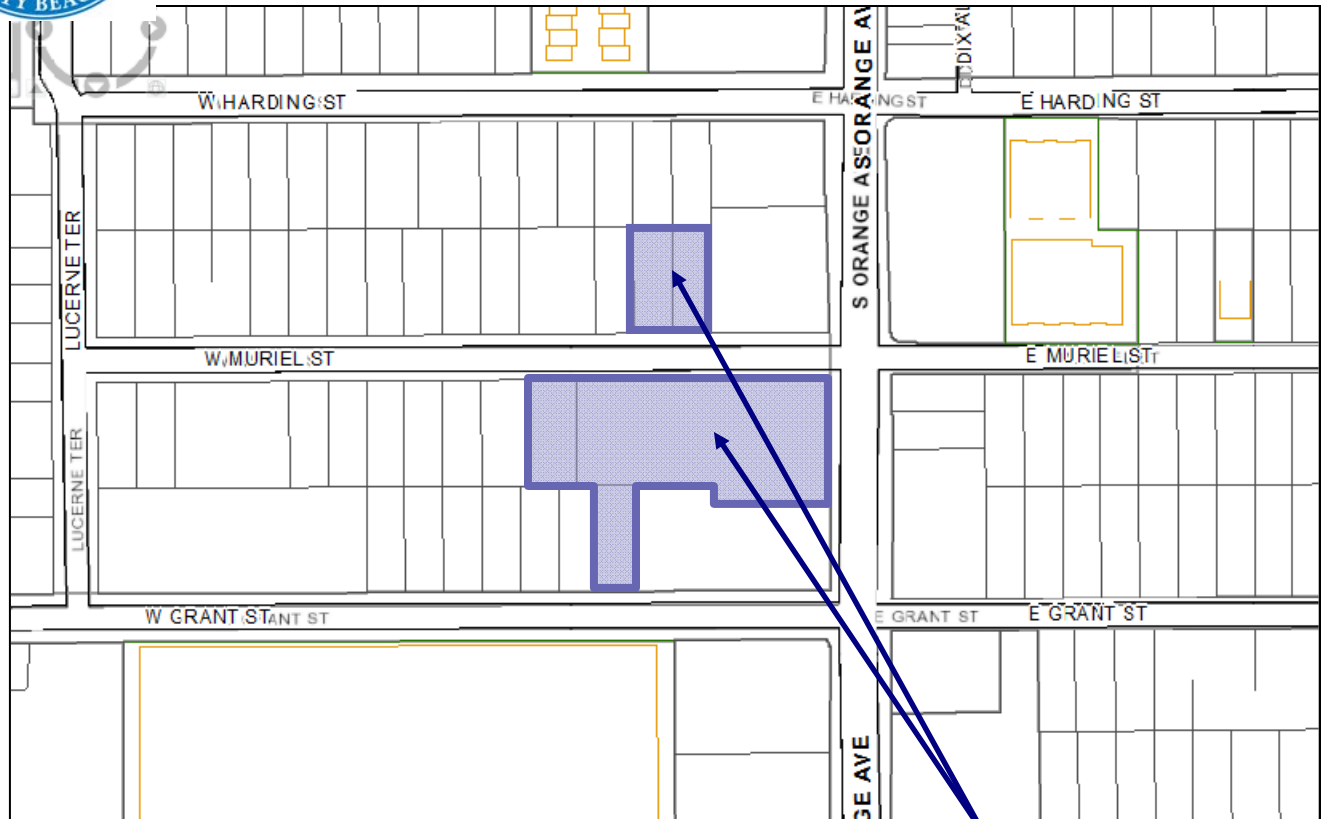




# CHRIST CHURCH OF ORLANDO 2200 S. ORANGE AVE.



Location Map

Subject Site

## SUMMARY

### Owners

Christ Church of Orlando  
and  
South Orange Medical  
Complex, Inc.

### Applicant

Brandon Burgess, VP  
PAR Church Builders, Inc.

### Project Planner

Michaëlle Petion

**Property Location:** 2200 S. Orange Ave., 15 W. Grant St., 9, 13, & 20 W. Muriel St. (north of W. Grant St., west of S. Orange Ave., east of Lucerne Ter., south of W. Harding St.) (Parcel ID #02-23-29-5825-00-060, 560, 130, 831, 550) (±1.82 acres, District 4)

### Applicant's Request:

The applicant is requesting a Conditional Use Permit (CUP) for the expansion of a Public Benefit Use (a church) as well as to allow accessory parking in the R-3B/T zoning district. The church expansion is multi-phased and therefore the request includes Master Plan review as well.

### Staff's Recommendation:

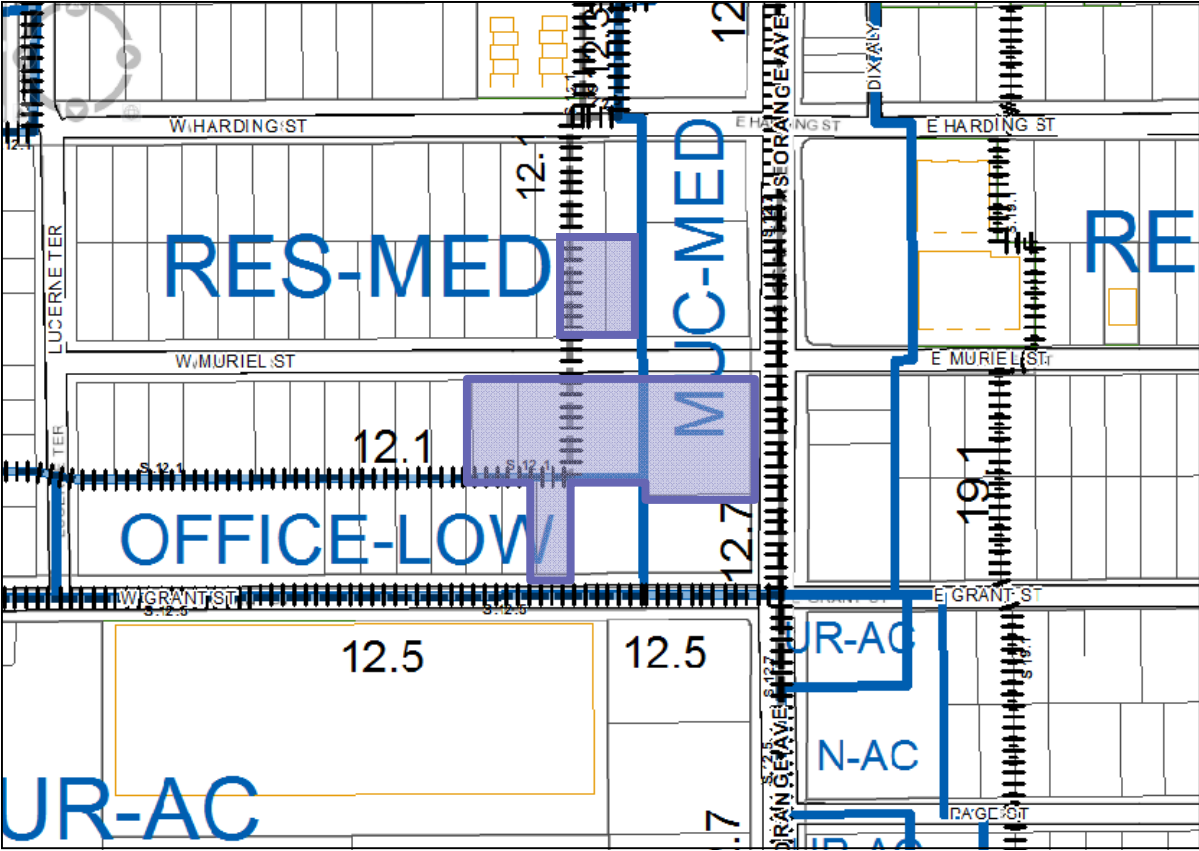
Approval of the request, subject to the conditions in this report.

### Public Comment

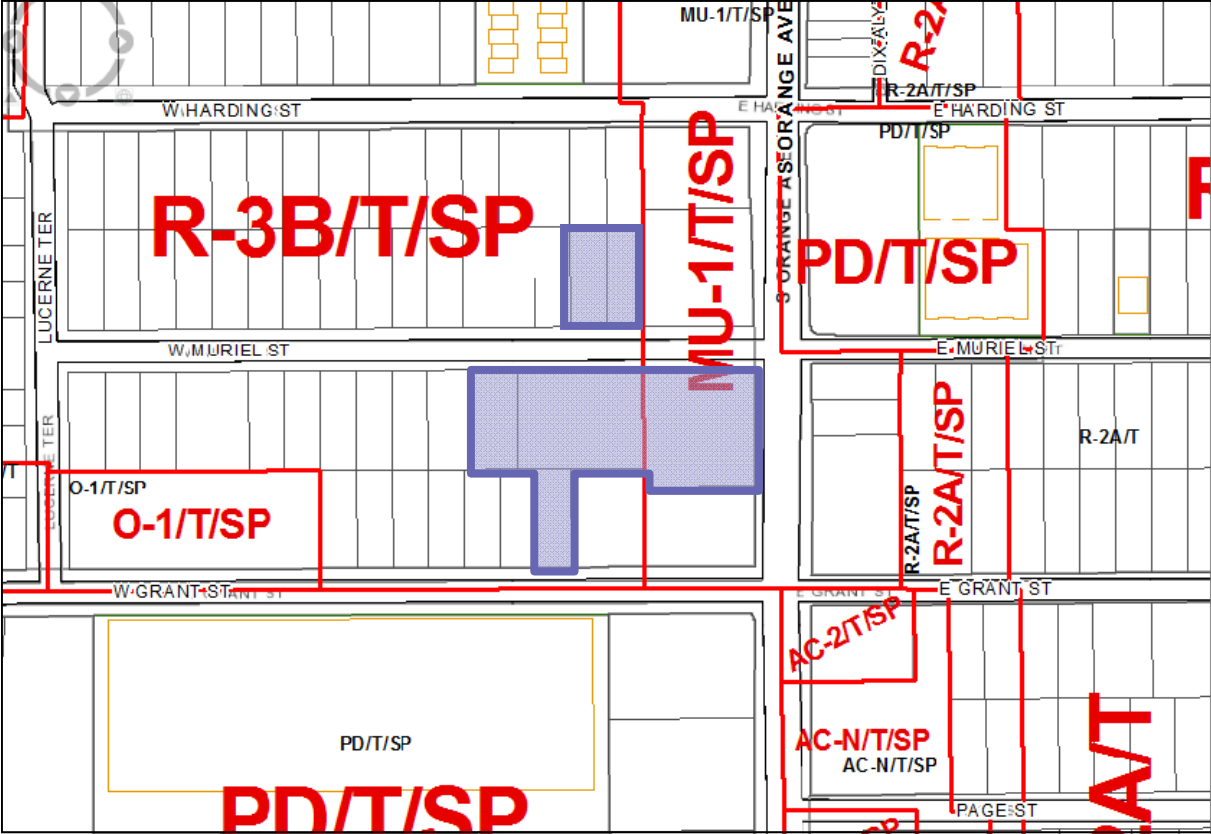
Courtesy notices were mailed to property owners within 300 ft. of the subject property during the week of June 30, 2014. As of the published date of this report, staff has not received any comments from the public concerning this request.

Updated: June 30, 2014

FUTURE LAND USE MAP



ZONING MAP



# PROJECT ANALYSIS

## Project Description

The subject site is located within the South Orange neighborhood. The applicant is requesting a Conditional Use Permit (CUP) for the expansion of a Public Benefit Use (a church) as well as to allow accessory parking in the R-3B/T zoning district. The proposed redevelopment is multi-phased (3 phases) and requests master plan review for Phase I, as required. Phase I is to include a new 9,030 sq. ft. multi-use building along Muriel St. while maintaining the two eastern buildings, which serve as the sanctuary and office space, and improvements to the existing surface parking lots. Phases II and III will include redevelopment of the sanctuary and office spaces. Master Plan review shall be required for these future phases.

The subject property has Future Land Use (FLU) designations of Office Low, Residential Medium and Mixed-Use Corridor Medium Intensities and associated zoning designations of R-3B/T/SP (Residential/Traditional City/ Special Plan Overlays) and MU-1/T/SP (Mixed-Use Corridor/Traditional City/Special Plan Overlays).

## Previous Actions:

1924– Property platted as part of the Muriel Terrace Subdivision.

1946– Church constructed.

## Project Context

Residential uses can be found along the north, south and west of the subject site. Retail, such as Ace Hardware and SODO, are located to the south and west. Additional surrounding uses, zoning, and future land uses, are shown in Table 1 below.

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	Residential Medium and Mixed-Use Corridor Medium Intensity	Residential/Traditional City/ Special Plan Overlays, Mixed-Use Corridor/ Traditional City/Special Plan Overlays (R-3B/T/SP & MU-1/T/SP)	Residences and Office
East	Residential Medium and Mixed-Use Corridor Medium Intensity	Mixed-Use Corridor/Traditional City/Special Plan Overlays (MU-1/T/SP)	Office, Restaurant and Retail
South	Office Low, Mixed-Use Corridor Medium Intensity, Urban Activity Center	Residential/Traditional City/ Special Plan Overlays, Mixed-Use Corridor/ Traditional City/Special Plan Overlays (R-3B/T/SP, MU-1/T/SP & PD/T/SP)	Residences, SODO development and Retail
West	Residential Medium	Residential/Traditional City/ Special Plan overlays (R-3B/T/SP)	Residences

## Conformance with the GMP

The subject site has Mixed Use Corridor Medium Intensity, Office Low Intensity and Residential Medium Intensity future land use designations, all of which allow public, recreational and institutional uses, such as a church. Future Land Use subarea policy S. 12.1 bisects the property. This subarea policy states that: "In order to protect the residential character of the neighborhood and because of the opportunity to provide affordable housing close to employment, only residential uses shall be permitted." The existing parking lot is within this subarea while the proposed use is outside. Accordingly, the proposed use and expansion are consistent with the subarea policy and the growth management plan.

# PROJECT ANALYSIS

## Conformance with the LDC

The subject site is currently split zoned MU-1/T/SP and R-3B/T/SP. Constructed in 1946, the church proposes to redevelop and expand their existing surface parking. Expansion of the church as well as the allowance of accessory parking in the R-3B/T zoning district require Conditional Use approval and Appearance Review.

The MU-1/T zoning district has a maximum Floor Area Ratio (FAR) of 0.5 while the R-3B/T district has a maximum FAR of 0.3. Neither has a minimum requirement. Currently the site is at an FAR of 0.16 and with the expansion of the church will be at an FAR of 0.23, which is below both maximums. As proposed, the site is over on ISR. The applicant has the two zoning designation requirements to comply with and shall provide a break of the calculation per zoning district. See Table 2—Development Standards.

Table 2—Development Standards										
Phase	Use	Sq. Ft.	Density (dwelling units per acre)		FAR (floor area ratio)		Building Height		ISR (impervious surface ratio)	
			Minimum / Maximum	Proposed	Minimum / Maximum	Proposed	Minimum / Maximum	Proposed	Maximum	Proposed
1	Church	18, 899 sq. ft.	N/A	N/A	0.3 & 0.5 FAR*	0.23 FAR				
Total							75 ft.	±25 ft	0.70 & 0.80**	0.72

\*R-3B/T has a maximum FAR of 0.3 while MU-1/T has a maximum of 0.5.  
 \*\*R-3B/T has a maximum ISR of 72% while MU-1/T has a maximum of 80%.

Building setbacks, referencing the main church campus, are provided in Table-3 Building Setbacks and Landscaping Requirements. The Orange/Michigan Special Plan requires a minimum 15 ft. setback for side streets. At 20 ft. the proposal is consistent. Buffer-yard B (8 ft. to 10 ft. deep) is required for parking located within the T3.5 Transect Areas. Consistent with LDC Section 65.302, staff will allow a reduction to a minimum of 5 ft. Bufferyard A (5 ft. to 7 ft. deep) is required along all other interior lot lines, including along the northern and southernmost parking lots. A continuous 6 ft. tall wall shall be provided with all bufferyards.

Table 3—Building Setback and Landscaping Requirements					
Use or Phase	Yard	Building Setbacks		Landscaping/Buffers	
		Minimum /Maximum	Proposed	Required*	Proposed
PBU	Front— Orange Ave.	0 ft. to 15 ft.	N/A	none	N/A
	Side— south property line	25 ft. max.	5 ft.	A (5 to 7 ft.)	5 ft.
	Street-side— W. Muriel St.	15 ft.	20 ft.	none	N/A
	Rear— west property line	10 ft. / no max.	182 ft.	B (8 to 10 ft.)	5 ft.

\* Dimensions refer to range of acceptable buffer depth; each requires plantings and/or screen wall

## Orange/ Michigan Special Plan

The subject site and expansion area is located in the Orange/Michigan Special Plan area. The church buildings are located in transect area "Public" which applies to public benefit uses. The existing nonconforming parking area along the south of Muriel St. is located in T3.5 or a work-live transect area, while the proposed parking area north of Muriel St. is in the T4 zone as is the existing nonconforming parking along Grant St. The descriptions for these transect areas are provided below.

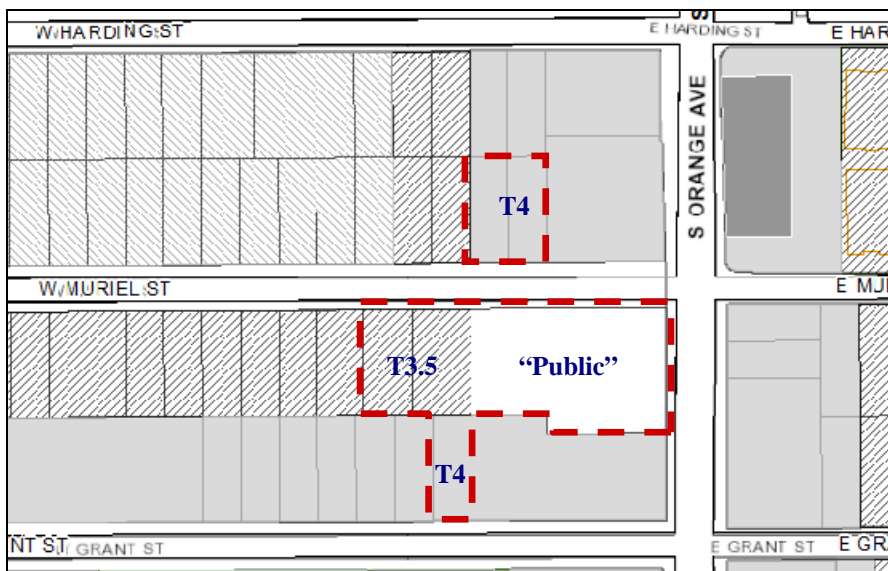
*T3.5: Live/Work Transect. This intermediate transition area is intended to allow for a mix of townhomes, attached or semi-detached residential buildings (1-4 dwelling units typical), offices, and residential-office mixed use buildings that are rear-loaded, designed to appear residential from adjacent residential streets, and accessed from adjacent T4 properties. Up to 0.30 FAR of office uses may be allowed in residential zoning districts when permitted by relevant Growth Management subarea policies. This is primarily a residential transect, and as such retail, restaurant, personal service,*

## PROJECT ANALYSIS

and other commercial uses are not permitted. T3.5 properties are encouraged to be consolidated with abutting properties facing commercial corridors (particularly S. Orange Avenue, E. Michigan Street, E. Pineloch Avenue, and W. Grant Street) whenever feasible.

**T4: General Urban Transect.** This transect is the "main street" transect and is intended to promote a mix of commercial, office, residential, and mixed-use buildings that are appropriately scaled to the main street area. Buildings are typically 1-3 stories. Ground floor commercial uses are encouraged and pedestrian-oriented amenities and architectural features on the ground floor are required.

The proposed uses are consistent with the special plan requirements. The special plan also requires streetscape improvements along Orange Ave. Phase 1 does not address Orange Ave. so as a result, compliance with this requirement shall occur with the next phase of development.



### Transportation

A minimum of 100 parking spaces are required for the church use. The applicant proposes 104 spaces, to include 11 grass parking spaces and 20 via an off-site parking agreement with the South Orange Medical Complex on the NW corner of W. Muriel St and S. Orange Ave. The LDC allows up to 40% of the minimum required number of parking spaces to be unimproved where the parking lot is to be used for occasional parking only (one to two times per week), and provided that all access ways and aisles shall be paved. At 11%, the proposal is compliant. The northernmost parking lot shall not be considered as occasional parking due to the shared use between the church and adjacent medical complex and all 29 of these parking spaces shall be paved.

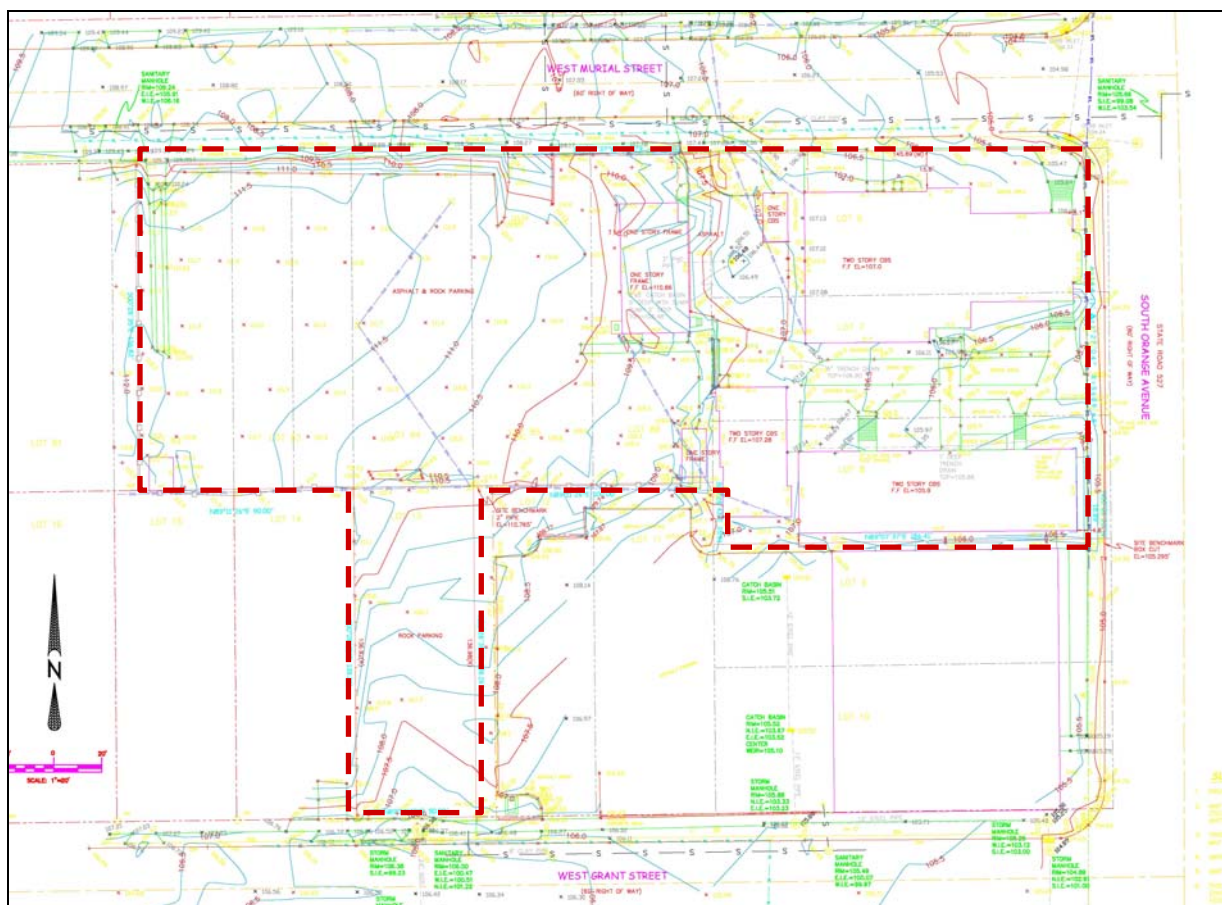
**Table 4—Parking Requirements**

Table 4—Parking Requirements					
Use	Sq. Ft./ Dwelling Units	Minimum Ratio	Minimum Spaces Required	Maximum Ratio	Maximum Spaces Permitted
Church	500 seats	0.2/seat	100	N/A	-
Total Provided	104*				
*Total includes 20 spaces offsite via a parking agreement.					

### Urban Design

At a minimum of 36" in height, hedges shall be planted in the landscape areas adjacent to the W. Muriel and W. Grant right-of-ways. The landscape area shall include at least two canopy trees, one understory tree and be irrigated. This will provide screening of the parked vehicles. A minimum of 15% transparency is required on W. Muriel Street façade and the right facade facing the parking lot areas.

This is a detailed plat map of a portion of the City of Portland, Oregon. The map shows several lots, including LOT 3, LOT 4, LOT 5, LOT 15, LOT 56, and LOT 58. A red dashed rectangular boundary is drawn across the center of the map, enclosing a large area. Within this boundary, there is a label for 'ASPHALT & ROCK PARKING'. The map also shows 'WEST MURIAL STREET' at the bottom, with a '60' RIGHT OF WAY' indicated. Various lot numbers and dimensions are marked throughout the map, including '106.0', '106.13', '106.16', '106.27', '106.53', '106.58', '106.59', '106.60', '106.61', '106.62', '106.63', '106.64', '106.65', '106.66', '106.67', '106.68', '106.69', '106.70', '106.71', '106.72', '106.73', '106.74', '106.75', '106.76', '106.77', '106.78', '106.79', '106.80', '106.81', '106.82', '106.83', '106.84', '106.85', '106.86', '106.87', '106.88', '106.89', '106.90', '106.91', '106.92', '106.93', '106.94', '106.95', '106.96', '106.97', '106.98', '106.99', '107.00', '107.01', '107.02', '107.03', '107.04', '107.05', '107.06', '107.07', '107.08', '107.09', '107.10', '107.11', '107.12', '107.13', '107.14', '107.15', '107.16', '107.17', '107.18', '107.19', '107.20', '107.21', '107.22', '107.23', '107.24', '107.25', '107.26', '107.27', '107.28', '107.29', '107.30', '107.31', '107.32', '107.33', '107.34', '107.35', '107.36', '107.37', '107.38', '107.39', '107.40', '107.41', '107.42', '107.43', '107.44', '107.45', '107.46', '107.47', '107.48', '107.49', '107.50', '107.51', '107.52', '107.53', '107.54', '107.55', '107.56', '107.57', '107.58', '107.59', '107.60', '107.61', '107.62', '107.63', '107.64', '107.65', '107.66', '107.67', '107.68', '107.69', '107.70', '107.71', '107.72', '107.73', '107.74', '107.75', '107.76', '107.77', '107.78', '107.79', '107.80', '107.81', '107.82', '107.83', '107.84', '107.85', '107.86', '107.87', '107.88', '107.89', '107.90', '107.91', '107.92', '107.93', '107.94', '107.95', '107.96', '107.97', '107.98', '107.99', '108.00', '108.01', '108.02', '108.03', '108.04', '108.05', '108.06', '108.07', '108.08', '108.09', '108.10', '108.11', '108.12', '108.13', '108.14', '108.15', '108.16', '108.17', '108.18', '108.19', '108.20', '108.21', '108.22', '108.23', '108.24', '108.25', '108.26', '108.27', '108.28', '108.29', '108.30', '108.31', '108.32', '108.33', '108.34', '108.35', '108.36', '108.37', '108.38', '108.39', '108.40', '108.41', '108.42', '108.43', '108.44', '108.45', '108.46', '108.47', '108.48', '108.49', '108.50', '108.51', '108.52', '108.53', '108.54', '108.55', '108.56', '108.57', '108.58', '108.59', '108.60', '108.61', '108.62', '108.63', '108.64', '108.65', '108.66', '108.67', '108.68', '108.69', '108.70', '108.71', '108.72', '108.73', '108.74', '108.75', '108.76', '108.77', '108.78', '108.79', '108.80', '108.81', '108.82', '108.83', '108.84', '108.85', '108.86', '108.87', '108.88', '108.89', '108.90', '108.91', '108.92', '108.93', '108.94', '108.95', '108.96', '108.97', '108.98', '108.99', '109.00', '109.01', '109.02', '109.03', '109.04', '109.05', '109.06', '109.07', '109.08', '109.09', '109.10', '109.11', '109.12', '109.13', '109.14', '109.15', '109.16', '109.17', '109.18', '109.19', '109.20', '109.21', '109.22', '109.23', '109.24', '109.25', '109.26', '109.27', '109.28', '109.29', '109.30', '109.31', '109.32', '109.33', '109.34', '109.35', '109.36', '109.37', '109.38', '109.39', '109.40', '109.41', '109.42', '109.43', '109.44', '109.45', '109.46', '109.47', '109.48', '109.49', '109.50', '109.51', '109.52', '109.53', '109.54', '109.55', '109.56', '109.57', '109.58', '109.59', '109.60', '109.61', '109.62', '109.63', '109.64', '109.65', '109.66', '109.67', '109.68', '109.69', '109.70', '109.71', '109.72', '109.73', '109.74', '109.75', '109.76', '109.77', '109.78', '109.79', '109.80', '109.81', '109.82', '109.83', '109.84', '109.85', '109.86', '109.87', '109.88', '109.89', '109.90', '109.91', '109.92', '109.93', '109.94', '109.95', '109.96', '109.97', '109.98', '109.99', '110.00', '110.01', '110.02', '110.03', '110.04', '110.05', '110.06', '110.07', '110.08', '110.09', '110.10', '110.11', '110.12', '110.13', '110.14', '110.15', '110.16', '110.17', '110.18', '110.19', '110.20', '110.21', '110.22', '110.23', '110.24', '110.25', '110.26', '110.27', '110.28', '110.29', '110.30', '110.31', '110.32', '110.33', '110.34', '110.35', '110.36', '110.37', '110.38', '110.39', '110.40', '110.41', '110.42', '110.43', '110.44', '110.45', '110.46', '110.47', '110.48', '110.49', '110.50', '110.51', '110.52', '110.53', '110.54', '110.55', '110.56', '110.57', '110.58', '110.59', '110.60', '110.61', '110.62', '110.63', '110.64', '110.65', '110.66', '110.67', '110.68', '110.69', '110.70', '110.71', '110.72', '110.73', '110.74', '110.75', '110.76', '110.77', '110.78', '110.79', '110.80', '110.81', '110.82', '110.83', '110.84', '110.85', '110.86', '110.87', '110.88', '110.89', '110.90', '110.91', '110.92', '110.93', '110.94', '110.95', '110.96', '110.97', '110.98', '110.99', '111.00', '111.01', '111.02', '111.03', '111.04', '111.05', '111.06', '111.07', '111.08', '111.09', '111.10', '111.11', '111.12', '111.13', '111.14', '111.15', '111.16', '111.17', '111.18', '111.19', '111.20', '111.21', '111.22', '111.23', '111.24', '111.25', '111.26', '111.27', '111.28', '111.29', '111.30', '111.31', '1

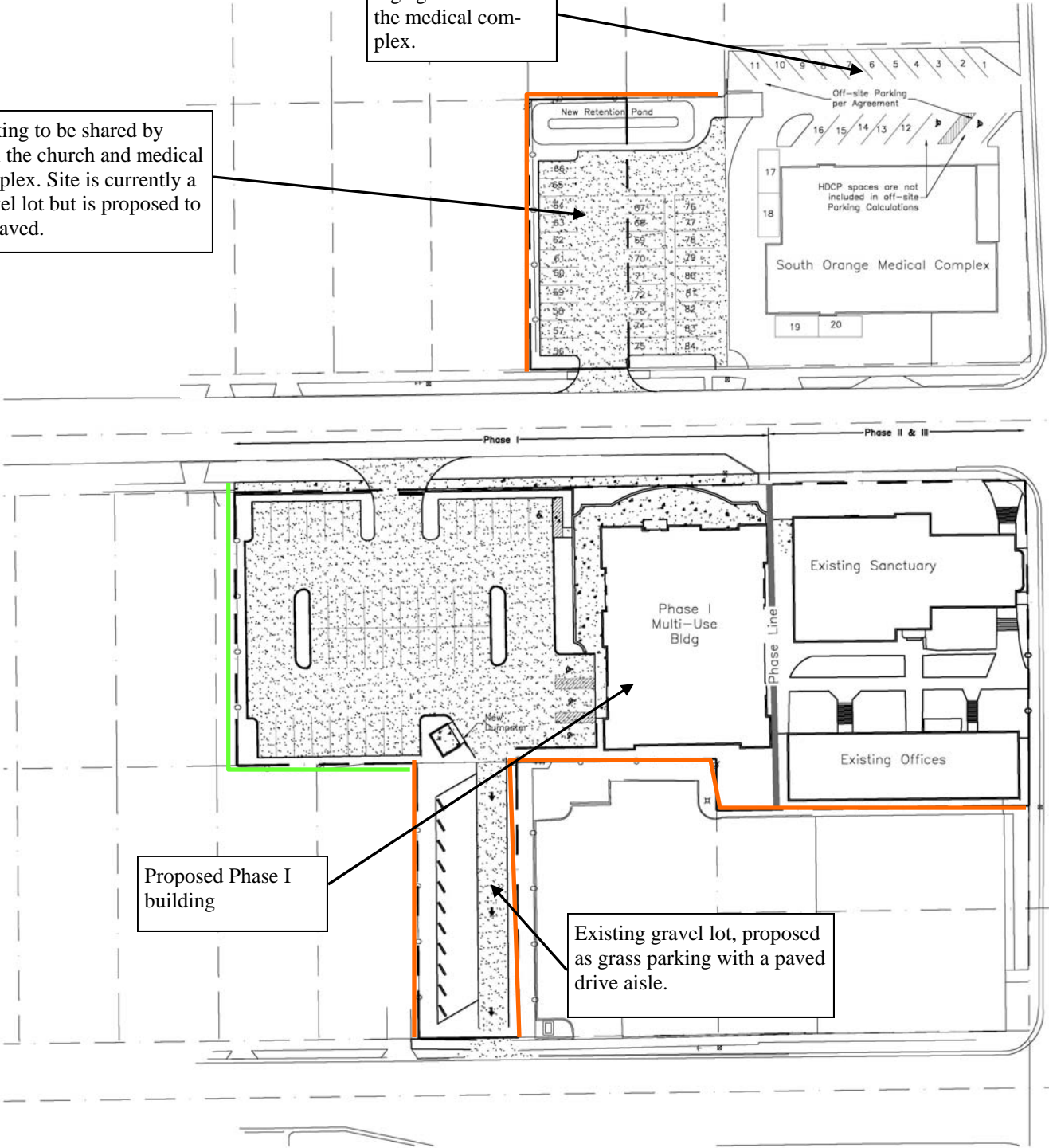




SITE PLAN

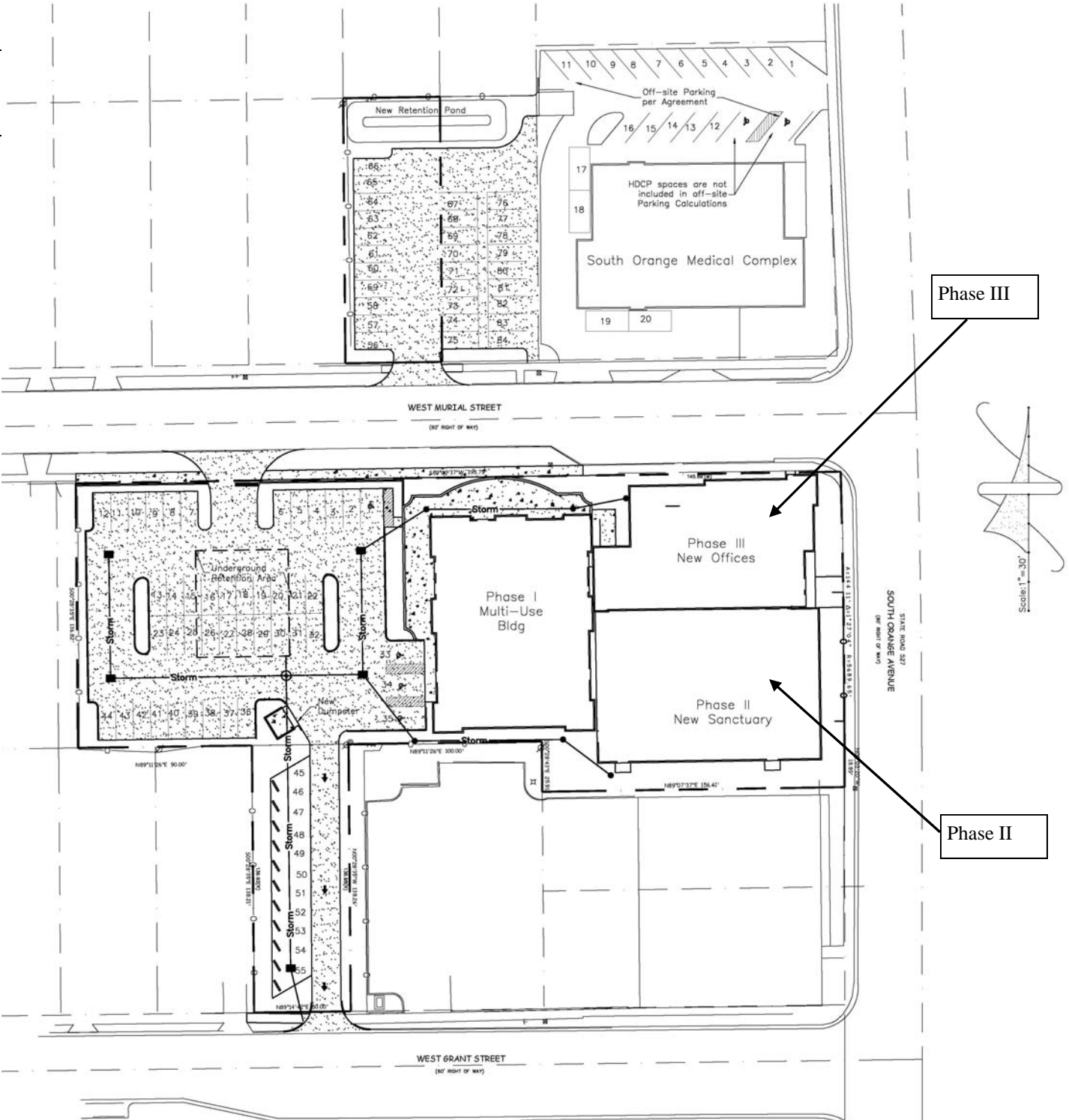
Parking to be shared by both the church and medical complex. Site is currently a gravel lot but is proposed to be paved.

Owner has a parking agreement with the medical complex.



- Bufferyard A required
- Bufferyard B required

CONCEPTUAL PHASING PLAN





# SITE PHOTOS

Subject property from the corner of S. Orange Ave. and E. Muriel St.



Southernmost parking area as viewed from W. Grant St.



Subject property from the corner of S. Orange Ave. and E. Muriel St.



Southernmost parking area as viewed from E. Muriel St.

Surface parking located next to church buildings.



## FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of Conditional Use Permit applications contained in Chapter 65 of the Land Development Code (LDC):

1. The proposed use is consistent with the City's Growth Management Plan.
2. The proposed use is consistent with the purpose and intent of the LDC.
3. The proposed use will be compatible with surrounding land uses and the general character of the area.
4. The necessary public facilities will be adequate to serve the proposed use, or will be provided by the applicant as a condition of this approval.

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of Master Plan applications contained in Section 65.335 of the Land Development Code (LDC):

1. The proposed use is consistent with the City's Growth Management Plan .
2. The proposed use is consistent with the purpose and intent of the MU-1 & R-3B zoning districts and all other requirements of the LDC.
3. The proposed use is be compatible with surrounding land uses and the general character of the area.
4. The necessary public facilities will be adequate to serve the proposed use, or will be provided by the applicant as a condition of this approval.

Staff recommends approval of the requested CUP and Master Plan subject to the conditions below:

## CONDITIONS OF APPROVAL



# CITY OF ORLANDO

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June 30, 2014

## Appendix A All Conditions For Case #: CUP2014-00007

**Primary Contact:** CHRIST CHURCH OF ORLANDO FLORIDA IN  
**Case Address:** 2200 S ORANGE AVE  
**Subtype:** Public Benefit Use  
**Project #:** CUP2014-00007  
**Project Name:** CHRIST CHURCH OF ORLANDO  
**Case Manager:** MICHAELLE PETION, (407) 246-3837, email: [michaelle.petion@cityoforlando.net](mailto:michaelle.petion@cityoforlando.net)  
**Case Description:** Expansion of non-conformity, accessory parking in R-3B/T and 3 phased development.

No.	Title/Description	Updated	Updated By
<b>Land Development</b>			
	L625PLANNING	6/30/2014	M E. Petion
For questions regarding Planning contact Michaëlle Petion at 407.246.3837 or <a href="mailto:michaelle.petion@cityoforlando.net">michaelle.petion@cityoforlando.net</a>			
1. Land Use and Zoning. Except as provided herein, development of the property shall be consistent with the development standards of the MU-1/T and R-3B/T zoning districts.			
2. General Code Compliance. Development of the proposed project should be consistent with the conditions in this report, and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies. All other applicable state or federal permits must be obtained before commencing development.			
3. Minor Modifications. Minor modifications and design changes including but not limited to fences, signs, landscaping, interior alterations, 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.			
4. Expiration. Approval of the Master Plan and Conditional Use by City Council shall grant the applicant authority to submit an application for site plan/master plan review for a building permit. The permit application must be submitted and a permit issued within two (2) years of approval of City Council or the Conditional Use Permit shall expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may renew the Master Plan and Conditional Use Permit for a one period of up to 12 months providing good cause is shown.			
5. CUP Specific to the Use and Site. This Conditional Use Permit is granted specifically for the subject site plan. Changes in use of the site or site plan shall require a new or amended Conditional Use Permit.			
6. Bufferyard. A 6 ft tall masonry wall shall be required with all bufferyards. Bufferyard B shall be permitted at a minimum width of 5 ft.			
7. ISR. Please provide ISR calculations consistent with the two zoning designations. R-3B/T is limited to 70% and MU-1/T is limited to 85%.			
8. Perimeter Parking Lot Landscaping. A minimum of 5 ft. shall be provided in lieu of the required 7.5 ft. along the perimeter of parking spaces 1-12 and 36-44. Consistent with sec. 61.304(g)(3). The front of a motor vehicle may encroach into any landscaped area a maximum of two feet from the stopping edge of a wheel stop or curb, when such protective devices are provided. This vehicular encroachment area may be counted as part of the required parking stall			

## Appendix A

### All Conditions For Case #: CUP2014-00007

No.	Title/Description	Updated	Updated By
<b>Land Development</b>			
	depth. Also, landscape islands shall be a minimum of 9 ft. in width.		
	9. Future Phases. Master Plan approval shall be required for future phases. Streetscape requirements for Orange Ave. shall be met at that time.		
	10. Paved Parking. The northernmost parking lot shall be paved. Parking on unimproved surfaces shall be prohibited due to its use by the medical complex and no longer being rendered as occasional parking.		
<b>Urban Design</b>			
	U900URBAN DESIGN	6/25/2014	M E. Petion
	Urban Design		
	For questions regarding Urban Design Review, please contact Doug Metzger at 407.246.3414 or douglas.metzger@cityoforlando.net.		
	North Parking Lot		
	1. Row End Island - Parking spaces labeled 67 and 76 shall be removed and replaced with a row end landscape island. The planting area on the row-end island shall include at least one canopy tree and be irrigated.		
	2. West Murial & Grant Streets Landscaping - At a minimum a 36" tall hedge shall be planted in the landscape areas adjacent to the West Murial and West Grant right-of-way. The landscape area shall include at least two canopy trees, one understory tree and be irrigated.		
	3. Dry Retention Area - at least 30% of the slopes and bottom of the dry retention area shall be planted with native or rain garden plants. The area shall be irrigated until the plants are established.		
	West Parking Lot		
	1. West Murial Landscaping - At a minimum a 36" tall hedge shall be planted in the landscape areas adjacent to the West Murial right-of-way. The landscape area shall include at least four canopy trees, 4 understory trees and be irrigated.		
	2. Row End Island - The parking row end islands shall contain at one canopy tree per island and be irrigated.		
	3. Perimeter Landscaping - a landscape buffer shall be installed along the western and southern parking lot boundaries and the area west and east of the angle parking area to the south. The area shall be irrigated and the plantings shall confirm with the requirements of Bufferyard A for the southern parking lot and Bufferyard B for the western parking lot, Sec. 60.222.		
	4. Dumpster Enclosure - A 36" hedge and understory tress shall be planted on three sides of the dumpster area to help screen the enclosure.		
	Phase One Multi-Use Building		
	1. Transparency - A minimum of 15% transparency is required on W. Murial Street façade and the right facade facing the parking lot areas. Please provide a transparency calculation with building permit documents. Assume a 10-foot floor to ceiling height for the transparency calculation.		
	2. Windows – The window systems shall be similar in design (i.e. mullions, trim, recess, etc.) as shown in the current		

## Appendix A

### All Conditions For Case #: CUP2014-00007

No.	Title/Description	Updated	Updated By
<b>Urban Design</b>			
	application. Clear glass shall be used for visibility and natural surveillance; mirrored or reflective glass is prohibited. Minimum light transmittance shall be 80%. High performance or low-e glass may be considered as an alternative. No windows shall be dry-walled, or have permanent partitions installed on the interior, to block natural surveillance.		
	3. Appearance Review - Prior to submittal for building permit the building elevations and final landscape/site plan shall be submitted for appearance review to confirm compliance with this approval.		
<b>Building</b>			
B220	Miscellaneous	6/17/2014	D N. Fields
	Building Plan Review is not applicable to this case at this time.		
	For questions regarding Building Plan Review issues contact Don Fields at (407) 246-2654 or don.fields@cityoforlando.net.		
<b>Engineering/Zoning</b>			
K509	Sewer-Misc.	5/30/2014	D A. Breitrack
	Existing sanitary sewer serving the buildings on the property shall be shown on the plans to identify potential conflicts with proposed stormwater facilities in conjunction with the parking lot expansion.		
<b>Growth Management</b>			
G590	Contact-Droege	6/24/2014	M Droege
	For questions regarding Growth Management plan review, please contact Mary-Stewart Droege at (407) 246-3276 or Mary-Stewart.Droege@cityoforlando.net		
G990	RECOMMENDATION	6/24/2014	M Droege
	The Comprehensive Planning Studio has no objections to this request for a conditional use permit.		
<b>Police</b>			
V580	Natural Access Control:	6/6/2014	A L. Nordaby
	Natural Access Control: Design the site to decrease crime opportunity by denying access to crime targets and creating in offenders, a perception of risk. This can be accomplished by designing street, sidewalks, building and parking lot entrances to clearly indicate public routes and discourage access to private areas with structural and landscape elements.		
	" Public entrances should be clearly defined by walkways, signs, and landscaping. Landscaping used around entrances should create clear way-finding, be well lit and not block entrances or create ambush points.		
	" There should be no easy access to the roof of any building.		
	" Signs located in the parking areas should remind users to lock their vehicles and keep valuables out of sight.		
	" Way-finding located throughout the property should help guide users to authorized areas while discouraging potential offenders.		
	" Signage with hours of operation should be clearly visible at all public entry points.		
	" Walkways should be a minimum 6' in width to enhance pedestrian flow and should be considered to direct users from parking areas to designated entries.		
V610	Natural Surveillance:	6/6/2014	A L. Nordaby
	Natural Surveillance: Design the site to keep intruders easily observable. This is promoted by features that maximize visibility of people, parking areas and building entrances; doors and windows that look out onto streets and parking areas; pedestrian-friendly sidewalks and street; porches or patios and adequate nighttime lighting.		
	" A lighting plan was not available at the time of this review. Lighting plays a very important role in CPTED. It is		



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	<p><b>Police</b></p> <p>crucial that lighting sends the right messages to the public about the safe and appropriate use of space at different times of the day and night.</p> <ul style="list-style-type: none"> <li>o All lighting for this project shall meet the guidelines in Orange County Ordinance No. 2003-08 and Orlando Land Development Code.</li> <li>o In order to give users a sense of safety, pedestrian-scale lighting should be used in high-pedestrian traffic areas especially along all walkways throughout the project.</li> <li>o Appropriate lighting should be included in any common areas if it is anticipated that these areas will be utilized after-dark.</li> <li>o Uniformity of light is crucial to avoid 'dark' spots, especially in the parking areas.</li> <li>o Any illumination shall not cause a glare or excessive brightness that adversely affects the vision of pedestrians or motor vehicle operators on public or private property.</li> <li>o We encourage the use of full cut-off or shielded light fixtures to help direct the light to areas you wish to illuminate. Pedestrian walkways and access routes open to public spaces should be lit so that a person with normal vision is able to identify a face from a distance of 30 feet during nighttime hours.</li> <li>o Lighting fixtures should be reliable, easy to maintain, withstand the elements, and be vandal-resistant.</li> </ul> <p>" Landscaping is another crucial aspect of CPTED. Low-growing shrubs are an excellent means for defining an area that requires visual surveillance.</p> <ul style="list-style-type: none"> <li>o All shrubs should be kept trimmed to no higher than 2 ½ feet and should not block windows.</li> <li>o Tree branches should be kept trimmed to a minimum of 6 feet from the ground; branches should be kept away from roofs; trees should not prevent building occupants from viewing entrances, sidewalks or parking areas; tree canopies should not interfere with lighting or mechanical surveillance.</li> <li>o A maintenance plan is essential in landscaping.</li> </ul> <p>" Non-public exterior doors should contain 180° viewers/peep holes.</p> <p>" Benches or outdoor furniture placed in common areas are a good way to increase surveillance and encourage community interaction. Consider furniture designs that encourage stopping and resting but reduce opportunities for potential offenders (i.e. a ribbed design rather than solid and center rails or arm rests to discourage sleeping).</p> <p>V630Territorial Reinforcement: 6/6/2014 A L. Nordaby</p> <p>Territorial Reinforcement: Design can create or extend a sphere of influence, where users develop a sense of territorial control, while potential offenders are discouraged. This is promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments and CPTED open design (see-through) fences.</p> <p>" The property should be designed to encourage interaction between neighbors and tenants.</p> <p>" Fences can be used to add security, delineate property lines, allow transparency for surveillance, be unobtrusive, and create a sense of community. CPTED style fencing, at least 6-foot in height, made of commercial grade steel or landscape buffers, which include hostile vegetation, may be installed where appropriate. The fencing and landscape buffers may also be used together to further define public, semi-public and private spaces.</p> <p>" Maintenance is an important aspect of territorial reinforcement. A well-maintained area sends the message that people notice and care about what happens in an area. This in turn discourages vandalism and other crimes.</p> <p>V660CPTED Review 6/6/2014 A L. Nordaby</p> <p>The Orlando Police Department has reviewed the plans for Christ Church of Orlando located at 2200 S. Orange Ave., utilizing CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life. There are four overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening.</p>		

For questions regarding the Orlando Police Department plan review, please contact Audra Nordaby at 407.246.2454 or



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No.	Title/Description	Updated	Updated By
<b>Police</b>			
	Audra.Nordaby@cityoforlando.net.		
V710	Target Hardening:	6/6/2014	A L. Nordaby
	Target Hardening: This can be accomplished by features that prohibit entry or access such as window locks, dead bolts for doors and interior door hinges.		
	<p>" Exterior (non public) doors should be made of a solid material, metal frames, interior hinges (or hinges with security pins) and have 180° viewers/peep holes or small windows.</p> <p>" Door locks should be located a minimum of 40 inches from adjacent windows.</p> <p>" The use of jalousie, casement or awning-style windows is discouraged.</p> <p>" All windows that open should have locks.</p> <p>" Air conditioner units should be caged and the cages should be securely locked to protect against theft and vandalism.</p> <p>" Common areas should have signs that clearly identify operating hours and state that facilities are only for authorized users.</p> <p>" If an alarm or security system is installed, I should be regularly tested and maintained. During normal operating hours, the alarm system should be programmed so that a short beep is sounded if an exterior door opens.</p> <p>" A security camera system capable of recording and retrieving an image to assist in offender identification and apprehension may be considered. Security cameras should be mounted at an optimal height to capture offender identification ("aiming" down from the ceiling often results in images of the offender's hat). CCTVs should also be considered in several locations throughout the parking areas, especially areas with limited or no natural surveillance.</p> <p>" OPD's Crime Prevention Unit recommends that large glass doors and windows be made of impact resistant glass or a security film (such as Lexan™) to reduce the opportunity for burglaries. If security film is utilized, ensure that the light transmittance of the security film is greater than or equal to the light transmittance of the window's glass.</p>		
	Additional precautions may be discussed with OPD's Crime Prevention Unit Officer Karen Long, 407.246.2489.		
V740	(I.R.I.S.) Camera System	6/6/2014	A L. Nordaby
	Innovative Response to Improve Safety (I.R.I.S.) Camera System:		
	The developer is encouraged to contact OPD in an effort to coordinate camera system technology. OPD has the ability to monitor specified external camera systems from private facilities at the will of the developer or building owner. OPD monitoring will be in addition to self- monitoring and will not replace building camera monitoring. OPD will not have the ability to interfere with or manipulate building camera systems, only view. The additional monitoring is beneficial to both the developer/owner and OPD as a crime prevention and overall public safety solution.		
	IRIS questions should be directed to the Orlando Police Department, Sgt. Andy Brennan, at andrew.brennan@cityoforlando.net.		
V770	Construction Site Construction	6/6/2014	A L. Nordaby
	Construction Site Crime Prevention: Due to the continued trend of theft of building materials and equipment from construction sites, Orlando Police Department's Crime Prevention Unit strongly recommends that the developer institute the following crime prevention/security measures at this project site:		
	<p>" Post signs at the site that theft from the site or trespassing on a construction site is a felony under Florida Law and that the developer will prosecute.</p> <p>" To improve visibility of potential offenders by OPD patrol officers, perimeter lighting should be installed at a minimum of 150 foot intervals and at a height not less than fifteen (15') from the ground. The light source used should have a minimum light output of 2,000 lumens, shall be protected by a vandal resistant cover, and shall be lighted</p>		

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<b>Police</b>			
	during the hours of darkness.		
"	In addition to lighting, one of the following physical security measures should be installed:		
o	Fencing, not less than six (6') feet in height, which is designed to preclude human intrusion, should be installed along the perimeter boundaries of the site and should be secured with chain and fire department padlocks for emergency vehicle access; post in a clear area, an emergency contact person and phones numbers for after hours, in case of an emergency; or		
o	A uniformed security guard should be hired to continually patrol the construction site during the hours when construction work has ceased.		
"	Valuable construction materials and tools should be protected in a secondary fenced, locked cage.		
"	Post in a clean, open area, the name and numbers of an emergency contact person for OPD in case of a night-time emergency.		
	If you have any questions, please call the Crime Prevention Unit, Officer Karen Long, 407.246.2489.		
<b>Transportation Engineering</b>			
	J910 SOLID WASTE- RECYCLING	6/9/2014	B R. Kay
	We appreciate the current dumpster placement. We recommend making additional space for recycling at your site. For more information about our recycling program, please contact braden.kay@cityoforlando.net		
<b>Transportation Planning</b>			
	T007 Requirements	6/19/2014	M T. Wiesenfeld
	The Transportation Planning Division supports the applicant's request provided that the owner/applicant complies with the following:		
	T009 Commercial Plans Submittal	6/19/2014	M T. Wiesenfeld
	The submitted construction plans shall include a site plan (to engineering scale) and show the following: property lines, legal description, curbs, street pavement edges, public sidewalks, loading/unloading areas, parking spaces, solid waste location, etc. (Please see the Commercial Plans Submittal Checklist: <a href="http://www.cityoforlando.net/permits">http://www.cityoforlando.net/permits</a> ). Reference Orlando Land Development Code (LDC), Chapters 60, 61, and 65, and the Engineering Standards Manual (ESM).		
	T011 Contact Wiesenfeld	6/19/2014	M T. Wiesenfeld
	For questions regarding Transportation Planning plan review, please contact Matt Wiesenfeld at 407-246-2290 or by e-mail: matthew.wiesenfeld@cityoforlando.net		
	T015 Work within Road R-O-W	6/19/2014	M T. Wiesenfeld
	For any construction work planned or required within a public right-of-way or City sidewalk easement adjacent to a public right-of-way (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/reconstruction or landscaping), the Owner/Applicant shall submit the following:		
	a. Maintenance of traffic plans (M.O.T.) (For more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704)		
	b. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details)		
	c. A copy of all required County and State permits (If permits are pending attach a copy of the application)		
	T155 Roadway Pavement Markings	6/19/2014	M T. Wiesenfeld
	The installation of Pavement Markings and Traffic Control Devices (stop signs, signals, etc., as applicable to proposal) shall be shown per Manual of Uniform Traffic Control Devices (MUTCD) standards, and Orlando Engineering Standards Manual (ESM) Chapter 8, Section 8.01 requirements.		
	T206 Joint Use Driveways	6/25/2014	M E. Petion

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<b>Transportation Planning</b>			
	<p>The proposed driveway locations or widths, especially along W. Grant St., do not comply with Orlando Land Development Code (LDC) requirements; however, since there are no alternative locations at this time, the proposed driveways will be approved with the following condition.</p> <p>If, in the future, the adjacent property is redeveloped or substantially improved/enlarged as a compatible use, and the possibility of a joint-use driveway becomes available, the Owner/Applicant shall enter into the joint access easement agreement with the adjacent property to the southeast. The joint-use driveway shall then be constructed, and the property owner shall agree to close and eliminate the substandard driveway.</p>		
	T207 Cross Access Corridors	6/19/2014	M T. Wiesenfeld
	<p>The subject property is adjacent to a major thoroughfare, Orange Avenue. Orlando Land Development Code (LDC), Chapter 61 (Sections 61.108 - 61.113), provides the minimum requirements for cross-access corridors. The subject development shall provide cross-access easements to the adjacent properties to ensure that the parking, access, and circulation may be easily tied in to create a unified system.</p>		
	T240 HC Ramps at Street Intersections	6/19/2014	M T. Wiesenfeld
	<p>Handicap (HC) ramps shall be constructed at the street intersection(s) and driveway connection(s) to comply with the Americans with Disability Act (ADA). Pedestrian ramps at street corners shall be designed to provide a separate ramp in each direction.</p>		
	T241 Pedestrian Crossings	6/19/2014	M T. Wiesenfeld
	<p>The main pedestrian crossing areas between the buildings and the parking areas shall be clearly marked with pavement markings and maintained at all times in accordance with Manual of Uniform Traffic Control Devices (MUTCD) standards.</p>		
	T242 Overhangs/Canopies Over Sidewalks	6/19/2014	M T. Wiesenfeld
	<p>Orlando Land Development Code (LDC), Section 61.204, provides minimum requirements for awnings, marquees, and overhangs over public right-of-way (R-O-W). Cantilevers, architectural overhangs, and columns are not permitted within public R-O-W or City Services Easement areas (except for awnings whose primary purpose is to provide shade).</p>		
	T300 Parking Lot Design	6/19/2014	M T. Wiesenfeld
	<p>The proposed parking lot must comply with Orlando Land Development Code (LDC) and Engineering Standards Manual (ESM) requirements. Refer to LDC, Chapter 61, Part 3, for parking and loading standards. The proposed parking lot shall meet the following requirements:</p> <ol style="list-style-type: none"> <li>Standard automobile spaces shall be a minimum of 9 feet wide by 18.5 feet deep.</li> <li>Minimum acceptable drive aisle width for 90 degree parking stalls shall be 24 feet.</li> <li>Compact spaces are not permitted in surface lots.</li> </ol>		
	T336 Sign Locations	6/19/2014	M T. Wiesenfeld
	<p>The Owner/Applicant shall submit a scaled and dimensioned site plan or survey showing the existing site improvements for the property and indicating compliance with Chapter 64 of the Orlando Land Development Code (LDC), including the following:</p> <ol style="list-style-type: none"> <li>No part of the sign shall extend into the existing or future road right-of-way (R-O-W).</li> <li>The sign support / base shall not be erected within the on-site driving aisles or adjacent driveways.</li> <li>The sign support / base shall be buffered from on-site driveways, driving aisles, parking spaces and circulation so as not to constitute a fixed object hazard, and shall not reduce the number of required on-site parking spaces.</li> </ol>		
	T340 Bike Parking: Gen Requirements	6/19/2014	M T. Wiesenfeld
	<p>Bicycle parking shall be provided as required in accordance with the standards of Chapter 61, Part 3D of the Orlando Land Development Code, and shall be made available prior to the issuance of any Certificate of Occupancy/Completion for the use being served.</p>		
	T356 Passenger Drop-off	6/19/2014	M T. Wiesenfeld

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<b>Transportation Planning</b>			
	The passenger drop-off areas and porte cochère shall be designed to accommodate at least one design vehicle and, if covered, shall have a minimum height of 14 feet and be located adjacent to a secured handicap accessible building entrance. The drop-off area shall be accessed via the on-site parking area. Detailed design and location of the driveways and drop-off areas of the porte cochère shall be provided on a scaled and dimensioned site plan prior to final approval.		
	T360 Dumpster/Compactor	6/19/2014	M T. Wiesenfeld
	The final site plan shall show the location and size of the on-site solid waste compactor(s) / dumpster(s) with concrete pads, and enclosures with doors. The solid waste container(s) shall not be located adjacent to any single family houses or directly adjacent to the public street.		
	Dumpsters shall be located to provide a minimum 50 feet of clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements, OR documentation shall be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement.		
	T500 Contact - Ottini	6/10/2014	N Jurus-Ottini
	For questions and information regarding Transportation Impact Fee Rates you may contact Nancy Ottini at (407)246-3529 or <a href="mailto:nancy.jurus-ottini@cityoforlando.net">nancy.jurus-ottini@cityoforlando.net</a>		
	T501 Transportation Impact Fees	6/10/2014	N Jurus-Ottini
	Any new construction, change in use, addition, or redevelopment of a site or structure shall be subject to a review for Transportation Impact Fees. A Transportation Impact Fee assessment will be done at the time of building permit review. This fee will be calculated based on the proposed building's use and gross square footage, as submitted in the final permit set of plans. Any additional Transportation Impact Fees assessed on this project shall be due prior to building permit issuance.		
	For a copy of the complete ordinance or impact fee rate chart, you may reference our website at: <a href="http://www.cityoforlando.net/planning/Transportation/ifees.htm">http://www.cityoforlando.net/planning/Transportation/ifees.htm</a>		
	Any exemptions or credits against the Transportation Impact Fee must be reviewed prior to permit issuance. All Transportation Impact Fee Credits shall be initiated and processed by the Transportation Impact Fee Coordinator. Credit shall be available for the previous use located on the subject site.		
	T505 Transp. Concurrency / Mobility	6/10/2014	N Jurus-Ottini
	The applicant shall comply with all applicable requirements of Chapter 59, the Concurrency Management Ordinance, to ensure that all public facilities and services are available concurrent with the proposed development, and that the potential impacts on public facilities and services are mitigated.		
	All new construction, changes in use, additions or redevelopment are required to submit a Concurrency Management application as a part of the building plan review process. A Concurrency Management application is available on the City's website: <a href="http://www.cityoforlando.net/permits/forms/concurrency.htm">http://www.cityoforlando.net/permits/forms/concurrency.htm</a>		