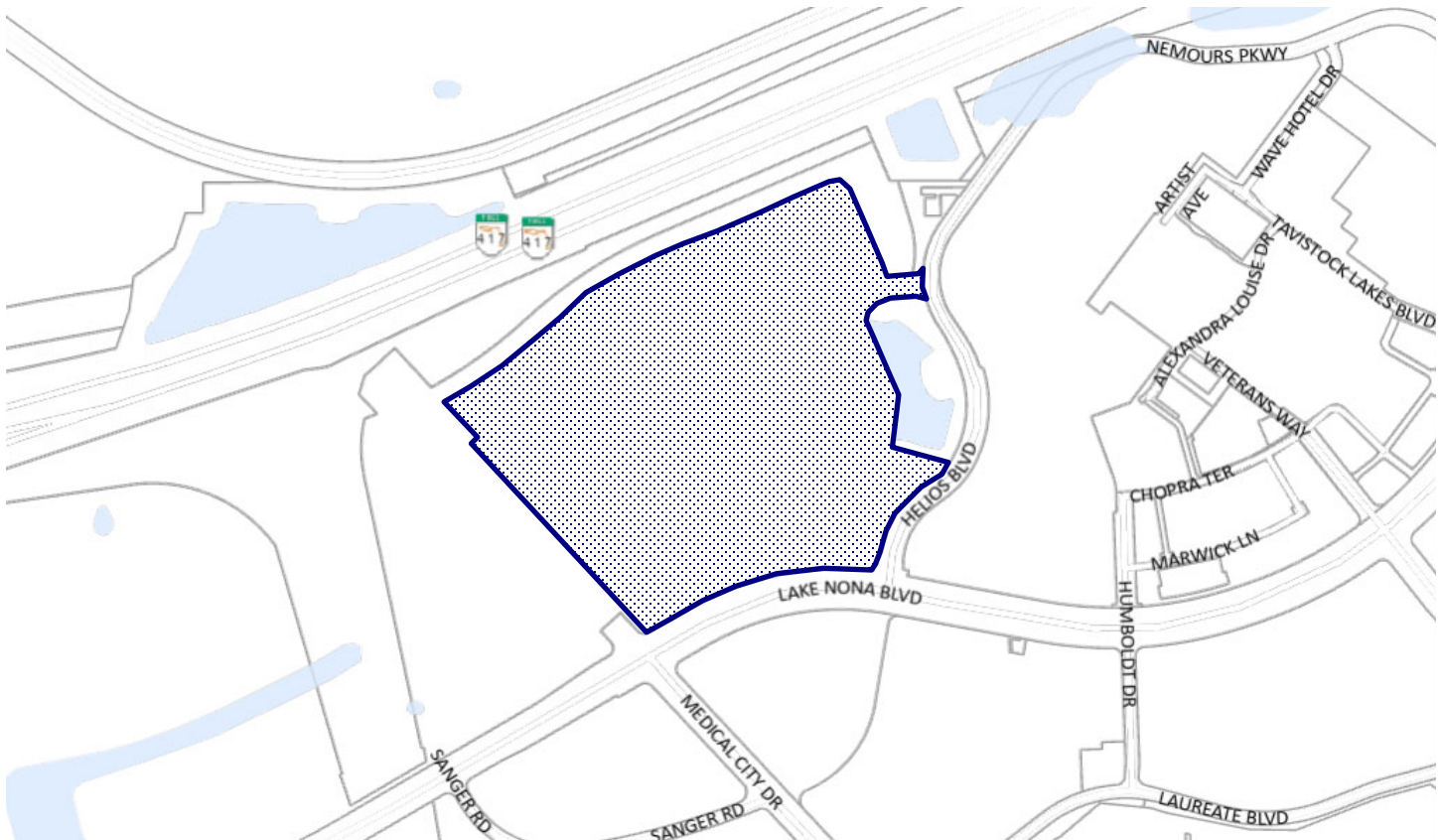




Staff Report to the
Development Review Committee
March 9, 2023

MPL2023-10006

LAKE NONA PARCEL 20A OFFICE COMPLEX



Location Map

 Subject Site

SUMMARY

Owner

Andrew Arel
Dynamic Campus, LLC

Applicant

Julie Salvo
Tavistock Development
Company

Project Planner

Colandra Jones, AICP

Updated: March 3, 2023

Property Location: The subject property is located north of Lake Nona Boulevard, west of Helios Boulevard, east of Medical City Drive, and south of Central Florida Greenway (SR 417) (PID: 26-24-30-0000-00-039) (±58 acres, District 1).

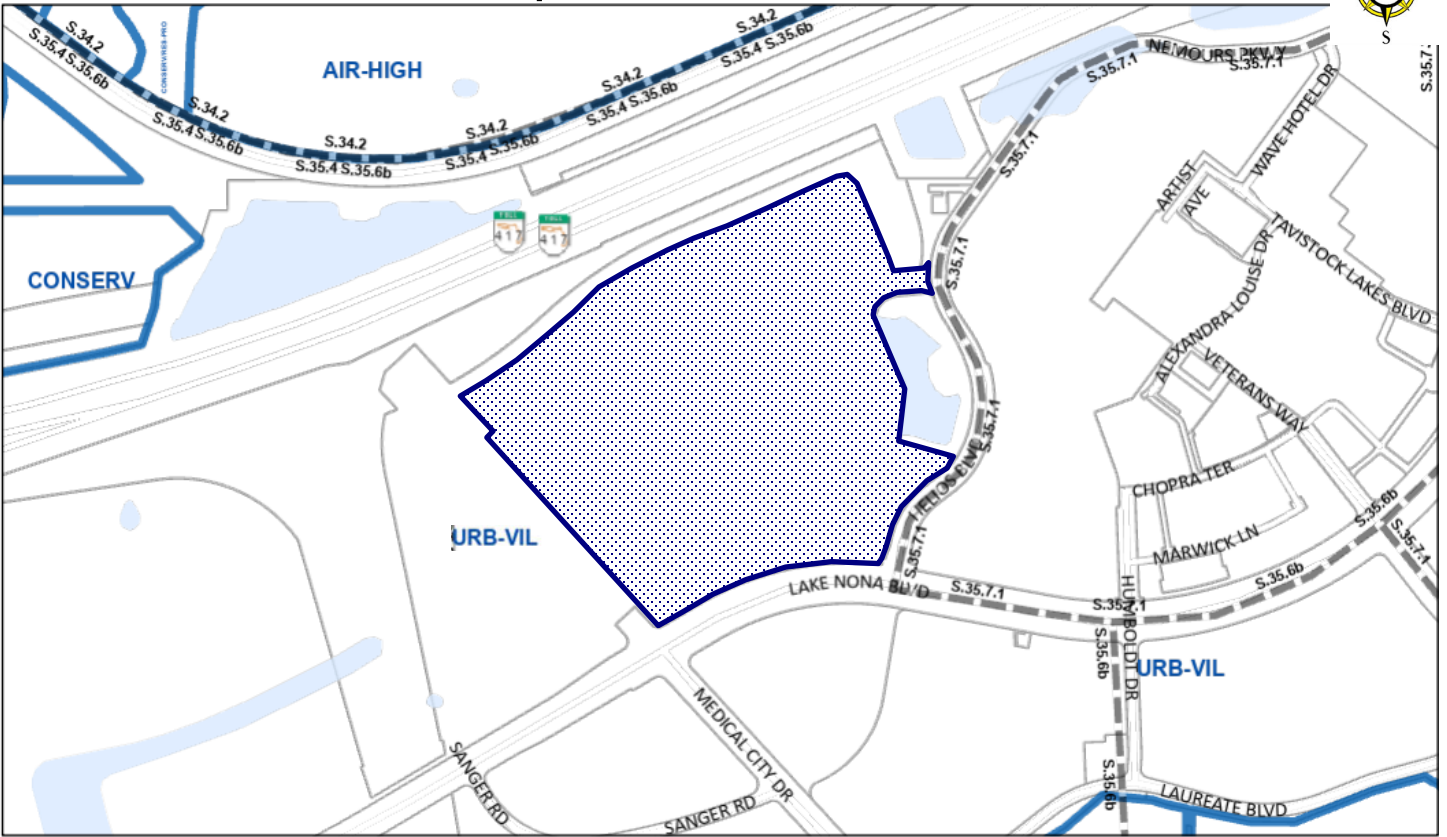
Applicant's Request:

Specific Parcel Master Plan (SPMP) for an office complex consisting of eight (8) office/flex space buildings totaling 1.8 million square feet and three (3) parking garages on Lake Nona Parcel 20A.

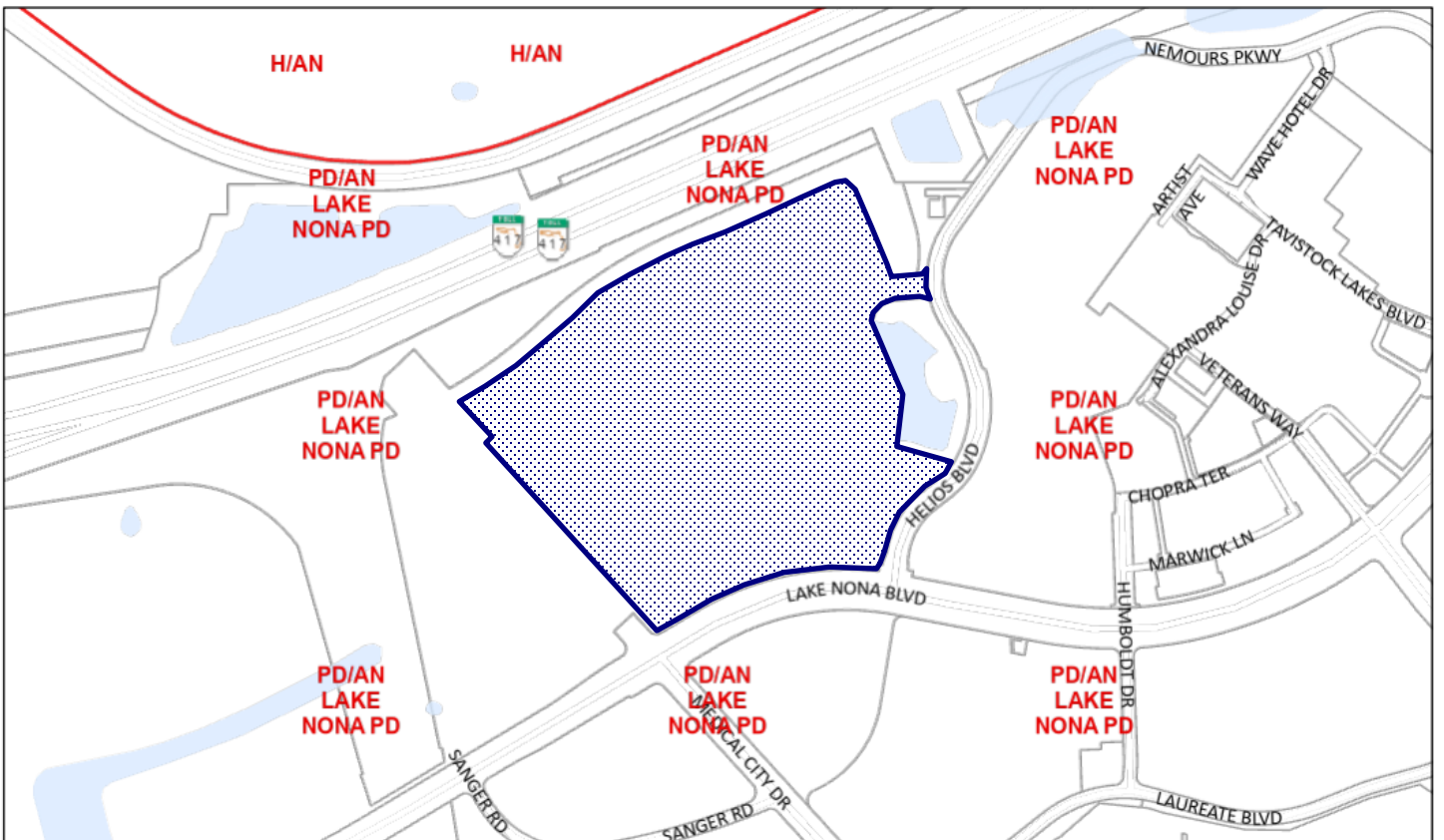
Staff's Recommendation:

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

Future Land Use Map



Zoning Map



Master Plan Analysis

Project Description

The subject site is located north of Lake Nona Boulevard, west of Helios Boulevard, east of Medical City Drive, and south of Central Florida Greenway (SR 417) , and is approximately 58 acres in size. The site is currently designated Urban Village on the Official Future Land Use Map and is zoned Planned Development with the Aircraft Noise overlay (PD/AN). The site is within the Lake Nona Planned Development (Parcel 20a) and is designated as “Airport Support District—High Intensity” on the Lake Nona PD Development Plan. The proposed SPMP request is for an office complex consisting of eight (8) office/flex space buildings totaling 1.8 million square feet and three (3) parking garages.

Project Context

The subject property is located in the Lake Nona PD, a community located in the southeast section of Orlando. The property is currently vacant. The Urban Village future land use designation surrounds the subject property on the east, south and west and Airport Support District—High Intensity to the north. Existing uses include the Orlando International Airport to the north, Lake Nona Town Center (currently with uses such as hotels, restaurants, and offices) to the east, the UCF Teaching Hospital to the south, and vacant land to the west. The office use would be compatible with the surrounding uses.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Airport Support District—High Intensity	H/AN	Vacant Land—Orlando International Airport
East	Urban Village	PD/AN	Lake Nona Town Center
South	Urban Village	PD/AN	UCF Teaching Hospital
West	Urban Village	PD/AN	Vacant Land

Conformance with the GMP

The proposed SPMP is consistent with the GMP Policies related to the Southeast Orlando Sector Plan, including Future Land Use Element Policy 2.4.4 (Urban Village policy), Subarea Policies S.35.3 and S.35.4 (regarding being a property in the Southeast Orlando Sector Plan), 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 designated as “Airport Support District-High Intensity” in the Lake Nona PD. According to LDC Section 68.200 (c) (1), Airport Support District is described as such: *“Airport Support Districts shall be the primary employment locations within the Southeast Plan area. The Airport Support Districts have been divided into two distinct types or levels of intensity (high and medium). It is the goal of the Southeast Plan to create a community structure that will encourage people to both live and work in the community. Traditional Design standards shall not be applied in High Intensity Airport Support Districts unless desired by the property owner/developer.”*

Development Standards

According to LDC Figure 68-D, development in the Airport Support Districts is required to implement Conventional LDC Standards. The I-P zoning district standards shall apply for office uses and all other uses for the exception of industrial uses will utilize the AC-2 zoning district standards. This development of office and flex space is being reviewed using the I-P zoning district standards.

Intensity

According to LDC Figure 68-D, there is no minimum intensity and the maximum intensity is 1.5 FAR. The proposal has an FAR of 0.72 (1,829,000 square feet / 58 acres).

Building Height

In the Southeast Sector Plan, height is limited by the number of stories, not the overall height to provide variety to the skyline in the mixed use centers. Commercial buildings shall have no more than 25 foot floor to floor heights. According to the Lake Nona PD, Parcel 20A allows for a height limit of 10 stories. Of the eight buildings proposed, two buildings have the highest building height at 7-stories (Buildings 4 & 5). The applicant has indicated that the two flex space buildings (Buildings 7 & 8) will not exceed the height of a 4-story building, however, they may exceed the maximum 25 foot floor to floor height. Staff agrees to this request for the alternative standard to exceed the 25 foot floor to floor height as long as the overall building height does not exceed the maximum building height allowed of 10 stories in the PD for Parcel 20A.

Master Plan Analysis

Impervious Surface Ratio (ISR)

The maximum ISR permitted in the Airport Support District—High Intensity is 0.80 using I-P standards. According to the proposed site plan, the ISR is 0.80 which meets the maximum allowed ISR of 0.80.

Table 2—Development Standards

Acreage	Use	Sq. Ft.	FAR		Building Height		ISR	
			Minimum / Maximum	Proposed	Minimum / Maximum	Proposed	Maximum	Proposed
58	<u>Building 1</u> Office	205,000 sq. ft.	0 to 1.5 FAR	0.72 FAR	1 to 10 stories (Per PD)	5 stories	0.80	0.80
	<u>Building 2</u> Office	231,000 sq. ft.				6 stories		
	<u>Building 3</u> Office	205,000 sq. ft.				5 stories		
	<u>Building 4</u> Office	301,000 sq. ft.				7 stories		
	<u>Building 5</u> Office	354,000 sq. ft.				7 stories		
	<u>Building 6</u> Office	167,000 sq. ft.				4 stories		
	<u>Building 7</u> Flex Space	100,000 sq. ft.				4 stories		
	<u>Building 8</u> Flex Space	246,000 sq. ft.				4 stories		
	Central Plant	20,000 sq. ft.				1 story		
	Total	1,829,000 sq. ft.						

Setbacks

The minimum required setbacks for the Airport Support District—High Intensity for industrial and office uses (I-P zoning) are 35 feet for the front yard and street side yard, and 10 feet for rear yard and side yard setback. According to the site plan, the building exceed the setback requirements. The front setback is approximately 131 feet from the south property line on Lake Nona Boulevard, the street side setback on Medical City Drive is 47 feet, the side yard setback on the east property line is 40 feet, and the rear setback on the northern property line is 84 feet.

Table 3—Setback Requirements

Use or Phase	Yard	Building Setbacks	
		Minimum	Proposed
Office/Flex Space	Front—Lake Nona Blvd.	35 ft.	131 ft.
	Street Side—Medical City Dr.	35 ft.	47 ft.
	Side—east property line	10 ft.	40 ft.
	Rear—north property line	10 ft.	84 ft.

Master Plan Analysis

Parking

The applicant is proposing a total of 4,655 parking spaces on the site within three (3) parking garages and a surface parking lot. Parking Garage 1 is comprised of 1,550 parking spaces. Parking Garage 2 is comprised of 1,550 parking spaces. Parking Garage 3 is comprised of 1,525 parking spaces and the surface parking is comprised of 30 parking spaces. Table 4 below provides the minimum and maximum parking ratio for the proposed office use and flex space. The minimum required parking spaces for this office/flex space development is 3,743 spaces. The maximum allow is 7,063 parking spaces. The applicant is proposing 4,665 parking spaces which within the range allowed for the office/flex space use.

Table 4—Parking Requirements

Use	Sq. Ft.	Minimum Ratio	Min. Spaces Required	Maximum Ratio	Max. Spaces Permitted	Parking Spaces Proposed
Office	1,463,000 sq. ft.	2.5:1000 sf	3,657	4:1000 sf	5,852	4,665
Flex Space (Warehouse/ Storage)	346,000 sq. ft.	0.25:1000 sf	86	3.5:1000 sf	1,211	
Total			3,743		7,063	

Landscaping

The applicant did not submit a landscape plan. The final landscape plan will be developed in accordance with Chapters 60 and 61 of the LDC. The landscape plan must achieve the Minimum Required Landscape Score (MRLS) required for the proposed type and intensity of development. A final landscape plan, including plant list, must be submitted for Appearance Review prior to building permits.

The applicant has indicated that the property would not be entirely fenced. The approach for landscape and security will encompass several physical typologies that make up the perimeter which will include landscaped berms, landscaped fence lines, integrated building facades, stormwater ponds and gate arms.

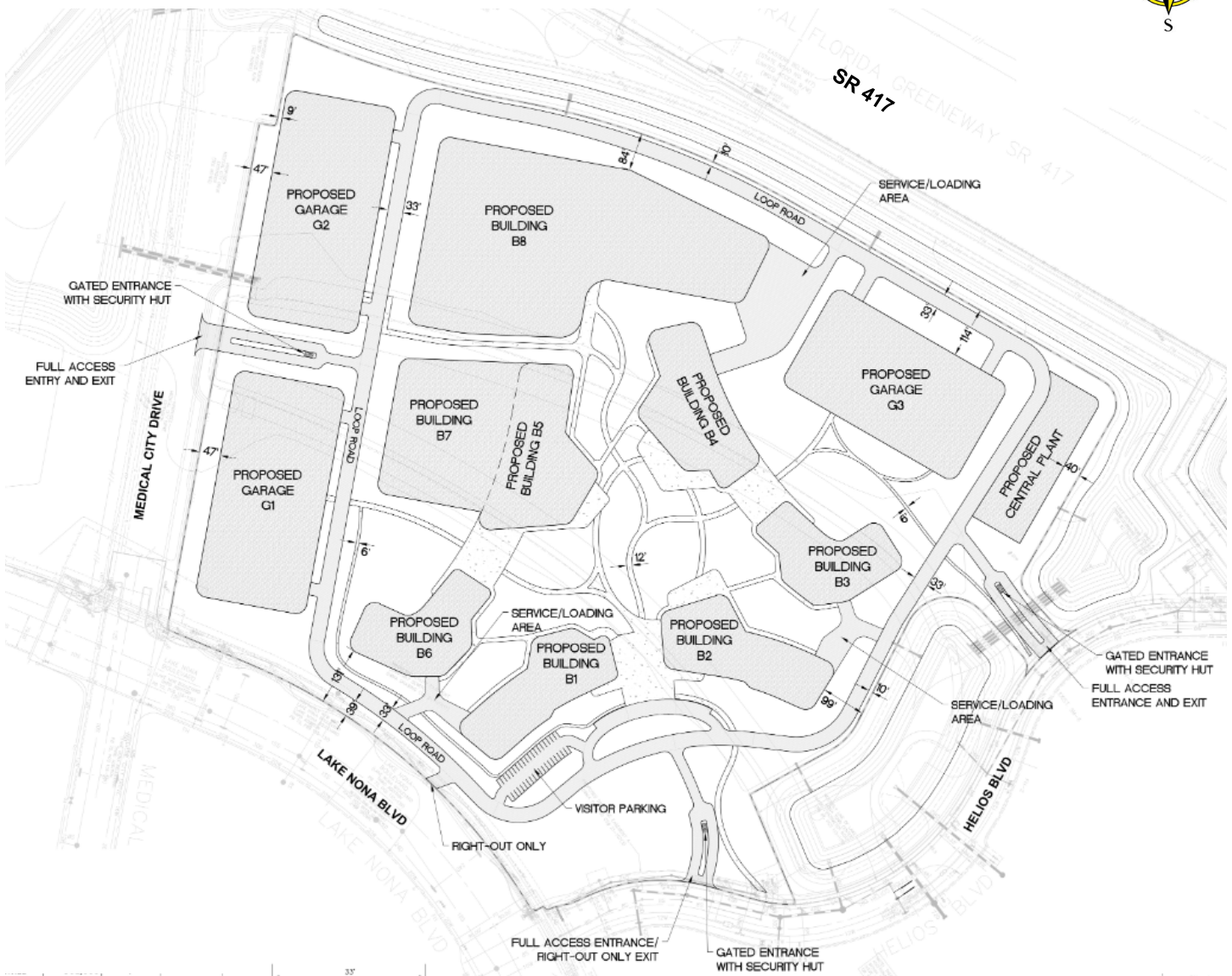
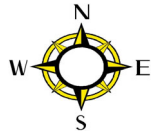
Signage

The applicant has not provided signage details such as height of monument signs or copy area of each sign including any high-rise signs. 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.

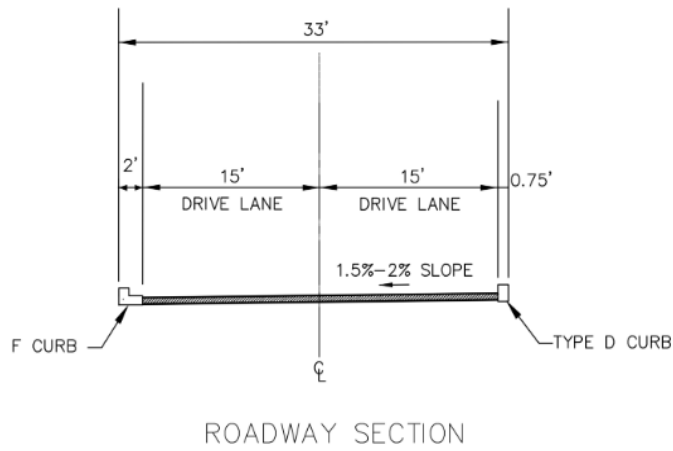
Aerial Photo—2022



Site Plan



Loop Road Cross Section



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 twenty-four (24) 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. *APPEARANCE REVIEW*

The building elevations and landscape plan will be subject to an Appearance Review that is approved via a Planning Official Determination. Prior to submitting for building permits, the applicant shall submit a site plan, elevations for all four sides of each building, transparency calculations, and any other information needed to demonstrate compliance with the conditions of this report and the Southeast Sector Plan.

6. *FINAL SITE PLAN DETERMINATIONS*

A Planning Official final site plan determination is required for approval for each subphase of development prior to submitting for building permits for each phase.

7. *MECHANICAL EQUIPMENT*

All ground mounted and rooftop mechanical equipment must be screened from view. An interior screen wall or parapet for rooftop mechanical equipment is required. The interior screen wall or parapet must be the same height as the installed mechanical equipment height.

Conditions of Approval

City Planning (cont.)

8. *DUMPSTER ENCLOSURE*

All dumpsters and trash compactors shall be located internal to the buildings or screened with solid walls to match the principal structure. Decorative gates shall be installed to coordinate with principal structure and shall be painted to match the color of the enclosure walls. Landscape screen including low hedge and groundcover shall be provided to soften the view from the ROW, driveway and adjacent properties.

9. *SIGNAGE*

A master signage plan via a Planning Official Determination for this development is required prior to building permits. All signage, including high rise signage, shall be consistent with Chapter 64 of the LDC and Lake Nona PD and Lake Nona Master Sign Plan.

Urban Design

SITE & UTILITIES

1. Transformer areas outside building envelopes must be screened on three sides with landscaping and or a decorative, opaque wall and gates up to 6 feet in height. Landscaping must include a minimum 3-foot-tall hedge at the time of planting and maintained at a minimum of 4 feet tall.
2. Backflow preventer[s] must be located so as to not be directly visible from main loop road right-of-ways and should be screened from view where necessary. They shall be clearly identified on the final utilities plan for each phase.
3. All dumpster and trash compactors must be screened with solid walls to match the principal structures. Decorative gates must be installed to coordinate with the principal structures. A landscape screen including low hedge and groundcover is required to soften the view around all dumpster.
4. Lighting fixtures in pedestrian and plaza areas must be decorative in appearance, style and finish and must not exceed 15 feet in height.

LANDSCAPING

1. Landscape areas along Lake Nona Boulevard, Helios Road, inside the SR417 frontage loop road, and Medical City Drive shall consist of four selections of the following elements in any phase submitted: a berm at no more than 4:1 slope reaching a minimum of a 6-foot height, a 6-foot high anti-climb fence hidden within landscaping, shade trees a minimum of 100 gallons and 14' height spaced no greater than 50' on center, ornamental trees a minimum of 45 gallons and 10' height spaced no greater than 35' on center average over 100 linear feet, large shrubs a minimum of 15 gallons spaced at 6' on center continuously, palm trees a minimum of 8' clear trunk installed in groups of three at a minimum, bamboo or another clumping or multi-trunk plant material installed at a minimum of 10' on center. Landscape design shall be reviewed at the time of appearance review and building permitting.
2. Additional review is required for the landscape plans and plant list palette prior to permitting each phase to ensure all comments and conditions have been met. This shall be completed at the time of building permit review.
3. All landscape plans for each phase must achieve the Minimum Required Landscape Score (MRLS) required for non-residential uses and must comply with Land Development Code (LDC) Chapters 60 and 61 relative to landscaping. An MRLS spreadsheet showing compliance for each separate phase must be included with the construction permitting plans.
4. All trees located around surface parking lot perimeters and within all row-end and intermediate landscape islands must be canopy trees. Specific plantings must be provided at time of permitting. All parking lot landscaping must comply with LDC Sec. 61.312. Required trees must have a minimum caliper of 2 in., and a minimum overall height of 12 ft.
5. Row-end and intermediate landscape islands must be a minimum of 10 ft. in width for surface parking areas.
6. An irrigation system must be designed in compliance with LDC Sec. 60.229 and maintained with industry standard water efficiency measures or equipment, such as:
 - a. A weather-based evapotranspiration controller;
 - b. Zoned soil-moisture sensors; or
 - c. Low volume system, using drip emitters for shrubs and groundcover and flood bubblers for trees. Impact sprinklers are prohibited.

Conditions of Approval

Transportation

1. COMPLIANCE

- A. Except as where noted in this staff report, 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.
- B. Support of this submittal by the Transportation Dept. 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.
- C. At all project entrances, clear sight distances for drivers and pedestrians must not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment must obstruct vision between 2 feet and 8 feet in height above street level. The street corner / driveway visibility area must be shown and noted on construction plans and any future site plan submittals. The applicant must design the site plan as necessary to comply with the Florida Greenbook and the FDOT Design Standards Index. Sight lines shall be provided on both site plans and landscape plans.

2. For any construction work planned or required within a public right-of-way or City sidewalk easement adjacent to a public right-of-way (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/reconstruction or landscaping), the Owner/Applicant must submit the following:

- A. Maintenance of traffic plans (M.O.T.) (For more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704)
- B. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details)
- C. A copy of all required County and State permits (If permits are pending attach a copy of the application)

3. EXISTING CURBCUTS

All existing curbcuts that are not part of the new development must be removed with the curb, gutter, landscape and sidewalk restored to City Code and ESM standards.

4. TRAFFIC STUDY

A traffic study analyzing the following intersections is required to be provided and reviewed by the City of Orlando Transportation Engineering Division prior to non-site grading permit submittal. The purpose of the study is to ensure that all of the intersections continue to operate at an acceptable Level of Service and to identify any needed modifications to existing signal timing, the need for any adjustments to intersection control as well as to demonstrate needed queue length storage required for turning movements.

- A. Medical City Dr. and western access
- B. Medical City Dr. and Lake Nona Blvd.
- C. Lake Nona Blvd. and Helios Blvd.
- D. Helios Blvd. and southern access
- E. Helios Blvd. and northern access

5. DRIVEWAY TURNING RESTRICTIONS

Any median modifications required to accommodate access into or out of the proposed development are the responsibility of the applicant or their team.

- A. Medical City Dr. Extension: The western access point may operate as a full access point.
- B. Lake Nona Blvd: The southern access point must remain a right-out only, the design of the driveway connection at Lake Nona Blvd. must prohibit all other turning movements. Care must be taken in the design to emphasize the visibility and safety of pedestrians and bicycle riders using the path that runs along the street.
- C. Southern Helios Blvd: The access point proposed along Helios Blvd., just north of Lake Nona Blvd. may allow for NB vehicles to make left into the site only if a traffic study demonstrating that the volume of traffic will not cause a queue into the intersection with Lake Nona Blvd. is provided and accepted by the City of Orlando Transportation Engineering Division as required in transportation condition 4.
- D. Northern Helios Blvd: The northern access point may operate as a full access point. Due to the geometry of the roadway, care must be taken to ensure that NB vehicles turning into the site have proper visibility of SB vehicles approaching the driveway.

Conditions of Approval

Transportation (cont.)

6. *PEDESTRIAN ACCESS TO THE SITE*

- A. There is an anticipation that a large amount of pedestrian and bicycle/micro-mobility movements may occur between the site and Lake Nona Town Center. To accommodate this the applicant is encouraged to coordinate with Tavistock on possible mid-block crossing locations to accommodate access across Helios Blvd. north of Lake Nona Blvd.
- B. An additional pedestrian walkway must be provided at the Medical City Dr. driveway to accommodate cyclists and pedestrians coming from the north or west.

7. *PUBLIC TRANSIT ACCOMMODATION*

The applicant is encouraged to coordinate with Lynx and Beep to discuss the addition of a bus stop along the roadways adjacent to the site, or a way to accommodate a transit stop within the site for visitors and employees.

8. *PEDESTRIAN SAFETY FEATURES WITHIN THE SITE*

Due to the high volume of pedestrians anticipated to travel along certain paths on the campus additional safety features are encouraged to promote safe crossings of the internal loop drive. Additional features may include but not be limited to enhanced signage and pavement markings, enhanced lighting, raised crosswalks, bulb outs to limit crossing distance, RRFB signals as well as landscaping that promotes visibility of the pedestrian. Specific areas of interest include:

- A. Between Garage G-1 and Building B7
- B. Between Garage G-2 and Building B8
- C. Between the southern Helios Blvd. entry and Building B2

9. *DENIED ACCESS TURN AROUND*

A turn around must be provided at each gated entry allowing vehicles that approach and do not gain access to maneuver to the exit without the need to reverse.

10. *LOOP ROAD*

- A. Private Maintenance: The driveway labeled loop road may operate either as a driveway or private roadway but must remain privately owned and maintained, it will not be public ROW.
- B. If the desire is to have loop road be designated as a private roadway then it must be designed in conformance with the requirements for public streets set forth in Chapter 61, Part 2C.
- C. It is recommended that the cross section of the loop road be reduced to discourage speeding and enhance pedestrian safety. The minimum pavement width is 20 ft.
- D. A 6ft. sidewalk must be installed along at least one side of the loop road. It is recommended that a landscape strip be included between the sidewalk and travel lane.

11. *AUTO-TURN*

Provide auto-turn for the intended design vehicle on-site at time of permitting to avoid any delays in permit review. The inside and outside radius of each intersection to be used as a fire lane must be indicated on the site plan.

12. *SOLID WASTE*

The site plan at time of SPMP must show the location and size of the on-site solid waste compactor(s) / dumpster(s) with concrete pads, and enclosures with doors. Dumpsters must be located to provide a minimum 50 feet of clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements, OR documentation must be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement.

13. *SIDEWALKS*

On-site sidewalks must be a minimum of 6 ft. wide or 7 ft. wide when adjacent to parking stalls unless wheel stops are used.

14. *CROSSWALKS*

Crosswalks must be installed across each driveway entrance and wherever a designated pedestrian path crosses a vehicle travel lane. Each crosswalk must be clearly marked. Clearly marked crosswalks shall be designated with high intensity markings in a "ladder" pattern per Manual of Uniform Traffic Control Devices (MUTCD) standards.

Conditions of Approval

Transportation (cont.)

15. Parking must be provided in accordance with CH 68 of the Land Development Code, each phase and building must provide the required parking at the time of that phase/building of development. The parking must include a minimum of 20% EV capable spaces and 2 EVSE installed spaces, based off of the minimum parking required.
 - A. EV Design Requirements: All EV Parking spaces provided must meet the requirements of LDC CH61, Part 3G.
 - B. Two Wheeled Vehicle Parking: At least two 2-wheel vehicle (motorcycle) parking spaces, per phase, must be provided in accordance with LDC Sec. 61.322 (d).
16. Bicycle parking must be provided in accordance with the standards of Chapter 61, Part 3D of the Orlando Land Development Code and shall be made available prior to the issuance of any Certificate of Occupancy for the use being served. Given the size of the campus bicycle parking must be spread across the development as evenly as possible to provide distributed access.
 - A. Outdoor bike racks meeting the requirement for short term parking must be installed on an impervious surface, within 50 ft of the primary entrance, and situated to avoid conflicts with pedestrians or other vehicles.
 - B. Long-term bicycle parking must be located on the same building site as the use being served. All long-term bicycle parking spaces must be located within 200 feet of the principal entrance to the building.

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. 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.
3. 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.
4. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
5. 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.
6. 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.
7. As per Section 61.225 of the Land Development Code, at least a 5-foot wide concrete sidewalk is required along all rights-of-way. Any existing sidewalk damaged or broken is to be repaired.
8. In accordance with City Code Section 28.15, as approved by City Council on March 11, 2019, all new Multi-Family and Commercial developments are required to participate in the Recycling Program. The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure. A straight 50' back-up forward of the dumpster opening is required.
9. The owner/developer is required to improvement the right-a-way (Medical City Drive) as it abuts their property to the nearest structurally acceptable paved public street. This will need to be submitted under a separate submittal via an engineering permit.
10. The propose right-out-only driveway along Lake Nona Blvd should be narrowed to a maximum width of 12 feet for a single point of exit.
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. This project requires a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system.
13. The landscape plan needs to be designed in accordance with Chapter 60, Section 60.241 of the Land Development Code.

Conditions of Approval

Police

CPTED. Crime prevention through environmental design (CPTED) principles (Natural Surveillance, Natural Access Control Territorial Reinforcement, Target Hardening and Maintenance and Management) are encouraged to be incorporated into the site plan and design of all structures.

1. Natural Surveillance: The placement of physical features, activities, and people in a way that maximizes visibility.
2. Natural Access Control: Controlling access to a site. People are physically guided through a space by the design of streets, sidewalk, building entrances and landscaping.
3. Territorial Reinforcement: The use of physical attributes that express ownership such as fencing, pavement treatments, signage, art, screening and landscaping.
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.

Water Reclamation

The following shall be incorporated into the preparation of construction plans for review by the Water Reclamation Division prior to permit issuance.

1. The wastewater flow generated by development of the entire Parcel 20A shall be consistent with the June 2021 update and approved development program for Parcel 20A.
2. The project wastewater flows generated by the full buildout of Parcel 20A in the June 2021 update were based on development of 1,800,000 square feet of office space which was reported to generate approximately 144,000 gpd (ADF).
3. We recommend the applicant prepare an updated evaluation of the full buildout of parcel 20A and its potential impact on the downstream sewer network, including LS-170 (fka LS-6).
4. At the time construction plans are prepared, the Water Reclamation Division will need to review site utility plans to assure that reclaimed water and sanitary sewer facilities to serve the proposed development will meet the City's Standards of the current Engineering Standards Manual (ESM) and all applicable City Standard Details prior to building permit issuance.

Fire

The site review of the conceptual designs presented is preliminary and cursory in nature, as such, the comments provided are not official determinations. The intent of comments from OFD is to alert designers to site conditions and/or other considerations that require a deeper consideration of the FFPC, Florida Fire Code, NFPA 1.18 before finalizing the design for formal plan review.

1. **FORMAL REVIEW OF ARCHITECTURAL DESIGNS.** The architectural design of a building, floor plans, life safety egress system, fire protection systems, and fire department access will be reviewed in detail for State, Fire Code, FFPC and City of Orlando, Fire Prevention Code compliance at the time of permit application for formal plan review of 100% drawings.
2. **PRESUBMITTAL MEETING WITH PERMITTING SERVICES.** A TRC review is not applicable for review of conceptual architectural drawings. A pre-submittal meeting is required in order to receive cursory insight into Florida Building Code (FBC) and Florida Fire Prevention Code (FFPC, NFPA) requirements impacting the design. Please note, official determinations are not provided at these discussions. Architects of Record and or Consultants are asked to prepare an agenda with questions pertaining to your project. This will afford staff to do research in advance before meeting. To schedule an appointment, see the following link. www.orlando.gov/Building-Development/Schedule-an-Appointment/Schedule-a-Permitting-Appointment
4. **FEDERAL DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP).** An FDEP clearance is required to release water supply to a construction site. Vertical construction of a building without water supply on the site of construction is prohibited. NFPA 1.16.4.3. It is therefore, critical, that the process to receive a FDEP permit and clearance for the use of treated water to construction sites and projects begin early in the conceptual stage. To begin the process, see the following link Apply | DEP Business Portal (fldepportal.com)
5. **CUP - CONDITION USE PLAN.** The change of use is granted conditional to compliance with the NFPA requirements for life safety and Fire Department Access. For use of an existing space or building an inspection from the Office of Fire Safety Management is required before use can be granted. Call 407-246-3144 to schedule an inspection.

Conditions of Approval

Fire (cont.)

6. **ZERO LOT LINE BUILDING DESIGN.** The conceptual design should indicate the location of stairs in relation to the access road, hydrants – existing and proposed, sprinkler riser room, fire pump room, and access roads – existing or proposed. The following conditions are to be considered in zero lot line designs.
7. **REQUIRED ACCESS.** The Orlando Fire Department requires access to two sides of a building or structure.
8. **HAZARD DETERMINATION.** The location of a hazard natural or manmade cannot be predetermined. As such designs incorporating predetermined locations for staging by OFD apparatus are not applicable for review of fire department access.
9. **FIRE PROTECTION FEATURES.** When zero lot line site conditions result in a design that does not meet the mandatory requirement for fire department access to the rear or sides of a structure (NFPA 1.18.2.3). The AHJ is authorized to require additional fire protection features to offset the access constraints, increased hazard, and or delays created by an access road design.
10. **FIRE DEPARTMENT ACCESS, A MANDATORY REQUIREMENT.** Approved fire department access roads shall be provided for every facility, building, or portion of a building constructed or relocated. NFPA 1.18.2.3. Fire department access roads shall consist of roadways, fire lanes, parking lot lanes, or a combination thereof.
 - **SURFACE AND DIMENSIONS:** All fire department access roadways shall meet the roadway design specifications of Policy on Geometric design of highways and Streets, American Association of State Highway and Transportation Officials and ESM Chap.6 for (Pavement, asphalt, concrete, brick and surfaces)
 - The access road shall have an all-weather driving surface, capable of supporting the load of fire apparatus, an unobstructed width of not less than 20 ft. and a minimum vertical clearance of at least 13 ft. 6 in. NFPA 1.18.2.3. The minimum required widths and clearances shall be maintained at all times.
 - The minimum required width of a fire department access road shall not be obstructed by parking spaces or reduced in any other manner.
 - Entrances to fire department access roads that have been closed with gates and barriers shall not be obstructed by parked vehicles.
 - **URNS.** Turns in fire lanes shall be constructed to provide sufficient width to accommodate the largest piece of fire apparatus available to be operated on the fire access road.
 - **ACCESS TO BUILDINGS.** The access road itself must extend 50 ft. from an exterior doorway that allow access to the building's interior via a common hall or common lobby area, or the largest tenant area if the building does not have a common interior area. NFPA 1.18.2.3.
11. **MANUAL SUPPRESSION.** Use of not more than 150 ft. pre-connected hose from a fire department apparatus parked on an access road as measured by an approved route around the first story of the exterior of the building or facility. The distance can be increased to 450ft. if the building is protected by an automatic sprinkler system. See NFPA 1.18.2.3.
12. **STAGING UNDER STRUCTURES.** The Orlando Fire Department does not conduct manual staging operations under a structure or support designs indicating primary access through a parking garage.
13. **ACCESS TO FIRE COMMAND CENTER AND FIRE PUMP ROOMS.** The location of a Fire Command Center and Fire Pump Room shall be approved by the Orlando Fire Department. NFPA 1.11.9; NFPA 20.4.13.1.1.4, 2016 edition. As such, these important building services be directly accessible from a fire department access road located adjacent to the building of service.
14. **AREAS SUBJECT TO OBSTRUCTION.** Use of areas subject to obstruction by vehicles such as loading docks and parking garages are prohibited. Acceptable turnarounds can include T-turn, Y-turn or cul-de-sac (designs and dimensions are subject to the approval of Orlando Fire Department). See Exhibits in NFPA Fire Code handbook.
15. **APPROVED TURNAROUND:** An approved turnaround shall be provided for fire apparatus where an access road is a dead end in excess of 150 ft. The turnabout shall be the minimum 20ft. width of the fire department access road and sized for the dimensions and maneuvering space of the largest OFD apparatus (60 ft. length / 20 ft. width).

Conditions of Approval

Fire (cont.)

16. *APPARATUS DIMENSIONS.* The dimensions for calculation of auto-turn analysis shall include the following for the Orlando Fire Department apparatus. Width 10' Feet, Truck body length 52' feet 22" Inches, Weight 75,000 pounds, Maneuvering radius shall be 50 ft. exterior and not less than 25ft. interior. The interior radius dimension shall be increased when the roadway design submitted is not adequate to accommodate fire apparatus.
17. *ENGINEERED STABILIZATION.* Fiber products installation for soil and turf reinforcement will be conditionally approved by the AHJ. A statement indicating that current and future owners of this property will maintain the integrity and stability of this treated soil or turf for the use of City of Orlando Fire Truck Apparatus must be recorded with the property's deed. Also, the soil or turf access treated with this product will be made available to City of Orlando Fire Department Vehicles at any and all times for testing purposes.
18. *POINT LOAD CALCULATION.* The ground contact area for each stabilizer shall be such that a unit pressure of not greater than 75 psi (500 kPa) will be exerted over the ground contact area when the apparatus is loaded to its maximum in-service weight and the aerial device is carrying its rated capacity in every position permitted by the manufacturer. NFPA 1901.19.21.4.2
19. *WATER SUPPLY:* All site plans shall indicate the location of fire hydrants. All portions of an unsprinklered building must be within 300 ft. distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft. distance of a fire hydrant. Residential properties are required to indicate a hydrant within 500 ft. of the residence and street width for the fire department access. City Code Chapter 24.30; NFPA 1.18.3
20. *NEEDED FIRE FLOW:* The required fire flow for commercial structures shall be determined as specified in the standard: Determination of Required Fire Flow as published by the Insurance Services Office (ISO). The fire flow for a building when sprinkler protected in accordance with NFPA 13 will be calculated at 50% of a non-sprinkler protected building, but shall not be less than 1000 gpm. Calculations and a water supply analysis shall be provided to demonstrate delivering of fire flow.

Contact Information

City Planning

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

Urban Design

For questions regarding Urban Design Review, please contact Doug Metzger at 407.246.3414 or douglas.metzger@orlando.gov.

Transportation

For questions regarding Transportation Planning plan review, please contact Jacques Coulon at 407.246.2293 or jacques.coulon@orlando.gov.

Engineering/Zoning

For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@orlando.gov.

Police

For questions regarding Orlando Police Department plan reviews or to obtain a copy of the brochure, contact Terrence Miller at 407.246.3759 or terrence.miller@orlando.gov.

Water Reclamation

For questions regarding Water Reclamation plans review, please contact Julio Morais at 407.246.3724 or julio.morais@orlando.gov or David Breitrick at 407.246.3525 or david.breitrick@orlando.gov.

Fire

For questions regarding Fire plans review, please contact Charles Howard at 407.246.2143 or charles.howard@orlando.gov.

Review/Approval Process—Next Steps

- 1.SETDRC minutes scheduled for review and approval by City Council.
- 2.Final Site Plan Determination
- 3.Appearance Review for Building Elevations & Landscape Plan.
- 4.Building permits.