



August 9, 2018
Staff Report to the Southeast Town
Design Review Committee

CASE #MPL2018-10028
CASE #SUB2018-10036
Item # 1

LAKE NONA PARCEL 10 RESIDENTIAL PHASE 1



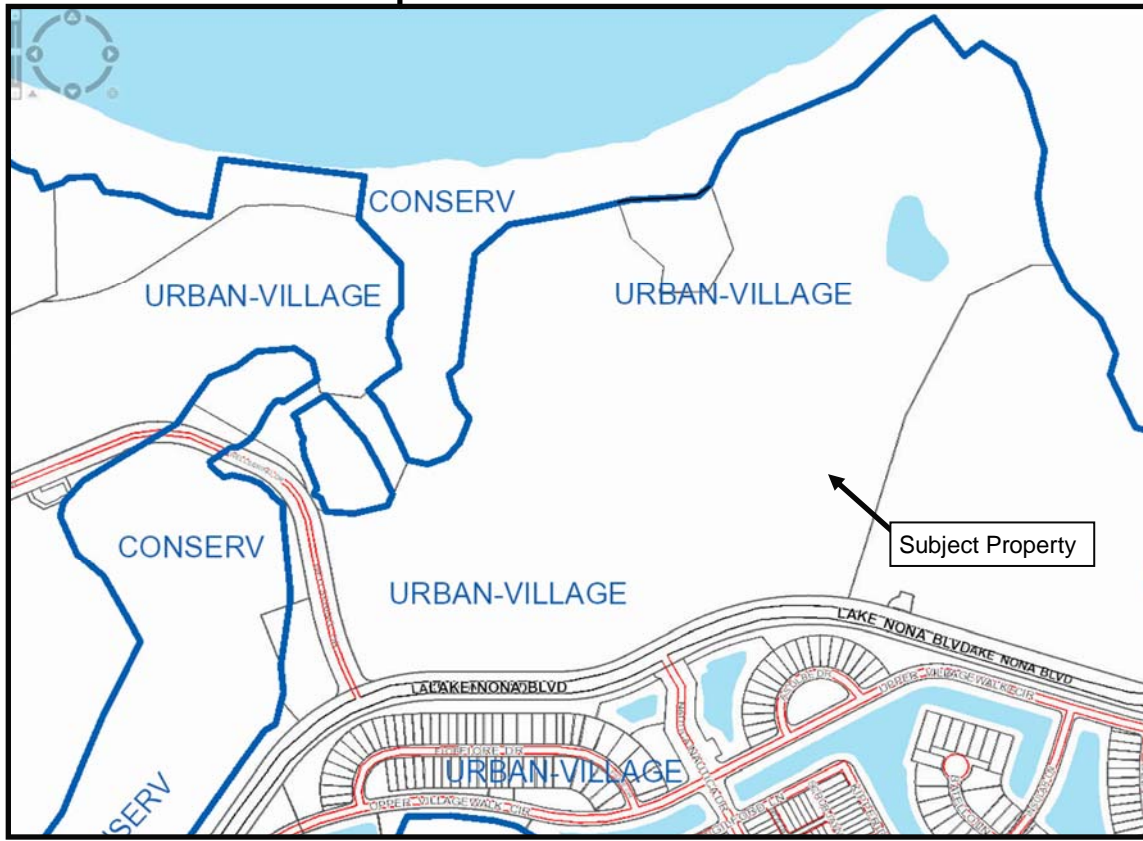
Location Map

 Subject Site

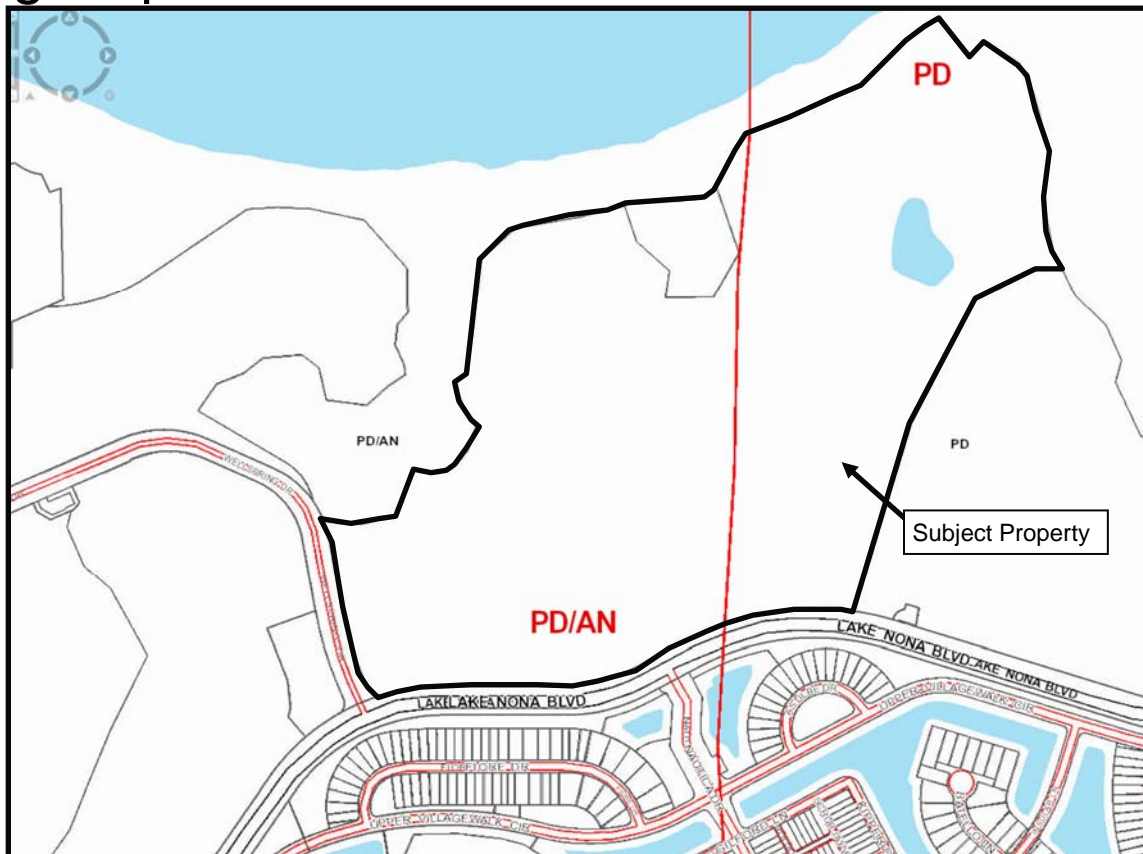
SUMMARY

<p>Owner James L. Zboril Lake Nona Land Co., LLC</p> <p>Applicant Heather Isaacs Tavistock Development Co., LLC</p> <p>Project Planner Colandra Jones, AICP</p> <p>Updated: August 14, 2018</p>	<p>Property Location: The subject property is located east of Wellspring Drive, north of Lake Nona Boulevard, and south of Lake Nona (±102 acres, District 1).</p> <p>Applicant's Request:</p> <ol style="list-style-type: none"> 1. Specific Parcel Master Plan (SPMP) approval for Phase 1 Lake Nona Parcel 10 residential which is comprised of 54 single family residential units. 2. Major Subdivision Preliminary Plat for 54 single family lots, future development tracts for condominiums and recreational tracts. 	<p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p>
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Future Land Use Map



Zoning Map



Master Plan Analysis

Project Description

The subject site is located east of Wellspring Drive, north of Lake Nona Boulevard, and south of Lake Nona, and is approximately 102 acres in size. The site is currently designated Urban Village on the Official Future Land Use Map and is zoned PD and PD/AN. The site is within the Lake Nona Development of Regional Impact (DRI parcel 10) and is designated as “Airport Support District—Medium Intensity” on the Lake Nona DRI Map H 8.6/PD Development Plan. The proposed SPMP depicts a development of a 54 single family residential units, future development tracts for condominiums and recreational tracts.

Previous Actions:

January 8, 2018

- The City Council adopted a GMP amendment to change the future land use designation from Conservation to Urban Village for ±2.2 acres to accommodate a beach amenity for Lake Nona Parcel 10 (Case #GMP2017-10012; Doc. No. 1801081204).
- The City Council adopted a GMP amendment to change the future land use designation from Conservation to Urban Village for ±0.84 acres to accommodate an access road for a proposed resort for Lake Nona Parcel 10. Also, a GMP amendment to change ±3.044 acres from Urban Village to Conservation. This amendment exchanged the Conservation acreage which converted to Urban Village so no Conservation acreage is in the DRI is lost (Case #GMP2017-10013; Doc. No. 1801081205).
- The City Council adopted the DRI amendment to change the Southeast Orlando Sector plan designation of “Airport Support—Medium Intensity” to “Civic” for Parcel 10c and 10d on Lake Nona DRI Map H (Case #DRI2017-10003; Doc. No. 180108901).

February 8, 2018

- The SETDRC approved a SPMP and preliminary plat for a 257 room resort hotel with ±13,212 square feet of ball-room space and a 82 unit condominium with recreational amenities within Lake Nona Parcel 10 (Case #MPL2017-10044 & SUB2017-10056).

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.”*

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—Medium Intensity” in the PD. Surrounding future land use designations include Conservation to the north and Urban Village to the east, west, and south. Existing uses around the subject site include Lake Nona to the north, Villagewalk residential neighborhood to the south, KPMG corporate training facility, which is under construction, to the east, and the approved Parcel 10 hotel/condo and Crystal Lagoon to the west. The proposed residential development would be compatible with the surrounding uses.

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	Conservation	PD & PD/AN	Lake Nona
East	Urban Village	PD	KPMG site (under construction) & Wetlands
South	Urban Village	PD & PD/AN	Villagewalk Residential Neighborhood
West	Urban Village	PD/AN	Approved Lake Nona Parcel 10 Hotel site & Wetlands

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—Medium Intensity” in the Lake Nona PD.

Master Plan Analysis

According to 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, residential is an allowable use in the Airport Support District—Medium Intensity designation. Traditional standards apply for all single family residential which utilizes the Village Center/Urban Transit Center Residential Block standards. The applicant has indicated this development will ultimately consist of single family homes, multiple condominium towers and an amenity center. The key design element will be an 8-acre Crystal Lagoon, on which the condominiums and amenity buildings will sit. It will bring unique water access and views from both the lagoon and lake. It is an expansion of the Lake Nona Estates development to the north of the site. The Lake Nona Estates is a residential development within the Lake Nona DRI, generally located west of Narcoossee Road, south of Dowden Road, and north of Lake Nona. This neighborhood is depicted on the Lake Nona DRI Map H as Parcel 1 – “Residential Neighborhood with Golf Uses”. The Lake Nona Estates received Orange County approval as part of 1987 Master Plan for Lake Nona and developed under Orange County zoning code. In 1994, Lake Nona was annexed into the City of Orlando. This proposed development will connect with the existing Lake Nona Estates development to the north from the northeast side through Cromwell Road.

Even though Airport Support District—Medium Intensity allows for residential uses, there are no residential guidelines and standards for this land use except for a density range of 5 du/ac to 25 du/ac. Therefore, this particular development request is reviewed under LDC Section 68.205, the *Residential Neighborhood Guidelines* and LDC Chapter 68, Part 3. *Residential Building Standards* of the Southeast Sector Plan. This new development, while an expansion of the existing Lake Nona Golf & Country Club, it will differ in development standards.

Density

The Airport Support District—Medium Intensity designation has a minimum density of 5 du/ac and a maximum density of 25 du/ac. The proposed 54 single family residential units are situated on 15.5 acres of land within the development. Therefore, the density for this portion is 3.5 du/ac. The site plan depicts four tracts of land as future development for single family condominiums, and other future development sites. In order for the overall residential development to meet this minimum density of 5 du/ac, including the proposed 54 du, there will need to be at least 275 residential units over the entire project (275 du on 54.9 acres of residential = 5 du/ac). These future development tracts will be required to undergo SPMP approval at which time the overall site will be reviewed for minimum density standards.

Part 3 of the Southeast Orlando Sector Plan describes the residential building standards. Section 68.301 requires a mix of housing types within residential neighborhoods, except for residential within Airport Support District—Medium Intensity designation. Therefore, this development is not required to have at least three different housing types. Figure 68-E of the Southeast Plan summarizes approximate lot sizes and densities for a variety of housing types. The lot summary chart below outlines the lot type and the proposed amount in Parcel 10. All lots are depicted as front-loaded lots.

Table 2—Parcel 10 Lot Summary		
Lot Type	Number of Lots	Corresponding Housing Type from Figure 68-E
70' x 130'	49	Single Family Large Lot (7,000 - 43,560 sq. ft.)
85' x 100'	5	Single Family Large Lot (7,000 - 43,560 sq. ft.)
Total	54	

Master Plan Analysis

Setbacks

According to LDC Section 68.304, there is no category for Airport Support District—Medium Intensity. Therefore, standards from Residential Neighborhood are being applied. Residential Neighborhood minimum front setback is 15 feet. The applicant is proposing a larger setback as shown in the table below. Porches, awnings and second story balconies may project into setback up to 6 feet. Bay windows may project into setback up to 4 feet. Side yard setbacks are required to be a minimum of 5 feet and rear yard setbacks a minimum of 15 feet. The chart below depicts the proposed typical lot setbacks for the development. It meets or exceeds the minimum setbacks required.

Table 3—Parcel 10 Typical Lot Setback					
Lot Type	Front Setback	Side Setback	Street Side Setback	Rear Setback	Rear Setback for Pool/Accessory Structure
70' x 130'	20'	7.5'	15'	20'	5'
85' x 100'	20'	7.5'	15'	20'	5'

Stormwater at Rear of Lot and Fencing

In the rear of the proposed lots are stormwater tracts, similar to residential lots within the Villagewalk development to the south. Each lot that abuts a stormwater management area has a lake maintenance easement on the rear of the property. To address fencing at the rear of the lots, as per LDC 58.929(e), all fences shall not extend into water body beyond the normal high water elevation as determined in LDC Chapter 63. Engineering & Zoning condition #18 in this report also states, *“The type of barrier for bulkhead will be determined at the time of final engineering plans or mass grading.”* Privacy fences facing the stormwater areas are not allowed. The overall rear fencing shall not exceed 6 feet in height. Wrought iron or wrought iron-type fence is acceptable. Other residential fencing requirements for residential development, found in LDC 58.928 & 58.929, shall apply to this development, except that fences facing stormwater areas must not be solid over 4 feet in height.

Residential Garages

According to LDC 68.303(d), garages for Large-Lot Single Family, shall be provided as attached and recessed from the primary facade (not including porches, bays, or other minor projections) by a minimum of 8 feet and at least 24 feet from the street right-of-way.

Circulation Guidelines and Standards

The Southeast Plan contains a section on the Local Circulation System as well as a discussion of roadway connectivity. These standards are to ensure that the proposed development has an interconnected system of arterial, collector and local streets; bicycle lanes; multi-use trails; transit; traffic calming; and parking standards. The intent of the Southeast Orlando Sector Plan's Transportation Design Standards are to assist in creating a sustainable community with a more balanced transportation system. The proposed Lake Nona SPMP has been reviewed for conformance with this section of the LDC Chapter 68. The applicant has submitted a road cross-sections that will serve this development. All roadways within are private roadways. The typical cross-sections can be found on pages 12-14 of this report.

Another Circulation standard the Southeast Sector Plan requires is the Connectivity Index. Section 68.404 outlines the requirements for the connectivity index for this area. A simple measure of connectivity is the number of street links divided by the number of nodes or link ends. The more links relative to nodes, the more connectivity. A connectivity index of 1.4 to 1.8 represents an acceptable street network. With a connectivity index of 0.92 and the development is gated, the project does not meet the connectivity index to qualify for a Transportation Impact Fee discount.

Open Space

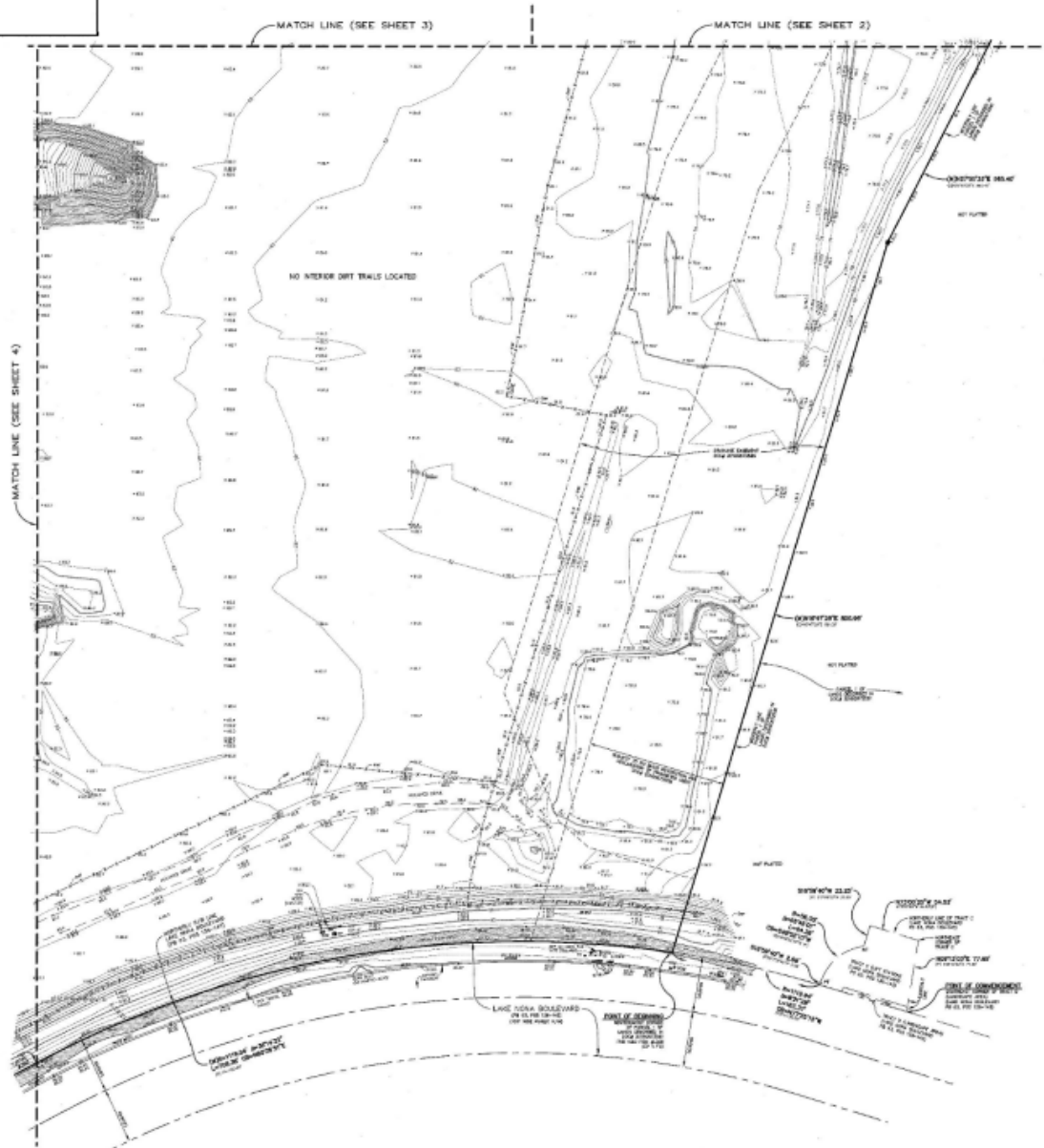
According to Section 68.205(e), *small parks should be located within two to three blocks of every home within a neighborhood. Pedestrian and bicycle connections shall be enhanced to allow surrounding residents to easily and safely access public recreational facilities.* This SPMP depicts open space tracts and an amenity area within the residential development that total approximately 6.5 acres in size. The neighborhood park Level of Service is 3.25 acres per 1,000 population. Lake Nona Phase 10 with 54 dwelling units thus far would yield a demand of 0.18 acres. The proposed open space greatly exceeds the minimum LOS requirement.

Gated Subdivision

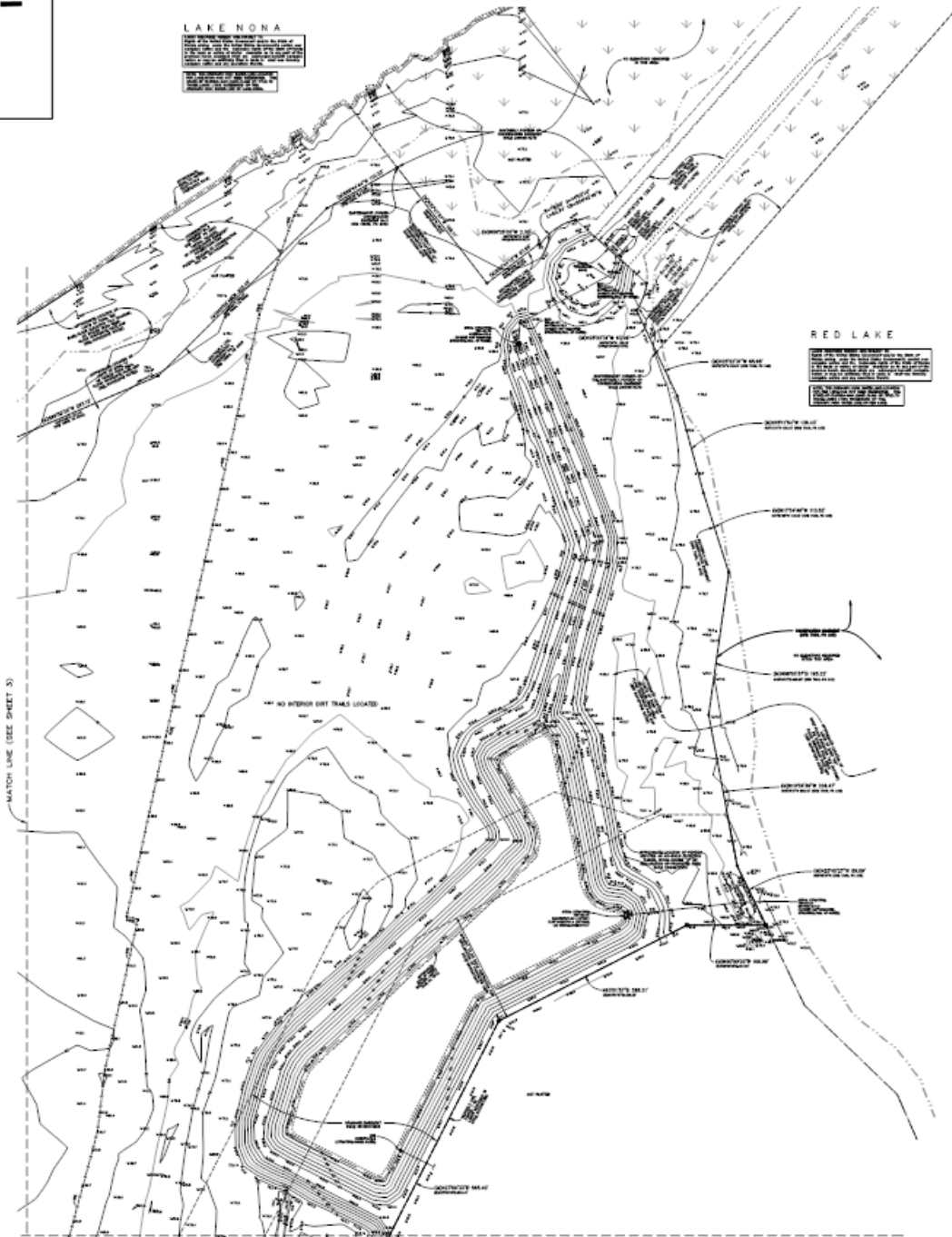
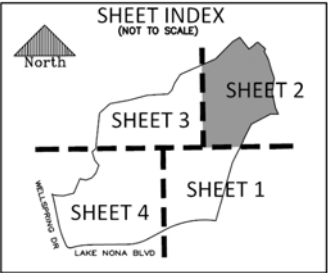
The applicant is requesting the project to be gated on the west side of the property. In general, gated entryways are prohibited in the City. However, Section 68.205(g) of the LDC provides an exception to this standard. This section states, *"In general, gated communities shall not be permitted unless the site is either surrounded by wetland on only three sides or is a pocket of land within a street system that does not connect through some type of mixed use center."* The project is surrounded by wetlands on the north, east and west. Therefore the gated entry is permitted.

Aerial Photo—2017

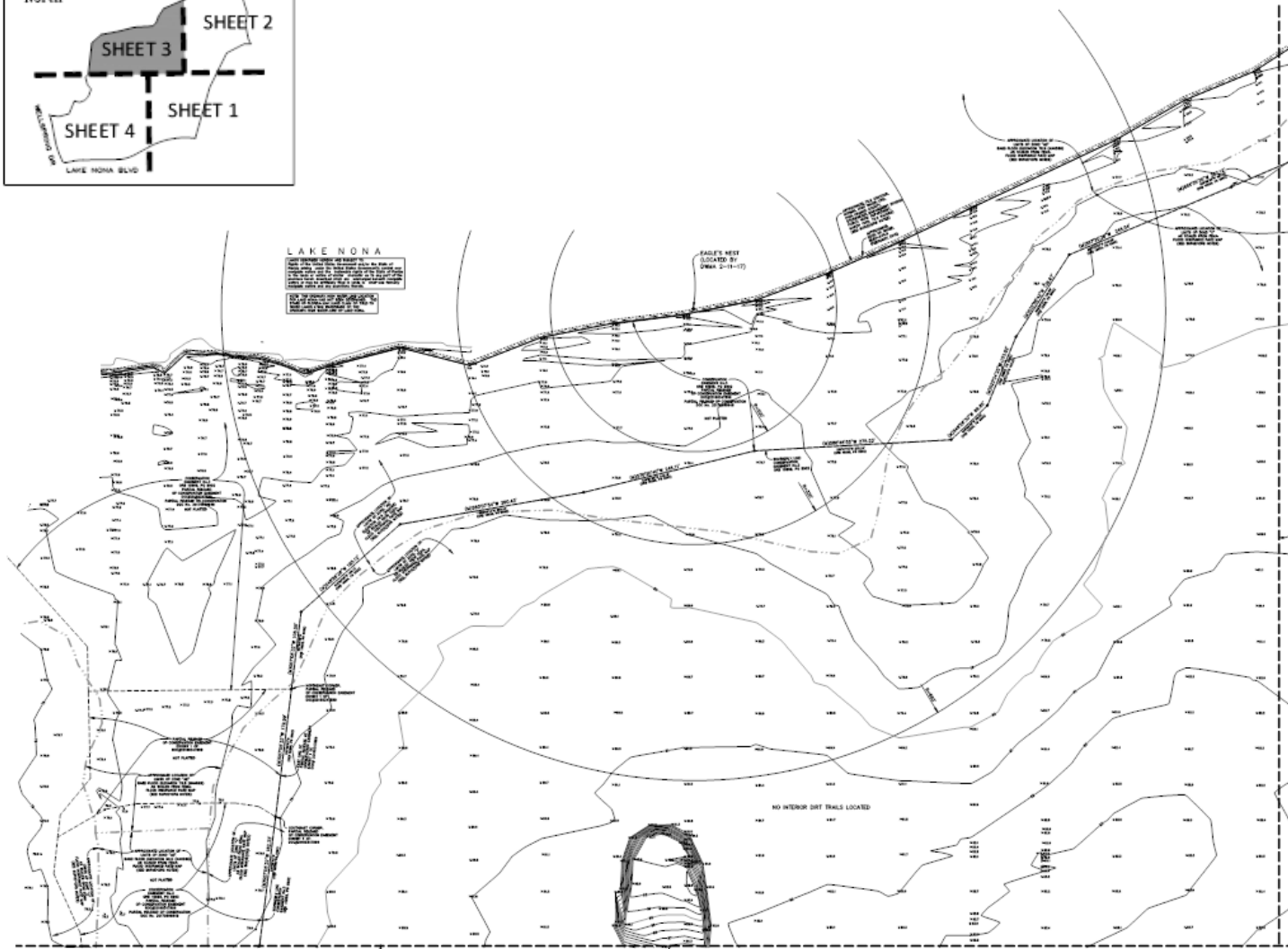
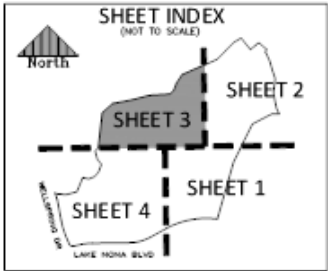




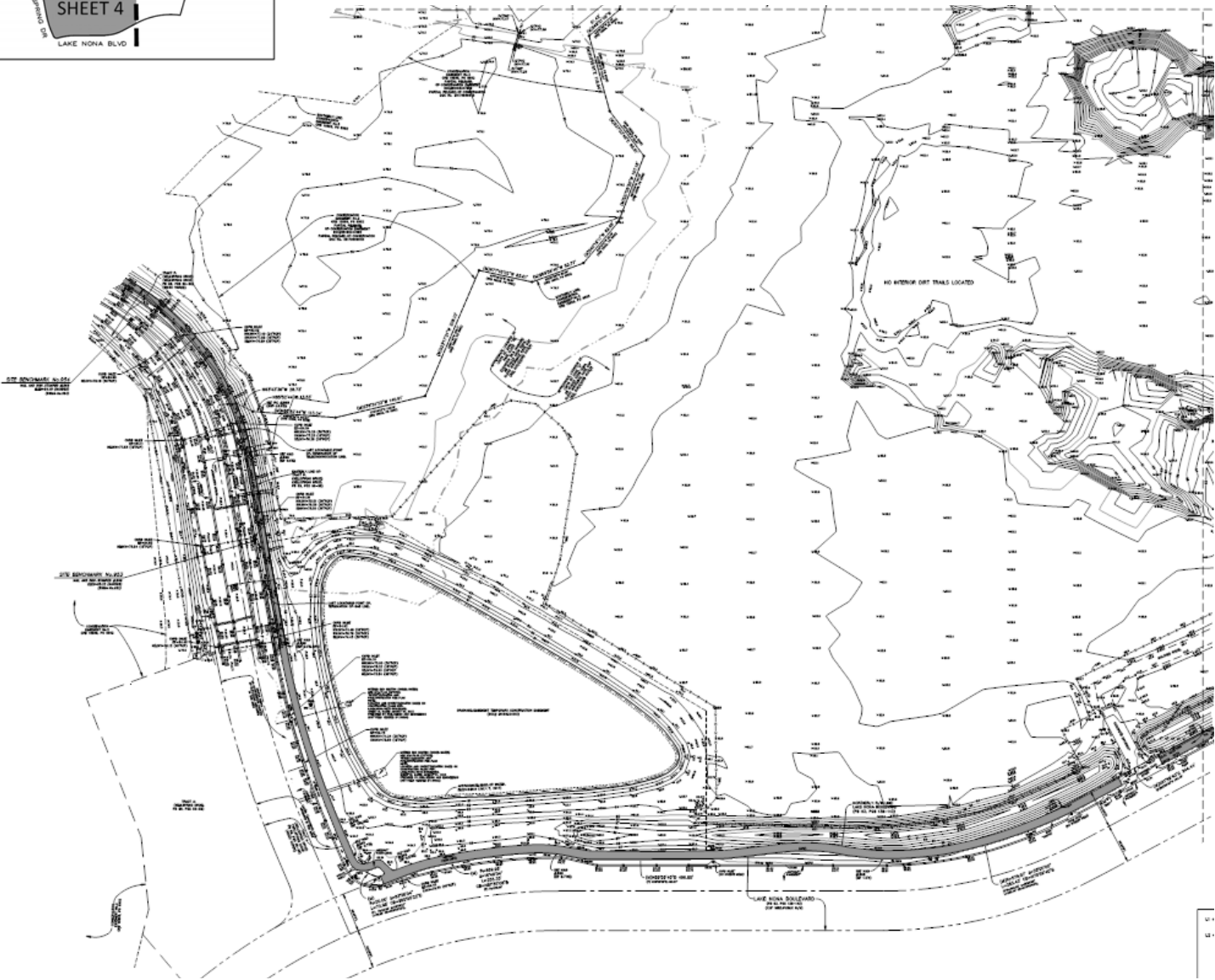
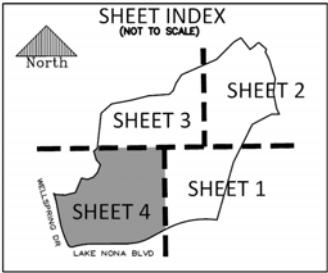
BOUNDARY SURVEY

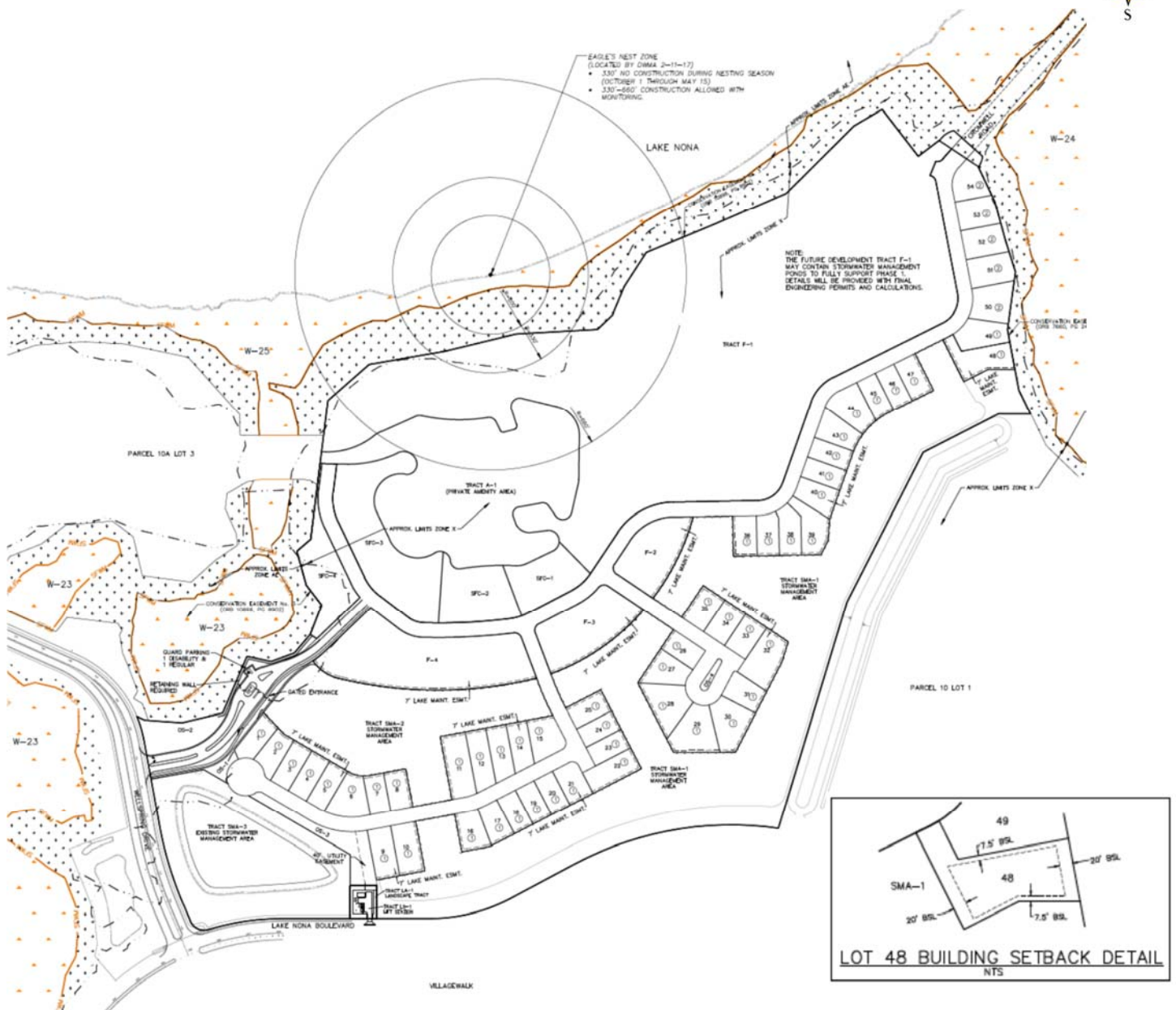


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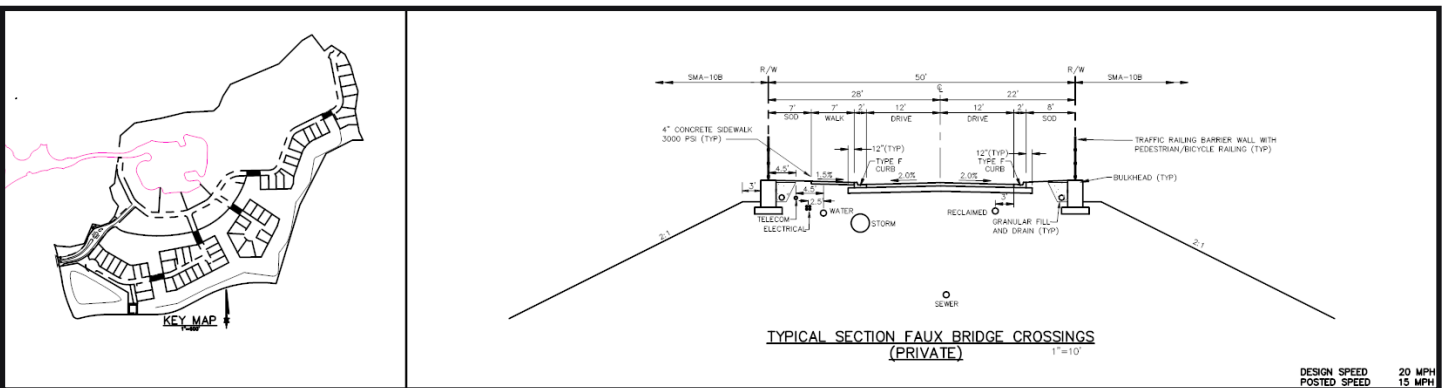
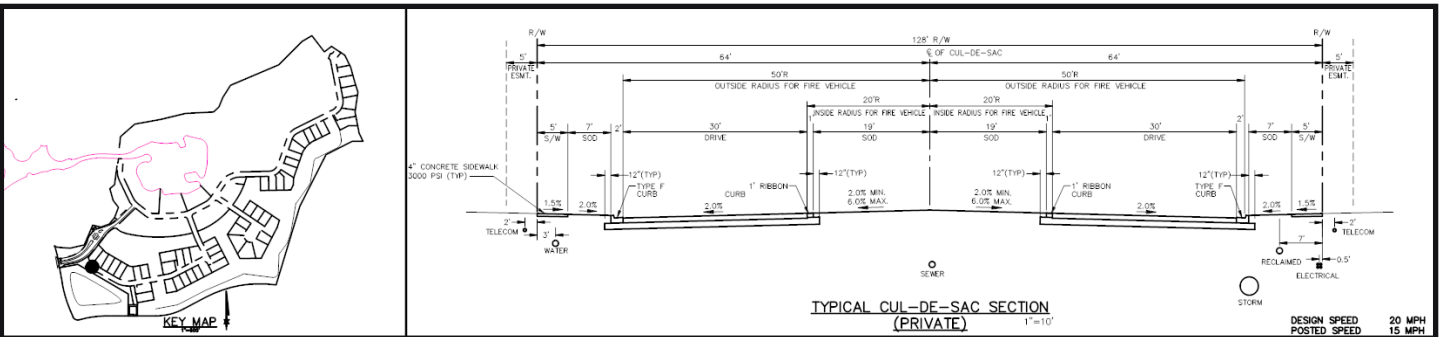
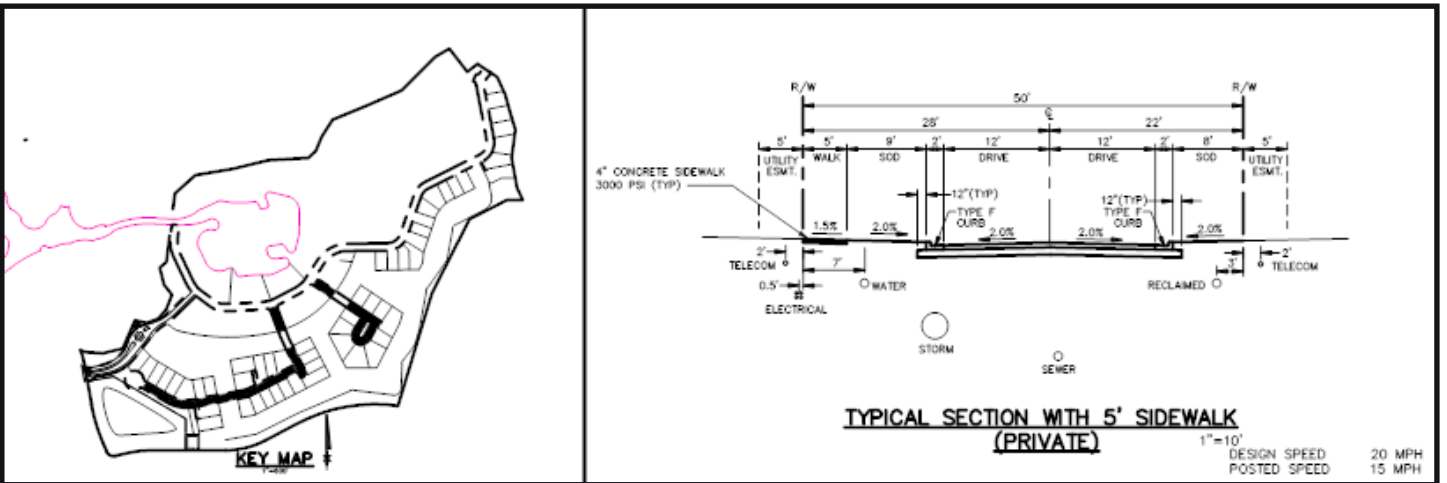
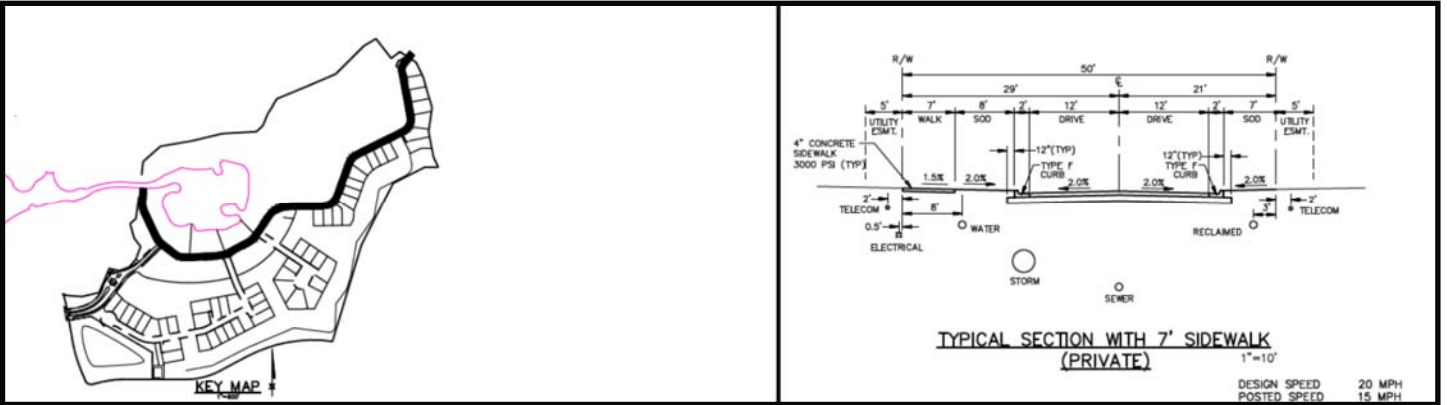


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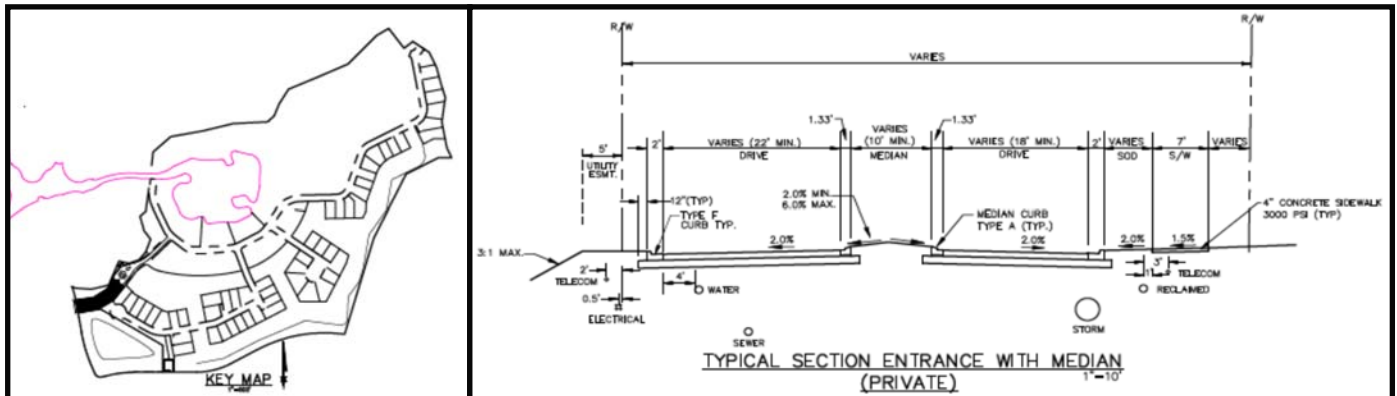
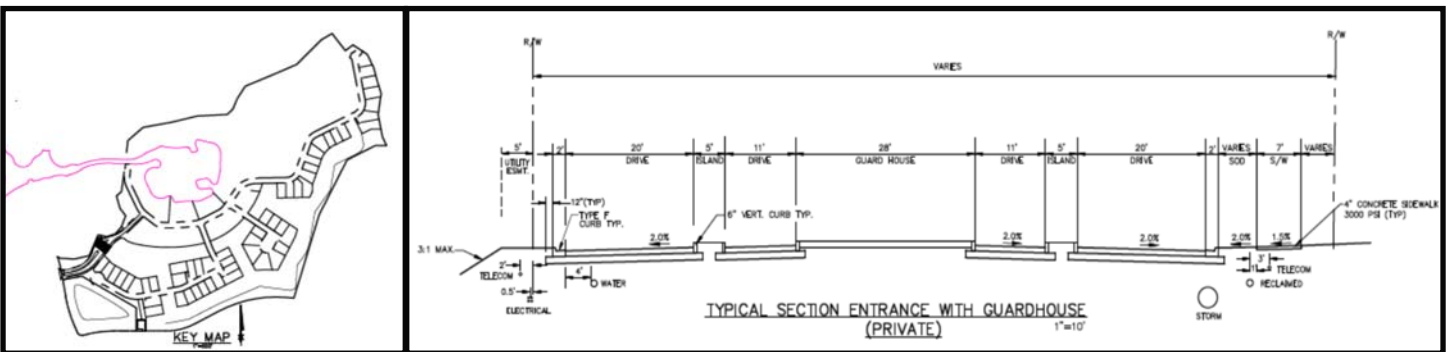
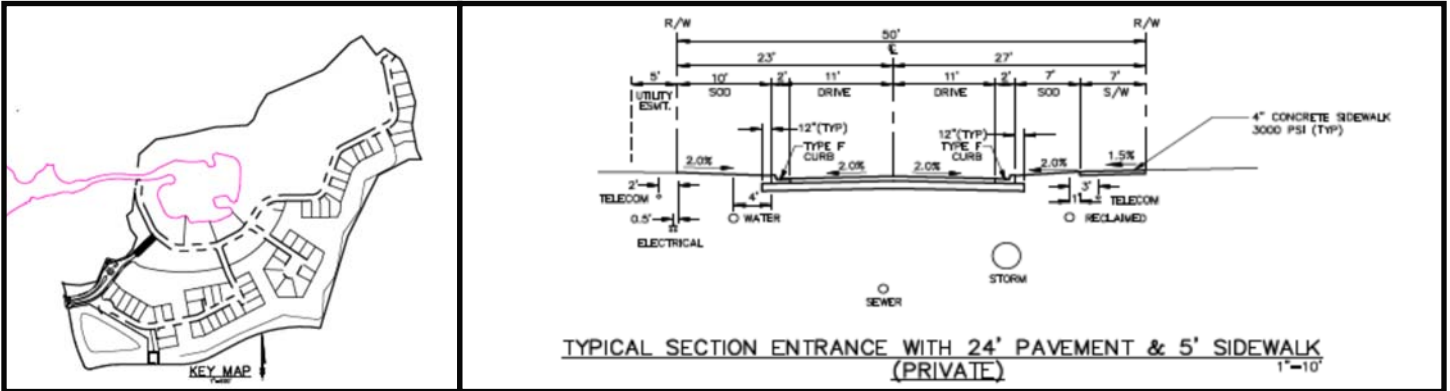




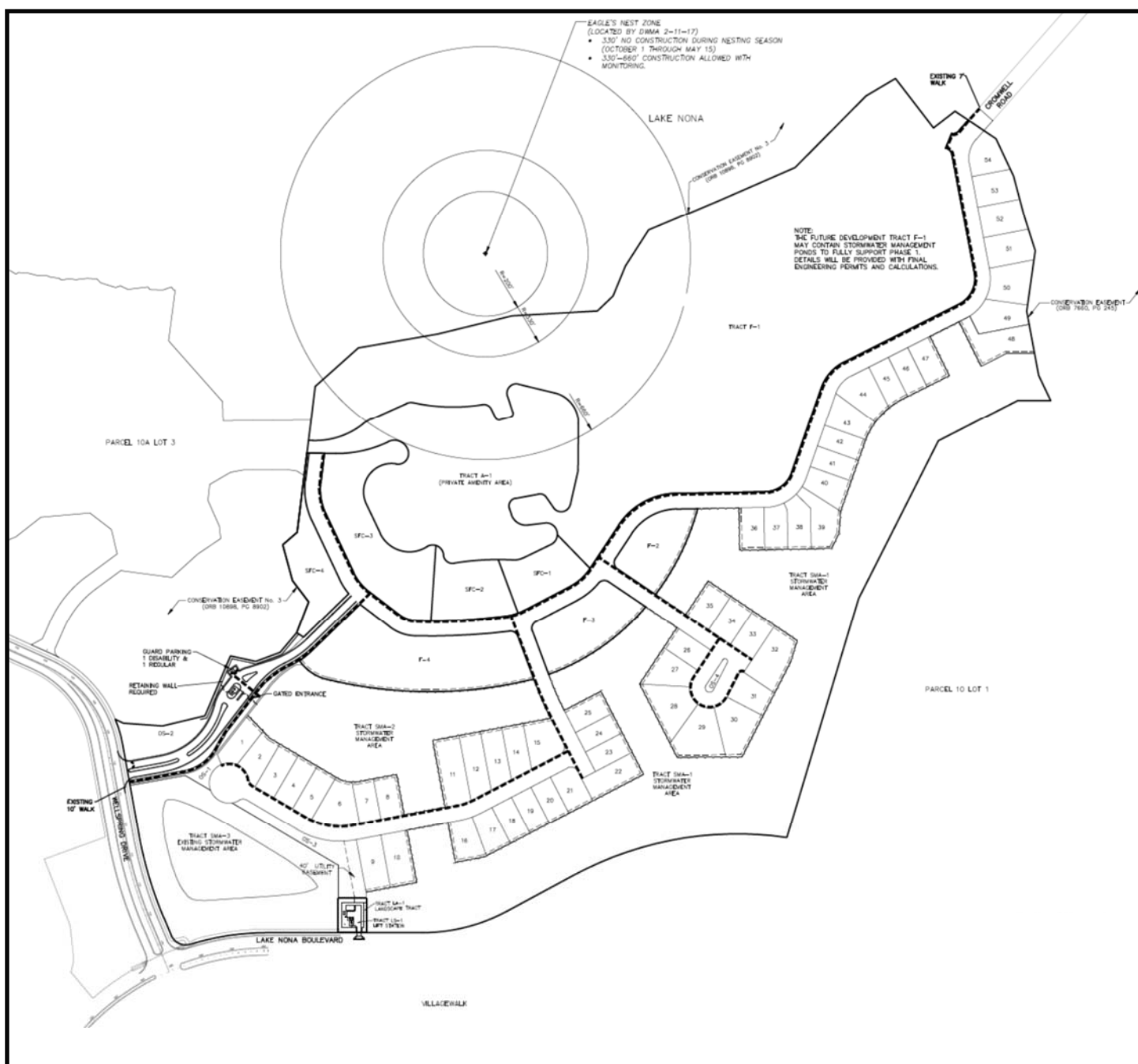
ROAD CROSS SECTIONS



ROAD CROSS SECTIONS



PEDESTRIAN PLAN



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 and Preliminary Plat 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 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. *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. *DEVELOPMENT STANDARDS*

Unless specified in Conditions of Approval, the single family units in Lake Nona Parcel 10 Residential shall adhere to development standards in LDC Section 68.205, the *Residential Neighborhood Land Use Guidelines* and LDC Chapter 68, Part 3. *Residential Building Standards* of the Southeast Sector Plan.

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 density and intensity standards. A density range of 5 du/ac to 25 du/ac must be achieved across all phases.

7. *FENCING*

Fencing requirements for residential development, in LDC 58.928 & 58.929, shall apply to this development, except that fences facing the stormwater areas must not be solid over 4 feet in height. Privacy fences facing the stormwater areas are not allowed.

Conditions of Approval

City Planning (cont.)

8. *GATED SUBDIVISIONS*

Per LDC Section 68.205(g), gated streets are permitted due to the provision that the site is surrounded by wetlands on three sides for the northern portion of the site.

9. *RECORDING OF 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. *IMPERVIOUS SURFACE RATIO (ISR)*

The ISR for this development, including future phases, shall not exceed 0.75.

11. *TRANSPORTATION IMPACT FEE DISCOUNT—NOT RECOMMENDED*

Due to the connectivity index not being met and the gated streets, the proposed development is not recommended for a transportation impact fee discount.

12. *CONSERVATION BOUNDARIES*

A Planning Official Determination was issued on August 31, 2016 for Cromwell Road extension and Wetland 5 Conservation revisions (LDC2016-00290). As a condition of approval for this determination, the applicant had to provide a GIS shapefile for the area which was described in Exhibit "A" of that determination. To date, the applicant has not satisfied this condition of approval. Therefore, prior to the recording of the final plat for Parcel 10 Lot 2 Phase 1 (SUB2018-10036), the applicant shall provide the GIS shapefile as described in LDC2016-00290.

13. *LAKE NONA GOLF & COUNTRY CLUB*

The provisions of Section Three Part F. of the Lake Nona PD, relating to the Golf & Country Club, do not apply to this SPMP.

Transportation

1. *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.

Support of this submittal by the Transportation Department does not constitute final engineering approval of this concept for development. Materials and designs for transportation related elements of the project must meet or exceed standards in the versions of the City Code and Engineering Standards Manual in effect at the time of submittal to Permitting Services. Proper sightlines must be maintained at all driveways and parking areas. Site plans and landscaping plans submitted to Permitting Services should include sightline triangles. AutoTurn analysis for emergency vehicles and solid waste collection should be attached to plans to prevent delays in processing.

2. *Sidewalks*

The applicant has requested an alternative development standard to allow sidewalks on one side of the road for the single-family residential lot development. Due to the nature of this residential community and the established development pattern within the Lake Nona Golf & Country Club, staff recommends approval of this alternative development standard. Future sidewalks may be required when Parcels SFC-4 and F-2/F-3/F-4 are reviewed by the Southeast Town Design Review Committee.

Parks

Although the project descriptions mentions park in future submittals, no indication of future parks is shown. All residential neighborhoods shall have at least one park within the boundary of that neighborhood, sized appropriately for the residents in that neighborhood. All acreage requirements for parks according the City's Level of Service Standards shall be met or exceeded.

Conditions of Approval

Engineering/Zoning

1. FLOODPLAIN—Part of this site is located within a floodplain, the finished floor elevation must be one (1) foot above the 100' flood elevation. Any flood storage volume displaced by the building must have compensating storage.
2. In accordance with Federal Emergency Management Act (FEMA) requirements; a letter of map revision maybe required by the owner or engineer as part of this application review.
3. 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.
4. 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.
5. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
6. All new construction, change in use, additions, or redevelopments are required to submit a Concurrency Management application as a part of the building plan review process.
7. This project requires a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system.
8. 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.
9. The owner/developer is required to design and construct an on-site storm water system in accordance with the approved Master Drainage Plan. Approval from South Florida Water Management District is required. The system is to be privately owned and maintained.
10. All roadways, utilities, open spaces and easements are to be privately owned and maintain by the Property Home Owners Association (HOA), this is a gated community.
11. 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.
12. This property is required to plat in accordance with Section 65.401 of the City's Land Development Code prior to the issuance of building permits.
13. Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 4" caliper or larger trees and/or for a tree encroachment permit prior to encroaching within the canopy of any 4" caliper or larger trees.
14. Section 2.02.04 Preliminary (Mass) Grading Permit—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.
15. 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.
16. This project may require a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system.

Conditions of Approval

Engineering/Zoning (cont.)

17. All new construction, change in use, additions, or redevelopments are required to submit a Concurrency Management application as a part of the building plan review process.
18. The type of barrier for bulkhead will be determined at the time of final engineering plans or mass grading.

Informational Comments

Police

The Orlando Police Department has reviewed the plans for the Lake Nona Central Parcel 1 Lot 2 Ph.1 estate single-family home community located northeast of Lake Nona Blvd. and Wellspring 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 any high-pedestrian traffic areas to include entrances, common areas, green spaces/courtyards and walkways.
 - Appropriate lighting should be included in all areas anticipated to be used after-dark.
 - 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 and along pedestrian promenades and walkways.
 - 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 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 or cover windows.
- Outdoor furniture placed in common areas is a good way to increase surveillance and encourage positive community interaction while creating more "eyes on the street". 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).
- All sides of a building should have windows to observe the walkways, parking areas and driving lanes.

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 and landscaping. Landscaping used around entrances should create clear way-finding, be well lit and not block entrances or create ambush points.
- There should be no easy access to the roof of any building.
- Way-finding should provide clear guidance for authorized users while discouraging potential offenders. Signs should clearly indicate - using words, international symbols, characters, colors, maps, etc. - the location of entrances, neighborhood amenities, and public or private use routes.
- The use of traffic calming measures along with 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.

Informational Comments

Police (cont.)

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 community should be designed to encourage interaction between authorized users.
- Each separate dwelling unit should have an address that is clearly visible, 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. These fences may contain pedestrian access points for the community that utilizes 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.

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.

- Entry doors should contain a minimum 180° viewers/peep holes, interior hinges, single cylinder deadbolt locks with a minimum one-inch throw, metal frames with three-inch 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 securely locked.
- If alarm or security systems are installed, each dwelling unit should be clearly identified with the monitoring center and each should have a separate system that can be regularly tested and maintained by the occupants.
- A video surveillance system capable of recording and retrieving an image to assist in offender identification and apprehension is a good option at access points, around parking areas and any locations with limited or no natural surveillance. Cameras should be mounted at an optimal height to capture offender identification.
- The use of tempered, impact resistant, 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.

5. *Maintenance and Management*

Proper maintenance of landscaping, lighting and other features is 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. Damaged fencing, unkempt landscaping, graffiti left to weather and age, 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.

- 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.
- This is related to the neighborhood's sense of 'pride of place' and territorial reinforcement. The more dilapidated an area, the more likely it is to attract unwanted activities. The maintenance and the 'image' of an area can have a major impact on whether it will become targeted.
- Social cohesion and a general sense of security can be reinforced through the development of the identity and image of a community. This approach can improve not only the image of the population has of itself, and its domain, but also the projection of that image to others.
- Offensive graffiti should be promptly removed. Response to litter pickup and repairs should be prompt. A well maintained space gives an impression of 'ownership' and 'care'.

Informational Comments

Police (cont.)

- Any signs used in the community should be maintained on a regular basis to ensure that they are visible. This may involve trimming any landscaping growth, cleaning or lighting the signs. Things to consider with signs and information include:
 - Are signs visible and legible?
 - Are signs conveying messages clearly?
 - Is information adequate?
 - Are signs strategically located to allow for maximum visibility?
 - Are signs well maintained?
 - Are signs displaying hours of operation (where appropriate)?
- 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.
- Inappropriate outdoor storage should be discouraged.
- Activity generators can produce both positive and negative results. The selection of what activities a site supports will reflect the use of space and define the user's perception. Considerations should be made for seating, shade, community events or recreational amenities that might encourage positive community interaction and should be properly maintained and managed.

Additional precautions, such as alarms neighborhood or community watch programs, should be discussed with OPD's Crime Prevention Unit Officer Edgar Malave at 407.246.2513.

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:

- 1) Post signs at the site that theft from the site or trespassing on a construction site is a felony under Florida Law and that the developer will prosecute.
- 2) To improve visibility of potential offenders by OPD patrol officers, perimeter lighting should be installed at a minimum of 150 foot intervals and at a height not less than fifteen (15') from the ground. The light source used should have a minimum light output of 2,000 lumens, will be protected by a vandal resistant cover, and will be lighted during the hours of darkness.
- 3) In addition to lighting, one of the following physical security measures should be installed:
 - a. Fencing, not less than six (6') feet in height, which is designed to preclude human intrusion, should be installed along the perimeter boundaries of the site and should be secured with chain and fire department padlocks for emergency vehicle access; post in a clear area, an emergency contact person and phones numbers for after hours, in case of an emergency; or
 - b. A uniformed security guard should be hired to continually patrol the construction site during the hours when construction work has ceased.
- 4) Valuable construction materials and tools should be protected in a secondary fenced, locked cage.
 - Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency.

If you have any questions, please call the Crime Prevention Unit Officer Edgar Malave at 407.246.2513.

Informational Comments

Building/Fire

TRC fire code review is preliminary in nature and is not considered a full life safety or architectural review. It is intended to expose or prevent evident design deficiencies with State and City Fire Codes. The building design, floor plans, egress system, fire protection systems and MEP 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, Sixth Edition, and The City of Orlando Fire Prevention Code Chapter 24.

Design of buildings must account for fire department access. The access road itself must extend 50ft. from at least one exterior doorway to allow access to the building's interior. Any portion of the building or exterior wall of the first story shall be located not more than 150 ft from the fire department access road as measured by an approved route around the exterior of the building or facility. The distance can be increased to 450ft. if the building is protected by an automatic sprinkler system. [NFPA 1.18.2.3.2.2 and NFPA 1.18.2.3.2.2.1]

An approved turnaround shall be provided for fire apparatus where an access road is a dead end in access of 150 ft, and roadways shall have all-weather driving surface, capable of supporting the load of fire apparatus, a minimum 20 ft. in width, and a minimum vertical clearance of at least 13 ft. 6 in. [NFPA 1 18.2.2.5.4 and NFPA 1 18.2.3.4.1.1]

The plan indicates fire hydrants will be required. Because building information is not provided, fire hydrant location and spacing will be reviewed at the time of building permitting. All portions of an unsprinklered building must be within 300 ft hose lay distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft hose lay distance of a fire hydrant. City Code ch 24.27(f)

Water Reclamation

1. The Water Reclamation Division recommends deferral of this application to enable further discussion with the applicant and their engineer about the proposed utilities to serve the Master Planned development associated with this permit.
2. The network of lift stations and force mains serving LNC Parcel 10 depicted on the Water, Sewer & Reclaimed Water Plan (Utility Plan) is not consistent with the latest Master Sanitary Sewer Plan (MSSP) on record with the Water Reclamation Division, which is dated with its last revision on 4/17/17.
3. The Utility Plan appears to depict a network of City gravity sewer mains along with a City lift station. The MSSP depicted a private lift station implying that the gravity network would be private. The Water Reclamation Division Management team will need to make a determination about allowing a new City lift station, where a private lift station was previously shown.
4. The network of lift stations and force mains depicted on the Utility Plan differs from the MSSP such that the proposed City lift station is in a different location than the private lift station. The point of connection into the force main network also differs.
5. An updated master sewer analysis of the impacted network as a result of these changes shall be submitted for review by the Division.

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 Denise Riccio at 407.246.4249 or denise.riccio@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.

Building/Fire

For questions regarding Building or Fire plans review, please contact Charles Howard at 407.246.2143 or charles.howard@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. Final Plat Review.
3. Building permits.