



LAKE NONA URBAN LITE APARTMENTS



Location Map



Subject Site

SUMMARY

Owner

James L. Zboril
Lake Nona Land Co., LLC

Applicant

Heather Isaacs
Lake Nona Land Co., LLC

Project Planner

Colandra Jones

Property Location: The subject property is located at northeast corner of Tavistock Lakes Boulevard and Lake Nona Boulevard (±5.1 acres, District 1).

Applicant's Request:

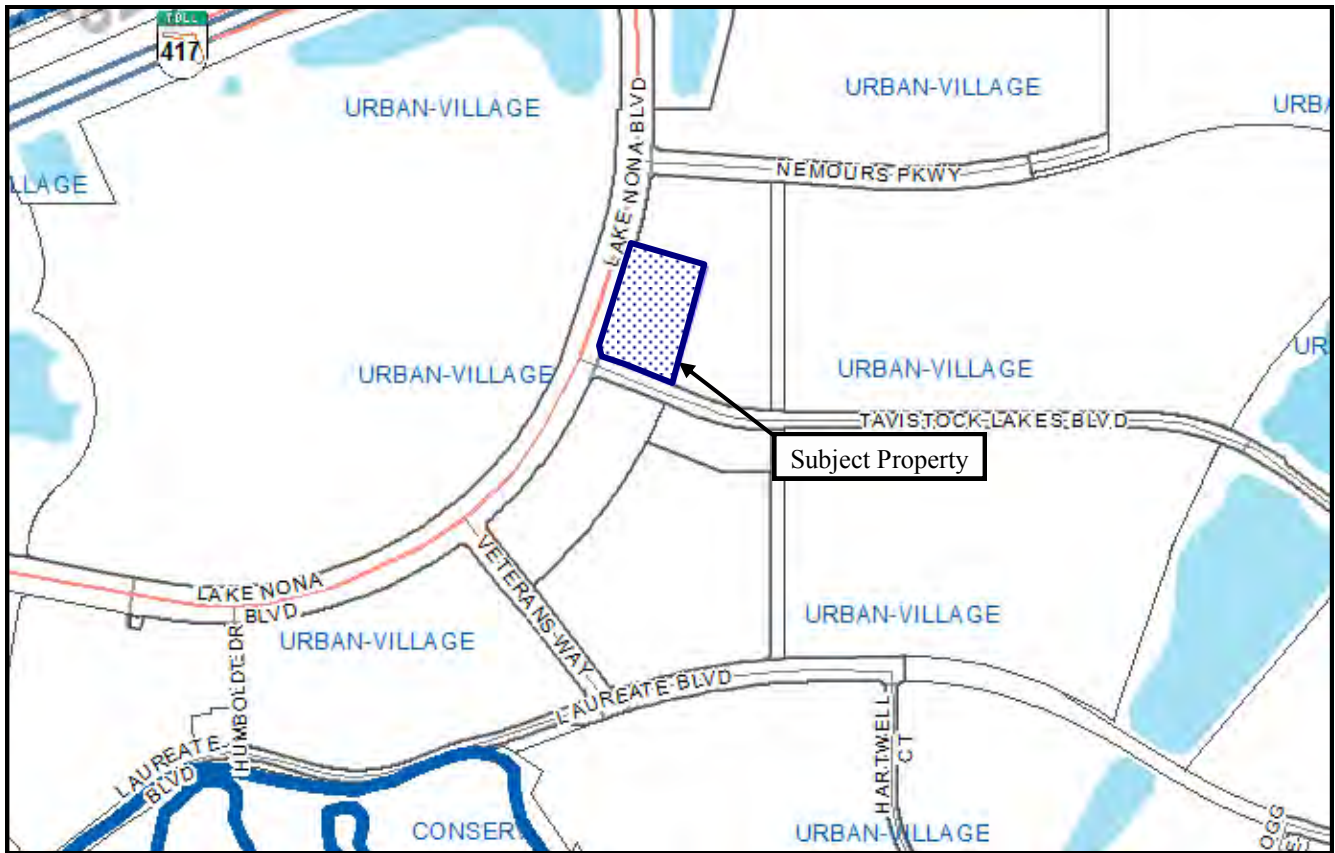
Specific Parcel Master Plan (SPMP) approval for a multi-family development comprised of 279 dwelling units and 503 parking spaces.

Staff's Recommendation:

Approval of the request, subject to the conditions in this report.

Updated: January 23, 2014

FUTURE LAND USE MAP



ZONING MAP



PROJECT ANALYSIS

Project Description

The subject property is approximately 5.1 acres in size and is generally located at northeast corner of Tavistock Lakes Boulevard and Lake Nona Boulevard. The site is currently designated Urban Village on the Official Future Land Use Map, and the property is zoned PD/AN. The site is within the Lake Nona Development of Regional Impact and is designated as “Village Center/Urban Transit Center on the DRI Map H (DRI parcel 22b).

This proposed SPMP depicts multi-family residential development comprised of 279 residential units with a parking garage and surface parking to total 503 parking spaces. The proposal also has amenities which include a clubhouse, courtyard and a swimming pool. The applicant indicates that the demand for multi-family dwelling units has increased in this area due to the opening of some medical uses such as the Orlando Veterans Affairs Medical Center. The applicant is proposing this new development because the current 278 unit Watermark Apartments which is located on the north side of the Central Florida Greenway interchange with Lake Nona Boulevard will not meet the demand over the next few months.

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 but is designated as “Village Center/Urban Transit Center” in the DRI. The Urban Village future land use designation surrounds the subject site. Existing uses include vacant land to the north, east, and west, and UCF Medical School and VA Hospital to the south. Further north is the Nemours Children’s Hospital and Watermark Apartments, and further east is the Laureate Park residential neighborhood. The proposed residential use would be compatible with the surrounding uses.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Urban Village	PD/AN	Vacant Land
East	Urban Village	PD/AN	Vacant Land
South	Urban Village	PD/AN	UCF Medical School & VA Hospital (Under Construction)
West	Urban Village	PD/AN	Vacant Land

Conformance with the GMP

The proposed development 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. Future Land Use Policy 4.1.9 requires a mix of uses within Village Center/Urban Transit with 40% to 75% of the center can be comprised of residential blocks. This block is considered part of the larger Village Center area which includes the Mixed Use District area (Parcels 22b, 23a, 23b, 23c, 24a and 24b). These parcels have not been planned, therefore the overall percentage of uses could shift with new development.

The Village Center/Urban Transit Center has a required mix of uses, block size, and street frontage. Coordination of service areas, alleys, and primary pedestrian-oriented streets is needed across parcels. The applicant is proposing an overall SPMP addressing principles of development for the entire area (MPL2013-00040). According to that plan the subject property has Mixed Use Land Use designation and has frontage on the Parkway street type Tavistock Lakes Boulevard. This proposal will be reviewed for conformance of that Lake Nona Mixed Use District Plan also.

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 categorized as “Village Center/Urban Transit Center” in the Lake Nona DRI/PD. According to LDC Section 68.200 (a) (2), Village Center/Urban Transit Center (VC/UTC District) is described as such: *“Village Center districts shall be developed as important destinations for each Residential Neighborhood, providing a variety of shops, services, restaurants, and civic facilities that serve the needs of the surrounding neighborhoods.”* Figure 68-C provides requirements for Residential Blocks. The Lake Nona Mixed Use District Plan provides some additional standards for residential properties.

The maximum block size is seven acres for Mixed Use blocks. The subject property is 5.1 acres and is on a larger block bounded by Lake Nona Boulevard, Tavistock Lakes Boulevard, an un-named north/south easement. The entire block is 17.33 acres and largely undeveloped. Additional local streets are required to create additional blocks. For this project, the access drives on the north and

east sides of the parcel shall be private streets meeting city standards.

According to the Lake Nona Mixed Use District Plan, the minimum building frontage for this portion of Tavistock Lakes Boulevard is 40%. It does not specify the requirement for Lake Nona Boulevard. The minimum frontage required by Chapter 68 is 65%. The proposed building frontage for this apartment development is 86% for Tavistock Lakes Boulevard and 75% on Lake Nona Boulevard. This exceeds the minimum requirement for building frontage.

Development Standards

According to LDC Figure 68-A, development within the Village Center/Urban Transit Center designation is required to meet Traditional Design standards. This development is required to meet the Residential Building Standards of Section 68.300 to 68.312 and the Lake Nona Mixed Use standard.

Density

According to Future Land Use Policy 4.1.9, the minimum density is for Village Center/Urban Transit designation is 7 du/ac and the maximum density is 30 du/ac. The proposal is approximately 56 du/ac, which exceeds the maximum density. However, Future Land Use Policy 2.4.4 addresses higher densities for properties designated as Urban Village. This policy states: “*Higher densities and intensities may be applied on specific building sites within each component of the Urban Village designation, provided that the relationship to surrounding properties is enhanced through strong pedestrian linkages, appropriate consideration of scale and street-scape, and gross densities and intensities of the entire Urban Village remain within the range of densities/intensities specified in the required subarea policy.*” Many of the planned areas in Lake Nona, such as Laureate Park, are within the minimum and maximum densities and it takes into account good connectivity. In addition, there are many non-residential portions of the Village Center, so the overall density does not exceed the maximum. Therefore, the proposed density of 56 du/ac for this project is allowed.

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. The Village Center designation allows for 1 to 3 stories. However, according to the Lake Nona PD, the maximum height allowed for Parcel 22b is 10 stories. The proposed plan depicts a five story building which is within the PD building height requirement.

Impervious Surface Ratio (ISR)

The maximum ISR permitted is 0.85 according to the Village Center standards. The applicant has indicated that the maximum ISR for this development will be 0.85 which is consistent with the AC-1 zoning standard and the Lake Nona Mixed Use District standard.

Table 2—Development Standards

Acreage	Use	Sq. Ft./ Dwelling Units	Density		Building Height		ISR (impervious surface ratio)	
			Minimum /Maximum	Proposed	Minimum / Maximum	Proposed	Maximum	Proposed
5.1	Multi-family residential	279 du	7 du/ac to 30 du/ac	56 du/ac	1 to 10 story (per PD)	5 story	0.85	0.85

Setbacks

According to the Lake Nona Mixed Use District Plan, the maximum setbacks for “B” Streets and Parkways varies by product type. The setbacks are to be determined during the time of SPMP. The applicant is proposing a maximum setback of 30 feet for Tavistock Lakes Boulevard and a maximum of 25 feet for Lake Nona Boulevard. The existing utility and sidewalk easements prevent the building from being placed any closer than 25 feet from the property line on Lake Nona Boulevard and Tavistock Lakes Boulevard.

Table 3—Setback Requirements

Use or Phase	Yard	Building Setbacks	
		Maximum	Proposed
Multi-family Residential	Tavistock Lakes Blvd.	30 feet	Varies from 25 ft. to 30 ft.
	Lake Nona Blvd	25 feet	Varies from 10 ft. to 25 ft.
	East side	N/A	varies
	North side	N/A	varies

Signage

A specific signage plan for this development was not submitted with this application. The proposed signage shall be consistent with Chapter 64 of the LDC and the Lake Nona Master Sign Plan.

Parking

Surface parking and a 5-story parking garage will be provided with the applicant proposing a total of 503 parking spaces on the site. It will have 21 surface parking spaces and 482 structure parking spaces. The parking ratio requirements is 1.5 spaces for one bedrooms, 1.75 spaces for two bedrooms and 2 spaces for three bedrooms. The applicant is proposing 127 one bedrooms (191 spaces), 137 two bedrooms (240 spaces), and 15 three bedrooms (30 spaces). The proposed development exceeds the minimum required of parking spaces provided in Figure 68-C. There is no maximum parking ratio.

Table 4—Parking Requirements		
Use	Sq. Ft./ Dwelling Units	Minimum Spaces Required
Multi-family Residential	279 du	461 spaces
Total Provided	503 spaces	

Landscaping

The applicant did not submit a landscape plan with this application. It is noted that the landscape plan will be developed in accordance with Chapter 60 and Chapter 61 Part 3B of the LDC as it deals with Landscaping for Parking Lots and Garages.

Service Area/Dumpster

The applicant is proposing that the loading, service and trash compactors will be located in the parking garage.

Finished Floor of Residential

LDC Section 68.308(b) requires the finished floor of residential buildings to a minimum of 18 inches above finished grade. The applicant is requesting an alternative standard that would allow the building to be constructed at or slightly above the finished floor elevation. For an urban multi-family building that must comply with ADA standards, this approach may be needed at building entrances. However, if there is an opportunity to raise the indoor portion of the ground floor units so that people looking out the window are not at eye level of people on the sidewalk, the space will feel more appropriate for an urban environment.

AERIAL PHOTO



DEVELOPMENT PLAN



CONCEPTUAL ELEVATIONS



Lake Nona Boulevard Elevation (west)



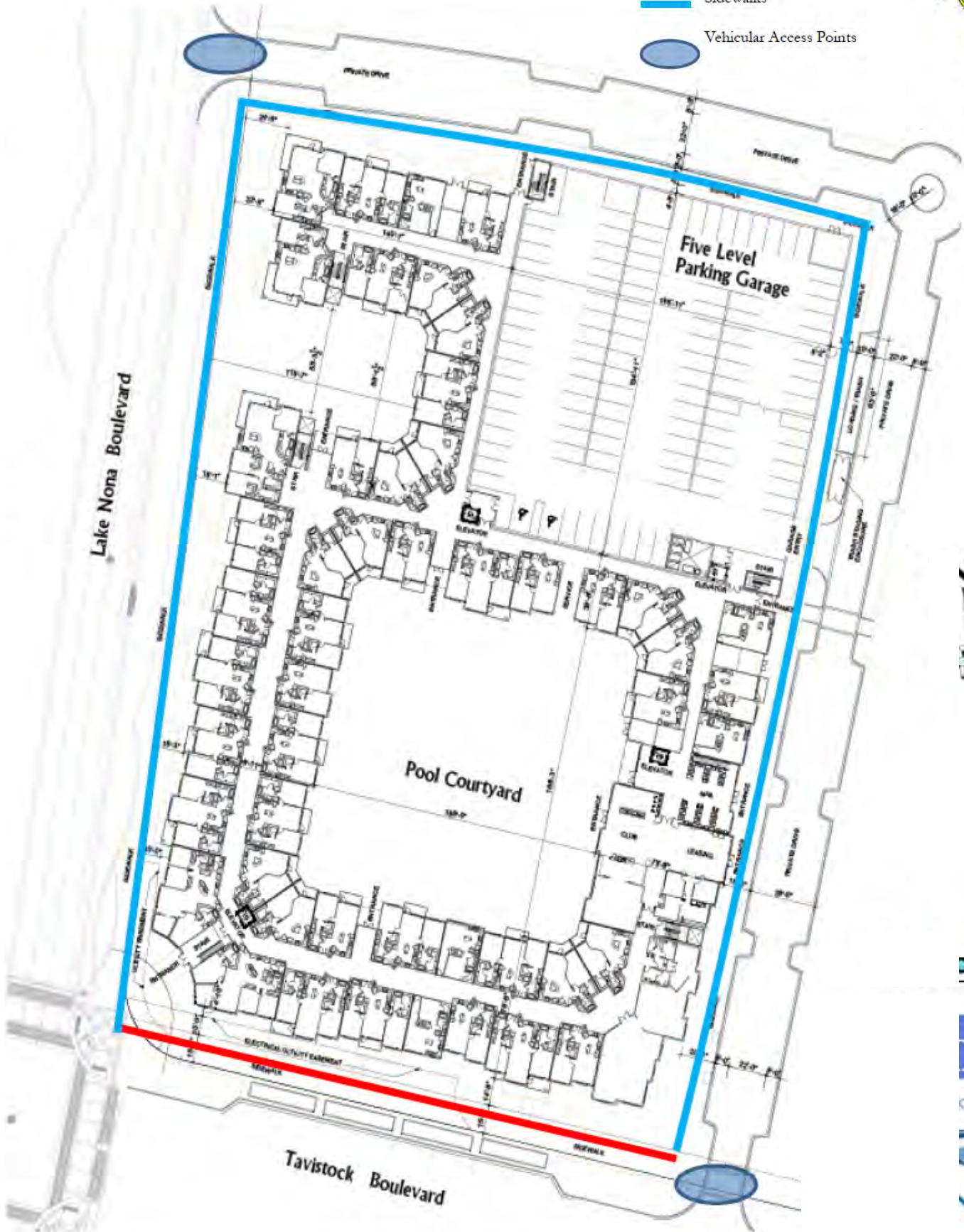
Tavistock Lakes Boulevard Elevation (south)



Southeast Corner of Building

CIRCULATION PLAN

- Enhanced Pedestrian Sidewalks
- Sidewalks
- Vehicular Access Points



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) :

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 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, the Southeast Orlando Development Plan Agreement, the 1994 Lake Nona Developer's Agreement, 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. *LANDSCAPING PLAN*

The landscaping plan shall be developed in accordance with LDC Chapter 60 and Chapter 61 Part 3B—*Landscaping for Parking Lots and Garages*.

5. *IMPERVIOUS SURFACE RATIO (ISR)*

The development plan shall not exceed the maximum ISR of 0.85.

6. *PARKING GARAGE*

All ramps shall be internal to the garage.

7. *MAXIMUM BLOCK SIZE*

The maximum block size is 7 acres. The total project is 5.1 acres on a 17.3 acre block. The two access roads shall be designed to meet City standards for a private street, unless otherwise approved by the City Engineer and the City Transportation Engineer.

8. *PRIVATE STREETS*

The two access roads shall include sidewalks adjacent to the project. Sidewalks on the opposite side shall be required with SPMP for future phase.

10. *DENSITY*

The alternative density standard of 56 dwelling units per acre is approved.

11. *STREET TREES*

The SETDRC recommends that the applicant should plant street trees where possible in the private alleys.

CONDITIONS OF APPROVAL

11. MAXIMUM SETBACK

According to the Lake Nona Mixed Use District Plan, the maximum setbacks for “B” Streets and Parkways varies by product type. The setbacks are to be determined during the time of SPMP. The maximum setback shall be 30 feet for Tavistock Lakes Boulevard and 25 feet for Lake Nona Boulevard.

Urban Design

1. BUILDING ELEVATIONS

- a. Transparency: A minimum of 15% transparency shall be provided on each floor below the roof line, on all facades. Tinted or reflective glass shall be prohibited.
- b. Finish Floor and entrances: Each façade shall incorporate an entrance from the public ROW to the building. Each entrance shall be articulated at a pedestrian scale to give prominence to the entrance in the overall façade design.
- c. Parking garage:
 - The parking garage shall be finished to match the material or color of the adjacent principal building. The top parapet and corner elements that are adjacent to the principal building shall blend in to complement the overall elevation of the complex.
 - 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.
 - 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.
 - Any grills or fencing at ground level shall be decorative or be designed to enhance the elevation of the parking garage. Chain link fencing is not permitted.

2. PEDESTRIAN CONNECTIONS

- a. An onsite pedestrian network of sidewalks at least 5-feet wide and crosswalks shall be provided from the building entrances to the ROW.
- b. Crosswalks at all driveways and curb cuts shall be constructed with pavers and/or textured colored concrete or similar to clearly define the pedestrian zone. Thermoplastic paint may be incorporated but shall not meet this condition alone.

3. LANDSCAPING AND SCREENING

- a. All parking lot landscaping shall meet the landscape code requirements of the LDC.
- b. Street walls within the ROW are not permitted.
- c. Landscape plan shall be included for appearance review determination for further review.
- d. Outdoor patios adjacent to the street may have screen walls, railings or fences; however, walls and fences shall not be solid above three feet from grade, and shall not exceed 5 feet total above grade. Openings or gates are encouraged to allow for direct access from the patio to the public sidewalk.

4. LIGHTING

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:
 - A light fixture shall be a maximum of 30’ in height.
 - A light fixture shall not be located in the landscape island.
 - 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. Parking Garage lighting:
 - For color renditions and security purposes, all parking garages shall have interior lighting that is metal halide or better (color rendition range).
 - Interior light fixtures shall be recessed or shielded to prevent spill or glare onto public ROW or neighboring property.
 - All parking garage lighting shall not exceed 20’ above the top level and shall be shielded, and designed to minimize light spillover at the edge of the garage.

CONDITIONS OF APPROVAL

Urban Design (cont.)

- d. Security Lighting:
 - 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.
 - Security lighting shall not extend beyond the fascia or roofline of any building.
 - Shields for security lighting shall be similar in color with the surface to which the fixture is attached.
 - e. Service areas:
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).
 - f. Pedestrian Areas:
Lighting fixtures shall be decorative in appearance, style and finish and shall not exceed 15' in height.
5. *UTILITIES*
All A/C units, transformers, and other utilities shall be screened from all ROW in accordance with LDC 58.982.
 6. *SIGNS*
 - a. Signs shall conform to the Lake Nona Master sign plan, or a Master Sign Plan shall be submitted for this property and reviewed by the Planning Official and Appearance Review Officer for compliance with the LDC.
 - b. Monument signs shall not be permitted between the building and a public ROW. Wall signs are strongly encouraged.
 7. *DUMPSTERS AND SERVICE AREAS*
 - a. Dumpster enclosures shall be finished to match the principle buildings. Decorative gates shall be installed to screen the dumpsters when not in use.
 - b. Service areas shall incorporate solid or decorative gates or doors to screen the service areas when not in use.

Transportation Planning

1. *RESIDENTIAL PLANS SUBMITTAL*
The submitted plot plan/site plan shall show 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.
2. *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).
3. *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.
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. *HC 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.

CONDITIONS OF APPROVAL

Transportation Planning (cont.)

6. *PEDESTRIAN CROSSINGS*

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

7. *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.

8. *PARKING LOT DESIGN*

The proposed surface parking must comply with Orlando Land Development Code (LDC) and Engineering Standards Manual (ESM) requirements. Refer to LDC, Chapter 61, Part 3, for parking and loading standards. The proposed surface parking 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. Surface parking 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 parking lot.
- d. Compact spaces are not permitted in surface parking lots.

9. *SECURITY GATES*

The location and design of all vehicle and pedestrian access / security gates shall meet Orlando Land Development Code (LDC) and Engineering Standards Manual (ESM) requirements. Vehicle access gates shall be designed to provide a turn-around area for denied or errant entries, vehicular storage / stacking, guest access, emergency access, etc. The gates shall be positioned (offset) to allow the length of at least one design vehicle to be stored between the keypad and the sidewalk / road right-of-way (R-O-W) line. A detailed, scaled, and dimensioned preliminary design shall be submitted for review.

10. *PARKING GARAGES*

Parking 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.
- 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 surrounding street(s) frontage.
- g. The slope of the grade preceding the exit of a parking garage shall not exceed 2% for a minimum of 25 feet.

11. *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.

12. *BIKE PARKING: NUMBER OF SPACES*

Bicycle parking shall be provided as required in the Orlando Land Development Code (LDC), Chapter 61, Figure 28 (Office). The proposed development program will require a minimum of 1 short-term and 1 long-term bicycle parking space per every 20 multifamily dwelling units for a total of 26 bicycle parking spaces (50% short term & 50% long term).

13. *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.

CONDITIONS OF APPROVAL

Transportation Planning (cont.)

14. 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).

15. PEDESTRIAN ACCESS: GENERAL

A paved pedestrian/handicap connection and/or sidewalk shall be provided from the public sidewalk(s) to the main building entrance. 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.

16. 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.

INFORMATIONAL COMMENTS

Transportation Engineering

1. PARKING DESIGN

Proposed parallel parking may be too close to intersection. Design spaces to follow FDOT Design Index 17346 minimum on street parking spacing requirements for driver's sight distance.

2. PARKING GARAGES

As part of the Master Plan Review, parking garages are required to meet the following:

1. Parking garages shall be accessed from side streets or alleys unless no such access is available.
2. Vehicular entrances shall not exceed a total width of 33 feet.
3. The number and location of access points shall be determined during the Master Plan Review.
4. Pedestrian entrances to parking garages shall be accessible directly from the street frontage.
5. The slope of the grade preceding the exit of a parking garage shall not exceed 2% for a minimum of 25 feet.

3. REQUIREMENTS

1. Provide additional entrance/exit for emergency vehicles.
2. Provide additional details on the roundabout including but not limited to radii and an auto turn overlay that shows how waste management and emergency vehicles, utilizing the roundabout, can access the site.

Engineering/Zoning

1. 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.

2. CONCURRENCY-COMMITTED

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

3. 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.

INFORMATIONAL COMMENTS

Engineering/Zoning (cont.)

5. *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.

6. *ZONING-PLATTING*

The property must be platted prior to Engineering/Zoning approval for building permit issuance. Contact the Land Development Section of the City Planning Division at (407)246-2269 to make an appointment for a pre-application conference.

7. *ON-SITE FEES*

At the time of 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 City Land Development Code, Section 65.604.

8. *ROADWAY-SOUTHEAST SECTOR*

The proposed roadway cross section needs to be consistent with the and the Engineering Standard Manual.

9. *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.

Police

1. *CPTED REVIEW*

The Orlando Police Department has reviewed the plans for Lake Nona Urban Lite Apartments located at the northeast corner of Lake Nona Blvd. and Tavistock Lakes 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.

2. *NATURAL SURVEILLANCE*

Design the site 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; porches or patios and adequate nighttime lighting.

- Entry doors on all residential units should contain 180° viewers/peep holes.
- 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 the guidelines in Orange County Ordinance No. 2003-08 and Orlando Land Development Code.
 - In order to give residents a sense of safety, Pedestrian-scale lighting should be used in high-pedestrian traffic areas especially along residential and parking garage entrances.
 - 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 the courtyard areas.
 - Residences facing the courtyards should have windows with unobstructed views of the courtyard and pool to perpetuate the natural surveillance strategy.
- 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/cover windows. Open green spaces should be observable from nearby units.
- Benches placed in common areas are a good way to increase surveillance and encourage community interaction. 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).
- In all the interior corridors or hallways, we suggest placing mirrors or using a reflective material at all inside 90° corners so legitimate users have a sense of visibility around the corner.
- All sides should have windows to observe the sidewalks and parking areas.
- Bicycle parking pads (if installed) should be observable from building entrances, securely fastened and not hidden behind landscaping.
- Ensure that any canopies do not interfere with lighting, especially pedestrian scale, if these locations are to be used during

INFORMATIONAL COMMENTS

Police (cont.)

Parking Garage:

- 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 facility. Illumination, uniformity, and glare should all be taken into consideration. Lighting fixtures in a parking garage 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.
- Anti-graffiti coating on the walls is recommended to discourage illegitimate users 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.
- 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.

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.

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, sidewalks, 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 garage 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 part of the buildings.
- Signs located in the parking garage and surface parking should remind residents and patrons to lock their vehicles and keep valuables out of sight.
- Way-finding located throughout the property should help guide legitimate users to authorized areas while discouraging potential offenders.
- Signage with hours of operation should be clearly visible at any public entrance (i.e. the leasing and clubhouse areas).
- Traffic calming techniques as well as surface and gateway treatments should be used throughout the property to encourage safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
- Walkways should be a minimum 5’ in width (ideally 6’) 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 fences.

- The property should be designed to encourage interaction between neighbors.
- Each dwelling unit (as well as the leasing office and clubhouse) should have an address that is clearly visible from the street (and parking areas where applicable) with numbers a minimum of five-inches high made of non-reflective material.
- Fences can be used to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED post-and-pillar fencing, at least 6-foot in height, or landscape buffers which include hostile vegetation, should be installed where appropriate.
- 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.

INFORMATIONAL COMMENTS

Police (cont.)

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.
- Door locks should be located a minimum of 40 inches from adjacent windows.
- 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 conditioning units should be caged and the cages should be securely locked.
- An access control system should be considered so residents have access to their building, floor, parking, common amenities, elevators and stairwells. Building doors (mail rooms, leasing office, exterior doors, courtyard, etc.) should have locks that automatically lock when the door closes.
- Common areas such as the courtyards and pool area should have signs that clearly identify operating hours and state that facilities are only for use by residents.
- If alarm or security systems are installed, each dwelling unit should have a separate system that can be regularly tested and maintained by the residents. During working hours, commercial alarm systems (i.e. in the leasing office and clubhouse) should be programmed so that a short beep is sounded if a door opens.
- 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.
- 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.
- Parking Garage:
 - Controlling vehicular access to a parking facility is extremely beneficial to security. The parking garage should be part of the access control system.

Additional precautions such as alarms or security systems can be discussed with OPD's Crime Prevention Unit Officer Edgar Malave, 407.246.2513.

6. *CONSTRUCTION SITE PROTECTION*

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

- 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.
- So that OPD patrol officers can see possible offenders, 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.
- 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 emergency contact persons 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. *PUBLIC SAFETY COMMUNICATIONS SYSTEM*

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.

INFORMATIONAL COMMENTS

Police (cont.)

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.

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.

8. *(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.

Building Plan Review

Building Plan Review is not applicable to this case at this time. The building design will be reviewed for code compliance during the design development and construction documents phase.

This project shall comply with the 2010 Florida Building Code, Florida Fire Prevention Code, Florida Fuel Gas Code, Florida Mechanical Code, Florida Plumbing Code, 2012 Florida Accessibility Code, and NEC 2008.

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 review, please contact Holly B. Stenger at 407.246.2861 or holly.stenger@cityoforlando.net.

Transportation Planning

For questions regarding Transportation review, please contact Gus Castro at 407.246.3385 or gustavo.castro@cityoforlando.net.

Transportation Engineering

For questions regarding Transportation Engineering, please contact Lauren Torres at 407-246-3322 or lauren.torres@cityoforlando.net. Information regarding plan review, permit issuance, and inspections can be obtained by using our interactive voice response system PROMPT at 407-246-4444.

Engineering/Zoning

For questions regarding Engineering or Zoning contact Keith Grayson at 407.246.3234 or keith.grayson@cityoforlando.net.

Police

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

Building

For questions regarding Building Plan Review issues contact Don Fields at 407.246.2654 or don.fields@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.