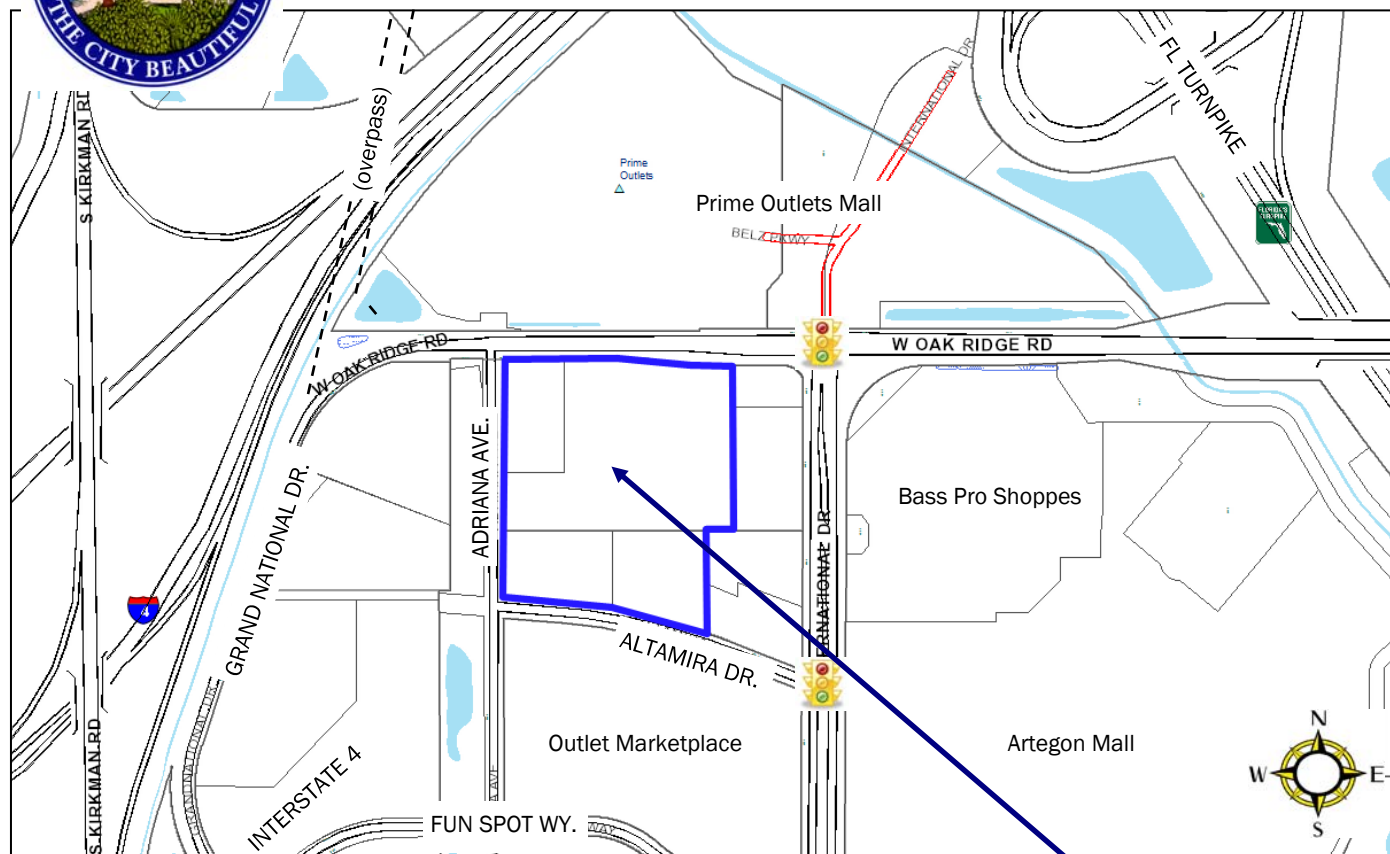




## GRAND NATIONAL RESTAURANTS & RETAIL PHASE 1



Location Map

Subject Site

### SUMMARY

#### **Applicant**

John Riordan, PE  
Harris Civil Engineers, Inc.

#### **Owner**

Shawn McIntyre  
Grand National Joint Venture

#### **Project Planner**

Jim Burnett, AICP

**Property Location:** 5504 W. Oak Ridge Rd. (south side of W. Oak Ridge Rd., east of Adriana Ave., north of Altamira Dr. and west of International Dr.) (Parcel #s 19-23-29-2846-00-010 & -020, 19-23-29-2843-00-010 & -022; ±16.55 acres, District 6).

**Applicant's Request:** The applicant is requesting Specific Parcel Master Plan (SPMP) approval of ±52,870 sq. ft. of restaurant and retail uses, as the initial phase of the Grand National development. The property is located in the N.

International Drive neighborhood.

**Staff Recommendation:** Approval of the Specific Parcel Master Plan, per the conditions in the staff report.

**Public Comment:** Courtesy notices were mailed to property owners within 300 ft. of the subject property the week of April 3, 2017. As of the distribution of the staff report, staff has received no comments from the public relative to the Specific Parcel Master Plan request.

*Updated: April 4, 2017*

**FUTURE LAND USE MAP**

The map illustrates the future land use for the subject property, which is outlined in blue. The property is situated at the intersection of W Oak Ridge Rd and International Dr. The surrounding area is designated as 'MET-AC' (Metropolitan Area Center). Key landmarks and roads include:

- Subject Property:** Outlined in blue, located at the intersection of W Oak Ridge Rd and International Dr.
- Surrounding Land Use:** Labeled 'MET-AC' in blue text.
- Major Roads:** Interstate 4, S Kirkman Rd, W Oak Ridge Rd, and International Dr.
- Landmarks:** Prime Outlets Mall, Bass Pro Shoppes, and Artergon Mall.
- Other Labels:** ADRIANA AVE., ALTAMIRA DR., and various street names like S 27.2 and S 27.3.
- Compass Rose:** Located in the bottom right corner, indicating North (N), South (S), East (E), and West (W).

[illegible]

# PROJECT ANALYSIS

## Project Description

The applicant is requesting Specific Parcel Master Plan (SPMP) approval of 52,870 sq. ft. of restaurant and retail uses, as the initial phase of the Grand National development. The 16.55-acre Grand National site is located in the N. International Drive neighborhood off W. Oak Ridge Rd.

## Previous Actions

1968: Bulk of Florida Realty (Florida Center) property annexed into the City and Developers Agreement approved.

1973: Subject property annexed into the City of Orlando (City Doc. #41361).

1980: Vested Rights Letter issued by State of Florida

1992: Property platted as part of Replat of Lot 2 Florida Center Oak Ridge Rd. International Dr. Dev. Area Plat No. 7.

10/1996: Vested Rights Settlement Agreement approved, allocating 5,290 average daily trips (ADT) to the total property.

1998: Portions of property replatted.

2006: Property acquired by current owner; Master Plan (MPL2006-00028, Douglas Grand) approved to allow mixed use development consisting of 100,000 sq. ft. of ground level commercial/retail, 800 hotel units and 1,750 multi-family or timeshare units, with a revised alternative Concurrency Management Resolution; MPL expired 2008 (no building permits applied for or issued).

7/2016: Framework Master Plan approved (MPL2016-00024) to allow development of ±130,000 sq. ft. of retail/restaurant uses, ±20,000 sq. ft. of medical facilities, ≤800 hotel rooms and a 350-unit apartment complex.

3/2017: Sign Plan for Grand National development (minus future hotel and apartments) reviewed and approved via Planning Official Determination (LDC2017-00072).

## Project Context

The property is on the south side of W. Oak Ridge Rd., east of Adriana Ave., north of Altamira Dr. and west of N. International Dr. Adjacent uses, zoning and future land use designations are shown in Table 1 below.

TABLE 1 - PROJECT CONTEXT			
<i>Direction</i>	<i>Future Land Use</i>	<i>Zoning</i>	<i>Adjacent Uses</i>
North	(Across Oak Ridge Rd.) Metropolitan Activity Center (MET-AC)	AC-3/SP (Metropolitan Activity Center, International Dr. Special Plan Overlay)	Prime Outlets Mall
East	MET-AC	AC-3/SP	Retail Stores & Restaurants
South	(Across Altamira Dr.) MET-AC	AC-3/SP	Outlet Marketplace
West	(Across Adriana Ave.) MET-AC	AC-3/SP	Powerline Easement

## Master Plan Criteria (Land Development Code (LDC) Section 65.335)

The Municipal Planning Board and City Council shall consider the following factors in their review of Specific Parcel Master Plan (SPMP) applications:

1. Purpose and Intent. The purpose and intent of the use and all other requirements of the LDC.
2. Growth Management Plan (GMP). The consistency of the proposal with all applicable policies of the City's adopted GMP.
3. Use and District Requirements. The proposal must conform to the requirements of the zoning district(s) in which it is located and, where applicable, to the requirements of Chapter 58 for the particular use or activity under consideration.
4. Performance and Design Regulations. The proposal must conform to all applicable performance and design regulations of LDC Chapters 58, 60, 61, and 62.
5. Public Facilities and Services. Will necessary public facilities (both on- and off-site), such as transportation, sanitation, water, sewer, drainage, emergency services, education, recreation, etc. be adequate to serve the proposed use.

### Conformance with Growth Management Plan and Zoning

The property is designated Metropolitan Activity Center on the City's Future Land Use Map and is zoned AC-3/SP (Metropolitan Activity Center, N. International Drive Special Plan Overlay). The restaurant and retail uses proposed within the Grand National Phase 1 SPMP are all permitted in the AC-3/SP zoning district. Subsequent retail, apartment and hotel phases will come back for Specific Parcel Master Plan (SPMP) approval as each phase is better defined.

Property development standards for the Phase 1 SPMP are provided in Table 2 below.

<b>Table 2 - Development Standards (AC-3/SP zoning)</b>								
<i>Proposed Use - Phase 1</i>  ±52,870 sq. ft. of restaurant & retail uses	<i>Lot Size (acres)</i>	<i>Setbacks (Minimum) (ft.)</i>				<i>Max. FAR &amp; Density</i>	<i>ISR (%)</i>	<i>Building Height</i>
		<i>Front (N) (W. Oak Ridge Rd.)</i>	<i>Street Side (W) (Adriana Ave.)</i>	<i>Side (E)</i>	<i>Rear (S) (Altamira Dr.)</i>			
<i>Minimum Requirements</i>	none	10	10	0 or 3	10	3.0 FAR* 200 du/ac*	90	200 ft.*
Proposed (Phase 1)	±9.55 (of ±16.55 total)	10	10	7.5	TBD	0.12 FAR	84.5	<30 ft.
*Maximum intensity, density and building height are further regulated by the N. International Dr. SP Overlay.								

N. International Dr. Special Plan (SP) Overlay - The site is in the N. International Drive Special Plan Overlay (LDC Section 62.496), in which W. Oak Ridge Rd. is considered a Pedestrian Street and requires increased front and side setbacks (different than regular AC-3 zoning). Adriana Ave. and Altamira Dr. are Vehicular Streets. There is no maximum Floor Area Ratio (FAR) within the overlay district, but staff has previously determined that FAR is maxed at the upper 3.0 FAR limit under the Metropolitan Activity Center (MET-AC) Future Land Use designation. Additional SP overlay requirements include:

- Screening of outdoor service areas
- Landscaping of required pedestrian walkways
- Increased buffers and tree plantings
- Building orientation toward the street
- Enhanced sign standards (to promote fewer signs and shared driveway accesses)

Most of the proposed restaurants will have roofed or other outdoor eating areas, either in front of or behind each establishment. Outdoor service areas will be in the rear of retail and restaurant uses and will be shielded and screened from view. Buildings are being oriented to adjacent streets and drives, with increased buffers and landscaping. A sign plan has been reviewed and approved for the overall development (minus the future hotel and apartments)(see LDC2017-00072). The proposed Grand National Restaurant & Retail Phase 1 Master Plan is consistent with the GMP and Land Development Code.

### Transportation

The site will be primarily accessed from W. Oak Ridge Rd., which connects to Grand National Dr. to the west and to N. International Dr. to the east. The site will also have direct access to Adriana Ave. and to Altamira Ave., and will have several cross-access points to existing developed retail and restaurant sites to the east. Cross-access will be provided throughout the development, with many of the proposed uses fronting an internal north-south "Grand Palm Dr." and an east-west "Overlook Ct." intersecting at a decorative fountain feature in a roundabout. The overall site will be connected by sidewalks throughout and also connected to all peripheral streets. The International Drive Trolley will also access the site.

A 10-ft. wide westerly extension of the Shingle Creek Trail is also being provided adjacent to W. Oak Ridge Rd. The trail will cross I-4 as part of the Grand National Drive extension.

Parking. Per LDC Section 61.322, Figure 27, the proposed Phase I portion of the overall development will require a minimum 211 parking spaces, based on 52,870 sq. ft. of restaurant and retail space. As previously noted, on-site park-

ing was to have been via several parking decks, but will now solely consist of surface parking. The proposed Phase 1 mixed use development is adequately parked as proposed.

### Urban Design

The “bookend” restaurants on W. Oak Ridge Rd. will be a Bahama Breeze (west) and a Longhorn Steakhouse (east), with a Starbucks on the west side of the Grand Palm entry drive, and a barbeque restaurant and other restaurant on the east side of Grand Palm Dr. Vertical design schematics were provided for the proposed restaurants and retail buildings within the Phase 1 Master Plan. As previously noted, the project includes interior sidewalks that will extend out to adjacent streets to tie into existing or new sidewalks. Additional “green” space will be provided near the future hotel and apartment sites, as an added amenity for shoppers and tenant uses.

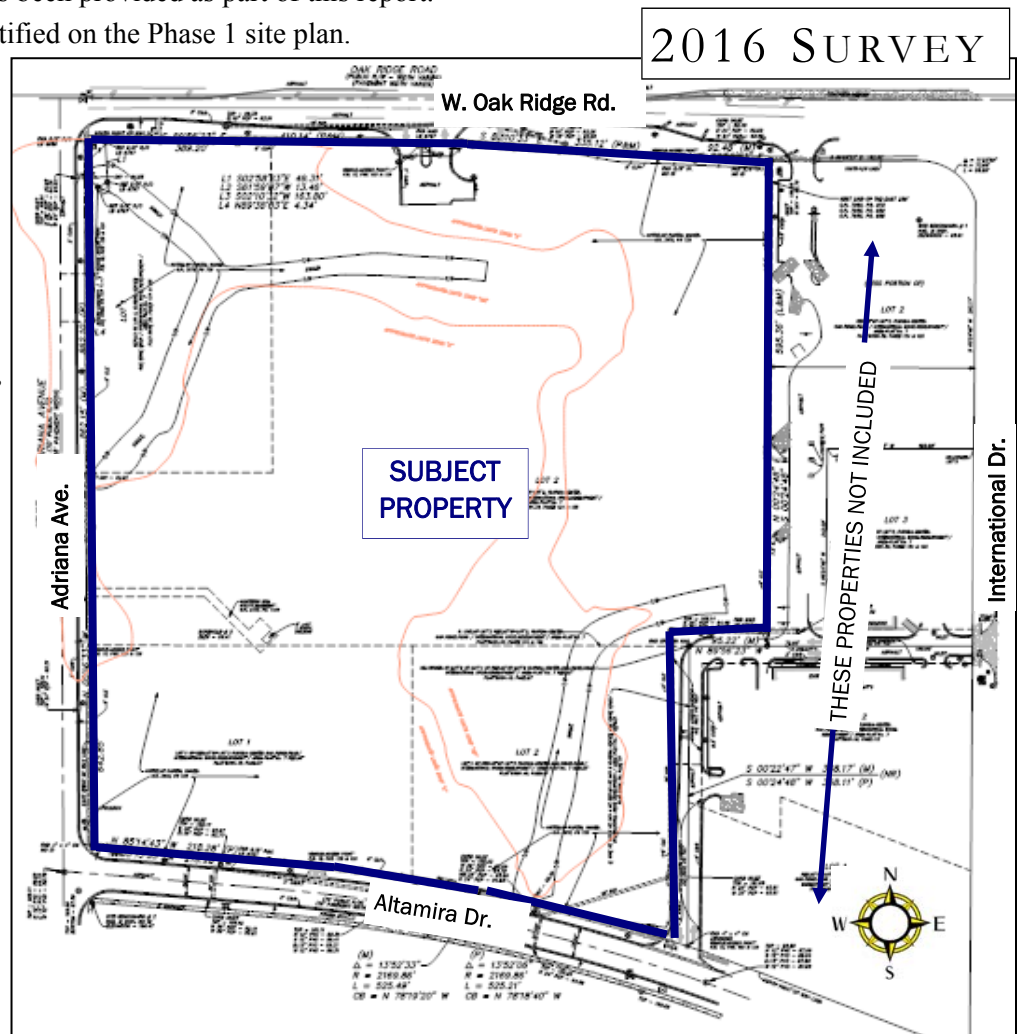
**Buffers & Landscaping.** The proposed Grand National Development abuts existing retail and restaurant uses to the north, east and south. Required minimum buffers and landscaping are provided in Table 3 at right. Required landscaping has been reviewed against the overall landscaping plan previously provided with the framework plan, in accordance with LDC Chapter 60 and LDC Section 62.496. A master landscaping and hardscaping plan for Phase 1 has been provided as part of this report.

**Solid Waste** enclosures are identified on the Phase 1 site plan.

**Signage.** As previously noted, a sign master plan has been reviewed and approved for the overall Grand National development, minus the future hotel and apartment phases (see LDC2017-00072). While the North International Drive Special Plan discourages individual monument signs for tenant uses, separate monument signs will be allowed for the four (4) front restaurant uses when those uses are parceled off via a replat. The development will have a main shopping center sign at the main entrance (at Grand Palm Dr.) and directional signs within the development.

**School Impacts** - The proposed uses within the Phase 1 Master Plan are commercial in nature and won’t have school concurrency or capacity issues.

Table 3 Buffers & Landscaping (AC-3/SP)				
Phase 1 Restaurant & Retail (possibly office, too)	Front (W. Oak Ridge)	Street Side (Adriana)	Side (east)	Rear (S) (Altamira)
Abutting Uses	Roadway	Roadway	Commercial Uses	Roadway
Minimum Req'd. →	7.5 ft. depth	7.5 ft. depth	7.5 ft. depth	7.5 ft. depth
Proposed (Phase 1)→	Min. 7.5 ft.	Min. 7.5 ft.	Min. 7.5 ft.	TBD





## SITE PHOTOS



Existing entry onto proposed Grand National site on W. Oak Ridge Rd., looking southeast at existing retail use on I Drive.



Proposed Grand Palm Dr. entry into proposed Grand National site on W. Oak Ridge Rd., looking south.



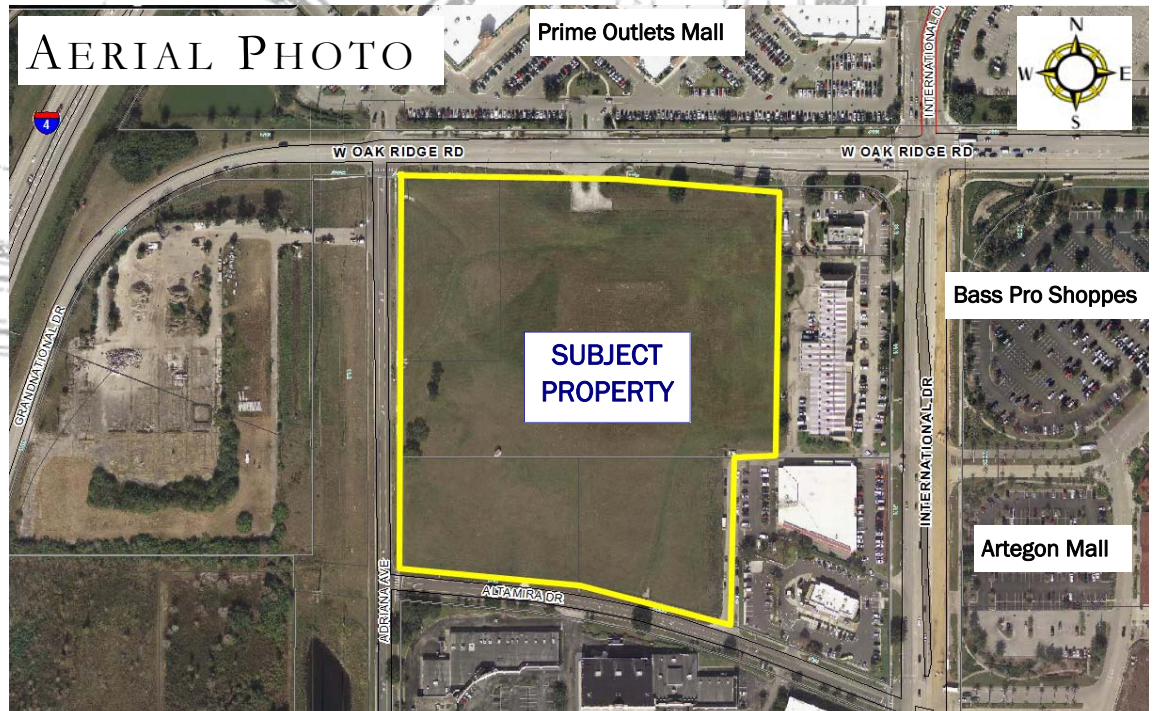
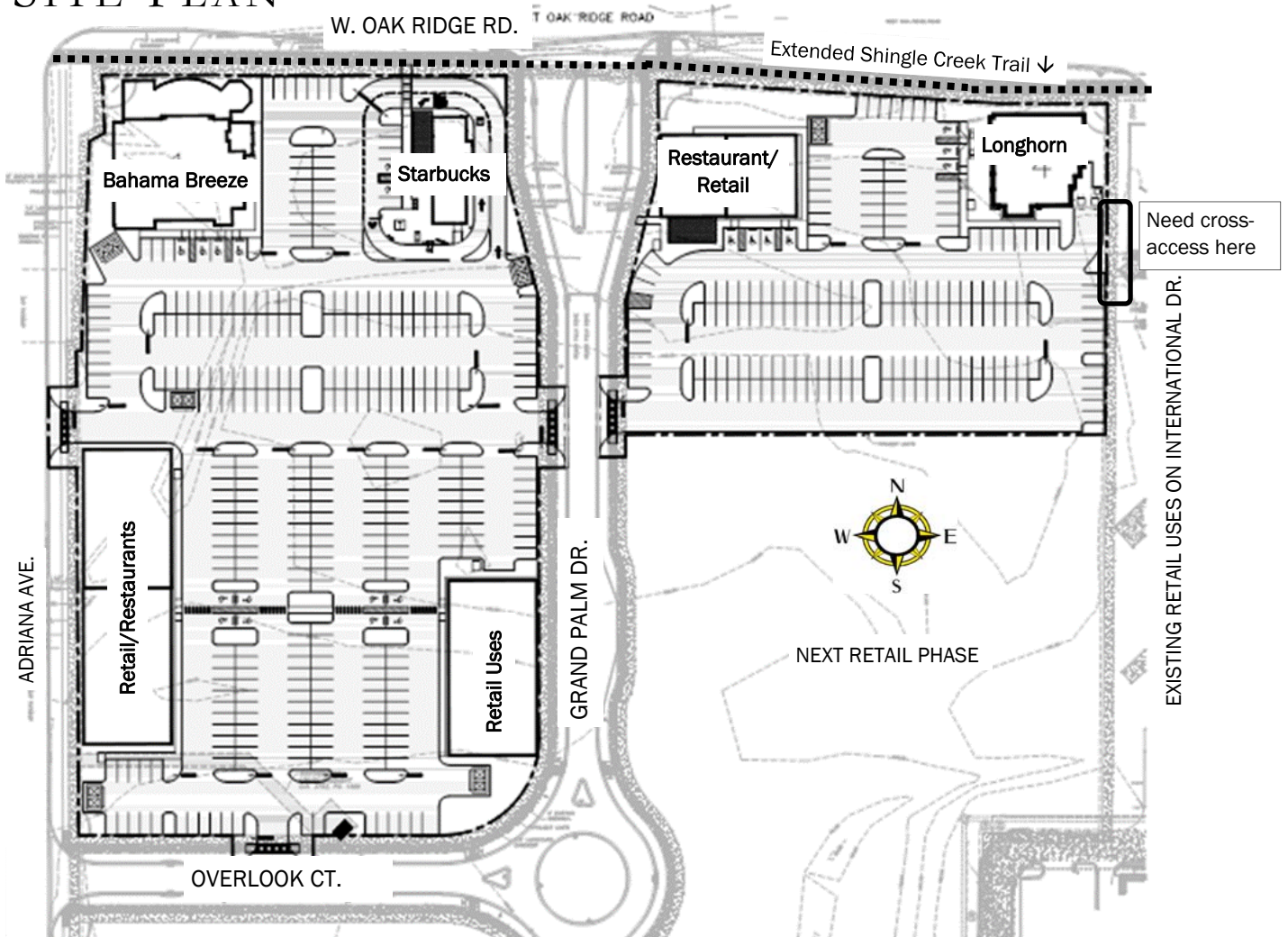
Existing rear entry onto proposed Grand National site off Altamira Dr., looking northeast.



Looking west on W. Oak Ridge Rd. (subject property on the left, Prime Retail Outlets to the right/north).

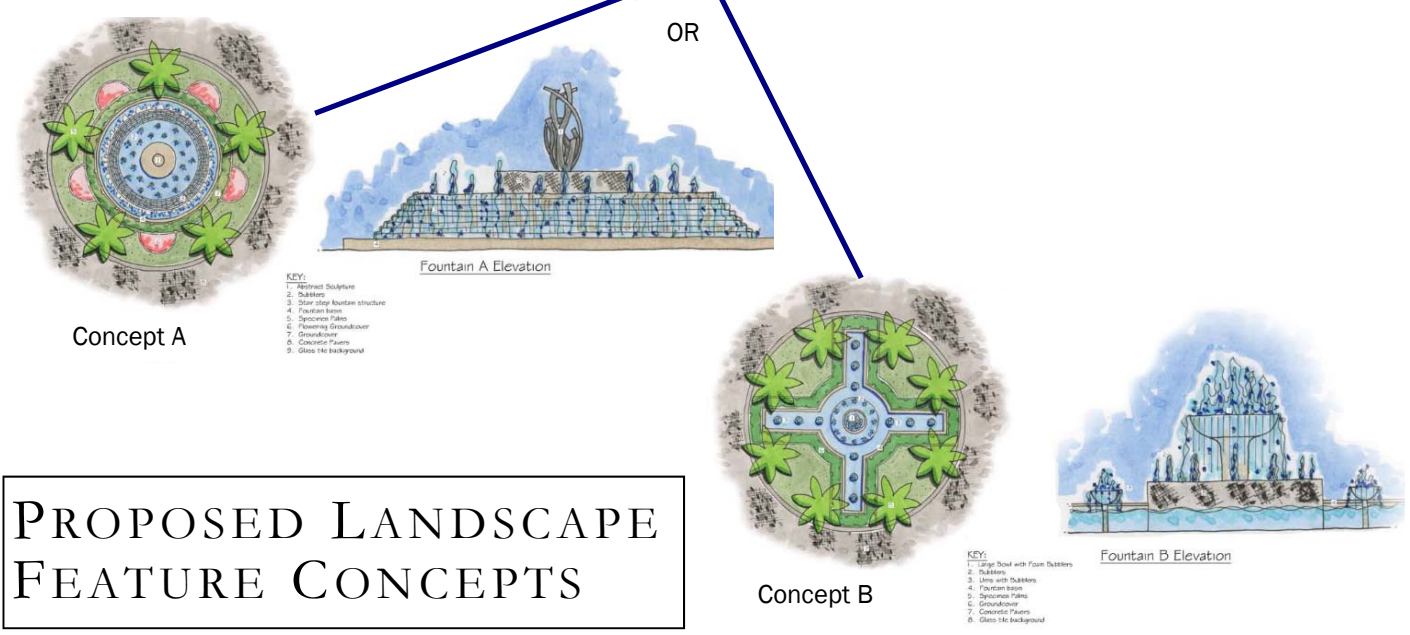
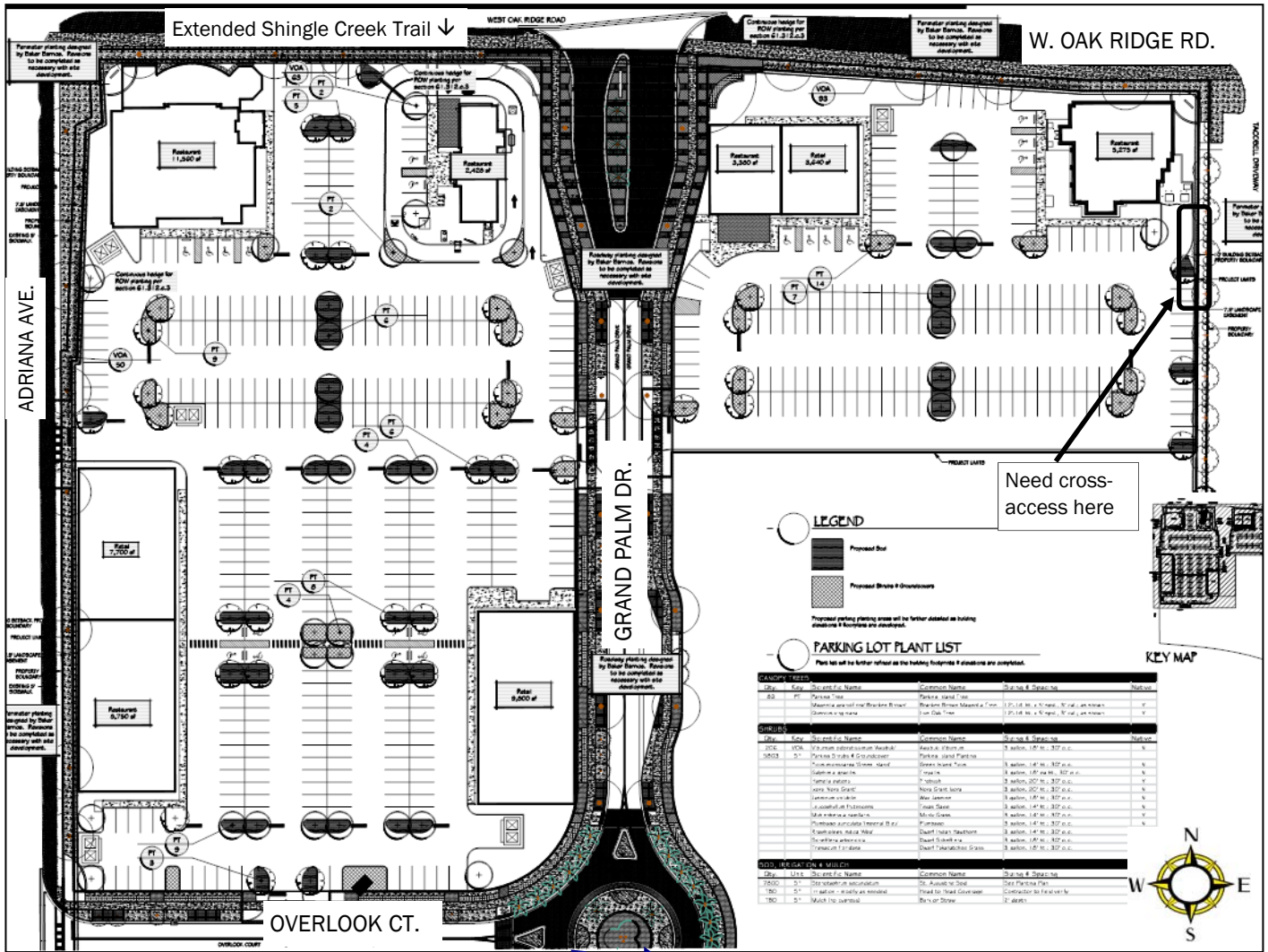


# SITE PLAN





# PROPOSED PHASE 1 LANDSCAPE PLAN





# PROPOSED ELEVATIONS – BAHAMA BREEZE



1 **FRONT ELEVATION** Facing East

Front



Street Side

2 **LEFT ELEVATION** Facing South



Front

1 **REAR ELEVATION** Facing Adriana Dr.



Street Side

2 **RIGHT ELEVATION** Facing W. Oak Ridge Rd.

## PROPOSED ELEVATIONS - LONGHORN STEAK



FRONT ELEVATION Facing West



LEFT ELEVATION Facing South



REAR ELEVATION Facing East



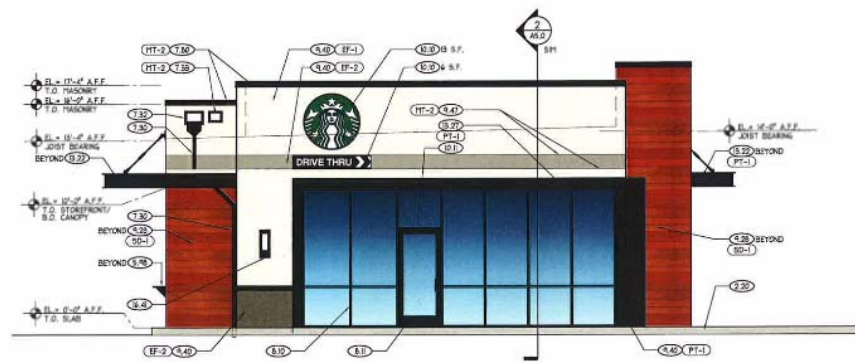
RIGHT ELEVATION Facing W. Oak Ridge Rd.



# PROPOSED ELEVATIONS - STARBUCKS



① **WEST ELEVATION** Facing West  
SCALE: 1/4" = 1'-0"



② **NORTH ELEVATION** Front - Facing W. Oak Ridge Rd.  
SCALE: 1/4" = 1'-0"

The architectural style of Grand National will be diverse with unifying common elements. The anchor restaurant tenants that will set the tone for the project are recognizable because their national branding sets them apart. While diverse in their style, there are common elements that tie them together. We plan to use "green screens", landscaping, hardscaping, building massing and exterior materials to unify the project as a whole, as well as having the traditional tenants (not national tenants) with common elements like a durable base. We will enhance the customer experience by providing safe, consistent and well defined pedestrian pathways connecting the various buildings.

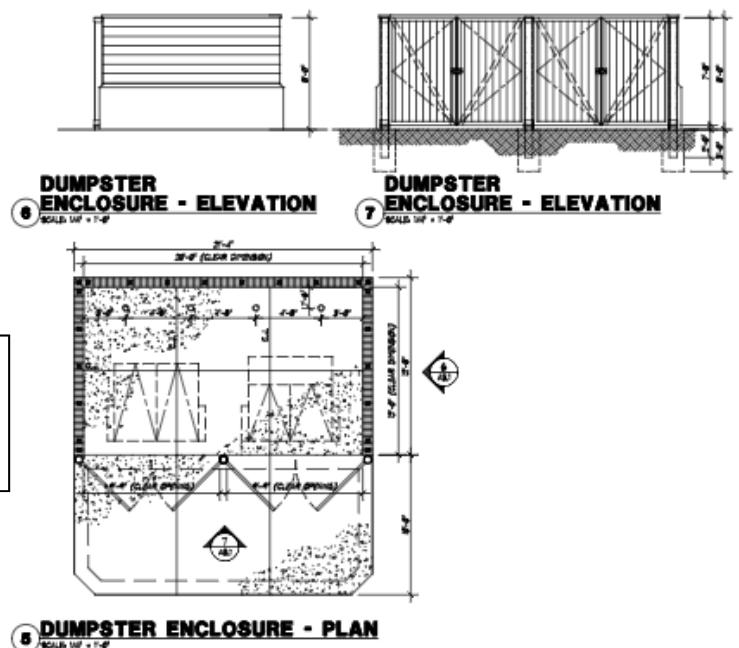
Buildings will have the following elements:

Green Screens with vertical landscape up the building facade  
Durable Base

Projecting elements that define entrances and provide interest in their facades

Some similarity in materials. The Architecture needs to be diverse to create interest, life and vitality. Too much of the same material will create a homogeneous lifeless look that is undesired.

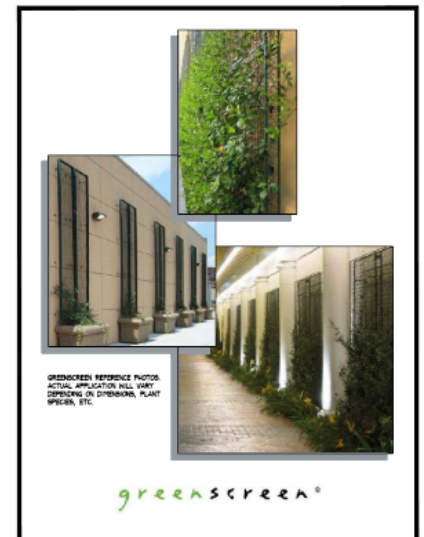
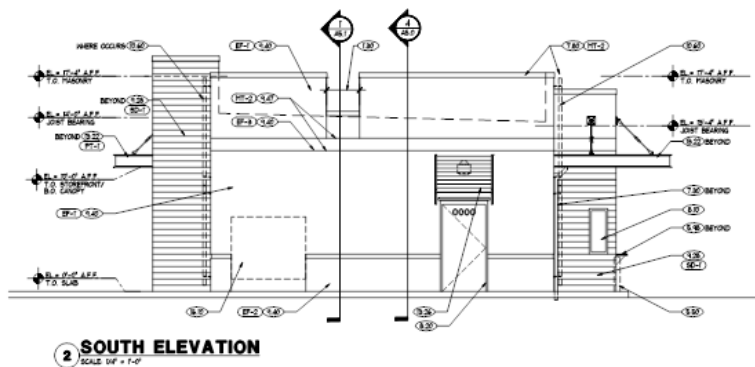
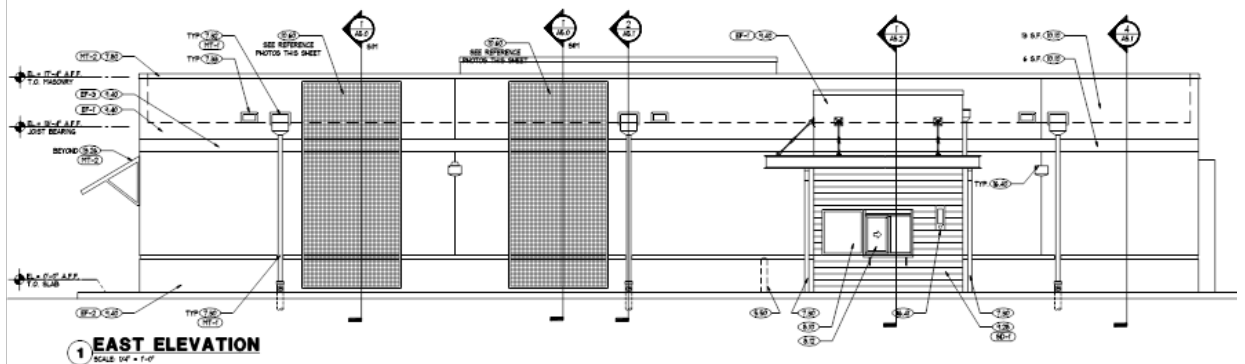
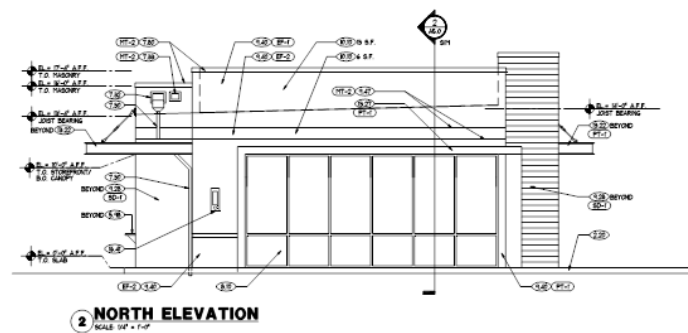
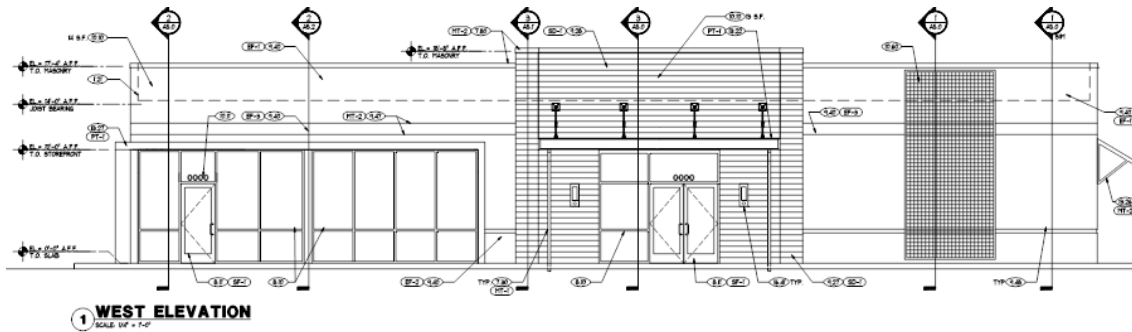
## DUMPSTER ENCLOSURE DETAILS



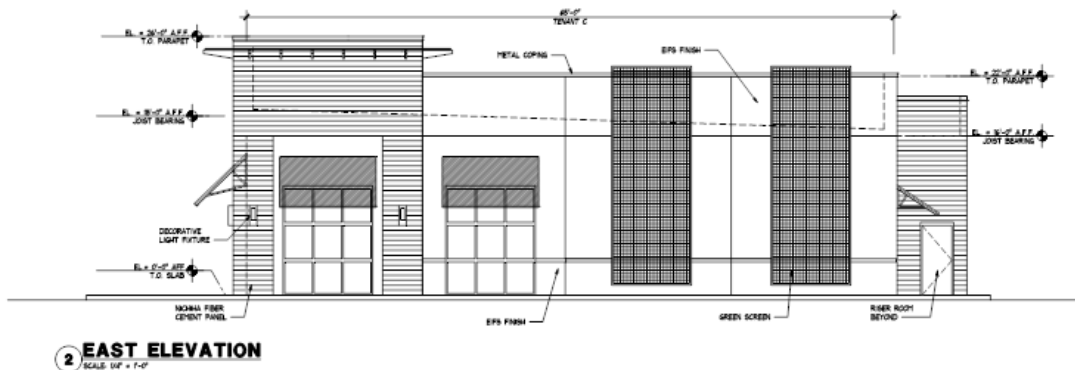
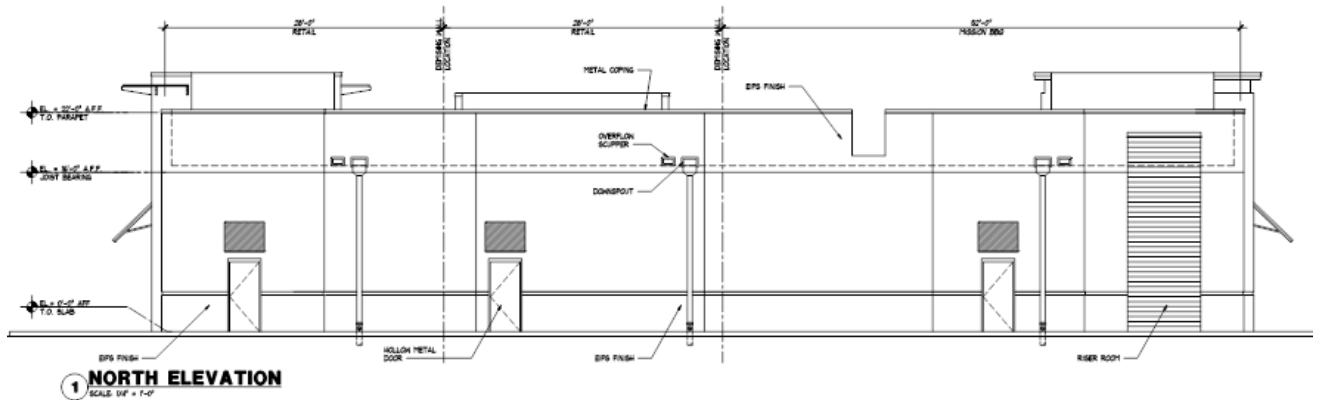
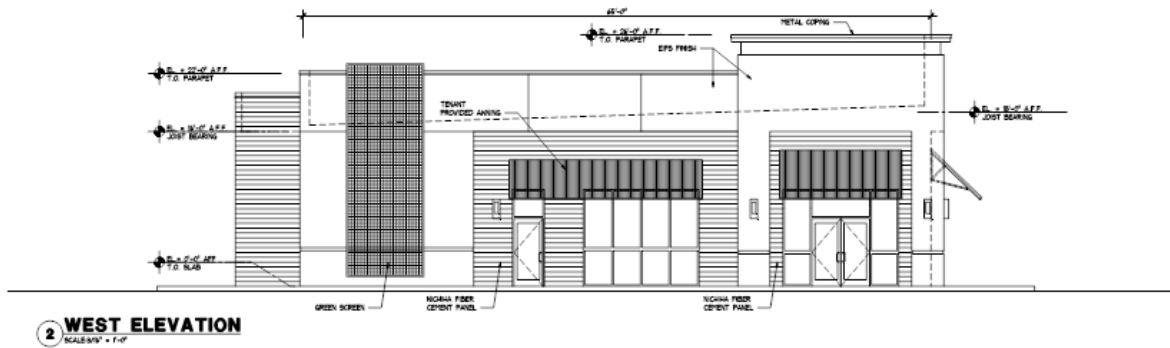
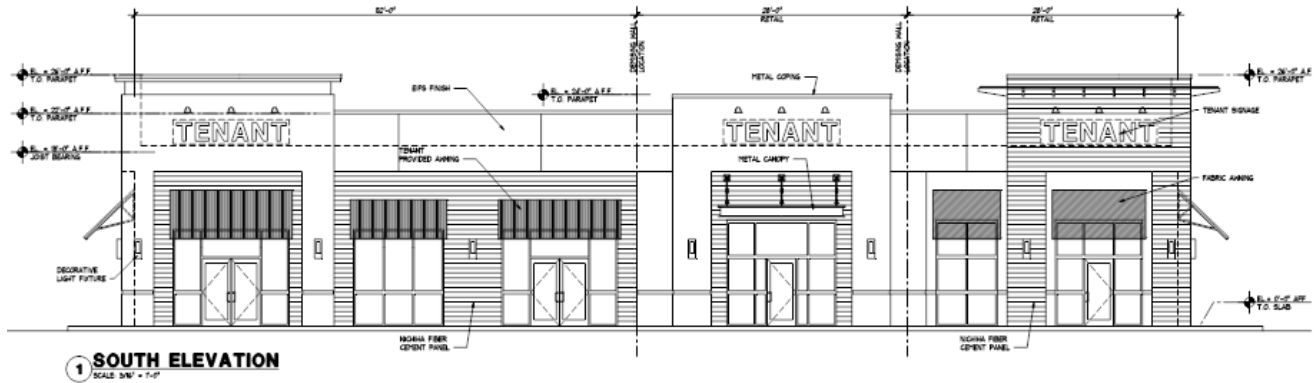
⑧ **DUMPSTER ENCLOSURE - PLAN**  
SCALE: 1/4" = 1'-0"



# PROPOSED ELEVATIONS - RESTAURANT/RETAIL



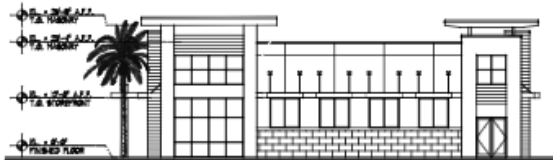
# PROPOSED ELEVATIONS - RETAIL/RESTAURANT



# PROPOSED ELEVATIONS— RETAIL/RESTAURANT



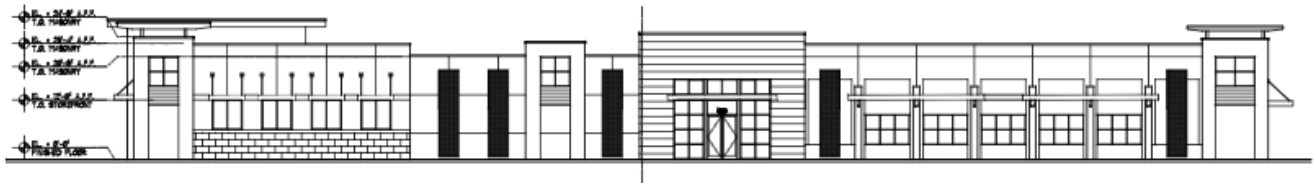
**1 EAST ELEVATION**  
SCALE: 3/8" = 1'-0"



**2 NORTH ELEVATION**  
SCALE: 3/8" = 1'-0"



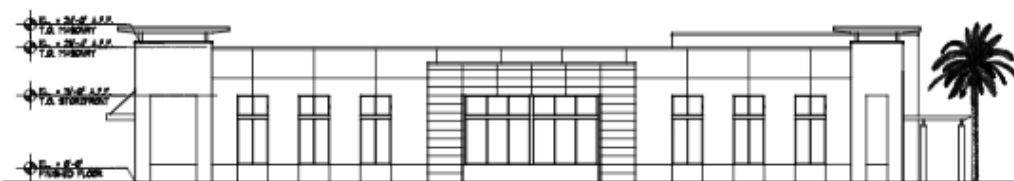
**4 SOUTH ELEVATION**  
SCALE: 3/8" = 1'-0"



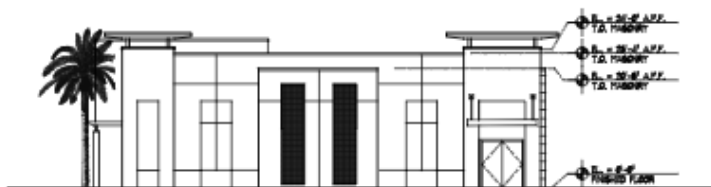
**3 WEST ELEVATION**  
SCALE: 3/8" = 1'-0"



**1 WEST ELEVATION**  
SCALE: 3/8" = 1'-0"



**3 EAST ELEVATION**  
SCALE: 3/8" = 1'-0"



**4 SOUTH ELEVATION**  
SCALE: 3/8" = 1'-0"



**2 NORTH ELEVATION**  
SCALE: 3/8" = 1'-0"



## FINDINGS

Staff finds that the Grand National Phase 1 Restaurant & Retail Specific Parcel Master Plan (SPMP) is consistent with the requirements for approval of a Master Plan application as contained in Section 65.335 of the Land Development Code (LDC):

1. The proposed SPMP is consistent with the City's Growth Management Plan;
2. The proposed SPMP is consistent with the previously approved framework Master Plan and also with the City's Land Development Code;
3. The proposed SPMP meets the standards for development in the AC-3/SP zoning district; and
4. Existing public facilities and services are adequate to serve the proposed redevelopment.

### Staff Recommendation

Based on the information provided in the staff report and the findings noted above, staff recommends approval of the Grand National Phase 1 Restaurant & Retail SPMP, per the conditions in the staff report.

## CONDITIONS OF APPROVAL - REQUIRED

### Land Development

1. Impervious Surface Ratio (ISR) - ISR is limited to 90% per LDC Figure FIG-1C.LDC.
2. Floor Area Ratio (FAR) - Maximum FAR must not exceed 3.0, per the corresponding MET-AC Future Land Use designation (there is no maximum FAR within the AC-3/SP zoning district).
3. Parking - Based on the proposed Phase 1 development program presented within this report, there must be a minimum 211 parking spaces for the proposed restaurant and retail development, and not to exceed 714 (maximum) spaces. This figure is subject to slight fluctuations prior to actual permitting depending on the actual tenant uses.
4. Building Height - Building heights cannot exceed 200 ft. (building heights for this phase are generally less than 30 ft.).
5. Signs - A sign master plan has been approved via Planning Official Determination (LDC2017-00072). All signs must receive permits prior to fabrication and installation. Per the International Dr. Special Plan, window signs cannot exceed 25% of any building façade on a tenant by tenant basis.
6. Buffers - Minimum 7.5 ft. deep vehicular use buffers are required on the front (W. Oak Ridge Rd.), street side (Adriana Ave.) and east side of the property. A landscaping & hardscaping plan was provided and reviewed as part of this SPMP.
7. Cross-Access - A cross-access easement must be recorded along the northeast side of the property, to afford future, at a minimum, pedestrian, access to the adjacent retail plaza to the east when that property redevelops. A copy of the recorded cross access easement, or shown on the face of the plat, must be provided when permits are submitted for that portion of the Grand National site.
8. Phasing - As previously noted under the Framework Master Plan (MPL2016-00024) all subsequent phases of development within the overall Grand National project must receive separate (or combined) Specific Parcel Master Plan (SPMP) approval.
9. Consistency - Unless amended by any conditions found herein or any modifications recommended by the MPB and approved by City Council, the SPMP must be developed only as described and conditioned within this report and in accordance with the attached framework site plan and any other plans or commitments provided in the application package. Any changes in the use of the site or the site plan as provided herein may require an amendment to the project and review by the MPB and City Council (see "Minor Modifications" condition below.) This approval is not transferable to another property. All other applicable state or federal permits must be obtained before commencing development of any portion of this SPMP.
10. Minor Modifications - Minor modifications to the project, including changes to the design and site plan reviewed by the Municipal Planning Board or City Council, may be approved by the Planning Official without further review by the Municipal Planning Board. Major changes will require additional review by the Municipal Planning Board.
11. Specific Parcel Master Plan (SPMP) Expiration - Upon approval of the SPMP by City Council, a building permit must be obtained for the initial phase of development within two (2) years of approval of the SPMP, or the SPMP

## CONDITIONS OF APPROVAL - REQUIRED (CONT'D)

will expire (the applicant would then need to apply for a new SPMP). If a building permit for the work requiring the SPMP expires before a certificate of occupancy (CO) or certificate of completion (CC) is issued for the work requiring said SPMP, then the SPMP is no longer valid and the applicant must apply for a new SPMP. However, the Planning Official may extend the SPMP time limit for one period of up to 12 months for good cause shown, upon written application filed 30 days prior to the expiration date of said SPMP.

### Urban Design

1. All principal structures abutting a Pedestrian Street (W. Oak Ridge Rd.) must be oriented toward said Pedestrian Street frontage or Pedestrian Street side right-of-way line by incorporating at least one public entrance toward said Pedestrian Street.
2. It is strongly encouraged that café seating for Tenant uses #3 and #5 be placed in front of those buildings.
3. Loading Zones: Screen walls must be placed to conceal trailers when parked at loading bays, to render such locations less visible from adjoining properties or public streets.
4. Ground floor principal facades must include a minimum 30% transparency. Secondary facades facing parking lots or pedestrian areas or open spaces must include a minimum 15% transparency. Tinted or spandrel glass must not be included in ground floor transparency requirements. High efficiency low-E glass with a minimum transmittance of 60% is permissible.
5. Buildings must be finished with durable, high quality materials that are authentic to the style of architecture for which the building is proposed. All facades must be finished with the same materials and architectural details. Side and rear building façades that are visible from a street must contain architectural detail comparable in appearance and complexity to the front of the building.
6. Each building must exhibit a base, middle, and top, with finishes wrapped on all facades.
7. Each principal building must have a clearly defined, highly visible principal pedestrian entrance (see #1 above). Additional entrances on secondary facades should also be architecturally highlighted.
8. A lighting plan compliant with LDC Chapter 63 Part 2M, including photometrics and all proposed exterior lighting fixtures, must be submitted at time of permit review for the initial building within Phase 1.
9. Reasonable efforts should be made to include public art in open space areas. Ample furniture should be provided in all paved open spaces to encourage seating and to create gathering areas. These gathering spaces should provide opportunities to rest and relax in both sun and shade during various times of the year. Paving in these gathering spaces should be enhanced with a variety of texture and patterns to compliment the character of the surrounding architecture.
10. Pavement treatments that contrast with the vehicle lanes must be used in order to clearly define the pedestrian zone. Reflective paint alone is not acceptable, but may be used in conjunction with pavers or other surfaces to outline the pedestrian path for night time safety.
11. Venting & Exhaust - All potential restaurant venting and exhausts must be directed to the roof of the building and must not be visible from the street. Restaurant venting is not permitted on any street-facing façade. All other vents and exhausts for mechanical and other utilities must be a minimum of 10 ft. above grade and must be integrated with the building design so as to be seamless with the overall architecture of the building. In no instance can exhaust venting be directed over pedestrian areas.
12. Transformer Area Screening - Transformer areas outside the building envelop must be screened on three (3) sides with landscaping and/or a decorative, opaque wall and gates up to 6-ft in height. Landscaping must include a hedge that is a minimum 36-in. tall at the time of planting and maintained at a minimum 48 in. height.
13. Mechanical Equipment - All ground mounted and rooftop mechanical equipment must be screened from view and must meet LDC screening conditions. An interior screen wall or parapet for rooftop mechanical equipment is required. The interior screen wall or parapet must be the same height as the installed mechanical equipment height.
14. Backflow Preventer - Backflow preventer[s] must be located so as to not be directly visible from the right-of-way or should be screened from view where necessary.

## REQUIRED CONDITIONS (CONTINUED)

15. Tree Protection. Existing trees (not including those classified as invasive, exotic species) shall be preserved to the extent practical. The placement of underground utilities, including irrigation, within the drip lines of existing trees to be preserved must be done by means of tunneling rather than trenching. Any melaleuca, chinaberry, Chinese tallow, Brazilian pepper, camphor, or Australian pines existing on the site must be removed.
16. One of the objectives of the North International Dr. Special Plan is to preserve, enhance and promote the positive aspects of the district. A more enhanced, more intensive Tropical landscape with palm trees is required (the proposed plantings do not meet the lush tropical landscape as desired). Different size plants must be mixed and matched to create textured layers. To make the space more visually interesting, various shades of green must be used to create texture by mixing leaves in different sizes and shapes, such as low-lying, fernlike palms with the large broad leaves of philodendrons. Flowers are not the only source of color in a tropical landscape. Foliage provides an array of hues and leaf shapes, and adds variety in a more permeate form.
17. All landscape plans must achieve the Minimum Required Landscape Score (MRLS) required for the proposed type and intensity of development and must meet requirements of City Code Chapters 60 and 61. A spreadsheet showing compliance with the MLRS must be included with plans when submitted for permits. A digital spreadsheet/form is available at <http://www.cityoforlando.net/city-planning/landscape-code/>
18. Fencing - Chain link fences are prohibited. Fencing height must not exceed 6-ft as measured from grade, and must be an approved CPTED style of wrought-iron or wrought-iron type material.
19. All dumpsters and trash compactors must be screened with solid walls to match the principal structure. Decorative gates must be installed to coordinate with the principal structure. Landscape screening including low hedge and groundcover is required to soften the view from the public R-O-W.

### Transportation Planning

1. Parking Spaces - No more than 337 parking spaces are allowed [per City Code] for the proposed anchor restaurants on pads 1 & 4 (including ADA accessible stalls). Thus, no more than 337 parking spaces can be constructed for these 2 pads/uses unless additional uses are submitted to Permitting Services prior to issuance of Certificates of Occupancy for pads 1 & 4.
2. Bicycle Parking - Bike racks must be installed to provide space for bikes to be secured for each building in this development. The racks must conform to City standards and be located on an impervious surface so as not to interfere with pedestrian or other vehicular movements. The location must be shown on plans submitted to Permitting Services and be convenient to the respective building entrances. Restaurant #1 must have a minimum of 6 bikes spaces and Restaurant #4 must have a minimum of 5 bike spaces.

### Transportation Impact Fees

1. Any new construction, change in use, addition, or redevelopment of a site or structure is subject to a review for Transportation Impact Fees. An estimated Transportation Impact Fee in the amount of \$283,635, based on the construction of 11,561 sq. ft. of high turn-over restaurant uses (Bahama Breeze and Longhorn) and 2,428 sq. ft. of fast food restaurant use (Starbucks), will be due at the time of building permit issuance, subject to change upon final permit plan review (Restaurant-1 \$195,830.00 & Restaurant-2 \$87,805.00).

The table below was provided for general reference with the previously approved framework Master Plan.

Transportation Impact fees will be due at the time of building permit issuance, subject to change upon final permit plan review. Credit for previously paid impact fees will also be reviewed at time of final permit plan review.

Land Use	Sq ft / Units	Current Rate	Fee Due
Retail - Restaurant	130,000 sf	\$5,591/1000 sf	\$654,147
Medical Office	20,000 sf	\$11,919/1000 sf	\$214,542
Hotel	800 rooms	\$2533/unit	\$2,026,400
Multi-family Residential	350 units	\$2527/unit	\$884,450
<b>Impact Fee Estimate:</b>			<b>\$3,779,539</b>

For a copy of the ordinance or impact fee rate chart, you may reference our website at: [www.cityoforlando.net/planning/Transportation/ifees.htm](http://www.cityoforlando.net/planning/Transportation/ifees.htm).



## REQUIRED CONDITIONS (CONTINUED)

2. The applicant must 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 at: <http://www.cityoforlando.net/permits/forms/concurrency.htm>.

### Transportation Engineering

1. All requirements of MPL2016-00024 [framework Master Plan] not directly addressed here are still required.
2. The signal at W. Oak Ridge Rd. will be in operation before any inspections for this phase can be completed by the City Of Orlando.
3. The brick pavers across the signalized intersection encroach into the City ROW; a pavers agreement for maintenance will be required at time of permitting.
4. Parking lot and parking space dimensions must comply with Orlando Land Development Code (LDC) and the Engineering Standards Manual (ESM).
5. On-site sidewalks must be a minimum of 5-ft. wide when adjacent to drive aisles and 6-ft. wide when adjacent to parking stalls unless wheel stops are used.
6. Drive thru aisles must be a minimum of 16 ft. wide to provide for a vehicle bypass lane.
7. At all project entrances, clear sight distances for drivers and pedestrians must not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment can obstruct vision between 2- and 8 ft in height above street level. The street corner / driveway visibility area must be shown and noted on construction plans and any future site plan submittals. The applicant must design the site plan as necessary to comply with the Florida Greenbook and the FDOT Design Standards Index. Sight lines must be provided on both site and landscape plans.
8. The final site plan submitted for permits must 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) must not be located directly adjacent to the public street. Dumpsters must be located to provide a minimum 50 ft of clear backup space and constructed per ESM requirements, OR documentation must be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement.
9. An internal pedestrian circulation plan must be provided that includes an increased number of pedestrian crossings across Grand Palm Drive.

## INFORMATIONAL COMMENTS

### Police

CPTED Review - The Orlando Police Department reviewed the plan for the proposed Grand National Phase 1 Restaurants & Retail use, to be off W. Oak Ridge Rd., west of International Dr., utilizing CPTED (Crime Prevention Through Environmental Design) principles, which emphasizes the proper design and effective use of the built environment to reduce crime and enhance the quality of life. The four (4) overlapping strategies in CPTED that apply to any development are Natural Surveillance, Natural Access Control, Territorial Reinforcement and Target Hardening. The case project planner previously forwarded the CPTED comments to the applicant.

### Fire

The plan indicates fire hydrants will be required. Because building information is not provided, fire hydrant location and spacing will be reviewed at the time of building permitting. All portions of an unsprinklered building must be within 300 ft hose lay distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft hose lay distance of a fire hydrant. City Code Chapter 24.27(f).

## REQUIRED CONDITIONS (CONTINUED)

### **Wastewater/Sewer**

Development density must not exceed the “adjusted” development density established by Harris Civil Engineers in the “Sanitary Sewer Basin Study: Grand National dated 1/3/17. The Water Reclamation Division agreed to recommend approval of framework plan MPL2016-00024 on this condition, as downstream sewer infrastructure does not have capacity for the original “Full Buildout” densities. Documents must accompany building permit packages demonstrating conformance with the “adjusted” densities presented to the City.

## CONTACT INFORMATION

### **Land Development**

Contact Jim Burnett, Planner III, at 407-246-3609 or at [james.burnett@cityoforlando.net](mailto:james.burnett@cityoforlando.net).

### **Transportation Planning**

Contact John Rhoades at 407-246-2293 or at [john.rhoades@cityoforlando.net](mailto:john.rhoades@cityoforlando.net).

### **Transportation Engineering**

Contact Lauren Torres at 407-246-3220 or at [lauren.torres@cityoforlando.net](mailto:lauren.torres@cityoforlando.net).

### **Transportation Impact Fees**

Contact Nancy Jurus-Ottini at 407-246-3529 or at [nancy.ottini@cityoforlando.net](mailto:nancy.ottini@cityoforlando.net).

### **Urban Design**

Contact Terrence Miller at 407-246-3292 or at [terrence.miller@cityoforlando.net](mailto:terrence.miller@cityoforlando.net).

### **Police**

Contact Audra Nordaby at 407-246-2454 or at [audra.nordaby@cityoforlando.net](mailto:audra.nordaby@cityoforlando.net).

### **Wastewater/Sewer**

Contact Vince Genco at 407-246-3722 or at [vince.genco@cityoforlando.net](mailto:vince.genco@cityoforlando.net).

### **Fire**

Contact Charles “Chip” Howard at 407-246-2143 or at [Charles.howard@cityoforlando.net](mailto:Charles.howard@cityoforlando.net).

## REVIEW/APPROVAL PROCESS-NEXT STEPS

1. Minutes from the April 18, 2017 MPB meeting are scheduled for review and approval by City Council on Mon. May 15, 2017.
2. Building permits for infrastructure may be submitted following the MPB meeting but cannot be approved until the City Council approves the April 2017 MPB meeting minutes.