

EXHIBIT A: OVERALL SITE PLAN

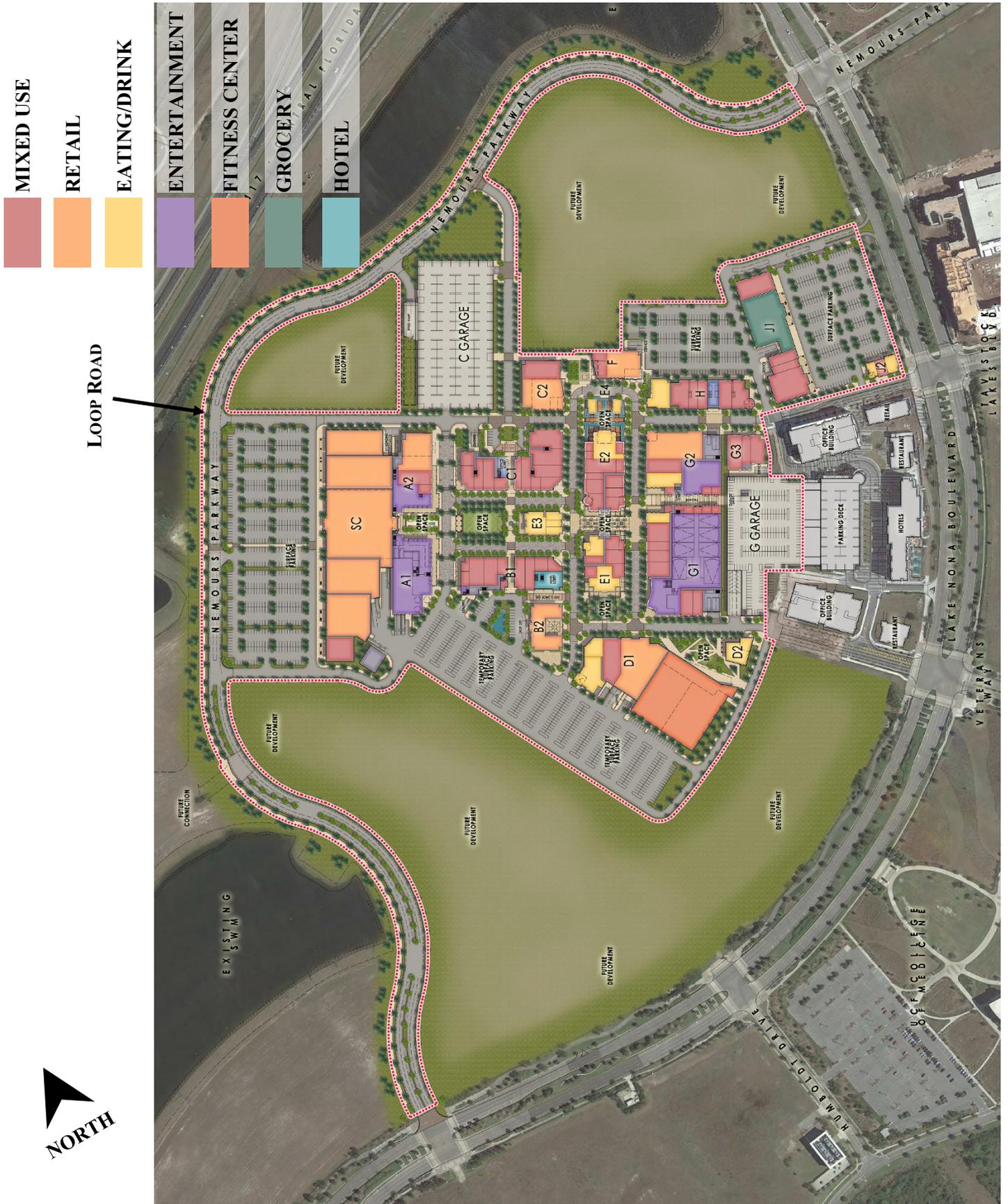


EXHIBIT B: BUILDINGS HEIGHTS & AREAS CHART

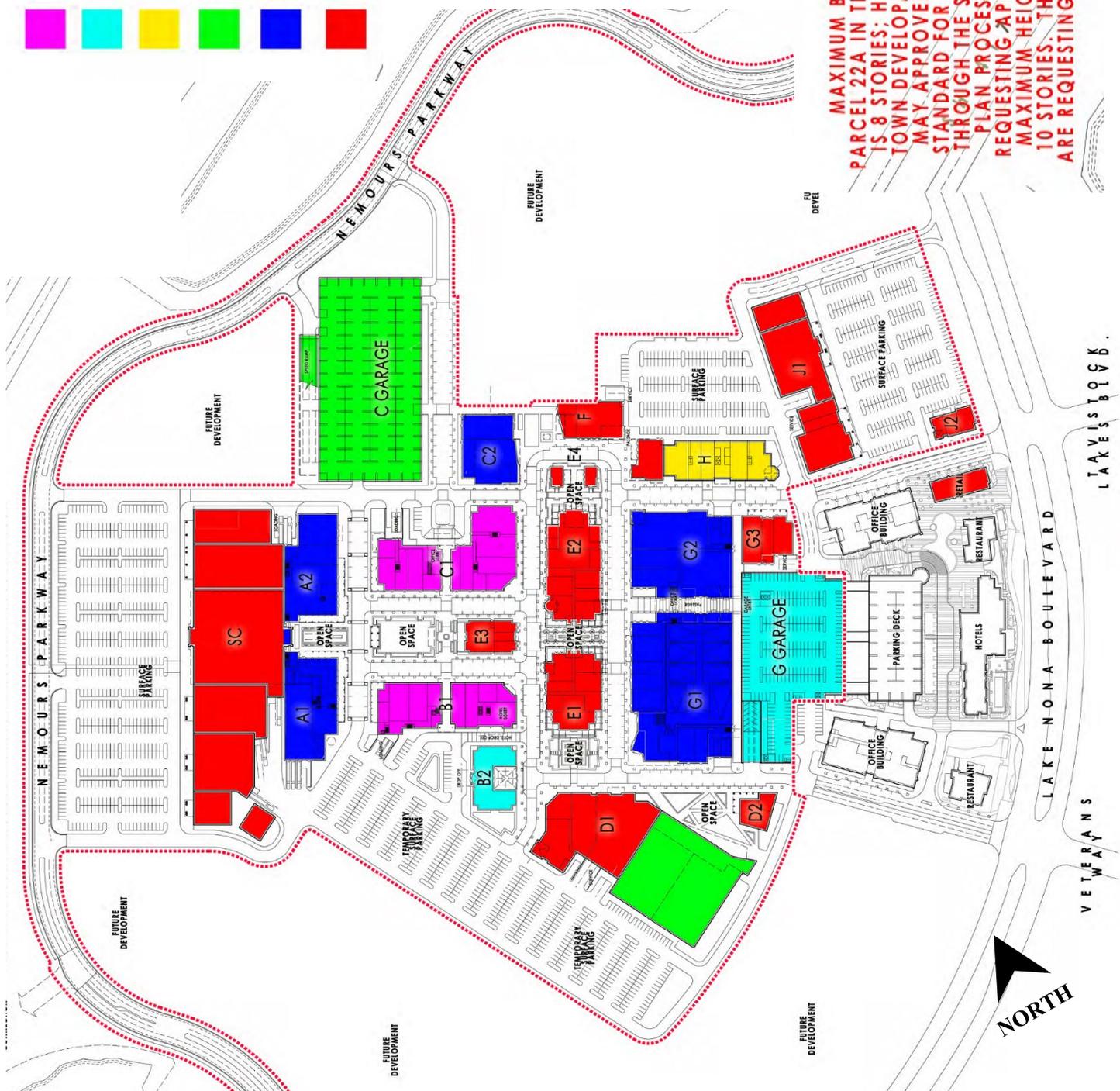
BUILDING HEIGHTS and AREAS CHART

SITE AREA: 67.7 ACRES

USE	GROSS BUILDING AREA [square feet]	BUILDING HEIGHT [storeys]	USE	GROSS BUILDING AREA [square feet]	BUILDING HEIGHT [storeys]	USE	GROSS BUILDING AREA [square feet]	BUILDING HEIGHT [storeys]
BIDG A1	GRD LEVEL RETAIL 2ND LEVEL RETAIL SUBTOTAL	TWO STOREY MIXED USE 2 STOREYS	BIDG D1	GRD LEVEL RETAIL GRD LEVEL FITNESS SECOND LEVEL FITNESS SUBTOTAL	MULTI-STOREY MIXED USE 1 STOREY 2 STOREYS	BIDG G GARAGE	GRD LEVEL SECOND THIRD FOURTH FIFTH SUBTOTAL	5 STOREYS
BIDG A2	GRD LEVEL RETAIL 2ND LEVEL RETAIL SUBTOTAL	TWO STOREY MIXED USE 2 STOREYS	BIDG D2	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE 1 STOREY	BIDG H	GRD LEVEL RETAIL 2ND LEVEL OFFICE 3RD LEVEL OFFICE 4TH LEVEL OFFICE SUBTOTAL	MULTI STOREY MIXED USE
BIDG B1	GRD LEVEL RETAIL MULTI-LEVEL HOTEL SUBTOTAL	MULTI STOREY MIXED USE 10 STOREYS	BIDG E1	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE 1 STOREY	BIDG J1	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE 1 STOREY
BIDG B2	GRD LEVEL RETAIL 2ND LEVEL 3RD LEVEL 4TH LEVEL 5TH LEVEL SUBTOTAL	MULTI STOREY MIXED USE	BIDG E2	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE 1 STOREY	BIDG J2	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE 1 STOREY
BIDG C1	GRD LEVEL RETAIL UPPER LEVEL OFFICE 1 UPPER LEVEL OFFICE 2 SUBTOTAL	MULTI STOREY MIXED USE 3 STOREYS	BIDG E3	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE 1 STOREY	BIDG J3	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE
BIDG C2	GRD LEVEL RETAIL SECOND LEVEL RETAIL SUBTOTAL	TWO STOREY MIXED USE 2 STOREYS	BIDG E4	GRD LEVEL RETAIL GRD LEVEL RETAIL SUBTOTAL	TWO SINGLE STOREY STAND ALONE BUILDINGS 1 STOREY 1 STOREY	TOTALS	GRD LEVEL RETAIL SUBTOTAL	1,950,000
BIDG C GARAGE	GRD LEVEL SECOND THIRD SUBTOTAL	3 STOREYS	BIDG F	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE 1 STOREY			
			BIDG G1	GRD LEVEL RETAIL 2ND LEVEL OFFICE SUBTOTAL	TWO STOREY MIXED USE 2 STOREYS			
			BIDG G2	GRD LEVEL RETAIL 2ND LEVEL OFFICE SUBTOTAL	TWO STOREY MIXED USE 2 STOREYS			
			BIDG G3	GRD LEVEL RETAIL SUBTOTAL	SINGLE STOREY MIXED USE 1 STOREY			

EXHIBIT C: BUILDING HEIGHTS PLAN

- UP TO 10 STOREYS
- 5 STOREYS
- 4 STOREYS
- 3 STOREYS
- 2 STOREYS
- 1 STOREY



MAXIMUM BUILDING HEIGHT FOR PARCEL 22A IN THE PLANNED DEVELOPMENT IS 8 STOREYS; HOWEVER, THE SOUTHEAST TOWN DEVELOPMENT REVIEW COMMITTEE MAY APPROVE AN ALTERNATE HEIGHT STANDARD FOR ANY INDIVIDUAL PARCEL THROUGH THE SPECIFIC PARCEL MASTER PLAN PROCESS. THEREFORE, WE ARE REQUESTING APPROVAL FOR AN OVERALL MAXIMUM HEIGHT OF PARCEL 22 A OF 10 STOREYS. THROUGH THIS EXHIBIT, WE ARE REQUESTING THE INDIVIDUAL HEIGHTS SHOWN.

EXHIBIT D: PEDESTRIAN AND BIKE PATHS

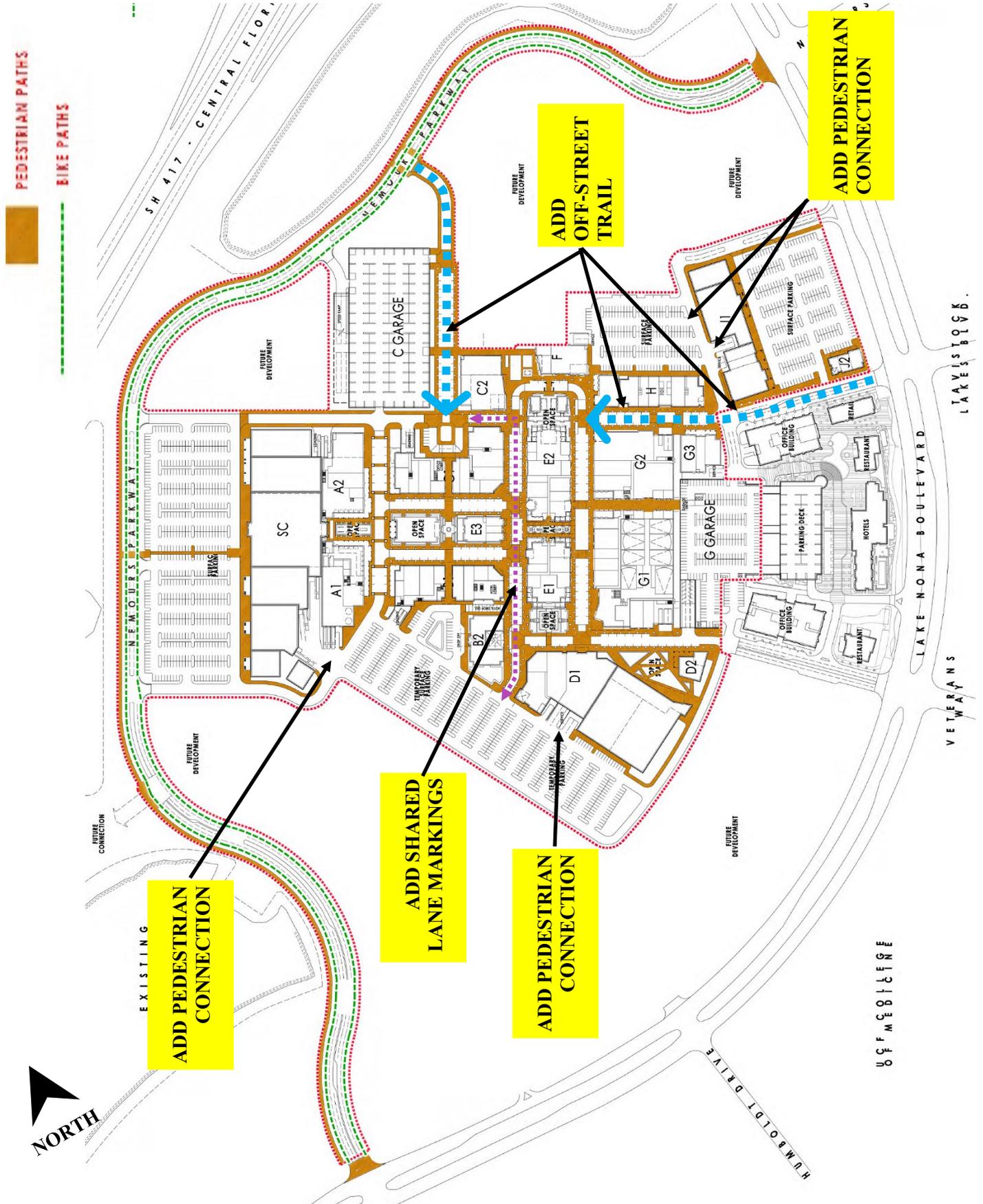


EXHIBIT F: LOOP ROAD TYPES (SECTIONS)

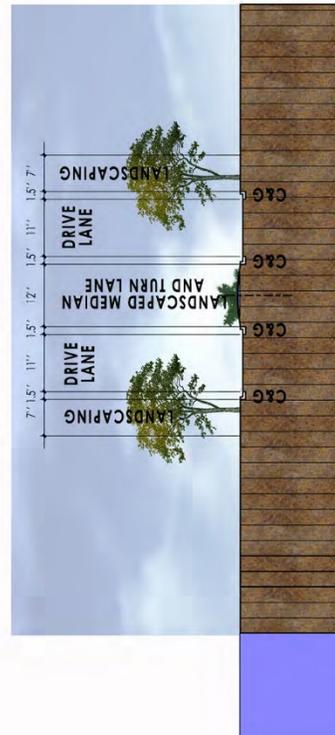
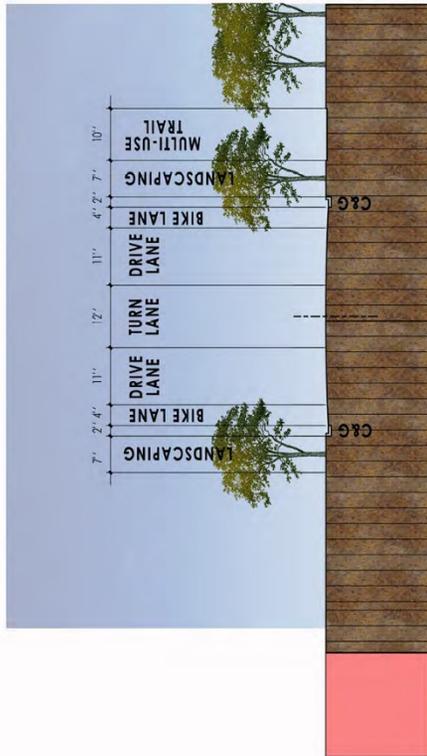
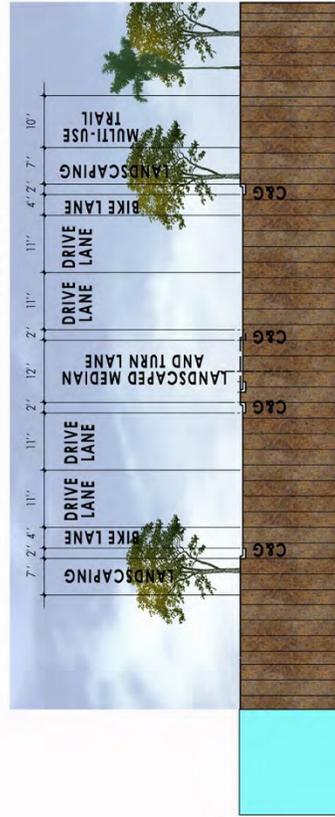
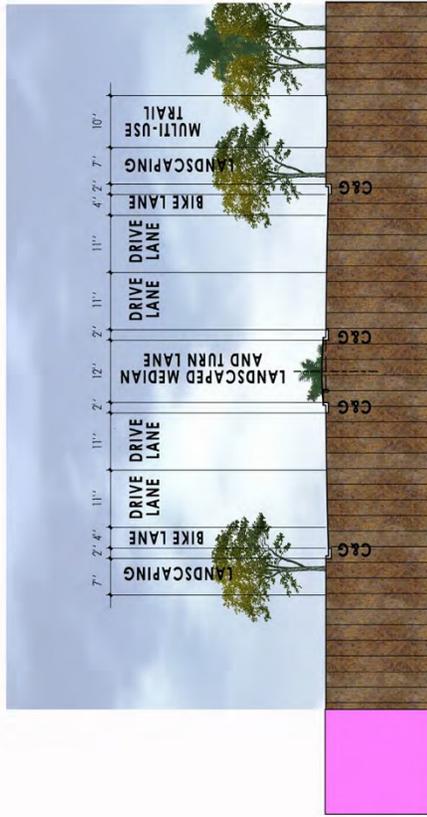
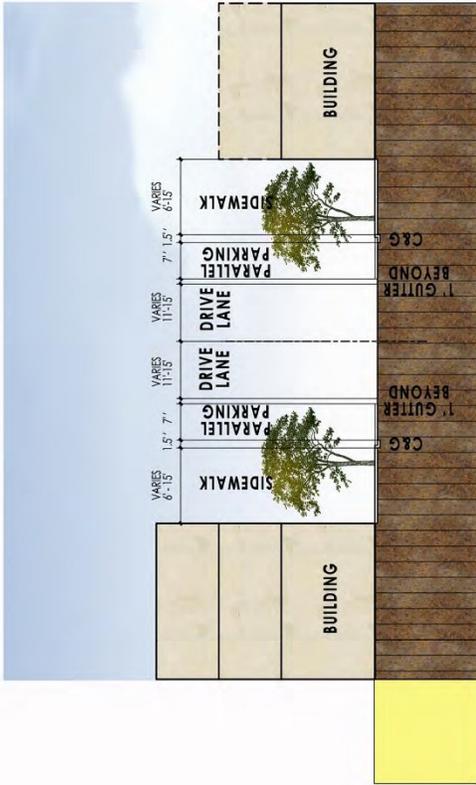
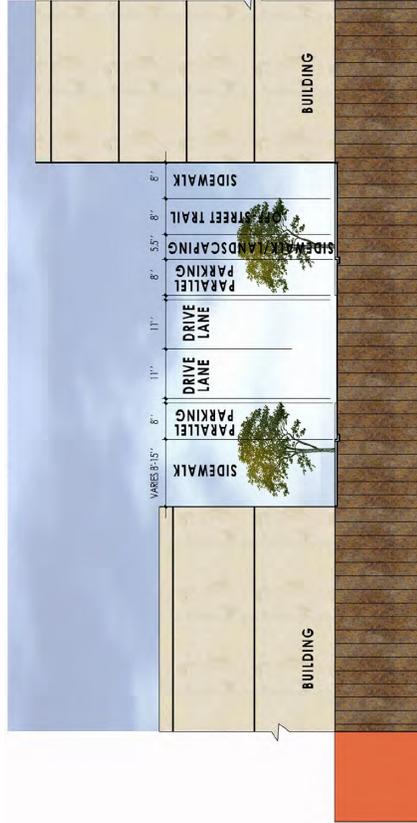


EXHIBIT F: INTERNAL ROAD TYPES (SECTIONS)



**5 - SECTION THRU
TYPICAL RETAIL STREET**



**7B - SECTION THRU
STREET WITH OFF-STREET TRAIL**



**4 - SECTION THRU
TYPICAL STREET**



**7A - SECTION THRU
STREET WITH OFF-STREET TRAIL**

EXHIBIT F: CENTRAL ROAD TYPE (SECTIONS)

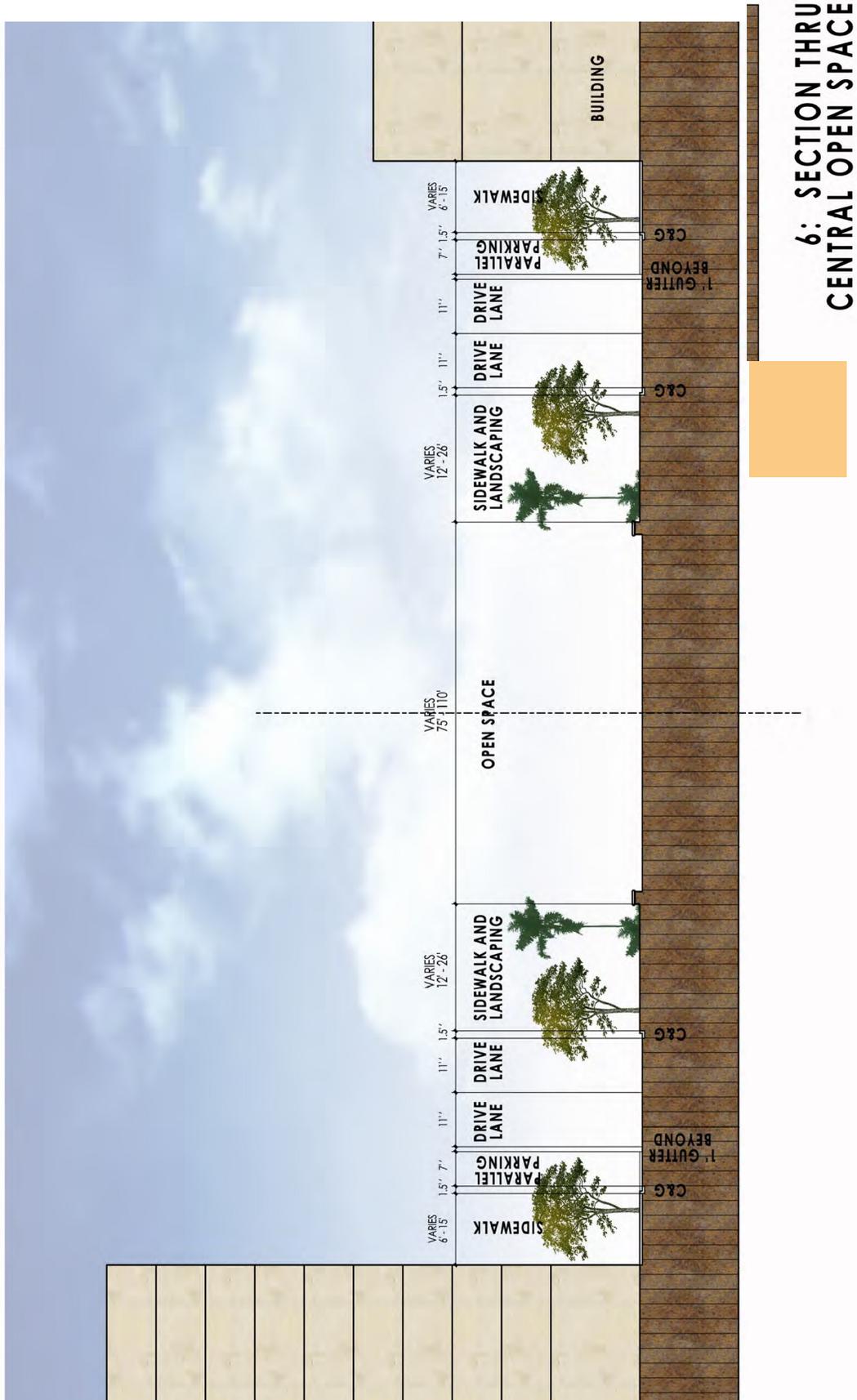


EXHIBIT G: BLOCK NUMBERS

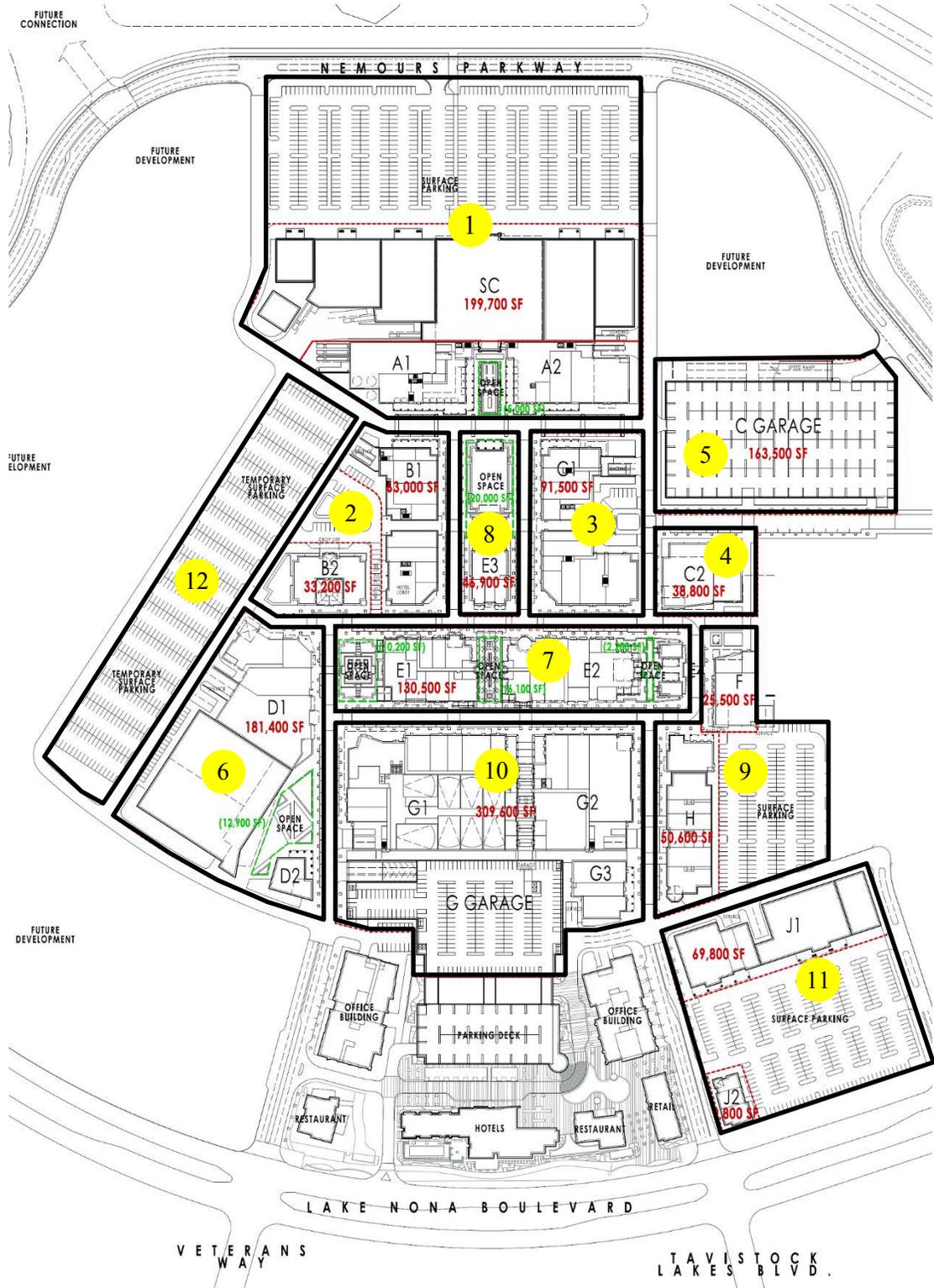
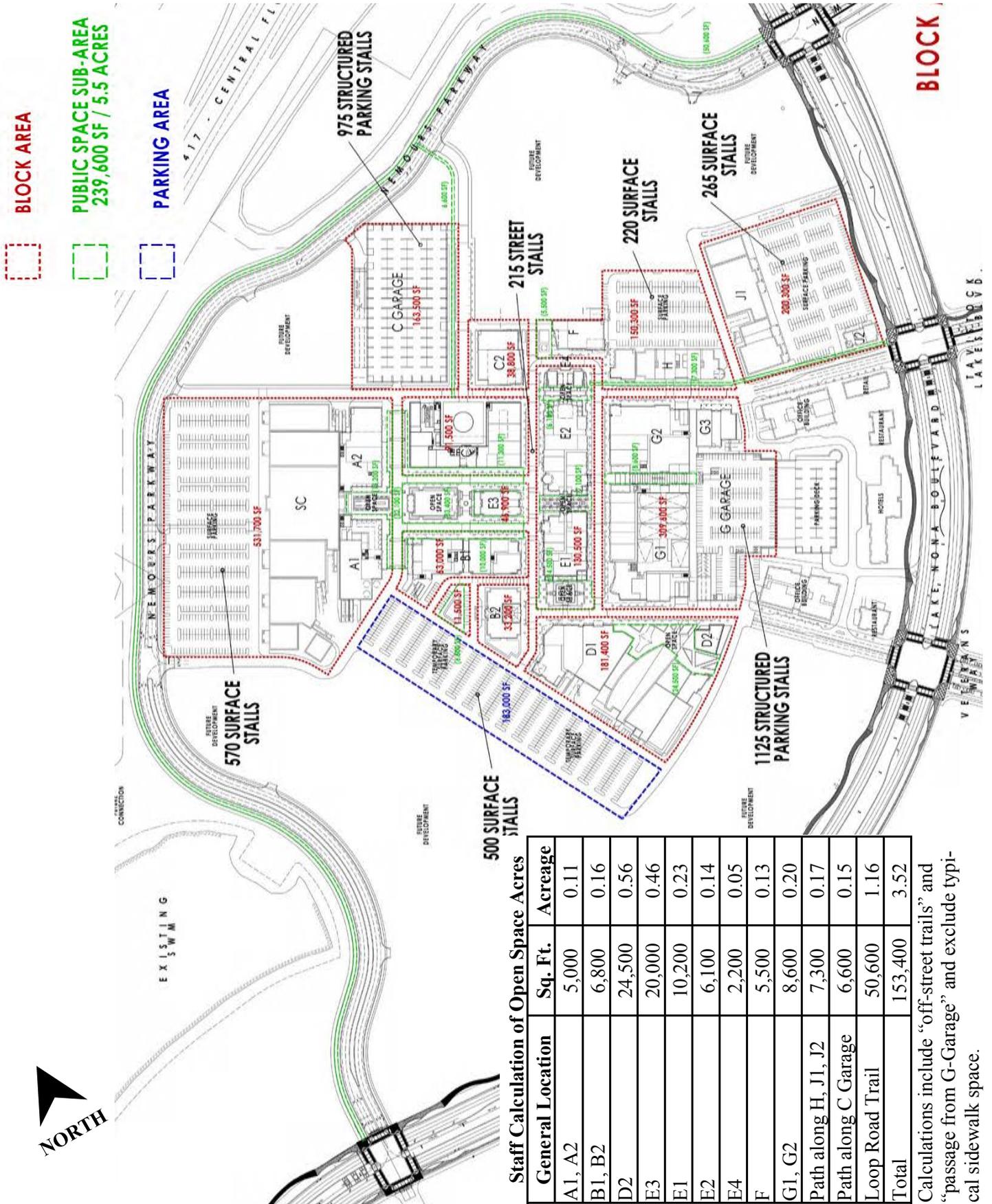


EXHIBIT H: OPEN SPACE MAP



Staff Calculation of Open Space Acres

General Location	Sq. Ft.	Acres
A1, A2	5,000	0.11
B1, B2	6,800	0.16
D2	24,500	0.56
E3	20,000	0.46
E1	10,200	0.23
E2	6,100	0.14
E4	2,200	0.05
F	5,500	0.13
G1, G2	8,600	0.20
Path along H, J1, J2	7,300	0.17
Path along C Garage	6,600	0.15
Loop Road Trail	50,600	1.16
Total	153,400	3.52

Calculations include “off-street trails” and “passage from G-Garage” and exclude typical sidewalk space.

FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the proposed Specific Parcel Master Plan amendment 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, and all previous agreements between the City and property owner.

3. *ISSUANCE OF 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

4. *APPROVAL*

Approval of the Specific Parcel Master Plan amendment by the Southeast Town Design Review Committee (SETDRC) 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 amendment (Southeast Town Design Review Committee) 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.

5. *APPEARANCE REVIEW*

All buildings, site plans, streetscape, master sign, and landscape plans shall be reviewed administratively through Planning Official Determination prior to submitting for building permits. Each determination request shall identify the development program (including civic and greenspace calculations), FAR, ISR, building frontage, block size, shared parking calculations for the request and cumulatively for all approvals. Each building development must meet 68.314-325 except for alternative standards approved in this report. Appearance reviewers must include the equivalent review staff commonly used for administrative master plan review plus a representative from the Permitting Division.

6. *MASTER PLAN AMENDMENTS*

A. Minor modifications:

- up to 10% of numerical development standards (on a site-by-site basis to address site constraints)
- up to 10% of Phase 2A development program
- up to 1 additional floor height

(continued on next page)

CONDITIONS OF APPROVAL

B. SPMP amendment (requiring SETDRC approval) for:

- greater than 10% increase in Phase 2A development program
- addition of a drive thru
- changes to development standards for project (greater than 10% of numerical standards for any project, or less than 10% if it applies to Phase 2A)
- conditions of approval not agreed to by the applicant

C. Layout and cross section changes—to be determined by Planning Official.

7. *DEVELOPMENT STANDARDS*

All development in Phase 2A is subject to the Traditional Design standards for Village Center districts as described in Chapter 68 of the Land Development Code, except where alternative standards are allowed per City Planning Conditions #10 thru #15. Any standards not addressed in Chapter 68 or this report shall default to AC-1 zoning district standards.

8. *SETBACKS (ALTERNATIVE STANDARD)*

The maximum allowed front yard and side street setbacks are 10 feet. This is intended to ensure that buildings frame the street and create visual interest. Alternative Front Yard/Side Street setbacks may be permitted through determination provided that the development site meets this principle. The minimum required rear yard setback is 10 feet.

9. *IMPERVIOUS SURFACE RATIO (ISR)*

The maximum allowed impervious surface ratio in Village Center districts is 0.85.

10. *PEDESTRIAN CONNECTIVITY*

All blocks in Phase 2A, as defined in this report, shall have complete pedestrian connections bordering four sides with interconnections between blocks. All garages and surface parking lots shall have a complete network of sidewalks and crosswalks leading from the parking area to the retail areas.

11. *COMPLETE BLOCKS AND REQUIRED MIX (ALTERNATIVE STANDARD)*

Phase 2A shall be developed as a series of complete blocks within interconnected streets bordering four sides. This phase must contain a minimum mix of three block types, excluding Residential due to the Avigation Easement, summarized below:

Block Types	Phase 2A Required Block Mix
Mixed Use*	15% to 90%
Commercial	0% to 30%
Residential**	0%
Civic	10% (min. 5% of greenspace)

*30-80% retail, cinema, or hotel required each block, 20-70% other

**excluded due to Avigation Easement restrictions

12. *MAXIMUM AVERAGE BLOCK SIZE OF 7 ACRES (ALTERNATIVE STANDARD)*

Block areas are calculated net of surrounding streets and wetlands setbacks. The maximum block size permitted within Village Centers is 7 acres. An alternative standard allows individual blocks to be larger, provided there is a maximum average block size of 7 acres for Phase 2A.

13. *MINIMUM AVERAGE INTENSITY OF 0.30 FAR (ALTERNATIVE STANDARD)*

FAR shall be measured per block, based on net block size. Village Center districts require a minimum intensity of 0.30 FAR per block. An alternative standard allows individual blocks to be lower, provided there is a minimum average intensity of 0.30 FAR per block for Phase 2A.

14. *MINIMUM BUILDING FRONTAGE OF 65% FOR EACH BLOCK (ALTERNATIVE STANDARD)*

An alternative standard requiring a minimum average building frontage of 65% per block face is allowed for Phase 2A. Minimum frontage is measured on each street of each block and includes the linear feet of the building within 20 feet of the edge of

CONDITIONS OF APPROVAL

street ROW. Up to 20% of the frontage area can be comprised of plazas or pedestrian accessible landscaped areas with depths no less than 30 feet.

15. *STREET FACING FACADES (ALTERNATIVE STANDARD)*

Blank walls and/or garage doors shall not occupy over 50% of a principal frontage, and a section of blank wall shall not exceed an alternative standard of 30 linear feet (rather than 20) without being interrupted by a window, entry, or architectural/artistic visual detail. Streets are defined as shown on Page 17 of this report. Areas not colored in as a street type are considered drive-ways.

16. *BUILDING MATERIALS (ALTERNATIVE STANDARD)*

Buildings should support regional traditions but are not required to have consistent materials and details on all sides that are visible from public streets and trails. Glass curtain walls are allowed.

16. *DRIVE-THRUS*

Developments that include drive-thrus were not proposed nor approved in this SPMP. Potential drive-thrus included in future developments require SETDRC approval prior to submitting for appearance review and shall comply with the regulations described in Chapter 58, Part 4E of the Land Development Code.

17. *SHARED PARKING CALCULATIONS*

It is presumed that a mix of proposed uses will create staggered peak periods of parking demand, and thus future specific determination request may reflect a reduction in the total amount of required parking using shared parking calculations.

18. *TEMPORARY PARKING LOT (BLOCK 12)*

The Temporary Parking lot indicated as “Block 12” on Page 21 is permitted for a maximum of 5 years from the date of permit issuance. An extension of this time horizon requires approval from the SETDRC.

19. *PLATTING REQUIREMENT*

This property is required to plat in accordance with Section 65.401 of the Land Development Code prior to the issuance of building permits. The applicant shall coordinate with Engineering and Zoning Plan Review to ensure that the final plat incorporates all the conditions of approval for this SPMP. Private streets must be platted as Tracts for emergency/fire safety purposes.

20. *TRANSPORTATION DEMAND MANAGEMENT*

It is anticipated that the subject project will have an employee concentration greater than 500 employees. The developer shall show evidence of coordination with MetroPlan Orlando and the Central Florida Regional Transportation Authority to implement Transportation Demand Management programs for this site.

21. *SITE PLAN REVISIONS*

A revised overall site plan shall be required as a stand alone determination prior to submittal of the first vertical development determination request. The following site plan revisions are required:

Civic and green space—The site plan and development program will include a minimum 10% Civic/green space uses.

Temporary parking lot—While specific pedestrian connections shall be built during the associated phase of construction, to create a sense of community, and promote logical street and sidewalk network to surrounding uses all requirements of LDC Section 61.314 shall apply to all phases. Understory trees such as crepe myrtles and palms can be uses in parking lot islands for future removal and relocating elsewhere on the site once the parking lot redevelops. Crosswalks connecting pedestrian walkways across parking lot drive aisles shall be designed and constructed to appear visually distinct from the adjacent driving surface through the use of colored or textured concrete.

Type 4 cross-section—With the expectation of future development, the ‘Type 4’ cross section should be used along the street adjacent to Buildings B1, B2, and D1. The streetscape for street Type 4 shall be built on the side adjacent to the buildings, but the other side may be designed as a drive aisle, to be upgraded in a future phase.

Parallel parking—Parking along the western side of ‘Building D1’ shall be parallel parking. The associated roadway shall be treated as a major roadway when future development is built.

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CONDITIONS OF APPROVAL

Eliminate parking strip—Eliminate parking strip behind A1 and adjacent to the lift station in order to eliminate traffic conflicts by cars backing out into a main drive aisle. Replace parking with landscaping.

Add transportation changes—Add ‘Transportation Planning conditions’ #2-6 and ‘Transportation Engineering conditions’ #3-7. Update cross-sections.

22. FUTURE PHASES

- Additional ROW may be needed at the “Future Extension” along Loop Road for the implementation of a roundabout and will be evaluated as part of a future phase SPMP.
- Additional bike paths may be needed and will be evaluated as part of a future SPMP.

Urban Design

1. CORNER TREATMENTS

Corner treatments shall provide two directional accessibility ramps at each corner perpendicular to the centerline.

2. VALVE AND JUNCTION BOXES

All at-grade junction, valve, and control boxes in the streetscape zone shall be traffic bearing grade boxes and lids.

3. PEDESTRIAN CROSSINGS

The pedestrian crossings at the garage access points and other driveway cuts shall be level and at the same grade as the sidewalk adjacent to the driveway. A pavement treatment that contrasts with the vehicle lanes shall be used in order to clearly define the pedestrian zone. Reflective paint alone is not acceptable but may be used in conjunction with pavers or other surfaces to outline the pedestrian path for nighttime safety. Crosswalk markings at loading zones on service roads (Street Type 4) may be reflective paint and do not require enhanced treatments.

4. COMBINED STREETSCAPE ZONE

The combined streetscape zone will include a pedestrian clear zone and furniture/amenity zone and must be a minimum of 13 feet from back of curb (BOC) unless otherwise approved through Appearance Review.

5. PEDESTRIAN CLEAR ZONE

All sidewalks shall include a minimum 8 foot wide pedestrian clear zone. In no instance shall vertical structures, furniture, or storefront obstructions be allowed in the pedestrian clear zones.

6. FURNITURE/AMENITY ZONE

All combined streetscape zones shall include a minimum 7 foot wide furniture/amenity zone. If the minimum dimensions are not provided, special tree planting treatments must be used—including, but not limited to, the incorporation of root barriers; structural soil, soil cells, and/or root tunnels underneath the pavement; and pervious pavement—unless otherwise approved through Appearance Review.

7. PARKING GARAGES

- Parking garages shall be treated as principal buildings if they are standalone structures. They shall also incorporate pedestrian entrances on street facing facades that connect to the surrounding streets and pedestrian sidewalks.
- Pedestrian entrances of garages shall include architectural fenestration and accents. Garages shall also have a base, middle, and top designed to complement the principal buildings nearby.
- Garage architecture shall include details and materials of adjacent principal structures.
- The exterior of the garage shall emphasize human scale design with features that interact with pedestrians (i.e. awnings, window/building treatments, etc.).
- Perimeter landscaping shall have a minimum width of seven feet and be consistent with Bufferyard A requirements.
- Ramping shall not be visible from the street. Garage C speed ramp area must be screened with landscaping.
- A minimum 36 inch tall opaque wall shall be provided on the perimeter of all parking levels in order to reduce and screen headlight glare.
- 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 enhanced 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 transparency for CPTED purposes.
- Parking garages shall be designed to not have a “back-of-house” on any side that faces a street or public open space, and

CONDITIONS OF APPROVAL

shall be designed as to achieve an architectural unity with the structures on the same building site.

- Minor modification to urban design standards may be permitted at time of determination review.

8. *LOADING ZONES*

Screen walls shall conceal trailers when parked at loading bays to the extent that such loading bays are not otherwise screened from the public ROW or specific locations internal to the site.

9. *MINIMUM TRANSPARENCY*

Principal facades facing a street shall include a minimum of 30% transparency. Secondary facades facing parking lots, pedestrian areas, or open space shall include a minimum of 15% transparency. Tinted or spandrel glass shall not be included in transparency requirements. Low-E efficiency glass with a minimum transmittance of 60% may be permitted.

10. *DURABLE BUILDING FINISH*

Buildings shall be finished with durable, high quality materials that are authentic to the style of architecture for which the building is proposed. All facades shall be finished with the same materials and architectural details. Side and rear building facades that are visible from a street shall contain architectural detail comparable in appearance and complexity to the front of the building. A base, middle, and top must be expressed on all buildings with finishes wrapped on all facades.

11. *FRONT ENTRANCES*

Each principal building must have a clearly defined, highly visible principal pedestrian entrance. Additional entrances on secondary facades should also be architecturally highlighted.

12. *BALCONIES AND CANOPIES*

Balconies and canopies shall be no less than 12 feet above finished grade and awnings shall be minimum of 9 feet above finished grade unless otherwise approved through Appearance Review.

13. *LIGHTING PLAN*

A lighting plan compliant with the City's lighting regulations as described in Chapter 63 Part 2M of the LDC, including photometrics and all proposed exterior lighting fixtures shall be submitted with each SPMP.

14. *MASTER SIGN PLAN*

A Master Sign Plan (MSP) SPMP shall be submitted for approval prior to the issuance of a Certificate of Occupancy for the first building in each phase. The MSP shall clearly show how signage will be allocated between the tenants and the site as a whole. At a minimum, the MSP shall provide placeholders for locations of proposed signage. High-rise signs are permitted consistent with Section 64.246 of the LDC and should be included in the MSP for each phase.

15. *VENTING AND EXHAUST*

All potential restaurant venting and restaurant exhaust shall be directed to the roof of the building and shall not be visible from the street. Restaurant venting is not permitted on any street facing facade. All other venting and exhaust for mechanical and other utilities shall be a minimum of 10 feet above grade and shall be integrated with the building design so as to be seamless with the overall architecture of the building. In no instance shall exhaust venting be directed over pedestrian areas.

16. *TRANSFORMER AREA SCREENING*

Transformer areas outside the building envelope shall be screened on three sides with landscaping and/or decorative, opaque wall and gates up to 6 feet in height. Landscaping shall include a hedge that is a minimum 36 inches tall at the time of planting and maintained at a minimum 48 inches.

17. *MECHANICAL EQUIPMENT*

All ground mounted and rooftop mechanical equipment shall be screened from view and meet the screening conditions of LDC2016-000473. A sight line analysis must be provided showing adequate screening from view at ground level as viewed from any public or private right-of-way or from any abutting property, within a 1,000 foot radius of the subject building.

18. *BACKFLOW PREVENTER*

Backflow preventer(s) shall be located so as to not be directly visible from the right-of-way or should be screened from view where necessary.

CONDITIONS OF APPROVAL

19. ON-STREET PARKING AREAS

On-street parking areas shall be differentiated from road travel lanes through the use of texture paving or textured paving strips unless alternative standard is approved by Planning Official Determination.

Transportation Planning

1. REFUGE AT LAKE NONA BLVD

Crosswalks on Lake Nona Blvd at the project entrances must be improved to provide median refuge space for pedestrians and cyclists. Adequate refuge space may be created within the existing median islands with widened areas for stopping. Off-set crosswalks may also be used to create sufficient refuge space.

2. TRAVEL LANES

Travel Lanes should be no wider than 10 feet wide throughout the Town Center as this is an appropriate width to maintain street safety without impacting traffic operations. Where a higher incidence of delivery truck traffic is expected, travel lanes shall not exceed 12 feet in width. Accommodations for turning movements should be addressed at driveway and intersection locations. Areas appropriate for 12 foot width will be evaluated as part of each determination.

3. BICYCLE AMENITIES

The number of bike parking spaces provided must meet the minimum standards outlined in City Code Section 61.333 for each individual use. Spaces may be provided in centralized locations such as bike corrals instead of at the entrances for each building. One bike corral or similar per code conforming block face would be appropriate dispersion for short term parking. Appropriate wayfinding signs must be placed as necessary to direct riders to parking areas. Long term spaces required by Code may be placed in parking garages surrounding the Town Center.

4. TRAIL EXTENSION FROM TAVSTOCK LAKES BOULEVARD

The applicant shall construct a minimum 8 foot wide off-street trail (add 2 feet for "door swing zone" where adjacent to street parking) from the intersection of Lake Nona Boulevard and Tavistock Lakes Boulevard along the north side of the access road adjacent to buildings J2, J1, and H to a terminus at the core of the Town Center. This is in addition to the required 8 feet wide pedestrian clear zone. Color and/or pavement treatment should clearly differentiate the off-street trail from pedestrian clear zone. Pavement markings/symbols to signal the separation of pedestrians from bikes, rollerblades, skateboard, etc. should also be included.

5. TRAIL EXTENSION FROM NEMOURS PARKWAY

The applicant shall construct a minimum 8 foot wide off-street trail (add 2 feet for "door swing zone" where adjacent to street parking) from the intersection of Nemours Parkway and the "Garage C" access road to the southern edge of "Garage C". This is in addition to the required 8 feet wide pedestrian clear zone. Color and/or pavement treatment should clearly differentiate the off-street trail from pedestrian clear zone. Pavement markings/symbols to signal the separation of pedestrians from bikes, rollerblades, skateboard, etc. should also be included.

6. TRAILHEAD BIKE AMENITIES

Staff is encouraging the provision of bike amenities near the end of the two trail extensions including bike share stations, covered bike parking, bike valet, and bike repair stations.

7. SHARED-LANE MARKINGS

Shared-lane markings such as "sharrows" will be used to continue bicycle connectivity through the core of the town center per the Growth Management Plan trail plan. Alternative methods of markings or wayfinding signage may be approved through Appearance Review.

Transportation Engineering

1. SIGNALIZATION AT HUMBOLDT DR & LAKE NONA BLVD

Prior to Certificate of Occupancy for the first building, the applicant shall provide signalization plans for the intersections of Humboldt Dr & Lake Nona Blvd and for Loop Rd & Lake Nona Blvd.

2. OPERATIONAL ANALYSIS

Prior to Certificate of Occupancy for the first building, an operational analysis must be performed of all signalized intersections and project entrance intersection on Lake Nona Blvd from the SB 417 Ramps to Boggy Creek Rd. Due to concerns about neighborhood cut through in Laureate Park, speed and volume studies of a typical week day and a typical weekend day must be performed on Tavistock Lakes Blvd, Laureate Blvd, and Nemours Pkwy (if open to Narcoossee Rd) within one month prior to the

CONDITIONS OF APPROVAL

first Certificate of Occupancy for Phase 2A and 24 months after the first Certificate of Occupancy for Phase 2A. The applicant will provide the results to City Transportation Department for review after each study.

3. *LOOP ROAD MINIMUM ROW OF 75 FEET*

- The Loop Road will require a 10 foot travel lane, 5 foot bike lane, 2 foot Type F curb/gutter on each side, plus a 12 foot wide center turn lane/raised median. This results in 16 feet of clear path for emergency vehicles on each side of the median.
- Each median shall include mountable curbs and stabilized grass for four feet on each side to create the minimum 20 foot clear fire access path in each directions. Trees and shrubs are not permitted in the four foot clear area of the curb/median, however they are allowed in the center of the median subject to site visibility.
- The medians must be spaced to allow for fire access and may be no longer than 200 feet.
- The Loop Road shall also include a 5 foot wide sidewalk on the south/east side, a 10 foot wide shared-use path on the north/west side, and a 7 foot wide landscape buffer on each side.

4. *SECONDARY ACCESS ROAD (LOOP ROAD TYPE 2)*

The 'Secondary Access Road' shall meet the fire access widths for the median as described in TE Condition 3 above, or the median shall be removed.

5. *PRIVATE & PUBLIC ROADS*

All roads will be clearly labeled as either private or public ROW.

6. *LOOP ROAD NAME*

The Loop Rd must be named Nemours Pkwy from the northernmost Lake Nona Blvd intersection to the Future Rd intersection. The name of the Loop Rd must change at the Future Rd intersection to prevent two intersection of Nemours Pkwy with Lake Nona Blvd. 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.

7. *LOOP ROAD CROSSWALKS*

Crosswalks on the Loop Road are required at every trail access point and must not be spaced more than on average 1/4 mile apart.

8. *TRAFFIC CALMING*

Staff suggests raised intersections and/or raised pedestrian crosswalks interior to the site to provide traffic calming.

9. *CLEAR SIGHT LINES*

At all project intersections and 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.

Waste Water

1. *DEVELOPMENT DENSITY*

Development density shall be consistent with the latest Master Utility Plan. An updated hydraulic analysis shall be provided to confirm the sanitary and reclaimed systems will have sufficient capacity for the proposed development.

INFORMATIONAL COMMENTS

Building

Code Consultants Inc. (CCI), the fire protection and life safety consultant for the Lake Nona Town Center project, will use a code approach for the development that will meet either the code verbatim or an alternate material, design, and method as allowed in FBC Section 104.11. The follow is the current understanding regarding Fire Protection and Life Safety standards as of a meeting with CCI on March 7, 2017:

1. G1 Building consist of Mercantile, A1 (Movie Theater) on ground floor and Business on the 2nd fl
2. CCI propose to group G1 Building as Unlimited Area building
3. CCI propose to use Sections 507.3.1 and 507.4
4. CCI want to use Section 507.4 rationale for allowing unlimited area two-story buildings for Groups B, F, M, and S which is allowed for single story in Section 507.3
5. CCI propose to use Section 507.11 and attach under Section 507.4 as a grouped two-story Mixed Occupancy Unlimited area building

Mixed Occupancy buildings of Groups A1 and A2 would be allowed in Section 507.3 in Mixed Occupancy, single story unlimited area buildings under limited conditions. These are considered as additional primary use occupancies allowed in buildings regulated by Section 507.3, but not allowed on either story in Section 507.4 because of the hazards associated higher occupant load and the building is two-story. Also, Section 507.11 is applicable to stand-alone buildings only and Section 507.11 does not state the design professional can use in conjunction with 507.4.

Development

1. CLEARING, GRADING, AND EXCAVATING

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. STORMWATER POLLUTION PREVENTION PLAN

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. 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. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).

3. SANITARY SEWER SYSTEM

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

- Permit Application - signed/sealed by the owner. This Bureau will complete page 10 of 11 when the construction plans are approved.
- Construction Plans - six sets, signed/sealed by the engineer. The plans are to include the on-site and off-site sewer design together with the City's details. If a lift station is part of the sewer design, the engineer is to submit the shop drawings for the lift station (private or public).

4. WASTE WATER REVIEW

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

5. ON-SITE INSPECTION FEES

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

6. MASTER DRAINAGE PLAN

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 main-

INFORMATIONAL COMMENTS

tained. With the development of this site, the master system is adequately design to handle the capacity of this expansion .

7. REFUSE CONTAINER SITES

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. The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure. 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.

8. SANITARY SEWER LINES

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

9. SEWER BENEFIT FEE

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.

10. UTILITY LINES BENEATH SURFACE

Section 1.04 of the Engineering Standards Manual provides that all utility lines shall be installed beneath the surface of the ground. Subdivision construction plans must include all proposed utilities.

Police

1. DISTRIBUTED ANTENNA SYSTEMS (DAS)

Note: This condition applies to all buildings in this project (including parking garages) that are 4 or more stories in height and any areas that are below grade.

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:

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

If you have any questions regarding the requirements as listed above, it is suggested that you contact the OPD Radio Systems Administrator, Rebecca Gregory at 321.235.5314 or Rebecca.gregory@cityoforlando.net. The OPD Technical Review Committee representative, Audra Rigby 407.246.2454, can also assist the applicant in contacting the Emergency Communication Representatives.

Fire

1. PRELIMINARY REVIEW

TRC fire code review is preliminary in nature, and is intended to expose or prevent evident design deficiencies with State and City

INFORMATIONAL COMMENTS

Fire Codes. The design 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.

3. FIRE DEPARTMENT ACCESS

Per NFPA 1, sec. 18.2.4.1, the required width of a fire department access road shall not be obstructed in any manner. Minimum required widths and clearances shall be maintained at all times. Facilities and structures shall be maintained in a manner that does not impair or impede accessibility for fire department operations.

CONTACT INFORMATION

City Planning

For questions regarding City Planning review, please contact Wes Shaffer at 407-246-3792 or thomas.shaffer@cityoforlando.net.

Urban Design

For questions regarding Urban Design plan review, contact Terrance Miller at 407-246-4990 or terrance.miller@cityoforlando.net.

Transportation

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

Transportation Engineering

For questions regarding Transportation Planning plan review, please contact Lauren Torres at 407-246-3220 or lauren.torres@cityoforlando.net

Transportation Impact Fees

For questions and information regarding Transportation Impact Fee rates you may contact Nancy Ottini at 407-246-3529 or nancy.jurus-ottini@cityoforlando.net

Development Review and Engineering/Zoning

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

Building

For questions regarding Building Plan Review issues contact Don Fields at 407-246-2654 or don.fields@cityoforlando.net.

Police

For questions regarding the Orlando Police Department plan review, please contact Audra Nordaby at 407-246-2454 or audra.nordaby@cityoforlando.net.

Fire

For questions regarding the Orlando Fire Department plan review, please contact Charles “Chip” Howard at 407-246-2143 or charles.howard@cityoforlando.net.

Waste Water

For questions regarding the Waste Water plan review, please contact Vince Genco at 407-246-3722 or vince.genco@cityoforlando.net.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. SETDRC minutes scheduled for review and approval by City Council.
2. Appearance Review Approval by the Planning Official.
3. Building permits.