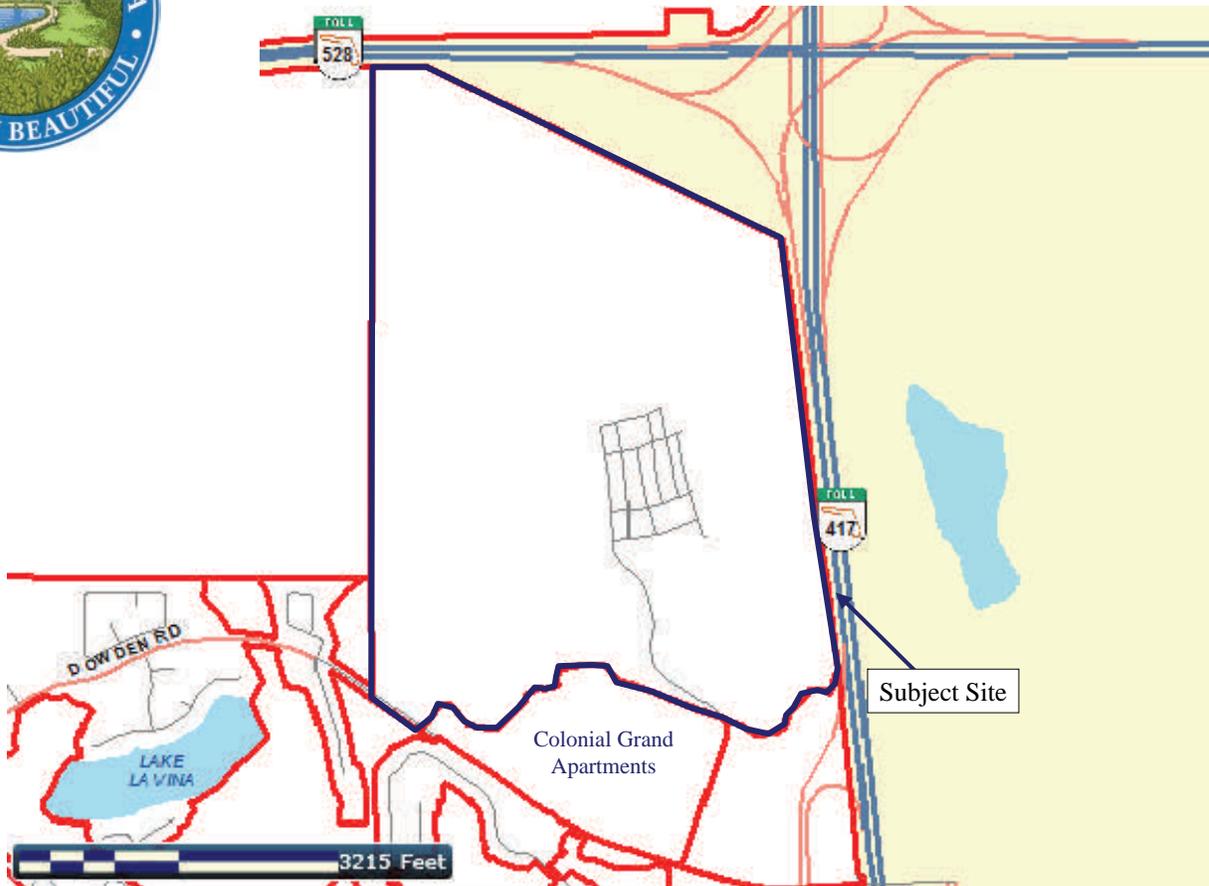




# RANDAL PARK PHASES 2-5 PLAT

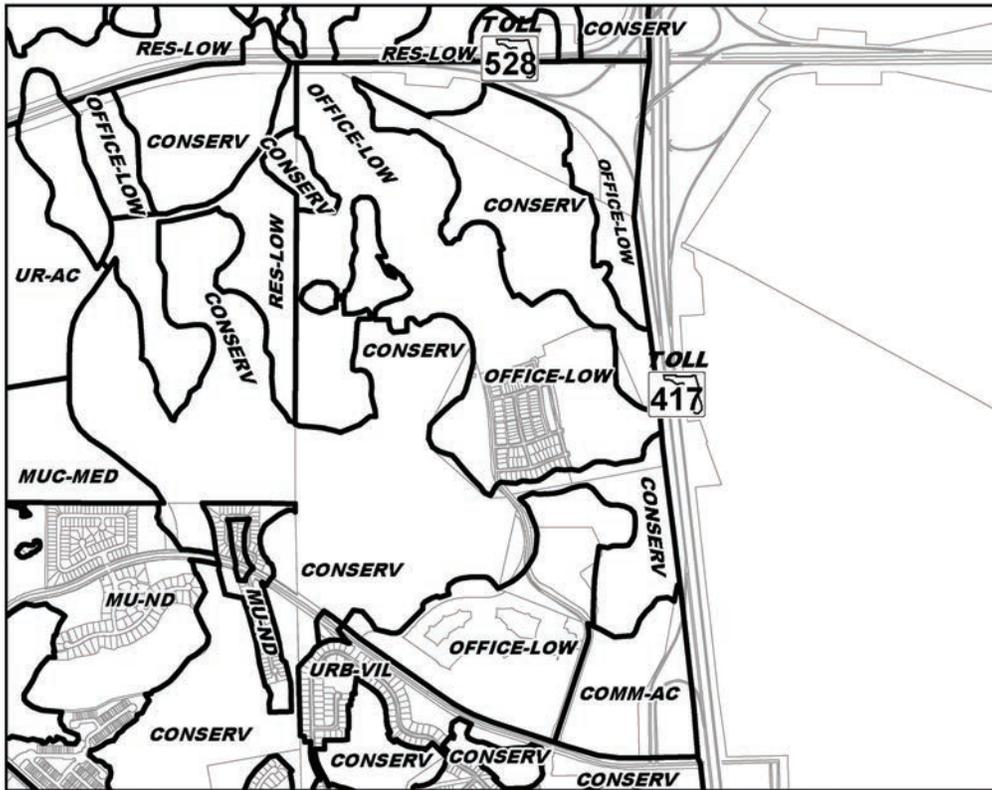


Location Map 
 Subject Site

## SUMMARY

<p><b>Owner/Applicant</b>                  Richard Stevens                  Mattamy (Jacksonville)                  Partnership</p> <p><b>Project Planner</b>                  Colandra Jones</p>	<p><b>Property Location:</b> The subject property is located north of Dowden Road, west of Central Florida Greenway (SR 417), south of the Beachline Expressway (SR 528), and east of Narcoossee Road (±461.5 acres, District 1).</p> <p><b>Applicant's Request:</b>                  Request for Major Subdivision Plat to create the preliminary plat for Randal Park Phases 2-5.</p> <p><b>Staff's Recommendation:</b>                  Approval of the request, subject to the conditions in this report.</p>	
<p><b>Updated:</b> March 28, 2013</p>		

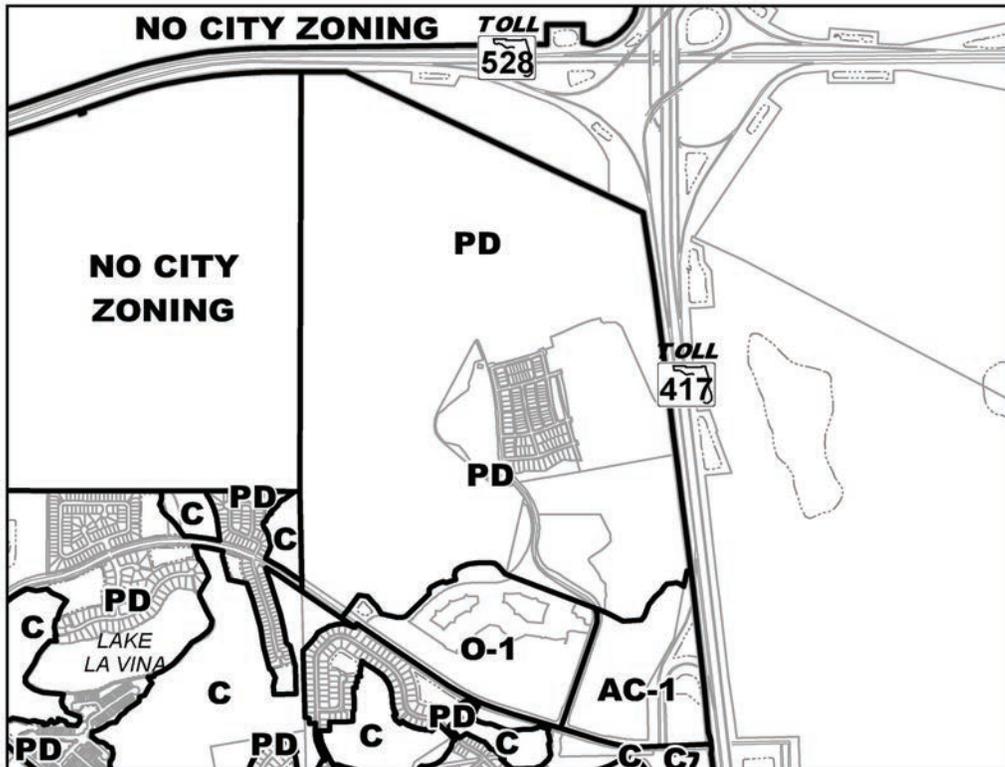
# FUTURE LAND USE MAP



Future Land Use - Existing MPL2013-00002



# ZONING MAP



Zoning - Existing MPL2013-00002



# PROJECT ANALYSIS

## Project Description

The subject site is generally located north of Dowden Road, west of Central Florida Greenway (SR 417), south of the Beachline Expressway (SR 528), and east of Narcoossee Road and is approximately 461.5 acres. Of this 461.5 acres, approximately 285.9 acres are preserved wetlands/conservation areas. Therefore, approximately 175.6 acres is actually developable. The site is currently designated Office Low Intensity on the Official Future Land Use Map and is zoned PD. The site is within the Randal Park PD.

The Municipal Planning Board (MPB) approved a Specific Parcel Master Plan (SPMP) for the Randal Park Phases 2-5 Residential Neighborhood on March 19, 2013 (Case #MPL2013-00002). This SPMP approval comprised of 558 dwelling units consisting of 4 different lot types, including a mix of front-loaded and rear-loaded lots. It proposes 335 detached single family units and 223 town-home units. In addition to the residential uses, the project also contains areas of open space, which totals approximately 10.68 acres of open space, and a bicycle/trail.

### Previous Actions:

- December 2010—The MPB approved the Randal Park Phase 1 SPMP and preliminary plat to allow for a residential development comprised of 256 dwelling units (Case #MPL2010-00016 & Case #SUB2010-00033).
- July 2012—The MPB approved the Randal Park Clubhouse which is a recreation area that will serve as a community park with amenities including a clubhouse, swimming pool and a playground (Case #MPL2012-00010).
- March 2013—The MPB approved the Randal Park Phases 2-5 SPMP to allow for a residential development comprised of 558 dwelling units (Case #MPL2013-00002).

### Major Subdivision:

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

## Project Context

The subject property is located within the Randal Park PD, a community located in the southeast section of Orlando. The property is currently vacant. Surrounding future land use designations include Residential Low Intensity and Conservation to the north and west, Office Low Intensity and Community Activity Center to the south and Orange County Planned Development designation to the east. The chart below depicts the surrounding future land use, zoning and existing uses. The proposed residential development would be compatible with the surrounding existing and planned residential uses.

	<b>Future Land Use</b>	<b>Zoning</b>	<b>Surrounding Use</b>
North	Residential Low Intensity & Conservation	No City Zoning	Vista Park Residential Neighborhood (Vacant Land)
East	Planned Development (Orange County)	PD (Orange County)	Innovation Place (Vacant Land)
South	Office Low Intensity & Community Activity Center	O-1 & AC-1	Elementary School & Colonial Grand Apartments (both under construction), Vacant Activity Center Land
West	Residential Low Intensity & Conservation	No City Zoning	Bal Bay (Vacant Land)

## Conformance with the GMP

As indicated in Figure LU-1 of the Future Land Use Element, residential uses are allowed under the Office Low Intensity future land use designation. The maximum density in this designation is 21 du/ac and it has no minimum density. The proposed use (residential) and density (558 dwelling units on 461.5 acres = 1.21 du/ac) are consistent with the adopted future land use designation.

GMP Subarea Policy S.35.6 provided guiding principles for the overall development of the 683-acre property that makes up the Randal Park PD. The subarea policy addresses various development criteria as it relates to land use, park and recreation facilities, transportation, and school capacity. This project is consistent with this subarea policy.

**Conformance with the LDC—Randal Park PD**

The proposed project is within the Randal Park PD which is primarily a residential development. Section 2 of the Randal Park PD describes the residential building standards. It describes the entire development as a diverse residential community with a variety of housing choices, interconnected and walkable residential blocks, and be organized around community parks and amenities. 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. According to condition 1.14 of the Randal Park PD, lot sizes and patterns within a neighborhood shall be varied to avoid monotonous streetscapes and provide a diverse range of housing types. Consistent with this condition, the SPMP proposes four various lot types which includes a mix of front-loaded and rear-loaded lots. These lot types and the amount proposed for each phase is found in the chart below.

Lot Type	Phase 2	Phase 3	Phase 4	Phase 5
40' x 110' (Rear Load)	25	2	27	6
50' x 110' (Front Load)	25	2	41	78
60' x 110' (Front Load)	22	2	23	82
Townhome	45	43	95	40
<b>Total</b>	<b>117</b>	<b>49</b>	<b>186</b>	<b>206</b>

**Residential Development Standards.** According to the Randal Park PD, condition 1.15 provides guidelines for typical development standards. The SPMP and plat process is intended to establish the actual dimensions for each lot and product type. The chart below is the proposed SPMP development standards for each lot type. All of the proposed development standards are consistent with the adopted PD standards.

Lot Type	Lot Width	Lot Depth	Primary Building Setback	Front Porch Setback	Rear Yard Setback	Side Yard Setback	Garage Setback	Alley Tract
40' Lot Single-Family (Rear Load)	40'	110'	16'	10'	5' or >16'	5'	N/A	20'
50' Lot Single-Family (Front Load)	50'	110'	20'	10'	15'	5'	24'	N/A
60' Lot Single-Family (Front Load)	60'	110'	20'	10'	15'	5'	24'	N/A
Townhome	20'	110'	16'	10'	5' or >16'	0'	N/A	20'

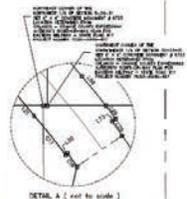
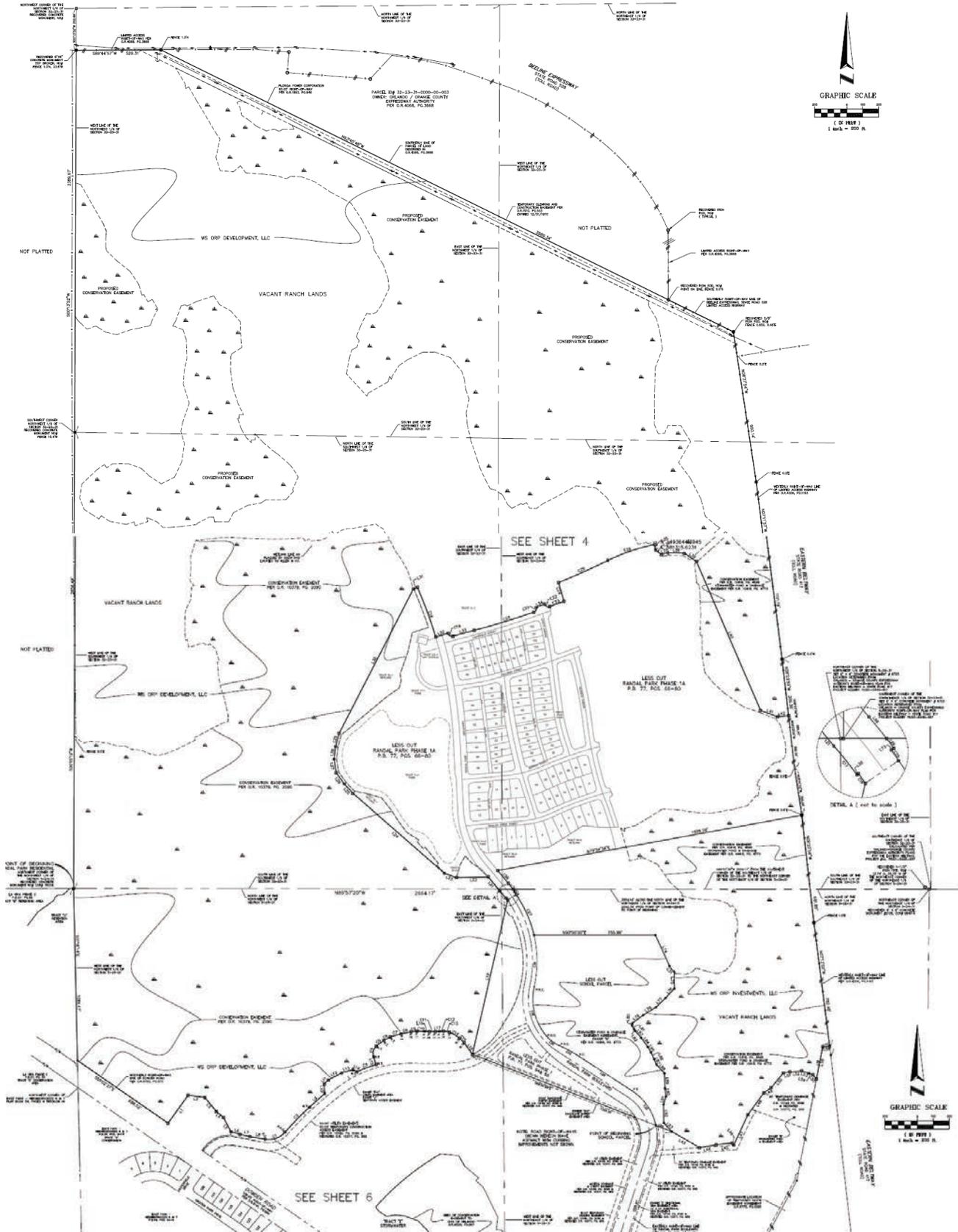
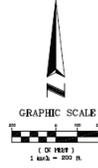
**Transportation.** According to the Randal Park PD, Section 3 provides guidelines for transportation needs. The applicant has submitted typical road cross-sections for its Neighborhood Streets and Alleys. The roadway cross-sections, which are found on page 12 and 13 of this report, shows a variety of sections which meet or exceed the PD requirements of 7 foot wide parkways, 5 foot sidewalks, 8 foot wide on-street parking spaces, and 20 foot dedicated two-way alley tracts. There are two different alley types of cross sections. There is a one-way alley cross-section which has a 20 foot right-of-way a 10 foot travel lane and 4 foot landscaping buffers. The other one-way alley cross-section has a 30 foot right-of-way with an 18 foot travel lane and 5 foot landscaping buffers.

**Open Space.** The proposed plat depicts three Park Tracts. One, located in Phase 2, is 2.20 acres in size. The second park tract is in Phase 4 and is 0.62 acres in size. And finally, the last park tract is in Phase 5 and is 0.90 acres. In addition to the Park Tracts, there are 14 small pockets of open space areas throughout the development. All park and open space tracts total 10.68 acres. This proposed park land and open space exceeds the adopted level of service (LOS) standards. For neighborhood parks, the LOS unit equivalent of acres per residential unit is 0.0017. The proposed open space equates to 0.019 acres per residential unit, thus exceeding the adopted LOS. For the overall development, Phase 1 has 6.79 acres of open space and Phases 2-5 has 10.68 acres of open space which equals to 17.47 total acres of open space. This exceeds the minimum amount of open space required by the PD by 7.47 acres. These parks will be privately owned and maintained.

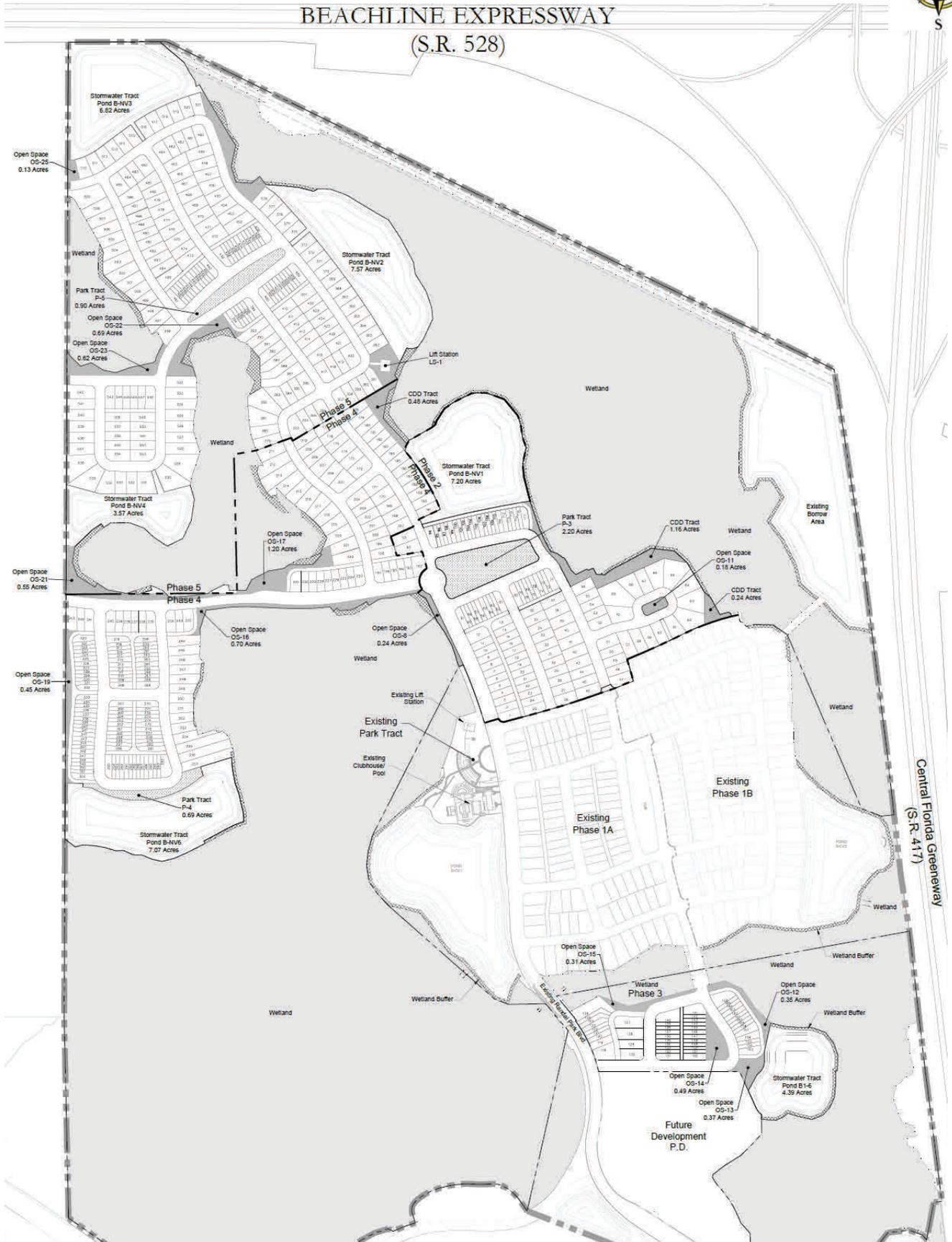
# AERIAL PHOTO



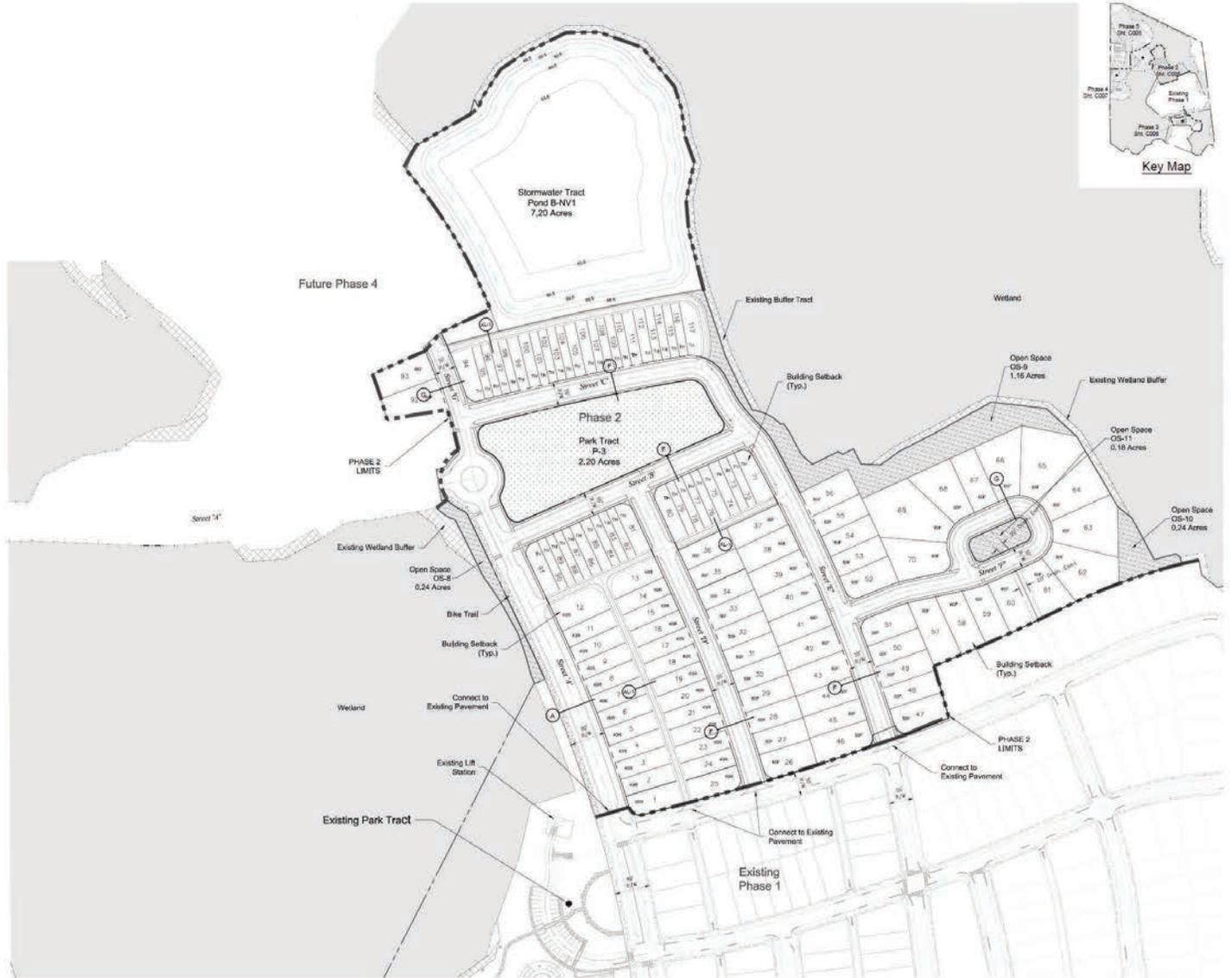
# BOUNDARY & TOPOGRAPHIC SURVEY



# PRELIMINARY PLAT

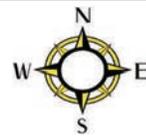


# PRELIMINARY PLAT – PHASE 2

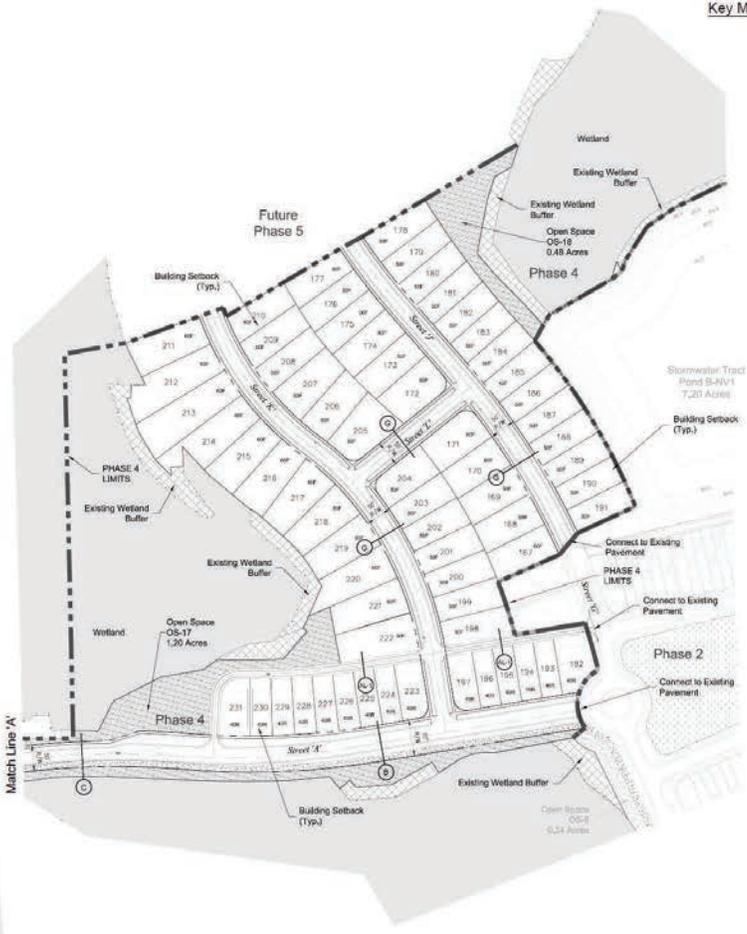
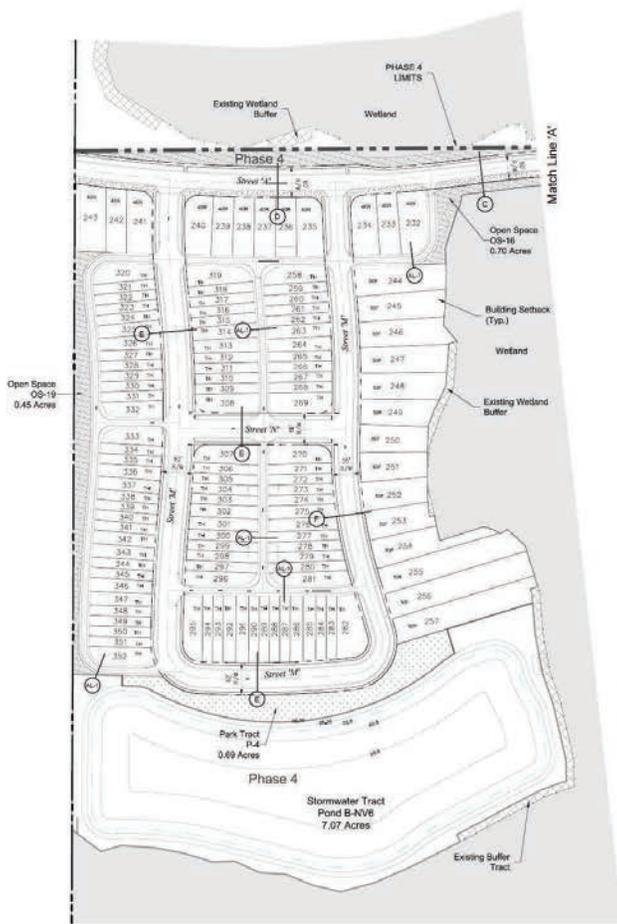




# PRELIMINARY PLAT — PHASE 4



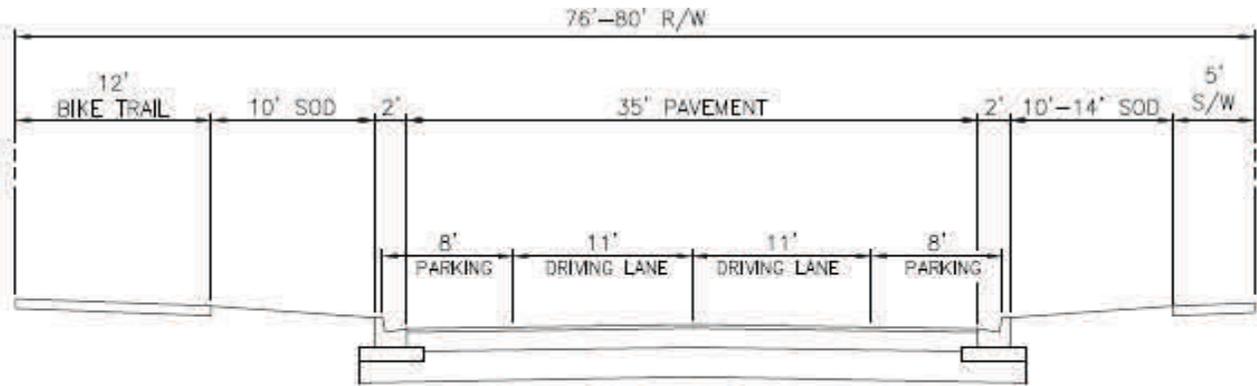
Key Map



# PRELIMINARY PLAT — PHASE 5

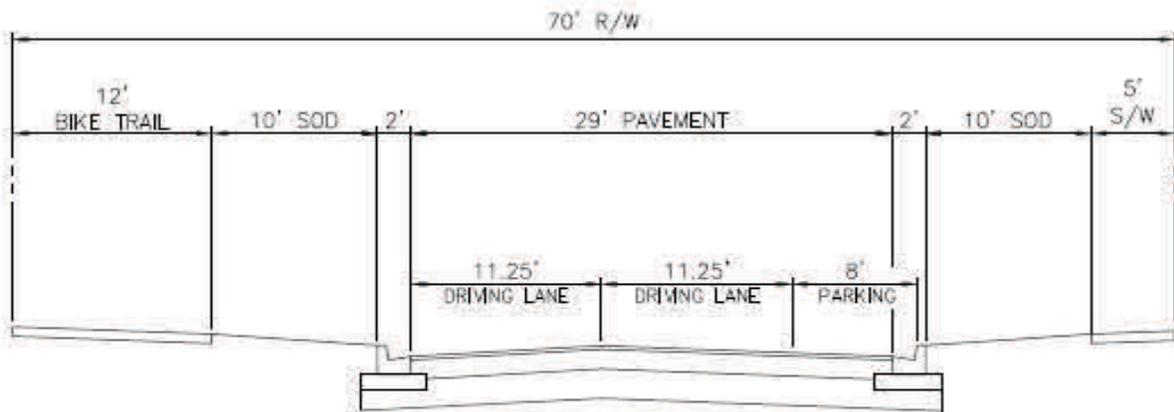


# TYPICAL ROAD CROSS SECTIONS

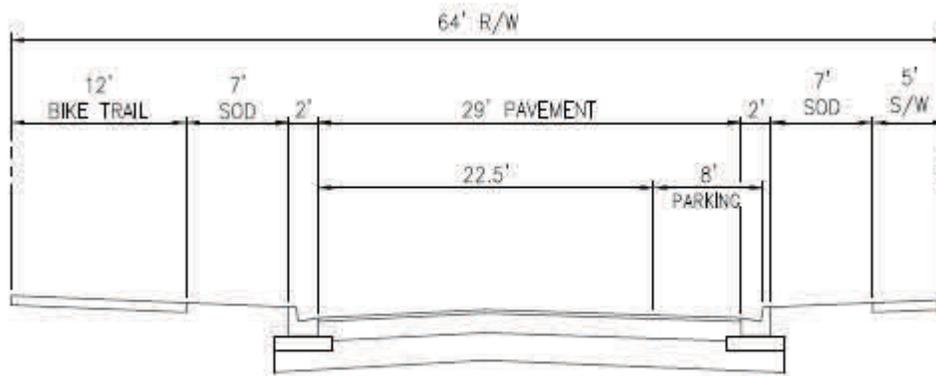


NOTE:  
BIKE SHARROW MARKING ARE REQUIRED  
ON BOTH SIDES OF THE STREET

**A** TYPICAL 76'-80' R/W SECTION SPLINE ROAD N.T.S.

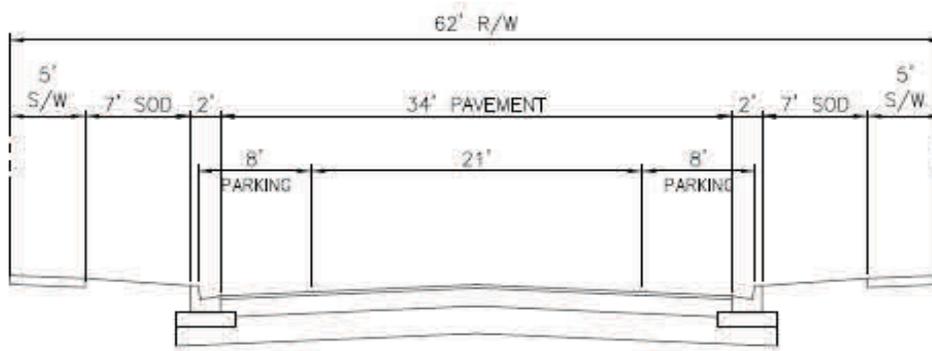


**B** TYPICAL 70' R/W SECTION PARKING - ONE SIDE N.T.S.

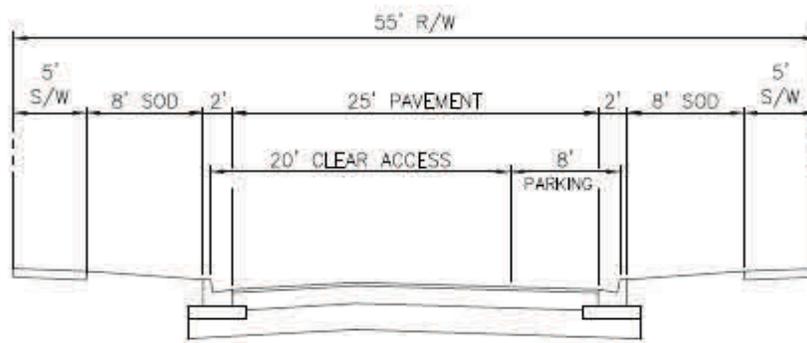


**D** TYPICAL 60' R/W SECTION PARKING - ONE SIDE N.T.S.

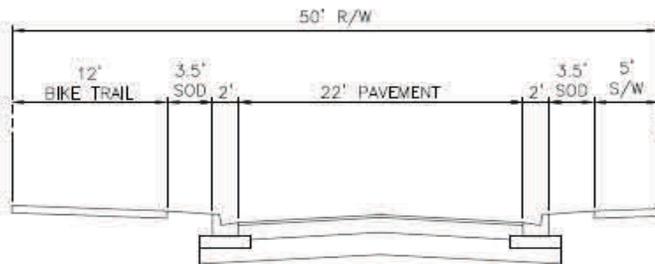
# TYPICAL ROAD CROSS SECTIONS



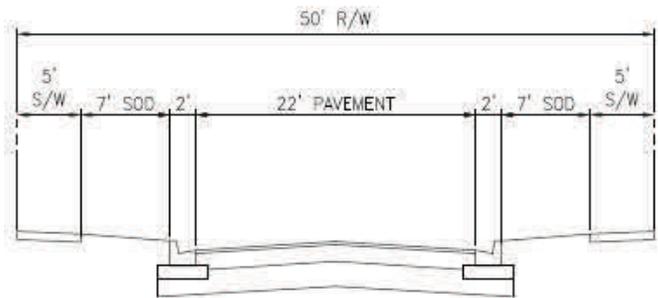
**E** TYPICAL 62' R/W SECTION PARKING - BOTH SIDES NTS



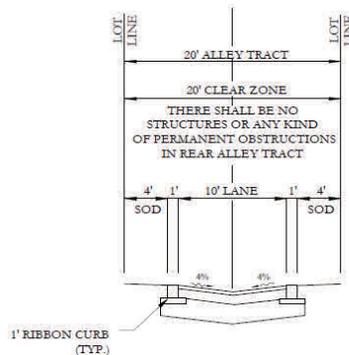
**F** TYPICAL 55' R/W SECTION PARKING - ONE SIDE NTS



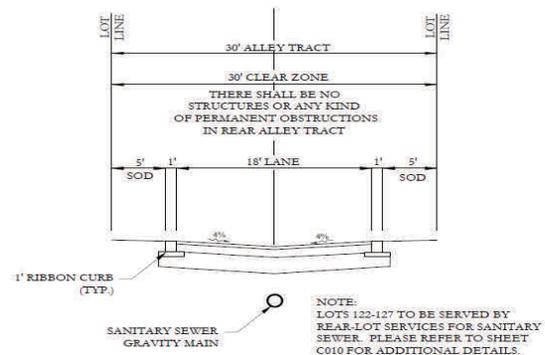
**C** TYPICAL 50' R/W SECTION NTS



**G** TYPICAL 50' R/W SECTION NTS



TYPICAL ONE-WAY ALLEY SECTION: AL-1



TYPICAL ONE-WAY ALLEY SECTION: AL-2

## FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of Major Subdivision Plat applications contained in Section 65.432 of the Land Development Code (LDC):

1. The proposed plat is consistent with the purpose and intent of the City's Growth Management Plan.
2. The proposed use is consistent with the purpose and intent of the requirements of the Land Development Code.
3. The subdivision will not result in incompatible land uses.
4. The proposed development will be constructed in accordance with Chapter 59 of the Land Development Code, the Concurrency Management Ordinance, which ensures that adequate public facilities are available to serve the development.
5. The proposed plat is generally consistent with the Randal Park Phases 2-5 SPMP (Case #MPL2013-00002).

Staff recommends approval of the major subdivision request subject to the conditions below:

## CONDITIONS OF APPROVAL

### City Planning

#### 1. GENERAL CODE COMPLIANCE

The proposed project shall be developed consistent with the conditions in this report, and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies.

#### 2. MASTER PLAN COMPLIANCE

The proposed development shall be developed consistent with the conditions of the Randal Park Phases 2-5 Specific Parcel Master Plan (Case #MPL2013-00002).

#### 3. 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.

### Transportation Planning

#### 1. RESIDENTIAL PLANS SUBMITTAL

The submitted plot plan/site plan shall show the following: driveway approach, curb, street pavement edge, public sidewalk, etc. (Please see the Residential Plans Submittal Checklist: <http://www.cityoforlando.net/permits>). Reference Orlando Land Development Code (LDC), Chapters 60 and 65, and Engineering Standards Manual (ESM), Article Section 1.

#### 2. DRIVEWAYS:SIGHT DISTANCE

Driveways - Sight Distance Requirements: The applicant shall design the site plan as necessary to comply with the City's Engineering Standards for street corner visibility.

#### 3. PEDESTRIAN ACCESS: GENERAL

The Orlando Land Development Code (LDC), Section 61.225, requires that sidewalks be provided on both sides of all streets.

#### 4. HC RAMPS AT STREET INTERSECTIONS

Handicap (HC) ramps shall be constructed at the street intersection(s) and driveway connection(s) to comply with the Americans with Disability Act (ADA). Pedestrian ramps at street corners shall be designed to provide a separate ramp in each direction.

#### 5. TRAFFIC CONTROL DEVICES

MUTCD compliant traffic control devices shall be installed at public driveways to alert drivers and pedestrians and minimize conflicts.

#### 6. TRAFFIC SIGNAL

Based on the results of the previous Traffic Signal Warrant Study, the owner / applicant shall be responsible for the design, materials and complete installation of the traffic signal at Dowden Rd. and Randal Park Blvd, and additional traffic signals as warranted, with the need determined at the sole discretion of the City Transportation Engineer.

#### 7. PUBLIC TRANSPORTATION FACILITY

The owner/applicant shall cooperate with the City and other applicable agencies to accommodate any reasonable future public transit service to the subject property.

# INFORMATIONAL COMMENTS

## Engineering/Zoning

### 1. SIDEWALK

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

### 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. 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."

### 4. STORM-WATER MANAGEMENT DISTRICT

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

### 5. STORM-FEMA

In accordance with Federal Emergency Management Act (FEMA) requirements, an amended letter of map revision may be required by the owner or engineer, prior to the issuance of permits.

### 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. 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.

### 8. STREET NAME

The proposed name of the new street shall be submitted to the Engineering Bureau for review for duplication of established street names, same sounding name, type of spelling, etc., in accordance with the City Land Development Code, Section 61.221.

### 9. PLAT—MAJOR

Final Plat: At the time of final plat submittal, the following is required: Upon approval of the project by the TRC, ten (10) folded and collated sets of the following items are required to be submitted to Permitting.

- Copy of plat
- Title opinion, no more than 90 days old with 1 set of supporting documents (can be a digital file). (1 original)
- Joinder and Consent (1 original), if applicable.
- Boundary Survey
- Topographic Survey.
- Signed and Sealed Appendix C and lot closure report.
- Page 1 of the subdivision application making reference to the SUB case number that has been assigned.
- Any other documents required in the TRC staff report.

### 10. EROSION-BUILDING SITE

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

### 11. 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.

# INFORMATIONAL COMMENTS

## Engineering/Zoning (cont.)

### 12. 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.

### 13. ROADWAY-DESIGN

To avoid possible traffic flow problems streets Q and S need to be one way.

### 14. SEWER-MISC.

The following summarize the Wastewater Division comments relating to a revised roadway network and lot layout for Phases 2-5 of the Randal Park residential development:

- The gravity sewer layout to the sanitary sewer lift stations (LS-1 and LS-2) shall result in the same distribution of sanitary sewer flow as depicted on the Master Wastewater Plan and sanitary sewer calculations prepared by VHB for the Master plan dated Oct 2012.
- The connection to future development to the west shall not connect to the gravity sanitary and lift station system of Randal Park unless calculations are prepared that demonstrate the Randal Park gravity sanitary and lift station system have the capacity to serve additional flow from future development.
- The roadway and sewer in the southern most phase (shown as Phase 3), is under construction. Sanitary sewer main stubouts to serve Phase 3 have been installed as part of the sewer main construction to serve the school. Individual laterals will not be allowed to be cut in to the newly constructed sewer. Sanitary sewer service to Phase 3 shall be coordinated with the infrastructure currently under construction known as Randal Park Phase 3, case no. ENG2012-00937.
- Sanitary sewer depth shall not exceed 15' unless approved by the Wastewater Division.

## Fire

### 1. DEPT ACCESS

Every building constructed shall be accessible to fire department apparatus by way of access roadways with all-weather surface of not less than 20 feet of unobstructed width, adequate roadway turning radius, capable of supporting the imposed loads of fire apparatus, and having a minimum vertical clearance of 13 ft. 6 in. [NFPA 1: 18.2.3]

### 2. DEPT ACCESS DEAD END

A dead-end in the fire department access road in excess of 150' will require an approved turnaround or cul-de-sac. [NFPA 1: 18.2.3.4.4]

### 3. FLORIDA FIRE PREVENTION CODE

Be advised that any new construction must adhere to the requirements of the Florida Fire Prevention Code, 2010 Edition, and The City of Orlando Fire Prevention Code.

### 4. FIRE CODE REVIEW

TRC fire code review is preliminary in nature, and is intended to expose or prevent evident design deficiencies with State and City Fire Codes. The design will be reviewed in detail for State and City Fire Code compliance at the time of permit application.

### 5. ACCESS TO BUILDINGS

A fire department access road shall extend within 50 ft of a single exterior door providing access to the interior of the building. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 ft (450 ft for sprinkler protected structures) from fire department access roads. [NFPA 1: 18.2.3.2]

### 6. UG-FIRE PERMITS REQUIRED

Underground main contractor must apply for a Fire permit for the installation or modification of any underground mains serving fire hydrants and/or fire protection systems prior to any installation. If the water distribution system and fire hydrants are located in a right-of-way or recorded easement and owned/installed/maintained by the water purveyor, we will only require installation to the water purveyor's standards for underground components and connections. However, hydrants must be in compliance with hydrant spacing, location, distribution, color coding, and needed fire flow minimums as specified in City Fire Code. Underground main and fire hydrant installations on private property will require an FIR permit and full compliance with NFPA 24. [City Fire Code, Section 24.13(t)(13)]

## INFORMATIONAL COMMENTS

### Fire (cont.)

#### 7. *TRC-CONSTRUCTION PHASE*

Please inform contractor that where underground mains and hydrants are to be provided, they shall be installed, completed, and in service prior to construction work. [NFPA 1: 16.4.3.1]

Fire department access shall be provided at the start of the project and shall be maintained throughout construction. [NFPA 1: 18.2.2.1]

In all buildings more than one story in height, at least one stairway shall be provided that is in usable condition at all times and that meets the requirements of 7.2.2 of the Life Safety Code, NFPA 101. [NFPA 1: 10.2]

#### 8. *REQUIRED FIRE FLOW*

All structures must be protected by fire hydrants in accordance with City Fire Code 24.30(f). A determination will be made at the time plans are submitted for permitting. We will need a Required Fire Flow calculation in accordance with the ISO method demonstrating the water distribution system and new/existing fire hydrant(s) can deliver the demand.

### Parks

1. Parcels that are shown as dedicated park shall be shown on the plat only as "Donated to City of Orlando".
2. Parcels shown as dedicated park shall be donated fee-simple to the City through warranty deed.
3. Developer is to build and maintain all park land, open to the public, in perpetuity.

## CONTACT INFORMATION

### City Planning

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

### Transportation Planning

For questions regarding Transportation Planning plan review, please contact Ian Sikonia at 407-246-3325 or ian.sikonia@cityoforlando.net

### Engineering/Zoning

For questions regarding Engineering or Zoning contact Shirley Weekley at 407.246.2134 or Shirley.Weekley@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.

### Fire

For any questions regarding fire issues, please contact Jack Richardson at 407.246.3150 or at jack.richardson@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.

### Parks

For questions regarding Parks plan review, please contact Denise Riccio at 407.246.4249 or denise.riccio@cityoforlando.net

## REVIEW/APPROVAL PROCESS—NEXT STEPS

1. The applicant revises the plat to satisfy the conditions in this report.
2. The plat is scheduled for City Council approval.
3. The applicant submits a final plat and is reviewed and approved in accordance with LDC Section 65.442.
4. The plat is recorded with the Orange County Comptroller.