

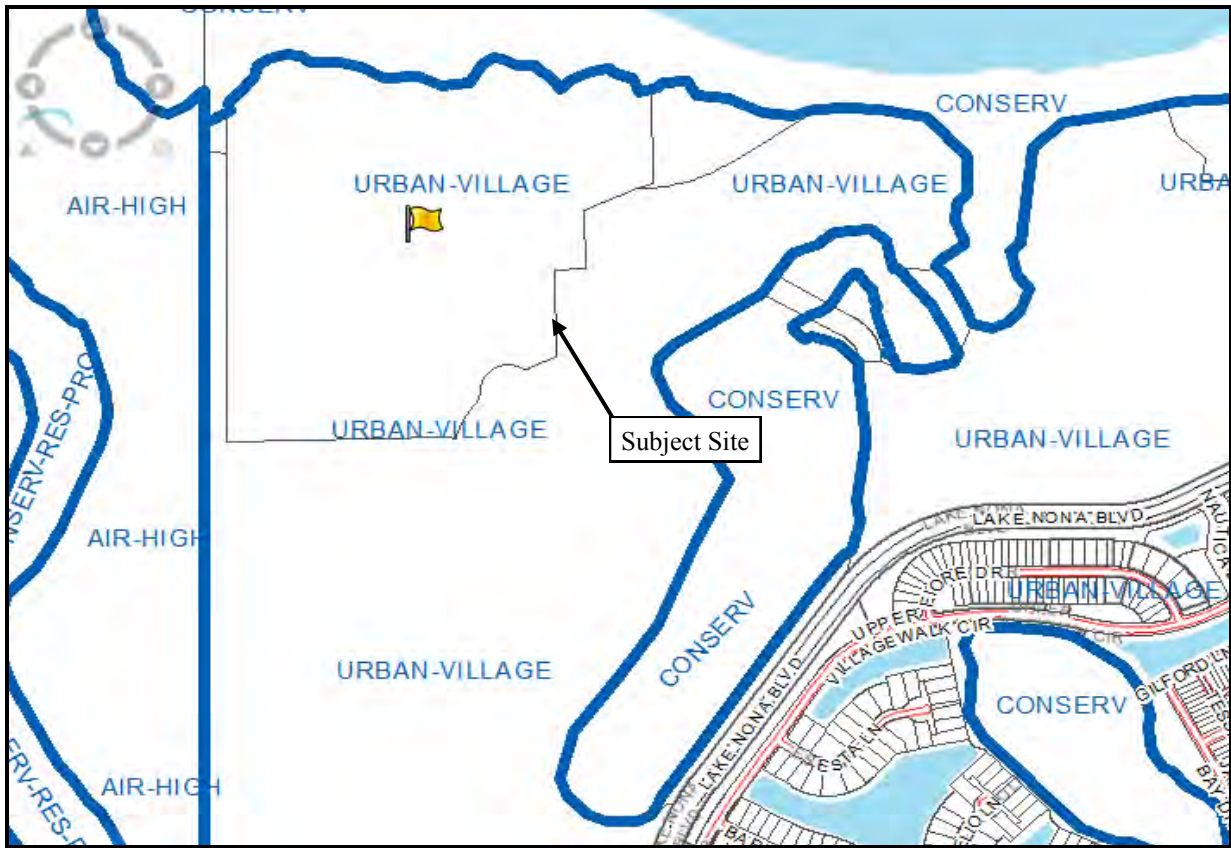


The map shows the proposed extension of the Village Walk Corridor, highlighted in blue. The corridor runs along the western side of Lake Nona Blvd and then turns south along the eastern side of Upper Village Walk Cir. The map also shows other streets in the area, including Fiori Dr, Nautica Dr, and Leatherleaf Ln. The blue shaded area represents the proposed extension of the corridor.

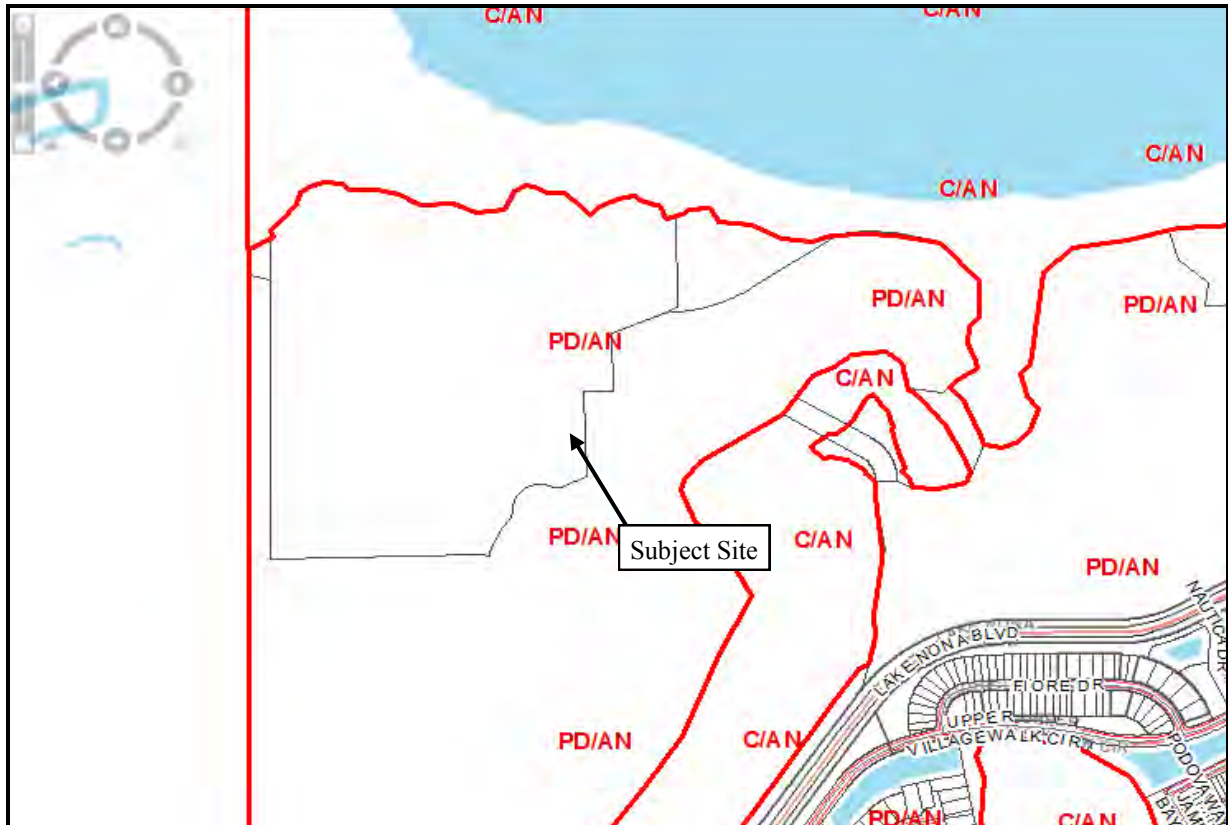
Subject Site for SUB

Owner James L. Zboril Lake Nona Central, LLC Applicant Heather Isaacs Lake Nona Land Co., LLC Project Planner Colandra Jones	Property Location: The subject property is located north of Lake Nona Boulevard, east of Heintzelman Boulevard, south of Lake Nona (±104.8 acres, District 1). Applicant's Request: 1. Specific Parcel Master Plan (SPMP) approval for a tennis facility which includes 102 tennis courts, office uses, player development and collegiate facilities, and player lodging. (±65 acres) 2. Request for Major Subdivision Plat to create the Preliminary Plat for the new tennis facility (±104.8 acres).	Staff's Recommendation: Approval subject to the conditions in the staff report.
Updated: October 31, 2014		

FUTURE LAND USE MAP



ZONING MAP



MASTER PLAN ANALYSIS

Project Description

The subject site is generally located north of Lake Nona Boulevard, east of Heintzelman Boulevard, south of Lake Nona, and is approximately 65 acres. The site is currently designated Urban Village on the Official Future Land Use Map and is zoned PD/AN and is designated as “Airport Support District—High Intensity” on the DRI Map H (Parcel 9).

The applicant is proposing to develop a tennis complex for the United States Tennis Association (USTA) which would include 102 tennis courts, a two-story office building which is approximately 50,000 square feet that will include the USTA’s Florida Division headquarters, a 24,000 square foot Player Development facility a 13,000 square foot Collegiate facility which would be the home of the University of Central Florida tennis teams, a Player Lodge with 16 double occupancy rooms that totals 15,000 square feet, a 6,500 square foot Tournament Administration building, maintenance buildings, concession facilities and restroom pavilions. A future Collegiate Tennis Stadium with 4,500 seats will be in a later phase of this project.

Proposed Development Program		
Tennis Courts	102 Courts (includes 6 future indoor courts & 4 future courts)	
Administration/Office Building	50,000 square feet	Total: 123,700 square feet of buildings
Player Development Training Facilities	24,000 square feet	
Collegiate Facility	13,000 square feet	
Player Lodge	15,000 square feet	
Tournament Administration Building	6,500 square feet	
Main Entrance Building	4,000 square feet	
League Tournament Maintenance Building	1,000 square feet	
Player Development Maintenance Building	600 square feet	
Restroom Pavilions (4)	300 square feet each (1,200 square feet total)	
Concession Stands (2)	4,200 square feet each (8,400 square feet total)	
Future Collegiate Tennis Stadium	4,500 seats	

Previous Actions:

- June 2014—A Planning Official Determination was issued in which zoning information was requested (Case #LDC2014-00144).

Project Context

The subject property is located within the Lake Nona DRI, a community located in the southeast section of Orlando. The property is currently vacant. Surrounding future land use designations is Urban Village to the south and east, Conservation to the north and east, and Airport Support District—High Intensity to the west. Existing uses include the Villagewalk residential neighborhood to the south, Lake Nona to the north, vacant land to the east, and the Orlando International Airport to the west.

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	Conservation	C/AN	Lake Nona
East	Urban Village & Conservation	PD/AN & C/AN	Vacant Land
South	Urban Village	PD/AN	Residential Neighborhood
West	Airport Support District—High Intensity	H/AN	Orlando International Airport

Conformance with the GMP

The proposed SPMP 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), Subarea Policies S.35.3 and S.35.4, along with Goal 4 and its associated goals, objectives and policies.

Conformance with the Lake Nona DRI

According to Section 4.7 of the Fourth Amended and Restated Development Order for the Lake Nona DRI, “*Golf and tennis recreational and teaching facilities shall be permitted in all land use categories and are subject to review by the City at the time of Specific Parcel Master Plan and preliminary plat submittal for the applicable parcel to ensure compatibility with surrounding existing and/or proposed developments.*” Therefore, the proposed tennis complex is allowed on the Airport Support District—High Intensity site (Parcel 9).

Conformance with the LDC—Chapter 68 Southeast Orlando Sector Plan

In order to be consistent with the Southeast Orlando Sector Plan, applications must be reviewed for compliance with LDC Chapter 68, which lays out the detailed development guidelines and standards for the Southeast Plan area. The proposed development is designated as “Airport Support District-High Intensity” in the Lake Nona DRI/PD. According to LDC Section 68.200 (c) (1), Airport Support District is described as such: “*Airport Support Districts shall be the primary employment locations within the Southeast Plan area. The Airport Support 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 in High Intensity Airport Support Districts unless desired by the property owner/developer.*”

Development Standards

According to LDC Figure 68-D, development in the Airport Support Districts is required to implement Conventional LDC Standards. The I-P zoning district standards shall apply for office uses and all other uses for the exception of industrial uses will utilize the AC-2 zoning district standards.

Intensity

According to LDC Figure 68-D, there is no minimum intensity and the maximum intensity is 1.5 FAR. The proposal has an FAR of 0.04 (123,700 square feet / 65 acres).

Building Height

In the Southeast Sector Plan, height is limited by the number of stories, not the overall height to provide variety to the skyline in the mixed use centers. Commercial buildings shall have no more than 25 foot floor to floor heights. According to the Lake Nona PD, Parcel 9 allows for a height limit of 2 stories. The proposed conceptual elevations for some of the buildings depicts 1 and 2 story buildings, but the applicant is requesting some buildings have a maximum building height of 3 stories. The PD has a provision that the SETDRC may approve an alternate height standard for any individual parcel through the SPMP process. According to the PD, other parcels that are designated “Airport Support District-High Intensity” has maximum heights of 5 stories and 10 stories. Also, the proposed plan would not adversely affect the nearby residential because the proposed buildings are internal to the site. Therefore, staff has no objections to the proposed building height of 3 stories.

Impervious Surface Ratio (ISR)

The maximum ISR permitted in the Airport Support District—High Intensity is 0.90 (AC-2 standards for uses other than industrial and office). According to the applicant, the USTA site is being designed with a master stormwater system and will not exceed the maximum allowed ISR of 0.90.

Table 2—Development Standards

Acreage	Use	Sq. Ft./ Dwelling Units	FAR (floor area ratio)		Building Height		ISR (impervious surface ratio)	
			Minimum /Maximum	Proposed	Minimum / Maximum	Proposed	Maximum	Proposed
65	Tennis Facility	123,700 sq. ft.	0 to 1.5 FAR	0.04 FAR	1 to 2 story	3 story	0.90	0.90

Setbacks

The required setbacks for the Airport Support District—High Intensity for office uses (I-P zoning) are 35 feet for the front yard and street side yard, 10 feet for the side yard and rear yard setback. The required setbacks for the Airport Support District—High Intensity for uses other than industrial and office (AC-2 zoning) are 0 feet for the front yard and street side yard, 0 or 3 feet for the side yard and 10 feet for rear yard setback. According to the site plan, the buildings that are closest to the property lines exceed the setback requirements. The Player’s Lodge is approximately 300 feet from the south property line, the concession stand buildings are approximately 40 feet from the west side property line, the Collegiate Tennis Center is approximately 300 feet from the north property line and the future stadium is approximately 50 feet from the east property line.

Landscaping

The applicant submitted a landscape plan and a hardscape plan with this application (see pages 8-10 of the staff report). The landscaping has been designed with a simple and formal geometry in the core guest areas and adjacent to the tennis courts. It includes use of natural forms and low maintenance areas along the perimeter. Shade will be maximized at the entrance, guest plaza areas and pedestrians walkways. Landscape is minimized around the tennis courts to avoid leaf debris and shadows. The landscape consist mostly of turf areas and trees with some shrubs. The native plant palette proposed is compatible with the palette used throughout Lake Nona. Perimeter planting will include Bahia turf and wildflower mixes, as well as Bahia turf in low impact areas.

The hardscape will have similar characteristics to other areas in Lake Nona. Specialty paving will be limited to high guest areas and plazas. The stormwater ponds have been designed with diffused-air systems for water quality and vertical water features for interest and added water quality. Aquatic plants will be introduced at the ponds in select locations.

The parking lots will be screened from the entrance area. The main parking lot is designed with center landscape islands, which will have canopy trees for shading. The USTA is working with OUC to construct solar shade structures, which will provide a community solar farm for OUC customers. In these areas, which are proposed in parking areas near the south property line, trees have been minimized in an effort to accommodate these solar structures.

Signage

The applicant has not submitted a sign plan with this application. A complete signage package will be subject to Appearance Review prior to the issuance of building permits. The applicant has indicated that signage will include a main entry architectural feature, building signage, internal way-finding and directional signage throughout the site. The signage shall be consistent with Chapter 64 of the LDC.

Parking

The applicant is proposing 650 parking spaces on the site. There are many proposed uses ranging from administration office uses to a collegiate tennis stadium. For the purpose of calculating parking ratio, the analysis will be for the most intense use of the tennis stadium. Table 3 depicts the minimum and maximum parking ratio for the proposed stadium use. According to Transportation Planning, the other uses minus the Collegiate Tennis requires at minimum 348 parking spaces and 616 parking spaces maximum. When there are no stadium events, there will be adequate parking for the least intense uses such as the administration office uses. The proposed parking spaces exceeds the minimum required needed for a stadium.

Table 3—Parking Requirements					
Use	Rated Patron Capacity	Minimum Ratio	Minimum Spaces Required	Maximum Ratio	Maximum Spaces Permitted
Tennis Stadium	4,500 seats	1:7 RPC	642	1:3 RPC	1,500
Total Provided	650				

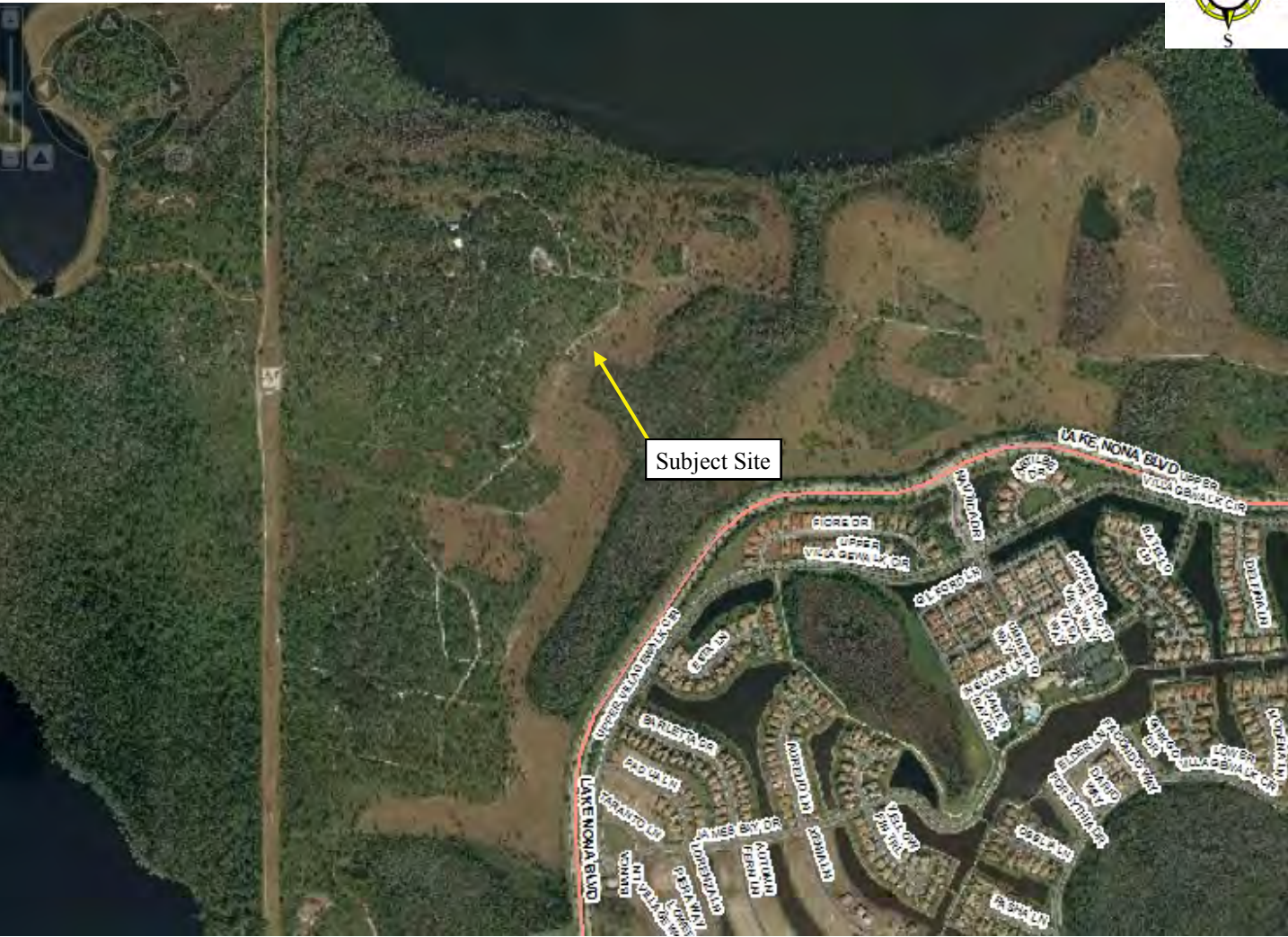
Transportation Circulation

The proposed project is more of a campus style project, therefore the vehicular circulation is limited to the entry drive and the parking areas. For a safe pedestrian experience, vehicular traffic (other than delivery, maintenance and emergency vehicles) would not be permitted to drive on the active parts of the campus.

Main pedestrian access is through the Office/Administration Building and will connect to the internal circulation through the lobby and plaza area. Additional pedestrian secured access points may be located at the south end of the Collegiate Facility to accommodate ticketed events.

Pages 13 of this report depicts the cross-section for USTA Boulevard as a two-lane road and at full build out of a four-lane road. Page 14 of the report depicts the entry drive cross-sections.

AERIAL PHOTO—2013





- ① Project Main Entrance
- ② Administration Building
- ③ Player Development Building
- ④ Lodge Building
- ⑤ Collegiate Tennis Center
- ⑥ Future Stadium (For Reference Only)
- ⑦ Auto Court/ Drop- off and Arrival Plaza
- ⑧ Surface Parking(624 Total Spaces)
- ⑨ Collegiate Center Plaza
- ⑩ Tournament Administration Building
- ⑪ Green Clay Courts (Typ.)
- ⑫ Cushioned Acrylic Courts (Typ.)
- ⑬ Red Clay Courts (Typ.)
- ⑭ Cardio Training Area
- ⑮ 60 Foot Tennis Courts
- ⑯ 36 Foot Tennis Courts
- ⑰ Restroom/ Concession Building
- ⑱ Utilities & Maintenance Building and Yard

- 19 Future Court Expansion (For Reference Only)
- 20 Event Lawn (Location for Vendor Tents)
- 21 Outdoor Gardens
- 22 Palm Bosque w/ Plaza
- 23 Parking Lot w/ Roof-Top Solar Panel (Typ.)
- 24 Bus Drop- off and Package Delivery
- 25 Lake (TYP.) (with Aerator or Diffused System)
- 26 Service Road + Pedestrian Walk
- 27 "The Avenue" Main Pedestrian Spine Space
+ Event Lawn
- 28 Future Parking Garage Envelope
(Place Holder - for Reference only)
- 29 Maintenance Road
- 30 Land- Bridge Feature
- 31 Entrance Signage Feature
- 32 20' Stabilized Service Access Road (See Civil Eng)
- 33 Future Bleacher Expansion Area
- 34 Running Track
- 35 Dry Storm Water Pond
- 36 Shade Pavilion (Typ.) (See Architecture)

HARDSCAPE PLAN



Legend

-  Concrete Paving w/ Rock-Salt Finish (Pedestrian & Vehicular)
-  Specialty Paving (Pedestrian)
Concrete Unit Pavers
-  Specialty Paving (Vehicular)
Concrete Unit Pavers
-  Decomposed Granite
w/ 6" Raised Concrete Curbs
-  Asphalt Paving
(See CMI Engineering Doc's)
-  Green Space /Planted Areas
-  Lakes /Ponds
-  Stabilized Turf for Vehicular Use
(See CMI Engineering Doc's)

TREE PLAN

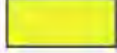


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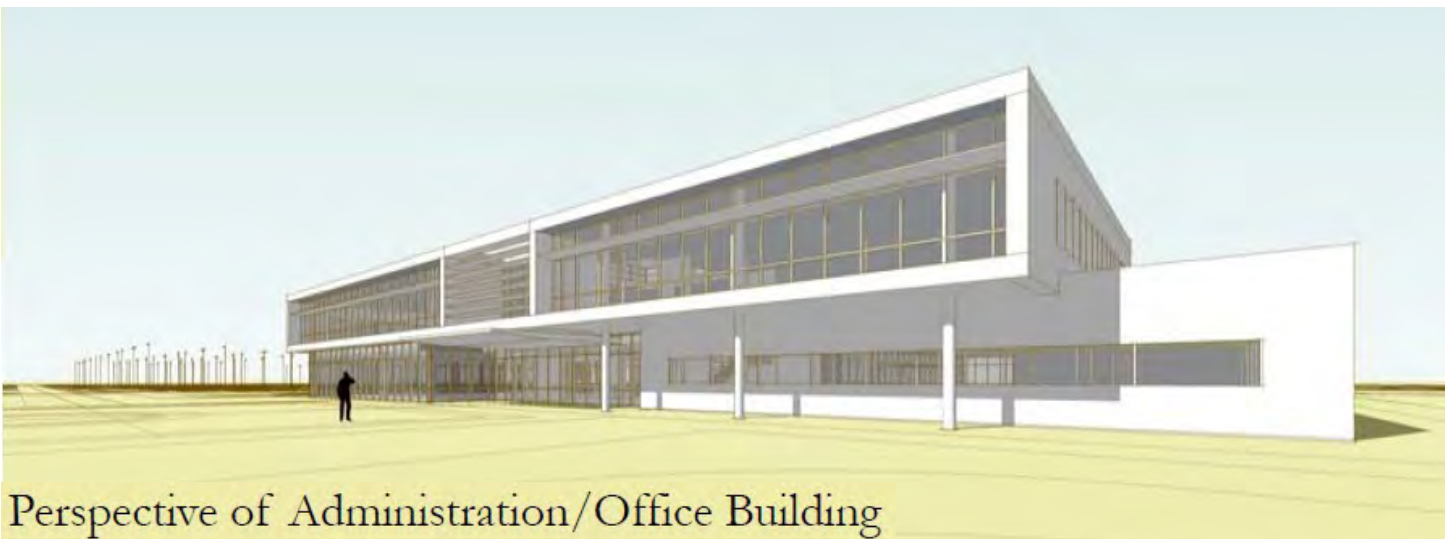
-  Large Specimen Tree
(20" Live Oak)
-  Shade Tree (4" Live Oak)
-  Shade Tree
(Pond Cypress @ Pond Bank)
-  Ornamental / Flowering Tree
(10' Crep Myrtle)
-  Evergreen Tree (Magnolia 12' Tall,
Brakens Brown/ Full to Ground)
-  Date Palm (18' C.T. Medjool)
-  Washingtonia Palm (14' C.T.)
-  Evergreen Tree
(Pine 4'-8' / Pine in the Groves)
-  Green Space
(See Shrub/ Turf Plan)
-  Lake (See Civil Engineering Doc.)

SHRUB AND TURF PLAN



Legend	
	Shrub (Min 3 Gallon Material)
	SOD (Zoysia Turf Grass)
	Natural Turf (Argentine Bahia)
	Wilde Flower (Florida Mix)
	Lake (See Civil)
	Aquatic Plantings

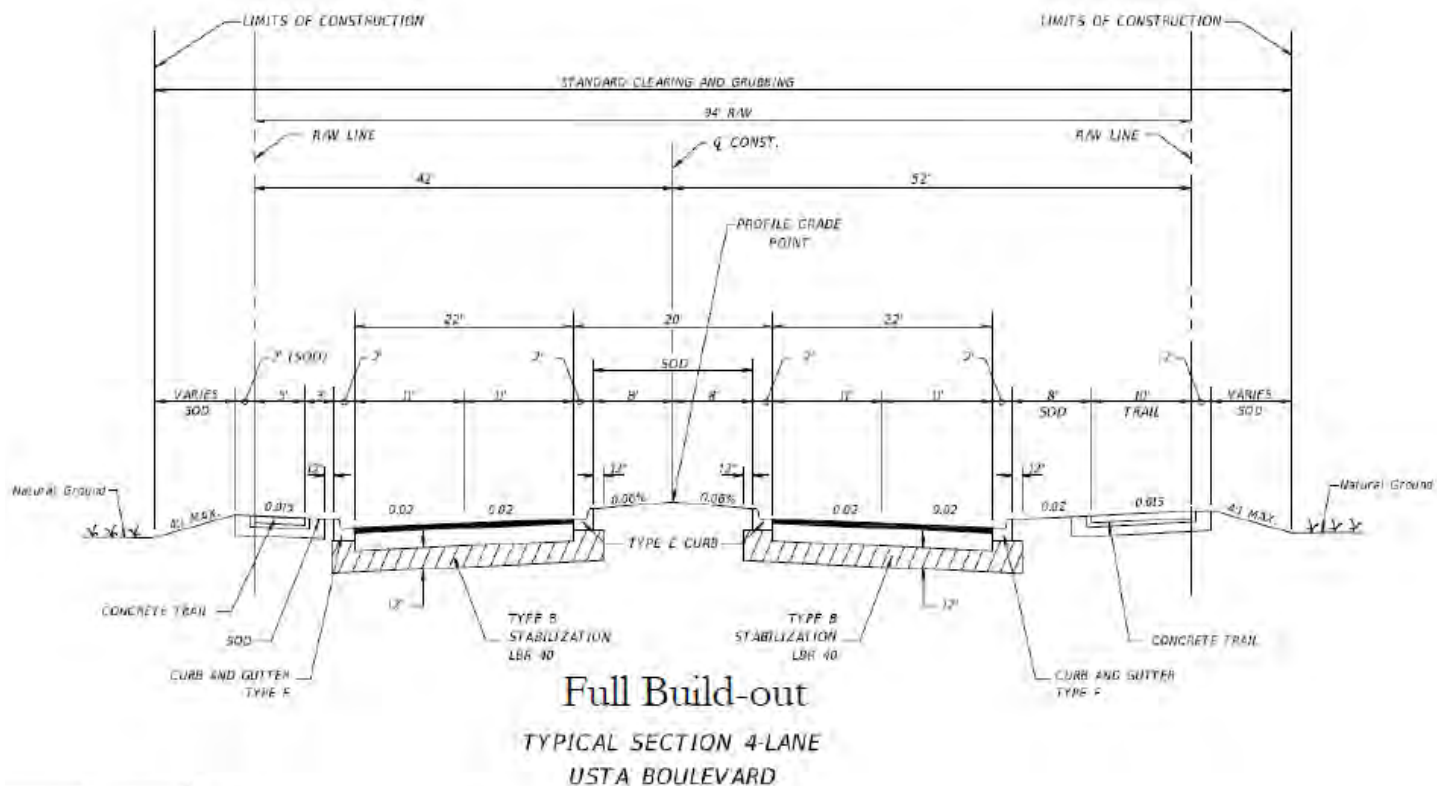
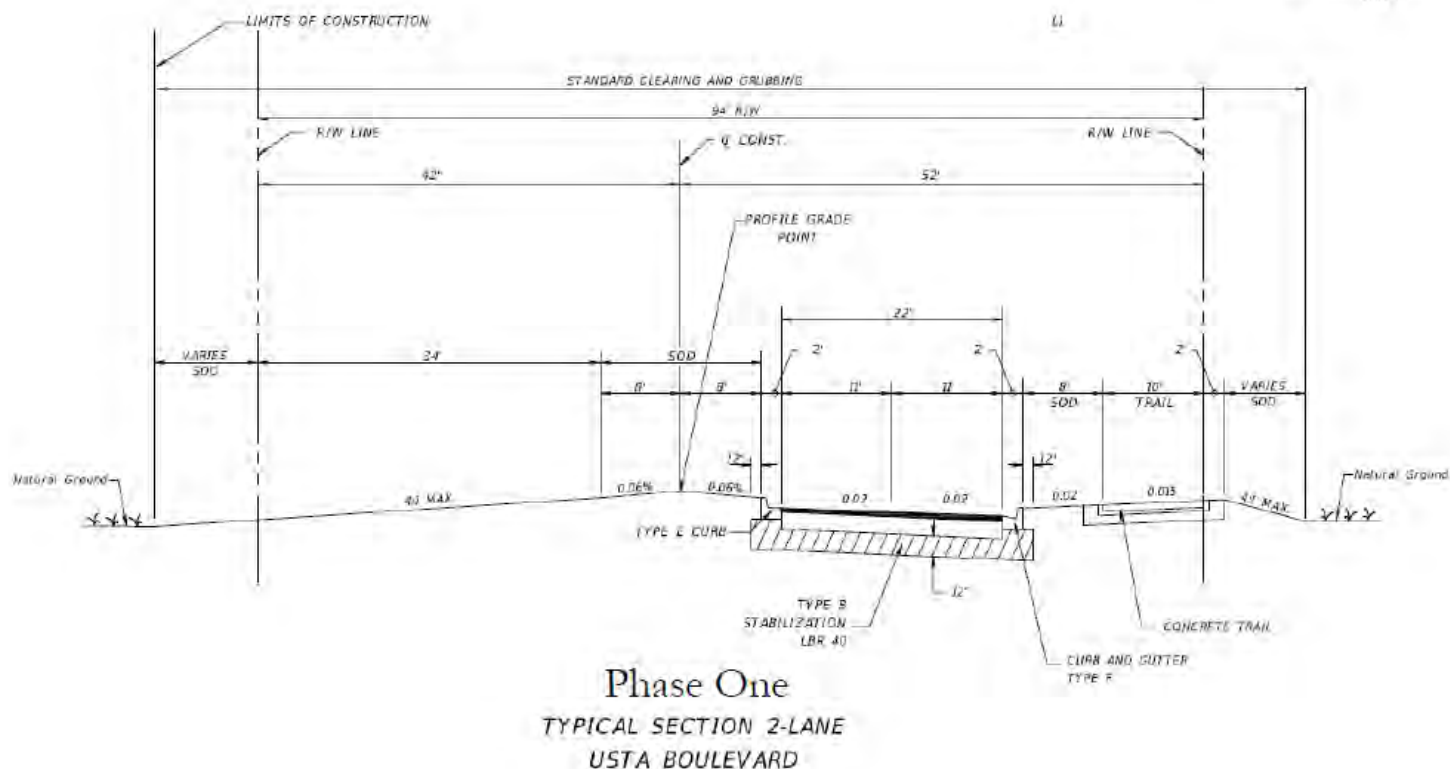
CONCEPTUAL ARCHITECTURE



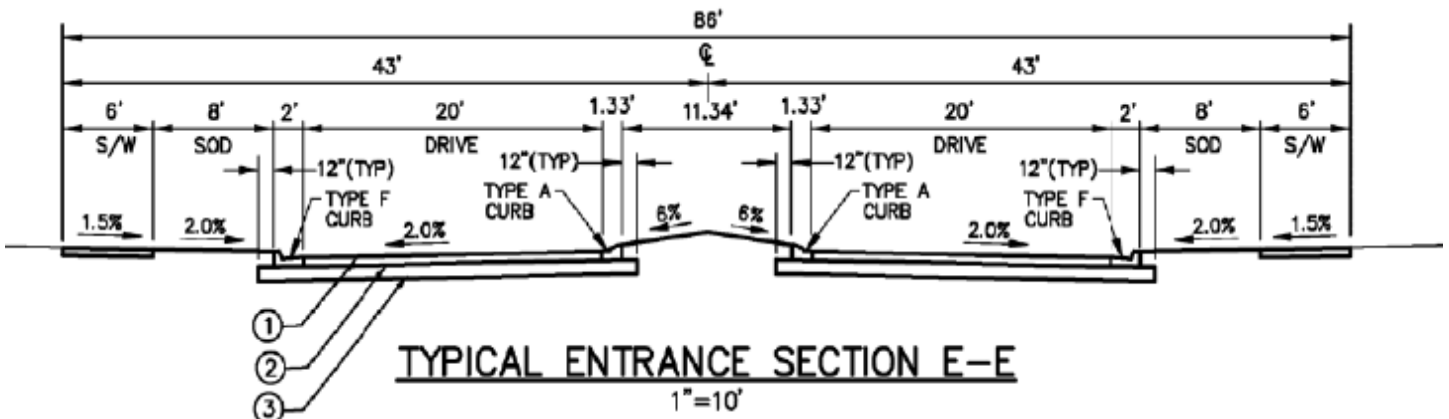
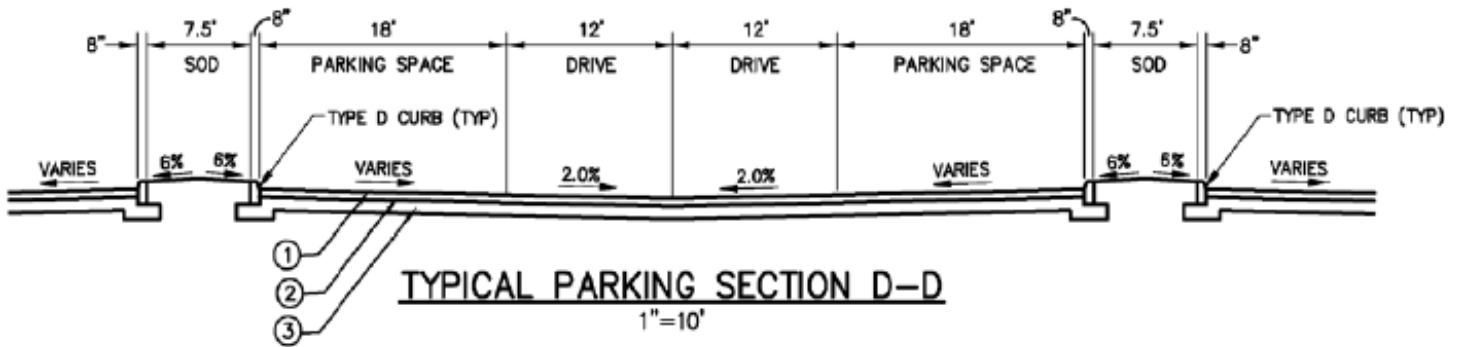
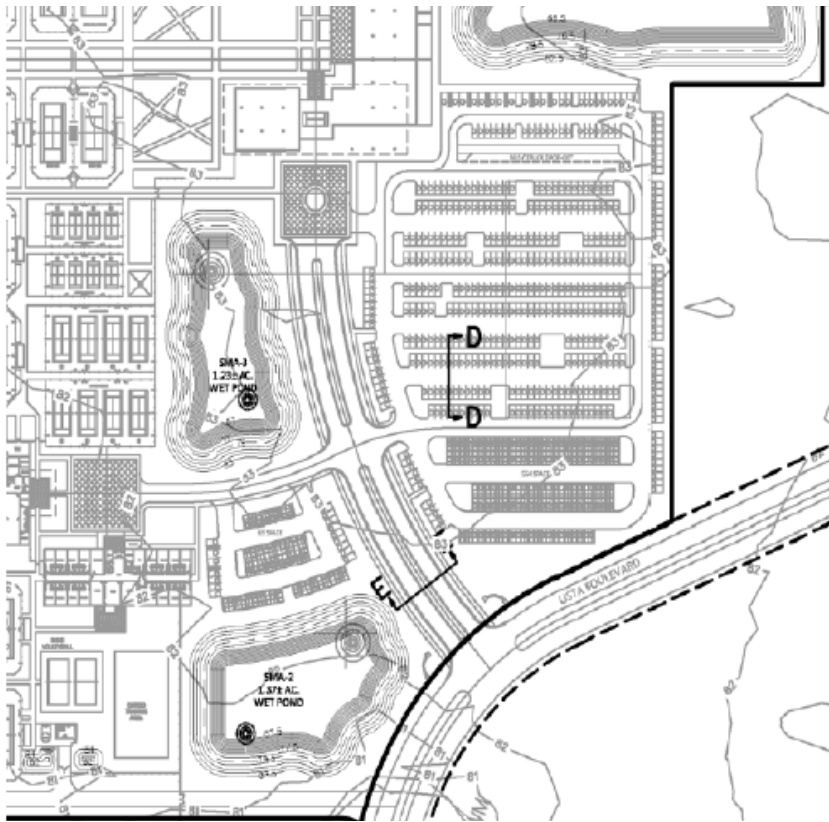
CONCEPTUAL ARCHITECTURE



ROADWAY CROSS-SECTIONS—USTA BOULEVARD



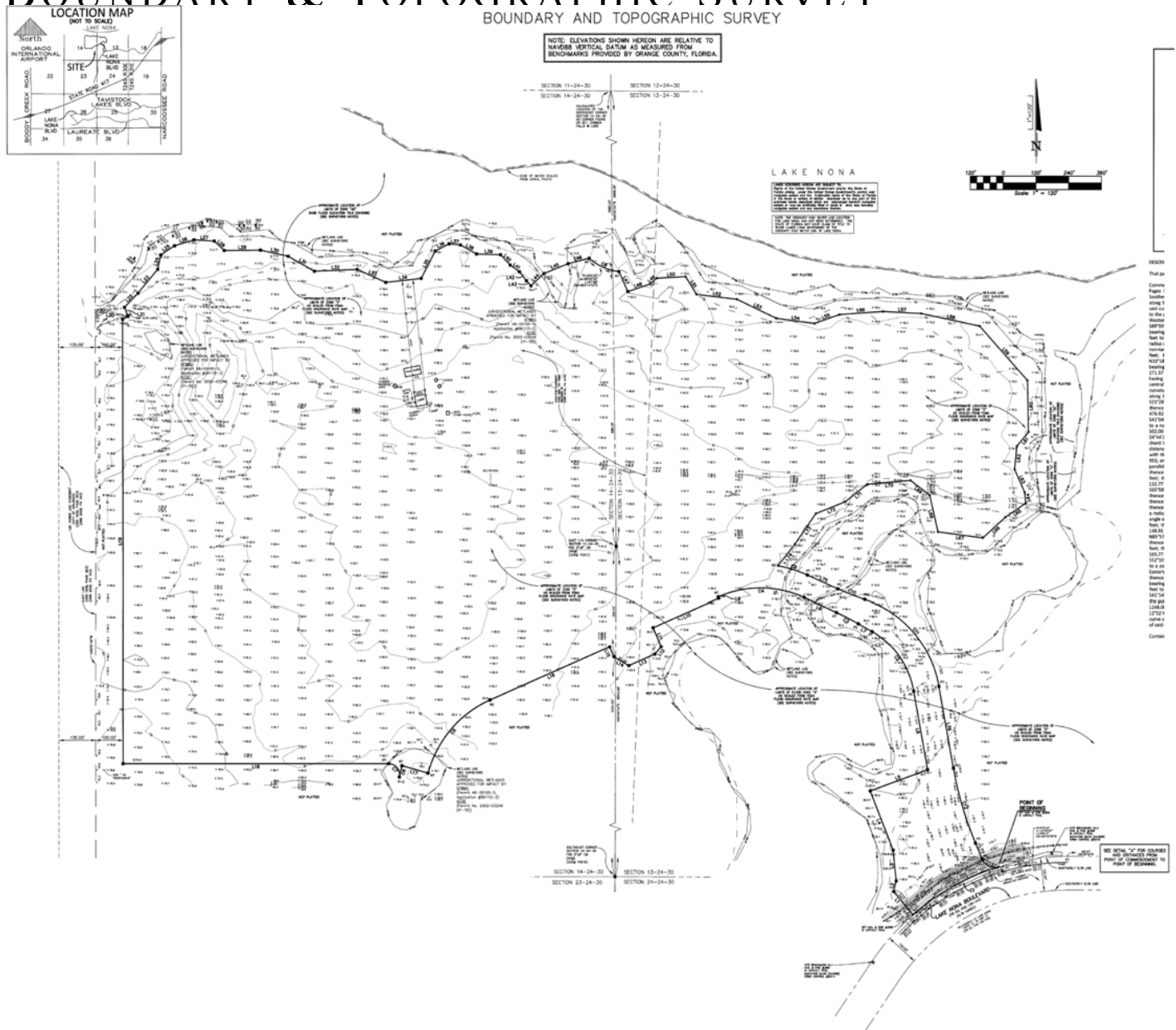
ROADWAY CROSS-SECTIONS—ENTRY DRIVE



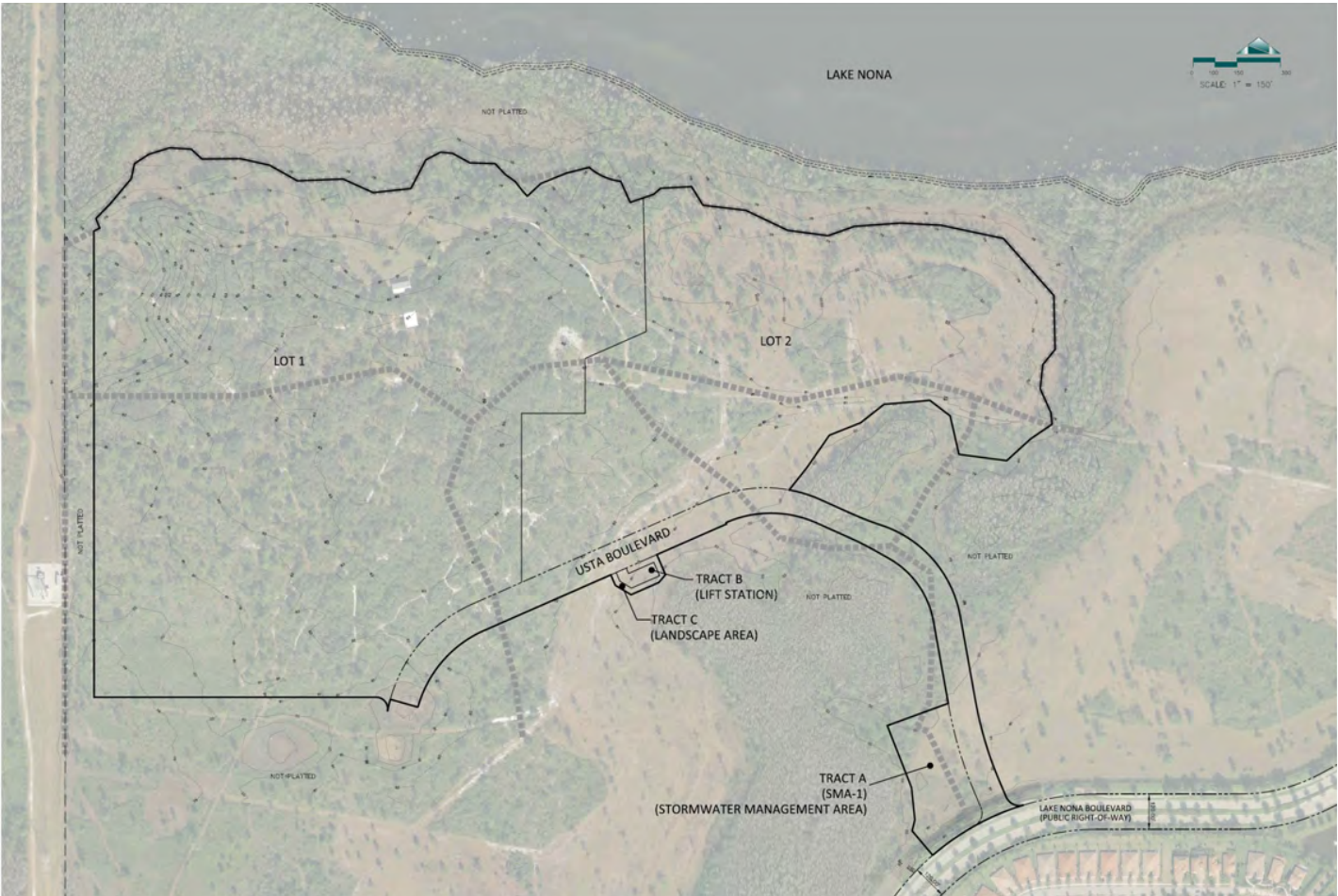
Major Subdivision

The proposed project is a major plat to subdivide the site into 2 lots, 3 tracts and one road (USTA Boulevard). The plat will include the proposed USTA tennis complex on Lot 1 and future development on Lot 2. Tract A depicts a stormwater management area, Tract B for a lift station and Tract C depicts a landscape area. The total acreage for the lots and tracts is ±104.82 acres.

BOUNDARY AND TOPOGRAPHIC SURVEY



PRELIMINARY PLAT



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 of the Land Development Code (LDC) and with the requirements for approval for Minor Subdivision Plat applications contained in Section 65.420 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 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.

Staff recommends approval of the Specific Parcel Master Plan and Major Subdivision subject to the conditions below:

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 Lake Nona DRI/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 thirty-six (36) 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. *APPEARANCE REVIEW*

Building elevations and Landscape Plan 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, and any other information needed to demonstrate compliance with the conditions of this report and the Southeast Sector Plan.

5. *IMPERVIOUS SURFACE RATIO (ISR)*

The development plan shall not exceed the maximum ISR of 0.90.

6. *SIGNAGE*

The proposed signage shall be consistent with Chapter 64 of the LDC. A complete signage package will be subject to Appearance Review prior to the issuance of building permits.

7. *PARKING LOT LANDSCAPING*

Due to the proposal in the solar farm area, a reduction in the parking lot landscaping requirement is allowed.

8. *USTA BOULEVARD CROSS SECTION*

The full build out four lane cross section shall be revised as per the condition of the Transportation Planning staff.

9. *BUILDING HEIGHTS*

The building heights for all proposed buildings shall not exceed 3 stories.

CONDITIONS OF APPROVAL

City Planning (cont.)

10. *FENCING*

If perimeter fencing is proposed, visible from the public ROW, it shall be open metal picket-style fencing that meets CPTED requirements and does not exceed 6 feet in height. Chain link fence is only permitted between the courts and at the back-of-house/maintenance areas.

11. *FUTURE PARCEL (LOT 2)*

The future parcel on the east side will require a SPMP to be reviewed by the SETDRC prior to development.

12. *RECORDING OF THE FINAL PLAT*

The final major plat shall be reviewed by City Planning to determine if all conditions are met prior to the recording of the plat.

Urban Design

1. *APPEARANCE REVIEW*

An Appearance Review shall be required prior to building permits being issued. All Urban Design conditions of approval shall be addressed in revised drawings prior to submitting to the Permitting department.

2. *BUILDING ELEVATIONS*

- a. Per Section 68.327 Site Planning and Building Guidelines, Terminate Vistas are encouraged “in order to reinforce the importance of civic facilities, they shall be sited to terminate important vistas within the community”, and highlighting entries, such as “Tower elements, arbors, gateways, or other architectural features should be used at the entries to civic buildings to reinforce the linkage between the community and the civic use”. Administration Building, Lodge Building, and Player Development should incorporate architectural emphasis at the terminus of the vistas when developing the final building elevations.
- b. Though this site is considered a Civic site, there is a mix of building types on the site. General architectural guidelines for the mixed use and commercial buildings should be considered. Standards provided in LDC Sections 68.313-68.325 shall be the baseline for the design of each of the buildings on the campus. The elevations and Sarasota Style architecture lends itself to meeting these conditions. Final review of the elevations shall consider these standards.

3. *PARKING*

The parking areas closest to the street are proposed to be covered with solar panels. Where parking lots occur along streets, a landscaped area in accordance with Conventional LDC standards shall be provided to minimize views of parked cars from the street and shall be permanently maintained. Verify at the time of permitting that the landscape requirements will be met for parking lot and screening.

4. *SIGNAGE*

Signage shall conform to the AC requirements specified in Chapter 64, Section 64.228, Signs Inside the Traditional City. Signs visible from the ROW shall be consistent with the Lake Nona Master Sign Plan (LDC2013-0082). Interior signs not visible from the ROW require permits, but will not be required for appearance review.

5. *LIGHTING*

The City recently adopted a Lighting Ordinance (LDC Section 63.408). All parking lot and vehicular site lighting shall meet the LDC. For the courts and stadium, per the Lighting Ordinance, the maximum pole height for site lighting is 30' in all zoning districts, except in industrial districts where 50' is permitted. Sports Complexes are not specifically addressed as to the pole height, however, the Planning Official may approve variances to the quantitative standards through the determination process. Conditions of approval may be necessary to minimally mitigate the land use impacts of the variance. If court lighting pole heights exceed the maximum permitted, the IES (Illuminating Engineering Society) sports field lighting guidelines and best practices shall be used in the review of the photometric plans, through a Determination to the Planning Official, prior to permits being issued.

Transportation Planning

1. *ROAD CROSS SECTION*

A standard crosswalk, including high-emphasis pavement markings and signage meeting MUTCD and ADA requirements shall be constructed west of the USTA Boulevard bridge when the travel lanes and sidewalk on the south side of USTA Boulevard are constructed. If the conservation land parcel abutting the south side of USTA Boulevard is ever rezoned and developed, a sidewalk shall be required along the length of this property. Design and construction costs shall be the responsibility of the parcel developer.

CONDITIONS OF APPROVAL

Transportation Planning (cont.)

2. *ACCESS: MISC.*

The applicant shall provide information on how trash collection will be handled on-site and the location where City Solid Waste or Contractor will collect the refuse for removal from the site. This location shall conform to Code requirements for access and maneuverability.

3. *BIKE PARKING: GENERAL REQUIREMENTS*

Per City Code, Sect. 61.333 this facility shall provide 4 long-term and 11 short-term bicycle parking spaces. Due to the nature of the facility and the proximity to mixed use trails, it is recommended that significantly more spaces be provided and dispersed throughout the complex. In particular, long-term bicycle parking spaces should be provided in or near the Lodge facility to accommodate guests' use. Bike racks should also be distributed throughout the court areas and clustered near the Stadium entrance when that facility is added.

4. *PARKING LOT DESIGN*

On-site parking as shown is appropriate for Phase 1 of this development. Applicant shall provide a narrative or depiction of how many spaces will be added and their approximate location to meet the demands created for Phase 2. This information shall be provided one week prior to appearance before SETDRC to allow for staff review.

5. *TRAFFIC CONTROL DEVICES*

The developer shall be responsible for the design and construction of the signalization of the eastern intersection of USTA Bv and Lake Nona Bv. The signal shall meet all standards of the City of Orlando including fiber optic connection to the adjacent signal network at the 2 intersections of Lake Nona Bv & SR 417 ramps and Lake Nona Bv and Narcoossee Rd. The completed design of this signal shall be approved by the City prior to issuance of the Certificate of Occupancy for any buildings in Phase 1. Signal design shall be coordinated with the City of Orlando Transportation Systems Manager. A pre-design meeting shall be held as a required part of this coordination.

The City may, at the sole discretion of the City Transportation Engineer, require the developer to perform a signalization warrant study after the USTA facility is operational. The study shall meet the requirement of Chapter 4 of the Manual on Uniform Traffic Control Devices and Chapters 2 and 3 of the FDOT Manual on Uniform Traffic Studies. If the traffic signal warrant study demonstrates that a traffic signal is warranted, the City can, at the sole discretion of the City Transportation Engineer, require the developer to construct the traffic signal. Additionally, this traffic signal may be justified by roadway geometric criteria and landscape features which are outside the industry standard warrants. If the City Transportation Engineer determines this to be the case, the developer shall construct the signal at that time. This traffic signal shall accommodate all three approaches to the intersection. If all of USTA Bv is not completed as a full 4 lane cross section prior to installation of the signal, 250 ft of the north approach shall be constructed as a 4 lane section to accommodate proper placement of signal equipment.

INFORMATIONAL COMMENTS

Engineering/Zoning (MPL2014-00032)

1. *ENGINEERING STANDARDS MANUAL*

The City Council Adopted the Engineering Standards Manual (ESM), Fourth Edition on March 9, 2009. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.

2. *SIDEWALK*

As per Section 61.225 of the Land Development Code, a minimum 5 foot wide concrete sidewalk is required along all dedicated rights-of-way. Any existing sidewalk damaged or broken is to be repaired.

3. *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:

1. Permit Application - signed/sealed by the owner. This Office will complete page 10 of 11 when the construction plans are approved.
2. 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).

INFORMATIONAL COMMENTS

Engineering/Zoning (MPL2014-00032)

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

4. *SEWER-BENEFIT FEE*

The owner/developer will be required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy and Chapter 30 of the Land Development Code.

5. *CONCURRENCY-COMMITTED*

The Lake Nona PD 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. *STORM-FEMA*

In accordance with Federal Emergency Management Act (FEMA) requirements, a letter of map revision is required by the owner or engineer.

7. *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.

8. *SURVEY/BOUNDARY*

The FEMA lines shown are scaled from the most recent firm map and do not follow the actual lines. Field verifying is required. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).

9. *STORM-WATER MANAGEMENT DISTRICT*

The owner/developer is required to design and construct an on-site storm water system in accordance with the approved Master Drainage Plan. Approval from South Florida Water Management District is required. The system is to be privately owned and maintained.

10. *STORM-WETLAND*

If the proposed wetlands are to be altered, the owner/developer needs to submit documentation from South Florida Water Management District and/or the Army Corp of Engineers.

11. *STORM-UNDERDRAINS*

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

12. *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.

13. *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.

14. *FLOODPLAIN*

This site is located within a floodplain. The finished floor elevation must be one (1) foot above the 100' flood elevation.

INFORMATIONAL COMMENTS

Engineering/Zoning (MPL2014-00032)

15. *STREET TREE FUND*

The Orlando City Council approved a Resolution at the January 27, 1997 City Council Meeting. Section 61.226 of the City's Land Development Code provides for a Street Tree Trust Fund. The developer is required to contribute funds to the Trust Fund prior to issuance of the building permit. The City is responsible for installation of the trees. The cost is \$350 for each 12'-14' height of canopy tree. The developer may install the street trees in lieu of contribution to the Trust Fund in accordance with Section 61.226.

16. *TREE REMOVAL*

Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 4" caliper or larger trees.

17. *SIGNS-LDC*

See Chapter 64 Orlando Land Development Code for sign requirements and regulations. Separate permit applications are required for signs.

18. *ZONING-PLATTING*

The property must be platted prior to Engineering/Zoning approval for building permit issuance, plat is being processing under SUB2014-00049.

19. *SEWER-MISC.*

An updated Wastewater Master Plan and Irrigation Plan along with a Fire Hydrant Plan are required prior to issuance of building permits.

Engineering/Zoning (SUB2014-00049)

1. *PLAT-MAJOR*

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

1. Mylar plat (executed by the owner and signed and sealed by the surveyor).
2. Certificate of Title or Title Opinion (A title insurance policy is not acceptable.) Refer to Florida Statutes 177.041 for additional information.
3. Initial 2 percent inspection fee (based on estimated cost of the improvements. An itemized cost estimate is to be submitted to this office for approval.
4. Six sets of approvable construction plans.
5. Performance Bond - 110 percent of the cost of the improvements. The form is available in the Office of Permitting Services.
6. 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.
7. Fixed Asset Report - The form is available in the Office of Permitting Services or at our website www.cityoforlando.net/permits.
8. 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. The original completed Statement of Lien from Orange County is required by this office. The Statement of Lien must be received in this office prior to recording the plat.

2. *ON-SITE FEES*

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.

3. *CONCURRENCY MANAGEMENT/PLAT*

The final recorded plat shall contain the following note: "Development on the property depicted on this plat is subject to the requirements of Chapter 59, the Concurrency Management Ordinance of the City of Orlando, which governs the City's ability to issue building permits on this property. Approval of this application shall not be deemed to provide any vested rights, except as to those matters depicted hereon, that are consistent with the requirements of Chapter 177, Florida Statutes, or were required by the City of Orlando as a condition of platting."

4. *EROSION-BUILDING SITE*

All building site plans submitted for review should include a detailed erosion and sedimentation control plan.

INFORMATIONAL COMMENTS

Engineering/Zoning (SUB2014-00049)

5. *EROSION & SEDIMENTATION CONTROL*

Storm water control measures to minimize the impact of the erosion/sedimentation shall be incorporated in the plan of the development for all projects in the City of Orlando and a detailed description of these measures are to be included with the final engineering submittal.

6. *SEWER-MISC.*

The Plat shall depict the lift station parcel, tracts of new public streets where City wastewater (sanitary sewer and reclaimed water) facilities will be located, and easements as needed for City wastewater facilities (sanitary sewer and reclaimed water) located outside of the public streets rights-of-way (ROW's).

Police

1. *CPTED REVIEW*

The Orlando Police Department has reviewed the plans for USTA at lake Nona located at Lake Nona Central, Parcel 9, 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.

2. *NATURAL SURVEILLANCE*

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

Overall Project:

- A lighting plan was not available at the time of this review. Lighting plays a very important role in CPTED. It is crucial that lighting sends the right messages to the public about the safe and appropriate use of space at different times of the day and night.
 - All lighting for this project shall meet or exceed the guidelines in Orlando City Code, Title II, Chapter 63, Part 2M.
 - In order to give staff, athletes and patrons a sense of safety, pedestrian-scale lighting should be used in all high-pedestrian traffic areas especially along building entrances, the pedestrian colonnades, parking facility entrances, entrances to common areas, parks spaces/courtyards and all walkways throughout the development.
 - Appropriate lighting should be included in any common areas throughout the project if it is anticipated that these areas will be utilized after-dark.
- This is especially true in and around elevator lobbies, stairwells, all public and private entrances, public corridors and throughout any amenities.
 - Lighting is universally considered to be the most important security feature in a parking facility. Illumination, uniformity, and glare should all be taken into consideration. Lighting fixtures should be reliable, easy to maintain, withstand the elements, and be vandal-resistant.
 - Ensure that any canopies or overhangs do not interfere with lighting, especially pedestrian scale, if these locations are to be used during nighttime hours.
- Landscaping is another crucial aspect of CPTED. Trees branches should be kept trimmed to no lower than 6 feet from the ground and shrubs should be kept trimmed to no higher than 30 inches. Avoid conflicts between landscaping and lighting, especially lighting adjacent to canopy trees. Landscaping should not create blind spots or hiding places and should not block or cover windows. Open green spaces should be observable from nearby structures.
- Benches (or outdoor furniture) placed in common areas are a good way to increase surveillance and encourage community interaction. Consider furniture designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).
- Bicycle parking pads (if installed) should be observable from building entrances, securely fastened and not hidden behind landscaping.

(Future) Parking Garages:

- Vehicle and pedestrian entrances into the parking garage should be well lit and defined by landscaping, signage and/or architectural design.
- Lighting is universally considered to be the most important security feature in a parking garage. Illumination, uniformity, and glare should all be taken into consideration. Lighting fixtures should be reliable, easy to maintain, withstand the elements, and be vandal-resistant.
- White concrete stain on the ceilings and beams within the parking garage is recommended to reflect light and improve uniformity.

INFORMATIONAL COMMENTS

Police (cont.)

- Anti-graffiti coating on the walls is recommended to discourage potential offenders from "tagging" these areas.
- 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.
- Elevator lobbies should be well lit and reflective surface materials may be used in these 'coves' to aid in natural surveillance and safety for users.
- Any interior 90° corners should utilize mirrors or reflective material to enhance surveillance around corners.

Player Lodge:

- Entry doors on all suites should contain 180° viewers/peep holes.
- Stairwells should be constructed of an open design (not behind solid walls) and the staircase design should allow for visibility.
- Elevator lobbies should be well lit and reflective surface materials may be used in these 'coves' to aid in natural surveillance and safety for users.
- Any interior 90° corners in the hallways and common areas should utilize mirrors or reflective material to enhance surveillance around corners.
- All sides of the building should have windows to observe the walkways, parking facilities and driving lanes.

All other Buildings:

- Since there is typically no natural surveillance between a building and dumpster/recycle areas, be sure these are well-lit and that lighting is well maintained.
- Where possible, offices, reception areas, lobbies, or host stands should have exterior windows and furniture oriented to improve surveillance of public areas.
- All sides of the building should have windows to observe the walkways, parking facilities and driving lanes.
- Advertisements and product displays should not be located in or around windows. If advertisements must be used, they should be small in size and located in an area where observation will not be blocked to the inside or outside.
- Decals which display height measures should be posted inside any public entrance (particularly in the retail and concession spaces).
- Restrooms should be visible from the main areas and away from outside exits and reflective material should be considered in or around any restroom lobby 'coves'.

3. NATURAL ACCESS CONTROL

Design the site 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, walkway, building and parking lot entrances to clearly indicate public routes and discourage access to private areas with structural and landscape elements.

- Public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around building and parking facility entrances should create clear way-finding, be well lit and not block entrances or create ambush points.
- There should be no easy access to the roof of any building.
- Signs located throughout the parking facilities should remind users to lock their vehicles and keep valuables out of sight.
- Way-finding located throughout the property should help guide users to authorized areas while discouraging potential offenders.
- Signage with hours of operation should be clearly visible at any public entrance.
- We encourage the use of traffic calming techniques as well as surface and gateway treatments throughout the project to promote safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
- Walkways should be a minimum 6' in width to enhance pedestrian flow.

4. TERRITORIAL REINFORCEMENT

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 incorporating features that define property lines and distinguish private spaces from public spaces such as; landscape plantings, pavement designs, gateway treatments and CPTED open design (see-through) fences.

- The property should be designed to encourage interaction between users.
- Each separate building should have an address that is clearly visible from the street, parking facilities, or interior road network with numbers a minimum of five-inches high made of non-reflective material.

INFORMATIONAL COMMENTS

Police (cont.)

- Fencing may be considered to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED style fencing, up to 6-foot in height, made of commercial grade steel is a good option to consider. Another option is landscape buffers that include hostile vegetation, to delineate public from private spaces. The fencing and landscape buffer may be used together to further define and control spaces.
- 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.

5. 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.

- Exterior and non-public doors should contain 180° viewers/peep holes, interior hinges, single cylinder deadbolt locks with a minimum two-inch throw, metal frames with 3" screws in the strike plates, and be made of solid core material.
- Door locks should be located a minimum of 40 inches from adjacent windows.
- The use of jalousie, casement or awning-style windows is discouraged.
- All windows that open should have locks.
- Sliding glass doors should have one permanent door on the outside and the inside moving door should have a docking device and a pin.
- Air conditioner units should be caged and the cages should be securely locked.
- If alarm or security systems are installed, each building should have a separate system that can be regularly tested and maintained. During working hours, commercial alarm systems (to include any common areas) should be programmed so that a short beep is sounded if an exterior door opens.
- A security camera system capable of recording and retrieving an image to assist in offender identification and apprehension should be used throughout this project. 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 development, especially areas with limited or no natural surveillance such as surface and garage parking facilities, around maintenance and trash facilities and any place a shear wall may exist.
- Back or side doors (non-public) should be kept locked from the outside at all times. Internal business policy should prohibit the "propping open" of exterior doors.
- 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. 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.
- Each retail or restaurant space should contain a drop safe or cash management device.
- An access control system should be considered so only staff has access to non-public locations. Common area doors or gates should have locks that automatically lock when the doors or gates close.
- Common areas should have signs that clearly identify operating hours and state that facilities are only for use by staff or athletes.

Additional precautions, such as silent alarms, hold-up 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.

6. 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:

- 1) 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.
- 2) 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.
- 3) 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.

INFORMATIONAL COMMENTS

Police (cont.)

- 4) Valuable construction materials and tools should be protected in a secondary fenced, locked cage. Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency. If you have any questions, please call the Crime Prevention Unit, Officer Edgar Malave, 407.246.2513.

7. *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:

- 1) 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.
- 2) 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.
- 3) 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.
- 4) 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.
- 5) FCC authorization: All amplification equipment must be FCC Type Accepted.
- 6) Developments must comply with NFPA 72-2010 - National Fire alarm and Signaling Code, Public Safety In-Building Requirements, as it pertains to emergency communications systems (ECS), and their components.

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 (I.R.I.S.) Camera System:

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.

CONTACT INFORMATION

City Planning

For questions regarding City Planning review, please contact Colandra Jones at 407.246.3415 or colandra.jones@cityoforlando.net.

Urban Design

For questions regarding Urban Design plan review, please contact Holly B. Stenger at 407.246.2861 or Holly.Stenger@cityoforlando.net.

Transportation

For questions regarding Transportation Planning plan review, please contact John Rhoades at 407-246-2293 or john.rhoades@cityoforlando.net

Engineering/Zoning (MPL2014-00032)

For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@cityoforlando.net.

Engineering/Zoning (SUB2014-00049)

For questions regarding Engineering or Zoning contact Shirley Green at 407.246.2134 or Shirley.Green@cityoforlando.net. To obtain plan review status, schedule/cancel an inspection and obtain inspection results, please call PROMPT, our Interactive Voice Response System at 407.246.4444.

Police

For questions regarding Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or Audra.Nordaby@cityoforlando.net.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. SETDRC minutes scheduled for review and approval by City Council.
2. Appearance Review by the Urban Design staff.
3. Building permits.