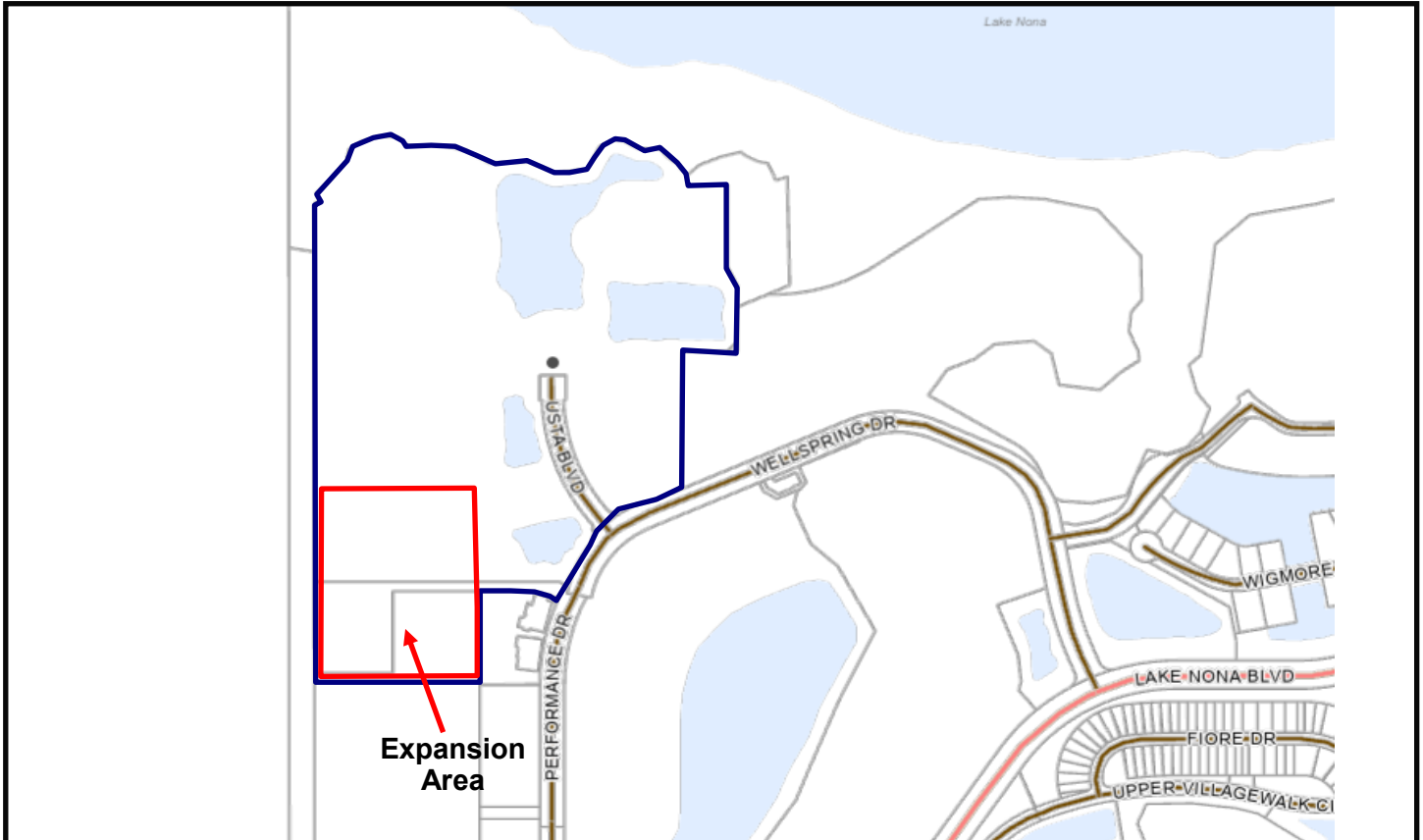


USTA CAMPUS EXPANSION



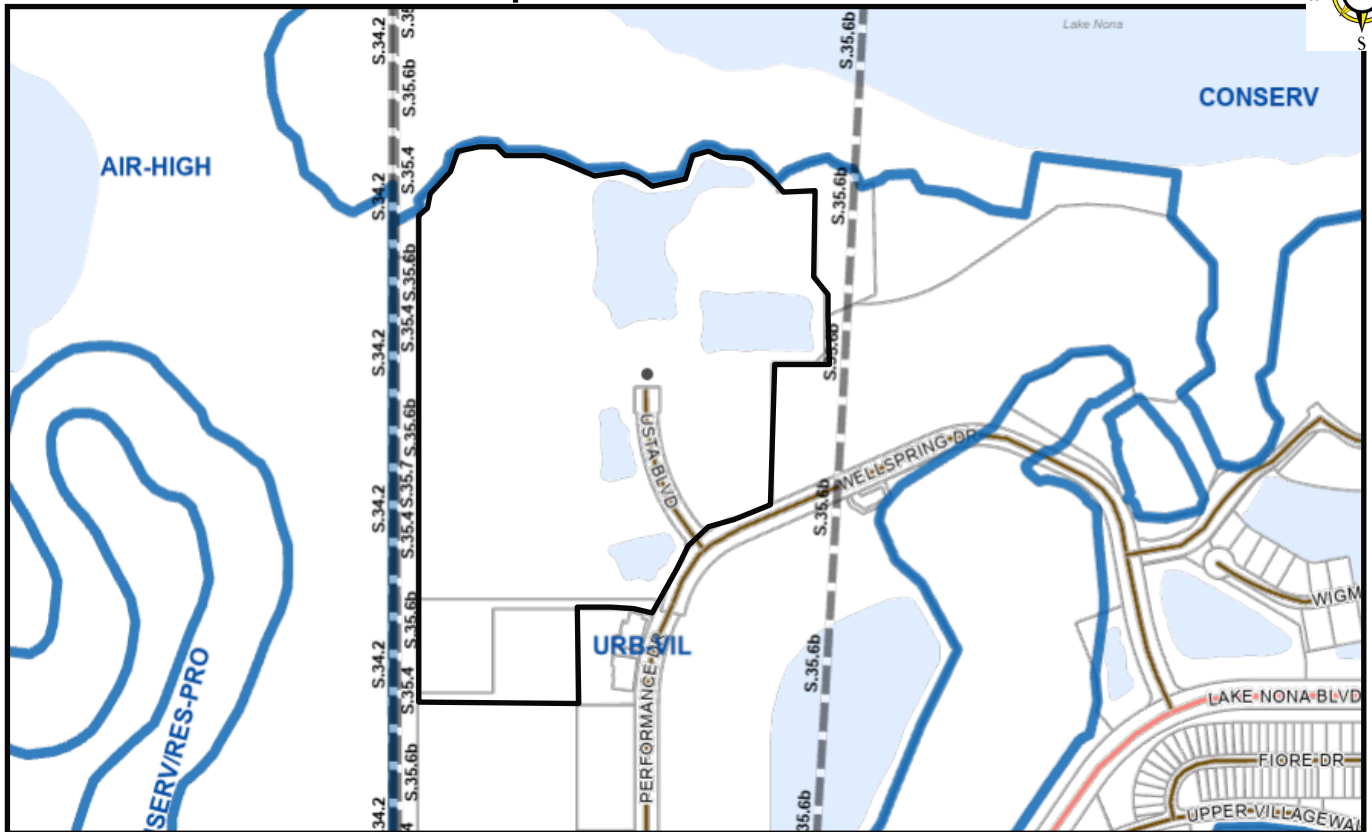
Location Map

 Subject Site –Campuswide

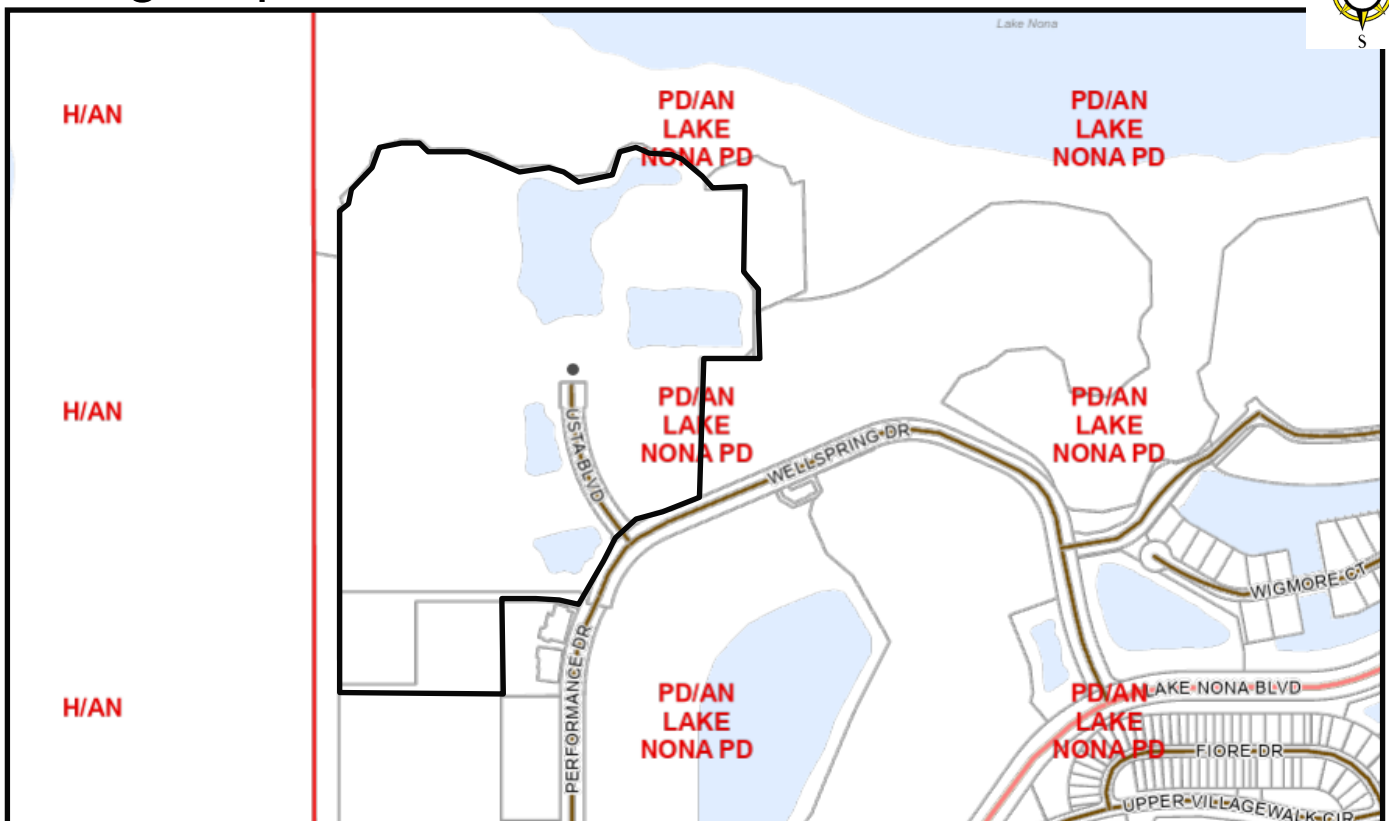
SUMMARY

<p>Owner Rob Holmes Lake Nona Land Company, LLC</p> <p>Applicant Nathan Butler HKS</p> <p>Project Planner Colandra Jones, AICP</p> <p>Updated: January 2, 2026</p>	<p>Property Location: The subject property is located west of Performance Drive and USTA Boulevard, and south of Lake Nona Boulevard, and addressed as 10000 USTA Boulevard (PID: 14-24-30-4964-01-000; 14-24-30-4965-04-001 & a portion of 14-24-30-4965-04-000) (±8.96 acres, District 1).</p> <p>Applicant's Request:</p> <ol style="list-style-type: none"> Specific Parcel Master Plan (SPMP) amendment for USTA Campus expansion reconfiguring the southern portion of the campus by removing 6 hard surface courts, adding an 80,000 square foot indoor tennis facility, 8 new hard surface courts, with surface and grass overflow parking spaces. 	<ol style="list-style-type: none"> Major Plat to reconfigure portions of the expansion area. <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 west of Performance Drive and USTA Boulevard, and south of Lake Nona Boulevard. The area is approximately ±8.96 acres in size, and of that ±6.17 acres to the south is being added to the USTA Campus. 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 9C and a portion of 9A) and is designated as “Airport Support District—High Intensity” on the Lake Nona PD Development Plan.

The entire USTA (United States Tennis Association) Campus is currently approximately ±65 acres with 102 tennis courts, player development training facilities, administration and office buildings with concession and restroom pavilions. The proposed SPMP amendment will add property, approximately 6.17 acres, to the campus on the southern end. The proposed SPMP request is to reconfigure the southern portion of the campus by removing 6 hard surface courts, add an indoor tennis facility, construct 8 new hard surface courts south of the new indoor facility, extend the service driveway to the south, and add surface parking and grass overflow parking spaces for major events.

Previous Actions

- October 9, 2014—Southeast Town Design Review Committee (SETDRC) recommended approval for a tennis facility which includes 102 tennis courts, office uses, player development and collegiate facilities, and player lodging on ±65 acres. Major Plat for new tennis facility for ±104.8 acres (Case #MPL2014-00032 & SUB2014-00049).

Major Subdivision

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

The area of the plat includes the expansion area that is approximately 6.17 acres located to the south of the USTA campus (See Page 10 of staff report). This area includes the access road into the campus. Within the lot, there will be a service drive that will encompass the proposed overflow parking area.

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 developed with the USTA tennis campus facilities. The Urban Village future land use designation surrounds the subject property on the east and south, the Conservation future land use designation to the north, and the Airport Support District—High Intensity and Conservation future land use designations to the west. Existing uses include vacant land and USTA Headquarters office to the south, east and west which is part of the Orlando International Airport (OIA), and Lake Nona to the north. Further to the east is conservation and Lake Nona Parcel 10 residential development and Villagewalk residential neighborhood. The proposed tennis facility expansion would be compatible with the surrounding uses.

	Future Land Use	Zoning	Surrounding Use
North	Conservation	PD/AN	Lake Nona
East	Urban Village & Conservation	PD/AN	Vacant Land, Wetland, Lake Nona Parcel 10 Residential & Villagewalk Residential
South	Urban Village	PD/AN	Vacant Land & USTA Headquarters Office
West	Airport Support District—High Intensity & Conservation/Resource Protection	H/AN	OIA Vacant Land & Wetland

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 LU.2.4.4 (Urban Village policy), Subarea Policies LU.S.35.3 and LU.S.35.4 (regarding being a property in the Southeast Orlando Sector Plan), along with Goal 4 and its associated goals, objectives and policies. Future Land Use Element Policy LU.4.1.9 outlines standards for various land uses found in the Southeast Sector Plan. Even though recreational tennis uses are not stated to be an allowable use per the Airport Support District—High Intensity land use in the Future Land Use Element, when the USTA site was approved, it was allowed by the Lake Nona Development of Regional Impact (DRI) and then later incorporated in the Lake Nona PD when the DRI was rescinded in 2021.

Master Plan Analysis

Conformance with the Lake Nona PD

According to Section 5.1.6 of the Lake Nona PD, “Golf and tennis recreational and teaching facilities shall be permitted in all land use categories and are subject to review by the City at the time of SPMP and preliminary plat submittal for the applicable parcel to ensure compatibility with surrounding existing and/or proposed developments.” Therefore, the proposed tennis complex expansion is allowed on the Airport Support District—High Intensity site.

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 are required to implement conventional LDC Standards. The I-P zoning district standards shall apply for office uses. All other uses, except industrial uses, will utilize the AC-2 zoning district standards.

Intensity

According to LDC Figure 68-D, there is no minimum intensity and the maximum intensity is 1.5 FAR for the Airport Support District—High Intensity. The previously approved SPMP for USTA Campus had 123,700 square feet of buildings on 65 acres which had a FAR of 0.04. When the acreage (6.17) and new indoor tennis facility are added, (80,000 square feet) it will bring the FAR for the campus to 0.07.

Building Height

In the Southeast Sector Plan, height is limited by the number of stories, not the overall building 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 9A and 9C allows for a height limit of 2-stories. The applicant is proposing the new indoor tennis facility to be two (2) stories, which meets the building height requirement.

Impervious Surface Ratio (ISR)

The maximum ISR permitted in the Airport Support District—High Intensity is 0.90 (AC-2 standards for uses other than industrial and office). According to the applicant, the USTA site is being designed with a master stormwater system and will not exceed the maximum allowed ISR of 0.90.

Table 2—Development Standards*

Acreage	Use	Sq. Ft.	FAR		Building Height		ISR	
			Minimum / Maximum	Proposed	Minimum / Maximum	Proposed	Maximum	Proposed
71.17	Tennis Facility	203,700 sq. ft.	0 to 1.5 FAR	0.07 FAR	1 to 2 stories (Per PD)	2 stories	0.90	0.90

*Table 2 reflects the entire USTA campus development standards

Setbacks

The minimum setbacks for the Airport Support District—High Intensity for uses other than industrial and office (AC-2 zoning) are 0 feet for the front yard and street side yard, 0 or 3 feet for the side yard and 10 feet for rear yard setback. According to the site plan, the new indoor court building that are closest to the property lines exceed the minimum setback requirements. The new indoor courts is approximately 80 feet from the west property line and approximately 600 feet from the south property line, which meet the setback standards.

Landscaping

The applicant submitted a landscape plan as part of this request. 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. The final landscape plan, including final plant list, will be reviewed at the time of building permits.

Master Plan Analysis

Transportation

The applicant is currently proposing an expansion of the USTA National Campus. The expansion includes, but is not limited to, overflow parking spaces, additional pedestrian infrastructure, additional vehicular access points, additional indoor tennis facility, and associated infrastructure. The site is generally located along Performance Drive and has two main access points. Performance Drive transitions into Wellspring Drive, which connects to Lake Nona Boulevard. With the majority of the expansion concentrated in the SW section of the complex, the applicant is required, per the conditions in this staff report, to enhance safer pedestrian and ADA-accessible connections, as well as to provide adequate fire access.

Parking

In the previously approved SPMP for USTA, the plan proposed 650 parking spaces on the site in which there are 603 spaces currently built on the campus. For the purpose of calculating parking ratio, the analysis used the most intense use of the tennis stadium in the original proposal. Then, the Transportation Department calculated the other uses on the site minus the tennis stadium and it only required 348 minimum parking spaces and a maximum of 616 parking spaces.

Table 3 depicts the minimum and maximum parking ratio for the tennis stadium use, which will encompass all uses needed for the campus. According to the approved SPMP, the minimum spaces required for the tennis stadium were 642 and the maximum space required were 1,500. When there are no stadium events, there will be adequate parking for the least intense uses such as the administration office uses.

The SPMP amendment is adding 31 surface parking spaces and will have an overflow parking area on the south side of the site that will accommodate 288 grass parking spaces. The overflow parking will be used only for major tournament events. This will bring the total of all spaces on the campus to 922, which is under the maximum of 1,500 spaces.

Use	Rated Patron Capacity	Minimum Ratio	Minimum Spaces Required	Maximum Ratio	Maximum Spaces Permitted
Tennis Stadium	4,500 seats	1:7 RPC	642	1:3 RPC	1,500
Total Provided	922				

Additionally, the applicant is required to provide appropriate two-wheeled vehicle and bicycle parking spaces. Sites containing at least 50 parking spaces must provide a minimum of two (2) two-wheeled motor vehicle parking spaces. This project would require two (2) long-term bicycle parking spaces and eleven (11) short-term bicycle parking spaces.

Bicycle Parking (56,900 sq. ft.)	Long-term 1:25,000 sq. ft. = 2 spaces	Short-term 4 spaces plus 1:10,000 sq. ft. = 11 spaces
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Service Driveway

The site plan depicts removing the existing east-west service drive and extending it further south, around the new overflow parking lot and connecting it to the north-south driveway.

Traffic Impact Analysis

Traffic impacts were analyzed under MPL2014-00032, at which time all requirements were incorporated. No additional requirements are mandatory at this time.

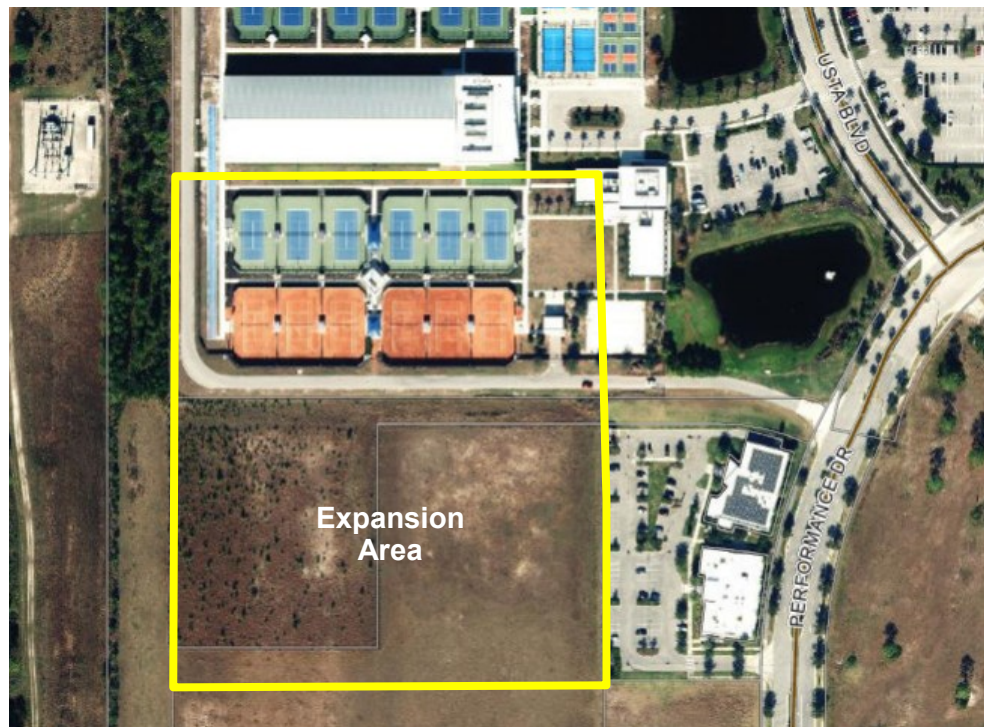
Fire Lane

South of the proposed new indoor courts, the site plan depicts a fire lane. Transportation and Fire had concerns that the fire lane dead-end on the east side with no turn-around for the fire trucks. After review with the Fire reviewer, the applicant proposes to extend the fire lane to connect with the existing service drive to remedy this concern. The proposed connection and addition of a new fire hydrant on the west side of the site near the new overflow parking is depicted on page 10 of this staff report. The dimensioned site plan would need to be revised to reflect these changes.

Aerial Photo—2025

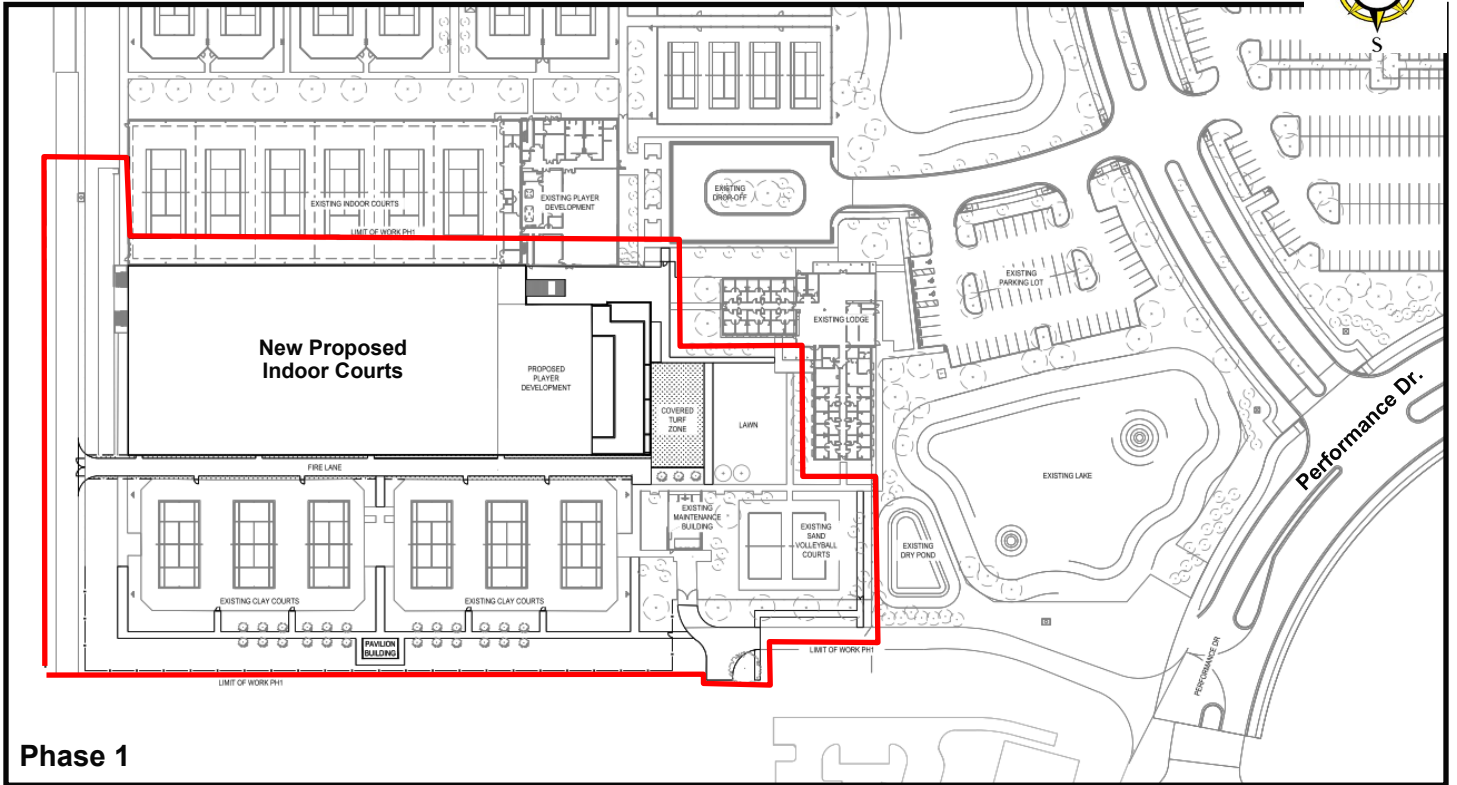
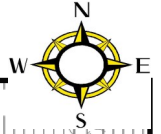


Expansion Area



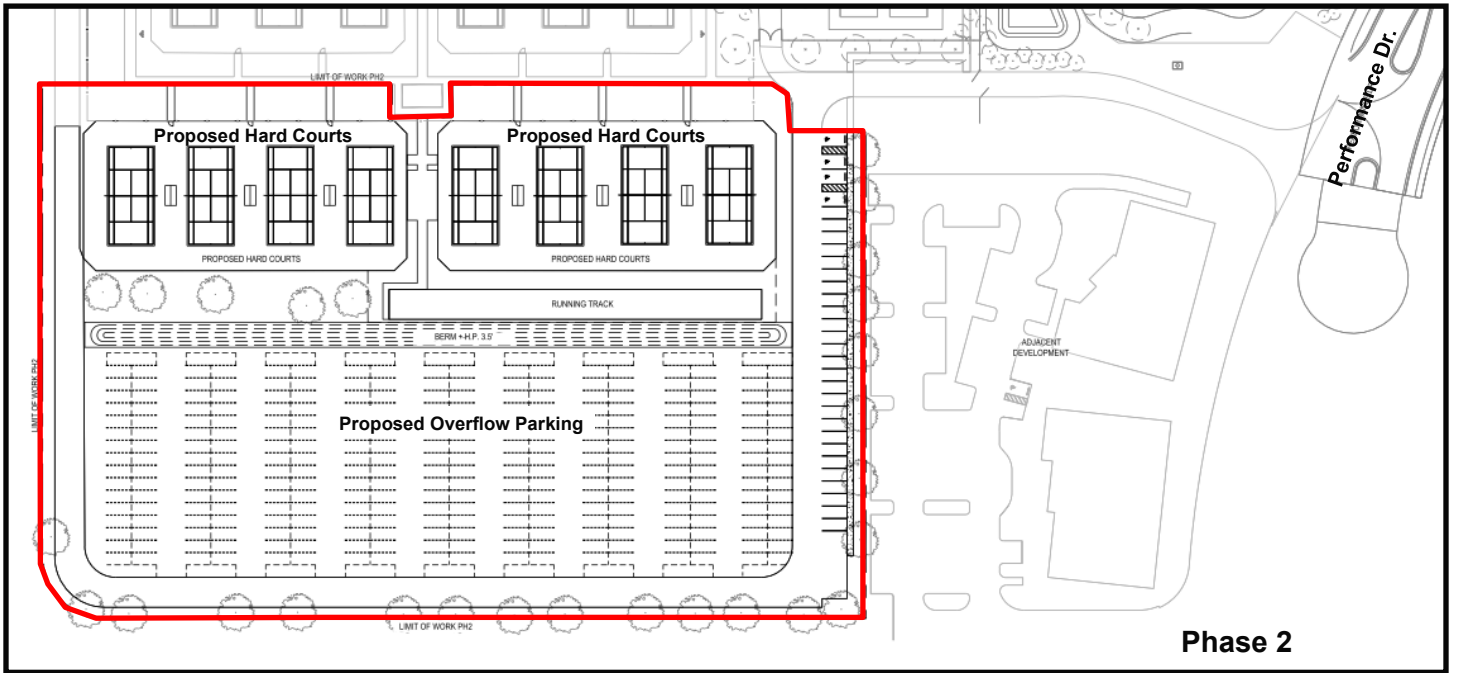
Expansion Area

Site Plan with Proposed Indoor Tennis Courts



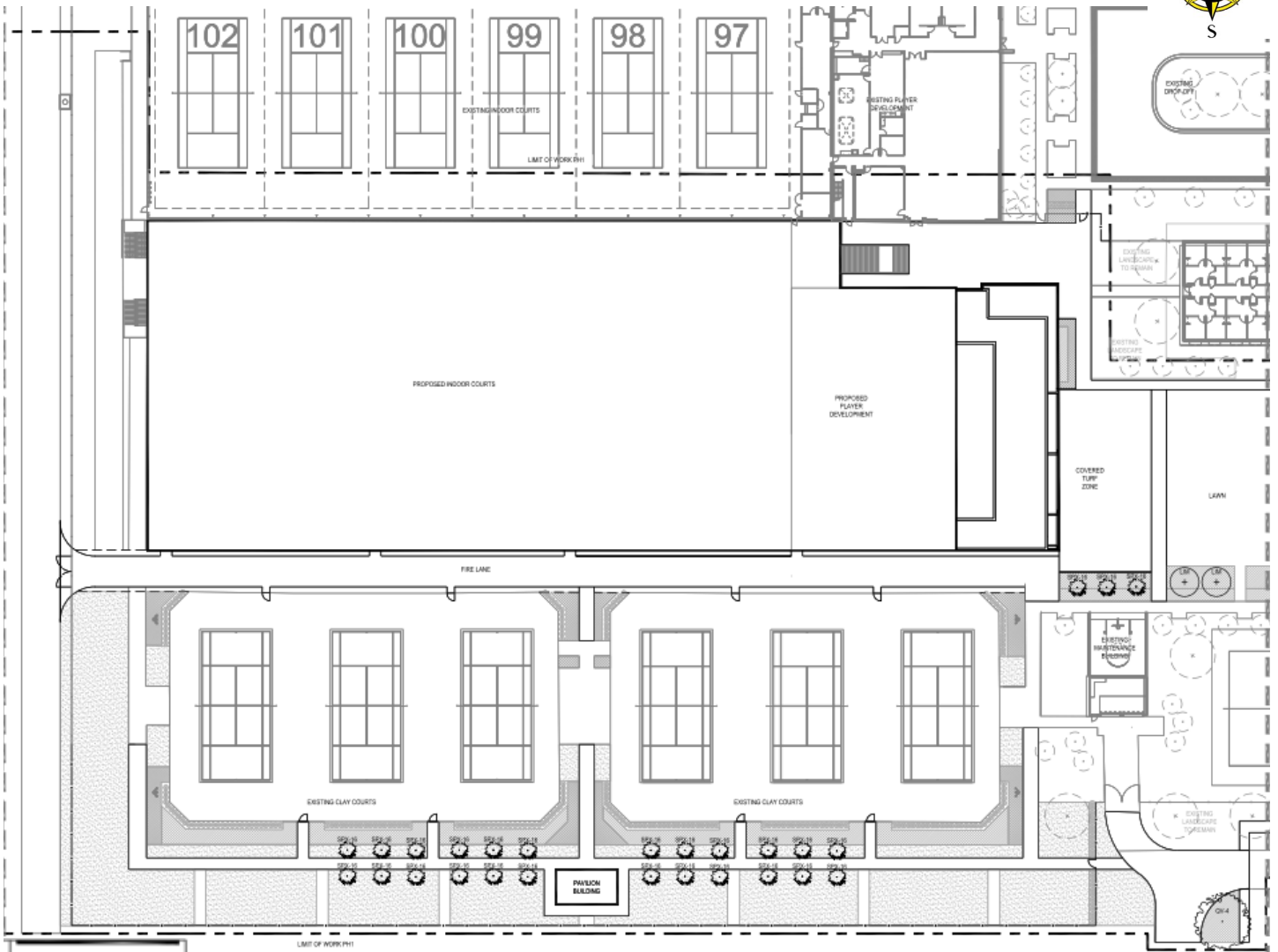
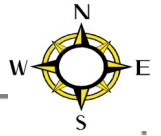
Phase 1

Site Plan with Relocated Hard Tennis Courts & Parking



Phase 2

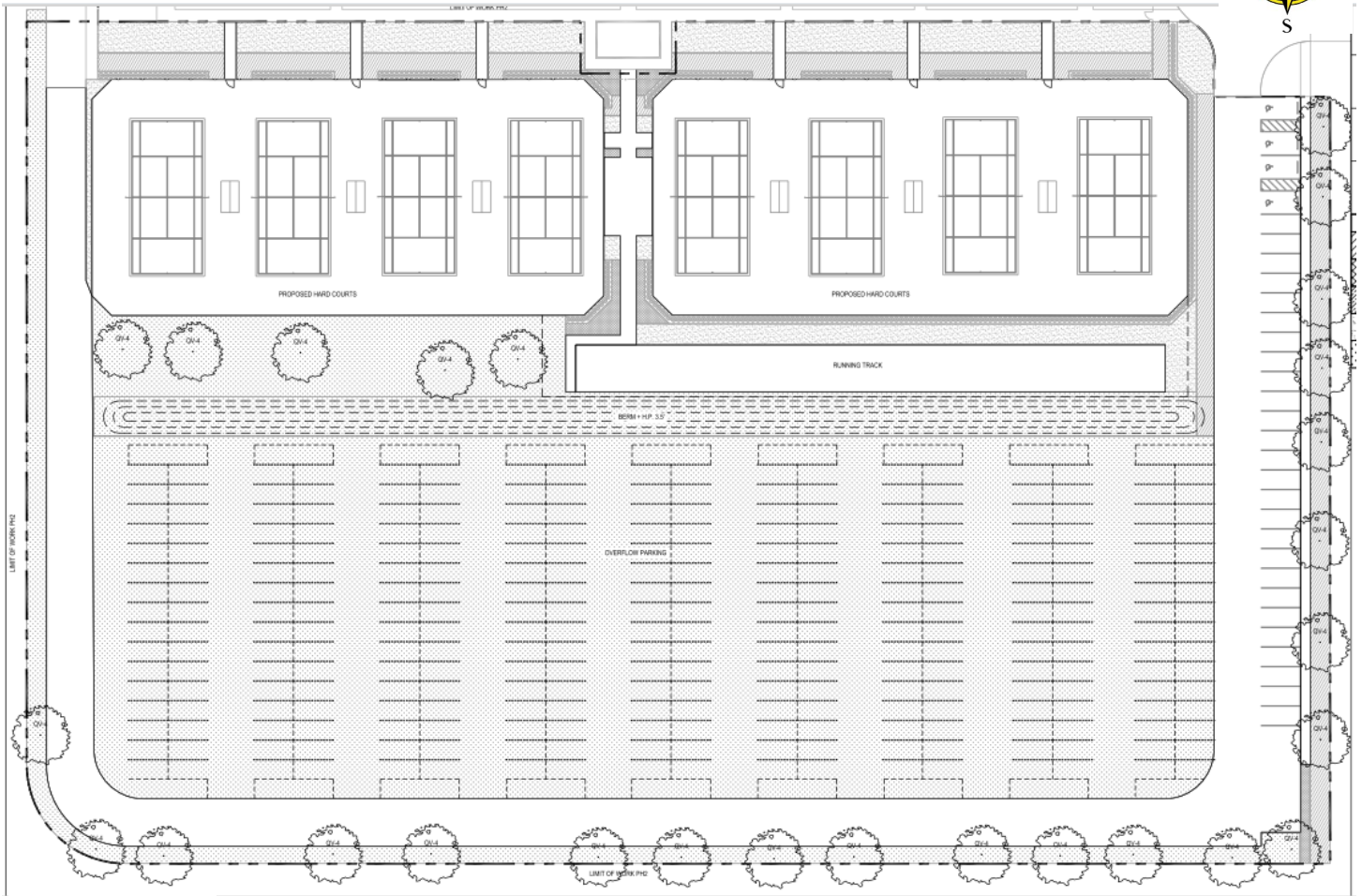
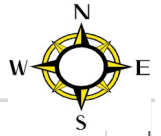
Landscape Plan for Phase 1



LEGEND

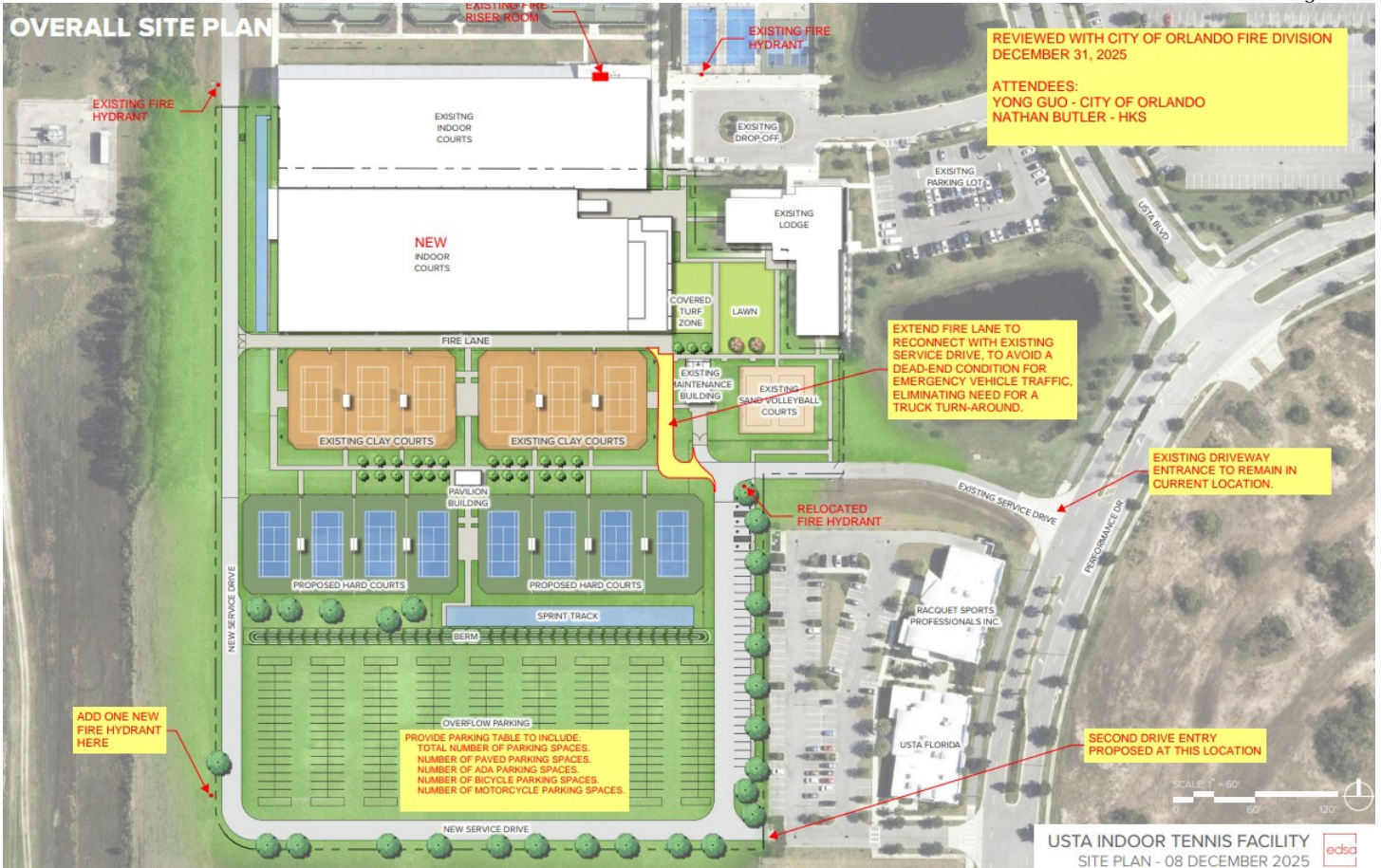
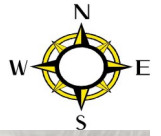
TREES / PALMS	
	CANOPY / OAK TREE
	ACCENT / FLOWERING TREES
	SMALL PALMS
	EXISTING TREES TO REMAIN
SHRUBS / GROUNDCOVERS	
	SHRUBS
	GROUNDCOVER
	ORNAMENTAL GRASSES
	SOD (SOD)

Landscape Plan for Phase 2

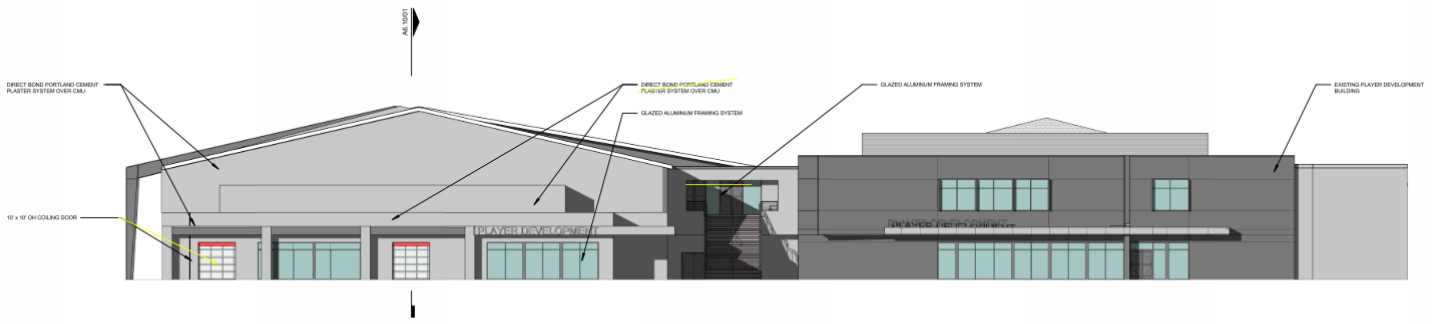


LEGEND	
TREES / PALMS	
	CANOPY / OAK TREE
	ACCENT / FLOWERING TREES
	SMALL PALMS
	EXISTING TREES TO REMAIN
SHRUBS / GROUNDCOVERS	
	SHRUBS
	GROUNDCOVER
	ORNAMENTAL GRASSES
	SOD (KDC)
	SOD (PNA)

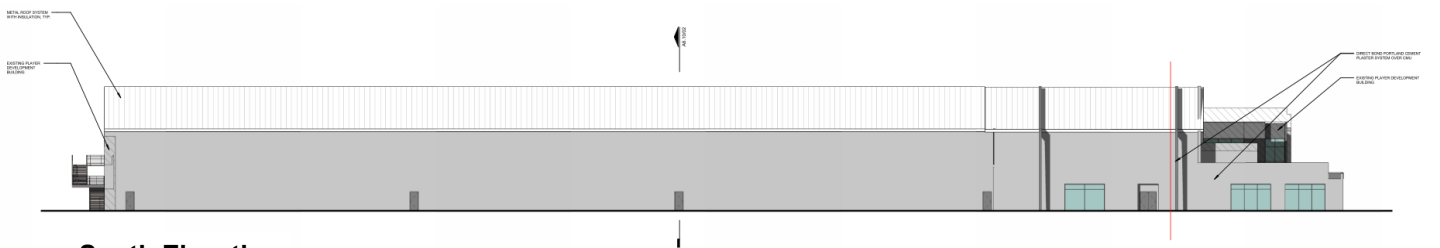
Site Plan with Fire Components



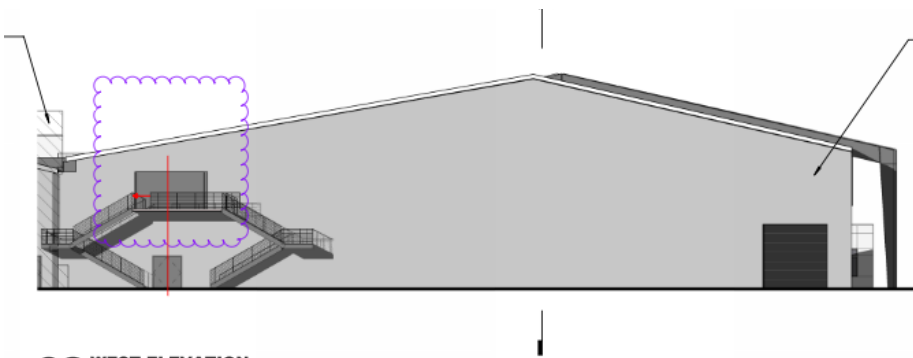
Architectural Elevations for Indoor Courts



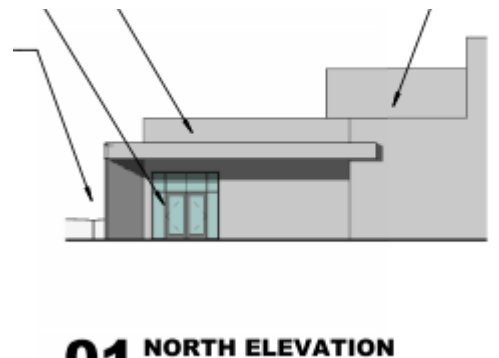
05 OVERALL EAST ELEVATION
1/16" = 1'-0"



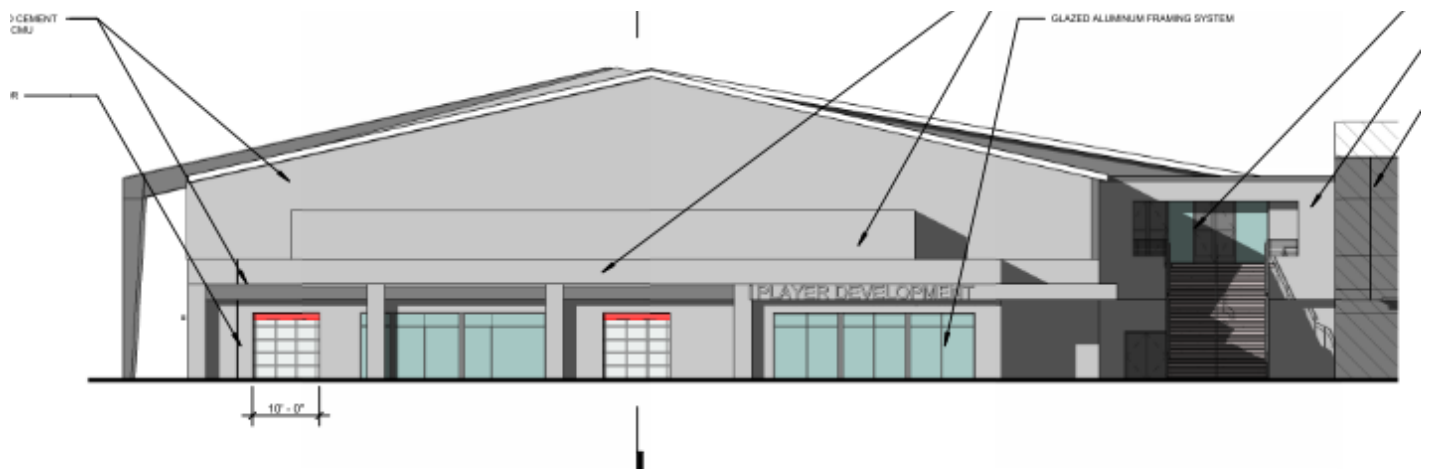
04 South Elevation



03 WEST ELEVATION
1/16" = 1'-0"

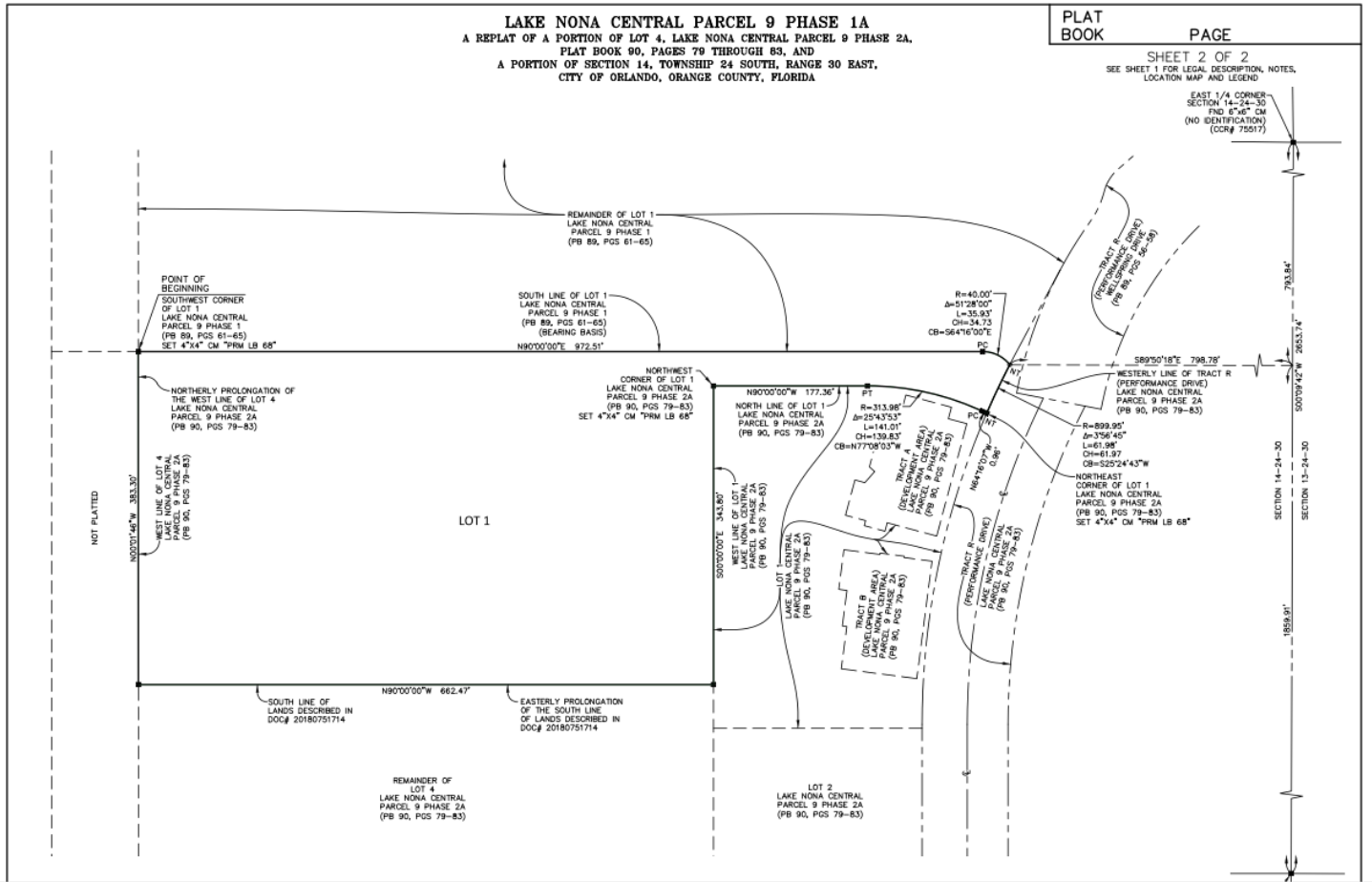


01 NORTH ELEVATION
1/16" = 1'-0"



02 EAST ELEVATION - PD
1/16" = 1'-0"

Subdivision Plat



Subdivision Plat Area Aerial



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 LU.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 Subdivision Plat 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. *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.

6. *SIGNAGE*

All signage shall be consistent with Chapter 64 of the LDC and Lake Nona PD and Lake Nona Master Sign Plan.

7. *RECORDING OF THE FINAL PLAT*

The final major plat shall be reviewed by City Planning to determine if all conditions are met prior to the recording of the plat.

Conditions of Approval

Urban Design (cont.)

1. An Appearance Review will occur at the time of permitting. If significant changes occur in the design of the building, an Appearance Review Letter of Determination is required.
2. All facades shall be finished with the same materials and architectural details. Side and rear building facades that are visible from a public street shall contain architectural detail comparable in appearance and complexity to the front of the building.
3. The bases of buildings should be designed with durable materials to provide a quality pedestrian experience such as stone, brick, tile, or concrete. Different colored Stucco/EIFS is not an acceptable base material.
4. At the time of Permitting, the elevations will need to have material callouts to distinguish what materials are being used.
5. Every main entrance/breezeway of the building's facade that have entrances are required to have a special emphasis appropriate to the architectural style of the building.
6. Substantial sheltering element such as a porch, awning, arcade, or portico as well as canopies and differentiation in materials should be used to clearly articulate and highlight these entrances. This will need to be shown on the elevations at the time of Permitting.
7. A minimum 15% transparency is required on all facades facing a public street, private street, or courtyard, on each story below the roofline. A minimum 10% transparency is required on all interior side facades on each story below the roof line. From the provide elevations, this requirement is being met. At the time of Appearance Review and building permits, this must remain consistent.
8. At the time of Permitting, a landscape plan must be provided that achieves the Minimum Required Landscape Score (MRLS) for the proposed type and intensity of development. The project must meet the requirements of the Land Development Code Chapters 60 and 61. A spreadsheet showing compliance with the Minimum Required Landscape Score must be included with the plans when submitted for building permits. A digital spreadsheet form is available at <https://www.orlando.gov/Building-Development/Planning-Approvals/Landscape-Code#section-3>
9. Irrigation systems must be designed and maintained with industry standard water efficiency measures or equipment such as 1) a weather-based evapotranspiration controller. 2) zoned soil moisture sensors, or 3) a low volume system using drip emitters for shrubs and groundcover and flood bubblers for trees impact sprinklers are prohibited.
10. Any fencing on the site shall be an open, CPTED approved fence, such as aluminum or wrought iron picket fencing.
11. If any trees are proposed to be removed, an approved Tree Removal Permit is required. Please reach out to trees@orlando.gov for an application.
12. Service areas and dumpster enclosures must incorporate architectural materials and design details similar to the principal buildings. Service areas must have gates or screens that shield the areas from view when not in use. Design of gates shall be solid and have architectural interest to complement the building. Landscaping on three sides will also need to be included to beautify the dumpster enclosure.
13. All roof mounted A/C units, generators, and mechanical equipment shall be screened by a parapet or other architectural screen, such as louvers, to not be visible from the public right-of-way and shall comply with Orlando City Code. All parapets must have a 3D appearance, with 5-ft typically added so the parapet looks less 2-dimensional.
14. All at grade mechanical equipment must also meet applicable LDC screening requirements. All equipment must be screened from the street and public pathways by low walls, hedges, or other decorative fences and may not exceed 4 feet above grade.
15. All at-grade junction, valve and control boxes in the streetscape zone shall be traffic bearing grade boxes and lids.
16. 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.
17. Backflow preventer[s] must be located to not be directly visible from the right-of-way or should be screened from view where necessary. Per the Utility Plan, the backflow is at a prominent location. Please consider moving the backflow preventer to a less prominent location to reduce the visual impact to guests of the facility. Must meet screening requirements including landscaping of evergreen hedging at least 36 inches at the time of installation on three sides of the preventor.
18. All utilities, including light poles, must be kept out of the pedestrian path.
19. Parking lot lighting must not conflict with required landscaping, including required trees in parking lot islands.
20. All crosswalks at driveways and curb cuts must be designed with textured or colored concrete or similar material to clearly define the pedestrian zone, as required by LDC Section 61.314(e). Thermoplastic paint may be incorporated but cannot meet this condition alone. At the time of Permitting, the utility and site plan must callout that the crosswalks will meet this requirement.

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. Construction: For any construction work planned or required within a public right-of-way or an adjacent City easement (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.): The City requires that all projects receive authorization to close streets, lanes, public alleys or sidewalks in order to maintain public and worker safety. For any non-emergency project (whether permitted or not), the closure request must be submitted to City of Orlando Transportation Engineering via the following website link: <https://www.orlando.gov/Parking-Transportation/Request-a-Road-Lane-or-Sidewalk-Closure>. Advance notice for closures should include all phases of the work.
 - b. Construction staging/parking plans: On-street parking is for the public and shall not be used for contractor or sub-contractor parking, construction staging, truck staging, storing of materials, etc. Contractor must identify contractor or sub-contractor parking, construction staging, truck staging, storing of materials locations in the Temporary Traffic Control Plan (TTCP).
 - c. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details).
 - d. A copy of all required County and State permits (If permits are pending, attach a copy of the application).
3. Site Plan & Access
 - a. At the time of permitting, the applicant shall revise the site plan and overall application package to ensure consistency across all pages. Revisions shall include, but are not limited to, the parking table as required by Condition 4.5, revised dimensions for site plan elements, and the additional access proposed for the grass overflow parking area.
 - b. At the time of permitting, the applicant shall add a legend or otherwise identify on the overall site plan the typical cross-sections shown on Sheets C-5.00 and C-10.00.
 - c. At the time of permitting, the applicant shall clarify the scope limits of the proposed development program, as there are multiple inconsistencies throughout the planning application package.
 - d. At the time of permitting, the applicant shall include ADA-compliant sidewalk curb ramps on both sides of the newly proposed four-leg intersection. One ramp shall accommodate the ADA-accessible route running north-south, and the second shall accommodate the route running east-west. Appropriate pavement markings shall also be included as part of the pavement marking and signage plan.
 - e. At the time of permitting, the applicant shall provide dimensions for the newly proposed extension of the fire lane located south of the new indoor courts building. In addition, the applicant shall clearly indicate the elevations for the sidewalk connection. If gate access is proposed, the applicant must coordinate with the Fire Department to identify and approve the access mechanism.
 - f. At the time of permitting, the applicant shall revise the site plan to clearly identify the location of the existing maintenance building, currently shown on Sheet L0-0-.03, and clarify how it relates to the location of the existing basketball court currently shown on Sheet C-1.00.

Conditions of Approval

Transportation (cont.)

4. Parking Areas

- a. Parking must be provided with Ch. 61 and Ch. 68 of the Land Development Code (LDC) and the Engineering Standards Manual (ESM).
- b. A minimum of 642 parking spaces is required. The proposed development program allows a maximum of 1,500 parking spaces. With the proposed development, the applicant proposes 922 parking spaces, which complies with the threshold established by LDC Chapter 61.
- c. Electric vehicle parking. EV Capable and EVSE installed parking are strongly encouraged. If provided, EV parking must meet the requirements of City Code Ch. 61, Part 3G.
- d. At least two 2-wheel vehicle (motorcycle) parking spaces, per phase, must be provided in accordance with LDC Sec. 61.322 (d).
- e. At the time of permitting, the applicant shall revise the application package to include a parking table detailing each type of parking, including, but not limited to, paved, grass, ADA-accessible, two-wheeled, and standard spaces.
- f. At the time of permitting, the applicant shall revise the paved parking spaces proposed as part of this SPMP. Typical parking spaces that use a pedestrian walkway as an overhang shall either widen the pedestrian walkway to seven (7) feet, as required by Condition 6.1, or provide concrete wheel stops.
- g. To promote safe operational movement within the overflow parking area, the applicant shall specify how the area will be managed. If the area will be served-parked and will utilize standard grass parking markings, the applicant shall comply with the Land Development Code with respect to drive aisles and parking dimensions.
- h. At the time of permitting, the applicant shall revise the overall site plan sheets to eliminate any proposed grass parking in the southeast (SE) corner, as this area will contain a T-intersection and the placement of an R-1 traffic control device.

5. Bicycle Parking

- a. Bicycle parking must be provided in accordance with the standards of Chapter 61, Part 3D of the Orlando Land Development Code and must be available prior to the issuance of any Certificate of Occupancy for the associated use. The locations and number of spaces per category must be shown on plans submitted to Permitting Services.
- b. For this development, the applicant is required to provide two (2) long-term and 11 short-term bicycle parking spaces. At the time of permitting, the applicant must provide the final count of spaces at each designated bicycle parking location. Although these numbers are in compliance with the Land Development Code, the applicant is strongly encouraged to provide a greater number of bicycle parking spaces, particularly long-term bicycle parking, and to distribute them throughout both the west side and the newly expanded areas of the complex.
 - i. 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.
 - ii. 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.

6. Pedestrian Walkways

- a. On-site walkways must be a minimum of 5' wide, a minimum of 6' wide when adjacent to drive aisles or parallel parking, and a minimum of 7' wide when adjacent to parking stalls unless wheel stops are used.
- b. Where sidewalks or internal walkways cross vehicular access drives, the owner/applicant shall install a special pedestrian treatment that demarcates the continuation of the pedestrian zone across the driveway through the use of colored/stamped concrete.
- c. At the time of permitting, the applicant shall revise the overall site plan to include the widths of all pedestrian walkways within the proposed development program expansion. This shall include, but is not limited to, the walkway connecting the proposed cushioned acrylic courts to the proposed concrete sprint track.

7. Pavement Marking & Signage Plan

- a. In accordance with the MUTCD, the Florida Department of Transportation Guidelines, the City of Orlando Land Development Code, and the Engineering Standard Manual, provide a full PMSP at the time of permitting. This should include, but is not limited to, traffic control devices, crosswalks, and directional pavement signage in the parking lot areas.
- b. At the time of permitting, the applicant shall provide appropriate traffic control devices at all required intersections, including the newly proposed four-leg private intersection.

Conditions of Approval

Transportation (cont.)

8. Auto Turn

At the time of permitting, the applicant must provide an Auto turn analysis using the largest anticipated design vehicle to demonstrate adequate maneuverability within the complex. This includes, but it is not limited to, FIRE and Solid Waste collection routes.
9. Solid Waste

Dumpster location, pads, and access drives shall meet the most current edition of the City LDC and the Engineering Standards Manual, Section 3.18. All dumpster pad locations and enclosures shall be approved and accepted by the Solid Waste Management Collection Services prior to acceptance by Inspection Services.
10. Administrative
 - a. As part of the expansion development, the applicant is required to replat the property. At a minimum, transportation-related items to be addressed through the replat shall include the combination of adjacent parcels where overflow parking and associated infrastructure are proposed, as well as the establishment of legal cross-access through an adjacent parcel connection.
 - b. At the time of permitting, the applicant shall ensure that the scope of work shown on the cover sheet of the plans (currently Sheet C-0.00) accurately reflects the full extent of the areas where enhancements and new construction are proposed on the property.
 - c. At the time of permitting, the applicant shall revise Sheet C-0.01 (General Notes) to clarify under the "Work within the City Right-of-Way," Line 2, that such work must also be approved through the appropriate SPMP or PD-amendment, as applicable. In addition, the applicant shall add a note stating that no work will be performed within the right-of-way (ROW) without obtaining the required permits from the City of Orlando or the appropriate governing agency.
 - d. If, at the time of permitting, the applicant significantly alters the site plan, a Planning Official Determination or other planning mechanism selected by the Planning Division will be required to analyze the conditions of the proposed site plan at that time. The significance of the changes in determining the appropriate approval process will be specified by both the Planning and Transportation Planning Divisions if applicable.
11. MPL2014-00032
 - a. Previous conditions of approval for the overall USTA complex remain applicable and are still required. This applies to all existing comments in the approved staff reports, including the extracted comments below:
 - i. The developer shall be responsible for the design and construction of the signalization of the eastern intersection of USTA Boulevard and Lake Nona Boulevard. The signal shall meet all standards of the City of Orlando including fiber optic connection to the adjacent signal network at the 2 intersections of Lake Nona Boulevard & SR 417 ramps and Lake Nona Boulevard and Narcoossee Road. The completed design of this signal shall be approved by the City prior to issuance of the Certificate of Occupancy for any buildings in Phase 1. Signal design shall be coordinated with the City of Orlando Transportation Systems Manager. A pre-design meeting shall be held as a required part of this coordination.
 - ii. The City may, at the sole discretion of the City Transportation Engineer, require the developer to perform a signalization warrant study after the USTA facility is operational. The study shall meet the requirement of Chapter 4 of the Manual on Uniform Traffic Control Devices and Chapters 2 and 3 of the FDOT Manual on Uniform Traffic Studies. If the traffic signal warrant study demonstrates that a traffic signal is warranted, the City can, at the sole discretion of the City Transportation Engineer, require the developer to construct the traffic signal. Additionally, this traffic signal may be justified by roadway geometric criteria and landscape features which are outside the industry standard warrants. If the City Transportation Engineer determines this to be the case, the developer shall construct the signal at that time. This traffic signal shall accommodate all three approaches to the intersection. If all of USTA Bv is not completed as a full 4 lane cross section prior to installation of the signal, 250 ft of the north approach shall be constructed as a 4 lane section to accommodate proper placement of signal equipment.

Conditions of Approval

Transportation (cont.)

SUB2025-10059 – USTA Expansion Final Plat

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.
2. Administrative
 - a. The applicant is required to submit a revised draft plat document in which the boundaries are clearly displayed in accordance with the site plan included in the planning application package. At a minimum, the applicant should incorporate the appropriate legal cross-access easements. This should include, but is not limited to: (a) The second southern access point, through the property located at 11965, should be identified as a cross-access; (b) Legal cross-access easements for utilities, fire services, and general maintenance to allow connection from the existing USTA parcel to the newly proposed Lot 1; and, (c) Legal cross-access easement between the northern lot and the newly proposed Lot 1, as there can be only one ROW access to Performance Drive.
 - b. At the time of the revised submission to Permitting, the applicant should also include the legal instrument for the cross-access easement across the property already platted at 11965 Performance Drive.
 - c. When submitting the revised plat, the applicant should clearly indicate to staff if there is any infrastructure between the two lots, the existing campus lot and the proposed new boundaries for Lot 1.
 - d. At the time of the permitting submission, the applicant should clarify Note #4 under General Notes on the Lake Nona Central Parcel 9, Phase 1A sheet, which references easements. The plat currently does not show any proposed or existing easements. The applicant must clarify whether any new easements are proposed or if any existing easements apply.

Informational Comments

Engineering/Zoning

1. 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.
2. This project may be subject to Inspection fees, under the building plans review submittal.
3. 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 spread sheet showing compliance with the Minimum Required Landscape Score must be included with the plans when submitted for permits.
4. Additional comments are possible upon submittal of building permits.

Public Works

The following will need to be addressed and met during the Engineering (ENG) permit review process.

1. Per Section 7.01 of the City's ESM, any proposed project to be built in the City of Orlando which alters the existing topographic characteristics will be required to provide stormwater treatment. Alterations of surface drainage (with the exception of resurfacing and landscaping elements only) is defined as: changing the flow patterns within the redevelopment area; changing the mode of transport from overland flow or open channel to a closed conduit, etc.; changing an impervious surface's character (from building to parking, wet bottom pond or a new building or vice versa); changing the character of a parking surface (from shell base to asphalt, etc.); or remodeling of an existing building which changes its footprint or number of floors. When applying for an Engineering Permit, please submit the Drainage Report, Geotech Report, Stormwater Tabulations, and all necessary docs needed in order to verify the City's and Water Management District standards are met.
2. Water quality recovery shall be recovered per the requirement of the Water Management District. Please provide model demonstrating the recovery analysis. A Water Management District water treatment permit may be required.
3. Provide a certification signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design which reads as follows: "I hereby certify that to the best of my knowledge and belief, the design of the Stormwater Management System for the project known as: (Project Name) meets all of the requirements and has been designed substantially in accordance with the City of Orlando Stormwater Management Criteria."

Informational Comments

Public Works (cont.)

4. All proposed and existing sidewalks that is touched during construction will need to be updated to the newest ADA requirement.
5. Sidewalk construction shall be required at the time of this substantial improvement per Sec. 54.39 of the City of Orlando's Muni Code. Proposed sidewalks must be constructed along the entire length of the property and shall be located against the public right-of-way.
6. A City Service Agreement is required by the Owner if portion of sidewalk is within private property. The easement would protect the Owner from maintaining the sidewalk and from other potential issues. Otherwise, the Owner would be responsible to maintain and be liable for potential litigation if someone is injured on a failing sidewalk that is in disrepair.
7. Clarify whether the sidewalk will be paver. Please note that if pavers are to be constructed beyond the property line and out into the City's Right of Way the owner is required submit a signed and recorded a Right-of-Way Pavers Agreement. Sidewalk portion of driveway must still be composed of 3,000 psi concrete. Refer to the Right of Way Pavers Agreement under Engineering Permit Forms <https://www.orlando.gov/Building-Development/Permits-Inspections/Get-a-Permit/Forms-Documents>
8. Construction activities including clearing, grading and excavating activities shall obtain an EPA NPDES permit, except: Operations that result in the disturbance of less than one acre total land area which are not part of a larger common plan of development or sale. The NPDES permit must be received in the Office of Permitting Services prior to the issuance of City of Orlando permits. If the disturbed area is less than one acre, provide a note on the plans indicating the City of Orlando's Guidelines for Erosion Sediment Control (aka the Blue Sheet) will serve as a guide for the implementation of erosion sediment control measures. Blue Sheet can be found under the City of Orlando website. Attach this sheet in your permit submittal.
9. Submit a detailed, scalable, fully dimensioned site plan of the location. The site plan should include but not be limited to the site legal description, the building, streets, sidewalks and property lines, and the location of the proposed work. Site plans should clarify what is existing and what proposed.
10. Provide a signed and sealed existing topographic survey with datum and official benchmark in the NAVD88 vertical datum. Per the City's ESM Section 7.01.A.1, survey data shall be gathered to least 25 feet beyond the property line or as far offsite as required to assure offsite drainage patterns are maintained. Please submit a hard copy of survey (with sign and seal) to City Hall 8th floor addressed to Richard Allen.
11. Submit a signed and dated private improvements cost sheet. Cost sheet forms and instructions are available at our website under Engineering Permit Forms at <https://www.orlando.gov/Building-Development/Permits-Inspections/Get-a-Permit/Forms-Documents>
12. Other comments may arise depending on the contents submitted to permitting.
13. Artificial turf and gravel areas must be treated as impervious area and must be included in the impervious area for stormwater management.
14. All roadways must meet the ESM standards. The Season High Water Table must be a minimum of 2 ft from the bottom of the base. New private and public roadways will require a pavement design similar to the method shown in the FDOT Flexible Pavement Design Manual. Limerock base is not permitted in certain areas where the Season High Water Table has historically been close to the ground surface.
15. Retaining walls, walls, stamped asphalt/concrete, decorative asphalt/concrete, etc are not permitted within the Right of Way without permission from the City Engineer. Buildings or building foundations are not permitted within the Right of Way.
16. All impervious areas must be routed to the stormwater system for treatment and attenuation.
17. The 25-year 24-hour post development discharge rate must be less than or equal to pre-development discharge rate.
18. Per Orlando Engineering Standards Manual Chapter 7, off-site flood elevations cannot be made worse in any circumstance.
19. If the project is located within the FEMA regulated special flood hazard area (i.e. floodplain) a conditional letter of map revision (CLOMR) will be required before the ENG/BLD permit is issued and a letter of map revision (LOMR) will be required and past the effective date on the LOMR letter before issuance of the certificate of occupancy (for BLD cases) or final inspection (for ENG cases). Compensating storage must be provided for all floodwater displaced by development within the 100-year floodplain.
20. Any broken or damaged curb, sidewalk, driveway, concrete panels, etc within the Right of Way must be replaced and meet City requirements. Drainage and other roadway improvements may be required during the BLD/ENG submittal depending on the existing condition.
21. Please use the following link, enter the permit number, and click on the Plan Review Tab to check the permit status and to view comments/conditions, <https://permitlookup.cityoforlando.net/WebPermits/>

Informational Comments

Police

Natural Surveillance

1. Lighting plays a vital 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.
2. All lighting for this project will meet or exceed the guidelines in the Orlando City Code.
3. To create a sense of safety, pedestrian-scale lighting should be used in all high-traffic areas for pedestrians, including entrances, pedestrian promenades, parking facilities, walkways, and service areas.
4. Illumination, uniformity, and glare should all be taken into consideration.
5. Lighting fixtures should also be reliable, easy to maintain, withstand the elements, and vandal-resistant.
6. Full cut-off or shielded light fixtures can direct light where intended while reducing light trespass, glare, and waste.
7. Appropriate lighting should be included in all areas anticipated to be used after dark.
8. Landscaping or building structures, such as overhangs or awnings, should not obstruct lighting.
9. Any illumination shall not cause a glare or excessive brightness that adversely affects the vision of pedestrians or motor vehicle operators on public or private property.
10. Public spaces should be lit so that a person with normal vision can identify a face from a distance of 30 feet at night.
11. Landscaping is another crucial aspect of CPTED. Tree branches should be trimmed to no lower than 6 feet from the ground, and shrubs should be cut 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. Open green spaces should be observable from nearby structures.
12. Outdoor furniture placed in common areas can 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 (e.g., a ribbed design rather than solid and center rails or armrests to discourage sleeping).
13. Bicycle parking (if installed) should be visible from entrances or high-traffic areas, securely fastened, and not hidden behind landscaping or sheer walls. The property's video surveillance system should also cover it.
14. Public transportation stops on or around the property should be well-lit after dark and located in areas with high activity and good natural surveillance.
15. All sides of a building should contain windows to allow for observation of walkways, parking areas, and driving lanes.
16. Entry doors should contain a minimum of 180° viewers or small windows with security glass.
17. Consider using convex mirrors or reflective materials to support surveillance around, into, and out of interior corners.
18. Advertisements and product displays should not be located on windows. If advertisements must be used, they should be small and located where visibility through the windows will not be hindered.
19. Vehicle and pedestrian entrances should be well-lit and defined by landscaping, signage, and architectural elements.

Natural Access Control

1. Walkways, signs, and landscaping should clearly define public entrances. Landscaping used around building and parking facility entrances should create a clear wayfinding path, be well-lit, and not block entrances or create ambush points.
2. There should be no easy access to the roof of any building.
3. Wayfinding should provide clear guidance for authorized users while discouraging potential offenders. Signs should indicate - using words, international symbols, characters, colors, maps, etc. - the location of authorized parking, amenities, residential units, public and residential entrances, restrooms, and public or private use routes.

Informational Comments

Police (cont.)

Territorial Reinforcement

1. Addresses should be visible from roadways, parking areas, and entry points and made of non-reflective material contrasting with the surface to which they are affixed.
2. Bollards are an excellent feature for discouraging or controlling access. The spacing between bollards should meet ADA standards while also deterring intrusion from vehicles and unauthorized users. Use bollard styles appropriate for the application; bollards designed to stop vehicle traffic have a different density and strength than those used to direct pedestrian flow. Bollards can also serve a dual purpose when incorporated with lighting and wayfinding.
3. Fences 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 iron or steel is an excellent option. Another option is landscape buffers, which include hostile vegetation, to delineate public from private spaces. Using fencing and a landscape buffer together can further define and control spaces.
4. Maintenance is an essential 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 forms of crime.

Target Hardening

1. Entry doors should contain a minimum of 180° viewers or small windows with security glass, interior or security 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.
2. All windows that open should have locks.
3. Sliding glass doors should have one permanent door on the outside and one moving door on the inside. The latter should have a docking device and a pin.
4. Door locks should be located at least 40 inches from adjacent windows.
5. Uniform access control systems are a good option, allowing only authorized personnel to access parking areas, residential floors, and any amenities or restricted areas. Common area doors or gates should have locks that automatically lock when the doors close.
6. Secondary access control between public areas and other parts of the facility is a good option to reduce the opportunity for unauthorized access to restricted or private areas and uncontrolled movement throughout the facility.

Maintenance and Management

1. Requirements of City Code Chapters 60 and 61 must be met.
2. Maintenance is an essential aspect of territorial reinforcement. Requirements of City Code Chapter 14 will be enforced.

Construction Site Crime Prevention

1. Due to the continued trend of theft of building materials and equipment from construction sites, the Orlando Police Department's Crime Prevention Unit strongly recommends that the developer institute the following crime prevention/security measures at this project site:
 - Post signs at the site that theft from the site or trespassing on a construction site is a felony under Florida Law and that the developer will prosecute.
 - To improve the visibility of potential offenders by OPD patrol officers, perimeter lighting should be installed at 150-foot intervals and at a height not less than fifteen (15') feet from the ground. The light source should have a minimum light output of 2,000 lumens, be protected by a vandal-resistant cover, and be lighted during the hours of darkness.
2. 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 site's perimeter and secured with chain and fire department padlocks for emergency vehicle access.
 - Post in a clear area, an emergency contact person, and phone numbers for after-hours, in case of an emergency; or
 - A uniformed security guard should be hired to patrol the construction site continually during the hours when construction work has ceased.
3. Valuable construction materials and tools should be protected in a secondary fenced and locked cage.
4. Post the name(s) and number(s) of an emergency contact person for OPD in a clean, open area in case of a nighttime emergency.

Informational Comments

Police (cont.)

Security Camera Program

Residents and business owners are encouraged to register their security cameras with Orlando Connect today at <https://orlandoconnect.orlando.gov/> to help identify area cameras in the event of an incident. Camera sharing allows the Orlando Police Department access to your camera feed in case of an emergency near your location. If you want more information and help participating in this program, contact Sergeant David Cruz at David.Cruz@orlando.gov or 407.246.2926.

For additional precautions, Officer David Evangelista is the Crime Prevention liaison for this district. The OPD Crime Prevention officer can discuss alarms (residential or business), personal safety, crime prevention strategies, and neighborhood or community watch programs with you. Please contact him at David.Evangelista@orlando.gov or 407.246.2513.

Fire

The sole intent of the cursory input provided, is to alert Civil Engineers and Architectural designers to site conditions and/or other Code criteria that require a deeper consideration of the FFPC, Florida Fire Code, NFPA 1 chapters 16 and 18 before finalizing the plans 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, Florida Fire Prevention Code and City of Orlando, Life Safety Fire Code compliance at the time of permit application for formal plan review of 100% drawings.
2. FLORIDA 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 \(fdepportal.com\)](https://www.fdepportal.com)
3. PRESUBMITTAL MEETING WITH EDV, PERMITTING SERVICES PLAN REVIEW STAFF. 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. Official determinations are not provided at these discussions.
 - (a) ****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. FIRE DEPARTMENT APPARATUS ACCESS ROAD. An approved fire department apparatus access road shall be provided for every facility, building, or portion of a building constructed or relocated. NFPA 1.18.2.3. Fire department apparatus access roads shall consist of roadways, fire lanes, parking lot lanes, or a combination thereof.
5. ALL WEATHER SURFACE. 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.
6. 20FT NOT INCLUSIVE OF PARKING SPACES. The minimum required width of a fire department access road shall not be reduced by the inclusion of parking spaces or obstructed in any other manner.
7. MARKING OF APPARATUS ACCESS ROAD. Where required by the AHJ, approved signs, approved roadway surface markings, or other approved notices shall be provided and maintained to identify fire apparatus access roads or to prohibit obstruction thereof or both.
8. ENTRANCES AND GATES. Entrances to fire department access roads that have been closed with gates and barriers shall not be obstructed by parked vehicles. Access by use of an approved device, system or manual means shall be provided. The entrance width shall not be obstructed by parked vehicles and sufficient to accommodate the largest piece of fire apparatus available. Entrances to fire department access roads that have been closed with gates and barriers in accordance with 18.2.4.2.1.
9. TWO SIDES OF BUILDING ACCESS REQUIRED. The Orlando Fire Department requires access to TWO SIDES of a building or structure. The apparatus access road itself must extend 50ft. 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.
10. TURNS. 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.

Informational Comments

Fire (cont.)

11. **MANUAL SURPRESSION OPERATION.** 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. This provision is not applicable for use in lieu of required access by apparatus. See NFPA 1.18.2.3.
12. **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 shall be directly accessible from a fire department access road located adjacent to the building of service.
13. **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).
14. **APPARATUS DIMENSIONS.** The dimensions for calculation of auto-turn analysis shall include the following for the Orlando Fire Department apparatus. Width 10 ft, Truck body length 50 feet, Weight 75,000 pounds, maneuvering radius shall be 50 FEET- EXTERIOR and not less than 25 FEET - INTERIOR. The interior radius dimension shall be increased when the roadway design submitted is not adequate to accommodate fire apparatus.
15. **WATER SUPPLY:** All site plans shall indicate the location of fire hydrants. All portions of a building not protected by an automatic sprinkler system must be within 300 ft. distance of a fire hydrant. All portions of a building protected by an automatic sprinkler system must be within 500 ft. distance of a fire hydrant.

Water Reclamation

The following conditions will need to be acknowledged by the applicant and be resolved prior to issuance of building BLD and sitework (ENG) permits:

1. Prepare separate site utility plans for Phase 1 and Phase 2. Site utility plans need to depict the existing sanitary sewer network, proposed sewer services, existing reclaimed water mains and meter assembly, proposed reclaimed water mains and meter assembly.
2. Depict the location of new restroom pavilion(s) on the site utility plans along with the sewer service and sewer main network serving the pavilion(s). Restroom pavilions shall not be located over or within 10 feet of existing sewer mains.
3. Clarify sewer service needs of the proposed indoor tennis building expansion. Depict sewer outside of the building on site utility plans.
4. A utility easement will be required for reclaimed water mains on private property up to and including the meter assembly. The reclaimed water main and meter assembly within an easement shall be readily accessible for operation and maintenance by City crews.

SUB2025-1009 Comments

The following corrections will need to be made and uploaded for further review:

1. City records depict no lateral or service main dedicated to serve the subject property to be Platted.
2. The applicant will need to clarify their intentions of where connection to sewer will be made to enable development of the Platted property.

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 Jacob Ballard at 407.246.3363 or jacob.ballard@orlando.gov.

Transportation

For questions regarding Transportation Planning plan review, please contact Mike Zayas at 407.246.2231 or Michael.zayas@orlando.gov.

Engineering/Zoning

For questions regarding Engineering or Zoning contact Ebony Bernard at 407.246.3690 or ebony.bernard@orlando.gov.

Public Works

For questions regarding Engineering Site issues contact Owen Blakely at 407.246.3758 or owen.blakely@orlando.gov.

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@orlando.gov.

Fire

For questions regarding Fire plans review, please contact Yong Guo at 407.246.3887 or yong.guo@orlando.gov.

Water Reclamation

For questions regarding Water Reclamation plans review, please contact David Breitrack at 407.246.3525 or david.breitrack@orlando.gov.

Review/Approval Process—Next Steps

1. DRC minutes scheduled for review and approval by City Council.
2. Final Plat
3. Building permits.