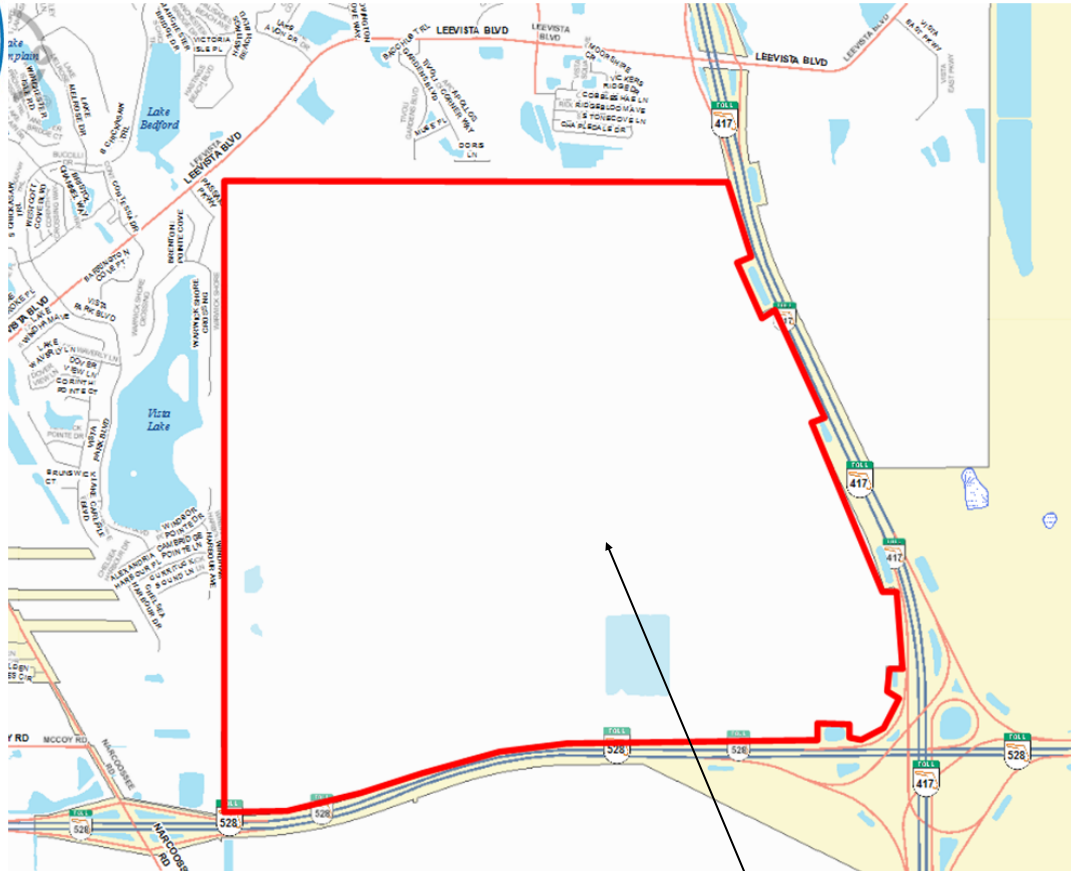




VISTA PARK PD



Location Map

 Subject Site

SUMMARY

Owners

Mockingbird Orlando, LLC

Applicant

Miranda Fitzgerald,
Lowndes, Drosdick, Doster, Kan-
ter & Reed, P.A.

Project Planner

Michelle Beamon, AICP

Public Comment

The City has received public comment regarding this project. Staff has received 37 emails and an online change.org petition prior to the November MPB meeting. The emails and the change.org petition have been included in the file and emailed out to the MPB members. The emails contained the following message:

As a tax payer citizen and Orlando resident, I oppose the approval of the growth management amendment and zoning request for the vista park development or any other actions by the municipal planning board or City Council on this issue until all local community concerns about bombs, schools, traffic, emergency services, community entrances, maintaining green space and quality of life are addressed appropriately by the landowner, planned developer and the City of Orlando. The items should be removed from the November 17th 2015 planning board agenda and not reintroduced until these issues are resolved with local community residents.

The applicant subsequently chose to defer the item to this January MPB meeting.

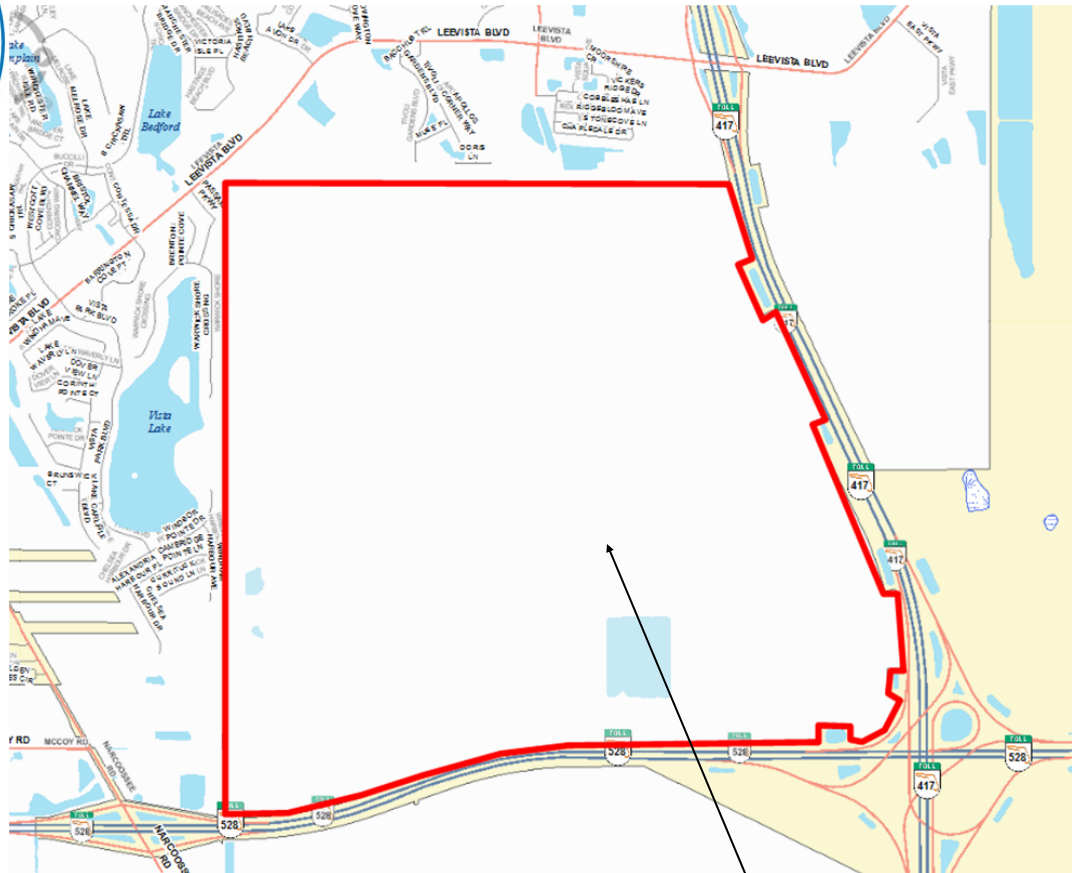
Updated: January 15, 2016

The applicant has held four community meetings; two large community meetings on November 12, 2015 and January 13, 2016 and two small resident group meetings on December 6, 2015 and January 5, 2016. The main discussion items at those meetings are as follows:

- Increase in traffic
 - ◊ Lee Vista doesn't have enough capacity
 - ◊ Request no connection (or very limited connection) through Passaic Parkway.
- The amount of residential development is large
- Concerns about available school capacity and police/fire capacity
- Pedestrian and children safety
- Concerns about drainage and stormwater, the area already experiences flooding
- The remediation process and the experience of the company performing the remediation
- Questions about the new home values and the affect on existing property values
- Maintaining green space



VISTA PARK PD



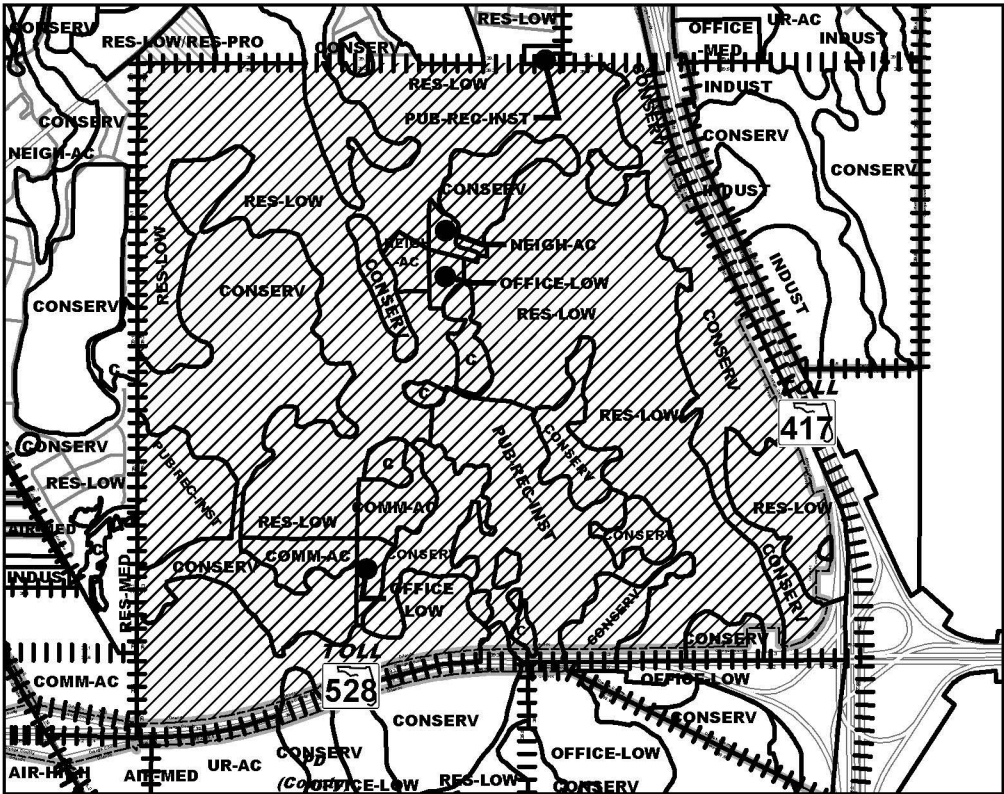
Location Map

 Subject Site

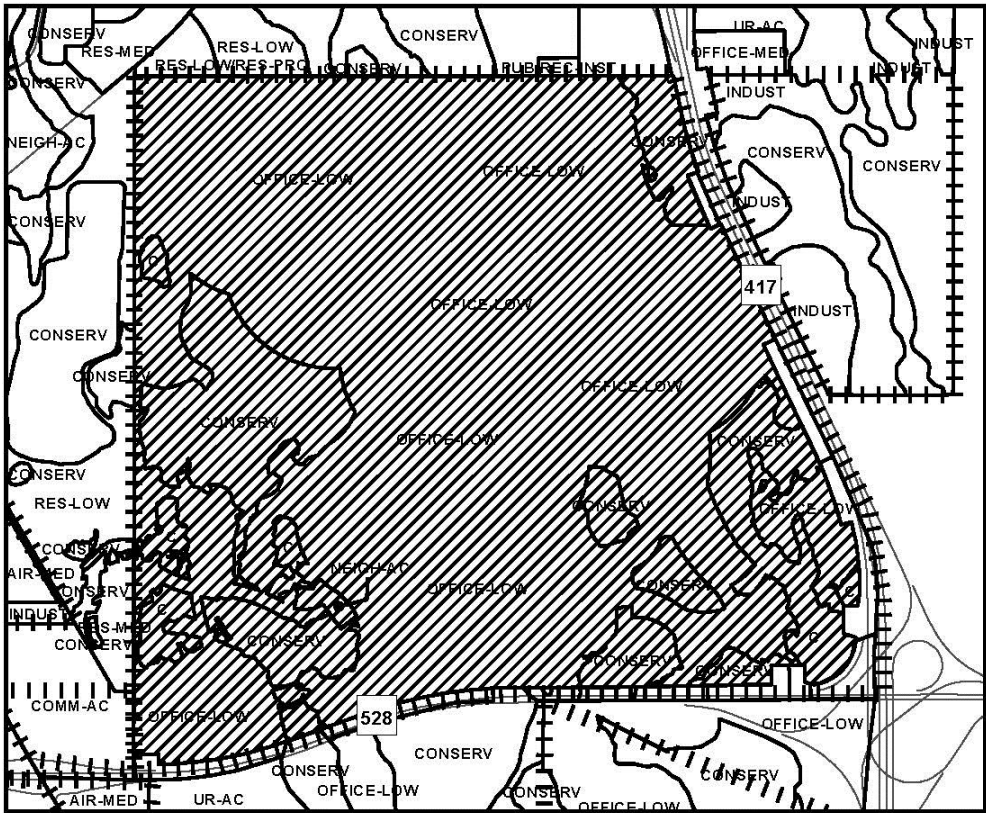
SUMMARY

<p>Owners</p> <p>Mockingbird Orlando, LLC</p> <p>Applicant</p> <p>Miranda Fitzgerald, Lowndes, Drosdick, Doster, Kanter & Reed, P.A.</p> <p>Project Planner</p> <p>Michelle Beamon, AICP</p> <p>Updated: January 6, 2016</p>	<p>Property Location: The subject property is located south of Lee Vista Blvd, west of SR 417, north of SR 528 and east of Narcoossee Road. (±1,572 acres, District 5).</p> <p>Applicant's Request:</p> <ol style="list-style-type: none"> 1. Amend future land use designations to Office Low Intensity, Neighborhood Activity Center and Conservation. 2. Amend GMP Subarea Policy S.39.3 to allow for the updated development program. 3. Initial zoning of PD/AN to allow for 4,300 residential units, 20,000 sq. ft. of office use and 20,000 sq. ft. of retail use. 	<p>Staff's Recommendation:</p> <p>Approval, subject to the conditions of the staff report.</p> <p>Public Comment</p> <p>Courtesy notices will be mailed to property owners within 400 ft. of the subject property during the week of October 5, 2015 approximately 10 days before MPB. As of the published date of this report, staff has received public comment and the file is available for review. A community meeting is being held on November 12, 2015.</p>
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FUTURE LAND USE MAP



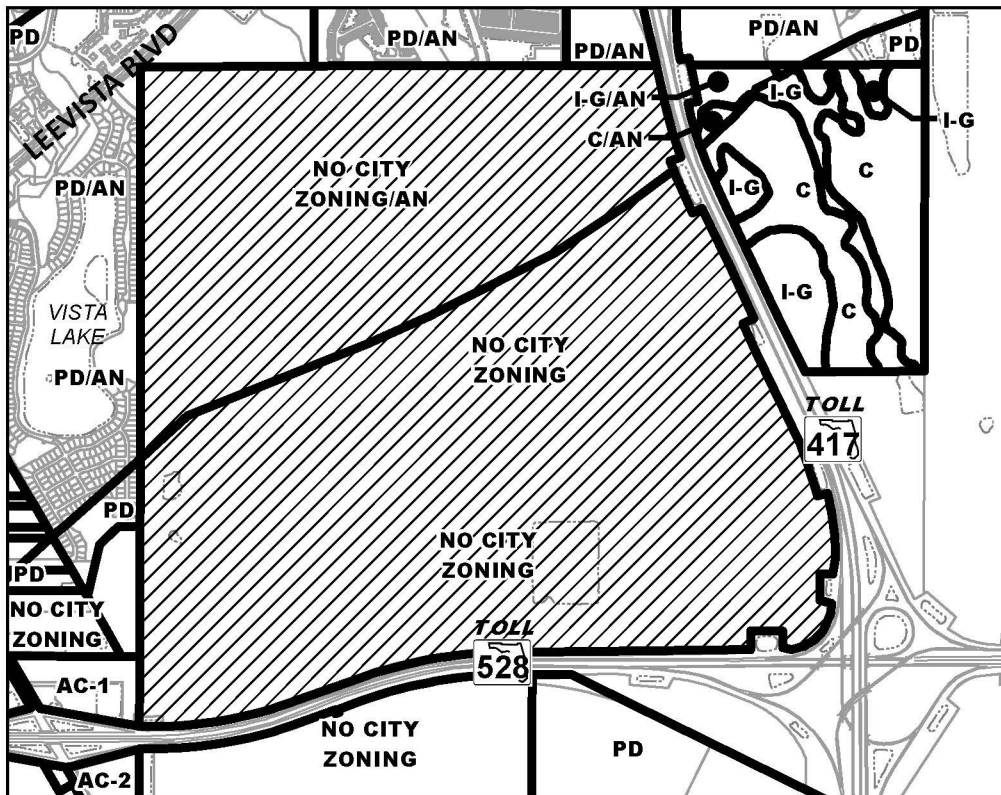
Future Land Use - Existing GMP2015-00036



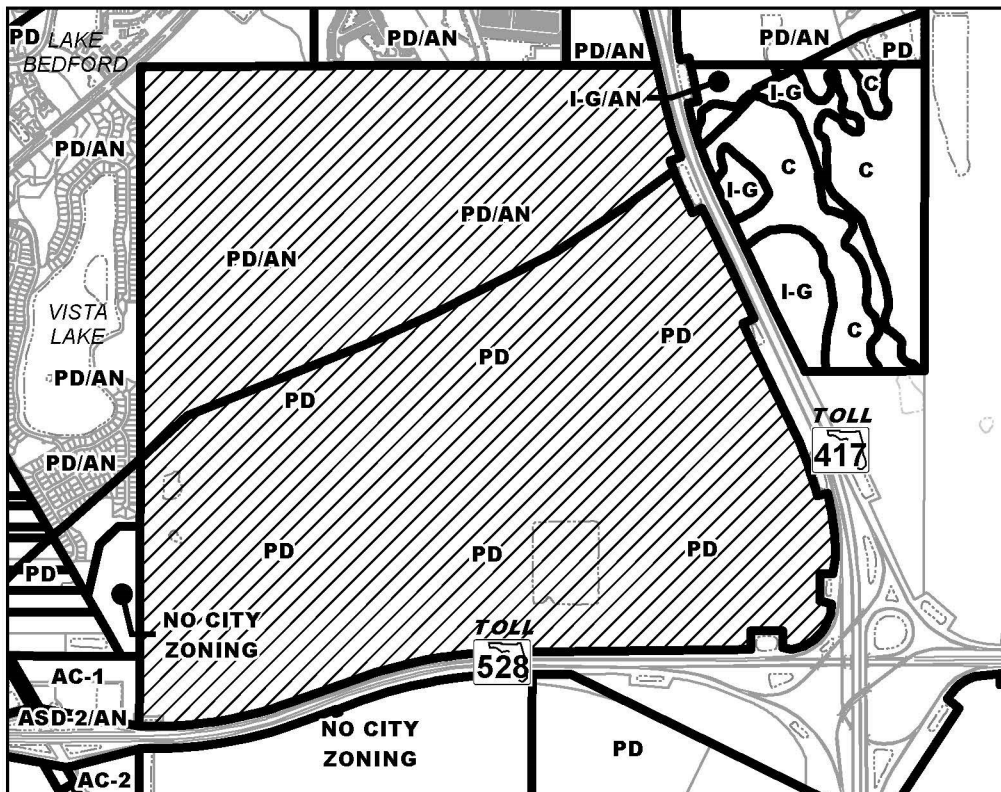
Future Land Use - Proposed GMP2015-00036



ZONING MAP



Zoning - Existing ZON2015-00032



Zoning - Proposed ZON2015-00032

PROJECT ANALYSIS

Project Description

The subject property is located south of Lee Vista Blvd, west of SR 417, north of SR 528 and east of Narcoossee Road and is approximately 1,572 acres. The subject property is vacant, the applicant desires to develop a mixed use development containing 4,300 residential units, 20,000 sq. ft. of office space and 20,000 sq. ft. of retail space. The property is within City Council District 1, which is represented by City Commissioner Jim Gray.

The current future land use designations for the subject property are Community Activity Center (35.40 acres), Office Low Intensity (14.98 acres), Neighborhood Activity Center (14.22 acres), Residential low Intensity (848.92), Public Recreational and Institutional (157.05) and Conservation (510.31 acres) and there is currently No City Zoning. The proposed future land use designations are Office Low Intensity (1,165.94 acres), Neighborhood Activity Center (4.66 acres) and Conservation (332.17 acres).

Project Context and Land Use Compatibility

The surrounding future land uses and zoning districts are depicted in the table below. The proposed Office Low Intensity, Neighborhood Activity Center and Conservation future land use designations and initial PD zoning would be compatible with the surrounding uses.

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	Residential Low Intensity, Conservation and Public Recreation and Institutional	PD/AN	Odyssey Middle School, townhomes and vacant
East	Industrial, Conservation and Industrial (within County)	I-G, C and A-2 (within County)	SR 417, vacant and the Orange County Landfill
South	Urban Activity Center, Office Low Intensity and Conservation	No City zoning	SR 528 and vacant
West	Residential Low Intensity, Residential Medium Intensity and Conservation	PD and No City zoning	Single family homes and vacant

Consistency with 163, Florida Statutes

The proposed GMP amendment is being processed as a large scale amendment to the Official Future Land Use Map in accordance with the requirements of Chapter 163.3184(3), Florida Statutes. As provided in Chapter 163, large scale amendments require two public hearings before City Council and are subject to an expedited state review process by the State Department of Economic Opportunity—Division of Community Planning and other regional agencies. This amendment is currently scheduled for the winter 2016 cycle of GMP amendments.

Consistency with Chapter 380.06, Florida Statutes

The proposed project is large enough to be considered a Development of Regional Impact (DRI) as described in 380.06. However, in accordance with Chapter 380.06, Section 29 Exemptions for Dense Urban Land Areas, the City of Orlando is exempt from the DRI process. While this development is not required to go through the DRI process, a development order is required, see Chapter 380.06, Section 29(f) below;

Local governments must submit by mail a development order to the state land planning agency for projects that would be larger than 120 percent of any applicable development-of-regional-impact threshold and would require development-of-regional-impact review but for the exemption from the program under paragraphs (a)-(c). For such development orders, the state land planning agency may appeal the development order pursuant to s. 380.07 for inconsistency with the comprehensive plan adopted under chapter 163.

The PD ordinance will act as the local development order as required by Chapter 380.06, Section 29(f) and will ensure that this project is compliant with Chapter 380.06.

Conformance with the GMP— Office Low Intensity, Neighborhood Activity Center and Conservation Future Land Use Designations

Figure LU-1 of the Future Land Use Element provides standards relating to the Office Low Intensity, Neighborhood Activity Center and Conservation future land use designations.

The Office Low Intensity portion of Figure LU-1 states:

“Maximum Intensity (before bonuses)	21/units/ac. and/or 0.40 FAR
Minimum Intensity	No minimum
Allowable Uses	Residential, Office and Public, Recreational & Institutional”

The Neighborhood Activity Center portion of Figure LU-1 states:

“Maximum Intensity (before bonuses)	30/units/ac. and/or 0.30 FAR
Minimum Intensity	15/units/ac and no minimum FAR
Minimum Land Area	3 acres
Allowable Uses	Residential, Office, Commercial+++ and Public, Recreational & Institutional”
Min. Transportation Access**	4LC/4LC; 4LC/2LA; 4LC/4LA; 4LA/2LC; 4LA/2LA; Min. Spacing Criteria ± 1 mile.
** 2LC—2 lane collector; 4LC—4 lane collector; 2LA—2 lane arterial; 4LA—4 lane arterial; 6LA—6 lane arterial; 8LA—8+ lane arterial or limited access facility; TS—transit station	
+++ Principle Use	

The Conservation portion of Figure LU-1 states:

“Maximum Intensity (before bonuses)	1/unit/ 5 ac. and/or 0.05 FAR
Minimum Intensity	No minimum
Allowable Uses	Conservation Rec. (Passive Parks and Trails Only)

The applicant is requesting Office Low Intensity, Neighborhood Community Center, and Conservation future land use designations. The mixture of future land use designations is compatible with the proposed zoning designation and the proposed uses on the property. The proposed Neighborhood Activity Center is approximately 4.66 acres, which meets the minimum acreage requirement of 3 acres. The Neighborhood Activity Center will be accessed by the minimum transportation access as required by Figure LU-1.

Conformance with the GMP—Future Land Use Policy 2.1.4 Activity Center Analysis

GMP Future land Use Policy 2.1.4 details requirements for establishing new Activity Centers. As new Activity Centers are considered, the type, size and location of such Activity Centers shall be based upon the existing and planned availability of thoroughfares, mass transit and other public facilities as well as the intended market area for the Activity Center.

The applicant is requesting a new Neighborhood Activity Center future land use designation to allow future development. To assess the suitability of this new activity center, a number of specific review requirements were addressed such as minimum transportation access criteria, a land use compatibility study, a market study (optional), a transportation study, a vacant land study, and qualitative standards. The new Neighborhood Activity Center meets minimum transportation access requirements and the 3 acre minimum size (Figure LU-1 criteria). A market study was not required. The pertinent study requirements and qualitative standards are addressed below and on the next page.

- a. *Land Use Compatibility Study.* A land use compatibility study was performed by staff (see page 4). The proposed uses are compatible with the surrounding area.
- b. *Transportation Study.* As noted above, the subject site meets minimum transportation access requirements (Fig. LU-1 criteria). Also see the report’s transportation analysis section for an expanded discussion on transportation related issues (page 16).
- c. *Vacant Land Study.* No net increase in Neighborhood Activity Center future land use should be allowed if vacant land amounts to more than 25% of the *total land area* currently designated *Neighborhood Activity Center, Community Activity Center, AC-N, AC-I, and County C-I*. This standard shall not apply if the total amount of vacant land in these categories is 20 acres or less. During the week of September 28, 2015, City GIS staff performed a vacant land study to identify the total amount of vacant developable commercial acreage within a 1/2 mile radius of the subject site. Of the acres of the land that meets the study’s criteria within the study area, it is estimated that there are 0 ac. total acres designated *Neighborhood Activity Center, Community Activity Center, AC-N, AC-I, and County C-I*. Accordingly, the applicant’s proposal to create a new Neighborhood Activity Center may continue to be processed.
- d. *Qualitative Standards.* The City may also consider the following qualitative factors when reviewing new Neighborhood Activity Center designations:
 1. *Whether existing vacant Neighborhood Activity Center land in the market area can accommodate the size, shape, location, visibility and access requirements of the proposed uses:* The proposed Neighborhood Activity Center is meant to serve the proposed residential units within the same development, therefore this cannot be accommodated in existing vacant land.
 2. *Whether the proposed use is dependent upon proximity to another specific use:* The proposed amendment will allow a mixed- use, phased development. This proposal is dependent on proximity to another specific use, the proposed residential units within the same development.
 3. *Whether opportunities are available to redevelop existing Activity Center land within the market area:* There are no activi-

- ty centers within the market area.
4. *Whether opportunities are available to assemble multiple parcels of existing Activity Center land under separate ownership:* There are no activity centers within the market area.
 5. *Whether the proposed designation will encourage reinvestment in deteriorated or underutilized areas, protect property values, discourage the proliferation of low intensity strip commercial uses and promote infill development:* The new Neighborhood Activity Center is part of a larger development which will allow the development of vacant land and protect property values.
 6. *Whether the proposed designation will create a compact pedestrian and transit-friendly, mixed-use, identifiable center for the surrounding neighborhood:* As detailed in the proposed amendment to Subarea Policy S.39.3, the proposed development will be required to create a pedestrian-friendly, mixed-use, development which will connect to the surrounding area.

The analysis shows that the proposed future land use amendment and proposed development will not have adverse impacts on the surrounding area and will be consistent with surrounding land uses and land use designations.

Conformance with the GMP—Recreation and Open Space

The applicant has requested a mixed use development with a substantial amount of proposed residential units. According to Table 5 on page 16, there are not sufficient Community Park and Neighborhood Park acreage available. The applicant must provide on-site parks in accordance with the adopted level of service (LOS) and previous land use approvals. Policy 1.1.1 identifies the combined community and neighborhood park LOS is 3.25 acres per 1,000 population. Policy 1.1.1 also identifies general guidelines for activity based amenities; see below

Little League Baseball Field	1 per 10,000 population
Softball Field	1 per 5,000 population
Soccer/Multi-Purpose Field	1 per 10,000 population
Swimming Pool	1 per 20,000 population
Basketball Court	1 per 10,000 population
Tennis Court	1 per 10,000 population

In accordance with the GMP Recreation and Open Space Element Policy 1.1.1, the developer must provide park land consistent with overall City level of service standards of 3.25 acres per 1,000 population, which has a unit equivalent of 0.0074 acres per residential unit. Therefore a minimum of 31.82 acres of combined community and neighborhood parks is required. The existing subarea policy requires 40 acres for 2,955 units (0.0135 acres/unit). Given that this exceeds the LOS, no additional park land is required. However, staff is not supportive of a reduction in allowable park acreage because the proposal is increasing the number of units. Further, there is an existing community park deficiency that the subarea policy was intended to address when it was adopted in 2004. The City's Capacity Availability Report stated the following for Community Park Sector6 and Neighborhood Parc Sector 20

Community Park Sector 6 has an existing deficiency of 5.99 acres, which is expected to grow to 6.83 acres in 2020, 10.49 acres in 2030, and 15.48 acres by 2040. Given the criteria in Recreation Policy 1.1.1 described above, a park project would need to be added to the CIP and CIE to address this current and projected deficiency sometime between 2025 and 2030.

NPSA's 19-24 and 26 (Vista East, Southeast Orlando Sector Plan, and Storey Park Areas): To date, the developers of the residential projects in NPSA's 19-24 have provided neighborhood-level park land consistent with the City's Growth Management Plan. The developers of properties within the Southeast Orlando Sector Plan area (NPSA's 21-24) are required to provide neighborhood parks to serve their projected population according to the LOS standards specified in the Growth Management Plan. Similar requirements were incorporated into the Storey Park PD property which makes up new NPSA 26. In fact, these are currently the only areas of the City where mandatory park land dedication is required. As Specific Parcel Master Plans are brought forward, staff will work with the developers to appropriately locate those neighborhood park facilities. As an example, construction of Lake Nona's Laureate Park residential project is in full swing. As part of this residential project, Lake Nona will be developing over 20 acres of publicly accessible neighborhood-level park land, which will be maintained by the applicable homeowner's association. Because of this and other similar privately funded park development activity, no additional action in terms of providing neighborhood-level park land is required by the City for these areas at this time.

Conformance with the GMP— Subarea Policy S.39.3

The subject property is located within Subarea Policy S.39.3. The applicant proposes to amend the subarea policy in order to be consistent with the updated development program. This strikethrough/underline reflects staff's recommendation.

Policy S.39.3

This area shall be developed as a Planned Development (PD), incorporating a variety of uses and facilities designed to enhance convenience and livability while reducing vehicle miles traveled. The base development capacity of this area shall be as follows:

Residential	2,955 <u>4,300</u> units
Office	55,000 <u>20,000</u> sq. ft.
Retail	166,000 <u>20,000</u> sq. ft.

Public Benefit Use Impacts to be addresses on a case-by case basis through conditional use permit.

Prior to development, a Planned Development ordinance (PD) that address the entire land area and maximum development program shall be reviewed and approved by Council. The PD may include a trip equivalency matrix to allow conversion between residential, office and retail uses. If, by using the matrix, a use exceeds the maximum limit above, the PD shall be amended to address impacts to other public facilities. Any increase in development capacity that does not include a corresponding decrease in a different land use shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.

~~The maximum amount of development allowed within any single land use category (except Public Benefit Use) shall not exceed 110% of the numbers above, nor shall the maximum amount of development exceed Development of Regional Impact thresholds. Any increase in development capacity beyond that allowed by this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed density and intensity of development.~~

The PD must address the following:~~shall include standards to implement the following guidelines:~~

a. **Natural Features.** Natural features shall be treated as amenities. In addition, large wetland and open space areas shall be connected to form continuous natural corridors. ~~Naturally vegetated buffers shall be preserved adjacent to conservation areas, consistent with the policies provided in the GMP Conservation Element. Roads that cross major wetland systems shall incorporate bridges or oversized culverts to maintain wildlife corridors.~~

~~b. **Master Stormwater System.** All development within this area shall be served by a master stormwater system. The design of the master stormwater system shall conform to the Orlando Engineering Standards Manual (ESM). The location, function and design of all stormwater facilities shall be coordinated with open space, park and greenway areas, in order to provide for joint use opportunities. Where possible, greenways with trails should line riparian corridors and storm drainageways to connect destinations such as schools, parks and commercial areas.~~

b. **Park and Recreation Facilities.**

i. At least 40 acres shall be reserved for park and recreation facilities. This acreage shall include one active park having a minimum size of 30 acres, plus additional active recreation areas, picnic areas, playgrounds, tot lots, squares, greens and associated open spaces having a combined area of at least 10 acres. The former landfill or open spaces designated Conservation on the Future Land Use Map shall not count toward the minimum 40 acres of park and recreation facilities.

ii. The community park acreage (up to 30 acres) can be transferred to the Starwood development as described in Future Land Use Element Subarea Policy S.40.8.

The specific park location, type of facilities, construction responsibilities and timing shall be executed through a separate agreement with the City.

~~e.iii.~~ The City shall be responsible for maintenance of the community park, and the City shall issue permits that will grant the applicant the right but not the obligation to supplement the City's maintenance activities within the community park.

~~i.~~ At least 60 percent of the homes shall be located within 1/4 to 1/3 mile of a publicly accessible park, recreation facility, trail, open space or conservation area.

~~ii.~~ At least 50 percent of the perimeter of any park or recreation facility shall be bound by public streets. The boundary between a park or recreation facility and an adjacent use shall not be fenced. This policy shall not apply to un-programmed open space, trails and linear park facilities.

~~iii.~~ All park and recreation facilities shall incorporate the principles of Crime Prevention Through Environmental Design (CPTED).

~~d.c.~~ **Neighborhood Centers.** Residential neighborhoods shall have a distinct discernable center, featuring a school, park, or focal point. This center ~~shall~~ should preferably be located within a five-minute walk (approximately ¼ mile) of at least 60 percent of the homes in the neighborhood to promote identity and a sense of community.

d. Schools. School capacity and concurrency shall be provided consistent with the City's Interlocal Agreement with Orange County Public Schools, as it may be amended from time to time.

e. **Public School Sites.** At least 30 acres shall be reserved for two public school sites, except where an alternate method for addressing school capacity is jointly approved by the City, the applicant and Orange County Public Schools. Public school sites shall be specifically identified on the PD Development Plan at locations acceptable to Orange County Public Schools. Such locations shall be suitable in size and shape, accessible to residents of the surrounding neighborhoods via bikeways and sidewalks, and accommodate appropriate vehicular access and circulation. Joint-use public recreation facilities shall be located adjacent to school sites.

f. **Public Benefit Uses.** ~~At least 60 acres shall be reserved for Public Benefit Uses, as defined in Chapter 66 of the Land Development Code. Sites for one fire station, and one police substation shall be designated. One additional charitable, philanthropic or religious use, and upland open space areas designated Conservation on the Future Land Use Map may all be counted toward this acreage requirement, however cemeteries, golf courses, required wetland buffers, the 40 acres of park and recreation facilities included under section (e) above, or the public school sites included under section (e) above shall not be counted toward the required acreage. The 60 acres reserved for Public Benefit Use may include open space areas adjacent to the former landfill, but shall not include the actual landfill, unless the City has determined, based on appropriate technical analysis and remediation, that the property is suitable for development as a Public Benefit Use.~~

~~g.~~ **Accessibility.** Retail, office and institutional uses shall be accessible to pedestrians and mass transit.

~~h.g.~~ **Transportation System.**

i. The transportation system shall conform to the City of Orlando's Major Thoroughfare Plan, as may be amended from time to time. The PD must contain typical street cross sections.

- ~~ii. Residential streets shall be designed to calm traffic while achieving an interconnectivity ratio of at least 1.4 (number of street links divided by number of nodes or link ends).~~
- ~~iii. Alleys shall be required in areas where the minimum lot width is less than 50 feet.~~
- ~~iv. Due to their prominence, the Econlockhatchee Trail extension and the east west loop road connecting Lee Vista Boulevard to Narcoossee Road shall be designed as tree lined boulevards. Landscaped medians shall be provided in segments that have a 4 lane section.~~
- ~~vii.ii.~~ An interconnected multi-use trail network and a regional trail consistent with the City's bicycle plan and north south regional trail shall be incorporated into the planning, design, and construction of the project-PD.
- ~~vii.iii.~~ Locations for transit stops shall be determined and incorporated into the planning and design of the PD project.
- ~~iv.~~ A detailed traffic study that incorporates the maximum impacts of the proposed development shall be required. The traffic study must verify the laneage needed for proposed on-site roadways, identify cross-access corridors and identify any needed offsite improvements. The traffic study will be updated during the submittal and review of the PD Ordinance Process or the Master Plan Process. This more detailed traffic study will verify the laneage proposed for the roadways associated with the PD and will identify any needed offsite improvements (including intersection improvements) to support the PD.
- ~~v.~~ The proposed on-site roadway network must include provision for future connection to the north, west, and south consistent with the City's connectivity requirements (see Transportation Element Objective 1.10 and associated policies).
- ~~vii.vi.~~ Alternative transportation impact fees may be proposed and approved consistent with the City's transportation impact fee ordinance, Chapter 56, Orlando City Code.
- ~~i. Gateway.~~ A gateway feature shall be constructed to establish an identity for the area and to signify passage into the southeastern sector of the City. This gateway may be constructed in conjunction with other projects in the area.

Pursuant to Part 2H, Chapter 65, Orlando City Code (and without any exception as may be provided by section 65.331, Orlando City Code), each individual development site within the PD shall be reviewed by the Municipal Planning Board and approved by City Council as part of a specific parcel master plan that addresses building lot layout, parking, and other site planning issues as identifies in the Land Development Code.

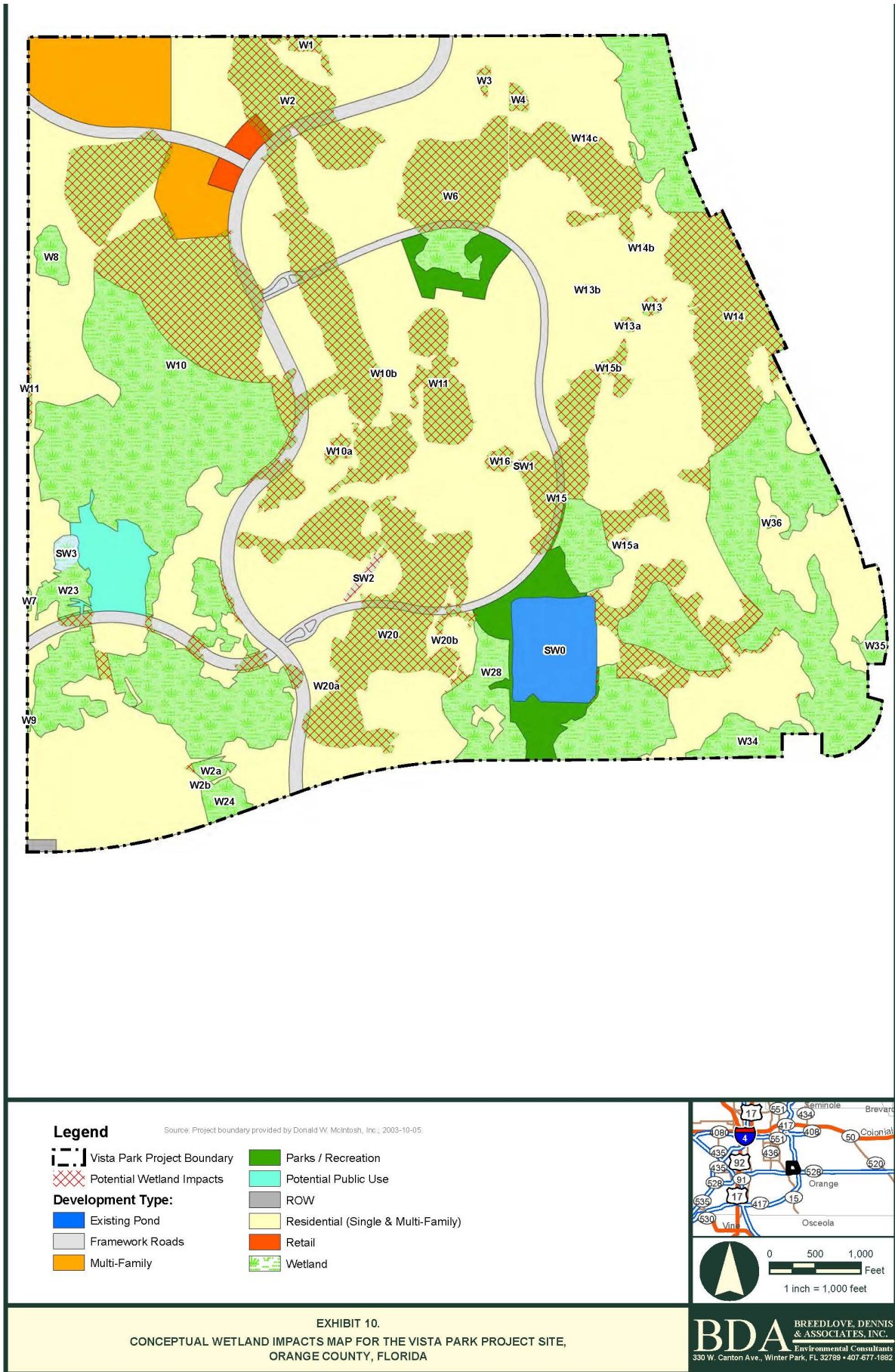
Table 2: Potential Occurrence of Species

Species	Likelihood of Occurrence	Designated Status	
		USFWS	FWC
American Alligator	Moderate	T(S/A)	FT(S/A)
Gopher Tortoise	High (observed burrows)	—	ST
Limpkin	High	—	SSC
Little Blue Heron	High	—	SSC
Snowy Egret	High	—	SSC
Tricolored Heron	High	—	SSC
White Ibis	High	—	SSC
Southeastern American Kestrel	Moderate	—	ST
Florida Sandhill Crane	High	—	ST
Wood Stork	High	T	FT
Sherman's Fox Squirrel	Moderate	—	SSC

Note: T = Threatened, FT = Federally-designated Threatened, ST=State-designated Threatened, SSC = State Species of Special Concern, T(S/A) = Threatened Due to Similarity of Appearance,; State Designation, FT(S/A) = Federally-designated Threatened Due to Similarity of Appearance

Table 3: Q-Wet Ranking

[illegible]



wetlands over 5 acres and not designated as Protected are Tier Two wetlands. Per Policy 1.4.4, the City shall protect these environmentally sensitive lands consistent with the applicable environmental regulatory agencies' permitting requirements. The City shall not issue engineering permits for site alterations without prior issuance of the required permits from the other environmental regulatory agencies; specifically SFWMD.

Remediation

The Vista Park Property is within the boundary of the Former Pinecastle Jeep Range, a formerly used defense site (FUDS). There is a need to remediate the entire Vista Park Property due to the threat to public health, safety and welfare from the use of the Vista Park Property during the World War II era as a bombing range and the documented existence of unexploded ordinance (UXO) as well as munitions and explosives of concern (MEC).

Notification was issued on 12/6/07 identifying the area as an Area of Temporary Halt. The U.S. Army Corps of Engineers then conducted extensive investigations and issued the following reports;

- Site Specific Final Report, Time Critical Removal Action (TCRA) at Former Pinecastle Jeep Range—Odyssey Middle School, Mockingbird Property, Tivoli and Warwick Housing Areas, Orange County, Orlando, Florida, 31 March 2009.
- Draft Final Remedial Investigation/Feasibility Study, Pinecastle Jeep Range, Orange County, Florida, October 2009.

On 1/12/10 the City sent a follow up notice removing portions of the affected areas out of the Area of Temporary Halt; the subject property was not removed.

The Vista Park Owner has committed to utilizing the best available technologies and methodologies for the remediation work plan as determined by a consultant qualified as an explosive or munitions emergency expert. The Florida Department of Environmental Protection (FDEP) is the jurisdictional authority in this process. A Voluntary Clean Up Order is required for the private remediation of the Vista Park Property.

The City may issue approvals/permits for the contractor to construct all site improvements necessary for implementation of the remediation project including but not limited to: stabilizing access/haul roads, drainage ditches/holding ponds for dewatering, and the clearance of all wetland and upland vegetation as approved and permitted by FDEP and more specifically delineated in the Voluntary Cleanup Order. The City is relying on the expertise of FDEP staff to review and approve a Restoration Plan and mitigation requirements approved by FDEP, and the FDEP requirements will be deemed to have satisfied all City requirements for site restoration after the remediation project has been completed. Prior to any building permit issuance, the owner must receive (and transmit to the City) the FDEP approval and issuance of no further action (NFA) letter on the entire site or individual portions of the site. This will be sufficient for the release of the Vista Park Property or portions thereof as applicable from the City's Development Moratorium prohibiting construction within the boundary of the Former Pinecastle Jeep Range.

Former Orange County Landfill

There is an approximately 30 acre former Orange County landfill located in the southwest area of the property. Orange County did not reclaim or close the operation in accordance with FDEP rules or regulations. The Vista Park Owner must obtain a standard Consent Order from FDEP and approved Work Plan for capping and closure of the landfill in accordance with FDEP standards and requirements. The City may approve reasonable land uses for the former landfill area upon completion of restoration and verification that the site poses no environmental or other hazards for the use of the site or parcels adjoining it. Prior to any building permit approval or dedication of the property, the owner must submit a record of the completed capping /closure of the landfill, completion of the restoration and verification that the site poses no environmental or other hazards for the use of the site or parcels adjoining it.

Public Facilities Analysis

State law requires the City to perform a public facilities evaluation for GMP amendments that would increase the allowable density or intensity of a property. The proposed GMP amendment to amend Subarea Policy S.39.3 and change the configuration of the future land use designations of Neighborhood Activity Center, Office Low Intensity and Conservation on 1,572 acres would permit intensities on the subject property more than currently permitted. This evaluation assumes that the property is developed at the maximum intensity and density allowed by each future land use category. Typically, sites are developed at a lesser intensity, so these impacts represent an upper limit, rather than a true projection of demand.

Each year, the City prepares the Capacity Availability Report (CAR) to identify any surpluses or deficiencies in the ability to provide public services. The CAR also accounts for future population and employment growth consistent with the City's adopted future land use categories. Because the growth associated with this GMP amendment was not included in the growth projections, this analysis is performed to ensure capacity is available to serve the development.

Projected Demand

Evaluation 1 — This evaluation considered the impact of developing the site at the maximum density permitted by the existing Subarea Policy S.39.3; a mixed use development with 2,955 dwelling units, 55,000 sq. ft. of office use and 166,000 sq. ft. of retail use.

Evaluation 2 — This evaluation considered the impact of developing the site at the maximum density/intensity permitted by the proposed Subarea Policy S.39.3 amendment; a mixed use development containing 4,300 residential units (2,000 single family—age restricted, 800 single family—any age, 1,000 multifamily—any age and 500 townhome—any age), 20,000 sq. ft. of office space and 20,000 sq. ft. of retail space.

Net Decrease/Increase — There is a net increase of residential development of 1,345 dwelling units and a decrease in non-residential development of 181,000 sq. ft.

Table 4—Project Demand					
	Potable Water (GPD)	Wastewater (GPD)	Comm. Parks (Acres)	Neigh. Parks (Acres)	Transportation (Trips)
Evaluation #1	990,205	758,090	7.68	4.43	36,013
Evaluation #2	1,278,100	1,018,400	11.18	6.45	39,310
Net Increase (Decrease)	287,895	260,310	3.50	2.02	3,297

The amount of development included in the evaluations in Table 4 translates to a total project demand for public facilities shown in the table below. Details about how the impacts were calculated are available in the City's Capacity Availability Report.

Table 5— Available Capacity				
	Potable Water (MGPD)	Wastewater (MGPD)	Comm. Parks (Acres) for CPS 6	Neigh. Parks (Acres) for NPSA 20
Capacity	108.60	52.16	7.38	12.22
Reported Demand—2015	80.90	39.35	13.37	1.67
Projected increase in Demand 2016-2020	4.95	3.45	0.84	0.43
Projected increase in Supply 2016-2020	0.60	0	0.00	0.00
Demand from GMP2015-00036	0.29	0.26	3.50	2.02
Net Available Capacity	23.06	9.10	(10.33)	8.10

Potable Water, Wastewater and Parks

Table 5 summarizes available capacity, existing demand, projected increases in demand from city-wide growth, projected increases in supply (such as from construction of a new facility) and the maximum demand expected from this GMP amendment. The proposed amendment will not adversely impact the level of service for potable water and wastewater, there is sufficient capacity available within the Neighborhood Park category, however there is not sufficient capacity within the Community Park category. Therefore the subarea policy addresses park requirements. The property lies outside the OUC water area, within the County wastewater area. The southern portion of the site is within the OUC electric areas while the remainder is outside of the OUC electric area.

Stormwater and Solid Waste

The City's adopted stormwater level of service standards require new development to provide on-site stormwater retention and/or detention consistent with the requirements of the St. John's River Water Management District. Therefore, each increment of new development, if properly permitted, will meet the stormwater level of service standard. Solid waste collection is funded by user fees, therefore any new customers generate revenues sufficient to fund any capital costs. Therefore, a solid waste capacity analysis was not performed.

Transportation

The City has adopted a Transportation Concurrency Exception Area (TCEA) citywide. The subject parcel has access through a proposed 4 lane roadway which will traverse the project generally from north to south and connect to the surrounding network at the southern terminus of Econlockhatchee Tl and to Dowden Rd after flying over SR 528. Secondary connections will run south from the terminus of Passaic Py and east from Narcoossee Rd via the Hazeltine National Rd extension. These connections are shown in the City's Major Thoroughfare Plan and this project will be built to implement the projects in that plan.

Transportation Improvements:

The extension of Econlockhatchee Tl south over SR 528 and on to Dowden Rd and the extension of Hazeltine National Dr east of Narcoossee Rd are the significant transportation improvements planned for the immediate future in the area near this project. And a multi-use trail shall parallel Hazeltine National Dr, and either Econlockhatchee Tl, or the power transmission line easement. Trail

width and materials may be reduced where crossing wetlands or at other locations necessitated by surrounding impediments.

Trip Generation

The subject property has been operated as grazing land and other agriculture uses for more than 50 years. As such, there has never been more than a minimal amount of vehicular trips associated with this area.

The applicant submitted a transportation study dated April 21, 2015. This analysis was found to be acceptable for the requirements of the application and the vacant lands analysis. The traffic study found that due to the high amount of proposed development, additional roadway network will be needed in and around the project site, the adjacent map displays those roadways additions and connections.

Table 6— Trip Generation			
Proposed Land Use	Proposed Development Program	Expected Daily Trips (vpd)	Expected PM Peak Hr Trips (vph)
Single Family Res.	3,300 DU	26,000	2,400
Multi-Family Res.	1,000 DU	6,000	600
Retail	40 ksf	4,000	300
Total Trips Generated		36,000	3,300
External Trips **		31,000	2,900

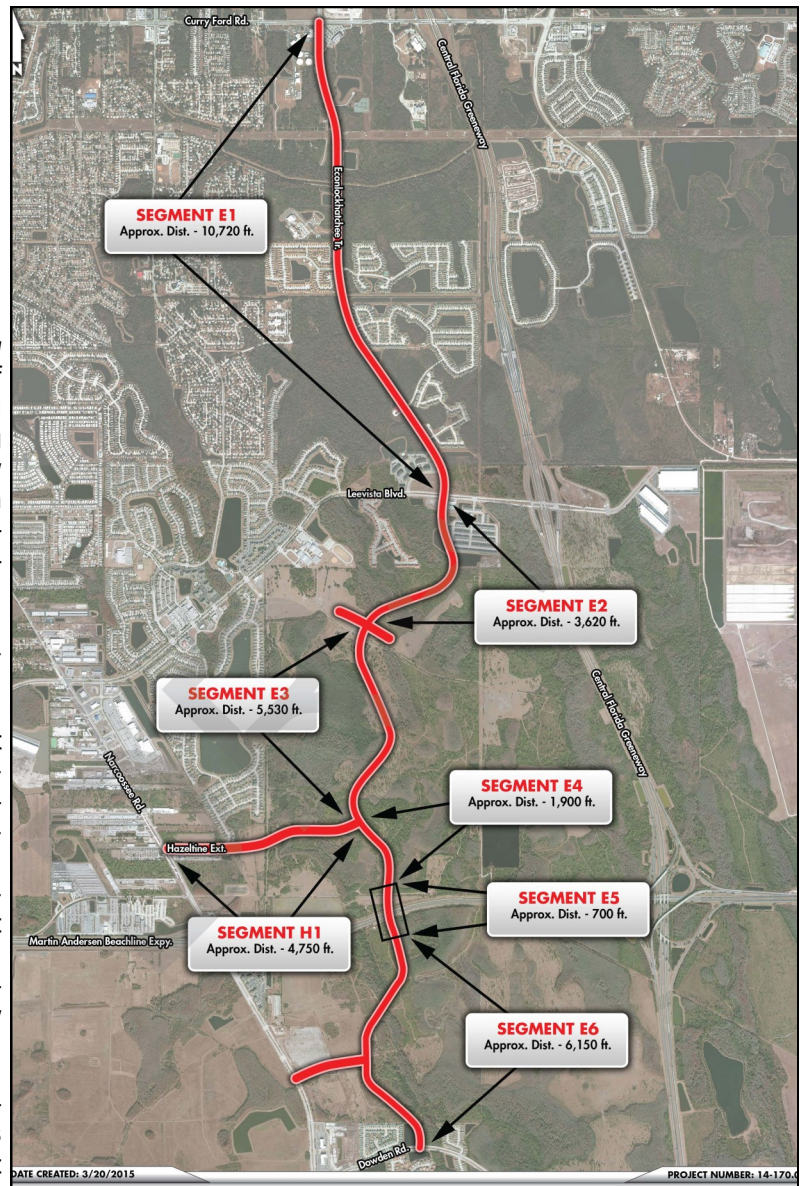
All values based on ITE, Trip Generation, 9th ed.

***Based on accepted ITE guidelines for Internal Capture, Pass-By, & Diverted Trip calculation.*

Transportation Planning and Transportation Engineering have added conditions of approval beginning on page 27. The justification of the conditions is based in Land Development Code Section 61.221, Section 61.260 and Section 61.261, see excerpts below. Note that conditions of approval revise these standards and supersede the code requirements.

Section 61.221 Connectivity with Surrounding Street Network. The street layout and site circulation of all new developments shall be coordinated with and interconnected to the street system of the surrounding area. Streets in all new developments, including all new subdivisions, shall be connected to platted streets in adjacent areas wherever feasible and deemed necessary by the City, to allow for property inter-neighborhood traffic flow and proper connectivity for all modes of transportation, including, but not limited to, walking, biking, and transit by conforming with the following:

- Interconnected Street Network.** The development shall provide multiple direct vehicular and pedestrian connections in its local street system and internal circulation to and between nearby local destinations, such as transit stops, parks, schools, residences, workplaces and shops, without requiring the use of arterial streets. Each development shall incorporate and continue all collector or local streets stubbed to the boundary of the development plan by existing development or previously approved but un-built development.
- Maximum Block Size.** The development shall provide a local street connection spaced at intervals not to exceed 660 feet along each boundary that



abuts potentially developable or redevelopable land. On each boundary of less than 660 feet a vehicular and pedestrian cross-access easement shall be dedicated to the benefit of the neighboring property.

- c. *Minimum Accessibility.* The development shall provide a potentially signalized, full-movement intersection of a collector or a local street with arterial street at an interval of at least every 1,320 feet or one-quarter mile along arterial streets. The development shall provide additional non-signalized, potentially limited movement, intersections of a collector or local street with an arterial street at intervals not to exceed 660 feet between each full movement collector and local street intersection. Development whose dimensions are less than 660 feet adjacent to arterial streets shall provide two points of ingress/egress wherever the development comprises 30 residential units or more, and all non-residential development shall provide vehicular and pedestrian cross access easements and facilities to any adjacent property that co-terminates with any arterial facility. Traffic signals shall be required when warranted.
- d. *Street Stub-Outs to Abutting Properties.* Wherever the development abuts unplatted land or a future development phase of the same development, street stubs shall be provided in accordance with the requirements of this Section to provide access to abutting properties or to logically extend the street system into the surrounding area. Street stubs are to be named in accordance with the street name policy. All street stubs shall be provided with temporary turn-arounds or cul-de-sacs unless specifically exempted by the Public Works Director, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
- e. *Connectivity Index Requirement.* In addition to paragraphs (b) and (c) above, a proposed development shall provide a minimum connectivity ratio of 1.4 (links over nodes), where each street and cul-de-sac is counted as one link, and each intersection and end of a cul-de-sac is counted as one node.
- f. *Access Management.* The City Transportation Engineer may require any limited movement collector or local street intersections to include an access control median or other acceptable access control device consistent with Chapter 61.
- g. *Exemption.* The requirements of paragraph (a), (b), and (c) above may be waived if, in the written opinion and analysis of the City Transportation Engineer or Planning Official, they are infeasible due to unusual topographic features, existing development, or a natural area or feature.
- h. *Gated Subdivisions and Development.* Gated public and private street entryways are prohibited. However, gated entryways to any surface parking area outside the Traditional City for multi-family development are permitted.
- i. *Cul-De-Sac Pedestrian Connections.* Except for industrial properties, the development shall dedicate to the public an improved 15-foot wide pedestrian and bicycle access connecting to the termination of all cul-de-sac streets, or passing through odd-shaped or oversized city blocks over 660 feet or longer, in order to complete existing pedestrian and bicycle routes and to provide for networks of public paths creating access to schools, parks, transit stops, arterial street networks or other destinations. This requirement may be waived by the Planning Official where impracticable.

Section 61.260. No Subdivision Plat or Site Plan shall be approved unless it is accompanied by a dedication of all streets and rights-of-way which are required to be dedicated under this Chapter, including right-of-way for all Thoroughfares designated in Chapter 61, Part 2B. The exception to this is private streets, which shall be provided for by the developer in accordance with the requirements of Chapter 61, Part 2D.

Section 61.261. All streets and public ways shall be paved and curbed in accordance with the standards of Chapter 61, Part 2B—2D, and the following requirements:

- a. *Additional Improvements for Existing Thoroughfares.* Where any existing thoroughfare(s) lying within or abutting a proposed development requires construction of additional lanes or other improvements to meet the standards of Chapter 61, Part 2B, the amount of construction required (or money escrowed) for such improvements shall be commensurate with the impact of the proposed development, in accordance with the Impact Fee requirements of Chapter 56 of the City Code.
- b. *Missing Thoroughfare Links.* Where there are missing segments in the major thoroughfare system or new thoroughfares are to be constructed which are designated in the Major Thoroughfare Plan, such segments lying within or abutting the proposed development shall be improved (or money escrowed in an appropriate manner) by the developer along with other required improvements. Where such construction creates an undue hardship in a particular case, appeals are available in accordance with Chapter 63, Part 3E.
- c. *Half Street Improvements.* Each dedicated half street for a thoroughfare of four lanes or more shall include the design of the entire

roadway with construction of half the total number of lanes which would otherwise be required. For other half streets, the Public Works Director may require that the entire street shall be constructed or that money sufficient to cover the construction shall be es-crowed in an appropriate manner.

- d. *Intersection/Access Improvements.* Intersection/access improvements such as acceleration, deceleration, and turning lanes, shall be installed at the developer's expense within the subdivision and on abutting streets and highways in accordance with the Engineering Standard Manual (ESM) Standards. Approval of all plans and materials shall be obtained from the Public Works Director prior to installation.
- e. *Improvements Required to Nearest Acceptable Paved Public Street.* Each development shall abut, or have as its primary access, a street improved to the minimum requirements of this Chapter. Wherever the abutting street does not meet these requirements, the developer shall construct the street where it abuts the development and to the nearest structurally acceptable paved public street as determined by the Public Works Director. Note: Means construction, not additional lanes.
- f. *Paving, Base Courses, Wearing Surfaces, etc.* As set forth in the Engineering Standard Manual (ESM).
- g. *Pavement Markings.* All travel lanes, lines, turning arrows and other pavement markings needed to control traffic flow shall be marked on the pavement by the developer, in accordance with the Manual for Uniform Traffic Control Devices. Approval of plans and materials shall be obtained from the Bureau of Transportation Engineering prior to installation.
- h. *Traffic Control Devices.* All required regulatory, warning and/or guide signs; signalization/hazard ahead warning devices and other traffic control devices shall be installed by the developer in accordance with the Manual of Uniform Traffic Control Devices, with design approval by the City Transportation Engineer prior to installation.
- i. *Utilities.* As required by Chapter 65, Part 6.
- j. *Street Lighting.* As required by the Orlando Utilities Commission and approved by the Public Works Director.
- k. *Clearing and Grading.* Grading and centerline gradients shall be provided per plans and profiles approved by the Public Works Director. The Public Works Director may require that trees, walls, signs and other obstructions be selectively cleared away from the safe recovery area and all grades, including grades for streets and drainage, shall be consistent with grades approved for the development. All debris shall be removed from rights-of-way.
- l. *Driveway Approaches.* Driveway approaches shall be provided in accordance with the grades and specifications as established by Chapter 61, Part 2E. Such construction shall be subject to inspection and approval by the Public Works Director. If any paving or curb defects, or any damage from heavy equipment shall occur within one year from the date of acceptance by the City, the defects shall be remedied by the developer at the developer's expense.

The applicant has submitted cross sections, see page 24 for the cross sections and page 25 for the cross section exhibit. Transportation Planning and Transportation Engineering have reviewed the proposed cross sections and have provided conditions beginning on page 27. As each SPMP is submitted, adjustments to these cross sections may be required as more detailed information will be available for review.

Capital Improvement Program

The City has a Capital Improvement Program (CIP) project in the vicinity of the subject site. The Econolockhatchee Trail widening from Lee Vista to Curry Ford is proposed to be funded by impact fees within 2015-2016. The City is making additional transportation investments that are not included in the CIE for this project, these are outlined within the Vista East 2.0 Memorandum of Terms. For Phase 1 of the Regional Roadway Network (Econ Trail Extension Segments E2, E3, E4, E5 and E6 and Innovation Way North Segments IWN1, IWN2 and IWN3) the City has committed to funding a total of \$40 million towards its 50% share of the design, permitting and construction costs. For Phase 2 of the Regional Roadway Network (Segments IN4 and IWN4) the City has committed to funding 50% to enable construction commencement.

School Capacity

Orange County Public Schools (OCPS) has two school review processes. The Capacity Enhancement Process (CEP) applies to land use approvals, including GMP amendments, that increase residential density. The concurrency process applies to all residential development that is not de minimus or previously vested through a DRI Development Order or another agreement. The property is vested from Capacity Enhancement for 2,955 dwelling units. However, the adopted subarea policy required a 30 acre reservation for two school sites, and OCPS may wish to renegotiate that requirement. This application is for 4,300 residential units (2,000 single

family—age restricted, 800 single family—any age, 1,000 multifamily—any age and 500 townhome—any age), the 2,000 age restricted units are not subject to the school review process. Therefore 345 units are subject to the Capacity Enhancement Process. No units are vested for concurrency. All non-age restricted units must undergo the concurrency process, concurrency is required prior to approval of a plat (for single family) or a final site plan (for multifamily). The applicant must submit appropriate documentation to OCPS demonstrating the age restriction requirements.

Table 6: School Capacity			
School Level	Vista Lakes ES	Odyssey MS	Colonial HS
School Capacity (2014-15)	828	1,134	3,733
Enrollment (2014-15)	833	912	3,347
Utilization (2014-15)	100.6%	80.4%	89.7%
LOS Standard	110.0%	100.0%	100.0%
Students Generated	784	387	508

Conformance with the LDC

The subject property currently has no City zoning. The property owner is requesting an initial zoning of PD, which is consistent with the proposed future land use designations of Community Activity Center, Office Low Intensity, Industrial and Conservation. Section 65.366 of the LDC requires that all rezonings and/or initial zonings be in conformance with any applicable substantive requirements for chapters 58 through 66 of the LDC. The subsequent Specific Parcel Master Plans must adhere the same sections of the LDC as well as the proposed PD.

PD—Planned Development District

Section 58.361 of the LDC identifies the purpose of the PD district as follows: “The PD District is intended to provide a process for the evaluation of unique, individually planned developments which are not otherwise permitted in the zoning districts established by Chapter 58. The PD District is to be a voluntary process commenced by an applicant for such zoning designation. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time retaining in the City Council the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety and general welfare.”

AN-Aircraft Noise

The subject property is within the Airport Noise (AN) Overlay District. Section 58.371 of the Land Development Code states:

The purpose of the Aircraft Noise Overlay District is to protect the health, safety, and welfare of persons and property in the vicinity of the OIA and OEA. Aircraft noise may be considered annoying, objectionable, or unhealthy to residents in the community surrounding the airports. The AN Overlay district is intended to reduce noise and safety hazards associated with aircraft operations, to preserve the operational stability of the airports, and assist in the implementation of policies and recommendations found in the City's Growth Management Plan and in appropriate FAA sponsored Part 150 Studies.

The requirements found in the AN Overlay District are intended to supplement all other zoning districts in which land may be classified, and the various Chapters of the City Code which might impact on aviation and land development, including, but not limited to, safety, fire, building, and health codes. However, to the extent that any provision of this Part conflicts with another code or ordinance, the provisions of this Part shall govern and control.

The subject property is within the Zone E and Zone D of the AN overlay district. Section 58.381 of the Land Development Code provides information regarding the sound level requirements for structures and buildings.

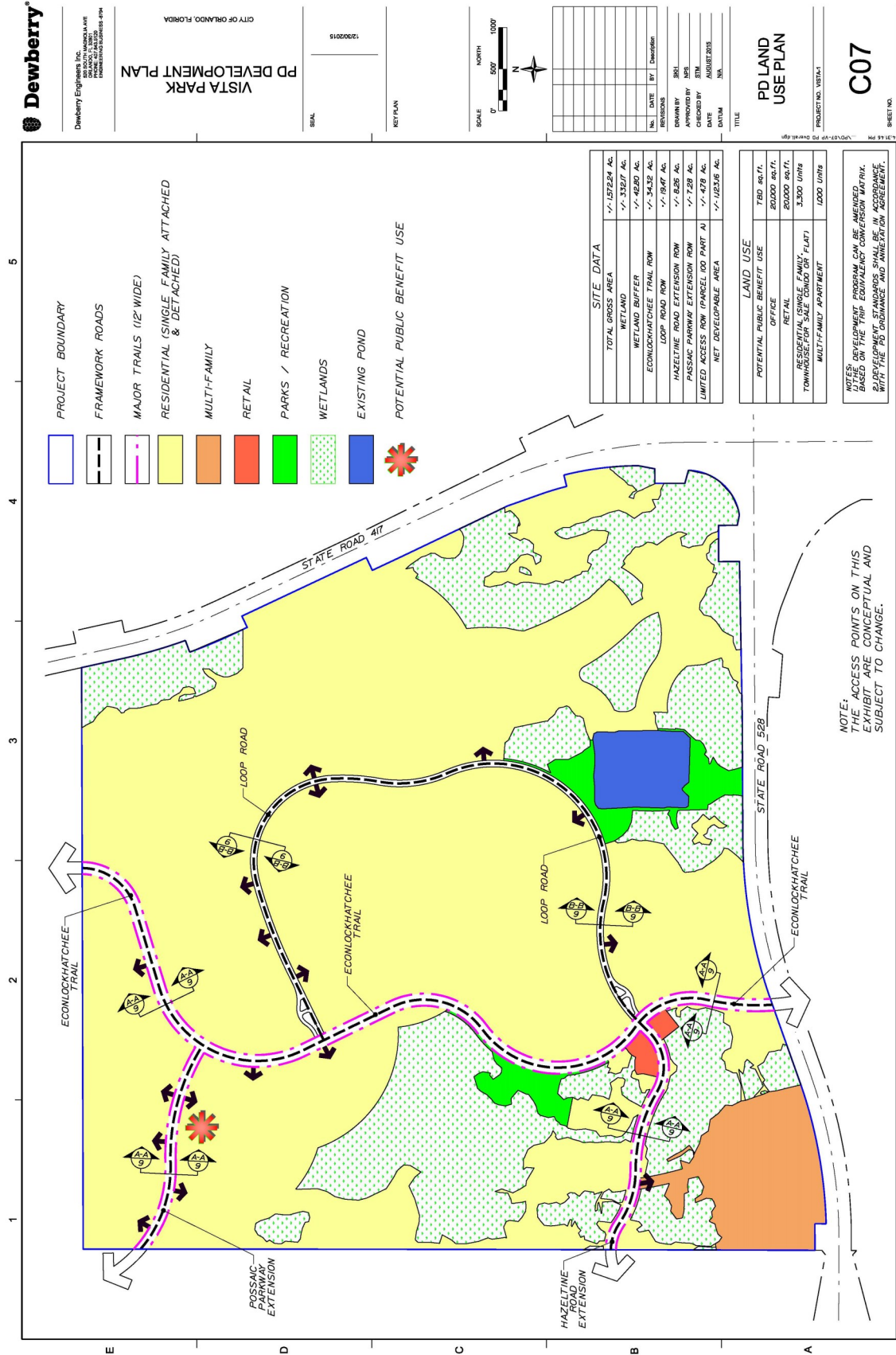
Development Standards

The development standards for the project are outlined in detail in Exhibit A of this staff report, which will be included in the Planned Development ordinance. For items not addressed in the PD ordinance the default zoning district are as follows; residential development less than 12 du/acre shall default to R-3A, for residential greater than 12 du/acre shall default to O-1 and Neighborhood Activity Center shall default to AC-N. The applicant has requested a framework PD, shown on page 18 of this staff report.

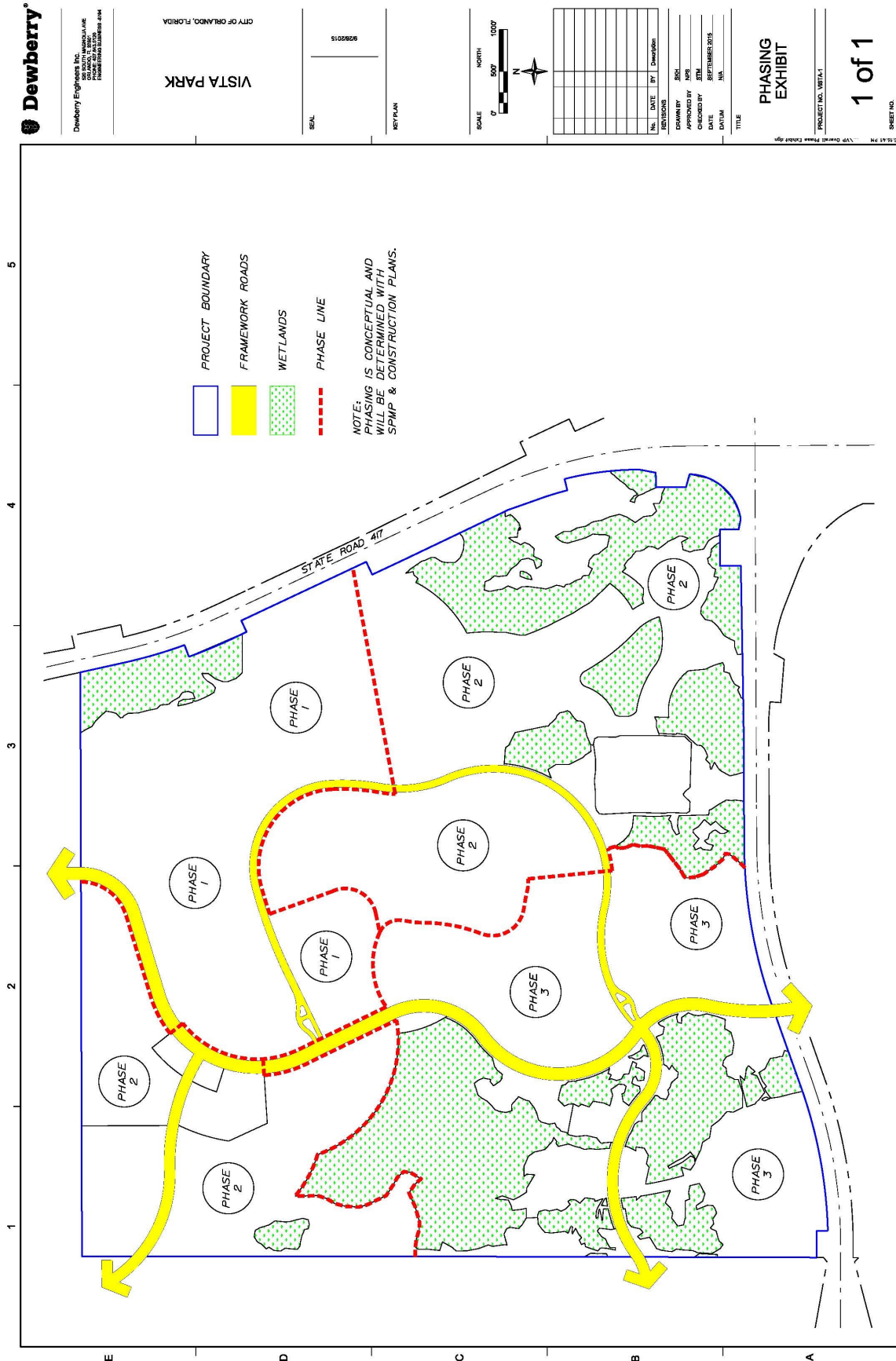
Public Comment

The applicant held a community meeting on November 12th, from 6 pm—8 pm at the Holiday Inn OIA, 5750 T.G. Lee Blvd to inform the neighbors about the development project and the schedule for mitigation. A follow up community meeting is being held at the same location and time on January 13, 2016.

PLANNED DEVELOPMENT MAP



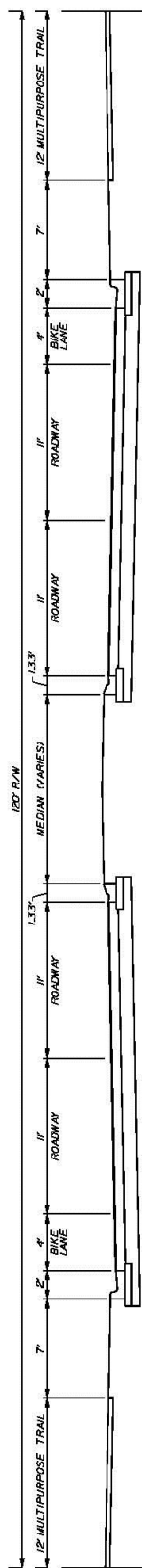
CONCEPTUAL PD PHASING PLAN



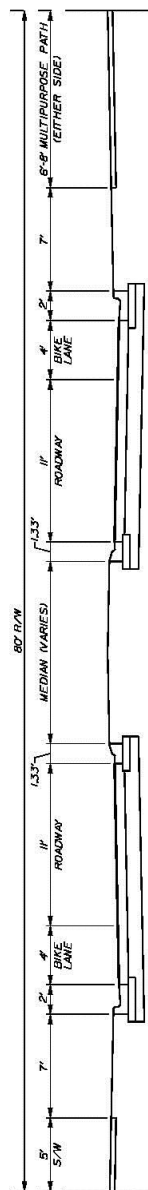
CONCEPTUAL TYPICAL NEIGHBORHOOD PLAN



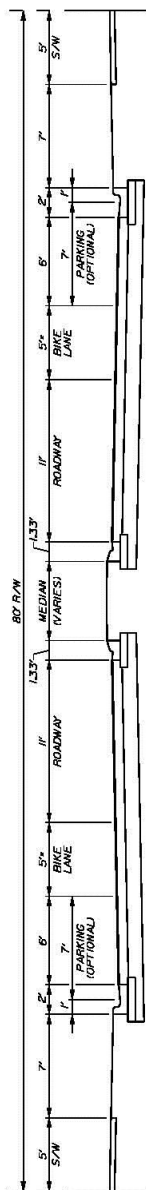
CROSS SECTIONS



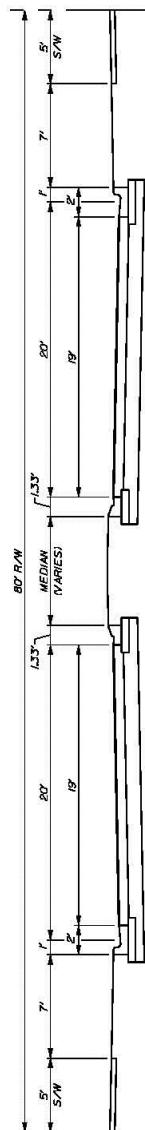
ECONLOCKHATCHEE TRAIL, POSSAIC PARKWAY, & HAZELTINE ROAD - 120' ROW
(A-A)



TYPICAL 80' R/W SECTION
(B-B)



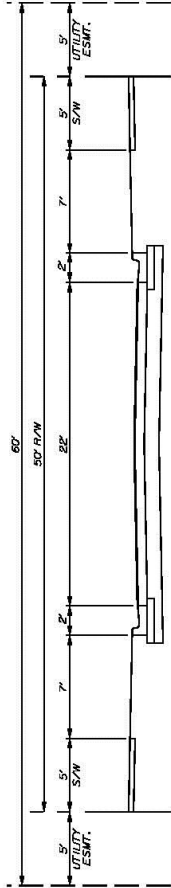
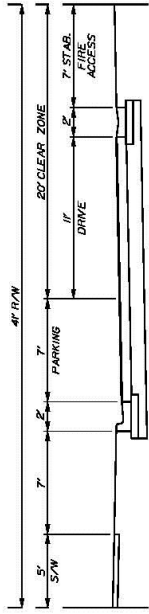
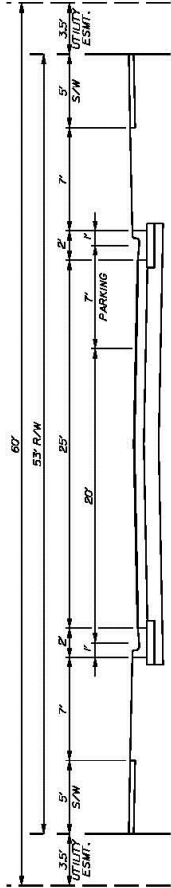
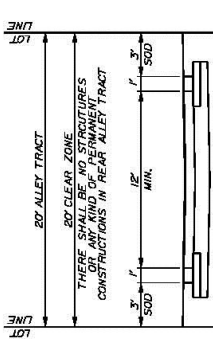
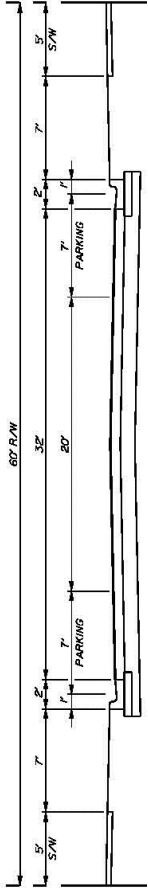
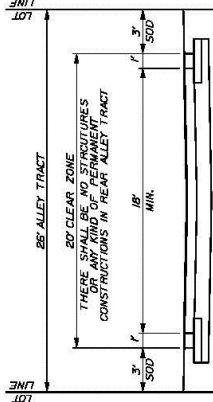

ALTERNATE 80' R/W SECTION - PARKING BOTH SIDES OPTIONAL
 * 4' BIKE LANE IF NO ON-STREET PARKING



TYPICAL 80' R/W DOUBLE ENTRANCE SECTION

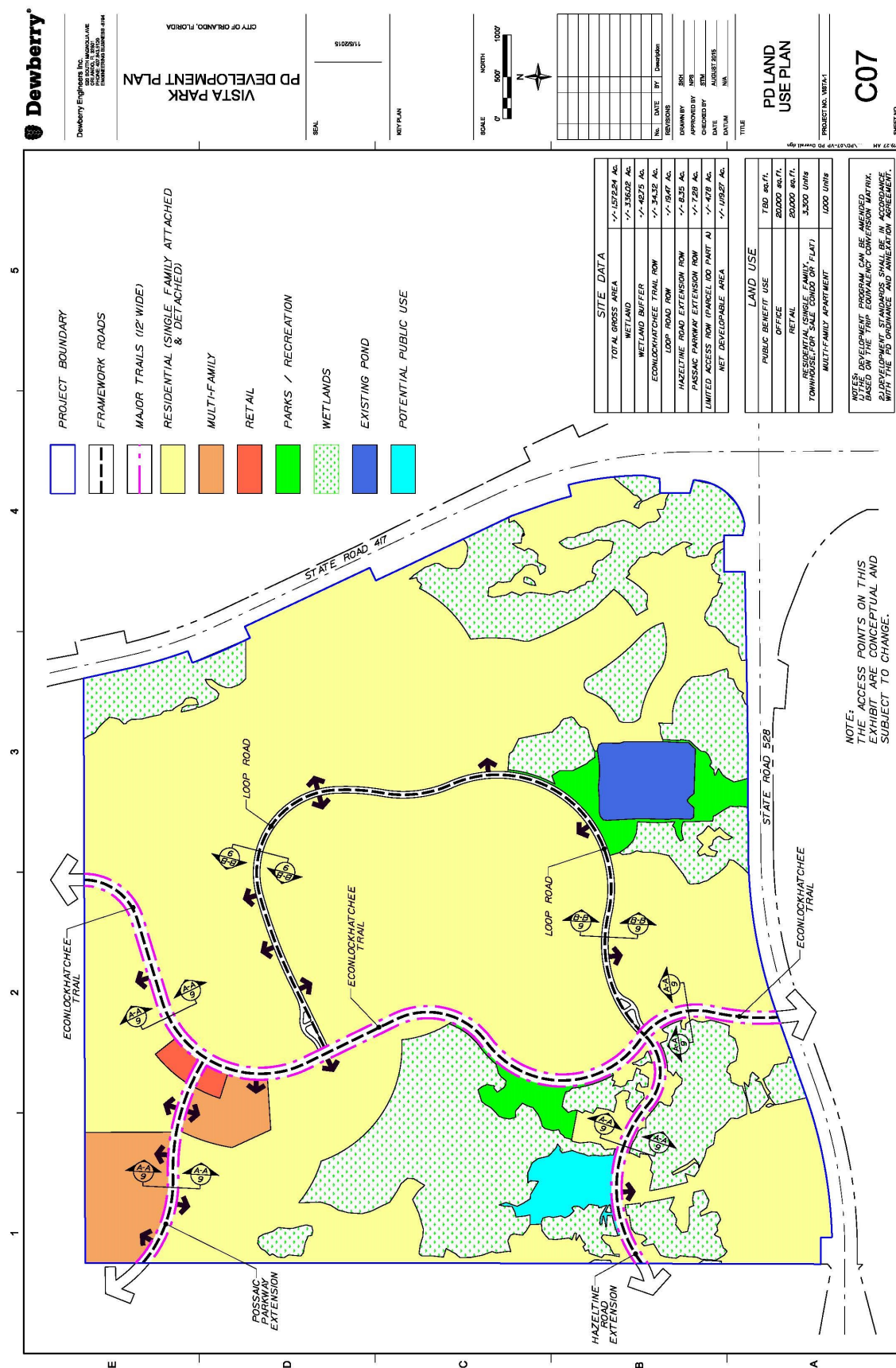
 Dewberry	TYPE: EXHIBIT	VISTA PARK PD DEVELOPMENT PLAN TYPICAL CROSS SECTIONS
	DATE: NOVEMBER 2015	
	PROJECT NO.: VISTA1	
	DRAWN BY: SKH	
	CHECKED BY: NPS	
	SCALE: NTS	
	SHEET: A02 2	
CORPORATE OFFICE - 520 SOUTH MAGNOLIA AVENUE - ORLANDO, FLORIDA 32801 ENGINEERING BUSINESS - 8704 03-9415-20		

CROSS SECTIONS

 <p>TYPICAL 50' R/W SECTION - NO PARKING (COLLECTOR/LOCAL ROADS)</p>	 <p>TYPICAL 41' R/W ONE-WAY SECTION - PARKING ONE SIDE (COLLECTOR/LOCAL ROADS)</p>
 <p>TYPICAL 53' R/W SECTION - PARKING ONE SIDE (COLLECTOR/LOCAL ROADS)</p>	 <p>TYPICAL ONE-WAY ALLEY SECTION</p>
 <p>TYPICAL 60' R/W SECTION - PARKING BOTH SIDES (COLLECTOR/LOCAL ROADS)</p>	 <p>TYPICAL TWO-WAY ALLEY SECTION</p>
<div><div> Dewberry</div><div>TYPE: EXHIBIT DATE: NOVEMBER 2015 PROJECT NO.: VISTA1 DRAWN BY: SKH CHECKED BY: NPS SCALE: NTS SHEET: 2 OF 2</div></div>	<p>VISTA PARK PD DEVELOPMENT PLAN</p>
<p>TYPICAL CROSS SECTIONS</p>	<p>CORPORATE OFFICE - 520 SOUTH MAGNOLIA AVENUE - ORLANDO, FLORIDA 32801 407-843-5120 - ENGINEERING BUSINESS - 8794</p>

CROSS SECTIONS EXHIBIT

Note: the land use location is shown on the PD Plan in page 18. This is an older version of the plan.



FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of the future land use and zoning applications contained in Chapter 65 of the Land Development Code (LDC):

1. The proposed Future Land Use Map amendment is consistent with State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposed Future Land Use Map amendment is consistent with the East Central Florida Strategic Policy Plan.
3. The proposed Future Land Use Map amendment is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposed Future Land Use Map amendment is consistent with the provisions of Chapter 380.06, Florida Statutes.
5. The proposed Future Land Use Map amendment is consistent with the objectives and policies of the City's adopted Growth Management Plan (GMP); particularly Figure LU-1.
6. The proposed Future Land Use Map amendment and zoning amendment are consistent with the purpose and intent of the requirements of the Land Development Code.
7. The proposed Future Land Use Map amendment and zoning amendment are compatible with the surrounding development 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 GMP Future Land Use amendment and zoning amendment subject to the conditions below:

CONDITIONS OF APPROVAL

City Planning

1. *GENERAL CODE COMPLIANCE*

Development of the proposed project shall be consistent with the conditions in this report. Conditions in this report shall supersede conflicting provisions in all codes and ordinances of the City of Orlando. The project shall comply with applicable requirements of the State of Florida, and all other applicable regulatory agencies. All other applicable state or federal permits must be obtained before commencing development.

2. *MINOR MODIFICATIONS*

Minor modifications and design changes including but not limited to signs, landscaping, driveway locations, and other minor changes, that are required beyond those previously reviewed by the Municipal Planning Board, may be approved by the Planning Official without further review by the Municipal Planning Board. Major changes shall require additional review by the Municipal Planning Board.

3. *CONFORMANCE WITH PD REQUIRED*

Construction and development shall conform to approved site plans, elevations, and landscaping plans on file with the City Planning Division and all conditions contained in this report, or as modified by the Municipal Planning Board and City Council. The following conditions shall be contained in the PD Ordinance; City Planning # 6-17, Urban Design # 1, Traffic Engineering # 3a—3e, Transportation Planning # 1-2, Parks #1 and Exhibit A.

4. *REVIEW BY CITY ATTORNEY'S OFFICE*

Municipal Planning Board recommendation of the conditions contained herein is subject to review by the City Attorney's Office for legal sufficiency and drafting of implementing documents.

5. *SPECIFIC PARCEL MASTER PLANS*

The properties within this subject area shall be required to submit Specific Parcel Master Plans (SPMPs) to the Municipal Planning Board (MPB) prior to the issuance of building permits. A circulation plan showing the secondary street network and the trail network is required at the 1st SPMP.

6. *ZONING*

For any requirements not specifically addressed in the PD Ordinance, the following zoning districts shall apply. R-3A for residential less than 12 du/acre, O-1 for residential greater than 12 du/acre and AC-N for the neighborhood activity center future land use designation.

7. *MAXIMUM INTENSITY*

The maximum development intensity shall not exceed 2,800 single family residential units (a maximum of 800 may be non-age restricted), 500 townhome units, 1,000 multifamily units, 20,000 sq. ft. of office space and 20,000 sq. ft. of retail space. The trip equivalency matrix is located on page 28, this will be included in the PD ordinance.

8. *PROHIBITED USES*

- a. Labor pools and labor halls as defined by Chapter 448, Florida Statutes.
- b. Any business in which a material part of its service includes loans secured by vehicle titles (often known as "car-title loans"), but not including financial institutions such as banks, credit unions, trust companies, consumer finance, and retail installment lenders.
- c. Any business commonly known as "check cashing" establishment, or any business in which a material part of its service includes offering loans secured by future employment wages or other compensation (often known as "payday loans," or "pay day advances"), but not including retail businesses which provide a check cashing service as an incidental part of their business and financial institutions such as banks, credit unions, and trust companies.
- d. Tattoo, body art, and body piercing establishments.
- e. Pawnshops, as defined by the Florida Pawnbroking Act.
- f. Bail bond agencies, as defined by Chapter 648, Florida Statutes.
- g. Automobile sales and rentals.
- h. Massage parlors
- i. Fortune tellers, tarot card readers, palm readers, psychics, and like establishments.
- j. Bottle clubs, as defined by the Florida Beverage Law
- k. Labor pools and labor halls, as defined by F.S.
- l. Parking as a principle use;
- m. Service, intensive

9. *CONNECTIVITY INDEX REQUIREMENT*

In accordance with Section 61.221.(e) development shall provide a minimum connectivity ratio of 1.4 (links over nodes), where each street and cul-de-sac is counted as one link, and each intersection and end of a cul-de-sac is counted as one node.

10. *NO FURTHER ACTION LETTER*

Prior to any building permit issuance, the owner must receive (and transmit to the City) the FDEP approval and issuance of no further action (NFA) letter on the entire site or individual portions of the site. This shall be sufficient for the release of the Vista Park Property or portions thereof as applicable from the City's Development Moratorium prohibiting construction within the boundary of the Former Pinecastle Jeep Range.

11. *FORMER ORANGE COUNTY LANDFILL*

Prior to any building permit approval or dedication of the property, the owner must submit a record of the completed capping / closure of the landfill, completion of the restoration and verification that the site poses no environmental or other hazards for the use of the site or parcels adjoining it.

12. *PD DEVELOPMENT PLAN*

Prior to zoning ordinance, the PD must be amended to show the following

- a. Identify the general location of the community park.

13. *PHASING REQUIREMENTS*

The phasing requirements for the road connections is as follows; at 1000 units there must be two road connections, at 1,500 units there must be three road connections and at 2,000 units there must be four road connections.

14. *RESERVATION OF SITES*

In accordance with GMP Subarea Policy S.39.3, sites for one fire station and one police substation must be designated on a two acre site.

15. *STREET TREES ON MULTIUSE PATHS*

Street trees shall be planted every 50 feet on multi use paths

16. *TRIP EQUILVALENCY MATRIX*

The matrix shown on page 27 may be used to increase or decrease a land use category by up to 20% of the approved land use program.

17. *LOCAL DEVELOPMENT ORDER*

After PD adoption, the PD shall be submitted to the state to meet the requirements for the local development order.

Traffic Engineering**1. LOCATION OF TRAFFIC SIGNALS**

The locations of proposed traffic signals on all streets shall be reviewed and approved by the City Transportation Engineering Department. The design and construction shall be the responsibility of the Developer and Traffic Impact fees shall not be utilized for any signalization needs, except as detailed in the Vista East 2.0 Memorandum of Terms.

2. FIBER OPTIC CONDUIT

At the time of construction, each segment of the primary roads shown in the PD shall include fiber optic conduits for signalization. The type and size shall be reviewed and approved by the City Transportation Engineering Department.

3. PD STANDARDS

- a. The development must adhere to the PD development standards which includes the traffic engineering conditions, the PD development standards are Exhibit A to this document
- b. The alleys shall be privately maintained and shall be designated as such on all plats.
- c. On alleys, the 5 foot building setbacks shall be kept clear of obstructions between 2 feet and 8 feet above the roadway.
- d. All public roadways shall be designed to a minimum 30 mph. Any deviation from this design criteria shall take into account limitations in roadway geometry, sight line requirements as determined by the Florida Greenbook and on-street parking. All variations shall be subject to review by the City Transportation Engineer. Approval of design variations shall be at the discretion of the City Transportation Engineer.

Transportation Planning

The Transportation Planning Division supports the request for the Future Land Use designation, and Zoning changes subject to the conditions below. When Specific Parcel Master Plans are submitted for approval, Transportation Planning will provide further detailed conditions as needed.

1. ROADWAY CROSS SECTIONS

- a. Cross Section "Typical 80' R/W – Parking Both Sides" shall include 5 ft wide biking lanes on both sides.

2. PD REQUIREMENTS

The development must adhere to the PD development standards which includes the transportation conditions, the PD development standards are Exhibit A to this document

Parks**1. PD REQUIREMENTS**

The development must adhere to the PD standards which includes the parks conditions, the PD standards are Exhibit A to this document.

Urban Design**1. PD REQUIREMENTS**

The development must adhere to the PD developments standards, the PD standards are Exhibit A to this document.

2. STREET CROSS SECTIONS

The parkway strip on all road cross sections must be a minimum of 7' in width.

INFORMATIONAL COMMENTS

Police

The Orlando Police Department has no objections to the GMP FLU map amendment request for the mixed used development referred to as Vista Park located generally north of SR 528 and west of SR 417. A complete CPTED review will be completed when detailed development plans for the site are submitted to the City.

We encourage developers and property owners to incorporate CPTED strategies in their projects. A brochure entitled Crime Prevention Through Environmental Design, Your Guide to Creating a Safe Environment, which includes crime prevention techniques for various land uses, is available by email.

Building

Building Plan Review is not applicable to this case at this time.

Trip Equivalency Matrix

RM	RM	To	From	Single Family (SF)	Multi-Family (MF)	Timeshare (TS)	Total (<200 SF)	Retail (400-599 SF)	Retail (600-899 SF)	Retail (900-1199 SF)	Office (<200 SF)	Office (200-299 SF)	Office (300-399 SF)	Office (400-599 SF)	Office (600-899 SF)	Office (900-1199 SF)	Office (1200-1499 SF)	Office (1500-1999 SF)	Office (2000-2999 SF)	Office (3000-3999 SF)	Office (4000-4999 SF)	Office (5000-5999 SF)	Office (6000-6999 SF)	Office (7000-7999 SF)	Office (8000-8999 SF)	Office (9000-9999 SF)	Office (10000-10999 SF)	Office (11000-11999 SF)	Office (12000-12999 SF)	Office (13000-13999 SF)	Office (14000-14999 SF)	Office (15000-15999 SF)	Office (16000-16999 SF)	Office (17000-17999 SF)	Office (18000-18999 SF)	Office (19000-19999 SF)	Office (20000-20999 SF)	Office (21000-21999 SF)	Office (22000-22999 SF)	Office (23000-23999 SF)	Office (24000-24999 SF)	Office (25000-25999 SF)	Office (26000-26999 SF)	Office (27000-27999 SF)	Office (28000-28999 SF)	Office (29000-29999 SF)	Office (30000-30999 SF)	Office (31000-31999 SF)	Office (32000-32999 SF)	Office (33000-33999 SF)	Office (34000-34999 SF)	Office (35000-35999 SF)	Office (36000-36999 SF)	Office (37000-37999 SF)	Office (38000-38999 SF)	Office (39000-39999 SF)	Office (40000-40999 SF)	Office (41000-41999 SF)	Office (42000-42999 SF)	Office (43000-43999 SF)	Office (44000-44999 SF)	Office (45000-45999 SF)	Office (46000-46999 SF)	Office (47000-47999 SF)	Office (48000-48999 SF)	Office (49000-49999 SF)	Office (50000-50999 SF)	Office (51000-51999 SF)	Office (52000-52999 SF)	Office (53000-53999 SF)	Office (54000-54999 SF)	Office (55000-55999 SF)	Office (56000-56999 SF)	Office (57000-57999 SF)	Office (58000-58999 SF)	Office (59000-59999 SF)	Office (60000-60999 SF)	Office (61000-61999 SF)	Office (62000-62999 SF)	Office (63000-63999 SF)	Office (64000-64999 SF)	Office (65000-65999 SF)	Office (66000-66999 SF)	Office (67000-67999 SF)	Office (68000-68999 SF)	Office (69000-69999 SF)	Office (70000-70999 SF)	Office (71000-71999 SF)	Office (72000-72999 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(189000-189999 SF)	Office (190000-190999 SF)	Office (191000-191999 SF)	Office (192000-192999 SF)	Office (193000-193999 SF)	Office (194000-194999 SF)	Office (195000-195999 SF)</
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Note: Revisions may be submitted.

CONTACT INFORMATION

City Planning

For questions regarding City Planning review, please contact Michelle Beamon at 407.246.3145 or michelle.beamon@cityoforlando.net.

Transportation Planning

For questions regarding Transportation Planning plan review, please contact John Rhoades at 407.246.2293 or John.rhoades@cityoforlando.net.

Traffic Engineering

For questions regarding Traffic Engineering review, please contact Lauren Torres at 407.246.3220 or lauren.torres@cityoforlando.net.

Urban Design

For questions regarding Urban Design plan review, please contact Doug Metzger at 407.246.3414 or douglas.metzger@cityoforlando.net.

Police

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

Building

For questions regarding Building Plan Review issues contact Don Fields at (407) 246-2654 or don.fields@cityoforlando.net.

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. Staff forwards GMP and zoning ordinance requests to City Attorney's Office.
2. City Council approves the MPB minutes.
3. The GMP is added to the winter 2016 large scale cycle of GMP amendments.
4. Transmittal package for the winter 2016 large scale cycle of GMP amendments sent to Florida Department of Economic Opportunity (DEO) for review.
5. First reading of the PD zoning ordinance.
6. Second reading of the winter 2016 large scale cycle of GMP amendments.
7. Second reading of the PD zoning ordinance.

5. Residential Development Standards.

- 5.1 All residential construction shall be in compliance with the applicable Orange County Public School Capacity Enhancement Agreement(s), as it or they may be amended from time to time.
- 5.2 Lot sizes and building designs should be varied to avoid a monotonous streetscape. The following standards apply to single family detached, duplex and townhome dwellings:
- 5.2.1 If 100 or more units of the same building type are proposed, at least four distinct models with at least three alternate elevations for each such model must be provided.
- 5.2.2 If less than 100 units of the same building type are proposed, at least three distinct models with at least three alternate elevations for each such model must be provided.
- 5.2.3 Identical single family homes may not neighbor each other and may not face each other from across the street unless at least three of the following architectural elements are varied from each other:
- 5.2.3.1 Roof style.
- 5.2.3.2 Exterior color and material.
- 5.2.3.3 Architectural banding, trim, or cornice detail.
- 5.2.3.4 Window trim, the number of mullions or muntins, or shutters.
- 5.2.3.5 A covered entryway or front porch design.
- 5.2.4 All townhome units in the PD shall be rear-loaded and accessed by an alley. Alleys are required where the lot width is less than 50 feet. The MPB shall have the authority to approve an alternate standard where a wetland or other site limitation creates a need for a limited number of front loaded lots less than 50 feet wide.
- 5.3 Typical residential development standards are provided in the table below. Actual dimensions for each lot and product type shall be established during SPMP review.

Product Type	Minimum Lot Width (1)	Minimum Lot Depth	Minimum Street Frontage (2)	Front Yard Setback	Rear Yard Setback (3)	Side Yard Setback	Street Side Yard Setback	Maximum Building Height - Stories (4)	Maximum ISR
Single Family Detached Front Load	50 ft	100 ft	25 ft	16 ft (5) (6)	15 ft	5 ft	15 ft	3 stories	70%
Single Family Detached Rear Load	30 ft	100 ft	25 ft	16 ft (6)	5 ft or greater than 16 ft (8) (9)	5 ft (11)	15 ft	3 stories	70%
Duplex Rear Load	25 ft	100 ft	25 ft	16 ft (6)	5 ft or greater than 16 ft (8) (9)	5 ft / 0 ft for shared wall	15 ft	3 stories	75%
Townhome Rear Load	18 ft	80 ft	18 ft	16 ft (6)	5 ft or greater than 16 ft (8) (9)	0 ft (7)	15 ft	3 stories	90%
Multi-Family/Condo	varies	varies	25 ft	20 ft maximum	varies, establish in SPMP	varies, establish in SPMP	15 ft maximum	5 stories	75%

- (1) Corner lots shall be 10 ft wider than the rest of the lots on the block to accommodate the street side yard setback.
- (2) Flag lots are prohibited.
- (3) Rear yard building and accessory building setback for lots abutting wetland conservation areas shall be 15 ft. This building setback does not include accessory uses such as pools, pool enclosures/screens, patios, decks. The setback for these accessory uses shall be a minimum of 5' from the rear lot line.
- (4) Story is defined as that portion of a building included between the surface of any finished floor and the surface of the next finished floor above it, or if there is no floor above it, then the space between such floor and ceiling next above it, unless such space is less than 5.5 ft in height. Wherever the height between two finished floors (or finished floor and ceiling) exceeds 25 ft, each height of 15 ft or portion greater than 5.5 ft thereof shall be construed to be one story.
- (5) The garage of front-loaded units shall have a minimum setback of 20 ft from the right-of-way and shall not project in front of the front façade.
- (6) Open air front porches may encroach up to 6 ft into the front yard setback, provided that the porch has a useable floor depth of at least 6 ft free of columns and other obstructions.
- (7) Minimum side yard setback for townhome end units shall be 5 ft.
- (8) Rear yard setback for detached accessory garage shall be 5 ft off an alley.
- (9) Rear yard fence setback is 5' off an alley.
- (10) A small number of 45' front loaded lots may be approved in an SPMP in limited locations where a typical 50' lot does not fit.
- (11) May be reduced to 4' for lots less than 35' wide.

- 5.4 The principal, street side yard, alley side yard or open space facing facades for all structures must be at least 15% transparent for each story below the roofline. Authenticity of window scale or style shall be appropriate for the style of house and taken into consideration for this evaluation.
- 5.5 The architectural details and exterior finish materials for units on corner lots, alley corner lots or open space facing lots must be similar on the front and the entire street-side, alley side, or open space facing elevations.
- 5.6 Building foundations for the front façade must be elevated at least 18 inches above the finished sidewalk grade by incorporating either a raised concrete pad or a raised wood joist floor with perimeter foundation. For age-restricted units, an SPMP may propose an alternative standard for review and approval by the MPB.
- 5.7 Front doors must face the street. Rear-loaded units must have direct pedestrian walkway access to the sidewalk, and the walkway must be at least three feet wide. Front-loaded units must have pedestrian access from the front door to the sidewalk or the driveway.
- 5.8 Front-loaded garages may not comprise more than 50% of the building's linear front façade based on the interior width of the garage.
- 5.9 For front-loaded garages, single garage doors may not exceed 16 feet in width. If the garage opening is wider than 16 feet, the garage must have two distinct doors separated by a post at least one foot in width. Three-wide garage bays with doors are prohibited.
- 5.10 Driveways for front-loaded lots may not exceed 18 feet wide at the street right-of-way (a.k.a. the throat). Widening to a maximum width of 20 feet as measured 5-feet back from the property line.
- 5.11 For corner-lots on rear-loaded blocks, a three feet tall continuous shrub hedge or streetwall must run from the front façade of the lot's building to the rear alley. The purpose of this requirement is to shield parked cars in rear-loaded driveways from the view of the side street. The hedge or wall shall be delineated on the site plan of the building permit application package.
- 5.12 Privacy fencing and CPTED-compliant fencing are both permitted in rear yards. Chain-link fences are prohibited.
- 5.13 The principal facades of townhomes must exhibit a variety of architectural details, including without limitation, window banding, wainscot, and variable porch designs and columns, color schemes, and rooflines.
- 5.14 Gating of private streets for single family and townhome residential development is allowed for, subject to compliance with Orlando Fire Department requirements.

- All of the age restricted units may be gated and a maximum of 20% of the non-age restricted single family and townhome units may be gated (260 units total for the PD).
- 5.15 Mechanical equipment for residential units may not be located in the front or street side yard of a unit and must meet the following additional standards:
- 5.15.1 Mechanical equipment may not be located any closer than 40 feet from the front property line.
 - 5.15.2 Mechanical equipment for residential units with a side yard setback of less than 5 feet shall be located in the rear yard of the lot.
 - 5.15.3 Mechanical equipment and associated screening should be shown on the parcel site plan.
 - 5.15.4 All other aspects of the code for mechanical equipment (Ch. 58, Part 5B (18)) shall apply.
- 5.16 Multifamily building elevations must conform to the following minimum requirements:
- 5.16.1 The principal, street side, alley side or open space facing facades for all structures must be at least 15% transparent for each story below the roofline.
 - 5.16.2 The architectural details and exterior finish materials for units on corner lots, alley side or open space facing units must be similar on the front, or entire street-side, alley side or open space facing elevations. Common architectural features shall be included on all 4 sides of the building.
 - 5.16.3 For corner lots on rear-loaded blocks, a three feet tall continuous shrub hedge or streetwall must run from the front façade of the lot's building to the rear alley. The purpose of this requirement is to shield parked cars in rear-loaded driveways from the view of the side street. The hedge or wall shall be delineated on the site plan of the building permit application package.
 - 5.16.4 Primary pedestrian entrances to multifamily buildings must face a street or mews and be clearly expressed, or framed by a substantial sheltering element such as an arcade, porch, or portico.
 - 5.16.5 Pool pumps and heating units, air conditioning compressors, and natural gas tanks must be screened from adjacent rights-of-way and parking lots with an opaque fence or a continuous and effective vegetative buffer of height sufficient to completely camouflage the equipment. The hedge or

wall shall be delineated on the site plan of the building permit application package.

5.16.6 Parking must be located on-street or to the side or rear of buildings. Parking and vehicular use areas are prohibited within front and street side yard setbacks.

5.16.7 Minimum parking requirements may be accommodated with nearby on-street parking if approved by the City during SPMP review.

5.16.8 The maximum building setback on the primary street frontage shall be 20 feet. An additional setback for a plaza area, outdoor eating space, or other pedestrian-oriented outdoor space may be permitted as part of the SPMP.

5.16.9 The minimum building frontage on the primary street shall be 65% of the lot frontage.

5.16.10 If a parking garage is proposed facing a street, it shall be lined with active uses, including residential, office or retail space, along the primary and secondary street frontages.

6 Commercial, Office and Mixed Use Development Standards.

6.1 Building setbacks, height limits, impervious surface area requirements and other development standards not identified in this PD shall default to the underlying zoning.

6.2 *Lighting* - On-site building and parking lot lighting shall comply with the city's lighting ordinance.

6.2.1 Parking areas:

6.2.1.1 A light fixture shall be a maximum of 30' in height.

6.2.1.2 A light fixture shall not be located in the landscape island.

6.2.1.3 To keep light rays and glare from encroaching onto adjacent properties, illumination shall be installed with house side shields and reflectors to confine the light rays to the premises. Wattage shall not exceed 400 watts per bulb.

6.2.2 Security Lighting:

6.2.2.1 Security lighting shall not be substituted for parking lot or pedestrian lighting fixtures, and are restricted to lighting service, storage, loading and other similar uses.

6.2.2.2 Security lighting shall not extend beyond the fascia or roofline of any building.

6.2.2.3 Shields for security lighting shall be similar in color with the surface to which the fixture is attached.

6.2.3 Service areas: Lighting under awnings, canopies, porte-cocheres, should be recessed. If not recessed, the box type or other lighting fixture shall be opaque on all sides (no light shall emanate from any side of the fixture).

6.2.4 Pedestrian Areas: Lighting fixtures shall be decorative in appearance, style and finish and shall not exceed 15' in height.

6.2.5 Parking Garage Lighting:

6.2.5.1 For color renditions and security purposes, all parking garages shall have interior lighting that is metal halide or better (color rendition range).

6.2.5.2 All parking garage lighting shall not exceed 20' above the top level and shall be shielded, and designed to minimize light spillover at the edge of the garage.

6.3 Landscaping shall meet the requirements of LDC Chapter 60. Landscaping themes should be consistent throughout the PD. Common area and open space landscape plans shall be included in each SPMP.

6.4 Bufferyards shall meet the requirements of LDC Chapter 60.

6.5 Front door orientation toward the street is required. At least one public pedestrian entrance of all principal structures shall be oriented toward the primary street. Vehicular openings such as those for garages and carports shall not constitute public entrances.

6.6 Pedestrian connections from the building to the street are required. Direct pedestrian access shall be provided from the principal entrance of the building to the sidewalk on the closest public right-of-way. Pedestrian access shall be provided from the rear parking facilities to the ground floor uses, either through rear building entrances, pedestrian ways along the perimeter of buildings, or by pedestrian throughways which connect the rear parking lots to the sidewalks along the front street. Pedestrian throughways may be exterior and located between buildings or may be incorporated into the interior design of a structure. Pedestrian throughways shall be a minimum of 5 feet wide.

- 6.7 Drive-throughs are permitted at the rear or interior side of the principal structure. Drive-through windows facing the primary street are not permitted.
- 6.8 Screening of mechanical equipment shall be provided consistent with LDC Section 58.982.
- 6.9 Screening of dumpsters and loading areas is required. Service areas and dumpster enclosures shall incorporate architectural materials and design details similar to the principal buildings. Service areas shall have gates or screens that shield the areas from view when not in use. Design of gates shall be solid and have architectural interest to complement the building. Screen walls shall conceal the trailers when parked at a loading bay.
- 6.10 SPMPs on commercial and community parcels should consider including vehicular access to the adjacent residential parcels and provide logical transition in scale and massing from commercial or mixed uses to residential areas.
- 6.11 The following requirements apply to all commercial, office and mixed use development.
- 6.11.1 The maximum building setback on the primary street frontage shall be 20 feet. An additional setback for a plaza area, outdoor dining areas, or other pedestrian-oriented outdoor space may be permitted as part of the SPMP.
- 6.11.2 Vehicular use areas are prohibited between the building and the primary street frontage.
- 6.11.3 Parking areas shall be located to the side or rear of the building.
- 6.11.4 The minimum building frontage on the primary street shall be 65% of the lot frontage.
- 6.11.5 Common architectural features shall be included on the front, sides and rear [if visible from an adjacent street] of the building.
- 6.11.6 *Transparency.* The ground floor building wall shall contain a minimum of 30% of transparent materials facing the primary street, and 15% of transparent materials facing any secondary streets. The transparent area shall be located between 3 and 7 feet measured from ground level. Clear glass (or Low-E with minimum 60% transmittance) shall be required to count toward transparency. Reflective glass, spandrel glass, and glass block are not permitted as transparent materials. Transparent materials on walls not parallel or approximately parallel to the street and on doors shall not be counted toward the minimum transparency requirement.

6.11.7 Drive-throughs shall be built internal to the building, in a parking garage, or at the rear of the building and screened from the street.

6.11.8 At least 51% of the ground floor of the building's primary street frontage shall be occupied with active uses including light retail, eating and drinking, and other uses as approved in an SPMP. Parking garages do not count toward the active use area.

7 Commercial Area Accessory Structures.

7.1 The following standards for walls and fences apply to community, commercial, and mixed use areas and are not applicable to single family or townhome lots.

7.2 Walls and fences must be made of masonry, brick, stone, wrought iron, simulated wrought iron, aluminum, synthetic wood, or other durable material. Chain-link, PVC, and wood stockade fences are prohibited.

7.3 Except for walls and fences at least 75% transparent, walls and fences 35 feet or longer must have columns, pilasters, or offsets at least every 35 feet.

7.4 Signs on the Property must comply with the City's generally applicable sign code, and the following:

7.4.1 A Master Sign Plan for multi-tenant commercial areas must be approved by the Planning Official prior to the issuance of the first sign permit for the commercial area.

7.4.2 Offsite signs are prohibited.

7.4.3 Pole signs are prohibited.

7.4.4 Monument signs shall not exceed 12 feet in height.

7.4.5 Wayfinding and site identification signage for the entire project is allowed subject to approval of a SPMP. Individual tenant signage shall conform to the design principles established in the master sign plan.

8 Agricultural Uses.

8.1 Existing agricultural uses may remain or be expanded within the PD and are considered legally non-conforming uses.

- 8.1.1 Such uses are exempt from the requirement to clear weeds from the property as described in Section 30A, Article V of the City Code.
- 8.1.2 Fences, including barbed wire, plain wire, mesh or other types of fencing (except razor wire), may be maintained, replaced, or relocated as needed to facilitate such uses.

9 Transportation

- 9.1 *Econlockhatchee Trail and Hazeltine National Drive.* All aspects of right-of-way dedication, design, funding and construction of Econlockhatchee Trail and Hazeltine National Drive shall proceed as detailed in the attached VISTA EAST 2.0 Memorandum of Terms between the City of Orlando, Mockingbird, LLC, and other parties.
- 9.2 *Roadway Cross Sections.* Typical cross sections for all public and private roadways shall follow the agreed upon dimensions and locations as shown in Exhibit ____.
- 9.3 The City reserves the right, through coordination with the applicant, to adjust framework streets shown on the Planned Development in order to provide better overall network connectivity. Street cross sections shall be reviewed and approved at the SPMP by the City. Street cross sections shown on the Planned Development may be adjusted as part of SPMP approval to provide a design more consistent with the needs of the both the future residents of the development and the needs of the City. This would include the addition of interior network roads.
 - 9.3.1 Sidewalks adjacent to on street parking or traveled ways shall be a minimum of 6 feet wide. All others shall be a minimum of 5 feet wide.
 - 9.3.2 On street parking on major thoroughfares and any marked parking lane shall be a minimum width of 8 feet.
 - 9.3.3 Unmarked on street parking on local streets shall be a minimum width of 7 feet.
 - 9.3.4 A maximum of 1 foot of the gutter pan may be used as part of any parking lane width.
 - 9.3.5 The traveled way width shall not include any portion of the gutter pan.
 - 9.3.6 Alleyways either accessing parcels that do not have street frontage or that are used for fire access shall have a minimum asphalt width of 18 feet with a 1 foot ribbon curb on each side on a 26 foot wide tract.

9.3.7 For two way alleys - a minimum asphalt width of 18 feet with a 1 foot ribbon curb on each side on a 26 foot wide tract.

9.3.8 For one way alleys - a minimum asphalt width of 12 feet with a 1 foot ribbon curb on each side on a 20 foot wide tract.

9.4 *Vesting of External Trips.* Vesting rights for external trips generated by Vista Park, shall follow the agreements established in the VISTA EAST 2.0 Memorandum of Terms between the City of Orlando, Mockingbird, LLC, and other parties.

9.5 *Street Network.* With the exceptions of Econlockhatchee Trail and Hazeltine National Drive described above, the Developer or CDD shall fully fund the design, permitting, and construction of all required collector and local streets in the development. This applies to streets regardless of whether they are to be designated and maintained as Public or Private streets and includes any signalization as required and approved by the City.

9.5.1 All streets and alleys, whether Public or Private, shall conform with all aspects of City Code and the Engineering Standards Manual in effect at the time of permitting.

9.5.2 The design of all streets shall conform to the City's adopted Complete Streets policy.

9.5.3 An interconnected network of collector streets shall be constructed according to the general alignments shown in the PD Development Plan. Final alignment of all collector streets shall be approved by the City.

9.5.3.1 The timing of the construction of specific segments shall provide, as nearly as possible, at least two (2) access points to each occupied neighborhood, including gated neighborhoods. Final access shall be determined at the time of SPMP.

9.5.3.2 Where applicable, the rights-of-way for the collector street network shall be extended to the boundary limits of properties within this PD. If the adjoining property is not developed at the time of construction of the collector street, the street shall be terminated in a 90 ft diameter turn-around or at the intersection of a local street.

9.5.3.3 Recordation of major subdivision plats which convey the right-of-way or easements required for collector streets needed to access the City's Major Thoroughfare network shall be accomplished prior to the issuance of any Certificates of Occupancy for any parcels served by such collector streets.

9.5.3.4 Cul-de-sac streets are allowed but must be comprised of no more than 30 residential units. Due to site constraints and wetlands, an alternative standard may be proposed as part of an SPMP.

9.5.4 Any Public or Private streets and alleys not included on the PD Development Plan shall be designated as Local streets.

9.6 *Multi-Use Trail Network.*

9.6.1 A multi-use trail shall parallel Hazeltine National Dr, and either Econlockhatchee Trail or the power transmission line easement.

9.6.2 Multi-use or bike trails paralleling Econlockhatchee Trail, Hazeltine National Drive, or the power transmission easement shall be a minimum width of 11 ft of asphalt and shall have 6 in wide concrete ribbon curbs and 18 in of unobstructed sod on both sides of the of the pavement. Alternatively, the entire trail may be constructed of concrete at a minimum width of 12 ft with 2 ft of unobstructed sod on both sides of the pavement. Trail width and materials may be reduced where crossing wetlands or at other locations necessitated by surrounding impediments.

9.6.3 Multi-use or bike trails in any locations where credit toward the neighborhood parks LOS is granted, shall be a minimum width of 9 ft of asphalt and shall have 6 in wide concrete ribbon curbs and 18 in of unobstructed sod on both sides of the pavement. Alternatively, the entire trail may be constructed of concrete at a minimum width of 10 ft with 2 ft of unobstructed sod on both sides of the pavement.

9.6.4 Multi-use or bike trails in other areas of the development should be constructed to the same dimensions as those under Section 9.5.3. Trail width and materials may be reduced where crossing wetlands or at other locations necessitated by surrounding impediments.

9.6.5 Trails shall be detailed in the Specific Parcel Master Plan (SPMP). Trails shall be included in subdivision plats for each development phase and all applications or permits.

9.6.6 Where multi-use trails share rights-of-way or easements with streets, the trails shall be constructed prior to, or concurrent with, the street infrastructure for each development phase.

9.6.7 The conceptual trail system plan shall be built to provide bicycle and pedestrian connectivity to all lots and tracts of the Planned Development.

The proposed trail system shall provide users of all ages a safe and convenient method to access the school site, parks, residential, commercial, and office areas of the proposed development.

- 9.6.8 Multi-use trails or paths should provide an internal connection to residential neighborhoods and commercial areas that are located more than 1,000 feet from the multi-use trails along arterial or collector streets.

- 9.7 *Parking.* Parallel parking is prohibited in alley yards.

- 9.8 *Bike Lanes.* All bicycle lanes adjacent to on-street parking within the development shall be at least five (5) feet in width.

- 9.9 Each SPMP within the Property exceeding 40 daily trips shall comply with the Mobility Management Requirements for Mobility Area "C" of the Orlando City Code, Chapter 59.

- 9.10 *Addressing.* Street addresses must be clearly posted on both the street side and alley side of buildings that are served by alleys.

10 Park Design and Phasing Criteria

- 10.1 The Park acreage must be consistent with Future Land Use Subarea Policy S.39.3; one community park at a minimum of 30 acres and 10 acres of neighborhood parks. Community park acreage may be transferred to the Starwood PD, subject to approval of an agreement with the City's FPR Department.

- 10.2 Park and recreation facility amenities shall be provided per the Recreation Element of the City's Comprehensive Plan.

- 10.3 Paved trails shall not be counted toward community park acreage but they may count toward neighborhood LOS up to a maximum of 25% of the minimum required neighborhood parks. The former landfill or open spaces designated Conservation on the Future Land Use Map shall not count toward park acreages. Land used for stormwater retention, drainage structures or wetlands will not be counted towards park land requirements.

- 10.4 Parks and other recreation facilities shall undergo specific parcel master plan review by the MPB, with comments from the City Families, Parks and Recreation Department.

- 10.5 All public or private parks and open spaces shall meet the following standards;

- 10.5.1 Parks shall be designed and constructed to meet the Americans with Disabilities Act (ADA) requirements and guidelines.

- 10.5.2 All parks and recreation facilities shall incorporate the principles of Crime Prevention Through Environmental Design (CPTED).
- 10.6 Parks being constructed to meet adopted LOS shall meet the following standards;
- 10.6.1 At least 50% of the perimeter of any park or recreation facility shall be bound by public streets or building frontages to allow ample views into the park for security reasons. Should the developer propose a different situation, it shall be reviewed and approved/disapproved by City Families, Parks and Recreation Department and Orlando Police Department on a case-by-case basis as part of an SPMP submittal.
- 10.6.2 Park land shall have well-drained soils suitable for building and development. Wetlands and other questionable land will not be accepted. City Families, Parks and Recreation Department shall approve locations and configurations.
- 10.6.3 Parks shall be open to the public and shall not be restricted in who has use of them. Portions of parks may be fenced and gated, upon approval by City Planning Official, if deemed necessary for maintenance or operational requirements. Parks in gated communities are allowed to meet neighborhood LOS, provided they are open to all residents of that neighborhood.
- 10.6.4 All sports fields and sports courts, such as tennis and basketball courts, must be constructed with the appropriate sports lighting with restricted controls for maximum use of the facility.
- 10.7 The required neighborhood parks shall meet the following criteria:
- 10.7.1 Neighborhood parks shall be located within ¼ mile of single family or multifamily units.
- 10.7.2 Neighborhood parks shall be located within a single family or multifamily neighborhood on a neighborhood street.
- 10.7.3 Neighborhood parks shall have vehicular access sufficient for public safety vehicles.
- 10.7.4 Each phase of development that includes residential shall include sufficient park acreage to meet the neighborhood park level of service standard.
- 10.7.5 Neighborhood parks shall be constructed concurrent with the infrastructure (streets, streetlights, etc) for each development phase.

- 10.7.6 Neighborhood parks shall be constructed when 25% of the residential units in the each neighborhood or phase have been constructed. Neighborhood parks are to be privately owned, developed and maintained by the developer, homeowner association or other association, but must remain open to the public.
- 10.8 The required community park shall meet the following criteria:
 - 10.8.1 The community park shall be located in a prominent central location to be agreed upon by the City and the applicant prior to the approval of the first SPMP for the project.
 - 10.8.2 Community park land must be configured in normal, regular shapes suitable for development into active uses, such as baseball or softball diamonds, soccer or multi-purpose fields and other activities.
 - 10.8.3 Community park shall have vehicular access sufficient for public safety vehicles.
 - 10.8.4 Community park shall have parking areas for vehicles and bicycles.
 - 10.8.5 Community parks shall include active use areas such as playing fields, sports courts and playgrounds.
 - 10.8.6 The community park shall be constructed when 33% of the residential units have been constructed. The community park will be constructed by the developer, but owned, operated and maintained by the City.
- 10.9 Additional parks, open spaces and passive recreation areas may be constructed subject to review for conformance with Crime Prevention through Environmental Design (CPTED) principles.

11 Civic Buildings

- 11.1 The property owner shall convey, at no cost to the City, fee simple ownership of a 2.0 acre parcel suitable for construction of a fire station. The parcel location shall be a mutually acceptable site, and shall be determined in a separate agreement between the City and the property owner. Such agreement shall be completed within 180 days of a request by either party.