



LAUREATE PARK PHASE 6



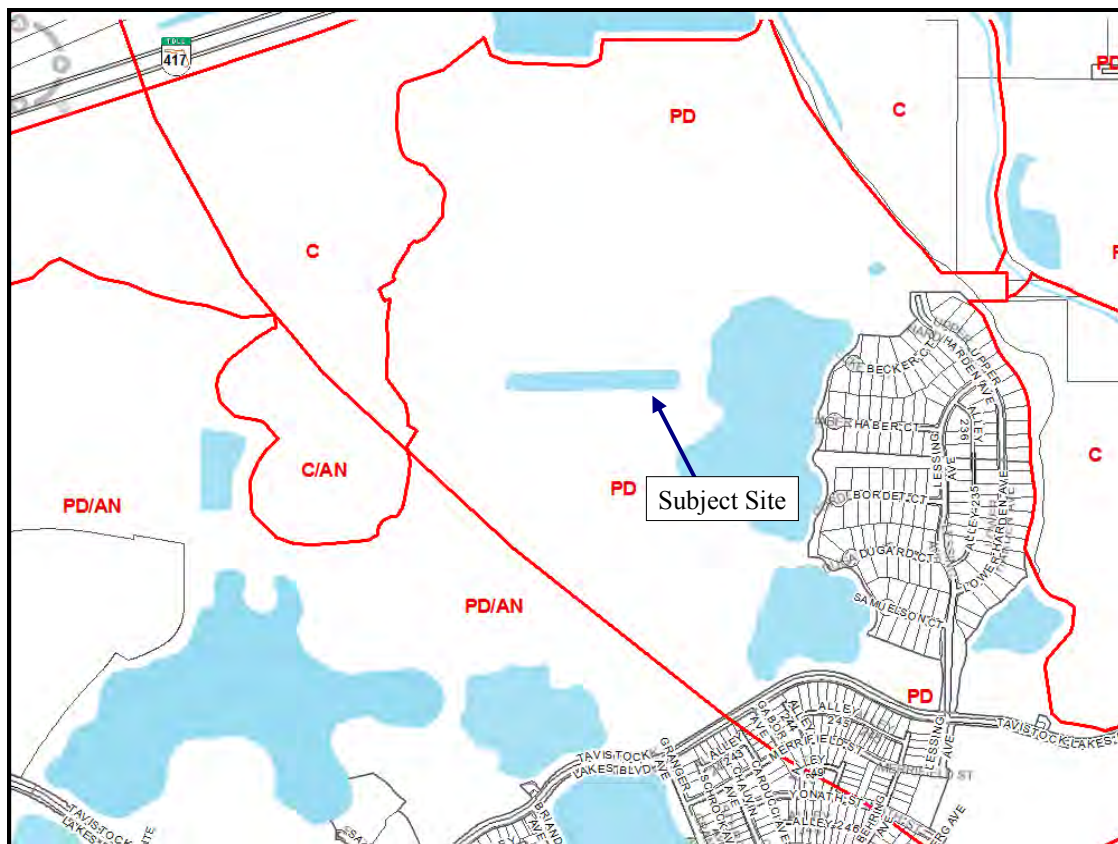
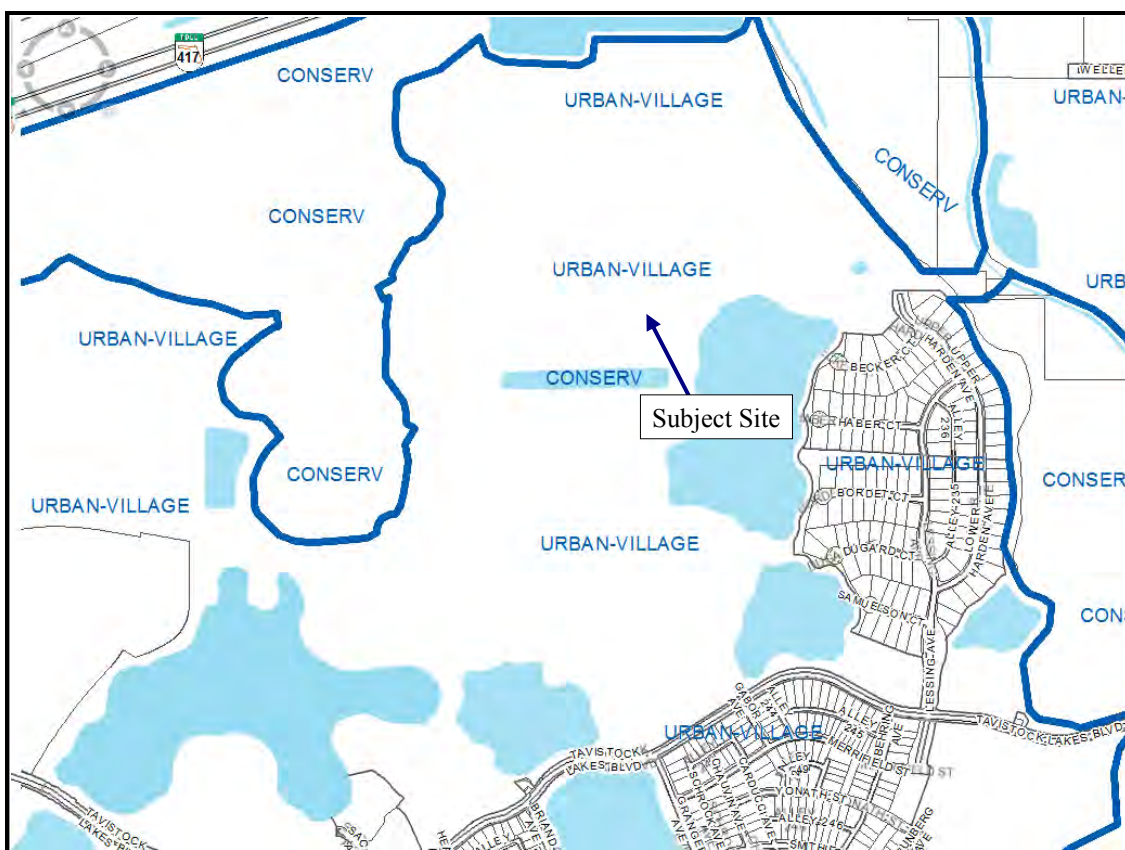
Location Map



SUMMARY

<p>Owner James L. Zboril Lake Nona Land Co., LLC</p> <p>Applicant Heather Isaacs Lake Nona Land Co., LLC</p> <p>Project Planner Colandra Jones, AICP</p>	<p>Property Location: The subject property is located north of Tavistock Lakes Boulevard, west of Narcoossee Road, and south of Central Florida Greenway (SR 417). (±128.5 acres, District 1).</p> <p>Applicant's Request: Specific Parcel Master Plan (SPMP) approval for the Laureate Park Phase 6 residential development. The project is comprised of 886 residential units with 12 different lot types, including 747 detached single family units and 139 townhome units. The applicant is also proposing to have 151 units of the larger lot types to be gated. In addition to the residential uses, the project also contains areas of open space and a bicycle/trail network.</p>	<p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p>
<p>Updated: March 23, 2015</p>		

ZONING MAP



PROJECT ANALYSIS

Project Description

The subject site is generally located north of Tavistock Lakes Boulevard, west of Narcoossee Road, and south of Central Florida Greenway (SR 417) and is approximately 128.5 acres. The site is currently designated Urban Village on the Official Future Land Use Map and is zoned PD and PD/AN. The site is within the Lake Nona Development of Regional Impact (DRI parcels 27a, 24b, and 28a) and is designated as “Residential Neighborhood” on the DRI Map H.

The applicant is proposing the development of Laureate Park Phase 6 Residential Neighborhood which is comprised of 886 dwelling units. The SPMP depicts 12 different lot types, including a mix of front-loaded and rear-loaded lots. It proposes 747 detached single family units and 139 townhome units. It also proposes that the northern portion of the site be gated. This would include 3 single family large lot types and total 151 dwelling units. Many of these lot types were previously approved with the other phases of Laureate Park. Two new single family lot types are being proposed in this phase, the 65’x120’ lot and the 110’x 130’lot. In addition to the residential uses, the project also contains areas of open space, which totals approximately 17.2 acres, and a bicycle/trail network.

Previous Actions:

- September 2010—The Southeast Town Design Review Committee (SETDRC) approved the Laureate Park Phase 1 SPMP to allow for a residential development comprised of 504 dwelling units (Case #MPL2010-00014).
- August 2011—The SETDRC approved the Laureate Park Phase 2 SPMP to allow for a residential development comprised of 159 dwelling units (Case #MPL2011-00013).
- August 2011—The SETDRC approved the Laureate Park Phase 3 SPMP to allow for a residential development comprised of 130 single family dwelling units (Case #MPL2011-00015).
- January 2013—The SETDRC approved the Laureate Park Phase 5 SPMP to allow for a residential development comprised of 431 dwelling units (Case #MPL2012-00032).

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.”*

This preliminary plat application consist of approximately 67.9 acres with includes the proposed gated portion of Phase 6. It is comprised of 151 residential lots, 3.1 acres of open space, and an internal circulation network which includes a connection from Phase 3 and a spine road from Tavistock Lakes Boulevard. The other 735 residential units that are part of the SPMP and are not part of this subdivision request shall go through the preliminary plat process at a later date.

Project Context

The subject property is located within the Lake Nona DRI, a community located in the southeast section of Orlando. More specifically, the site is located within the planned Laureate Park neighborhood. The property is currently vacant but is designated as “Residential Neighborhood” in the DRI. The surrounding future land use designations include Conservation to the north, east and west, Urban Village to the south, east and west. Existing uses include Phases 1, 2B, and 5 of the Laureate Park residential neighborhood which is currently under construction to the south, Phase 3 of the Laureate Park residential neighborhood to the east, and the Primary Conservation Network to the north, east and west. Also, just east of the Primary Conservation network, is Lake Nona High School which is along Narcoossee Road. The proposed residential development would be compatible with the surrounding existing and planned residential uses.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Conservation	C	Primary Conservation Network
East	Urban Village & Conservation	PD and C	Laureate Park Phase 3 & Primary Conservation Network
South	Urban Village	PD & PD/AN	Laureate Park Phases 1, 2B, and 5
West	Urban Village & Conservation	PD/AN, C, C/AN	Primary Conservation Network & 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, along with Goal 4 and its associated goals, objectives and policies.

Conformance with the LDC—Chapter 68 Southeast Orlando Sector Plan

In order to be consistent with the Southeast Orlando Sector Plan, applications must be reviewed for compliance with LDC Chapter 68, which lays out the detailed development guidelines and standards for the Southeast Plan area. The proposed development is categorized as “Residential Neighborhood” in the Lake Nona DRI/PD. According to LDC Section 68.200 (b) (1), Residential Neighborhood is described as such: *“The majority of housing in the Southeast Plan area shall be located in Residential Neighborhoods. These medium and low density areas shall be scaled to the needs of pedestrians, with local destinations, such as Centers, schools, and community parks, within walking distance.”*

According to Section 68.103, the Southeast Sector Plan allows the use of Conventional LDC standards under certain conditions. According to Figure 68-A, Conventional LDC standards are allowed in the “Residential Neighborhood” designation if the project is south of the Central Florida Greenway where development is less than an average density of 3 du/gross acre. The proposed gated development which consist of 151 dwelling units meets this condition. It is directly south of the Central Florida Greenway and has an average density of 2.6 du/gross acre. Therefore, the Conventional LDC standards are allowed for this part of the development. The remainder of the development (735 du) shall utilize the Traditional Design standards.

Development Standards (Conventional LDC Standards- Applies to Gated portion of Phase 6)

Lot Size

The R-1 zoning standard requires a minimum lot width of 55 feet and a minimum lot depth of 110 feet. The SPMP depicts 3 different single family large lot housing types with a minimum lot width of 65 feet and minimum lot depth of 130 feet, which meet the lot size requirement. The 3 different lot types are listed below in Table 2.

Table 2—Phase 6 Lot Summary (Conventional LDC Standards)		
Lot Type	Number of Lots	Corresponding Housing Type from Figure 68-E
65'x 130'	95	Single Family Large Lot (7,000—43,560 sq. ft.)
80'x 130'	30	Single Family Large Lot (7,000—43,560 sq. ft.)
110'x 130'	26	Single Family Large Lot (7,000—43,560 sq. ft.)
Total	151	

Building Height

In the Southeast Sector Plan, height is limited by the number of stories. According to the Lake Nona PD, Parcel 27a “Residential Neighborhood” allows for a height limit of 2 stories. The proposed plan does not indicate the height limit for the homes, therefore it would have to meet the building height requirement of the PD.

Impervious Surface Ratio (ISR)

The maximum ISR permitted is 0.55 according to the R-1 zoning standards. However, the development plan depicts an ISR of 0.70 which exceeds the maximum ISR of 0.55. The applicant is requesting an alternative standard of 0.70. The other phases of Laureate Park uses a blended ratio that shall not exceed 0.70. However, other phases included a variety of lots. The maximum ISR per lot shall be 0.70. The same is requested for Phase 6 in its entirety.

Table 3—Development Standards								
Acreage	Use	Sq. Ft./ Dwelling Units	Density		Building Height		ISR (impervious surface ratio)	
			Maximum	Proposed	Maximum	Proposed	Maximum	Proposed
58.2	Single-family residential	151 du	7 du/ac	2.6 du/ac	35 ft.	2 stories	0.55	0.70

Motor Court Homes

The applicant has indicated that some of the dwelling units in this section of the development will have the option to have the motor court home design in this phase. These motor court lots would be front loaded with side facing garage doors instead of garages that face directly onto the public street. This design was first introduced in Laureate Park Phase 1B in an SPMP amendment (Case #MPL2012-00012).

Setbacks

The required setbacks for the R-1 zoning district is depicted in Table 4 below. The proposed SPMP meets the setback requirements. However, the applicant is requesting an alternative standard for the motor court homes to have a setback of 20 feet instead of 25 feet in order to provide for outdoor living space in the rear yard. In previous approvals of the motor court home in previous phases of Laureate Park, the front yard setback of 15 feet. Therefore, 20 feet front yard setback for motor court homes is permitted in this phase. The layout of the motor court home is depicted beside Table 4.

Table 4—Setback Requirements

Use or Phase	Yard	Building Setbacks	
		Minimum	Proposed
Single Family Residential	Front	25 ft.	25 ft. (20 ft. for motor court)
	Side	6 ft.	7.5 ft.
	Street Side	15 ft.	15 ft.
	Rear	25 ft.	25 ft.

Front Porch Encroachment

The applicant has requested a front porch encroachment of 8 feet for homes within the gated portion of the project. Traditional standards allow for front porch encroachment of 8 feet but conventional standards do not. Due to the nature of the development being gated, the front porch encroachment of 8 feet would be permitted for all lots with the gated community except for the motor court lots.

Landscaping

The applicant did not submit a landscape plan with this application. It is noted that each lot will include canopy trees to complement the street tree network, as well as ground cover, accent plants, and other landscape features that provide a sense of community identity. The landscape plan shall be developed in accordance with Chapter 60 Part 2 of the LDC.

Gated Subdivision

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

Development Standards (Traditional Design Standards—Applies to Non-Gated Portion of Phase 6)

Section 68.205 outlines the guidelines that applies to Residential Neighborhoods. The various components consist of Residential Neighborhood Structure, Location and Density, Housing Diversity, Housing Design and Orientation, Parks, Schools, Street Configuration, Street Design, Edges, Natural Features, and Phasing. The Land Use Guidelines for the Southeast Plan states that neighborhoods will be scaled to the pedestrian, and that neighborhoods shall have a maximum density of 12 dwelling units per gross acre, contain a mixture of at least three residential housing types, and shall focus on a centrally located neighborhood center and/or school. The plan states that buildings will orient to streets and public parks and will address the local street system with entries, balconies, porches, etc. Also, local streets will provide for both intra and inter-neighborhood connections in order to build community. The applicant's proposal meets the general land use guidelines specified in the Southeast Plan by having a density of 10.5 du/ac, a mixture of housing types, appropriate orientation of buildings to streets, and a focus on open space.

Part 3 of the Southeast Orlando Sector Plan describes the residential building standards. Section 68.301 requires a mix of housing types within residential neighborhoods. Housing types may vary by lot size and form. These criteria are intended to insure that homes integrate well with each other and share designs which make neighborhood streets safe and enjoyable to walk along. Lot sizes and patterns within a neighborhood shall be varied to avoid monotonous streetscapes and provide a diverse range of housing types. The Southeast Sector Plan requires a developer that has more than 15 acres to provide at least 3 housing types. The applicant has a development that is approximately 70.3 acres and is proposing 8 different residential lot types. Figure 68-E of the Southeast Plan summarizes approximate lot sizes and densities for a variety of housing types. The lot summary chart below outlines the lot type and the proposed amount in Phase 6. According to the Southeast Orlando Sector Plan Figure 68-E Housing Types, the proposed lot types meet the residential building standards.

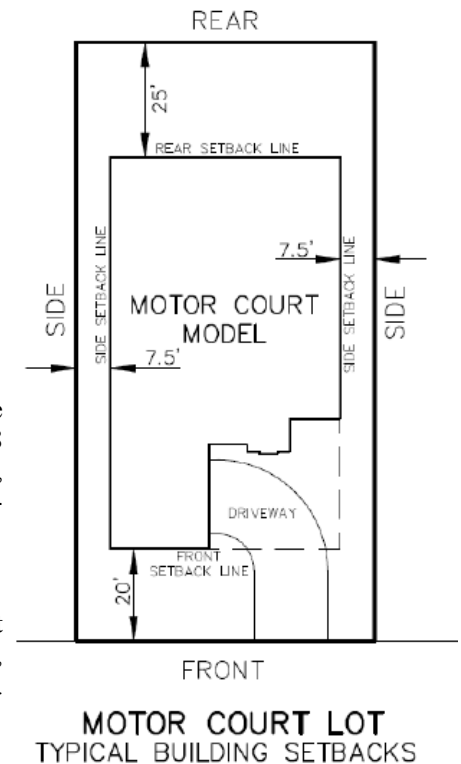


Table 5—Phase 6 Lot Summary (Traditional Standards)

Lot Type	Number of Lots	Corresponding Housing Type from Figure 68-E
30'x 120'	105	Single Family Bungalow (2,000—4,000 sq. ft.)
40'x 120'	62	Single Family Small Lot (4,000—5,000 sq. ft.)
45'x 120'	189	Single Family Standard Lot (5,000—7,000 sq. ft.)
50'x 120'	137	Single Family Standard Lot (5,000—7,000 sq. ft.)
60'x 120'	44	Single Family Large Lot (7,000—43,560 sq. ft.)
65'x 120'	18	Single Family Large Lot (7,000—43,560 sq. ft.)
70'x 120'	25	Single Family Large Lot (7,000—43,560 sq. ft.)
80'x 120'	16	Single Family Large Lot (7,000—43,560 sq. ft.)
Townhome	139	Townhouse/Rowhouse (per unit) (1,500—3,000 sq. ft.)
Total	735	

Table 6—Phase 6 Typical Lot Setback

Lot Type	Front Setback	Alley/Rear Setback	Side Setback	Street Side Setback	Porch Encroachment
30'x 120'	15'	5' or 16+'	3'	15'	8'
40'x 120'	15'	5' or 16+'	5'	15'	8'
45'x 120'	15'	5' or 16+'	5'	15'	8'
50'x 120'	15'	5' or 16+'	5'	15'	8'
60'x 120'	15'	5' or 16+'	5'	15'	8'
65'x 120'	15'	5' or 16+'	5'	15'	8'
70'x 120'	15'	5' or 16+'	5'	15'	8'
80'x 120'	15'	5' or 16+'	5'	15'	8'
Townhome	15'	5' or 16+'	5'	15'	8'

Circulation Guidelines and Standards

The Southeast Plan contains a section on the Local Circulation System as well as a discussion of roadway connectivity. These standards are to ensure that the proposed development has an interconnected system of arterial, collector and local streets; bicycle lanes; multi-use trails; transit; traffic calming; and parking standards. The intent of the Southeast Orlando Sector Plan's Transportation Design Standards are to assist in creating a sustainable community with a more balanced transportation system. The proposed Laureate Park Phase 6 SPMP has been reviewed for conformance with this section of the LDC Chapter 68 as well as the previously approved Lake Nona Southern Circulation SPMP (MPL2008-00023 & MPL2011-00004).

The applicant has submitted road cross-sections for its Parkway Street, Neighborhood Streets and Alleys. The typical cross-sections for each can be found on pages 11-14 of this report.

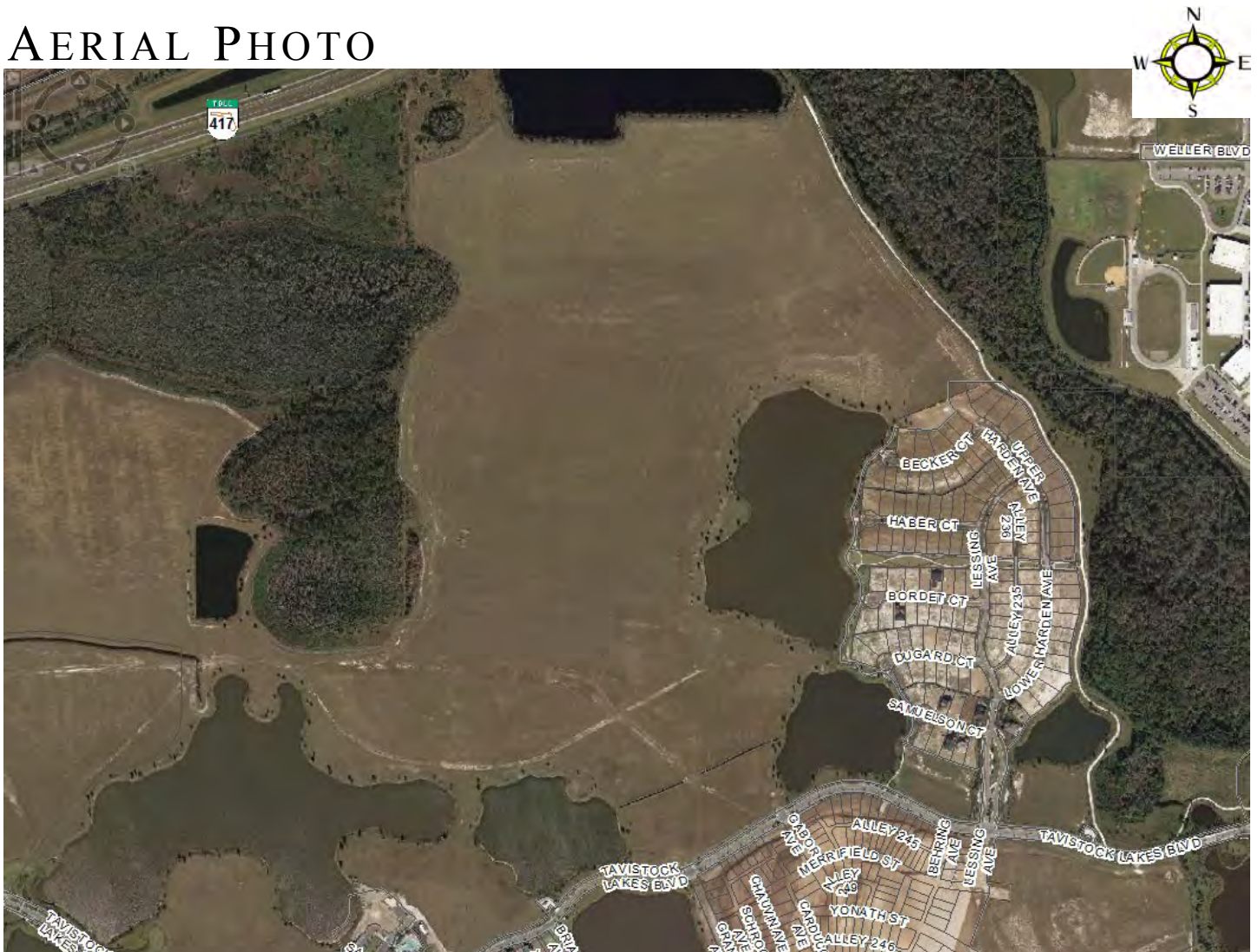
Another Circulation standard the Southeast Sector Plan requires is the Connectivity Index. Section 68.404 outlines the requirements for the connectivity index for this area. A simple measure of connectivity is the number of street links divided by the number of nodes or link ends. The more links relative to nodes, the more connectivity. A connectivity index of 1.4 to 1.8 represents an acceptable street network. The proposed Phase 6 achieved a Connectivity Index score of 1.6, which indicates a good level of street connectivity. This score meets the quantitative standard for a Transportation Impact Fee discount. Because this SPMP is part of a larger PD with a variety of housing types, the applicant has requested that a cumulative links-to-nodes analysis be created for the Laureate Park residential area. This area is located south of the Greenway (SR 417), west of Narcoossee Road, and east of the Lake Nona Village Center/Medical City. To date, the street network has been planned for Phase 1 (MPL2010-00014), Phase 2 (MPL2011-00013) Phase 3 (MPL2011-00015), and Phase 5 (MPL2012-00032) which has a planned total of 1,245 dwelling units. Cumulatively,

these four phases include 104 links and 69 nodes. With the addition of Phase 6, with its 200 links and 127 nodes, the cumulative total for all four phases include 338 links and 219 nodes for an overall index value of 1.5, which exceeds the connectivity requirement.

Open Space

According to Section 68.205(e), *small parks should be located within two to three blocks of every home within a neighborhood. Pedestrian and bicycle connections shall be enhanced to allow surrounding residents to easily and safely access public recreational facilities.* This SPMP depicts open space tracts within the neighborhood that total approximately 17.2 acres in size. The open space plan can be found on page 13 of this report. Also, at the southernmost part of the neighborhood is the Neighborhood Aquatic Center which is approximately a quarter of a mile from this phase of Laureate Park. This amenity center is more specifically located at the northeast corner of Tavistock Lakes Boulevard and Sachs Avenue. It serves the residents of Laureate Park with recreational amenities such as an aquatic center, fitness center, and a multi-purpose facility. To date, for the overall Laureate Park development (all phases) there are approximately 25.9 acres of park and open space. With the addition of Phase 6, it will bring the total to 43.1 of open space. The neighborhood park Level of Service is 3.25 acres per 1,000 population. Including Phase 6, Laureate Park totals 2,131 dwelling units, yielding a demand of 6.9 acres. The proposed open space greatly exceeds the minimum LOS requirement.

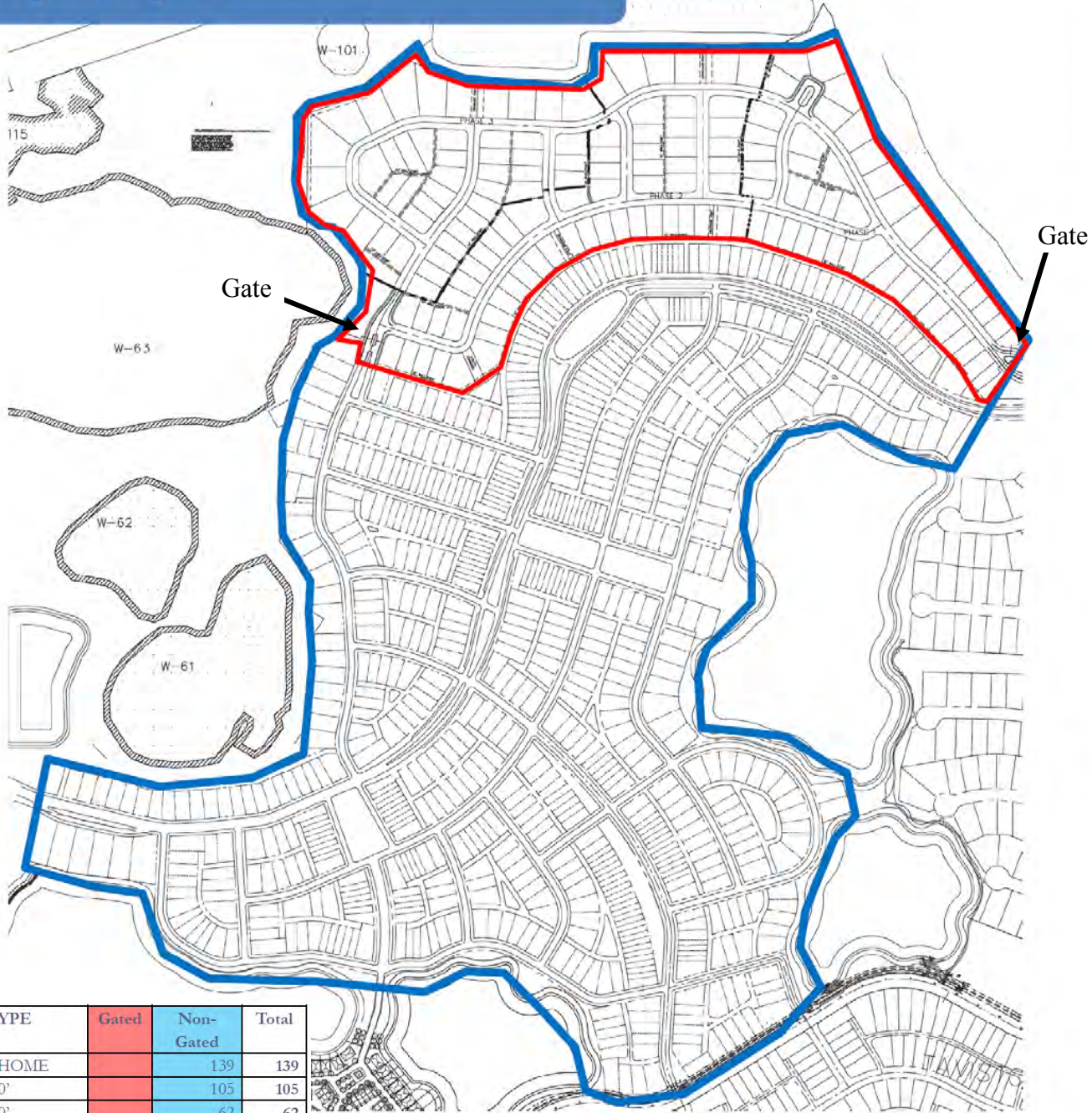
AERIAL PHOTO



DEVELOPMENT PLAN



development plan



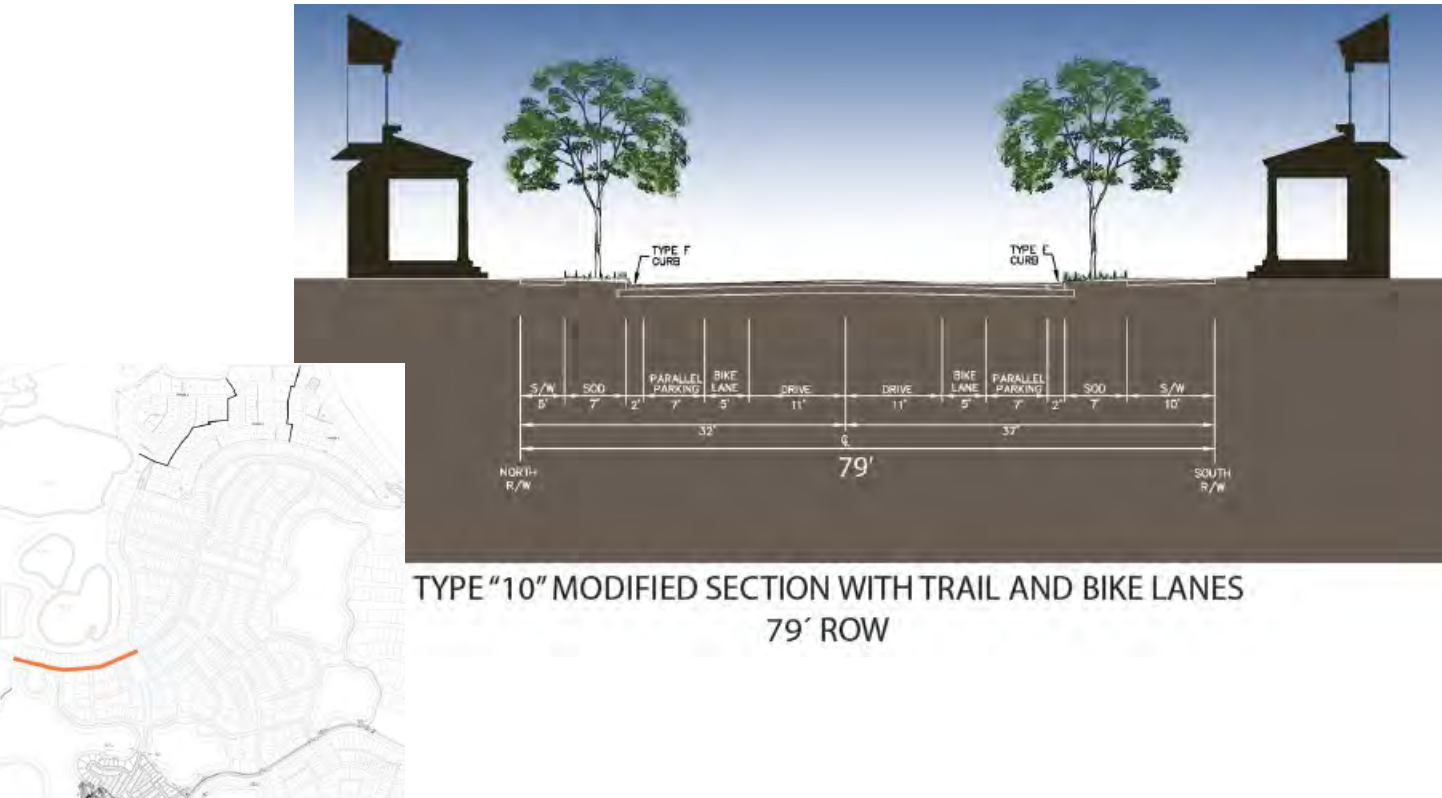
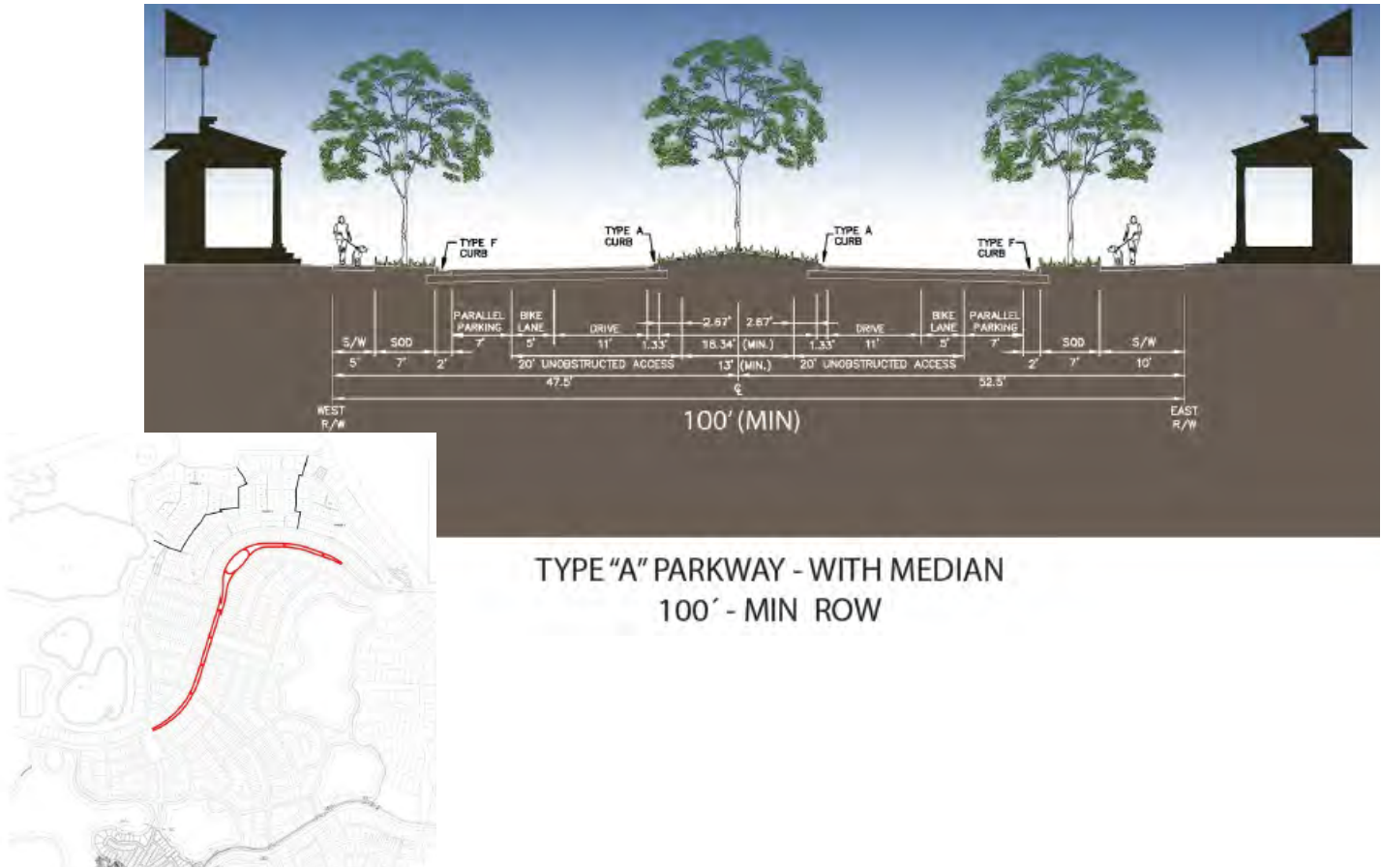
LOT TYPE	Gated	Non-Gated	Total
TOWNHOME		139	139
30' x 120'		105	105
40' x 120'		62	62
45' x 120'		189	189
50' x 120'		137	137
60' x 120'		44	44
65' x 120'		18	18
70' x 120'		25	25
65' x 130'	95		95
80' x 120'		16	16
80' x 130'	30		30
110' x 130'	26		26
TOTALS	151	735	886

ROADWAY MAP

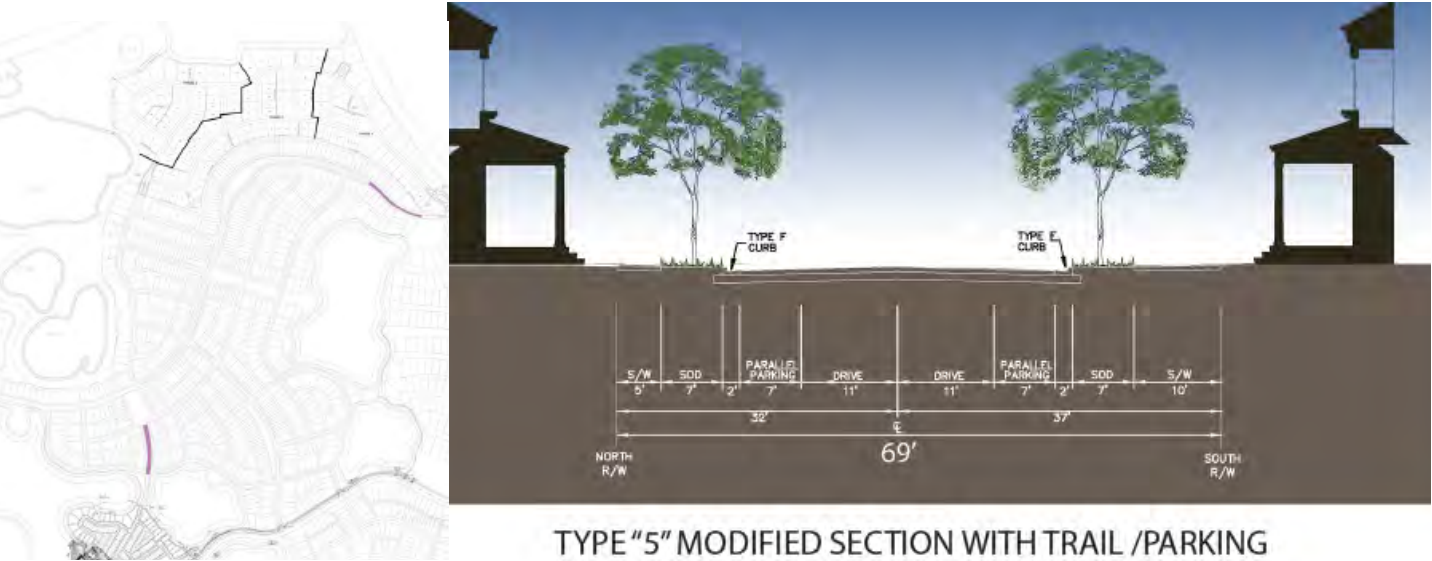
road cross-sections key map



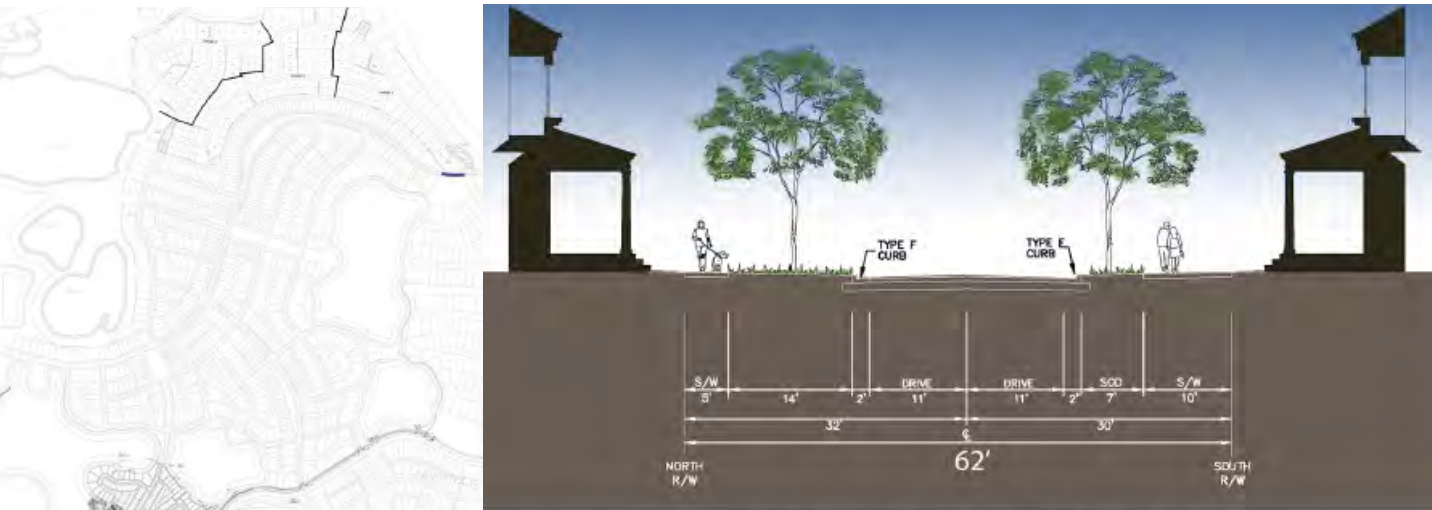
ROAD CROSS SECTIONS



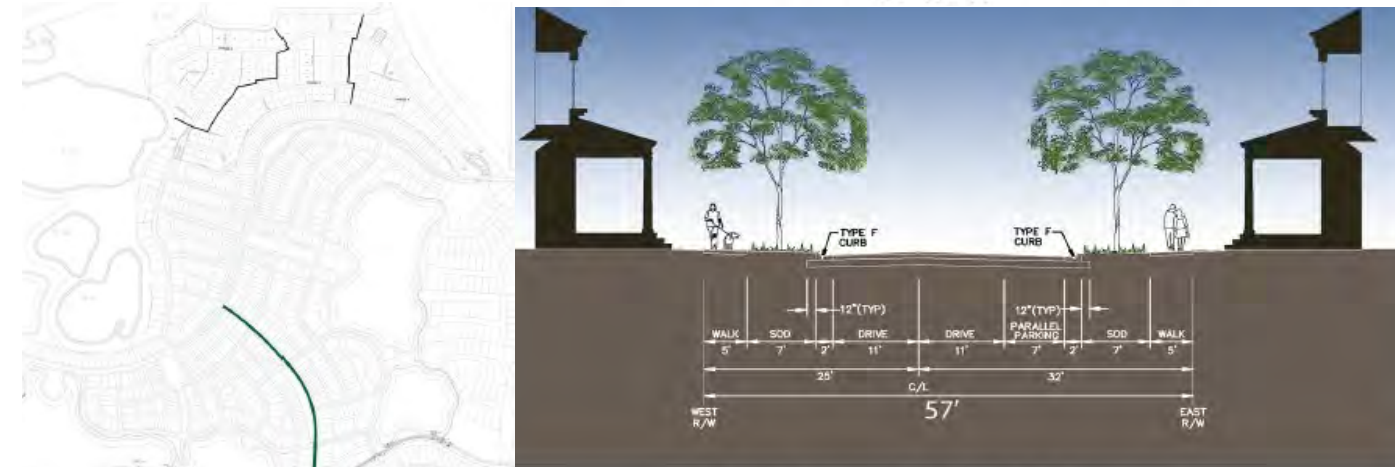
ROAD CROSS SECTIONS



TYPE "5" MODIFIED SECTION WITH TRAIL /PARKING
69' ROW

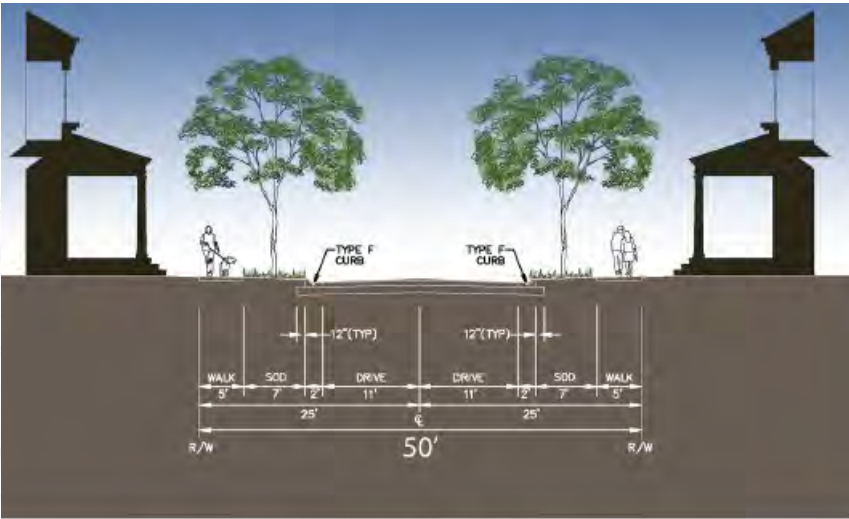


TYPE "5" SECTION WITH TRAIL /NO PARKING
62' ROW

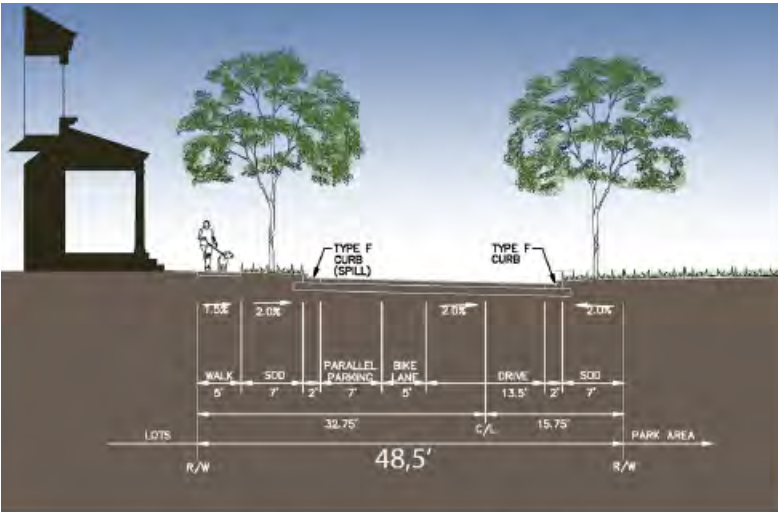


TYPE "2" NEIGHBORHOOD STREET
57' ROW

ROAD CROSS SECTIONS

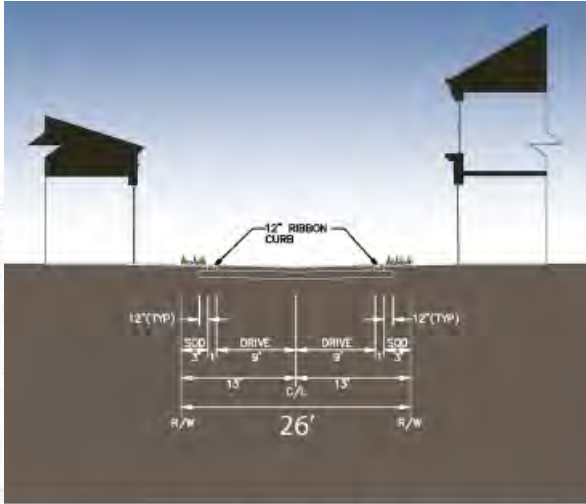


TYPE "6" NEIGHBORHOOD STREET
50' ROW

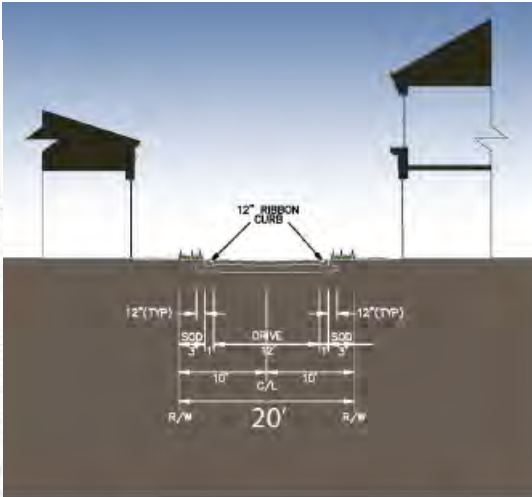


TYPE "B" PARKWAY ONE WAY
48,5' ROW

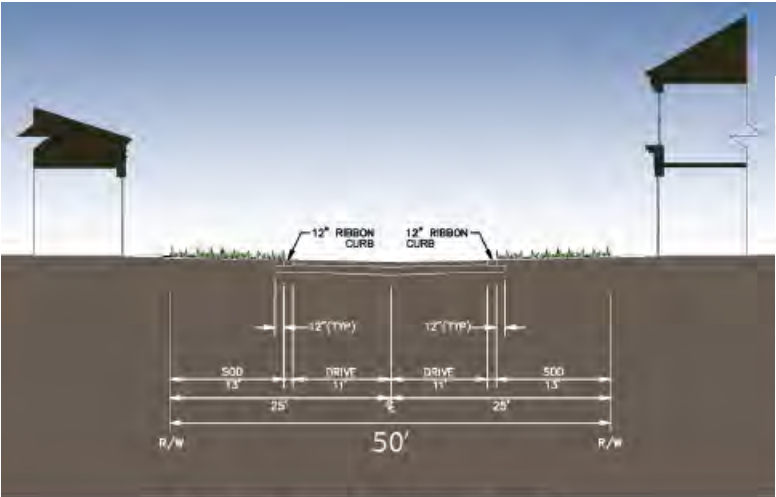
ALLEY CROSS SECTIONS



TYPE "8" REAR LANE / ALLEY
26' ROW



TYPE "7" REAR LANE / ALLEY
20' ROW



TYPE "9" REAR LANE / ALLEY
ACCESS TO LIFT STATION
50' ROW



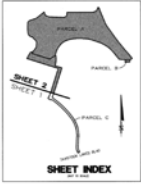
OPEN SPACE & TRAIL PLAN



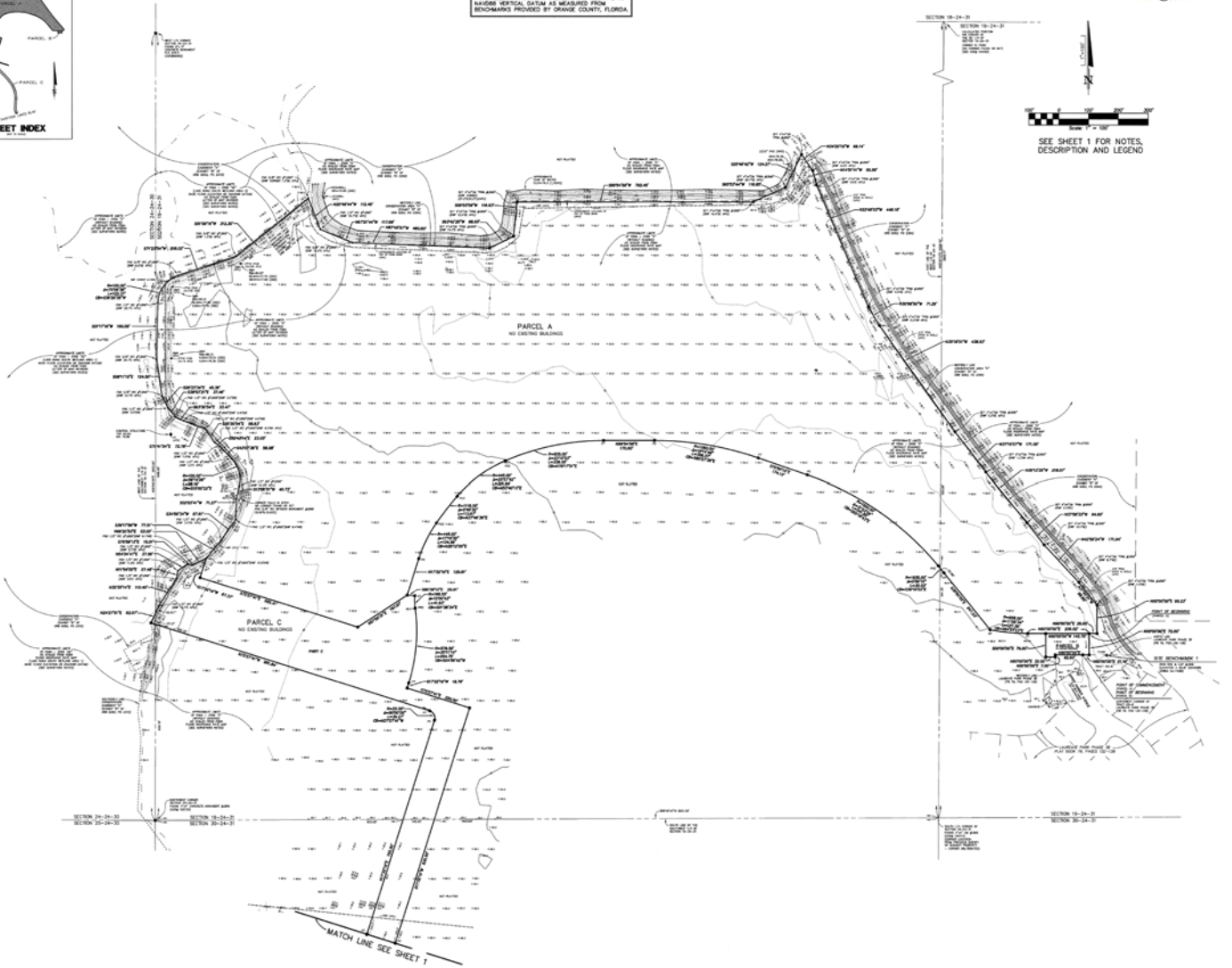
BOUNDARY & TOPOGRAPHIC SURVEY

BOUNDARY AND TOPOGRAPHIC SURVEY

NOTE: ELEVATIONS SHOWN HEREON ARE RELATIVE TO
NAVD83 VERTICAL DATUM AS MEASURED FROM
BENCHMARKS PROVIDED BY DADE COUNTY, FLORIDA



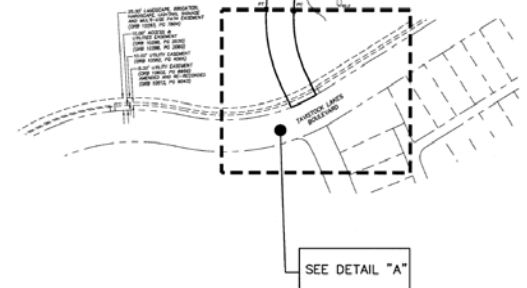
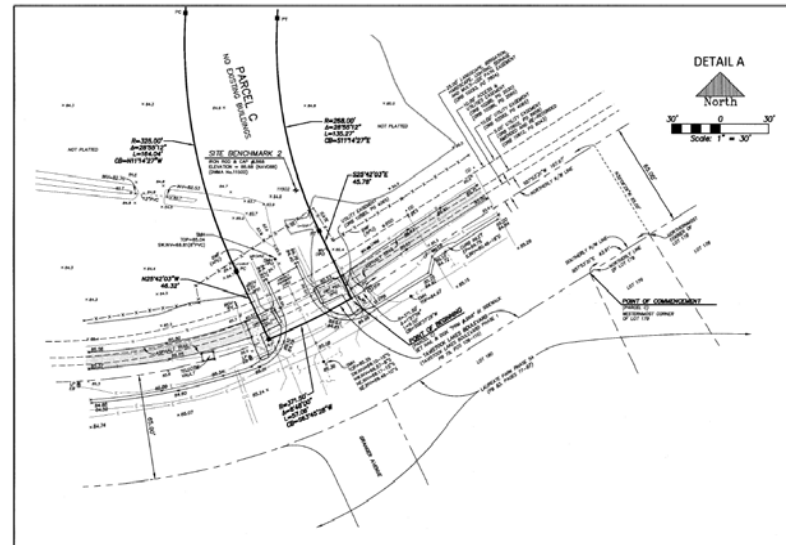
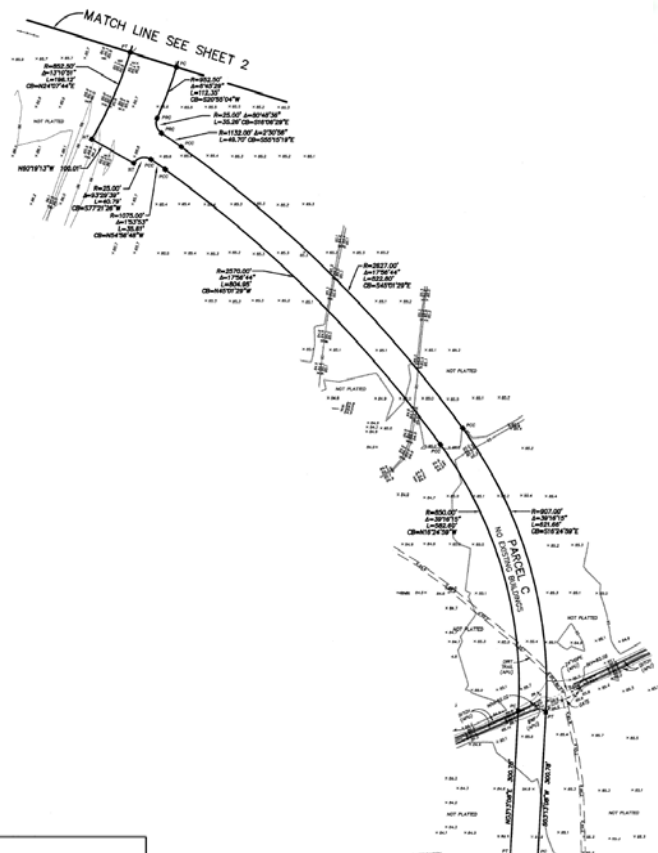
SECTION 15-24-31
SECTION 15-24-32
SECTION 15-24-33
SECTION 15-24-34
SECTION 15-24-35
SECTION 15-24-36
SECTION 15-24-37
SECTION 15-24-38
SECTION 15-24-39
SECTION 15-24-40
SECTION 15-24-41
SECTION 15-24-42
SECTION 15-24-43
SECTION 15-24-44
SECTION 15-24-45
SECTION 15-24-46
SECTION 15-24-47
SECTION 15-24-48
SECTION 15-24-49
SECTION 15-24-50
SECTION 15-24-51
SECTION 15-24-52
SECTION 15-24-53
SECTION 15-24-54
SECTION 15-24-55
SECTION 15-24-56
SECTION 15-24-57
SECTION 15-24-58
SECTION 15-24-59
SECTION 15-24-60
SECTION 15-24-61
SECTION 15-24-62
SECTION 15-24-63
SECTION 15-24-64
SECTION 15-24-65
SECTION 15-24-66
SECTION 15-24-67
SECTION 15-24-68
SECTION 15-24-69
SECTION 15-24-70
SECTION 15-24-71
SECTION 15-24-72
SECTION 15-24-73
SECTION 15-24-74
SECTION 15-24-75
SECTION 15-24-76
SECTION 15-24-77
SECTION 15-24-78
SECTION 15-24-79
SECTION 15-24-80
SECTION 15-24-81
SECTION 15-24-82
SECTION 15-24-83
SECTION 15-24-84
SECTION 15-24-85
SECTION 15-24-86
SECTION 15-24-87
SECTION 15-24-88
SECTION 15-24-89
SECTION 15-24-90
SECTION 15-24-91
SECTION 15-24-92
SECTION 15-24-93
SECTION 15-24-94
SECTION 15-24-95
SECTION 15-24-96
SECTION 15-24-97
SECTION 15-24-98
SECTION 15-24-99
SECTION 15-24-100



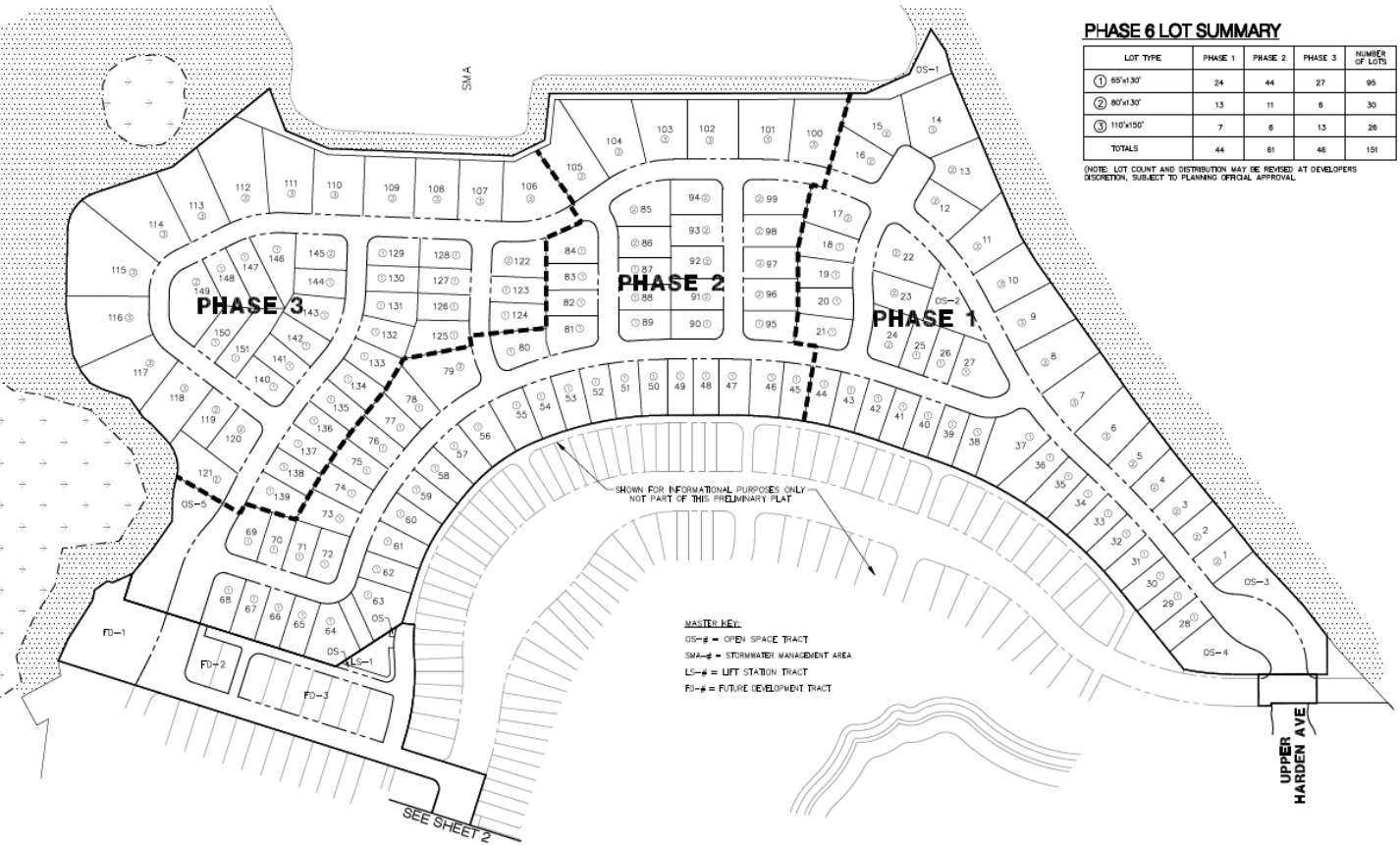
BOUNDARY & TOPOGRAPHIC SURVEY



1" = 30' STREET IMPROVEMENT



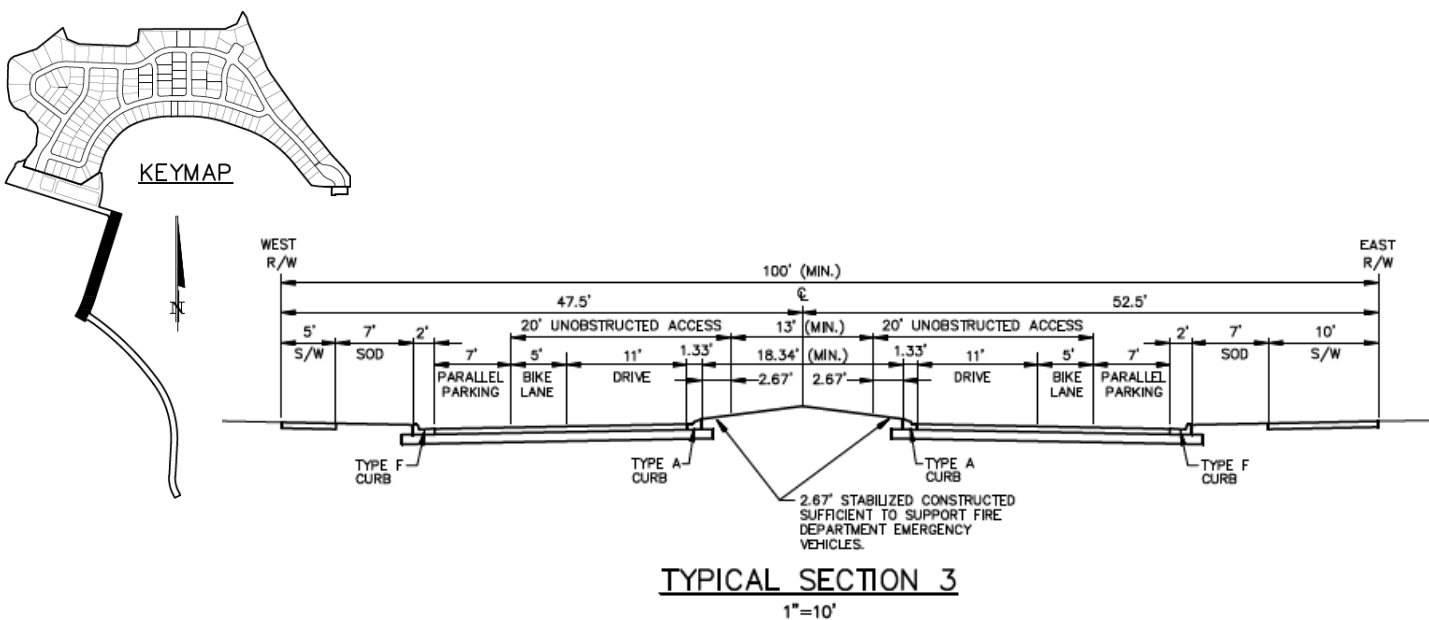
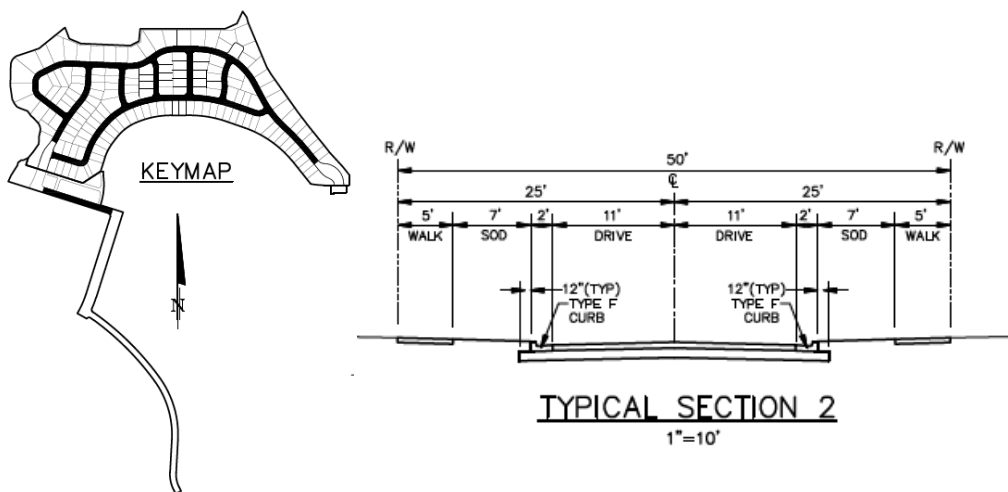
PRELIMINARY PLAT



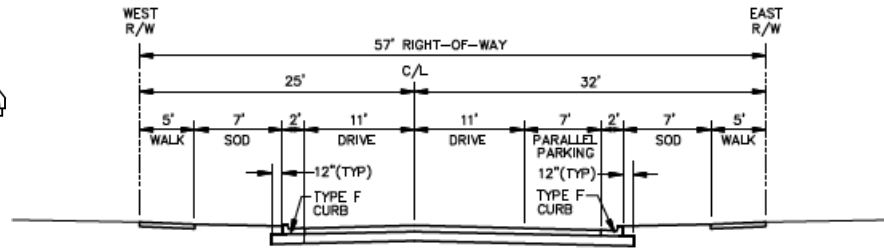
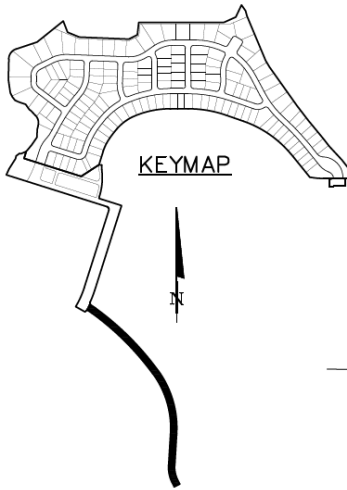
PHASE 6 LOT SUMMARY

LOT TYPE	PHASE 1	PHASE 2	PHASE 3	NUMBER OF LOTS
① 65'x130'	24	44	27	95
② 80'x130'	13	11	6	30
③ 110'x150'	7	6	13	26
TOTALS	44	61	46	151

(NOTE: LOT COUNT AND DISTRIBUTION MAY BE REVISED AT DEVELOPERS DISCRETION, SUBJECT TO PLANNING OFFICIAL APPROVAL)

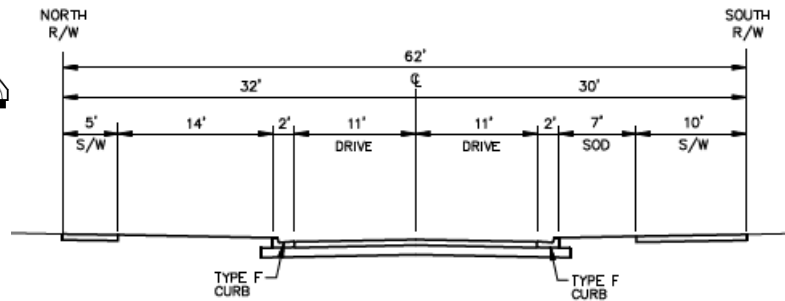


ROAD CROSS SECTIONS FOR PRELIMINARY PLAT



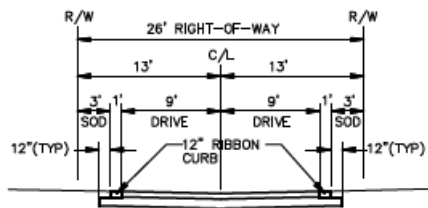
TYPICAL SECTION 4

1"=10'



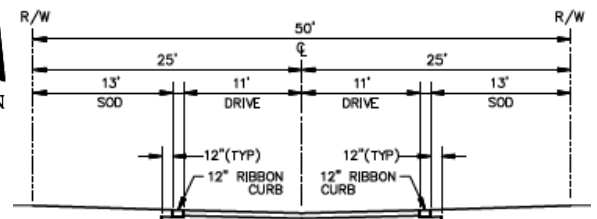
TYPICAL SECTION 5

1"=10'
(REVISED)



TYPICAL SECTION 6

(TWO-WAY ALLEY)
1"=10'



TYPICAL SECTION 7

1"=10'
(NEW)

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 for approval for Major Subdivision Plat applications contained in Section 65.425 of the Land Development Code (LDC) :

1. The proposal is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposal is consistent with the East Central Florida Strategic Policy Plan.
3. The proposal is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposal is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly, Future Land Use Policy 2.4.4, Figure LU-1, Goal 4 and its associated objectives, policies, and figures.
5. The proposal is consistent with and implements the Southeast Orlando Sector Plan, Chapter 68 of the Land Development Code.
6. The proposal is consistent with the requirements of the Lake Nona DRI/PD.
7. The proposal is compatible with the surrounding development and neighborhood pattern.
8. The proposal will not result in demands on public facilities and services that exceed the capacity of such facilities and services since it is subject to Chapter 59 of the City Code, the Concurrency Management Ordinance.

Staff recommends approval of the Specific Parcel Master Plan and Preliminary Subdivision subject to the conditions below:

CONDITIONS OF APPROVAL

City Planning

1. *SUBJECT TO CODES –ZONING*

Except as provided herein, the development is subject to all codes and ordinances of the State of Florida, City of Orlando, and all other applicable regulatory agencies.

2. *DEVELOPMENT REQUIREMENTS*

Except as modified herein, the project shall be developed in accordance with the requirements of the Growth Management Plan, Chapter 68 of the Land Development Code, the Lake Nona DRI/PD, and any other pertinent provisions of the Conventional LDC, the Lake Nona DRI/PD, the Southeast Orlando Development Plan Agreement, the 1994 Lake Nona Developer's Agreement, and all previous agreements between the City and property owner.

3. *FINAL SPMP REQUIRED*

Within 90 days of plat approval by the SETDRC, the applicant shall submit 1 electronic and 7 full size copies of a final lot layout plan indicating lot number and associated lot type and incorporating conditions of approval of this staff report. This document will be use to review engineering plans and building permits.

4. *APPROVAL*

Approval of the Specific Parcel Master Plan by City Council shall grant the applicant authority to submit an application for site plan/master plan review for a building permit. The application must be submitted within thirty-six (36) months of approval of the Specific Parcel Master Plan (by the City Council) or the Master Plan shall expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may renew the Master Plan for one period of up to 12 months providing good cause is shown.

5. *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.

6. *FRONT YARD ISR*

Front yard ISR shall be consistent with Planning Official Determination Case #LDC2014-00107, which states that the following limitation on paved areas in the front setback shall apply: Pedestrian walkways shall not exceed 6 feet in width in order to clearly define this area for pedestrians rather than vehicles.

7. *DRI MAP H/PD DEVELOPMENT PLAN*

This SPMP amends the roadway configuration and the location of Open Space #1 and Open Space #2 on the DRI Map H/PD Development Plan. These items shall be revised the next time the DRI/PD are amended.

CONDITIONS OF APPROVAL

City Planning (cont.)

8. MECHANICAL EQUIPMENT

All mechanical equipment guidelines shall be consistent with Planning Official Determination Case #LDC2011-00218 which are as follows:

- Pool pumps and heater units, air conditioner compressor units and natural gas standards are applied: 1) the equipment shall only be located on one side of the dwelling unit or in the rear of the unit; 2) the equipment shall be screened with a vegetative buffer of sufficient height and density to hide views of the equipment from the street; 3) the equipment shall be located a minimum of 10 feet behind the plane of the principal façade of the principal structure and 4) The placement of natural gas tanks shall be subject to the City's applicable Fire and Life Safety Codes. Air conditioner compressor units that utilize an energy efficiency rating standard which is comparable to a minimum of 15 SEER or 12.5 EER may be located in the required internal side yard setback under the following additional condition: 1) The units shall be no closer than 2 feet from the property line with no two units located side by side on adjacent lots.
- For the 30'x120' lot type and for townhomes and duplexes on corner lots, all mechanical equipment may be located in the rear yard or the street side yard between the building wall and the street, provided the following standard is applied: 1) the equipment shall be screened with a vegetative buffer or opaque fence/wall at least 4 feet in height in order to hide views of the equipment from the street.

Conditions of Approval for Gated Lots:

9. MOTOR COURT HOMES

The following conditions are related to the motor court homes that are proposed in the gated portion of the development:

FRONT YARD SETBACKS—Motor court homes are permitted to have a minimum front yard setback of 20 feet.

GARAGES & DRIVEWAYS—Garage doors shall be individual decorative doors, no wider than 9 feet and minimum 12" separation or the garage door may be a double garage door provided the top ¼ panel is transparent or the double door includes some level of detail to be approved by the Appearance Review Officer at the time of building permit review. The driveway shall be scored or treated concrete rather than asphalt.

PEDESTRIAN CONNECTION—A pedestrian connection to the street shall be provided from the entrance of the house. A gate or opening in the fence, wall or shrub portion of the motor court enclosure may be provided.

TRANSPARENCY—Fifteen percent (15%) transparency required in the garage on street-facing walls and a minimum of one (1) egress sized window within the first 10 feet of the building façade on the side-yard facing elevation.

IMPERVIOUS SURFACE RATIO—ISR variances shall not be allowed for this lot type.

10. GATED SUBDIVISIONS

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

11. TRANSPORTATION IMPACT FEE DISCOUNT—NOT RECOMMENDED

Due to this portion of the project utilizing the Conventional LDC Standards instead of the Traditional Design Standards (which is required for a transportation impact fee discount) it is not recommended for a transportation impact fee discount.

12. IMPERVIOUS SURFACE RATIO (ISR)

The maximum ISR for this portion shall be 0.70 per lot.

13. DRIVEWAY ACCESS

Driveway access from gated lots to the alley on the southern boundary shall be prohibited.

14a. ACCESSORY STRUCTURES

Chapter 58.901 of the Land Development Code as it relates to accessory structures shall apply to the gated portion of the project. The property must meet Chapter 58 minimum lot size in order to have an accessory apartment. No accessory structure shall occupy more than 35% of the area between the rear property line and the principal structure provided that swimming pools, hot tubs and hydrosplas shall not be subject to this restriction.

CONDITIONS OF APPROVAL

City Planning (cont.)

14 b. FRONT PORCH ENCROACHMENT

A front porch encroachment of 8 feet is permitted for all lots with the gated community except for the motor court lots.

Conditions of Approval for Non-Gated Lots:

15. TRANSPORTATION IMPACT FEE DISCOUNT—RECOMMENDED

Base on staff analysis, the proposed Phase 6 development plan achieved a Connectivity Index score of 1.5 which indicates a good level of street connectivity. These scores meet the quantitative standard for a Transportation Impact Fee discount. While the SPMP does not provide residential building elevations, based on the applicant's proposed typical lot characteristics, it appears that the project will meet the qualitative standards necessary to receive a Transportation Impact Fee discount. Consistent with LDC Section 68.608, and contingent upon approval by the SETDRC and City Council, staff recommends that the Planning Official issue a letter authorizing a Transportation Impact Fee Discount, to be applied to permit applications for the proposed residential development. The percentage discount shall be determined by the Transportation Planning Division.

16. ACCESSORY STRUCTURES

- The property must meet Chapter 58 minimum lot size in order to have an accessory apartment.
- No accessory structure shall occupy more than 35% of the area between the rear property line and the principal structure provided that swimming pools, hot tubs and hydrosplas shall not be subject to this restriction.
- Accessory structures on front loaded lots must meet the requirements of LDC Section 58.901, with the following exceptions:
 - Accessory structures that are less than 580 square feet may be connected to the principal building by a breezeway with out meeting the principal building setbacks. They are subject to the accessory structure setbacks.
 - Accessory structures that are greater than or equal to 580 square feet must meet the principal building setbacks if connected to the principal building by a breezeway.

17. DEVELOPMENT PLAN REVISIONS

- If the lots south of Wetland #61 is rear loaded, add alley to the roadway map. This can be address at the Preliminary Plat stage.
- Show alley cross section for lot numbers 79, 80, 81, 251, 252, 253, 254, 255, 256, 382, 383, 384. This can be address at the Preliminary Plat stage.
- During the Preliminary Plat review, the City's Solid Waste Division and Fire Department shall review the alley conditions throughout the development to determine if a solid waste truck and/or fire truck can maneuver within the alleys.

Urban Design

1. HOA Letter of Approval is required prior to any permit being issued for the site plan and elevations.
2. All lots that are adjacent to open space tracts shall incorporate 15% transparency on the façade of the principal structure and any accessory structure.
3. Garages and accessory structures shall incorporate 15% transparency on facades adjacent to streets.
4. Lots that 'dead end' an alley shall incorporate a screen wall, and feature landscaping or structure to screen the view of the alley from the main street. If an accessory unit is constructed either over a garage or alone, it shall have an entrance facing the main street.
5. Screen walls to screen the alley shall meet the fence height regulations. Street side yard screen walls shall not exceed 4 feet in height, unless the street side setback is met. Reverse corner conditions shall be reviewed closely to not interfere with front yards of adjacent properties. This condition occurs for lot numbers 112, 132, 253, 267, 281, 321, 328, 382, 408, 423, 446, 472, 492, 510, 519, 536, 542, 702, 708, 726.
6. Fences or walls shall meet the standards of the LDC, and along the alley shall be no more than 100 percent opaque to a height of 4 feet and be not more than 60 percent opaque to a height of 6 feet. Fences set back more than 10 feet from the alley may be 100 percent opaque for a height of 6 feet.
7. Modifications as described in LDC2013-00394 of up to 2 feet where the lot has a curved boundary or existing recorded easement may be reviewed through a Zoning Official Determination.
8. Pedestrian connections shall be provided from the townhomes and SFR along the 57' Type 2 Street where an open space is provided between the ROW and property lines of the units. Landscape plan shall be coordinated.

CONDITIONS OF APPROVAL

Urban Design (cont.)

9. Street trees and street lights shall be installed at the time the roads are constructed. Landscape plans were not provided in the application.
10. Street lights on private streets shall meet the requirements for the City of Orlando Lighting Ordinance, LDC63.400.

Transportation Planning

Road Cross Section (MPL2015-00001)

- The 4 short alleys serving the 11 lots facing onto the mews leading to the lakes on the east and west sides of the project shall be shown as Type 8 - 26' alleys.
- The divided Type 6 roadway leading to the west gated entrance to Phase 6 shall be modified to provide safer, direct access to the driveways of the 3 lots on the west side of the roadway OR a plan shall be provide to illustrate how the driveways for these lots will be configured.

Transportation Engineering

1. Section Type A:
 - Any median curb shall be either FDOT Type A or Type E. Flush curb shall not be used outside of the alleyways.
 - The 10' sidewalk shall be called out as a trail or multi-use path.
2. Section Type 5 w/Trail and w/o Trail:
 - Both of these sections shall include a 5' wide bike lane in each direction since they tie into Section Type A and are part of the main east-west roadway.
3. Section Type B:
 - The curb along the park shall be FDOT Type F. Flush curbs shall not be used outside of the alleyways.
 - A 5' sidewalk shall be provided on the park side of the road if a continuous sidewalk through the park is not constructed.
4. All horizontal and vertical curves shall be designed according to the Florida Greenbook standards.
5. Section Type A & Type 5 shall be designed with a design speed of at least 30 mph.
6. The corner radii for street-street intersections shall be at least 25' unless a larger radius is required to accommodate emergency vehicle access.
7. The curb corner radii for alley-alley and alley-street intersection shall be large enough to accommodate the largest design vehicle for the alley but no less than 5'.
8. Consideration shall be given to traffic calming elements such as raised crosswalks or mini-roundabouts near pedestrian generators such as trail crossings and parks.
9. The parcel map shall show the following:
 - The location of any no parking zones on streets that cannot support parking on both sides.
 - Autoturn showing that a City fire truck can maneuver around intersection corners and through tighter curves.
 - The direction of traffic on each alley.
 - The proposed traffic control at each intersection (all-way stop, two-way stop, yield, etc).
10. Where heavier turning movements are expected along Section Type A & Type 5, consideration shall be given to the provision of a left turn lane in the median.
11. The median opening shown where Section 6 intersection Section A across from the Section B pair shall be removed due to the close intersection spacing.

INFORMATIONAL COMMENTS

Engineering/Zoning (MPL2015-00001)

1. SEWER-LATERALS

All sanitary sewer construction is to be in accordance with the Engineering Standards Manual. The sanitary sewer lines are to be dedicated to and maintained by the City of Orlando. One lateral for each lot is required. Section 9.03.02 (J) of the ESM provides that a double wye is not acceptable. The sanitary sewer system within Phase 1 of the development behind the gates shall be privately owned and maintain.

2. SOILS REPORT-SUBMIT

Two copies of the soils report are required for this site in accordance with Section 65.418 (f) of the City Land Development Code.

3. ROADWAY-MASTER PLAN

The proposed roadway cross section needs to be consistent with the approved Master Plan.

INFORMATIONAL COMMENTS

Engineering/Zoning (MPL2015-00001 cont.)

4. *PLAT*

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.

5. *STREET TREE FUND*

The Orlando City Council approved a Resolution at the January 27, 1997 City Council Meeting. Section 61.226 of the City's Land Development Code provides for a Street Tree Trust Fund. The developer is responsible for the installation of street trees prior to final of the building permit. The Street Tree specifications are 12'-14' height of canopy tree.

6. *EROSION-BUILDING SITE*

All building site plans submitted for review should include a detailed erosion and sedimentation control plan and a current (within 2 year) signed and seal survey of the site.

Engineering/Zoning (SUB2015-00004)

1. *SIDEWALK*

As per Section 61.225 of the Land Development Code, a minimum 5 foot wide concrete sidewalk is required along all dedicated rights-of-way. Any existing sidewalk damaged or broken is to be repaired.

2. *ENGINEERING STANDARDS MANUAL*

The City Council Adopted the Engineering Standards Manual (ESM), Fourth Edition, on March 9, 2009. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.

3. *SEWER-FDEP*

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

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

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

4. *CONCURRENCY MANAGEMENT/PLAT*

The final recorded plat shall contain the following note: "Development on the property depicted on this plat is subject to the requirements of Chapter 59, the Concurrency Management Ordinance of the City of Orlando, which governs the City's ability to issue building permits on this property. Approval of this application shall not be deemed to provide any vested rights, except as to those matters depicted hereon, that are consistent with the requirements of Chapter 177, Florida Statutes, or were required by the City of Orlando as a condition of platting."

5. *CONCURRENCY-COMMITTED*

Lake Nona DRI development has a Concurrency capacity committed to it. The capacity will be deducted from the Lake Nona account at the time of permitting. An Assignment of Committed Trips form is required from Lake Nona as a condition of building permit issuance.

6. *STORM-NPDES*

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.

7. *STORM- LAKE NONA*

Stormwater management system design shall conform to the criteria outlined in the Lake Nona Developer's Agreement dated May 4, 1994.

INFORMATIONAL COMMENTS

Engineering/Zoning (SUB2015-00004)

8. *STORM-WATER MANAGEMENT DISTRICT*

The owner/developer is required to design and construct an on-site storm water system in accordance with the approved Master Drainage Plan. Approval from South Florida Water Management District is required. The system is to be privately owned and maintained.

9. *STORM-WETLAND*

If the proposed wetlands are to be altered, the owner/developer needs to submit documentation from South Florida Water Management District and/or the Army Corp of Engineers.

10. *ON-SITE FEES*

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

11. *PLAT-MAJOR*

Final Plat: At the time of final plat submittal, the following is required:

1. Mylar plat (executed by the owner and signed and sealed by the surveyor).
2. Certificate of Title or Title Opinion (A title insurance policy is not acceptable.) Refer to Florida Statutes 177.041 for additional information.
3. Initial 2 percent inspection fee (based on estimated cost of the improvements. An itemized cost estimate is to be submitted to this office for approval.
4. Six sets of approvable construction plans.
5. Performance Bond - 110 percent of the cost of the improvements. The form is available in the Office of Permitting Services.
6. Joinder and Consent to Plat - If there is a mortgage on the property, a joinder and consent to plat document is required from each mortgage holder. The document is recorded with the plat. Refer to Florida Statute 177.081 for additional information.
7. Fixed Asset Report - The form is available in the Office of Permitting Services or at our website www.cityoforlando.net/permits.
8. The plat must be reviewed by Orange County prior to recording. Begin this process by taking a copy of the executed plat to Room 1700 (Orange County Property Appraiser's Office, Attn. Rocco Campanale), 200 S. Orange Avenue, Sun Trust Bank Center. A copy of the completed Statement of Lien from Orange County is required by this office. The original Statement of Lien must be delivered to this office prior to recording the plat.

12. *FLOODPLAIN*

This site is located within a floodplain. The finished floor elevation must be one (1) foot above the 100' flood elevation.

13. *EROSION-BUILDING SITE*

All building site plans submitted for review should include a detailed erosion and sedimentation control plan.

14. *UTILITY CONSTRUCTION*

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

15. *EROSION & SEDIMENTATION CONTROL*

Storm water control measures to minimize the impact of the erosion/sedimentation shall be incorporated in the plan of the development for all projects in the City of Orlando and a detailed description of these measures are to be included with the final engineering submittal.

Police

1. *CPTED REVIEW*

The Orlando Police Department has reviewed the plans for Laureate Park Phase 6 located north of Tavistock Lakes Blvd., utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.

INFORMATIONAL COMMENTS

Police (cont.)

2. NATURAL SURVEILLANCE

Natural Surveillance: Design the site to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and building entrances; doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and street; porches or patios and adequate nighttime lighting.

Overall Project:

- A lighting plan was not available at the time of this review. Lighting plays a very important role in CPTED. It is crucial that lighting sends the right messages to the public about the safe and appropriate use of space at different times of the day and night.
 - All lighting for this project shall meet or exceed the guidelines in Orlando City Code, Title II, Chapter 63, Part 2M.
 - In order to create a sense of safety, pedestrian-scale lighting should be used in all high-pedestrian traffic areas throughout the project to include building entrances, common areas, parks spaces/courtyards and walkways.
 - Appropriate lighting should be included in all areas anticipated to be used after-dark.
 - Lighting should not be screened out by landscaping (especially pedestrian scale lighting) or building structures such as overhangs or awnings.
 - Lighting should be included in all allies and each garage entry should have pedestrian scale lighting that can be controlled by the resident.
 - 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.
 - Pedestrian walkways and open green space should be lit so that a person with normal vision is able to identify a face from a distance of 30 feet during nighttime hours.
 - The use of full cut-off or shielded light fixtures can direct light where it is intended while reducing light trespass, glare, and waste.
- Landscaping is another crucial aspect of CPTED. Trees branches should be kept trimmed to no lower than 6 feet from the ground and shrubs should be kept trimmed to no higher than 30 inches. Avoid conflicts between landscaping and lighting, especially lighting adjacent to canopy trees. Landscaping should not create blind spots or hiding places and should not block/cover windows. Open green spaces should be observable from nearby homes.
- Benches (or outdoor furniture) placed in common areas are a good way to increase surveillance and encourage community interaction. Consider furniture designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).
- Ensure that any canopies or awnings do not interfere with lighting, especially pedestrian scale, in all locations used during nighttime hours.
- Entry doors should contain 180° viewers/peep holes.
- All sides of a building should have windows to observe walkways, parking areas and driving lanes.

3. NATURAL ACCESS CONTROL

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

- Porches can define private spaces for residents. Balcony railings (if installed) should not be opaque or more than 42 inches high.
- Public entrances should be clearly defined by walkways and landscaping to guide authorized users to proper entrances while discouraging potential offenders.
- Landscaping used around entrances should create clear way-finding, be well lit and not block windows or entrances or create ambush points.
- There should be no easy access to the roofs.
- The use of traffic calming options as well as surface and gateway treatments can promote safe vehicle speeds, reduce collision frequency and increase the safety and the perception of safety for non-motorized users.
- Walkways should be a minimum 6' in width to enhance pedestrian flow. Multi-purpose paths should be a minimum of 10' to accommodate different modes of travel simultaneously.

INFORMATIONAL COMMENTS

Police (cont.)

4. TERRITORIAL REINFORCEMENT

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

- The project should be designed to encourage interaction between users.
- Each separate residence should have an address that is clearly visible with numbers a minimum of five-inches high made of non-reflective material.
- Fences may be considered in select areas to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED style fencing, up to 6-foot in height, made of commercial grade steel is a good option to consider. Another option is landscape buffers, which include hostile vegetation, to delineate public from private spaces. The fencing and landscape buffer may be used together to further define and control spaces.
- Maintenance is an important aspect of territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This in turn discourages vandalism and other crimes.

5. TARGET HARDENING

This can be accomplished by features that prohibit entry or access such as window locks, dead bolts for doors and interior door hinges.

- Door locks should be located a minimum of 40 inches from adjacent windows.
- Exterior and non-public doors should contain 180° viewers/peep holes, interior hinges, single cylinder deadbolt locks with a minimum two-inch throw, metal frames with 3" screws in the strike plates, and be made of solid core material. This includes facility and storage room doors.
- The use of jalousie, casement or awning-style windows is discouraged.
- All windows that open should have locks.
- Air conditioner units should be caged and the cages should be securely locked.
- Sliding glass doors should have one permanent door on the outside and the inside moving door should have a docking device and a pin.
- If alarm or security systems are installed, each residence should have a separate system that can be regularly tested and maintained.
- Security camera systems capable of recording and retrieving an image to assist in offender identification and apprehension may be considered. Security cameras should be mounted at an optimal height to capture offender identification ("aiming" down from the ceiling often results in images of the offender's hat). Consider cameras in locations along property access points or areas with limited or no natural surveillance.

Additional precautions or Neighborhood Watch training may be discussed with OPD's Crime Prevention Unit officer Edgar Malave, 407.246.2513 or a Neighborhood Watch Specialist at 407.246.3628 or 3773.

6. CONSTRUCTION SITE PROTECTION

Due to the continued trend of theft of building materials and equipment from construction sites, Orlando Police Department's Crime Prevention Unit strongly recommends that the developer institute the following crime prevention/security measures at this project site:

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

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

INFORMATIONAL COMMENTS

Police (cont.)**7. (I.R.I.S.) CAMERA SYSTEM**

Innovative Response to Improve Safety (I.R.I.S.) Camera System: OPD recommends that the developer contact OPD in an effort to coordinate camera system technology. OPD has the ability to monitor specified external camera systems from private facilities at the will of the developer or building owner. OPD monitoring will be in addition to self-monitoring and will not replace building camera monitoring. OPD will not have the ability to interfere with or manipulate building camera systems, only view. The additional monitoring is beneficial to both the developer/owner and OPD as a crime prevention and overall public safety solution.

IRIS questions should be directed to the Orlando Police Department, Sgt. Andy Brennan, at andrew.brennan@cityoforlando.net.

Wastewater**1. SEWER-MISC.**

This project lies within a lift station basin that has not yet been designed or installed. Lift station calculations and basin analysis shall be submitted to the Division for review. The location and layout of the lift station site shall be in compliance with the Wastewater Division standards. The lift station shall be accessed directly from a City owned right-of-way. Lift station access from or through alleys will not be allowed. Sanitary sewer mains shall not be located in alley ways or backyard easements. Sanitary sewer mains shall not be deeper than 15 feet, unless approved by the Director of Public Works.

2. PLAT

The plat shall identify the lift station parcel.

CONTACT INFORMATION

City Planning

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

Urban Design

For questions regarding Urban Design plan review, please contact Holly Stenger, at 407.246.2861 or holly.stenger@cityoforlando.net

Transportation Planning

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

Transportation Engineering

For questions regarding Transportation Engineering plan review, please contact Jeremy Crowe at 407-246-3262 or jeremy.crowe@cityoforlando.net

Engineering/Zoning (MPL2015-00001)

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

Engineering/Zoning (SUB2015-00004)

For questions regarding Engineering or Zoning contact Shirley Green at 407.246.2134 or Shirley.Green@cityoforlando.net. To obtain plan review status, schedule/cancel an inspection and obtain inspection results, please call PROMPT, our Interactive Voice Response System at 407.246.4444.

Police

For questions regarding the Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or audra.nordaby@cityoforlando.net.

Wastewater

For questions regarding Wastewater plan review, please contact David Breitrick at 407.246.3525 or david.breitrick@cityoforlando.net

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. SETDRC minutes scheduled for review and approval by City Council.
2. Final SPMP Review
3. Final Plat Review
3. Planning Official Determination for building elevations.
4. Building permits.