall be provided, in accordance with Orlando Land Development Code (LDC), Section 61.221, to provide access to abutting properties or to logically extend the street system into the surrounding area.

7. PEDESTRIAN ACCESS: General

The pedestrian crossing areas within the site shall be clearly marked with pavement markings and maintained at all times.

8. ON-SITE PEDESTRIAN SYSTEM

A paved pedestrian/handicap connection and/or sidewalk shall be provided from the public sidewalk(s) to the main building entrance(s). The main pedestrian crossing areas between the buildings and the parking areas shall be shown in the site master plan and shall be clearly marked with pavement markings and maintained at all times in accordance with Manual of Uniform Traffic Control Devices (MUTCD) standards.

9. HC RAMPS AT STREET INTERSECTIONS

Ramps at Street Intersections Handicap (HC) ramps shall be constructed at the street intersection(s) and driveway connection(s) to comply with the Americans with Disabilities Act (ADA). Pedestrian ramps at street corners shall be designed to provide a separate ramp in each direction.

10. PARKING LOT DESIGN

The proposed parking lot must comply with Orlando Land Development Code (LDC) and Engineering Standards Manual

CONDITIONS OF APPROVAL (CONTINUED)

(ESM) requirements. Refer to LDC, Chapter 61, Part 3, for parking and loading standards. The proposed parking lot shall be designed to meet the following requirements: a. Standard automobile spaces shall be a minimum of 9 feet wide by 18.5 feet deep. b. Minimum acceptable aisle width for 2-way traffic flow shall be 24 feet. c. Parking lots shall be designed to eliminate the need for backing and maneuvering from or onto streets to maneuver out of parking spaces, maneuver between parking aisles or leave the lot. d. Compact spaces are not permitted in surface lots.

11. PARKING GARAGES

Garages are required to meet the requirements of Chapter 61, Part 3A, Section 61.307, including (but not limited to) the following: a. Standard automobile spaces shall be a minimum of 9 feet wide by 18.5 feet deep and compact automobile spaces (up to 15% of the total) shall be a minimum of 7.5 ft. wide by 16 ft. deep. b. Minimum acceptable aisle width for 2-way traffic flow shall be 24 feet. c. Parking garages shall be accessed from side streets or alleys unless no such access is available. d. Vehicular entrances shall not exceed a total width of 33 feet. e. The number and location of access points shall be determined during Master Plan Review. f. Pedestrian entrances to parking garages shall be accessible directly from the street frontage. g. The slope of the grade preceding the exit of a parking garage shall not exceed 2% for a minimum of 25 feet.

12. SIGN LOCATIONS

The owner/applicant shall submit a scaled and dimensioned site plan or survey showing the existing site improvements for the property and indicating compliance with Chapter 64 of the Orlando Land Development Code (LDC), including the following: a. No part of any sign shall extend into the existing or future road right-of-way. b. Any sign support / base shall not be erected within the on-site driving aisles or adjacent driveways. c. Any sign support / base shall be buffered from on-site driveways, driving aisles, parking spaces and circulation so as not to constitute a fixed object hazard, and shall not reduce the number of required on-site parking spaces.

13. BIKE PARKING-GENERAL REQUIREMENTS

Bicycle parking shall 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. Covered bicycle parking is encouraged wherever the design of the building or use being served by the bicycle parking facility includes a covered area that could accommodate such facilities either as proposed or through economical redesign.

14. BIKE PARKING-Number of Spaces

Number of Spaces Bicycle parking shall be provided as required in the Orlando Land Development Code (LDC), Chapter 61, Figure 28. The proposed development program will require a minimum of 47 short-term and 13 long-term bicycle parking spaces.

15. DUMPSTER/COMPACTOR

The final site plan shall show the location and size of the on-site solid waste dumpster with concrete pad and enclosure with doors. The solid waste container shall not be located adjacent to any single family houses or directly adjacent to the public street. Dumpsters shall be located to provide a minimum 50 feet of clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements, OR documentation shall be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement. For more information, you may contact Mr. Jonathan Gilliam, Solid Waste Operations Manager at: 407.246.2314 or jonathan.guilliam@cityoforlando.net.

16. TRAFFIC CONTROL DEVICES

Traffic control devices shall be shown per Manual of Uniform Traffic Control Devices (MUTCD) standards (stop signs, stop bars, etc.). Stop bars shall be shown at the exits from the property. Stop signs and stop bars shall be located in-line and 4 feet behind sidewalks/crosswalks.

17. CAR SHARE FACILITY

The applicant shall consider the future implementation of a car sharing service into this development proposal within the City of Orlando. At least two designated car-sharing parking spaces, located inside the proposed parking garage, should be implemented.

18. BANK DRIVE THROUGH

The Building G drive-through is not shown in enough detail to be approved. The drive-through design shall be reviewed for code compliance at the time of appearance review for the building.

Transportation Planning-Impact Fees

1. RECOMMENDATION

CONDITIONS OF APPROVAL (CONTINUED)

Transportation Planning has no objections to this SPMP amendment subject to the following conditions:

2. TRANSPORTATION IMPACT FEES

Any new construction, change in use, addition, or redevelopment of a site or structure shall be subject to a review for Transportation Impact Fees. An estimated Transportation Impact Fee in the amount of \$1,847,719.00 based on the information provided, will be due at the time of building permit issuance, subject to change upon final permit plan review.

Land Use Units Rate Fees:

- i. General Office (200,000 sf) \$3,610/1000 sf- \$649,800.00
- ii. Retail (10,000 sf) \$6,265/1000 sf -\$56,385.00
- iii. Hotel (260 rooms) \$2,533/Unit- \$658,580.00
- iv. Bank w/drive-thru (20,000 sf) \$11,774/1000sf-\$211,932.00
- v. Restaurant (16,000 sf) \$18,821/1000 sf- \$271,022.00
- vi. Total fee: \$1,847,719.00. For a copy of the complete ordinance or impact fee rate chart, you may reference our website at: <http://www.cityoforlando.net/planning/Transportation/ifees.htm> Any exemptions or credits against the Transportation Impact Fee must be reviewed prior to permit issuance. All Transportation Impact Fee Credits shall be initiated and processed by the Transportation Impact Fee Coordinator. Credit shall be available for the previous use located on the subject site.

Police

1. RECOMMENDATION

Orlando Police Department has no objections to this SPMP amendment subject to the following conditions:

2. CPTED REVIEW

The Orlando Police Department has reviewed the plans for Lake Nona Town Center Phase 1 located at 6941 Lake Nona Blvd. utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.

- A. Entire Site: Good lighting provides visual guidance and orientation to visitors and also improves the perception of their safety especially in areas not easily observed from main walkways.
- B. Landscaping added to the site should be kept maintained; shrubs should be no higher than 30 inches and the lowest branches of trees should be trimmed to at least 6 feet from the ground. Avoid conflicts between landscaping and lighting, especially lighting adjacent to canopy trees. Landscaping should not create blind spots or hiding places.
- C. Exterior rear or side doors, if made of a solid material, should have 180° viewers/peep holes or small windows.
- D. Cameras (CCTVs) should be used to monitor areas without natural surveillance in all the parking areas on the properties.
- E. To increase natural surveillance throughout the properties, utilize CPTED-style fencing (open post and pillar style) instead of solid walls and /or stockyard fencing.
- F. Consider maze-style entrances for restrooms.

3. NATURAL ACCESS CONTROL (ALL BUILDINGS):

Design the sites to decrease crime opportunity by denying access to crime targets and creating in offenders, a perception of risk. This can be accomplished by designing street, sidewalks, building and parking lot entrances to clearly indicate public routes and discourage access to private areas with structural and landscape elements.

- A. Public entrances should be clearly defined by walkways, signs, and landscaping.
- B. Landscaping used around building and parking garage entrances should create clear way-finding, be well lit and not block entrances or create ambush points.
- C. There should be no easy access to the roof of any of the buildings.
- D. Consider installing awnings over rear doors that do not block lighting of the doors.
- E. Signs located in the parking lots should remind employees and customers to lock their vehicles and keep valuables out of sight.
- F. Way-finding located throughout the property should help guide legitimate users to authorized areas while discouraging po-

CONDITIONS OF APPROVAL (CONTINUED)

tential offenders.

G. Signage with hours of operation should be clearly visible at any public entrance.

H. Traffic calming techniques as well as surface and gateway treatments should be used throughout the development to encourage safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.

I. Walkways should be a minimum 5' in width to enhance pedestrian flow.

J. Retail/Office/Bank/Restaurant Buildings: Cashiers or the reception area should have unobstructed views of approaching customers and employees.

K. Cashiers or the reception area should have unobstructed views of approaching customers and employees.

4. NATURAL SURVEILLANCE (ALL BUILDINGS)

A. Design the sites to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and building entrances; doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and street; and adequate nighttime lighting.

B. Lighting plan was not available at the time of this review. All lighting for this project shall meet the guidelines in Orange County Ordinance No. 2003-08 and Orlando Land Development Code.

C. Good lighting provides visual guidance and orientation to visitors and improves the perception of their safety especially in areas not easily observed from main walkways. Pedestrian scale exterior lighting should not be screened out by landscaping or building structures such as overhangs or awnings. Appropriate lighting should be included in any areas anticipated to be utilized after-dark. Uniformity of light is crucial to avoid 'dark' spots, especially in the parking areas. Any illumination shall not cause a glare or excessive brightness that adversely affects the vision of pedestrians or motor vehicle operators on public or private property. We recommend full cut-off light fixtures to help direct the light to the area you wish to illuminate. Pedestrian walkways, back lanes and access routes open to public spaces should be lit so that a person with normal vision is able to identify a face from a distance of about 20 feet.

D. Landscaping: Low-growing shrubs are an excellent means for defining an area that requires visual surveillance. All shrubs should be kept trimmed to no higher than 2 ½ feet and should not block windows. Tree branches should be kept trimmed to a minimum of 6 feet from the ground; branches should be kept away from roofs; trees should not prevent building occupants from viewing entrances or sidewalks. o A maintenance plan is essential in landscaping.

E. Exterior doors should be made of a solid material and have 180° viewers/peep holes or small windows. Since there is typically no natural surveillance between buildings and dumpsters, be sure these areas are well-lit and that lighting is well maintained.

F. Hotel: Amenities such as a lobby bar, coffee bar, restaurant and recreational facilities should be observable from doorways or windows and not hidden behind landscaping or walls. Benches placed throughout the project are a good way to increase surveillance. If benches are used, consider bench designs that encourage stopping and resting but reduce opportunities for illegitimate users (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping). Reception, lobby and security desks should have unobstructed views of approaching guests, employees and clients. Main lobby should encourage resting and visiting while discourage loitering. The interior of all elevators should include the use of reflective materials or mirrors to increase visibility for legitimate users. Public restrooms should be observable from common areas or security/reception area. Each hotel room's interior door must contain 180° viewers/peep holes or sidelights. Exterior doors should be made of a solid core material and have small windows or 180° viewers/peep holes. A security camera system (CCTV) capable of recording and retrieving an image to assist in offender identification and apprehension should be installed in areas without natural surveillance including surface parking and parking garages. Where possible, offices should have exterior windows and furniture oriented to improve surveillance on public areas. Retail/Office/Bank Buildings: All sides of the buildings should have windows to observe the sidewalks, parking lot and drive-up lanes. Bicycle parking pads (if installed) should be observable from building entrances, securely fastened and not hidden behind landscaping. Locate exterior ATM machines in well-lit areas and where they are most visible for legitimate users. Ensure that any canopies do not interfere with lighting, especially pedestrian scale, if these locations are to be used during nighttime hours.

G. Free Standing Restaurants: Window signs should cover no more than 15% of the windows. Decals which display height measures should be posted inside the entrances of each restaurant. Public restrooms should be visible from the main customer areas and away from outside exits.

H. Parking Garage: Vehicle and pedestrian entrances into the parking garage should be well lit and defined by landscaping, signage and/or architectural design.

i Lighting is universally considered to be the most important security feature in a parking facility. Illumination, uniformity, and

CONDITIONS OF APPROVAL (CONTINUED)

glare should all be taken into consideration.

ii. Lighting fixtures in a parking garage should be reliable, easy to maintain, withstand the elements, and be vandal-resistant.

iii. White concrete stain on the ceilings and beams within the parking garage is recommended to reflect light and improve uniformity. Anti-graffiti coating on the walls is recommended to discourage illegitimate users from "tagging" these areas.

iv. A parking garage design that is "open" on all sides is highly recommended. Shear walls should be avoided, especially near turning bays and pedestrian travel paths. The use of cabling and other architectural elements that allow for visibility are encouraged. Stairwells should be constructed of an open design (not behind solid walls) and the staircase design should allow for visibility. The interior of all elevators should include the use of reflective materials or mirrors, or made of glass backed material to increase visibility for legitimate users. Well lit elevator lobbies that are visible to both patrons in the parking areas and the public out on the street are encouraged.

V. Additional precautions, such as silent alarms and retail training (what to do during a robbery), should be discussed with OPD's Crime Prevention Unit Officer Edgar Malave, 407.246.2513.

5. TERRITORIAL REINFORCEMENT (ALL BUILDINGS):

Design can create or extend a sphere of influence, where users develop a sense of territorial control, while potential offenders are discouraged. This is promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments and CPTED post and pillar fences.

i. Low growing landscaping should be used to establish property boundaries.

ii. Each business should have a separate address and be clearly visible from the parking lot with numbers a minimum of five-inches high made of non-reflective material.

iii. Maintenance is an important aspect of territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This in turn discourages vandalism and other crimes. Fences should be used to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. Fencing, at least 6-foot in height, or landscape buffers which include hostile vegetation, should be installed where appropriate.

6. TARGET HARDENING (ALL BUILDINGS):

i. This is accomplished by incorporating features that prohibit entry or access such as window locks, single-cylinder dead bolts for doors and interior door hinges. Door locks should be located a minimum of 40 inches from adjacent windows. An access control system should be utilized in each business to keep private areas private such as employee break areas, storage rooms, bathrooms and employee only entrances to businesses. A security camera system capable of recording and retrieving an image to assist in offender identification and apprehension should be installed in each building.

ii. Interior security cameras should be mounted at an optimal height to capture offender identification ("aiming" down from the ceiling often results in images of the offender's hat). CCTVs should also be placed in several locations throughout the parking areas, especially areas with limited or no natural surveillance.

iii. Each unit or suite within each building (i.e. each separate business) should have a separate commercial alarm system that is regularly maintained. During working hours, alarm systems should be programmed so that a short beep is sounded if a door opens.

iv. OPD's Crime Prevention Unit recommends that large glass doors and windows be made of impact resistant glass or a security film (such as Lexan) to reduce the opportunity for burglaries, i.e. "smash and grabs". If security film is utilized, ensure that the light transmittance of the security film is greater than or equal to the light transmittance of the window's glass.

v. Back or side doors should be kept locked from the outside at all times. Internal business policy should prohibit the "propping open" of exterior doors.

vi. Bank(s): Developer should strongly consider including bullet-resistant barriers for the bank tellers. The premise should contain a drop safe or cash management device.

vii. Retail/Office Buildings: There should be at least 2 employees on duty between the hours of 11 pm and 5 am if this establishment is to be used during these hours. Each premise should contain a drop safe or cash management device. A conspicuous sign should be placed at the entrance which states that the cash register contains \$50 or less.

viii. Parking Garage: Controlling vehicular access to a parking facility, even a public one, is extremely beneficial to security. Merely requiring the driver to take a ticket on entry (often observed by a security camera) and interact with a booth attendant at exit will make a facility less attractive to criminals than one that is wide open and unattended.

ix. Additional precautions, such as silent alarms and retail training (what to do during a robbery), should be discussed with

CONDITIONS OF APPROVAL

OPD's Crime Prevention Unit Officer Edgar Malave, 407.246.2513.

7. DISTRIBUTED ANTENNA SYSTEMS (DAS) OPD PUBLIC SAFETY COMMUNICATIONS SYSTEM CONDITIONS:

- i. Distributed Antenna Systems (DAS): All buildings shall provide an adequate level of indoor coverage for public-safety radio service for the City of Orlando radio communications system, including but not limited to police, firefighters, and other emergency responders. A DAS system will also improve commercial cellular service for building occupants. The system will enable all first responders to communicate with dispatch and other field units. Inadequate coverage not only puts first responders at risk but also the citizens they are protecting. Adequate indoor radio coverage shall include the following standards:
- ii. Inbound into the building: A minimum average in-building field strength of 10 dbm above the noise floor throughout ninety-five (95%) of the area on each floor of the building when transmitted from the city's police dispatch center and the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- iii. Outbound from the building: A minimum average outbound field strength of 10 dbm above the noise floor throughout ninety-five percent (95%) of the area on each floor of the building when transmitted from the field units portable radio to the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- iv. The City's Communications Unit with consideration of the appropriate police, fire and emergency medical department services shall determine the frequency range or ranges that must be supported. For the purpose of this section, adequate radio coverage shall constitute a successful communications test between the equipment in the building and the Communications Centers for all appropriate emergency service providers for the building.
- v. If any part of the installed system or systems contains an electrically powered component, the system shall be capable of an independent battery or generator system for a period of at least twelve hours without external power input or maintenance. The battery system shall automatically charge in the presence of external power.
- vi. FCC authorization: All amplification equipment must be FCC Type Accepted.
- vii. If you have any questions regarding the requirements as listed above, it is suggested that you contact the OPD Radio Systems Administrator, Norm Poe at 321.235.5314. The OPD Technical Review Committee representative, Audra Nordaby 407.246.2454, can assist the applicant in contacting the Emergency Communication Representatives.

8. I.R.I.S. CAMERA SYSTEM INNOVATIVE RESPONSE TO IMPROVE SAFETY (IRIS) CAMERA SYSTEM:

- i. OPD recommends that the developer contact OPD in an effort to coordinate camera system technology. OPD has the ability to monitor specified external camera systems from private facilities at the will of the developer or building owner. OPD monitoring will be in addition to self-monitoring and will not replace building camera monitoring. OPD will not have the ability to interfere with or manipulate building camera systems, only view. The additional monitoring is beneficial to both the developer/owner and OPD as a crime prevention and overall public safety solution. IRIS questions should be directed to the Orlando Police Department, Sgt. Andy Brennan, at andrew.brennan@cityoforlando.net.

9. CONSTRUCTION SITE PROTECTION:

Due to the continued trend of theft of building materials and equipment from construction sites, Orlando Police Department's Crime Prevention Unit strongly recommends that the developer institute the following crime prevention/security measures at this project site:

- i. Post signs at the site that theft from the site or trespassing on a construction site is a felony under Florida Law and that the developer will prosecute.
 - ii. To improve visibility of potential offenders by OPD patrol officers, perimeter lighting should be installed at a minimum of 150 foot intervals and at a height not less than fifteen (15') from the ground. The light source used should have a minimum light output of 2,000 lumens, shall be protected by a vandal resistant cover, and shall be lighted during the hours of darkness.
 - iii. In addition to lighting, one of the following physical security measures should be installed: a. Fencing, not less than six (6') feet in height, which is designed to preclude human intrusion, should be installed along the perimeter boundaries of the site and should be secured with chain and fire department padlocks for emergency vehicle access; post in a clear area, an emergency contact person and phone numbers for after hours, in case of an emergency; or b. A uniformed security guard should be hired to continually patrol the construction site during the hours when construction work has ceased.
 - iv. Valuable construction materials and tools should be protected in a secondary fenced, locked cage.
 - v. Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency.
 - vi. If you have any questions, please call the Crime Prevention Unit Officer, Edgar Malave, 407.246.2513.
-

CONDITIONS OF APPROVAL

Building Plan Review

1. RECOMMENDATION

Building Plan Review has no objections to this SPMP amendment subject to the following conditions:

2. REVIEW

This case does not currently apply to Building Review at this time.

2. BUILDING DESIGN

The building design will be reviewed for code compliance during the design development and construction documents phase.

3. CODE COMPLIANCE

This project shall comply with 2010 Florida Accessibility Code for Building Construction, Florida Building Code, Florida Fire Prevention Code, Florida Fuel Gas Code, Florida Mechanical Code, Florida Plumbing Code and NEC 2008.

Engineering/Zoning

1. RECOMMENDATION

Engineering and zoning have no objections to this SPMP amendment subject to the following conditions and requirements:

2. SIGNS-LDC

See Chapter 64 Orlando Land Development Code for sign requirements and regulations, to be in accordance with the approved amended Master Signage Plan approved under MPL2012-00005. Separate permit applications are required for signs.

3. ENGINEERING/ZONING-Misc.

No method of sanitary sewer disposal or storm drainage system is depicted on the site plan provided. Unable to provide general comments at this time, upon submittal for review all plans shall be dimension with utilities, landscaping and architectural drawing signed and sealed by professional. Provide drainage calculation and geotechnical reports for this development.

4. SEWER-LATERALS

All sanitary sewer construction is to be in accordance with the Engineering Standards Manual. The sanitary sewer lines are to be dedicated to and maintained by the City of Orlando. One lateral for each lot is required. Section 9.03.02 (J) of the ESM provides that a double wye is not acceptable.

5. CONCURRENY-COMMITTED

Lake Nona DRI development has a Concurrency capacity committed to it. The capacity will be deducted from the Lake Nona account at the time of permitting. An Assignment of Committed Trips form is required from Lake Nona as a condition of building permit issuance.

6. SEWER-FDEP

This project requires a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system. The Office of Permitting Services processes the permit for projects with reserved sewer capacity. At the time of FDEP permit submittal to the Office of Permitting Services, the following is required:

i. Permit Application - signed/sealed by the owner. This Office will complete page 10 of 11 when the construction plans are approved.

ii. Construction Plans - six sets, signed/sealed by the engineer. The plans are to include the on-site and off-site sewer design together with the City's details. If a lift station is part of the sewer design, the engineer is to submit the shop drawings for the lift station (private or public).

iii. The construction plans are reviewed by the City of Orlando's Waste Water Bureau and returned to the Office of Permitting Services when approved. This Office will contact the engineer to pick up the application and two sets of the approved plans or the transport to FDEP. The remaining sets will be retained by the Office for distribution. Reminder: PLEASE ALLOW 3-4 WEEKS FOR THIS PROCESS.

7. CONCURRENCY-COMMITTED

Lake Nona DRI development has a concurrency capacity committed to it. The capacity will be deducted from the Lake Nona account at the time of permitting. An Assignment of Committed Trips form is required form Lake Nona as a condition of build-

CONDITIONS OF APPROVAL

ing permit issuance.

8. STORM-NPDES

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.

9. STORM-WATER MANAGEMENT DISTRICT

The owner/developer is required to design and construct an on-site storm water system in accordance with the Orlando Urban Storm Water Management Manual and the approved Master Drainage Plan. Approval from South Florida Water Management District is required. The ownership and maintenance of the pond will be addressed on the Final Plat.

10. ON-SITE FEES

At the development, the owner-developer is required to apply an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with the City Land Development Code, Section 65.604.

11. STORM-UNDERDRAINS

Underdrain construction is required in accordance with Section 17.01 of the Engineering Standards Manual.

12. PHASING

If phased, each phase shall be constructed so as to function independently, in the event that subsequent phases are not constructed.

13. ROADWAY DESIGN

The proposed roadway cross section needs to be consistent with the amendment Lake Nona Circulation SPMP [MPL2011-00004] and the Engineering Standard Manual.

14. PLAT

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.

15. PLAT-MAJOR

At the time of final plat submittal, the following is required:

i. Upon the first submittal paper copies signed and sealed by surveyor, upon second review mylar plat (executed by the owner and signed and sealed by the surveyor).

ii. Certificate of Title or Title Opinion (A title insurance policy is not acceptable.) Refer to Florida Statutes 177.041 for additional information.

iii. 4% inspection fee (based on estimated cost of the improvements. An itemized cost estimate is to be submitted to this office for approval.

iv. Six sets of approvable construction plans.

v. Performance Bond - 110 percent of the cost of the improvements. The form is available in Engineering.

vi. Joinder and Consent to Plat - If there is a mortgage on the property, a joinder and consent to plat document is required from each mortgage holder. The document is recorded with the plat. Refer to Florida Statute 177.081 for additional information.

vii. Fixed Asset Report - The form is available in Engineering.

viii. The plat must be reviewed by Orange County prior to recording. Begin this process by taking a copy of the executed plat to Room 1700 (Orange County Property Appraiser's Office, Attn. Rocco Campanale), 200 S. Orange Avenue, Sun Trust Bank Center. A copy of the completed Statement of Lien from Orange County is required by this office. The original Statement of Lien must be delivered to this office prior to recording the plat.

16. REFUSE CONTAINERS

In accordance with City Code Section 28.6 (f) 1-3, the Office of Permitting Services is authorized to make a determination of approval/disapproval of refuse container sites. 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.

Contact Information

1. Comprehensive (GMP) and Land Development Planning-Mary-Stewart Droege
For questions regarding Comprehensive (GMP) and Land Development Planning review, please contact Mary-Stewart Droege at (407) 246-3276 or mary-stewart.droege@cityoforlando.net.
2. Urban Design Review-Holly Stenger
For questions regarding this Urban Design Review, please contact Holly Stenger at (407) 246-3311 or holly.stenger@cityoforlando.net.
3. Transportation Planning—Gus Castro
For questions regarding this Transportation Planning Division review, please contact Gus Castro at (407) 246-3385 or Gustavo.Castro@cityoforlando.net.
4. Transportation Impact Fees-Nancy Ottini
For questions and information regarding Transportation Impact Fee Rates you may contact Nancy Ottini at (407)246-3529 or nancy.jurus-ottini@cityoforlando.net.
5. Orlando Police Department-Audra Nordaby
For questions regarding the Orlando Police Department plan review, please contact Audra Nordaby at 407-246-2454 or audra.nordaby@cityoforlando.net.
6. Engineering or Zoning-Keith Grayson
For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@cityoforlando.net.
7. Building Plan Review-Don Fields
For questions regarding Building Plan Review issues contact Don Fields at (407) 246-2654 or don.fields@cityoforlando.net.

Next Steps:

1. Council Approval of SETDRC Minutes;
 2. Final SPMP approval for required revisions;
 3. Required Letters of Determination for project's Master Sign Plan and Architectural Elevations; and
 4. Building Permit cannot be secured until the final plat is recorded or unless a hold harmless is secured.
-