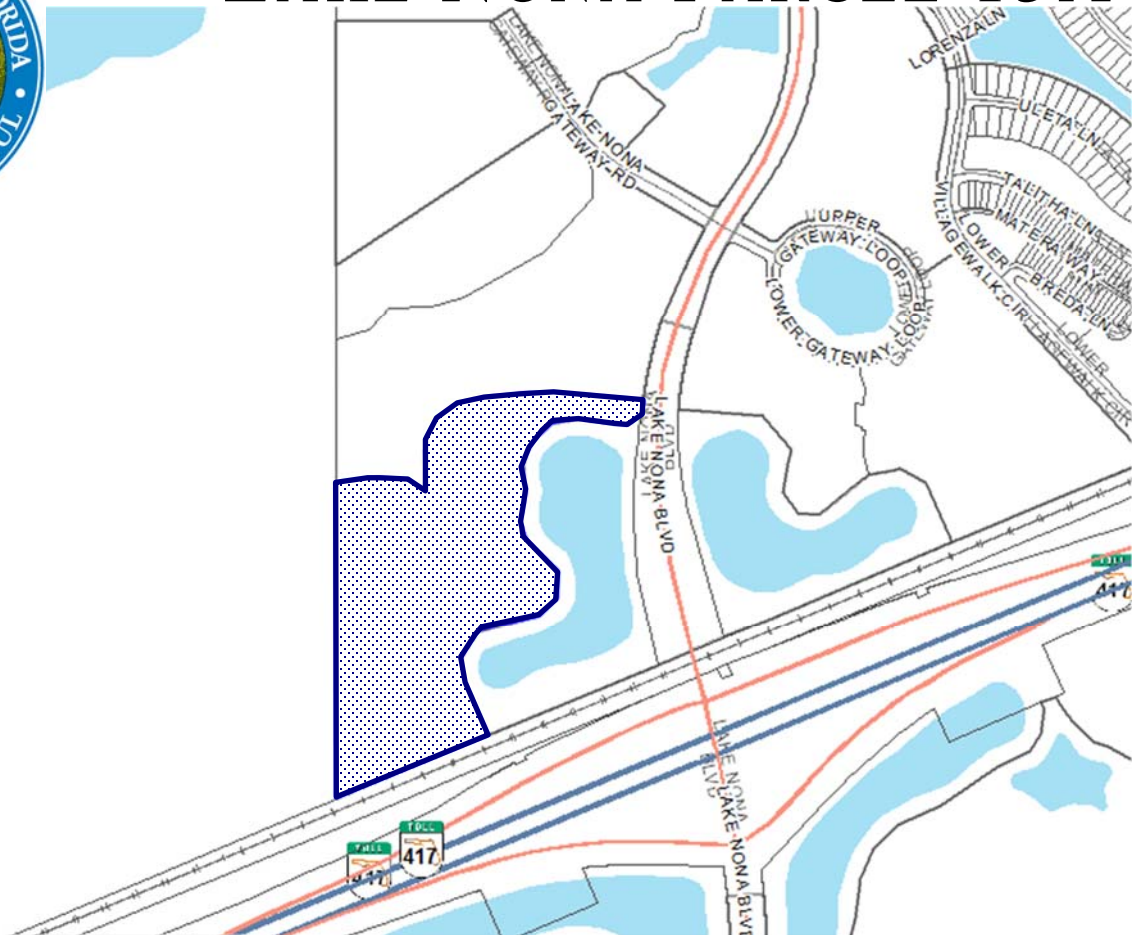




## LAKE NONA PARCEL 15A



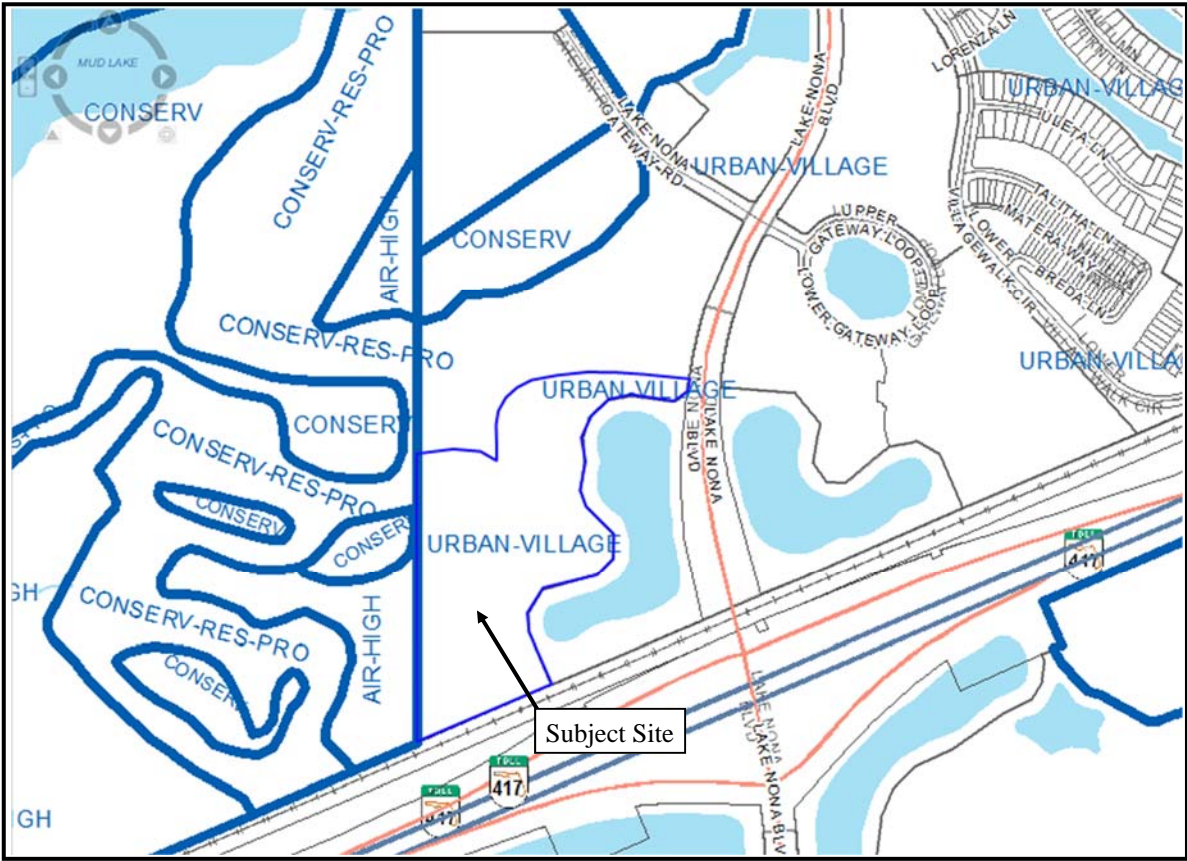
Location Map

 Subject Site

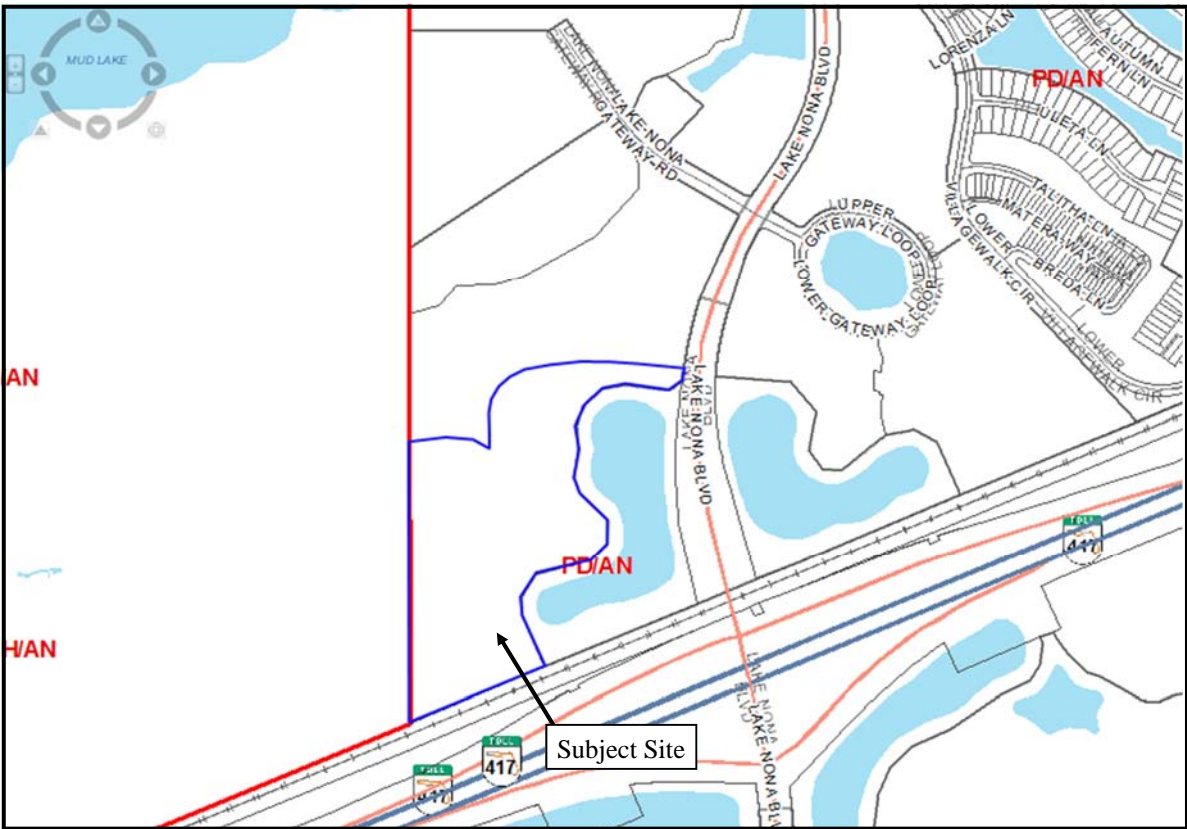
### SUMMARY

<p><b>Owner</b> Rasesh Thakkar Landport Land Holdings, LLC</p> <p><b>Applicant</b> Heather Isaacs Tavistock Development Co.</p> <p><b>Project Planner</b> Colandra Jones, AICP</p>	<p><b>Property Location:</b> The subject property is located west of Lake Nona Boulevard, north of Central Florida Greenway (SR 417), south of Lake Nona Gateway Road (±26.9 acres, District 1).</p> <p><b>Applicant's Request:</b> Specific Parcel Master Plan (SPMP) approval and Major Subdivision Plat to create the Preliminary Plat for a three story 66,000 square foot sports and entertainment facility.</p> <p><b>Staff's Recommendation:</b> Approval subject to the conditions in the staff report.</p>	
<b>Updated:</b> October 10, 2016		

# FUTURE LAND USE MAP



# ZONING MAP



# MASTER PLAN ANALYSIS

## Project Description

The subject site is generally located west of Lake Nona Boulevard, north of Central Florida Greenway (SR 417), south of Lake Nona Gateway Road, and is approximately 26.9 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 15A). The applicant is proposing to develop an interactive golf themed eating and drinking establishment on 15 acres of the site. It will consist of a three story 66,000 square foot building with outdoor driving bays, a central bar, restaurant, retail shop and event space.

## 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 north, south and east, and Conservation and Airport Support District—High Intensity to the west. Existing uses include the Lake Nona Watermark Apartments and Villagewalk residential neighborhood to the east, Lake Nona Town Center to the south, OUC Treatment Plant and City of Orlando Fire Station to the north, and the Orlando International Airport to the west. Further north is the USTA Tennis Complex.

**Table 1—Project Context**

	<b>Future Land Use</b>	<b>Zoning</b>	<b>Surrounding Use</b>
North	Urban Village	PD/AN	Treatment Plant/Fire Station/USTA
East	Urban Village	PD/AN	Watermark Apartments & Villagewalk Residential Neighborhood
South	Urban Village	PD/AN	Lake Nona Town Center
West	Airport Support District—High Intensity & Conservation	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 recreational golf use is allowed on the Airport Support District—High Intensity site (Parcel 15A).

## 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. This development is reviewed using 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 0.10 (66,000 square feet / 15 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 15A allows for a height limit of 5 stories. The proposed building depicts a 3 story building which is within the maximum building height of 3 stories. Also, with this development, there are poles that support the netting around the driving range. According to the perspective drawings, there are 28 poles which are proposed to be a maximum of 150 feet in height. LDC Section 58.203 provides exceptions to the height limits, including flag poles, church spires, and other structures listed in this section. It is not clear if the proposed poles can be included as an exception. LDC Chapter 68, Figure N allows minor amendments that are consistent with the Southeast Sector Plan. The applicant has indicated that they have submitted an application to the FAA to allow for the height of the poles. Since this is a unique request, staff request that the SETDRC discuss this matter further to provide a recommendation.

*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 site is being designed with a master stormwater system for an ISR of 0.70 which is well below the maximum allowed ISR of 0.90. The stormwater will flow to the existing pond that is east of the subject site.

**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
15	Eating & Drinking/Golf Recreation	66,000 sq. ft.	0 to 1.5 FAR	0.10 FAR	1 to 5 story	3 story	0.90	0.70

*Setbacks*

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 building exceed the setback requirements. The front setback is approximately 400 feet from the south property line, the side setbacks are 63 feet on the west side and 175 feet on the east side, and the rear setback is 700 feet from northern property line for Lot 1.

*Landscaping*

The applicant submitted a conceptual landscape plan. Landscape has been minimized on the turfed driving range to avoid hazards and shadows. The applicant has indicated that shade will be maximized at the guest plaza areas and pedestrian walkways. The landscape palette consists mostly of turf area and trees with some use of shrubs. The native plant palette is compatible with the palette used throughout the entire Lake Nona development. Perimeter planting will include Bahia turf and wildflower mixes, as well as Bahia turf in low impact areas.

*Signage*

The applicant has indicated some areas for signage on the building and on the perimeter of the driving range on the interior. Chapter 64 of the LDC allows for two square feet per linear foot of building frontage. The development faces a limited access highway (SR 417) and therefore that roadway cannot count toward the calculation of signage. The access road to east will be considered the primary street for signage calculation. The building is approximately 100 feet long facing the access road. Therefore, the maximum sign copy area is approximately 200 square feet. According to the elevations (page 11), the wall mounted sign on the front of the building is upon a custom metal panel proposes approximately 916 square feet for that sign. This greatly exceeds the allowable copy area by 716 square feet. Also, the graphic element appears to be a roof sign which is a prohibited sign type according to Chapter 64 of the LDC. Additionally, regarding the sign to the north of the property within the driving range, the applicant has indicated that it is an element of the driving range game with patrons. This sign proposes a height of 29 feet, but there are some questions such as lighting of the sign and if it is visible from the right-of-way that will be needed at the time of a signage package is submitted. A complete signage package will be subject to Appearance Review prior to the issuance of building permits. The signage shall be consistent with Chapter 64 of the LDC.

Staff recommends that the signage adhere to Chapter 64 of the LDC. However, if the applicant disagrees with this recommendation, Section 68.604 of the LDC allows the following:

*(d) If the SETDRC finds the proposed specific parcel Master Plan and specific design guidelines inconsistent with the Southeast Orlando Sector Plan and/or the accompanying PD, it shall issue a written recommendation as to how the plan and specific design guidelines may be amended. The developer may resubmit the specific parcel Master Plan and design guidelines in compliance with the SETDRC's recommendations.*

(e) *Appeal of the SETDRC Recommendation.* If the developer disagrees with the SETDRC's recommendation, he/she may appeal the recommendation to the Municipal Planning Board. The MPB shall hold an informal public hearing with due public notice. The MPB shall consider the appeal and hear any concerned person or party. Following the hearing, the MPB shall render its decision. Should an affected person or party desire to appeal the MPB's determination, such appeal shall be in accordance with the procedures and requirements of Chapter 2, Article XXXII of the City Code: *Procedures for Quasi-Judicial Hearings.*"

#### **Parking**

The applicant is proposing 450 parking spaces on the site. There proposed uses is a driving range which would be considered an outdoor recreational use, but a majority of the building use is an eating and drinking establishment. For the purpose of calculating parking ratio, the analysis will be for the most intense use of the eating and drinking establishment. Table 3 depicts the minimum and maximum parking ratio for the proposed use. The proposed parking spaces is within the required needed for the proposed development.

<b>Table 3—Parking Requirements</b>					
<b>Use</b>	<b>Sq. Ft./Dwelling Units</b>	<b>Minimum Ratio</b>	<b>Minimum Spaces Required</b>	<b>Maximum Ratio</b>	<b>Maximum Spaces Permitted</b>
Eating & Drinking	66,000 sq. ft.	5/1000 sq. ft.	330	20/1000 sq. ft.	1,320
Total Provided	450				

## **SUBDIVISION ANALYSIS**

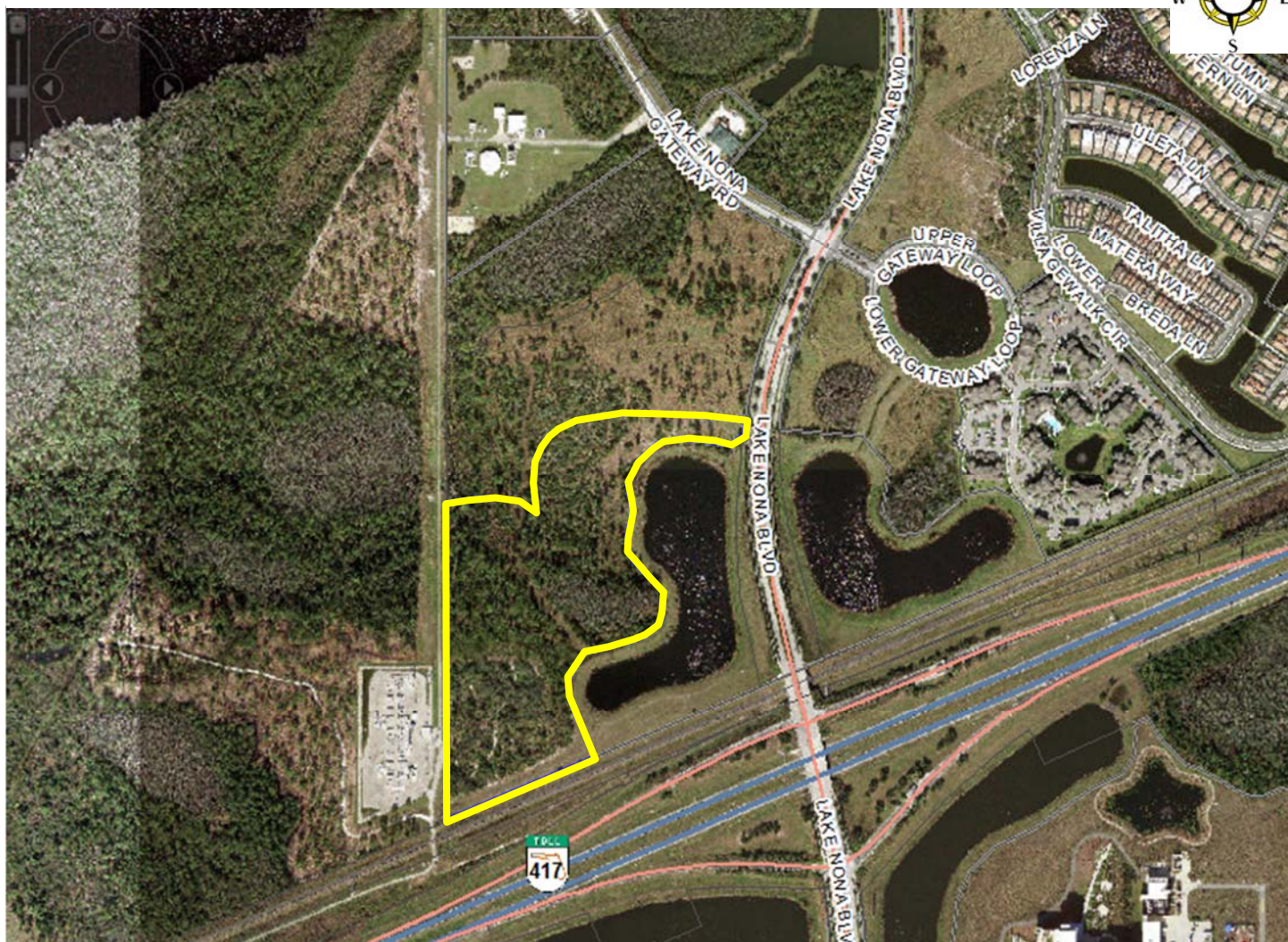
### **Major Subdivision**

According to Section 65.425 of the Land Development Code, *"The purpose of the Major plat review process is to ensure compliance with the City's Land Development Code and the City's Comprehensive Growth Management Plan. This process also provides for a complete review of technical data and preliminary construction and engineering drawings for proposed subdivisions that are not eligible for a waiver of the platting requirements and that require construction of streets or public improvements. The review includes evaluation of potential impacts on both the site and surrounding areas, and resolution of planning, engineering, and other technical issues so that development may proceed."*

The proposed project is a major plat to subdivide the site into 2 lots, and one tract that will serve as an access road to the development from Lake Nona Boulevard. The plat will include the proposed Drive Shack development on Lot 1 (±15 acres) and future development on Lot 2 (±9.22 acres). The total acreage for the lots and tract is ±26.9 acres.

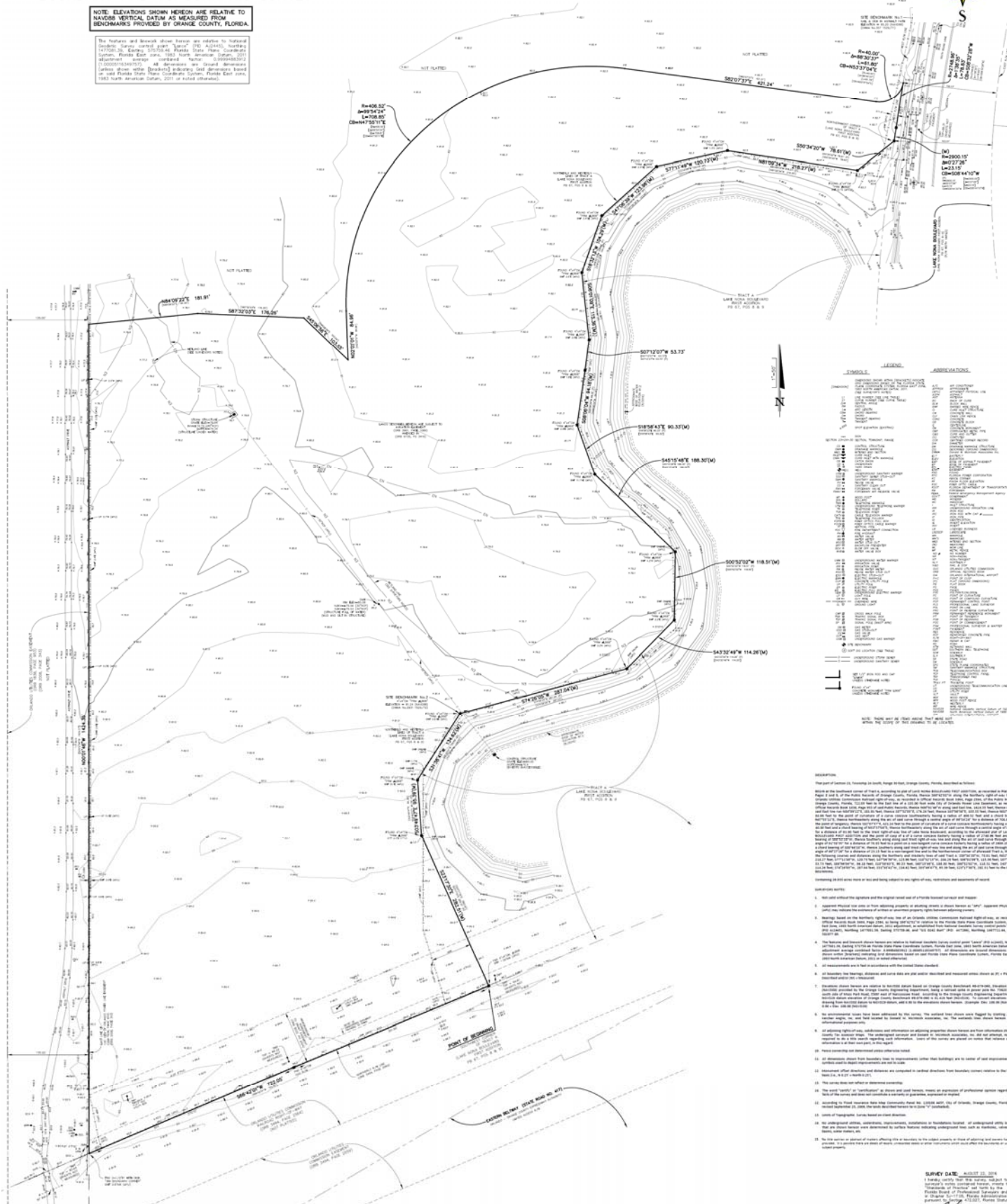


# AERIAL PHOTO



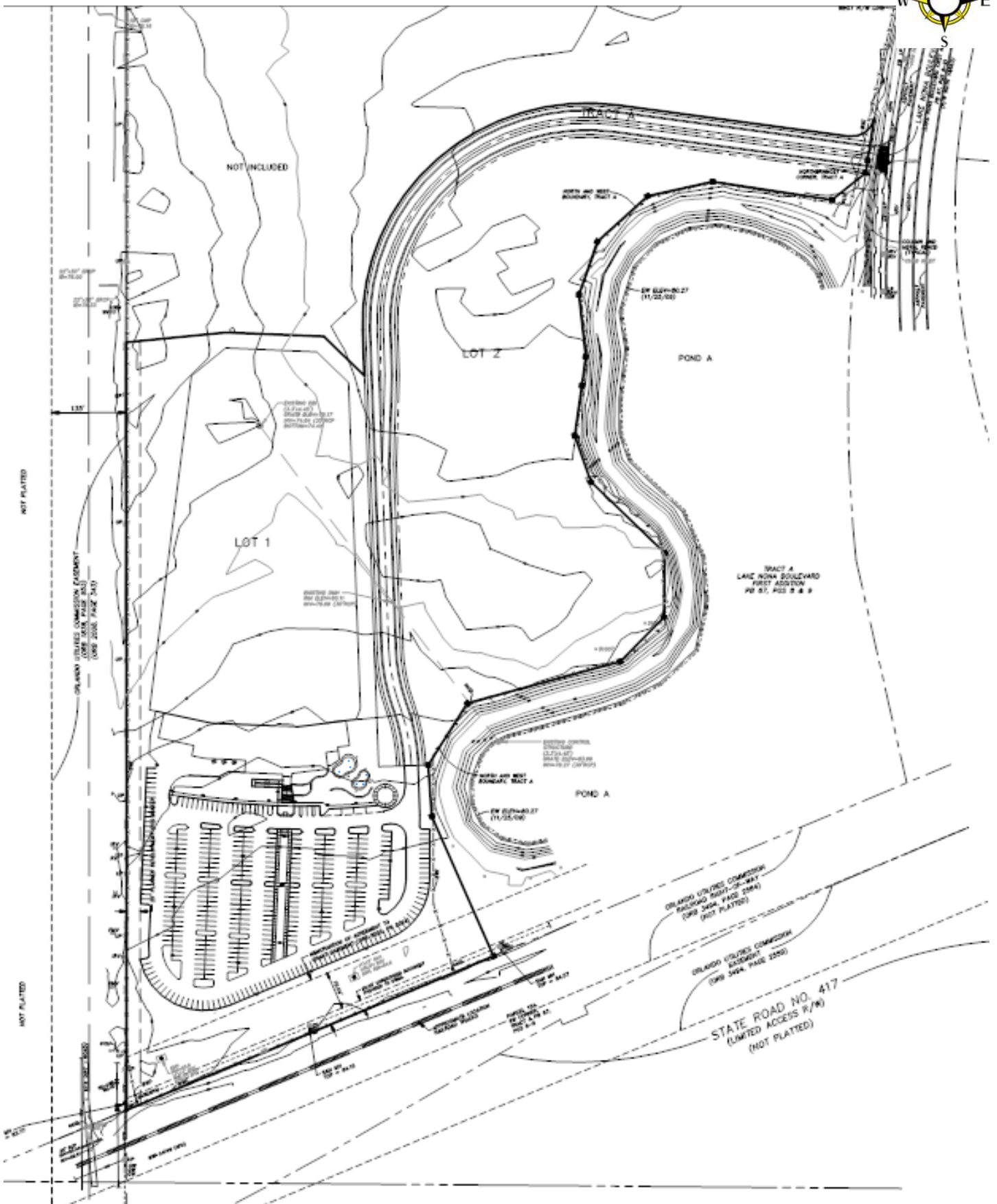
NOTE: ELEVATIONS SHOWN HEREON ARE RELATIVE TO NAVD88 VERTICAL DATUM AS MEASURED FROM BENCHMARKS PROVIDED BY ORANGE COUNTY, FLORIDA

The features and network shown herein are relative to National Geodetic Survey control point "Lance" (FID A2445), Northing 1477081.39, Easting 575708.46 Florida State Plane Coordinate System, Florida East zone, 1983 North American Datum, 2011 adjustment average combined factor: 0.99994885912 (1.0000511534977575). All dimensions are Ground dimensions (unless shown within brackets) indicating Grid dimensions based on the Florida State Plane Coordinate System, Florida East zone (USFS North American Datum, 2011) unless otherwise indicated.



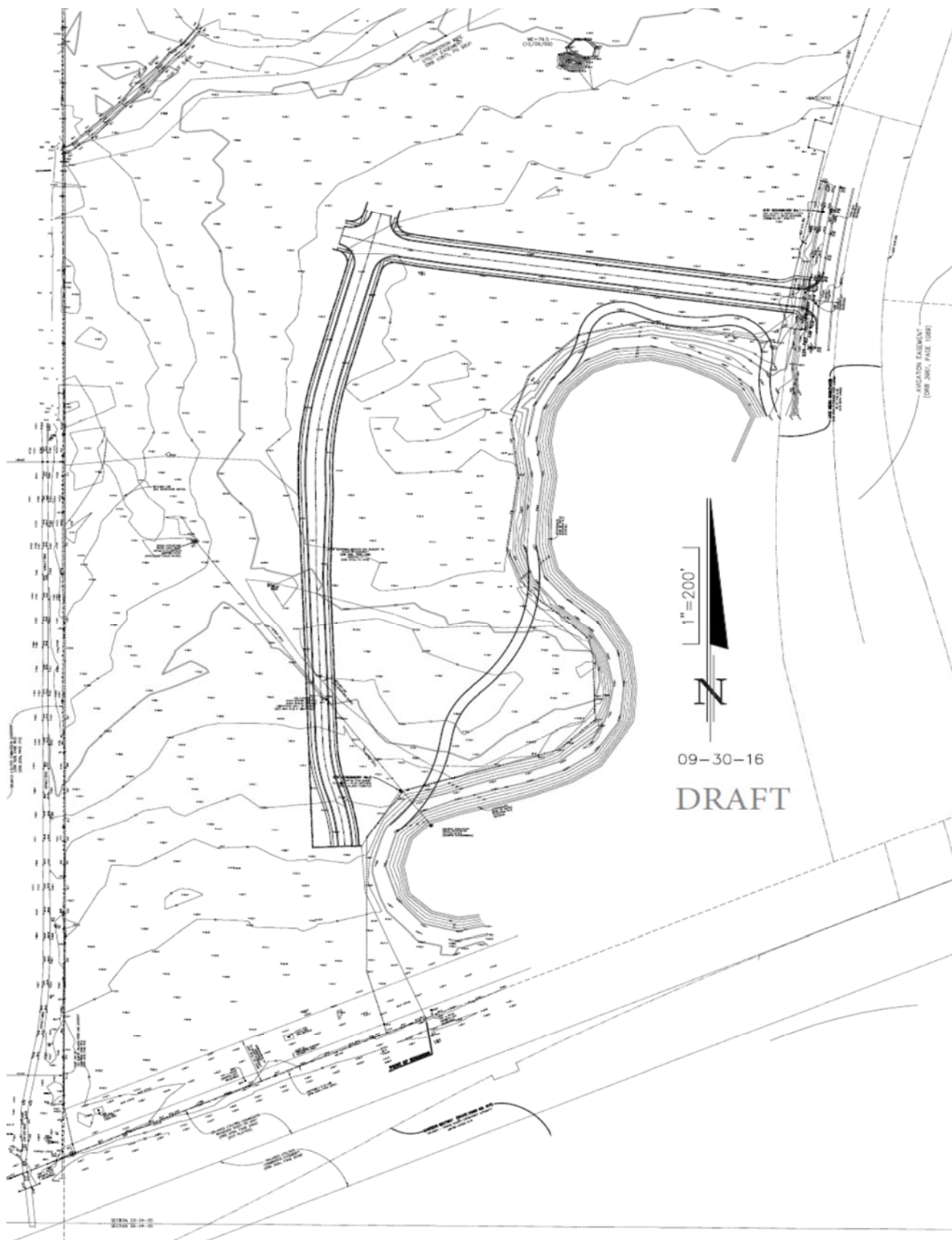
**SURVEY DATE:** AUGUST 22, 2016



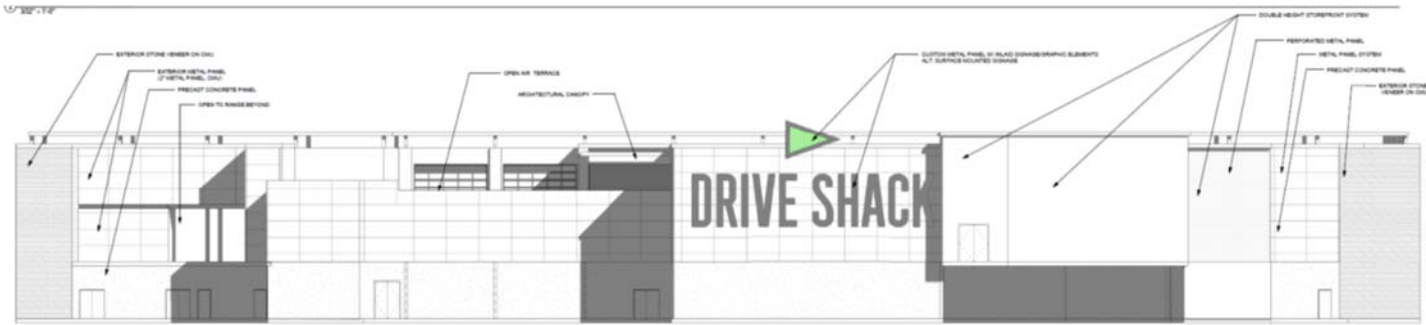




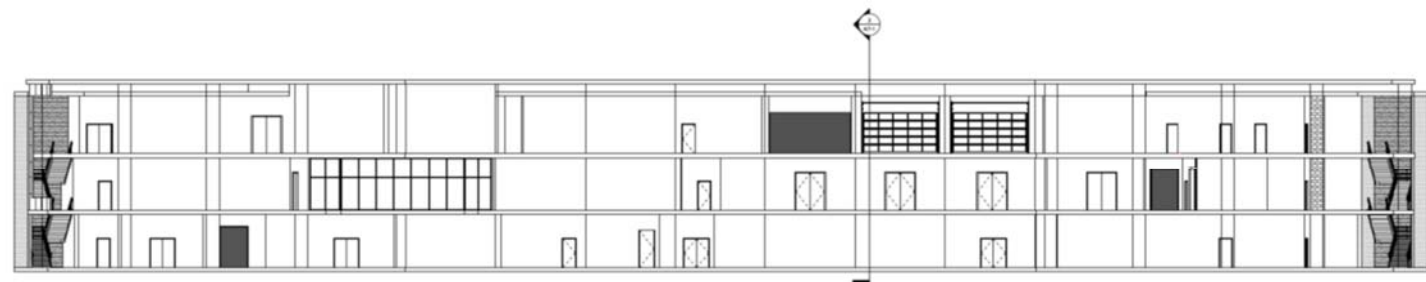
# REVISED ROADWAY INTERSECTION



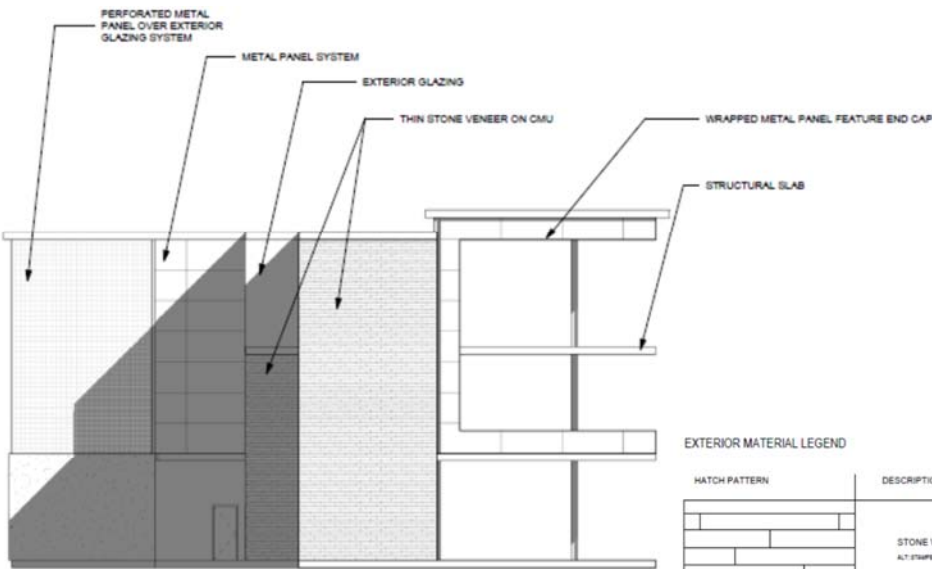
# BUILDING ELEVATIONS



BUILDING ELEVATION  
30' - 1" F



EXTERIOR ELEVATION, FROM RAMP



EXTERIOR MATERIAL LEGEND

HATCH PATTERN	DESCRIPTION	REFERENCE IMAGERY
	STONE VENEER ON CMU ALT STAMPED PRECAST CONCRETE PANEL	
	STAMPED PRECAST CONCRETE PANEL LINEAR/GEOMETRIC STAMP PATTERN	
	METAL PANEL SYSTEM	
	PERFORATED METAL PANEL PATTERN 780	
	EXTERIOR GLAZING SYSTEM	

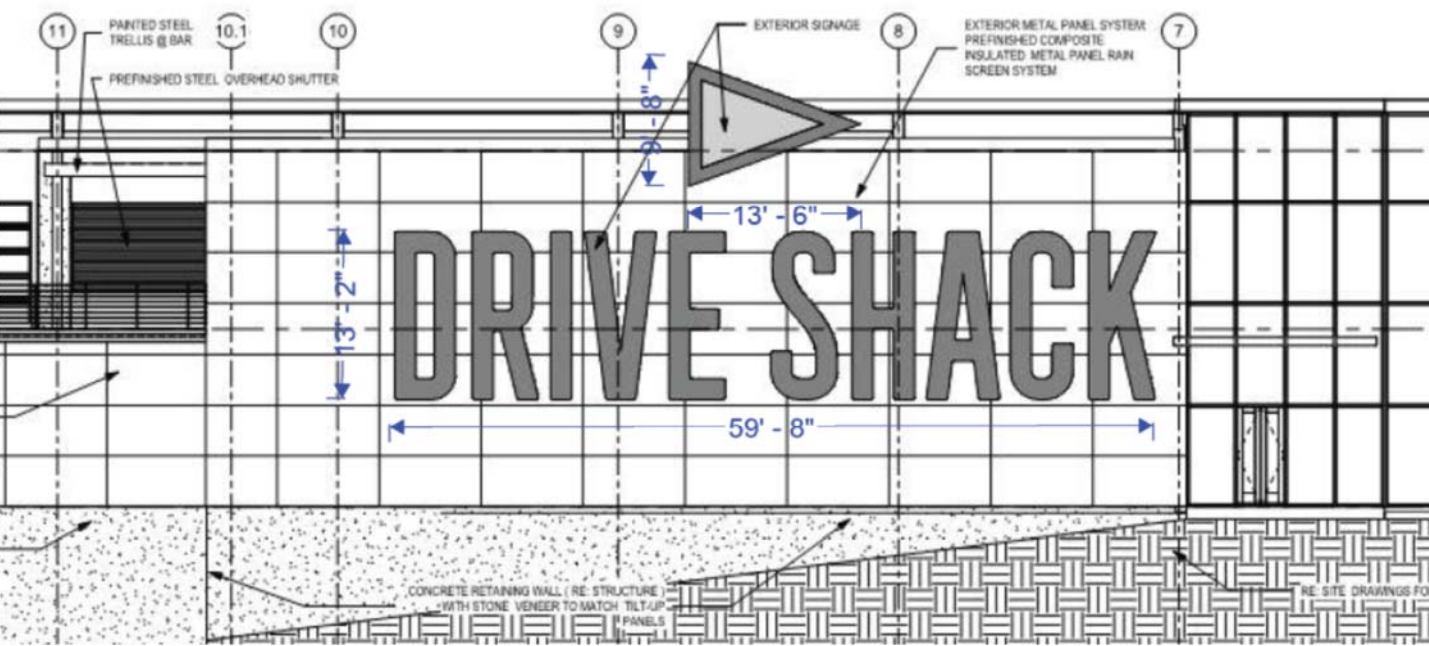


## BUILDING PERSPECTIVES





CONCEPTUAL SIGNAGE



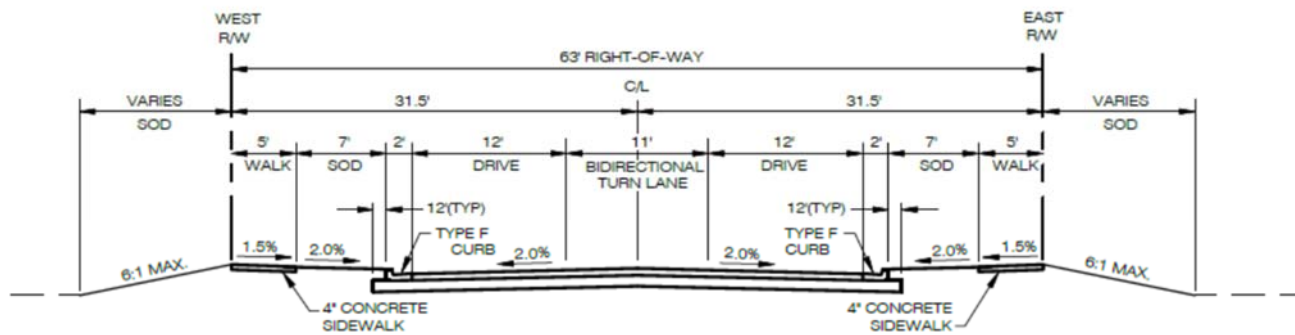
Driving Range Game Sign



# LANDSCAPE PLAN

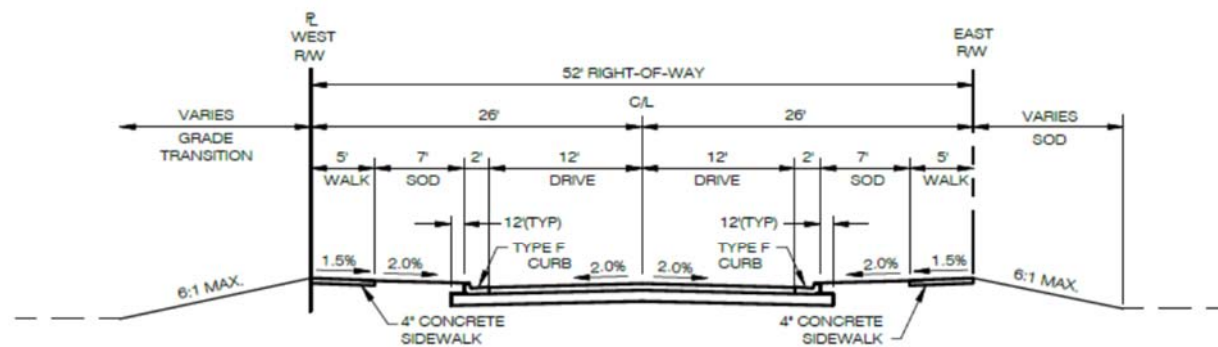


# ROADWAY CROSS-SECTIONS



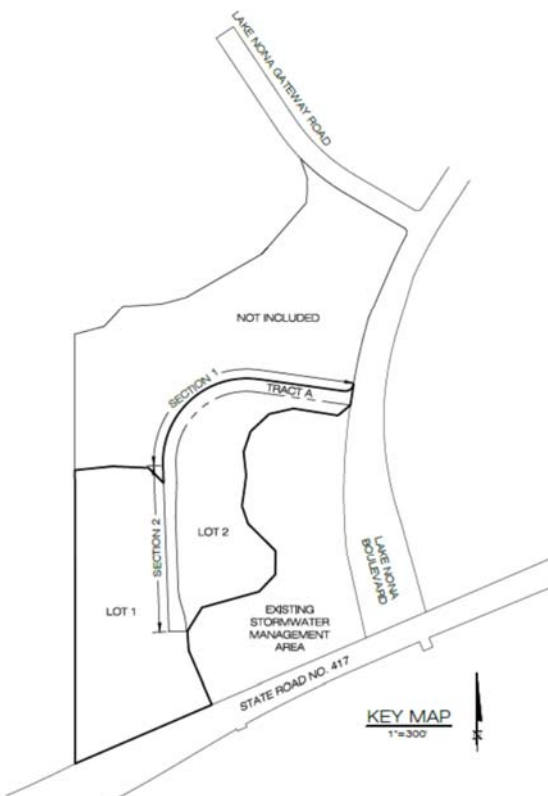
(PRIVATE R/W)  
SECTION 1

DESIGN SPEED 30  
POSTED SPEED 25



(PRIVATE R/W)  
SECTION 2

DESIGN SPEED 30  
POSTED SPEED 25





## 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 Major Subdivision Plat applications contained in Section 65.425 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*

Lighting and Landscape Plan will be subject to appearance review that is approved via a Planning Official Determination. If elevations change from this report, they shall also be included. Prior to submittal of building permits, the applicant shall submit 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. *DEVELOPMENT PERMITS*

As provided by subsection 166.033(5), Florida Statutes, issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. In accordance with subsection 166.033(5), Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development.

#### 6. *SIGNAGE*

The proposed signage shall be consistent with Chapter 64 of the LDC. The roof sign in the conceptual drawing is prohibited. A complete signage package will be subject to Appearance Review prior to the issuance of building permits. Signage shall be two square feet per linear foot of building frontage facing the access road.

#### 7. *FAA APPROVAL*

Due to the proximity to the Orlando International Airport and the proposed pole height for the netting is 150 feet, the applicant shall receive FAA approval prior to applying for building permits for the poles. The approval letter must be submitted with the building permit application.

# CONDITIONS OF APPROVAL

## City Planning (cont.)

### 8. *FUTURE PARCEL (LOT 2)*

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

### 9. *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.

### 10. *POLE HEIGHT*

Staff is recommending approval of a minor amendment to the PD, per Figure 68-N, to allow an exception to the height limit for the poles, up to 150 feet because they can be considered accessory structures and do not have living space, similar to exceptions already listed in Section 58.203.

## Urban Design

1. Complete sidewalks from access road to the internal site's walkways to the front of the building.
2. Some of the landscaping plans are inconsistent; meet city code requirements for parking lot landscaping and peripheral landscaping. These items will be reviewed in detail at the time of permitting.
3. A final Planning Official determination is required for the final outdoor lighting details for sports facilities. A pre-application meeting shall be held with the appearance review staff prior to applying.
4. Consider coordination with the FAA and GOAA, regarding the height and caution lighting of the "net poles" due to the close proximity of the site to the airport.
5. Orient any outdoor speakers to face towards the west (towards the airport), directed away from residential uses to the northeast and east.

## Transportation Planning

### 1. *BICYCLE PARKING*

Per City Code Sec 61.333, bike racks must be installed to provide space for 8 bikes to be secured. At least 2 of these spaces must meet the standards for long-term spaces to serve employees and may be indoors or otherwise sheltered from the weather. All racks intended for patron use must conform to City standards and be located on an impervious surface so as not to interfere with pedestrian or other vehicular movements. The location for both types of parking spaces must be shown on plans submitted to Permitting Services.

### 2. *PARKING*

Typical dimensions for parking stalls and aisle must be shown on plans submitted to Permitting Services and must meet City Code requirements. The proposed 450 spaces meet Code requirements.

### 3. *TRANSPORTATION IMPACT FEES*

Estimated impact fees are \$768,743.00 based on a mix of Quality Restaurant and Indoor Recreation Uses. Contact Nancy Jurus-Ottini if questions arise.

## Transportation Engineering

1. FAA and/or FDOT approval for the pole height and lighting will be required at time of permitting.
2. Provide a cross access easement along the northern border of the property. This is so the northern property, when developed, can use the proposed driveway on Lake Nona Blvd. Cross access easements will be shown on the plat or provided as a separate instrument if no platting is required.
3. The right in/right out on Lake Nona Blvd shall be built to FDOT and Orlando Engineering Standards Manual (ESM) standards.
4. An additional access point for fire may be required. Coordination with Orlando Fire Department is required.
5. Parking lot and parking space dimensions shall comply with Orlando Land Development Code (LDC) and ESM.
6. On-site sidewalks shall be a minimum of 5' wide when adjacent to drive aisles and 6' wide when adjacent to parking stalls unless wheel stops are used.

# CONDITIONS OF APPROVAL

## Transportation Engineering (cont.)

7. 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. No structure, fence, wall, or other visual impediment shall obstruct vision between 2 feet and 8 feet in height above street level. The street corner / driveway visibility area shall be shown and noted on construction plans and any future site plan submittals. The applicant shall design the site plan as necessary to comply with the Florida Greenbook and the FDOT Design Standards Index. Sight lines shall be provided on both site plans and landscape plans.
8. The final site plan shall show the location and size of the on-site solid waste compactor(s) / dumpster(s) with concrete pads, and enclosures with doors. The solid waste container(s) 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.

## Engineering/Zoning

1. Need to provide drainage calculation and Geotechnical report for this development. A Stormwater Pollution Prevention Plan need to be submitted in accordance with the Florida Department of Environmental Protection (FDEP) requirement.
2. The City Council Adopted the Engineering Standards Manual (ESM), Fifth Edition on April 18, 2016. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.
3. 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.
4. 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.
5. 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.
6. Lake Nona DRI development has a Concurrency capacity committed to it. The capacity will be deducted from the Lake Nona account at the time of permitting. An Assignment of Committed Trips form is required from Lake Nona as a condition of building permit issuance.
7. 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. This property is required to plat in accordance with Section 65.401 of the City's Land Development Code prior to the issuance of building permits.
9. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
10. Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 4" caliper or larger trees.
11. Contact the Bureau of Parks (407) 246-2283 for a tree encroachment permit prior to encroaching within the canopy of any 4" caliper or larger trees.
12. 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.
13. The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure.
14. 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.
15. Approval from the Federal Aviation Authority, and the Greater Orlando Aviation Authority (GOAA) prior to the issuance of building permits for the height of the pole surrounding the drive range.



# INFORMATIONAL COMMENTS

## Engineering/Zoning (cont.)

16. The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy and Chapter 30 of the Land Development Code.
17. The proposed name of the new street shall be submitted to the Engineering Bureau for review for duplication of established street names, same sounding name, type of spelling, etc., in accordance with the City Land Development Code, Sections 58.64c34 (b) and 58.3122.

## Police

### 1. CPTED REVIEW

The Orlando Police Department has reviewed the plans for Drive Shack, Lake Nona Parcel 15A Phase 1 development located at 7675 Lake Nona Blvd, utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.

### 2. NATURAL SURVEILLANCE

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

- **A photometric 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.
- Lighting is universally considered to be the most important security feature. Illumination, uniformity, and glare should all be taken into consideration.
- Good lighting provides visual guidance and orientation to employees and visitors and improves the perception of their safety especially in areas not easily observed from main walkways.
- Appropriate lighting should be included in any areas anticipated to be utilized after dark. These include parking areas, outdoor seating/café/or patio areas, entrances, trash and recycle enclosures, and service or delivery areas.
- Lighting should not be screened out by landscaping or building structures such as overhangs or awnings.
- Uniformity of light is crucial to avoid 'dark' spots, especially in parking areas.
- Any illumination shall not cause a glare or excessive brightness that adversely affects the vision of pedestrians or motor vehicle operators on public or private property.
- Pedestrian walkways, back lanes and access routes open to public spaces should be lit so that a person with normal vision is able to identify a face from a distance of 30 feet during nighttime hours.
- Lighting fixtures should be shielded or full-cutoff, reliable, easy to maintain, withstand the elements, and be vandal-resistant.
- 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 structures.
- Bicycle parking (if installed) should be observable from entrances, securely fastened and not hidden behind landscaping or shear walls.
- Exterior (non public) doors should be made of a solid material, metal frames, interior hinges (or hinges with security pins), minimum 3" screws in the strike plates and have 180° viewers/peep holes or small windows with security glass.
- Since there is typically no natural surveillance between buildings and dumpsters, be sure this area is well-lit and that lighting is well maintained.
- Where possible, offices, reception areas, lobbies, or host stands should have exterior windows and/or furniture oriented to improve surveillance of public areas.
- All sides of a building should have windows to observe the walkways, parking areas and driving lanes.
- Advertisements and product displays should not be located in windows. If advertisements must be used, they should be small in size and located in an area where observation in or out of the building will not be obstructed.
- Consider raising the floor level behind the bars. This has the effect of raising staff above customers, making them appear more in control. It also makes it easier for staff to see customers who are waiting to be served; provides a better vantage point from which to spot potential problems; and provides a safer environment for bar staff. Viewing from the bar should be maximized by not closing down the space with glass racks, low canopies, screens, pillars etc.

# INFORMATIONAL COMMENTS

## Police (cont.)

- Cash registers should be positioned away from customers' reach. Registers fronting customers are preferable as they enable staff to maintain vision of the serving area and beyond. If they are placed rear facing, mirrors or reflective material can be installed to facilitate staff monitoring.
- Where blind spots or interior 90° corners exists, consider decorative (or convex) mirrors or CCTVs with a monitor behind the bar to aid in observing these areas.

## 3. *NATURAL ACCESS CONTROL*

Design the sites to decrease crime opportunity by denying access to crime targets and creating in offenders, a perception of risk. This can be accomplished by designing streets, 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 the property 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 the building.
- Ensure awnings or overhangs do not block lighting of the doors.
- Signs located in the parking lot should remind employees and customers to lock their vehicles and keep valuables out of sight.
- Way-finding located throughout the property should provide clear guidance for authorized users while discouraging potential offenders. Signs should clearly indicate - using words, international symbols, and maps - the location of entrances, restrooms, retail space, public or private use routes and authorized entrances.
- Signage with hours of operation should be clearly visible at any public entrance.
- Traffic calming techniques as well as surface and gateway treatments should be used 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 6' in width to enhance pedestrian flow.
- Staff working the bar area should have unobstructed views of approaching customers, staff and vendors.
- Bollards are a good option in key locations around the building to protect patrons, life-safety elements, critical utilities and control or direct traffic.

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

- The property should be designed to encourage positive interaction between authorized users.
- The business should have an address that is clearly visible from the parking lot and roadways with numbers a minimum of five-inches high made of non-reflective material in a contrasting color from the surface it is affixed to.
- Fencing can add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED style open design is a good option to consider. These fences may contain vehicle and/or pedestrian access points that utilize mechanical access control for the property. Another option is landscape buffers, which *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 is accomplished by incorporating features that prohibit entry or access such as window locks, single-cylinder dead bolts for doors and interior door hinges.

- Exterior doors should contain 180° viewers/peep holes (or small windows with security glass), interior hinges, single cylinder deadbolt locks with a minimum one-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.
- Air conditioner units should be caged and the cages should be locked at all times.
- An access control system can help restrict access to private areas such as employee break areas, storage and supply rooms, and employee only entrances.
- A video surveillance system capable of recording and retrieving an image to assist in offender identification and apprehension should be considered. Cameras should be mounted at an optimal height to capture offender identification ("aiming" down from steep angles often results in images of the offender's hat). Cameras should be placed in several locations in the parking areas, any outdoor seating areas and anyplace with limited or no natural surveillance such as sheer walls.

# INFORMATIONAL COMMENTS

## Police (cont.)

- If a commercial alarm system is installed, each unique room, suite, retail space, etc. should be clearly identified with a monitoring center and alarm company and should be regularly tested and maintained. During working hours, the alarm system should be programmed so that a short beep is sounded if a door opens or if a door is propped open for a predetermined amount of time.
- The use of tempered, impact resistant, or security glass or security film is encouraged for all large glass doors and windows. 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.
- Non-public doors should be kept locked from the outside at all times. Internal business policy should prohibit the "propping open" of exterior doors.
- The business should contain a drop safe or cash management device.

## 6. MAINTENANCE AND MANAGEMENT

Proper maintenance and management of landscaping, lighting, furniture, bar equipment and other features are necessary to ensure that CPTED elements serve their intended purpose. Failure to maintain the property and manage to stop harmful use of property by its legal occupants can rapidly undermine the impact of the best CPTED design elements. While CPTED principles supplement effective maintenance and management practices, they cannot make up for the negative impacts of ineffective management. Damage, unclean areas, graffiti, litter and debris, broken windows, as well as such factors as inattentive, lax, or overly-permissive management practices can advertise an environment of permissiveness to potential offenders and, equally, undermine the desire of responsible users to remain in an area. In effect, this is the direct application of what has come to be known as the Broken Window Theory — ensuring that indicators of disorder are corrected promptly in order to prevent the greater disorder they may attract.

Good maintenance and management can be accomplished by incorporating features and procedures that prohibit undesired behavior while creating a welcome, inviting environment. Such features and procedures may include:

- People naturally protect a territory that they feel is their own, and have a certain respect for the territory of others. Clear boundaries between public and private areas achieved by using physical elements such as fences, pavement treatment, art, signs, good maintenance and landscaping are ways to express ownership. Identifying intruders is much easier in well-defined spaces.
- Security or maintenance staff should patrol parking and common areas.
- Walkways should be cleared of undesirable litter, grass and weeds should be trimmed back from walkways, and walkway pavement should be promptly repaired or maintained.
- Maintenance of back lanes and areas with limited natural surveillance should be carried out regularly. Inappropriate outdoor storage should be discouraged.
- There should be a sufficient number of staff, management and security personnel, to manage the anticipated volume of people and any potential problems.
- There should be a sufficient number of bar staff to avoid customer frustration in waiting to be served.
- Management should ensure:
  - Staff are visible and accessible to patrons in need of assistance.
  - Staff are proactive in encouraging patrons to seek assistance if they experience offensive or aggressive behavior.
  - Staff are trained to deal with complaints positively rather than dismiss them.

Additional precautions, such as silent alarms and retail theft training 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:

- 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.
- 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.
- In addition to lighting, one of the following physical security measures should be installed:

## INFORMATIONAL COMMENTS

### Police (cont.)

- 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
- A uniformed security guard should be hired to continually patrol the construction site during the hours when construction work has ceased.
- 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.

### Fire

There are no objections to this request. TRC fire code review is preliminary in nature, and is intended to expose or prevent evident design deficiencies with State and City Fire Codes. The design, hydrant location and fire department access will be reviewed in detail for State and City Fire Code compliance at the time of permit application. Be advised that any new construction must adhere to the requirements of the Florida Fire Prevention Code, 2012 Edition, and The City of Orlando Fire Prevention Code.

### Wastewater

This development appears to be outside the limits of Parcel 15A according to the latest sanitary master plan provided to the Wastewater Division. More detail needs to be provided regarding how this development will be served by sewer/reclaimed water. An updated hydraulic analysis is also required to confirm existing offsite infrastructure can accommodate flows from this development.

### OUC Water

Submit detailed water utility plans to Orlando Utilities Commission to Development Services when they have been developed. See our Website for submittal information <http://www.ouc.com/business/water-services>.

## CONTACT INFORMATION

### City Planning

For questions regarding City Planning review, please contact Colandra Jones at 407.246.3415 or [colandra.jones@cityoforlando.net](mailto:colandra.jones@cityoforlando.net).

### Urban Design

For questions regarding Urban Design plan review, please contact Jason Burton at 407.246.3389 or [jason.burton@cityoforlando.net](mailto:jason.burton@cityoforlando.net)

### Transportation Planning

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

### Transportation Engineering

For questions regarding Transportation Engineering review, please contact please contact Lauren Torres at 407.246.3322 or [lauren.torres@cityoforlando.net](mailto:lauren.torres@cityoforlando.net).

### Police

For questions regarding Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or [audra.nordaby@cityoforlando.net](mailto:audra.nordaby@cityoforlando.net).

### Fire

For questions regarding Fire plan review, please contact Charles Howard at 407.246.2143 or [charles.howard@cityoforlando.net](mailto:charles.howard@cityoforlando.net).

### Wastewater

For questions regarding Wastewater plan review, please contact Vince Genco at 407.246.3722 or [vince.genco@cityoforlando.net](mailto:vince.genco@cityoforlando.net).

### OUC Water

For questions regarding OUC water plan review, please contact Steve Lockington at [slockington@ouc.com](mailto:slockington@ouc.com).



## 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. Final Plat Review.
4. Building permits.