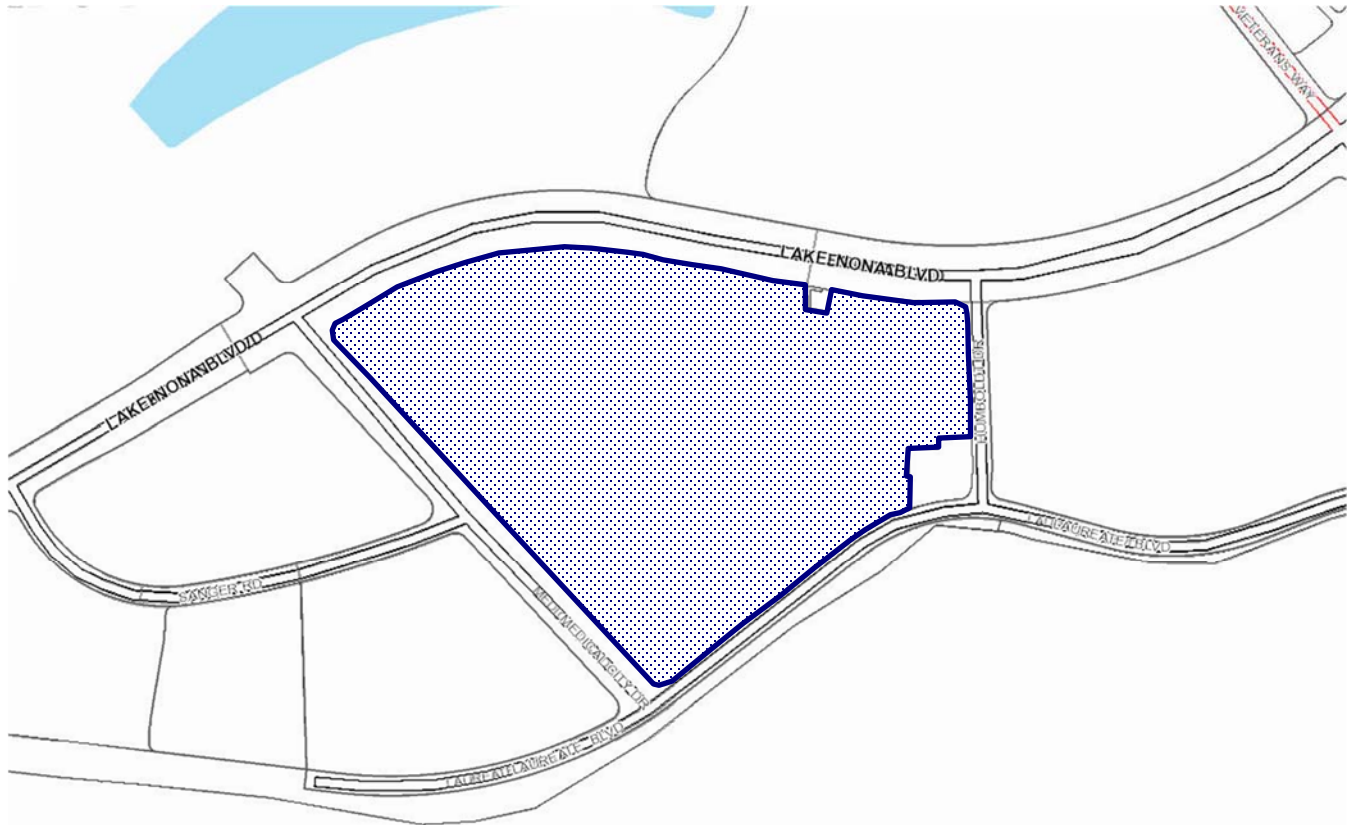




April 12, 2018
Staff Report to the Southeast Town
Design Review Committee

CASE #MPL2018-10012
Item #4

UCF MEDICAL HOSPITAL AT LAKE NONA



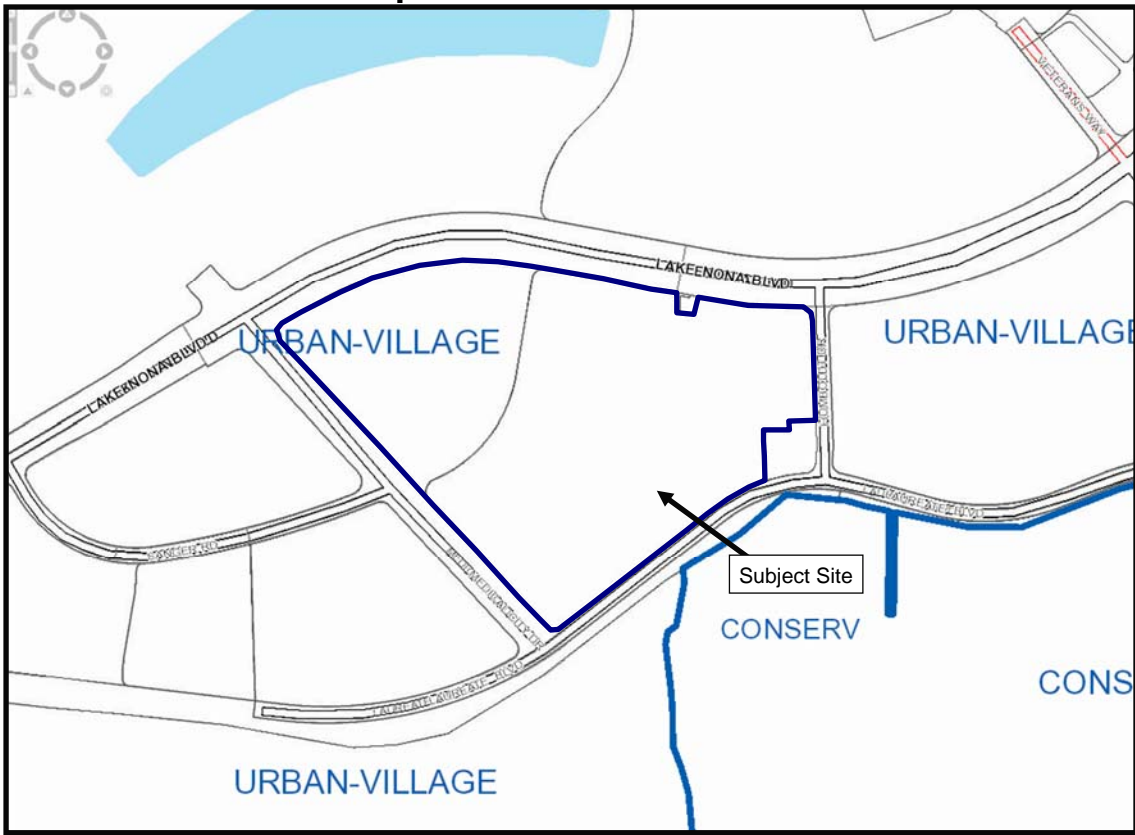
Location Map

 Subject Site

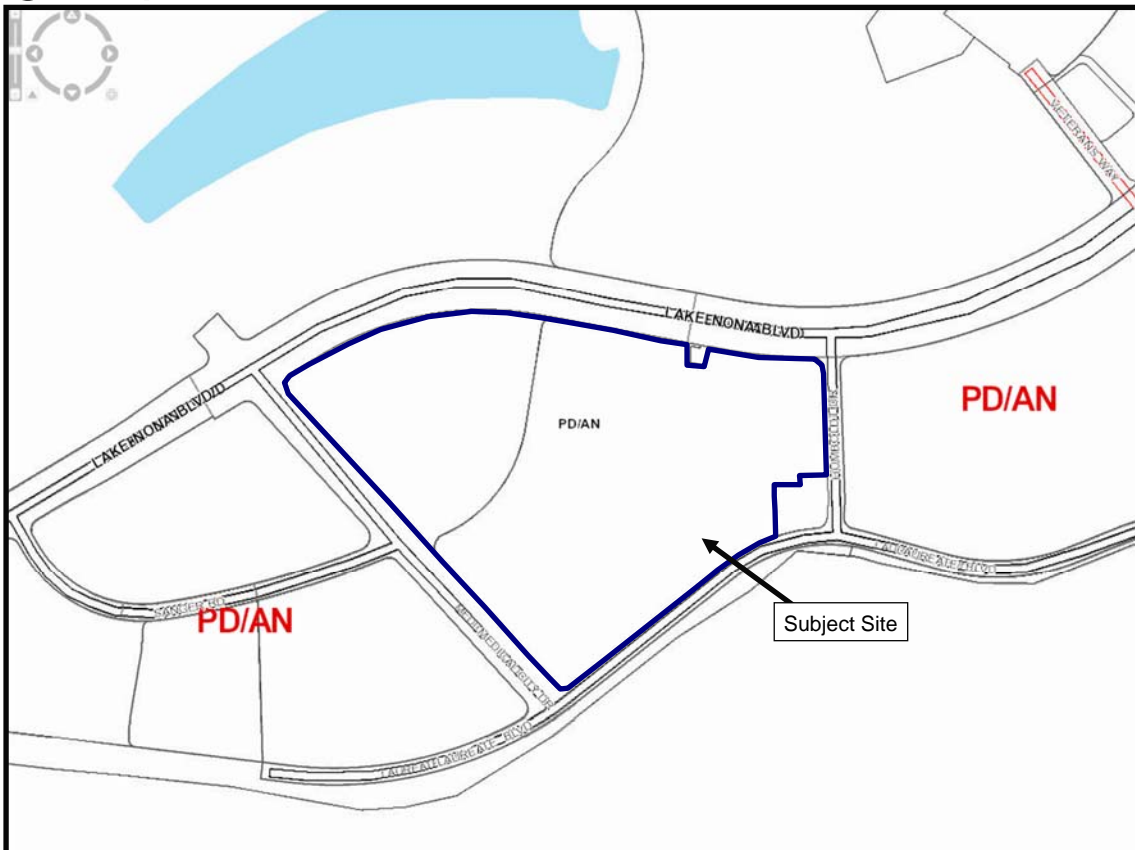
SUMMARY

Owner Lake Nona Land Co., LLC & University of Central Florida	Property Location: The subject property is located south of Lake Nona Boulevard, east of Medical City Drive, west of Humboldt Drive, and north of Laureate Boulevard (±36.6 acres, District 1).	Staff's Recommendation: Approval of the request, subject to the condi- tions in this report.
Applicant Heather Isaacs Tavistock Development Co., LLC	Applicant's Request: 1. Specific Parcel Master Plan (SPMP) ap- proval for a three story 198,168 square foot teaching hospital with 64 beds which includes shell space for an additional 16 beds, a 60,000 square foot medical office building, a power house for utilities, and a helipad.	
Project Planner Colandra Jones, AICP		
Updated: April 20, 2018		

Future Land Use Map



Zoning Map



Master Plan Analysis

Project Description

The subject site is located south of Lake Nona Boulevard, east of Medical City Drive, west of Humboldt Drive, and north of Laureate Boulevard, and is approximately 36.6 acres in size. The site is currently designated Urban Village on the Official Future Land Use Map and is zoned PD/AN. The site is within the Lake Nona Development of Regional Impact (DRI parcel 20b) and is designated as “Airport Support District—High Intensity” on the Lake Nona DRI Map H 8.6/PD Development Plan. The proposed SPMP depicts a development of 64 bed teaching hospital with shell space for an additional 16 beds, a 60,000 square foot medical office building, a power house for utilities, a helipad and associated parking.

Previous Actions:

- February 2007—The SETDRC approved the SPMP for the UCF Health Sciences Campus which is comprised of 198,000 square feet of medical research facilities (Case #MPL2006-00055).
- July 2008—The SETDRC approved the SPMP amendment for the UCF Health Sciences Campus which includes the UCF College of Medicine (Case #MPL2008-00020).

Project Context

The subject property is located within the Lake Nona PD, a community in the southeast section of Orlando. The property for the SPMP is currently vacant and is designated as “Airport Support District—High Intensity” in the PD. Surrounding future land use designations include Urban Village to the north, south, west and east, and Conservation to the south as well. Existing uses around the subject site include UCF College of Medicine to the east, vacant land to the north, wetlands to the south and east, and the Sanford Burnham Institute, UF Research Center, and Lake Nona Innovation Center to the west. Further to the southeast is the VA Hospital. The proposed hospital development 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	UCF College of Medicine
South	Urban Village & Conservation	PD/AN	Vacant Land & Wetlands
West	Urban Village	PD/AN	Sanford Burnham Institute, UF Research Center, & Lake Nona Innovation Center

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.35.2 and S.35.4, along with Goal 4 and its associated goals, objectives and policies.

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 “Airport Support District—High Intensity” in the Lake Nona PD.

According the 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 to High Intensity Airport Support Districts unless desired by the property owner/developer. The street network and hierarchy of uses in the Airport Support District-Medium Intensity category shall encourage residents to use alternatives to single-occupancy vehicles to get from home to work or for mid-day errands.*”

Development Standards

According to LDC Figure 68-D, development in the Airport Support District—High Intensity, Conventional LDC standards apply, however the use of the Traditional Design standards in this designation is encouraged. The applicant has indicated the use of Conventional LDC standards. The AC-2 zoning district standards shall apply to this development. Medical and office uses are allowed in the Airport Support District—High Intensity designation.

Master Plan Analysis

Intensity

According to Future Land Use Policy 4.1.9, there is no minimum intensity and the maximum intensity is 1.5 FAR for the Airport Support District—High Intensity designation. The proposal has an FAR of 0.16 for the hospital and medical office development.

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 20b allows for a height limit of 10 stories. The proposed plan depicts a 3-story building, which is in the allowable building height limit.

Impervious Surface Ratio (ISR)

The maximum ISR permitted is 0.90 according to the AC-2 zoning standards. The development plan depicts an ISR of 0.44, which is well below the 0.90 standard.

Table 2—Development Standards

Lot	Acreage	Use	Sq. Ft./ Dwelling Unit	FAR/Density		Building Height		ISR	
				Minimum / Maximum	Proposed	Minimum / Maximum	Proposed	Maximum	Proposed
1	36.6	Hospital	198,168 sq. ft.	0 to 1.5 FAR	0.16 FAR	1 to 10 story	3 stories	0.90	0.44
		Medical Office	60,000 sq. ft.						

Setbacks

The required setbacks for the AC-2 zoning district are 0 feet for the front yard, 0 or 3 feet for side yard and 10 feet for the rear yard setback. The setbacks from any retained wetland boundary or natural surface water body is required to have a 50 foot setback. This development is adjacent to wetlands on the southeast side. As referenced in Table 3—Setback Requirements, the proposal exceeds all minimum setbacks.

Table 3—Setback Requirements

Use or Phase	Yard	Building Setbacks	
		Minimum	Proposed
Hospital/Medical Office	Front— Lake Nona Boulevard	0 ft.	658 ft.
	Side—Humboldt Drive	0 ft. or 3 ft.	337 ft.
	Side—Medical City Drive	0 ft. or 3 ft.	331 ft.
	Rear— Laureate Boulevard	10 ft. / 50 ft. wetland	324 ft.

Parking

The applicant is proposing a total of 592 parking spaces on the site. Table 4 on the following page provides the minimum and maximum parking ratios for the proposed hospital and medical office uses. The minimum required parking spaces for this overall development is 232 spaces. The maximum allowed for the medical office is 318 parking spaces and no maximum for the hospital. The applicant is proposing 592 parking spaces which is in the range allowed.

Table 4—Parking Requirements

Parcel /Use	Sq. Ft./Dwelling Units	Minimum Ratio	Minimum Spaces Required	Maximum Ratio	Maximum Spaces Permitted	Parking Spaces Proposed
Hospital	80 beds (64 beds + 16 beds shell space)	0.8/bed	64	No Maximum		592
Medical Office	60,000 sq. ft.	2.8/1000 sq. ft.	168	5.3/1000 sq. ft.	318	
		Total	232		318	

Master Plan Analysis

Landscaping

The applicant did not submit a landscape plan with this application. A final landscape plan, including plant list, must be developed in accordance with Chapter 60 of the LDC and submitted for Appearance Review prior to building permits.

Signage

The proposed north elevation depicts a high-rise sign for the hospital. If the high-rise sign is illuminated at night, the text within the sign must be lit with white. All lighting must be internal back-lighting. The applicant has not provided signage details such as locations and height of monument signs or copy area of each sign, including the high-rise sign. Therefore, a master signage plan for this development is required prior to building permits. All signage shall be consistent with Chapter 64 of the LDC and Lake Nona Master Sign Plan.

Transportation

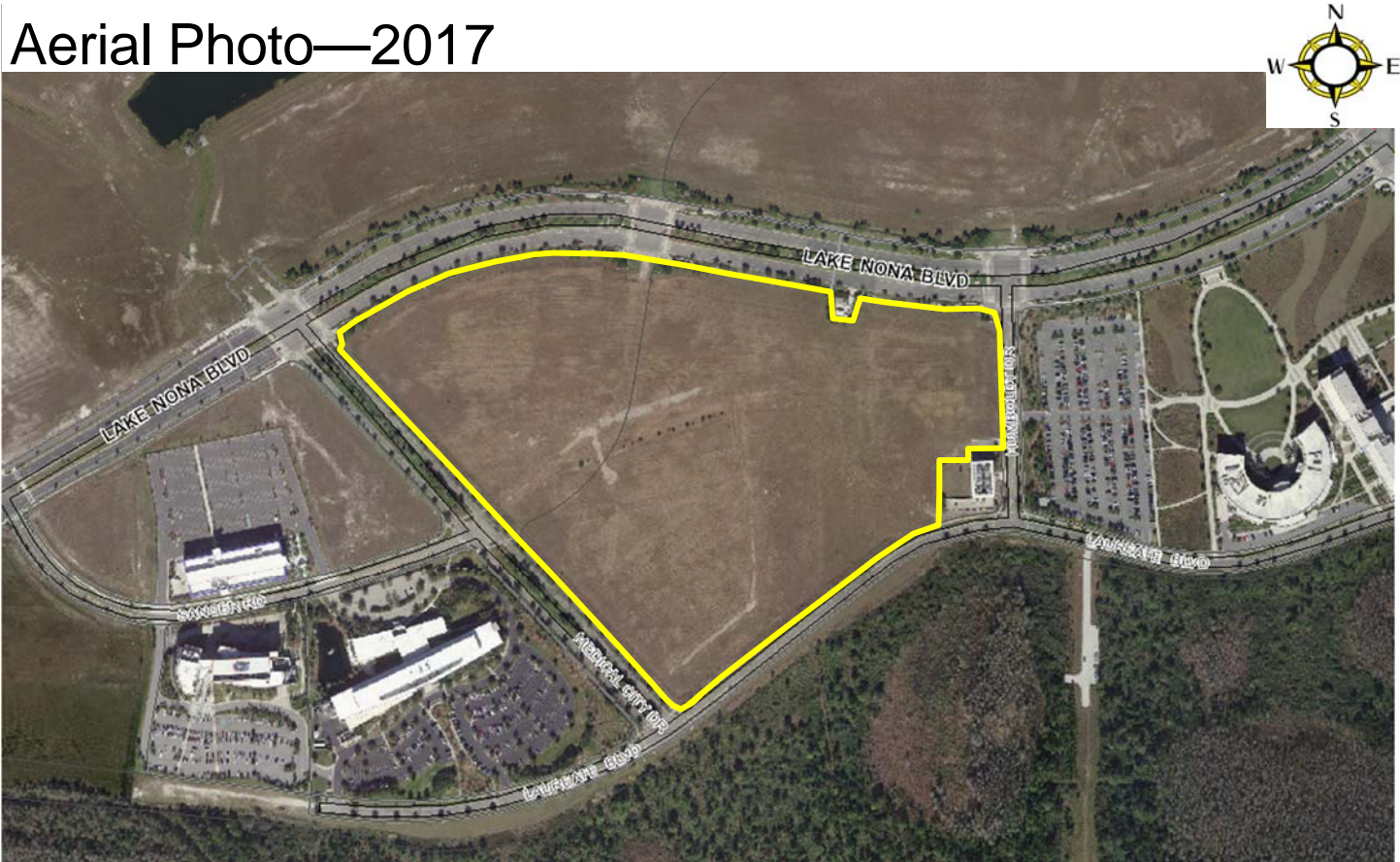
According to the Lake Nona Southern Circulation Plan, Sanger Road was anticipated to continue through the subject property from Medical City Drive on the west to Lake Nona Boulevard on the north. The proposal for the hospital depicts driveways through the site which will provide the good connectivity that Sanger Road was planned to provide. After review of this site plan, staff recommends approval of the minor to the Lake Nona Southern Circulation Plan to eliminate the requirement of Sanger Road extension through this property.

Helipad

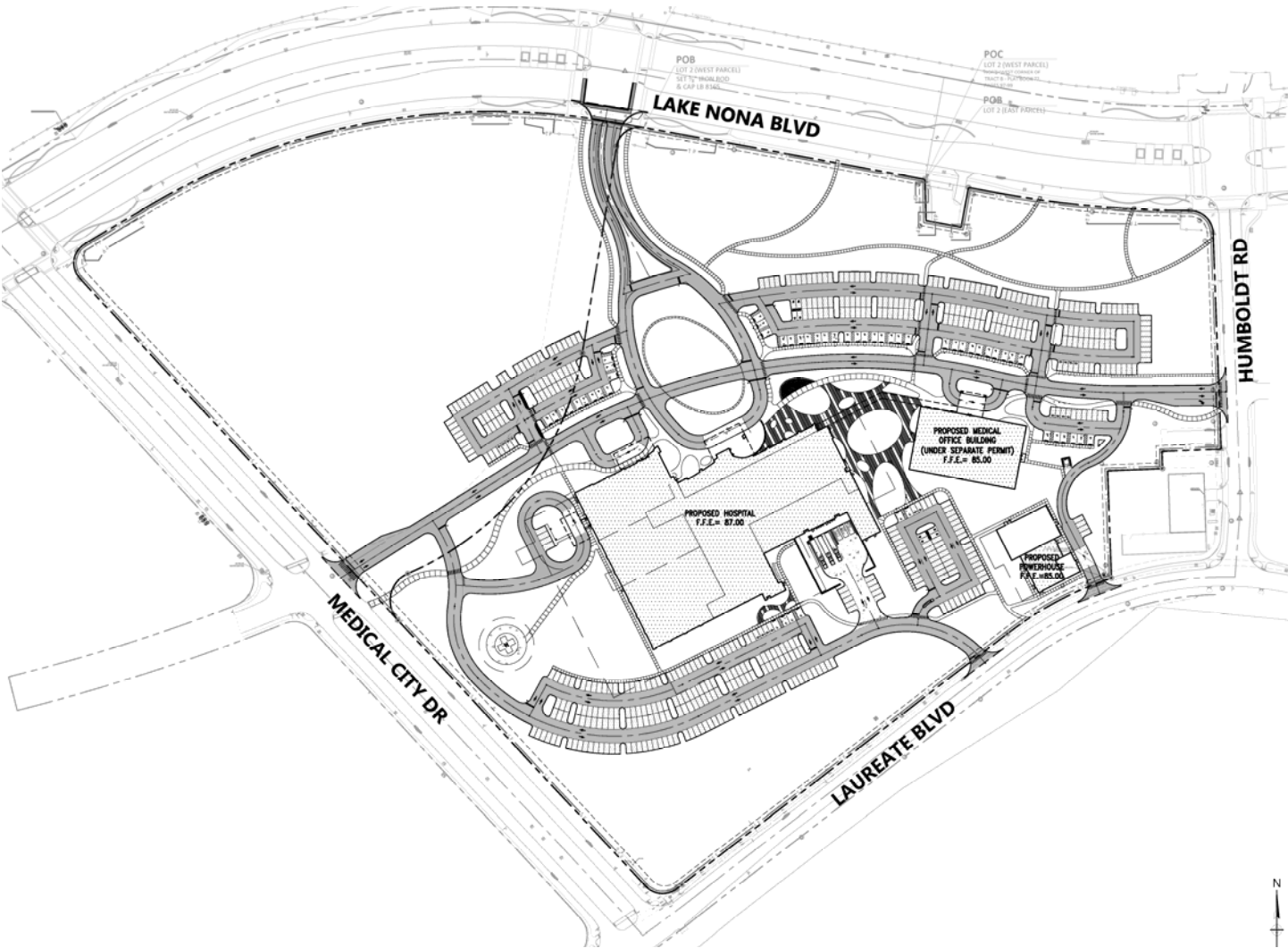
The site plan depicts a helipad on the western side of the property. According to Chapter 8, Section 8.21 of the City Code provides classification of heliports. A "Type B heliport" is a heliport operated by a hospital or air ambulance service under a permit issued by the City and used primarily by helicopters operated by such hospital or air ambulance service for the transportation of sick or injured persons, medical personnel, and medical supplies; Type B heliports may not be used for the loading or unloading of passengers, baggage or freight carried for hire and no charge may be made or paid for the use thereof.

For "Type B" Heliports, upon the application of a hospital or air ambulance service for a permit to establish and operate a Type B heliport primarily for use by its rescue helicopters in the conduct of the hospital or air ambulance business conducted by it, the City may grant a Type B heliport permit to such hospital or air ambulance service permitting the establishment and operation by such applicant for a Type B heliport at the location described in the application. Nothing contained in LDC Chapter 58 shall be deemed to prevent the establishment or operation of a Type B heliport if a permit therefore is issued pursuant to this section.

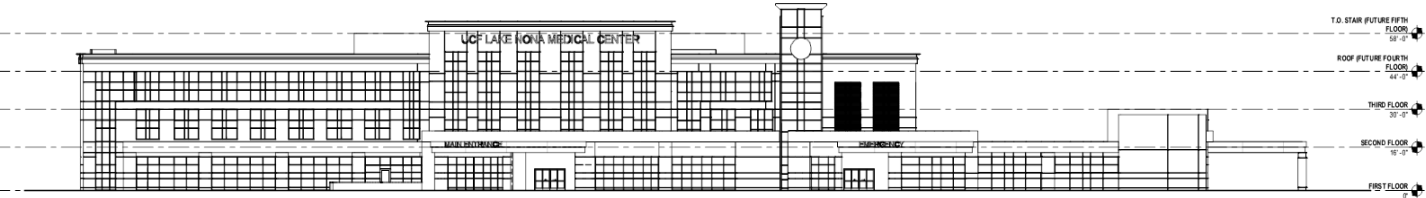
Aerial Photo—2017



PROPOSED SITE PLAN



ARCHITECTURAL ELEVATIONS



1 TRUE NORTH ELEVATION
SCALE: 1/16" = 1'-0"



2 TRUE EAST ELEVATION
SCALE: 1/16" = 1'-0"



3 TRUE SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



4 TRUE WEST ELEVATION
SCALE: 1/16" = 1'-0"

ARCHITECTURAL PERSPECTIVES



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 and with the requirements 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 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 as follows:

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 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.

Conditions of Approval

City Planning (cont.)

4. *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.

5. *APPEARANCE REVIEW*

An Appearance Review via a Planning Official Determination for building elevations and landscaping is required for the Medical Office Building and the Powerhouse.

6. *SPMP APPROVAL FOR FUTURE DEVELOPMENT*

The future development tracts will be required to undergo SPMP approval at which time the overall site will be reviewed for intensity standards.

7. *LANDSCAPING PLAN*

A final landscape plan, including plant list, must be developed in accordance with Chapter 60 of the LDC and submitted at the time of building permits.

8. *SERVICE AREAS*

All service areas visible from any street shall be screened, if at all possible, with landscaping or architectural features that match the primary building façade.

9. *SIGNAGE*

A Master Signage Plan for this development is required via Planning Official Determination prior to building permits. All signage shall be consistent with Chapter 64 of the LDC and Lake Nona Master Sign Plan.

10. *SANGER ROAD*

The proposal for the hospital depicts driveways through the site which will provide the good connectivity that Sanger Road was planned to provide. After review of this site plan, the minor amendment to the Lake Nona Southern Circulation Plan to eliminate the requirement of Sanger Road extension through this property is approved.

Urban Design

1. For all 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.
2. Ground floor principal facades shall include a minimum of 30% transparency. Secondary facades facing parking lots or pedestrian areas or open space shall include a minimum of 15% transparency.
3. Buildings shall be finished with durable, high quality materials that are authentic to the style of architecture for which the building is proposed.
4. A base, middle, and top must be expressed on all buildings with finishes wrapped on all facades.
5. All facades shall be finished with the same materials and architectural details. Side and rear building façades that are visible from a street shall contain architectural detail comparable in appearance and complexity to the front of the building.
6. Each principal building must have a clearly defined, highly visible principal pedestrian entrance. Additional entrances on secondary facades should also be architecturally highlighted.
7. Blank walls must not exceed 30 linear feet without being interrupted by a window, entry, pilaster, column, change in plane, or similar element.

Conditions of Approval

Urban Design

8. All exterior walls of a building should be articulated with a consistent style and materials. Buildings should use consistent materials and details on all sides.
9. Architectural continuity between the buildings is required to be incorporated into each building, such that there are not random buildings that are unrelated to each other; this may include, but is now limited to: continuity of materials, similar base and parapet treatment.
10. Reasonable efforts should be made to include public art in open space areas.
11. Gathering spaces should provide opportunities to rest and relax in both sun and shade during various times of the year.
12. Paving in these gathering spaces should be enhanced to compliment the character of the surrounding architecture. A variety of texture and patterns should be used.
13. Valve and Junction Boxes—All at-grade junction, valve and control boxes in the streetscape zone shall be traffic bearing grade boxes and lids.
14. Crosswalks shall be constructed with textured colored concrete or similar material at all internal drives and intersections where a pedestrian connection occurs. 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 stamped asphalt, concrete or other surfaces to outline the pedestrian path for night time safety.
15. Other venting and exhaust for mechanical and other utilities shall be a minimum of 10 ft. 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 a 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 the Land Development Code. An interior screen wall or parapet for rooftop mechanical equipment is required. The interior screen wall or parapet shall be the same height as the installed mechanical equipment height.
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.
19. It's strongly encouraged that pedestrian connections are added crossing Humboldt Drive.
20. To create a sense of community, improve the dispersal of pedestrian traffic in all directions, and making sure people can move safely next to and across the site, the following standards shall apply:
 - Within all parking lots an internal 6 foot paved pedestrian walkway connection is needed.
 - Crosswalks at main entrances shall also be decoratively treated so that the pedestrian path is visually dominant compared to the vehicular entrance.
 - It's strongly encouraged a minimum 12 feet wide elevated/raised crosswalk occurs at major pedestrian crossings.
21. A landscape plan was not submitted. The landscaping plan shall be developed in accordance with LDC Chapter 60. A final landscape plan, including plant list, shall be submitted for Appearance Review prior to building permits.
22. Street trees are required within established rights-of-way along public and private streets.
23. Park strips must be at a minimum of 7.5 feet wide adjacent to the curb.

Conditions of Approval

Urban Design (cont.)

24. Landscape Plan Review. All landscape plans must achieve the Minimum Required Landscape Score (MRLS) required for the proposed type and intensity of development. Meet City Code Chapters 60 and 61. A spreadsheet showing compliance with the Minimum Required Landscape Score must be included with the plans. A digital spreadsheet form is available at <http://www.cityoforlando.net/city-planning/landscape-code/>
25. Dumpster enclosure/gates: Dumpsters shall be enclosed with a solid masonry wall finished to match the building, and solid decorative gates shall screen the openings when not in use.
26. No one particular style is dictated over another; however, architecture should be authentic to the style employed. Elevations for the medical office building and power house were not submitted. An appearance review letter of determination must be submitted for each per to permit submittal.
27. All parapets must have a 3-D appearance. Typically 5 feet is added so the parapet is less two dimensional.
28. A hierarchy of sidewalks is encouraged. The primary routes that pedestrians are expected to use the most should receive the focus of wider sidewalks. Crosswalks located within the parking lots only shall use the reflective paint.

Transportation

1. *Overall Site Approval*
This site plan meets the City's requirements for a Transportation Dept. planning level review and is supported moving forward through the SETDRC process. This approval include the location and number of driveways to the site, general parking and internal driveway layout, service vehicle access, and pedestrian circulation plan except as specifically noted in included Changemarks or Conditions of Approval for the SETDRC Staff Report. The site will be required to meet all engineering level details of construction when such plans are submitted to City Permitting Services for Engineering or Building permits.
2. *Compliance*
All aspects of the site plan are required to conform to all applicable minimum standards set forth in the editions of the City Code and the City Engineering Standards Manual that are in force at the time of any construction of this project.
3. *Driveway Separation*
The 2 driveways onto Laureate Boulevard must be separated by a minimum of 125 feet to meet City Code requirements.
4. *Internal Vehicular Drives*
Developer should consider the use of narrower internal drives to better control speeds. Raised crosswalks at appropriate locations could also be used as a speed control measure.
5. *Pedestrian Path*
A pedestrian path from the south portion of the building and parking lot to the sidewalk along Laureate Boulevard is required. The path must be a minimum of 5 feet wide, constructed of impervious material, and meet all ADA requirements.

Engineering/Zoning

1. 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.
2. The master developer is required to design and construct a 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.
3. The landscape plan needs to be designed in accordance with Chapter 60, Section 60.241 of the Land Development Code.
4. 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.

Conditions of Approval

Engineering/Zoning

5. This project may require a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system.
6. 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.
7. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
8. This property may require a replat in accordance with Section 65.401 of the City's Land Development Code prior to the issuance of building permits.
9. Section 2.02.04 Preliminary (Mass) Grading Permit - This permit authorizes site construction improvements to private property before more conventional construction permits are issued by Permitting Services. This permit will have two times the normal city permitting fee; will only be issued on a case-by-case basis; and have a very limited scope of work. It will only be granted if the owner can illustrate to the City Engineer, Planning Official and Building Official that a financial or timeline hardship can jeopardize the completion of the project. The scope of work for this kind of permit is mainly to address lengthy environmental site cleanup jobs, mitigations, soils consolidation, installation of temporary/partial master stormwater systems, stockpiling and/or other types of large earthwork related jobs, and shall not constitute a waiver of other permit requirements such as floodplain development, discretionary land use permits and tree retention and removal.
10. 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. Note: where dual dumpster is to be installed a minimum opening of 24' is required unless previously approved by Solid Waste. 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 Division Staff. The owner/developer must contact Solid Waste to fill out an application as part of the new recycling program.
11. 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.
12. As per Section 61.225 of the Land Development Code, a 5 foot wide concrete sidewalk is required along all dedicated rights-of-way. Any existing sidewalk damaged or broken is to be repaired.
13. 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.
14. The Orlando City Council approved a Resolution at the January 27, 1997 City Council Meeting. Section 61.226 of the City's Land Development Code provides for a Street Tree Trust Fund. The developer is responsible for the installation of street trees prior to final of the building permit. The Street Tree specifications are 12'-14' height of canopy tree.
15. A storm water pollution prevention plan (SWPPP) is required and it will need to include an erosion control plan.
16. Within this development the location of trees, fences or walls shall be in accordance with the Engineering Standards Manual and the Florida Green Book for site distance and height.
17. The existing 70' Permanent Access and Utility Easement and the 68' Drainage Easement shown on the survey, will need to be relocated or abandon to accommodate the development of the future Hospital.

Informational Comments

Police

The Orlando Police Department has reviewed the plans for UCF Medical Hospital at Lake Nona, located on the south-west corner of Lake Nona Blvd. and Humboldt Dr., applying **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.

1. 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.

- 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 will meet or exceed the guidelines in Orlando City Code.
 - In order to create a sense of safety, pedestrian-scale lighting should be used in all high-pedestrian traffic areas to include building entrances, parking facility entrances, common areas, walkways and service areas.
 - Appropriate lighting should be included in all areas anticipated to be used after-dark and should not be screened out by landscaping or building structures such as overhangs or awnings.
 - Uniformity of light in parking areas is crucial to avoid 'dark' spots, hiding places and ambush points.
 - Any illumination will 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.
 - Shielded or full cut-off light fixtures can direct light where it is intended while reducing light trespass, glare, and waste. Fixtures should be 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.
- Outdoor furniture placed in common areas is a good way to supplement other surveillance measures and encourage positive community interaction. If used, consider furniture designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).
- Bicycle parking should be observable from building entrances, securely fastened, not located in remote or low-traffic areas and not hidden behind landscaping.
- Vehicle and pedestrian entrances into parking facilities should be well lit and defined by landscaping, signage and/or architectural design.
- Exterior (non-public) doors should contain a minimum 180° viewers/peep holes or small windows with security glass.
- All sides of a building should have windows that look out onto parking, walkways, and low-traffic areas.
- Since there is typically no natural surveillance around dumpsters or service areas, be sure these areas are well-lit and that lighting is well maintained.
- Office and lobby areas should have exterior windows and/or furniture oriented to improve surveillance of entrances and public areas.
- 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 that will not interfere with visibility through the windows.
- Public restrooms should be visible from main common areas and away from outside exits.
- For interior 90° corners in all hallways, consider using convex mirrors or reflective materials to augment surveillance around corners.

2. Natural Access Control

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

- Public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around building entrances should create clear way-finding, be well lit and not block entrances or create ambush points.

Informational Comments

Police (cont.)

- There should be no easy access to the roof of any building.
- Way-finding should provide clear guidance for authorized users while discouraging potential offenders. Signs should clearly indicate - using words, international symbols, maps, colors, etc. - the location of different facilities, entrances, and public or private use routes.
- Signage with hours of operation should be clearly visible at any public entrance.
- The use of traffic calming measures as well as surface and gateway treatments can promote safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
- Walkways should be a minimum 6' in width to enhance pedestrian flow. Multi-purpose paths (if installed) should be a minimum of 10' to accommodate different modes of travel simultaneously.

3. Territorial Reinforcement

Design can create or extend a sphere of influence, where users develop a sense of territorial control, while potential offenders are discouraged. This is promoted by incorporating features that define property lines and distinguish private spaces from public spaces such as; landscape plantings, pavement designs, gateway treatments and CPTED open design (see-through) fences.

- The property should be designed to encourage interaction between authorized users.
- Each separate building should have an address that is clearly visible from the street and parking areas 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 fencing made of commercial grade steel or iron is a good option to consider. 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.
- The use of anti-graffiti coating or liquid repellent paint on sheer walls or those not easily observed from main traffic areas is a good option to discourage potential offenders from vandalizing these areas.
- Bollards are a good means for discouraging access or controlling movement. Spacing between bollards is important to meet ADA requirements yet deter intrusion from vehicles and unauthorized persons. Use bollard styles that are appropriate for the application; that is, bollards designed to stop vehicle traffic are a different density and strength than those used to direct pedestrian flow. Bollards can also serve a dual purpose when incorporated with lighting and/or way-finding.
- To discourage vandalism and unwanted behavior, consider some of the following options for outdoor furniture elements, low walls, curbs, water features or planter boxes: skate deterrents, arm rests, seat dividers, breaks, bumps, or height variations.
- 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.

4. 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.
- Exterior doors should be made of solid core materials and contain a minimum 180° viewers/peep holes or small windows made of security glass, interior or security hinges, single cylinder deadbolt locks with a minimum one-inch throw, metal frames and 3" screws in the strike plates.
- Any windows that open should have locks.
- Air conditioner units should be caged and the cages should be securely locked.
- A mechanical access control system should be considered so only authorized personnel have access to restricted or non-public areas. Common area doors or gates should have locks that automatically lock when the doors close. The uniform access control system should be included in all restricted areas, any place where pharmaceuticals or medications are stored, and all secondary access points from common or public areas within each facility.
- If alarm or security systems are installed, each unique space should be clearly identified with a monitoring center and each should have a separate system that can be regularly tested and maintained by the occupants. During working hours, commercial alarm systems should be programmed so that a short beep is sounded if an exterior door opens or is propped open for a predetermined amount of time.

Informational Comments

Police (cont.)

- 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. Cameras should be placed in several locations in the parking areas and anyplace with limited or no natural surveillance such as sheer walls and around dumpster enclosures.
- Back or service doors not open to the public should be kept locked from the outside at all times. Internal business policy should prohibit the “propping open” of exterior doors.
- Large glass doors and windows should be made of impact resistant glass or a security film to reduce the opportunity for burglaries. If installing security film, ensure that the light transmittance of the security film is greater than or equal to the light transmittance of the window's glass.

Additional precautions, such as security alarms, personal safety and active aggressor training, and neighborhood or business watch programs, should be discussed with OPD's Crime Prevention Unit Officer Edgar Malave at 407.246.2513.

5. *Orlando Police Department Public Safety Communications System Conditions*

Distributed Antenna Systems (DAS):

All buildings will 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 will include the following standards:

- 1) Inbound into the building: A minimum average in-building field strength of 10 dbm above the noise floor throughout ninety-five (95%) of the area on each floor of the building when transmitted from the city's police dispatch center and the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- 2) Outbound from the building: A minimum average outbound field strength of 10 dbm above the noise floor throughout ninety-five percent (95%) of the area on each floor of the building when transmitted from the field units portable radio to the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
- 3) The City's Communications Unit with consideration of the appropriate police, fire and emergency medical department services will determine the frequency range or ranges that must be supported. For the purpose of this section, adequate radio coverage will 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 will 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 will automatically charge in the presence of external power.
- 5) FCC authorization: All amplification equipment must be FCC Type Accepted.
- 6) Developments must comply with **NFPA 72- National Fire Alarm and Signaling Code, in-building public safety radio coverage 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 or audra.rigby@cityoforlando.net can also assist the applicant in contacting the Emergency Communication Representatives.

6. *Construction Site Crime Prevention*

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.

Informational Comments

Police (cont.)

- 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, will be protected by a vandal resistant cover, and will be lighted during the hours of darkness.
- In addition to lighting, one of the following physical security measures should be installed:
 - 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 phones 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 at 407.246.2513.

Water Reclamation

The Water Reclamation Division has no objections with the proposed Master Plan. The following shall be incorporated into the preparation of construction plans for review by the Water Reclamation Division prior to permit issuance.

1. City records show a number of sanitary sewer connection points around the perimeter of the property.
2. Since the property will serve a hospital and medical offices, there may be a need to provide a sampling point where medical wastes can be traced. The sewer collection system may need to consider the sampling point at a manhole dedicated to sample collection. Coordinate with the Division's Industrial Pretreatment Section for further discussion and clarification about sampling requirements. Contact Steve Howe, Environmental Supervisor at 407-246-4041 or steven.howe@cityoforlando.net.
3. The Water Reclamation Division will need to review construction plans prior to permit issuance and to assure that the sanitary sewer and reclaimed water facilities to serve the proposed medical teaching facility meet the City's Standards of the Utility Owner providing sanitary sewer and reclaimed water service to the property.

Contact Information

City Planning

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

Urban Design

For questions regarding Urban Design Review, please contact Terrence Miller at 407.246.3292 or terrence.miller@cityoforlando.net.

Transportation

For questions regarding Transportation Planning plan review, please contact John Rhoades at 407.246.2293 or john.rhoades@cityoforlando.net.

Parks

For questions regarding Parks review, please contact Justin Garber at 407.246.4047 or justin.garber@cityoforlando.net.

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 Department plan reviews or to obtain a copy of the brochure, contact Audra Rigby at 407.246.2454 or audra.rigby@cityoforlando.net.

Water Reclamation

For questions regarding Water Reclamation plans review, please contact David Breitrick at 407.246.3525 or david.breitrick@cityoforlando.net.

Review/Approval Process—Next Steps

- 1.SETDRC minutes scheduled for review and approval by City Council.
- 2.Appearance Review for building elevations and landscape plan.
- 3.Building permits.