



Staff Report to the
Municipal Planning Board
May 17, 2022

MPL2022-10025

MODERA BALDWIN PARK

Following the distribution of the May 2022 MPB packets and staff reports, Growth Management revised the language on conditions of approval for the proposed development. This Addendum clarifies the conditions of approval found on page 18 of this report.

Growth Management:

To adhere to GMP Transportation Policy 1.10.5 and Objectives 1.11 and 1.27 as well as FLU Policy 2.1.3 relating to neighborhood connectivity, the following is required:

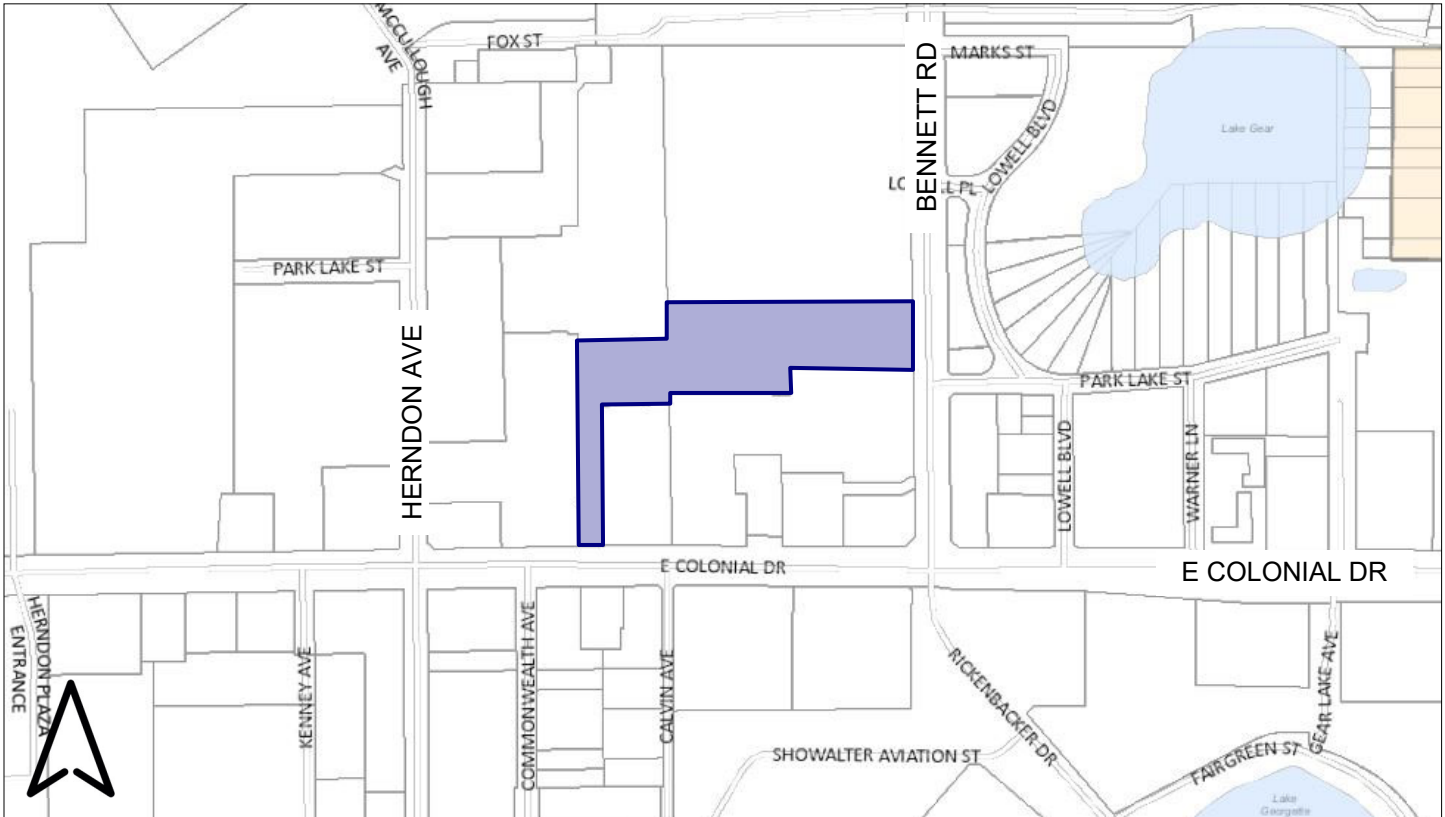
1. Cross-access easement on the western property line at the location of the existing sewer easement in anticipation of a pedestrian/bicycle connection to Herndon Avenue and the Fashion Square development. ~~The easement must provide reasonable, direct access to intersections at Herndon (for example, may be located parallel to the planned sidewalks on the northern and southern sides of the western apartment building).~~
2. If redevelopment occurs on the neighboring western property, within 1 year of issuance of that property's CO:
 - a. A portion of the landscape buffer must be removed at the cross-access easement;
 - b. An ADA-compliant crossing must be constructed in coordination with the neighboring property owner;
 - c. Crosswalk striping and a pedestrian sign must be added to the driveway.




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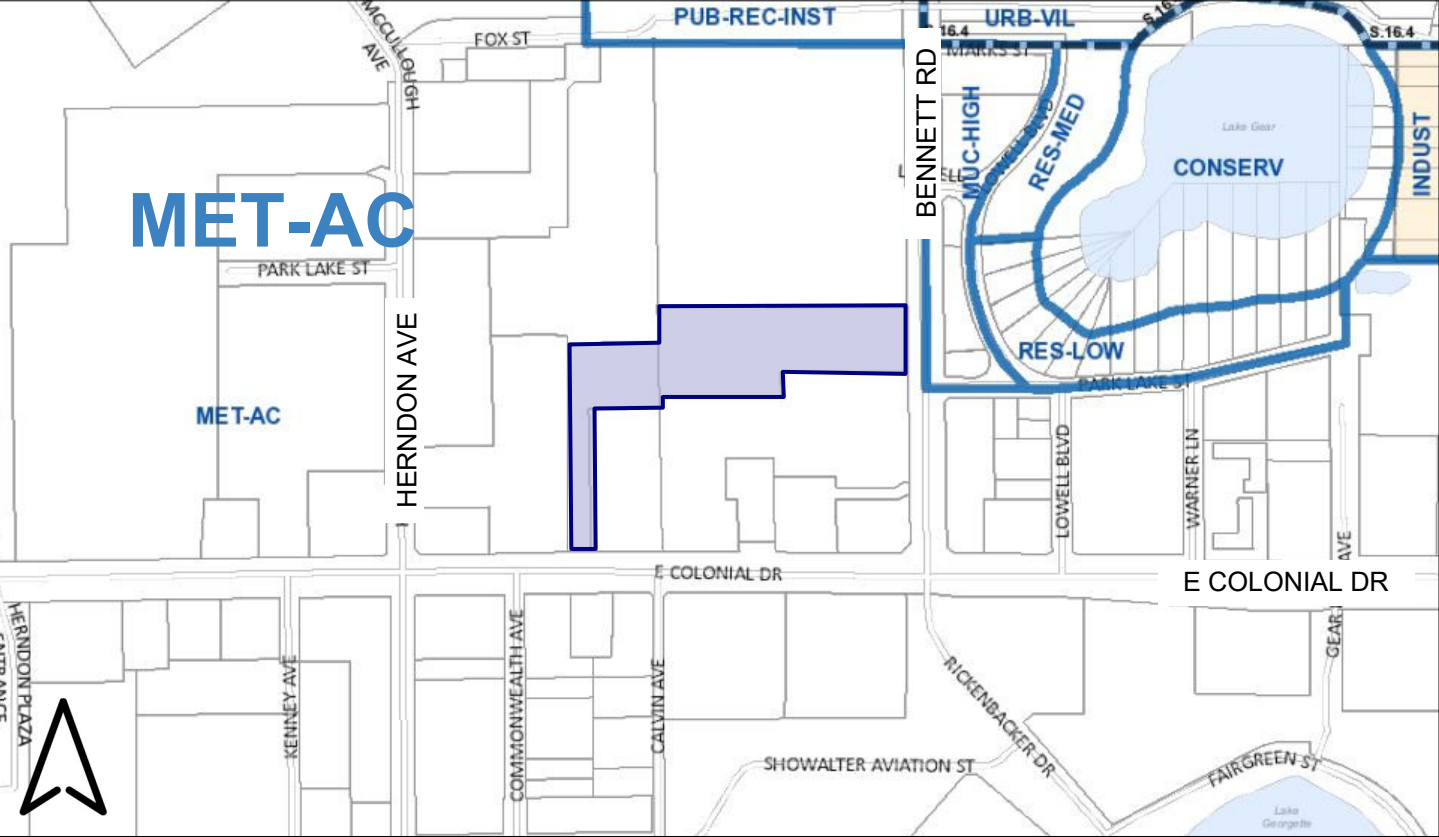
Location Map

 Subject Site

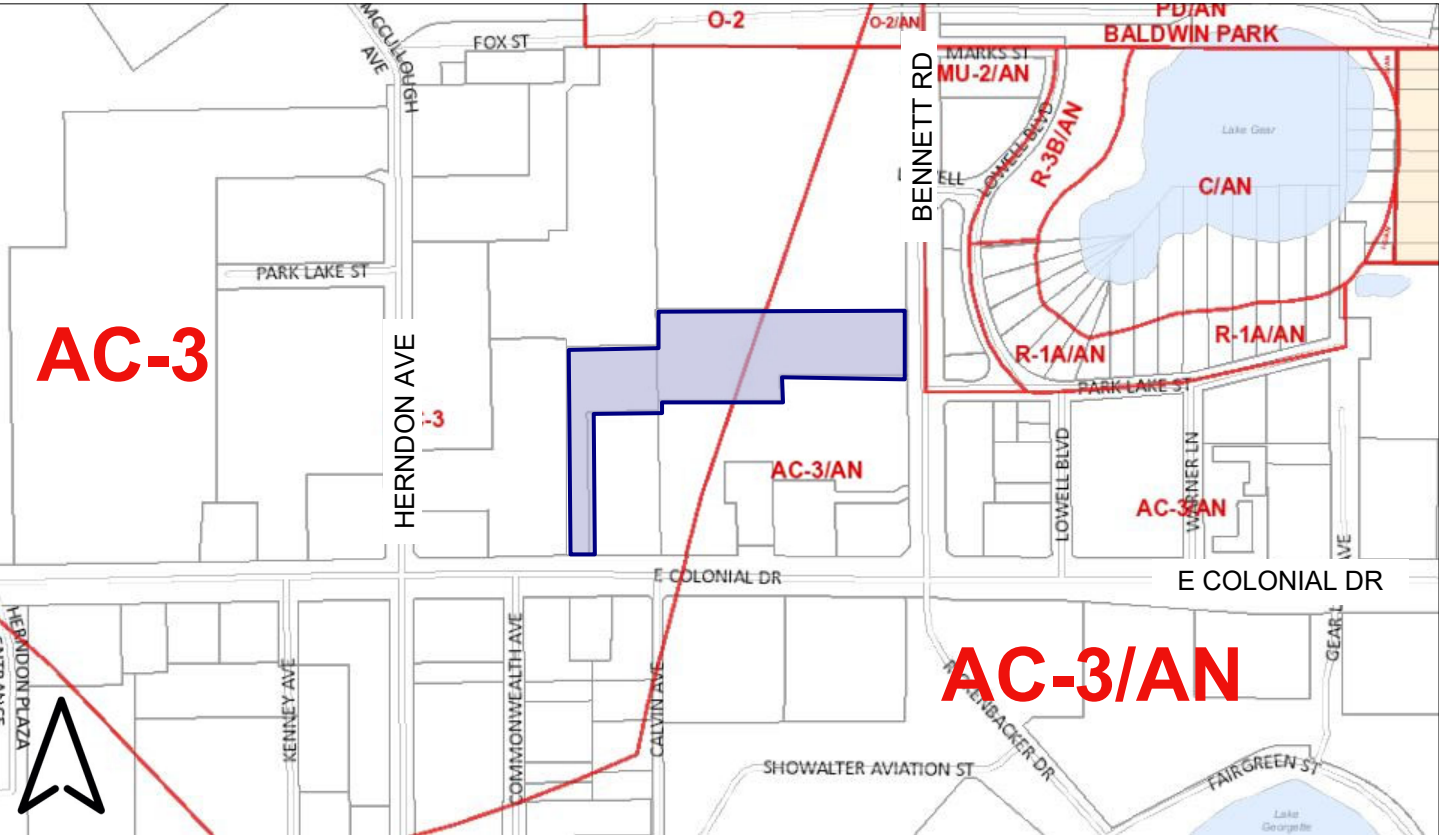
Summary

<p>Applicant Chris Burtner MCRT Investments LLC</p> <p>Owner CINEDRAFT INC & CINEDRAFT II INC</p> <p>Project Planner Manuel E. Ospina</p> <p>Updated: May 10, 2022</p>	<p>Property Location: 740 Bennett Rd. & 3901 E Colonial Dr. (2 parcels of land generally located west of Bennett Rd., north of E Colonial Dr., east of Herndon Ave., south of Maguire Blvd. ±4.0 acres, District 3)(20-22-30-1980-04-120 and 20-22-30-1332-00-010)</p> <p>Applicant's Request: Master Plan with bufferyard Modification request for a 400-unit multifamily development with structure parking garage and related amenities.</p>	<p>Staff's Recommendation: Approval of the request, subject to the conditions of the staff report.</p> <p>Public Comment: Courtesy notices were mailed to property owners within 300 ft. of the subject property during the week of May 9, 2022. As of the published date of this report, staff has received 2 written comments from the public</p>
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Future Land Use Map



Zoning Map



PROJECT ANALYSIS

Project Description

The applicant is requesting Master Plan with bufferyard Modifications approval to construct a 8-story 400-unit multifamily development with structure parking garage and related amenities on a ±4.0 acre property. The property is zoned AC-3 (Metropolitan Activity Center) and AC-3/AN (Metropolitan Activity Center with Aircraft Noise overlay).

Previous Actions

1926: Property initially platted as part of Calvert Manor Subdivision.
 1983: 2-story 117,799 sq. ft. nightclub built on Bennett Rd. property.
 2004: Colonial Dr. property platted as part of Cinedraft Subdivision.
 2005: Property acquired by current owner.
 2005: Medical Office building constructed on Colonial Dr. Property.
 2010: Property acquired by current owner.

Project Context

The subject property are 2 separate parcels of approximately ±4.0 acres located west of Bennett Rd., north of E Colonial Dr., east of Herndon Ave., south of Maguire Blvd. Adjacent uses, zoning and future land use designations are shown on Table 1 below.

Table 1 - Project Context			
Direction	Future Land Use	Zoning	Land Use
North	MET-AC	AC-3 - AC-3/AN	Lift Station 52/Bridge Center
East	MUC-HIGH	MU-2/AN	Commercial Plaza
South	MET-AC	AC-3 - AC-3/AN	U-Haul Moving & Storage
West	MET-AC	AC-3	Summit Church of Central Florida

Conformance with the GMP and Zoning

The property is designated MET-AC (Metropolitan Activity Center) on the City's Future Land Map and is zoned AC-3 and AC-3/AN (Metropolitan Activity Center, Aircraft Noise (AN) overlay) Multi-family residential uses are allowed in the AC-3 zoning district; location of the property in an Activity Center district requires Master Plan review.

Property development standards are provided in Table 2. The proposed Master Plan (8-story 400-unit Multi-family development) is consistent with the GMP and Land Development Code.

Master Plan Criteria (LDC Section 65.332) The Municipal Planning Board and City Council shall consider the following factors in their review of Master Plan applications and amendments.

- Purpose and Intent. The purpose and intent of the use and all other requirements of the LDC.
- Growth Management Plan (GMP). The consistency of the proposal with all applicable policies of the City's adopted GMP.
- 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.
- Performance and Design Regulations. The proposal must conform to all applicable performance and design regulations of LDC Chapters 58, 60, 61, and 62.
- Public Facilities and Services. Necessary public facilities (both on- and off-site), such as transportation, sanitation, water, sewer, drainage, emergency services, education, recreation, etc. will be adequate to serve the proposed use.

Table 2 - Development Standards (AC-3 zoning)							
Existing/Proposed Use	Lot Size (acres)	Setbacks (Min. Ft)			Density (du/ac)	ISR (%)	Building Height
		Front & Street Side	Side	Rear			
Max. Requirements (unless otherwise stated)	n/a	0	0 or 3	10	200	90	200 ft.
Apartments (8-story)	±4.0	8.3 ft.	5 to 10 ft.	46	100	±85	±86

Transportation

Access into the development will occur from the alteration of existing access points along Bennett Rd. and E Colonial Dr., both of which are restricted to right-in/right-out movements. The driveway and parking areas coming in from E Colonial Dr. consist of a long, skinny, driveway with 90 degree parking along the western side of the driveway; this driveway provides access to both the proposed development site as well as an existing building/driveway to the west. The applicant is encouraged to look at redesigning the access driveway/parking area from E Colonial Dr. into the site to accommodate parallel parking and 6 ft. wide parking spaces on each side of the driveway. The travel lanes may be reduced to 20 ft. to accommodate the new layout.

Access within the site will be accommodated through a series of interconnected parking lots and sidewalks. A traffic impact analysis was conducted by the applicant. An estimated 1,860 daily trips, 164 AM peak hour trips (38 inbound / 126 outbound) and 156 PM peak hour trips (95 inbound / 61 outbound) are anticipated to be generated from this development. With the removal of the existing developments on the site, the net change for the development is expected to be 1,643 daily trips, 132 AM peak hour trips and 122 PM peak hour trips. The project is not anticipated to generate any new deficiencies in the surrounding roadway network with the exception of the intersection of Bennett Dr. and Lowell Pl. where an estimated 31 vehicles are anticipated to make a U-turn at the existing median opening to access the Bennett Rd. driveway from the south. The applicant will be required to alter the median opening to provide some storage capacity for NB vehicles looking to make the U-turn movement at this intersection.

The applicant is proposing a parking reduction of 10%, providing 602 parking spaces for the development where 668 spaces are required, see Table 3 for parking requirement breakdown. Staff is supportive of the proposed 10% parking reductions should the applicant comply with the conditions of approval in this staff report. The Parking reductions staff is supportive of are:

- Additional pedestrian and bicycle facilities: The developer must install the following enhancements to obtain the proposed 5% reduction.
 - The sidewalk along both E Colonial Dr. and Bennett Rd. must be reconstructed as a 6 ft. min width.]
 - A bike repair station either within a building or located near a primary entrance must be provided at each building.
 - A minimum 20% additional covered bicycle parking (above the 40 spaces required by code) must be provided between the two buildings.
- Provision of On-Site Car-Share: A minimum of 5 spaces within the site must be designated for care-share, rideshare, or other shared passenger vehicle uses.

Table 3 - Parking Requirements			
<i>Use</i>	<i>Units</i>	<i>Minimum Ratio</i>	<i>Minimum Spaces Required</i>
Multifamily	400		
Studio	9	1/unit	9
1 bdrm	160	1.5/unit	240
2 bdrm	171	1.75/unit	299
3 bdrm	60	2/unit	120
Total Required			668
Total Proposed	648*		
*Applicant requesting a 10% parking reduction (602 spaces)			

Urban Design

The proposed apartments will be fronting on Bennett Rd., with an access drive to E Colonial Dr. to the south of the site. A 5-story parking garage is located to the center of the site with residential units wrapping the parking garage to the north and above the garage structure. Club and pool areas are located over the garage on the 6th floor. Leasing and amenity areas are located on the ground floor facing Bennett Rd. A series of courtyards break the mass of the residential buildings and are located east and west of the garage structure. Starting at the 3rd floor, an enclosed pedestrian bridge will connect the residential buildings to the parking garage.

Staff is requesting that additional ornamentation and architectural treatments be added to the parking garage in order to screen the vehicles, and better incorporate the architecture of the rest of the building into this area of the development. Sidewalks that will tie into the existing external pedestrian sidewalks on Bennett Rd and E Colonial Dr. Stormwater will be provided underground with a series of stormwater vaults.

To the north of the site, lift station 52 is located and underground sanitary sewer lines affect the site at multiple sites. Utility easements are shown where the sanitary lines currently run and no building should be built above these areas. It is planned to relocate lift station 52 and the developer should coordinate the design and construction with city staff and the developer of the lift station to accommodate for existing flow, the proposed project, and future development that would affect this station.

The project is located on an Activity Center zoning district where front yard setbacks are minimal. The applicant proposes a ±8.3 ft. front building setback meeting code requirements. The streetscape along Bennett Rd. is limited since sec-

tion of ROW between property line and edge of the street is narrow. An urban setback similar to uses downtown is preferred; this is a 15 ft. distance from face of the building to back of the curb. Within this area a 7 ft. landscape strip from the back of the curb would be located, followed by a 5 ft. sidewalk, and the remaining 3 ft. adjacent to the building would incorporate landscape materials, furniture, and would allow for the opening of any doors facing Bennett Rd. Where the sidewalk falls within the property, a city services easement would be required.

Bufferyards

The proposed apartment complex abuts a mostly vacant piece of land where lift station 52 and the Bridge Center is located to the north, U-Haul Moving and Storage to the south, and Summit Church to the west. Land Use classification of the multifamily development and the property to the north are of similar classification. To the south the subject site abuts a Class V site, no bufferyard is required along the property lines abutting the U-Haul site. A vehicular driveway is proposed to the north and west of the subject site, along these areas a vehicular landscape buffer is required for which the applicant is requesting a modification.

Master Plan with Modifications. Section 65.334-1 allows for modifications to be approved as part of a Master Plan review. This section of the code states:

General requirements and purpose. In accordance with the requirements of this section, master plans may be approved with modifications to the development standards applicable to the governing zoning district. The purpose of this part is to provide an application and approval process for relatively small modifications to applicable development standards where the modification is consistent with the purpose and intent of the Growth Management Plan and results in a superior plan of development. Development standards eligible for modification pursuant to this part include:

3. *Landscaping and buffer yards.* The width of a required buffer yard may be reduced by up to 50% provided that no modification to the maximum permitted ISR is necessary to accommodate the reduced buffer yard. Landscaping may be modified as provided at sections 60.202 and 60.203 of this Code.

Required and proposed buffers are provided in Table 4 below. Landscaping must be consistent with LDC Chapter 60.

Table 4 - Buffers & Landscaping (AC-3)				
<i>Required & Proposed Bufferyards</i>	<i>Front (Bennett Rd.)</i>	<i>Side (S)</i>	<i>Side (N)</i>	<i>Rear (W) & Driveway</i>
Minimum Required	7.5 ft.	Not Req'd	7.5 ft.	7.5 ft.
8-story apartments	±8 ft. proposed**	5.5 ft.	±4.3 ft.*	±4 ft.*
* <i>Modification of Development Standards for bufferyards applied.</i>				
** <i>This should incorporate a 3 ft. landscape buffer adjacent to building, then a city services easement for section of the sidewalk that will encroach.</i>				

Signage

Per LDC Section 64.201, a total sign area of two square feet shall be allowed for each linear foot of building frontage along the primary street frontage of the building. If the building has frontage on more than one street, additional sign area shall be allowed, based on one square foot of sign area for each linear foot of building frontage along the secondary street(s) frontage of the building site. For signage purposes, Bennett Rd. is considered the front, E Colonial Dr. is considered secondary streets. High-rise signs (wall signs mounted higher than 30 ft. on the building) are typically not allowed on apartment buildings. If a sign is desired over 30 ft. in height, a Conditional Use Permit (CUP) would be required.

Solid Waste

Trash, refuse and recycling areas are proposed adjacent to the parking garage under residential units. The area must be designed to have trash vehicle roof clearance. Dimensions for enclosures as well as back-up space will need to be provided at time of permitting.

Parks

Citywide parks level of service (LOS) standards [GMP Recreation Policy 1.1.1 and LDC Sec. 59.205] require a minimum 3.25 acres per 1,000 population, equivalent to 0.0067 ac. per multi-family residence (including townhomes). This metric includes community parks, typically about 15 ac. in size, and neighborhood parks, typically up to 5 ac. in size. For the 400 proposed residential units in Modera Baldwin Park, the performance standard is 2.68 acres of park availability. Proximity to the 19-ac. Lake Druid Park to the northwest provides the required LOS for this area, designated Neighborhood Park Sector 3 (NPS-3).

Neighborhood Park Service Area 6 (NPSA-6) lacks smaller neighborhood-size parks, which must be provided at a minimum of 0.75 acres per 1,000 population, or 0.0015 ac. per unit.

For the 400 proposed residential units, a minimum of 0.6 ac. must be available. The Modera Baldwin Park property is abutted by 4- and 6-lane roads, and thus, in terms of practical travel, is somewhat isolated from Lake Druid Park, Festival Park, and Blue Jacket Park, all community-level facilities.

For those reasons, a smaller, public-access park space is desired within the proposed development. Nutter Park which classifies as a neighborhood park, is located approx. half-mile from the proposed development, but due to the distance it is not ideal, preferably a neighborhood park would be 1/4 to 1/3 of a mile away. However, because NPSA-6 officially maintains a surplus of park acreage due to Lake Druid Park, no additional public park space is required. Park capacity is detailed in the GMP Recreation Element's Figure R-1, Level of Service Summary Table.

School Impacts

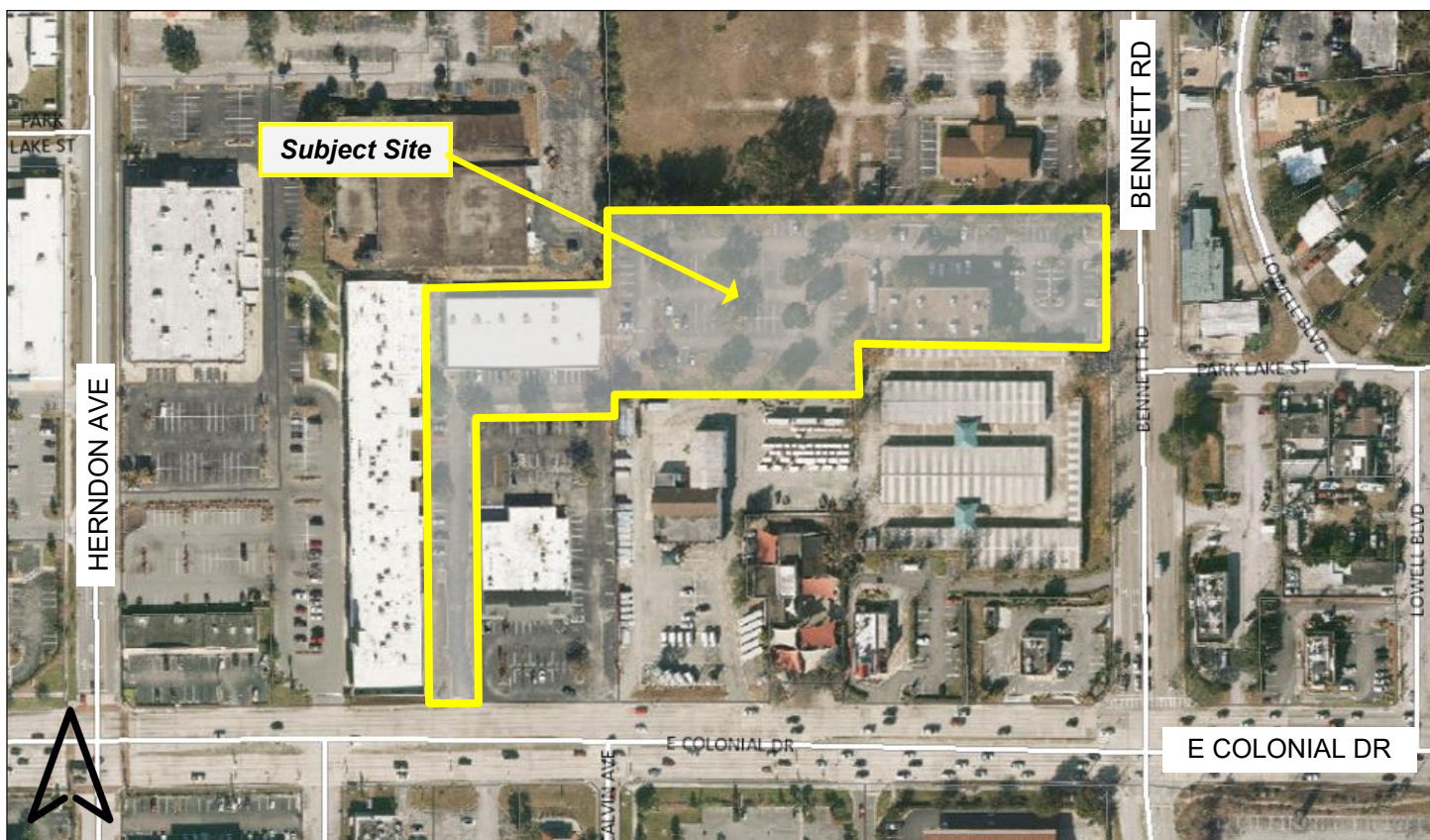
The proposed 400-unit multifamily development is subject to Orange County Public School (OCPS) concurrency requirements. An application needs to be submitted to OCPS before Municipal Planning Board.

GOOGLE STREETVIEW PHOTO



View of property looking west from Bennett Rd.

AERIAL PHOTO



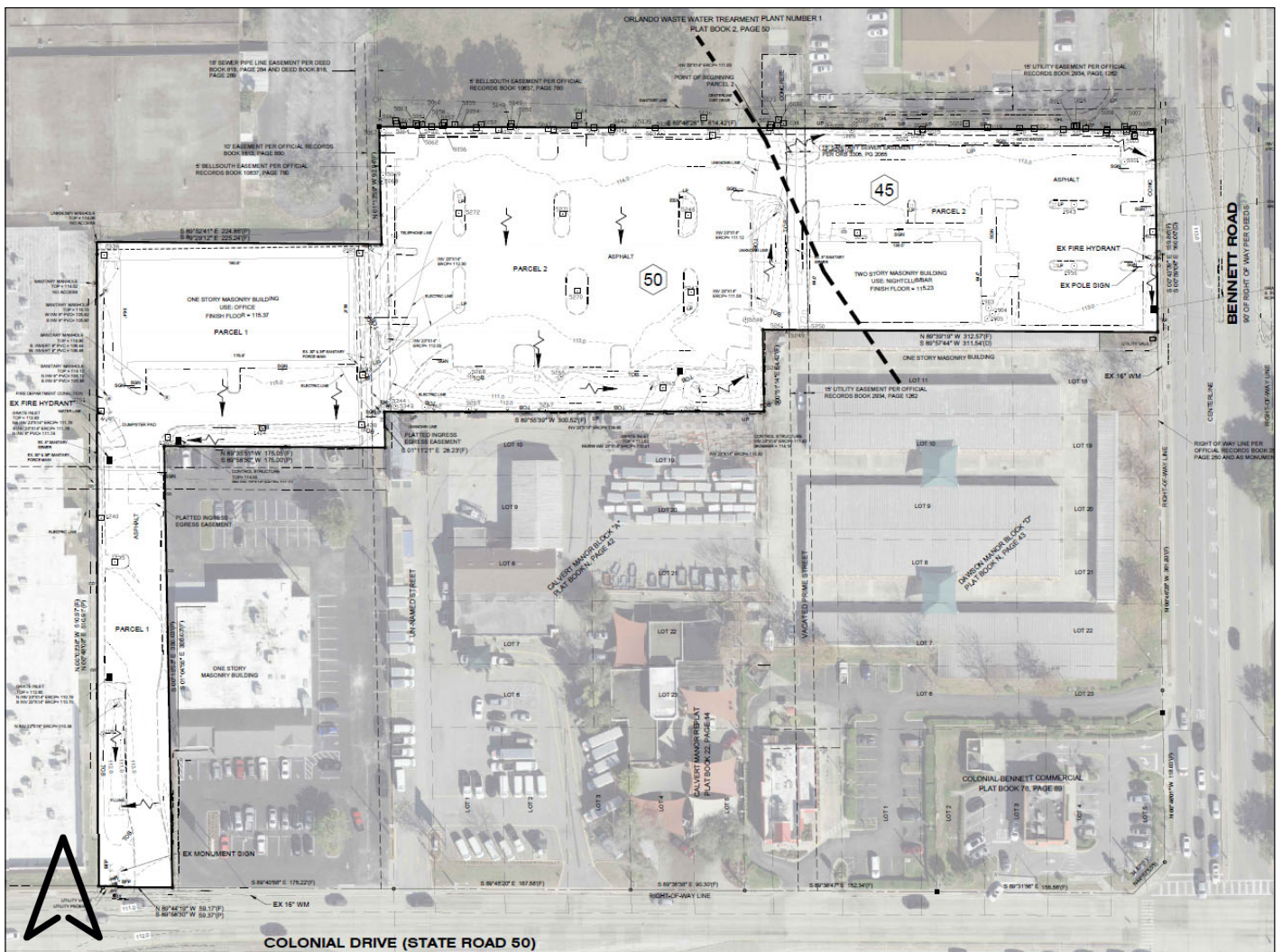
APPLICANT REQUEST

MCRT Investments LLC (the “Applicant”) respectfully submits this request for Master Plan approval for Modera Baldwin Park, a 400-home, eight-story multifamily rental community with structured parking and related amenities (the “Proposed Community”) at 740 Bennett Road and 3901 E Colonial Drive, Orlando, FL (the “Property”). The Proposed Community will replace the existing Gilt Nightclub and an adjacent flex-office/retail building currently located on the Property, further enhancing the Bennett Road corridor which serves as a primary entrance to the Baldwin Park neighborhood.

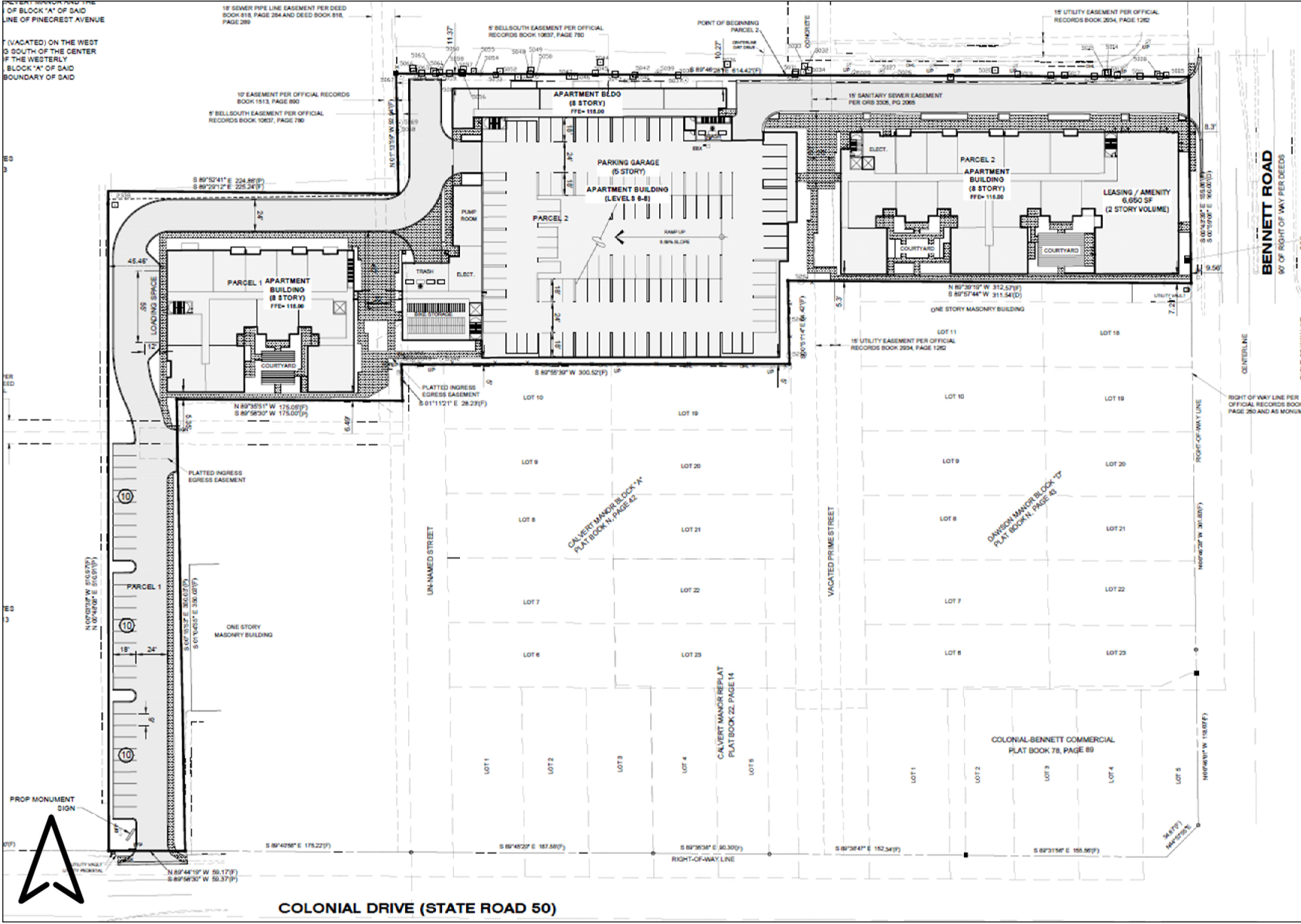
MCRT Investments LLC is a wholly-owned entity of Mill Creek Residential. At Mill Creek, we develop, build, acquire and operate high-quality rental communities in the nation’s best markets. Since 2011, we have grown to become the nation’s third largest apartment developer, and we have completed more than 42,000 apartment homes. We have extensive, national experience developing communities similar to Modera Baldwin Park.

Modera Baldwin Park would represent our third community in the City of Orlando. We are currently finalizing construction of Modera Creative Village, a 292-home midrise community with ground floor retail located within the Creative Village master plan. Previously, we developed Modera Central, a 350-home high rise overlooking Lake Eola in Downtown Orlando.

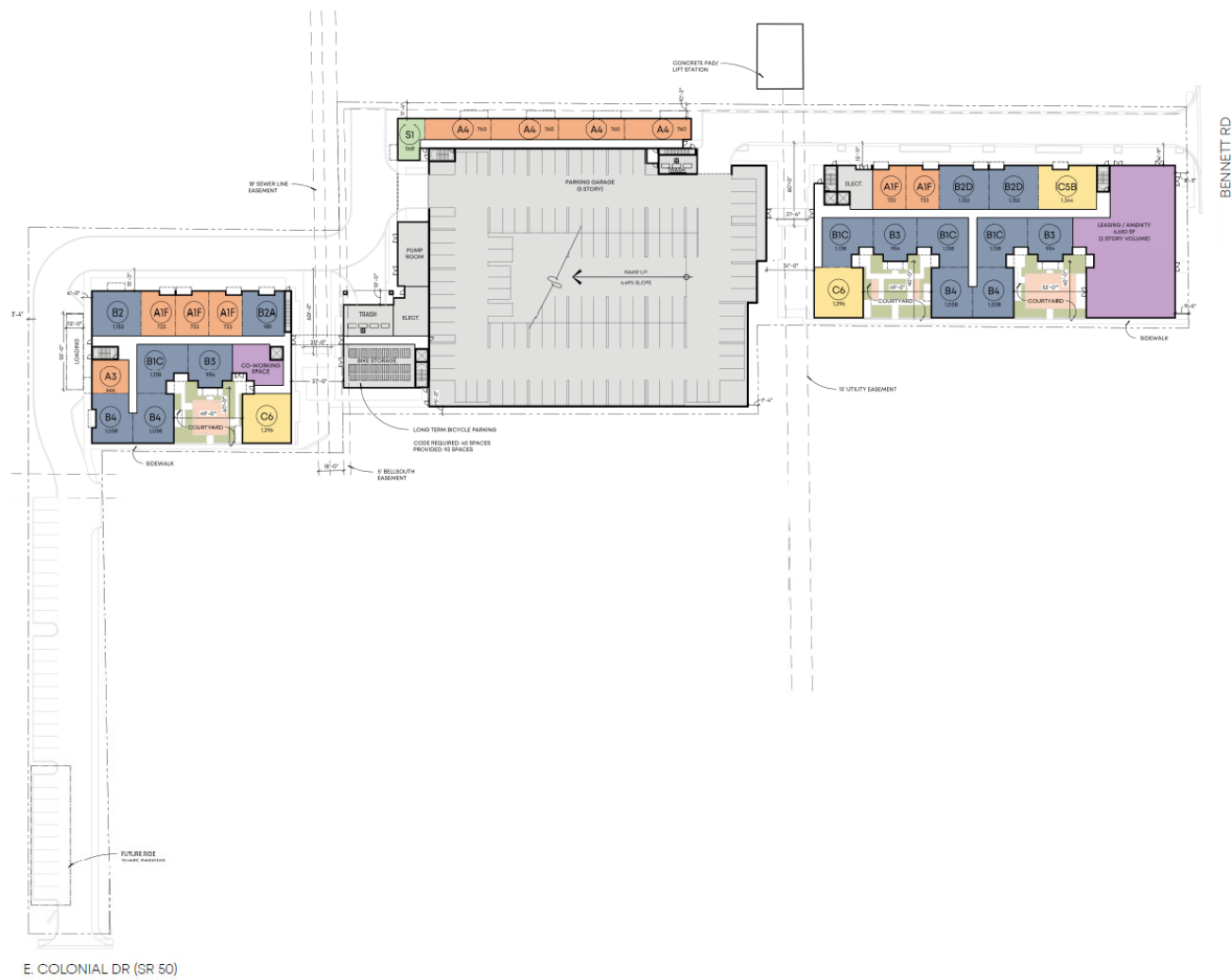
EXISTING CONDITIONS



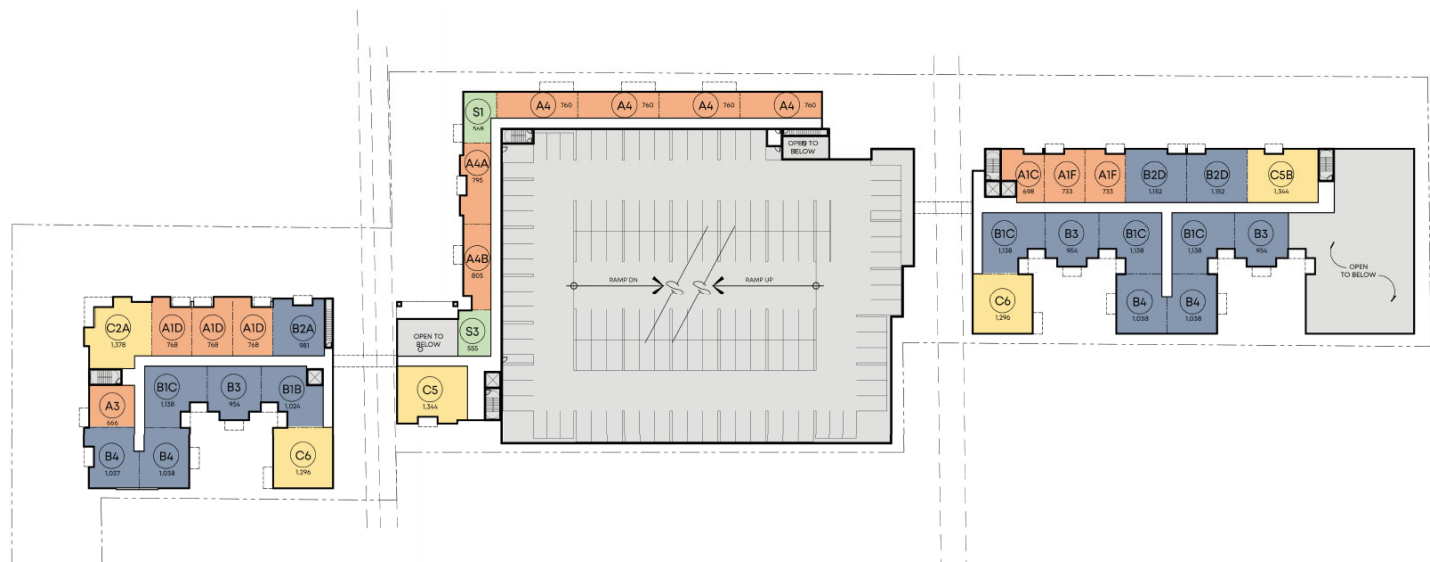
DEVELOPMENT PLAN



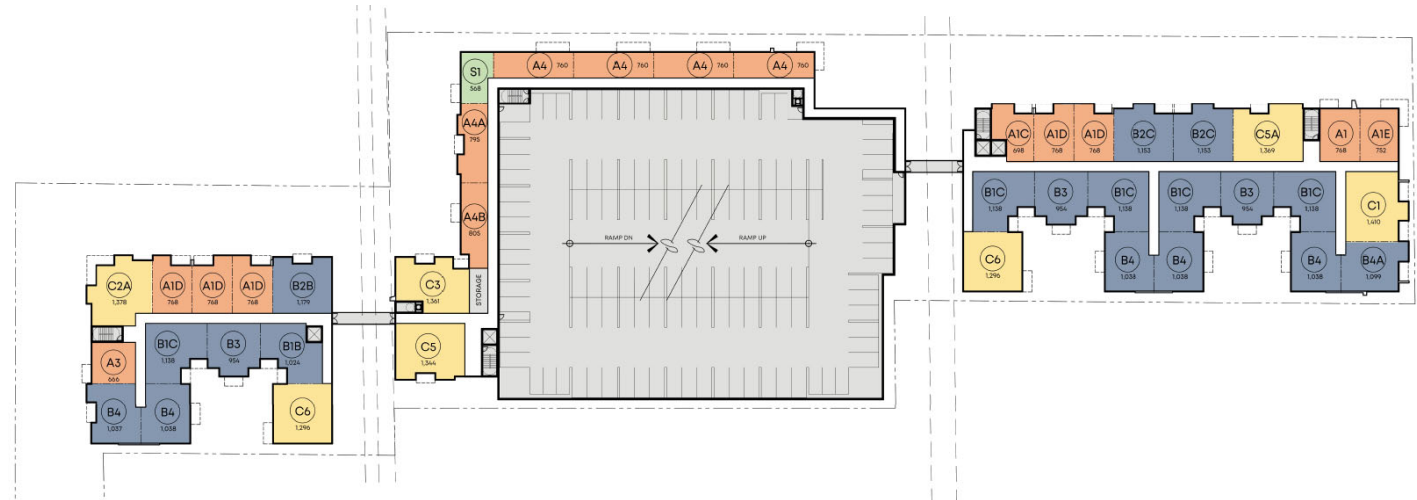
GROUND FLOOR PLAN



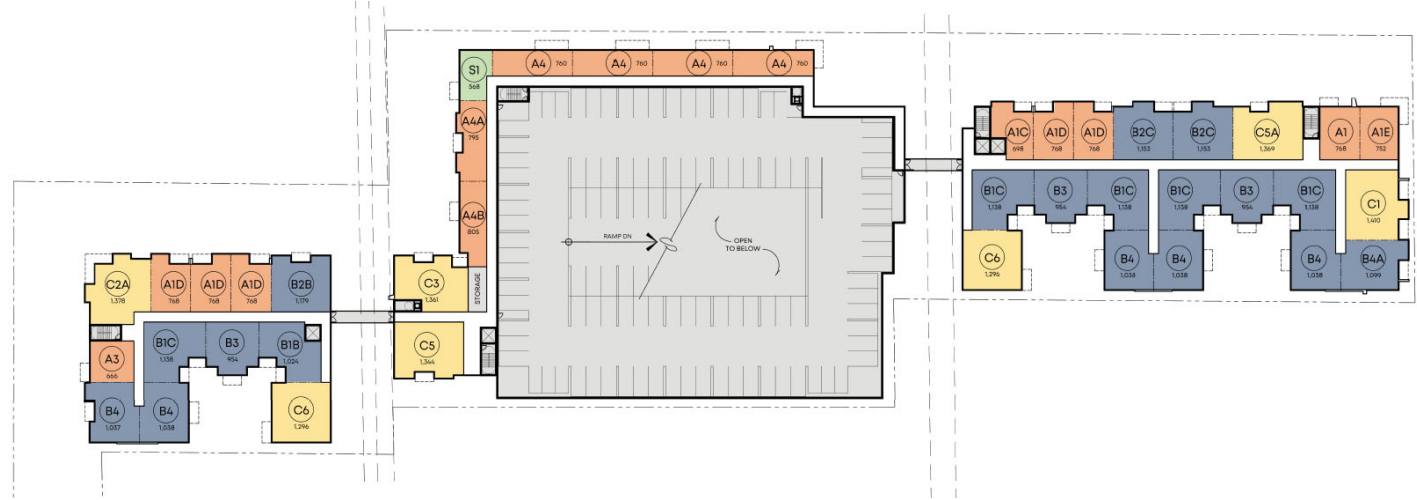
2ND FLOOR PLAN



3RD AND 4TH FLOOR PLAN



5TH FLOOR PLAN



6TH & 7TH FLOOR PLAN



This architectural elevation drawing shows a long, symmetrical building facade. The central portion features a prominent entrance with a recessed area and a small tower-like structure. The building is characterized by a regular grid of windows and balconies, with a color palette of light gray, dark gray, and blue accents. The drawing is presented in a clean, technical style with dashed lines indicating structural elements.

1 NORTH ELEVATION



2 EAST ELEVATION

BUILDINGS ELEVATIONS



3 WEST ELEVATION

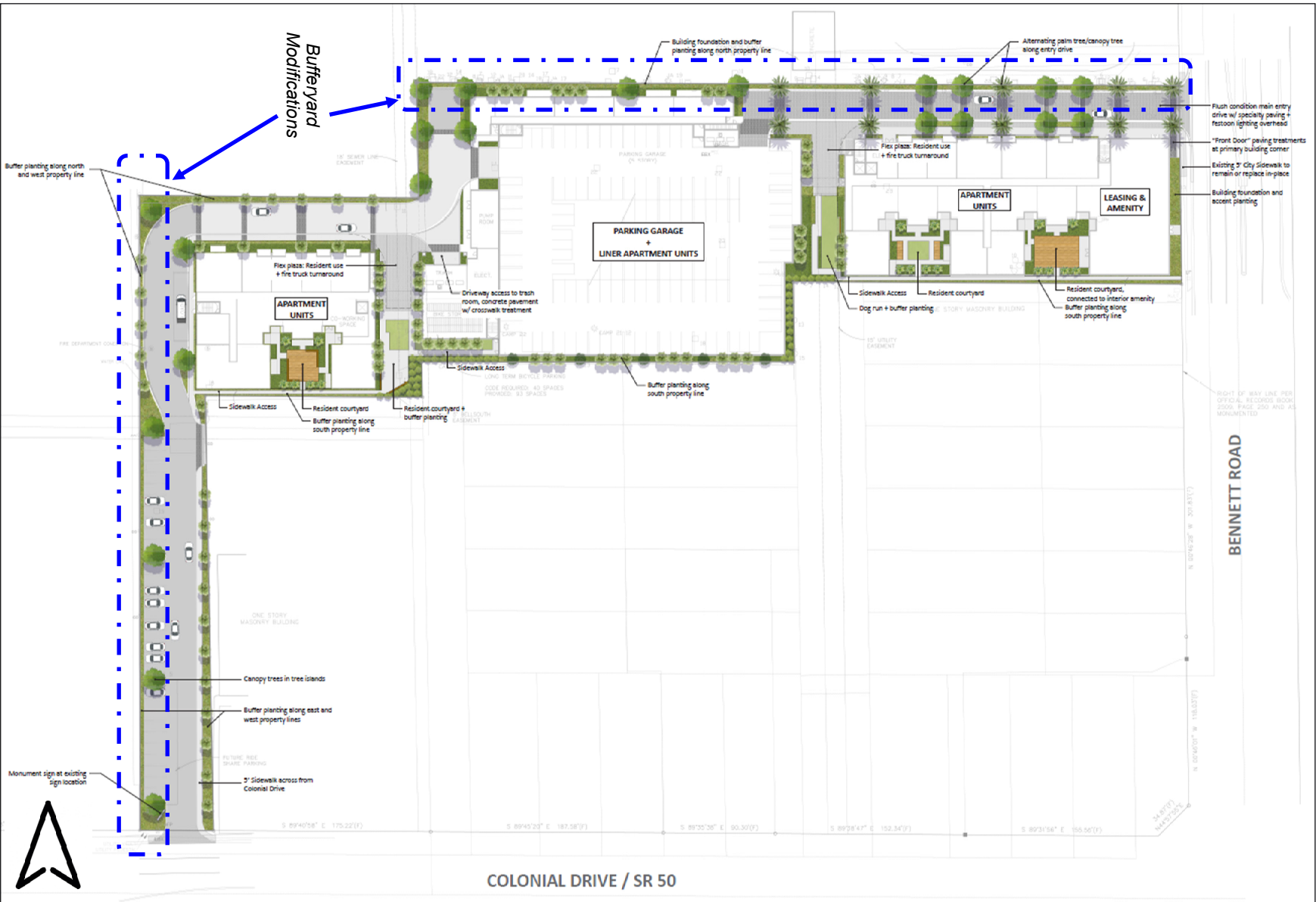


4 SOUTH ELEVATION

BUILDINGS RENDERINGS



LANDSCAPE PLAN



FINDINGS

Staff finds that the proposed master plan with modifications for the Modera Baldwin Park is consistent with the requirements for approval of a Master Plan as contained in Section 65.334-1 and Section 65.335 of the Land Development Code (LDC):

1. The proposed master plan is consistent with the City's Growth Management Plan.
2. The proposed master plan is generally consistent with the City's Land Development Code.
3. The proposed development must comply with the applicable regulations of the AC-3 and AC-3/AN zoning district.
4. Existing public facilities and services are adequate to serve the proposed development.

Staff Recommendation

Based on the information provided in the staff report and the findings noted above, staff recommends approval of the master plan with modifications for the Modera Baldwin Park MPL2022-10025 subject to the conditions below.

CONDITIONS OF APPROVAL - REQUIRED

Land Development Studio

1. Impervious Surface Ratio (ISR) - Total ISR is limited to 90% under AC-3 zoning.
2. Density - Total density cannot exceed 200 dwelling units per acre, per the corresponding AC-3 zoning and Metropolitan Activity Center future land use designations (there is no minimum intensity outside of the Traditional City overlay).
3. Parking - A minimum 602 parking spaces must be provided, based on a total 400 apartment units. This includes a 10% parking reduction approved by the Transportation department.
4. Signs - Any signs will need to comply with LDC Section 64.201. Building permits will be required before installation of any signs on site. Digital signs, banners, tethered balloons and temporary "coming soon" and "grand opening" signs are not allowed.
5. Buffers - Buffers according to use/lot line buffers are required along all sides of the property, to be landscaped consistent with LDC Chapter 60 of LDC. Along the north and west of the property, modification for reduced buffers is granted to no more than 50% of required buffers. Table 4 of this report contains breakdown of required buffers.
6. Phasing - The proposed apartment complex will be constructed in one phase.
7. Scope of Master Plan - The proposed development must be as described within this report. Any changes in the future use and operation of the site as described herein may require an amendment to the Master Plan. This approval is not transferable to another property or parcel.
8. Schools - The proposed 400-unit apartment complex is subject to Orange County Public School (OCPS) concurrency requirements. An application needs to be submitted to OCPS before Municipal Planning Board.
9. Final Site Plan - A final site plan via Planning Official Determination is required prior to applying for building permits.

Urban Design

Architecture

1. Appearance Review (via Planning Official Determination) is required prior to submitting building permits, showing compliance with all conditions of approval. Detailed plans, including perspective views from all four corners of the building and a color site plan are required. Additionally, utility plans, landscape and hardscape plans, and color elevations of all 4 sides of the buildings with material and color specifications are also required. Details on the parking garage must be provided.
2. Durable materials, such as concrete and/or limestone cladding must be utilized at the base of the building. Stucco is not an acceptable base material, unless applied over concrete, and not abutting Bennett Rd. Materials must be specified for Appearance Review.
3. All glass at the ground level must be clear. No windows may be dry-walled, or have permanent partitions installed on the interior to block natural surveillance. Tinted or reflective glass is not permitted.
4. Parapets must have a 3-D appearance and be at minimum as tall as the rooftop mechanical equipment.
5. All architectural details proposed must be executed so that they add to the overall design of the building. For example, all trim details, including window trims, must be raised from the surface of the building, also all scoring proposed for the building must be deep enough so that the scoring provides shadow lines and reads from the pedestrian environment.
6. The parking garage will be seen from E Colonial Dr. Finishing materials and colors from the principal buildings must be carried through the garage southern facade, to soften and blend the garage with the residential buildings. Screening of the garage openings can be a faux mullion patterns to mimic the rhythm and design of the residential buildings window design. Vehicle headlights must be screened with a solid wall, 48 inches tall at minimum.

CONDITIONS OF APPROVAL - [CONT'D]

Site

1. Adjustments must be made to the streetscape and front yard setback along Bennett Rd. A total of 15 ft must be provided, from the back of curb: 7ft park strip with street trees, 6 ft sidewalk, and a 2 ft building setback from the back of the sidewalk, to allow for doors to swing without interfering with the pedestrian clear zone. The 2ft strip can accommodate architectural accents, columns, awnings, landscaping, ramps, steps, and street furniture.
2. Fencing adjacent to public rights-of-way, must be CPTED-style open fencing.
3. A crosswalk must be provided wherever a sidewalk/dedicated pedestrian travel path crosses a driveway or vehicular use area. All crosswalks at driveways and curb cuts must be designed with textured colored concrete, or similar, to clearly define the pedestrian zone, as required by Section 61.314(e). Thermoplastic paint may be incorporated but cannot meet this condition alone.
4. Dog Run. It is recommended that any fencing located in this area to be architectural mesh or similar quality. At minimum the fence must be a black coated vinyl.

Landscape

1. The landscaping plan seems deficient. All landscape plans must achieve the Minimum Required Landscape Score (MRLS) for the proposed type and intensity of development. The project must meet the requirements of the Land Development Code Chapters 60 and 61. A spreadsheet showing compliance with the Minimum Required Landscape Score must be included with the plans when submitted for building permits. A digital spreadsheet form is available at <https://www.orlando.gov/Building-Development/Planning-Approvals/Landscape-Code#section-3>
2. Landscape Plan legend must include plant schedule, with type and quantity of shrubs, understory trees, and canopy trees.
3. Bufferyards must meet the standards in Chapter 60, including the tree coverage percentage established in Figure 9.
4. Street trees must be provided along the length of Bennett Rd., as required to meet the street tree requirements of Chapter 60.
5. A tree encroachment or removal permit (requested and issued through the Parks Division) is required prior to any trees being removed from the overall project site. The Parks Division may be contacted via phone at 407-246-2283 or via email at trees@orlando.gov. A copy of the tree permit must be included in the documents folder when submitting for building permits.

Utilities

1. No above grade transformer, utility box, traffic signal control box, backflow preventer or vertical impediment can be located in the Pedestrian Clear Zone. They all must be screened thorough the use of walls, fences or hedging along three sides. The utility plan at the time of permit must clearly show the location of all backflow preventers and transformers. The location of said equipment must be included in the Final Site Plan submittal.
2. Ground mounted A/C units must be screened thorough the use of walls, fences or hedging along three sides.
3. An interior screen wall or parapet for rooftop mechanical equipment is required. The interior screen wall or parapet must be the same height, or higher as the installed mechanical equipment height. At the time of Appearance Review, the applicant must demonstrate that rooftop equipment cannot be seen from E Colonial Dr.
4. Service areas and dumpster enclosures must incorporate architectural materials and design details similar to the principal buildings. Service areas must 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.

Lighting

1. Outdoor lighting must comply with Chapter 63, Part 2M, City Code. Illumination levels may not exceed 1.0 footcandles at the property line. To avoid glare and light spilling onto neighboring properties, fixtures must be installed with shields and reflectors.

Signage

1. Signage is subject to LDC section 64.201. The high-rise "MODERA" sign along Bennett Rd. will require a Conditional Use Permit (CUP) before applying for building permits.

Transportation

1. Compliance
 - A. Except as where noted in this staff report, all aspects of the site plan are required to conform to all applicable minimum standards set forth in the editions of the City Code and the City Engineering Standards Manual that are in force at the time of any construction of this project.
 - B. Support of this submittal by the Transportation Dept. does not constitute final engineering approval of this concept for development. Materials and designs for transportation related elements of the project must meet or exceed

CONDITIONS OF APPROVAL - [CONT'D]

standards in the versions of the City Code and Engineering Standards Manual in effect at the time of submittal to Permitting Services.

- C. 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 must obstruct vision between 2 feet and 8 feet 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 shall be provided on both site plans and landscape plans.
2. 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 must 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)
3. Auto-turn: Provide auto-turn for the intended design vehicle on-site at time of permitting.
4. The Owner/Applicant must remove all unused or unapproved curbcuts / driveways and must restore all curbs, gutters, parkways and sidewalks to Orlando Engineering Standards Manual (ESM) requirements and standards at time of permitting.
5. E Colonial Permits: Any proposed work on E Colonial Dr. must be permitted through FDOT, copies of these permits must be provided with the City Permitting application.
6. Access Management
 - a. E Colonial Dr. and Bennett Rd. – Access is limited to R-in/R-out at each of the access points.
 - b. Lowell Pl. Intersection: The applicant/developer is required to alter the median opening to provide some storage capacity for NB vehicles looking to make the U-turn movement at this intersection. The final design is subject to City of Orlando Transportation Engineering review prior to submittal for permit.
7. North-South Driveway Design: The north-south driveway and parking area coming from E Colonial Dr. into the site must be redesigned to incorporate sidewalks on each side of the driveway. To accommodate this the parking can be reoriented to be parallel spaces (min 8 ft. wide with up to 1 ft. in the gutter), 2 - 10 ft. travel lanes, 6 ft. sidewalks along each side and the remainder of the space to accommodate landscaping.
8. Solid Waste: The final site plan 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 adjacent to any single-family houses or directly adjacent to the public street. Dumpsters must be located to provide a minimum 50 feet of clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements, OR documentation must be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement.
9. Sidewalks: On-site sidewalks must be a minimum of 5 ft. or 6 ft. wide when adjacent to drive aisles or parallel parking and 7 ft. wide when adjacent to parking stalls unless wheel stops are used.
 - a. As shown wheel stops will be required for all 90 degree parking spaces.
10. Crosswalks: Crosswalks must be installed across each driveway entrance and wherever a designated pedestrian path crosses a vehicle travel lane. Each crosswalk must be clearly marked. Clearly marked crosswalks shall be designated with high intensity markings in a "ladder" pattern per Manual of Uniform Traffic Control Devices (MUTCD) standards.
11. Internal Pedestrian Circulation: The pedestrian circulation plan must be updated to provide connections between all buildings with the on-site sidewalks system. As shown there are many gaps between sidewalks for adjacent buildings.
12. Parking: Parking must be provided in with CH 61 of the Land Development Code.
 - a. A total of 602 parking spaces are proposed which is below the minimum 668 spaces required. The applicant is proposing a 5% reduction in the number of parking spaces.
 - b. Parking space design: All parking spaces must be marked and designed in accordance with CH 61, Part 3 of the LDC. As shown "regular" spaces are shown as 18 ft. in depth where they are required to be 18.5 ft. in depth; the drive aisle may be reduced to 23 ft. to accommodate the additional parking space depth. Compact spaces must meet the requirements of LDC Sec. 61.309 b.
 - c. Parking Reduction: The developer must meet the following conditions in order to qualify for the full 10% proposed parking reduction.
 - i. Additional pedestrian and bicycle facilities: The developer must install the following enhancements to obtain the proposed 5% reduction.
 1. A bike repair station either within a building or located near a primary entrance must be provided at each building.

CONDITIONS OF APPROVAL - [CONT'D]

2. A minimum 20% additional covered bicycle parking (above the 40 spaces required by code) must be provided between the two buildings.
3. The developer must reach out to and coordinate with Lynx over any needed improvements to the existing bus stop located at the southeast corner of the property. If any improvements are needed, such as shelter renovation or landscaping, then those improvements must be completed prior to CO of the multi-family project. Proof of completed permits or sign off by Lynx is required. Should Lynx not desire any improvements to this bus stop then a copy of correspondence from Lynx is required to be submitted at the time of permitting.
- ii. Provision of On-Site Car-Share: A minimum of 5 spaces within the site must be designated for care-share, ride-share, or other shared passenger vehicle uses.
- d. EV Parking Space
 - i. EV Capable parking spaces: A minimum of 136 spaces (20% of the required parking spaces) must be EV Capable. EV capable means: "These parking spaces prepare for future Electric Vehicle Supply Equipment (EVSE) installation by providing dedicated electrical capacity in the service panel (40amp breaker for every two EV Capable two spaces) and conduit to the EV Capable space. These spaces do not require wiring to the space or a receptacle."
 - ii. EVSE Installed parking spaces: A minimum of 13 spaces (2% of required parking spaces) must be EVSE Installed. EVSE Installed means: "EVSE Installed: These parking spaces are reserved for EVs and provide drivers the opportunity to charge their electric vehicle using EV charging stations rated at a minimum of 32amp 7.2 kW. These spaces should be installed per the requirements of the National Electrical Code (NFPA 70) as adopted and amended by the State of Florida."
 - iii. EV Design Requirements: If built, all EV Parking spaces provided must meet the requirements of LDC CH61, Part 3G.
- e. Two Wheeled Vehicle Parking: At least two 2-wheel vehicle (motorcycle) parking spaces must be provided in accordance with LDC Sec. 61.322 (d).
13. Bicycle Parking: Bicycle parking must be provided 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 for the use being served. Bicycle parking should be spread across the development as evenly as possible to provide equitable access to bicycle parking.
 - a. A total of 40 short term and 40 long-term bicycle parking spaces are required for the proposed multi-family development.
 - b. Outdoor bike racks meeting the requirement for short term parking must be installed on an impervious surface, within 50 ft of the primary entrance, and situated to avoid conflicts with pedestrians or other vehicles.
 - c. Long-term bicycle parking must be located on the same building site as the use being served. All long-term bicycle parking spaces must be located within 200 feet of the principal entrance to the building.

Growth Management

To adhere to GMP Transportation Policy 1.10.5 and Objectives 1.11 and 1.27 as well as FLU Policy 2.1.3 relating to neighborhood connectivity, the following is required:

1. Cross-access easement on the western property line in anticipation of a pedestrian/bicycle connection to Herndon Avenue and the Fashion Square development. The easement must provide reasonable, direct access to intersections at Herndon (for example, may be located parallel to the planned sidewalks on the northern and southern sides of the western apartment building).
2. If redevelopment occurs on the neighboring western property, within 1 year of issuance of that property's CO:
 - a. A portion of the landscape buffer must be removed at the cross-access easement;
 - b. An ADA-compliant crossing must be constructed;
 - c. Crosswalk striping and a pedestrian sign must be added to the driveway.

Waste Reclamation

The following conditions need to be addressed and updated drawings and documentations incorporated into this Application prior to Water Reclamation Division's favorable determination of approval:

1. There are City's wastewater facilities (FMs and gravity lines) within the proposed development area. These facilities shall be depicted on the Development Plan sheets along with any easements associated with these facilities.
2. Easements will need to be updated to be centered on the actual field located pipes and provide the current minimum width of 20' over the 8" gravity sewer mains. Additional width will be needed for larger diameter pressure (force) mains as further described in these conditions.
3. No permanent structures shall be built within easements dedicated for access and maintenance of these facilities.

CONDITIONS OF APPROVAL - [CONT'D]

The Development shall provide a minimum 30-ft wide easement for the 30" and 36" public FMs crossing the property area. Additionally, foundations of permanent structures shall be kept a minimum 10 ft from the outside diameter of either the 30" or 36" FM.

4. The proposed discharge point to the public sewer shown on the sanitary sewer utility site plan on file with this Application will not be allowed. The existing gravity mains and LS-052 do not have the capacity needed to convey and pump the additional peak wastewater discharge from the proposed 400-unit multi-family development.
5. The Applicant's Engineer is encouraged to contact the WRD to setup a meeting to discuss the development's wastewater offsite infrastructure needs that may be required prior to building plans submittal for review.
6. The Applicant shall prepare and submit a wastewater capacity report of the entire development prior to building plans preparation. The capacity report shall include the onsite sanitary sewer collection plan, the existing LS-052 basin flows, and LS-052 evaluation and upgrades that may be required.
7. The development wastewater discharge shall be computed and reported to the WRD at the time of construction plans submittal. Wastewater capacity allocation to the project shall be determined using the City of Orlando Sewer Service Policy Allocation Factors and/or the Growth Management Plan (GMP) Level of Service (LOS).
8. Sanitary sewer design and construction shall be in accordance with Chapter 9 of the current Engineering Standards Manual (ESM) and applicable City Standard Details available on the City's website. For questions about Water Reclamation Division review, please contact Julio Morais, P.E., (407) 246-3724 or julio.morais@cityoforlando.net, and/or Dave Breitrick, P.E., Engineering and Mapping Manager (407) 246-3525 or david.breitrick@cityoforlando.net.

Public Works

Please note the following will need to be addressed and met during the Engineering permit review process.

1. Per Section 7.01 of the City's ESM, any proposed project to be built in the City of Orlando which alters the existing topographic characteristics will be required to provide stormwater treatment. Alterations of surface drainage (with the exception of resurfacing and landscaping elements only) is defined as: changing the flow patterns within the redevelopment area; changing the mode of transport from overland flow or open channel to a closed conduit, etc.; changing an impervious surface's character (from building to parking, wet bottom pond or a new building or vice versa); changing the character of a parking surface (from shell base to asphalt, etc.); or remodeling of an existing building which changes its footprint or number of floors. When applying for an Engineering Permit, please submit the Drainage Report, Geotech Report, Stormwater Tabulations, and all necessary docs needed in order to verify the City's and Water Management District standards are met.
2. Water quality recovery shall be recovered per the requirement of the Water Management District. Please provide model demonstrating the recovery analysis. A Water Management District water treatment permit may be required.
3. Provide a certification signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design which reads as follows: "I hereby certify that to the best of my knowledge and belief, the design of the Stormwater Management System for the project known as: (Project Name) meets all of the requirements and has been designed substantially in accordance with the City of Orlando Stormwater Management Criteria."
4. All proposed and existing sidewalk that is touched during construction will need to be updated to the newest ADA requirement.
5. Sidewalk construction shall be required at the time of this substantial improvement per Sec. 61.225 and 66.200 of the City of Orlando's Muni Code. Proposed sidewalks must be constructed along the entire length of the property and shall be located against the public right-of-way.
6. A City Service Agreement is required by the Owner if portion of sidewalk is within private property. The easement would protect the Owner from maintaining the sidewalk and from other potential issues. Otherwise, the Owner would be responsible to maintain and be liable for potential litigation if someone is injured on a failing sidewalk that is in disrepair.
7. Please clarify whether the sidewalk will be paver. Please note that if pavers are to be constructed beyond the property line and out into the City's Right of Way the owner is required submit a signed and recorded a Right-of-Way Pavers Agreement. Sidewalk portion of driveway must still be composed of 3,000 psi concrete. Refer to http://www.cityoforlando.net/permits/wp-content/uploads/sites/29/2014/03/Pavers_Encroach_Agmt1.pdf
8. Construction activities including clearing, grading and excavating activities shall obtain an EPA NPDES permit, except: Operations that result in the disturbance of less than one acre total land area which are not part of a larger common plan of development or sale. The NPDES permit must be received in the Office of Permitting Services prior to the issuance of City of Orlando permits. If the disturbed area is less than one acre, please provide a note on the plans indicating the City of Orlando's Guidelines for Erosion Sediment Control (aka the Blue Sheet) will serve as a guide for the implementation of erosion sediment control measures. Blue Sheet can be found under the City of Orlando website. Please attach this sheet in your permit submittal.
9. Please submit a detailed, scalable, fully dimensioned site plan of the location. The site plan should include but not be limited to the site legal description, the building, streets, sidewalks and property lines, and the location of the proposed work. Site plans should clarify what is existing and what proposed.

CONDITIONS OF APPROVAL - [CONT'D]

10. Please provide a signed and sealed existing topographic survey with datum and official benchmark in the NAVD88 vertical datum. Per the City's ESM Section 7.01.A.1, survey data shall be gathered to least 25 feet beyond the property line or as far offsite as required to assure offsite drainage patterns are maintained. Please submit a hard copy of survey (with sign and seal) to City Hall 8th floor addressed to Richard Allen.
11. Other comments may arise depending on the contents submitted to permitting. For questions regarding Engineering Site issues contact Owen Blakely at owen.blakely@orlando.gov or 407-246-3758.

Development Review

1. Please provide turn movements on the Access Drive to both Bennett Rd and E Colonial Dr to ensure it will accommodate the turning radius/movement for a Fire Truck and/ or Solid Waste Truck.
2. The a/c condensing units shall be screen from adjacent view.
3. Fees – Parks – MF A Parks Impact Fee in the amount of \$825.00/unit shall be due at the time of building permit issuance.
4. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be determined solely by the Refuse Collection Bureau Staff. In accordance with City Code Section 28.15, as approved by City Council on March 11, 2019, all new Multi-Family and Commercial developments are required to participate in the Recycling Program. The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the enclosure. A straight 50' backup forward of the dumpster opening is required. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be determined solely by the Refuse Collection Bureau Staff.
5. The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy and Chapter 30 of the Land Development Code.
6. All new construction, change in use, additions, or redevelopments are required to submit a Concurrency Management application as a part of the building plan review process
7. Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 6" caliper or larger trees.
8. See Chapter 64 Orlando Land Development Code for sign requirements and regulations. Separate permit applications are required for signs. In accordance with Chapter 64, Section 64.246 high rise building identification signs are prohibited within 1,000 feet of any R-1 or R-2 zoning district unless approved by conditional use permit.
9. The City Council Adopted the Engineering Standards Manual (ESM), Fifth Edition on April 18, 2016. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.
10. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
11. This property is required to plat in accordance with Section 65.401 of the City's Land Development Code prior to the issuance of building permits.
12. Separate demo permits is required for each structure on the site.
13. At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.
14. Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in the disturbance of one acre total land area which are not part of a larger common plan of development or sale.
15. For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@cityoforlando.net.
16. As per Section 61.225 of the Land Development Code, a 5-foot-wide concrete sidewalk is required along all rights-of-way. Any existing sidewalk damaged or broken is to be repaired.
17. The owner/developer should contact the Wastewater Bureau for review and approval of available sanitary sewer capacity to serve the proposed development. Future construction is to be in accordance with the Engineering Standard Manual Fifth Edition.
18. The Office of Permitting Services recommends approval of the proposed Master Plan, subject to the above listed conditions and requirements. For questions regarding Engineering or Zoning contact Keith Grayson at (407)246-3234 or keith.grayson@orlando.gov

Parks

1. Prior to the removal of any tree whose caliper is (10) ten inches or greater, please contact Condredge Mallory, Parks Division, at condredge.mallory@cityoforlando.net to schedule a site review and/or obtain a tree removal permit. Design modifications or special construction techniques may be required by the arborist to protect trees. Mitigation fees

CONDITIONS OF APPROVAL - [CONT'D]

may be required for the removal of certain trees. Please note, per the City of Orlando Engineering Standards Manual, a mass grading (ENG) permit does not include tree removal; separate tree removal permits are also required.

2. Project may impact scattered trees located on developed parcel. A tree survey is required for review. A mass grading permit is not a permit to remove tree from the site. An approved tree removal permit is required to be obtained from a parks department official prior to any trees being removed from the site. Tree removal will require mitigation by the replanting of all tallied inches of tree caliper removed from the site. A payment can also be made into the tree fund for any remaining inches of caliper unable to replant due to the design of the project. A landscape plan can be submitted along with the construction plans to reduce any fees associated with tree removal.

***For informational purposes: The City has implemented a Parks Impact Fee on all residential housing units to help meet the recreation needs of Orlando's residents. All new housing units are subject to the fee. Multi-family residential units are assessed at \$825 per unit. A reduction in fees may apply on units that meet certain criteria, including on units that are certified for affordable housing. Any new construction, change in use, addition or redevelopment of a site or structure shall be subject to a review for Parks Impact Fees. Applicable fees will be due at the time of building permit issuance, subject to change upon final permit plan review. Any exemptions or credits against the Parks Impact Fee must be reviewed prior to permit issuance. All Parks Impact Fee Credits shall be reviewed and processed by the Parks Impact Fee Coordinator, if applicable, upon request by applicant.

Solid Waste

1. Plans must include details for refuse collection areas including recycling. Please provide dimensions for enclosures as well as back-up space. These dimensions must adhere to the Engineering Standards Manual as well as CH 58 of the municipal code. If front-end loaded dumpsters are to be used, a double enclosure is required.

Fire

The site review of the conceptual designs presented is preliminary and cursory in nature, as such, the comments communicated are not official determinations. The intent of comments provided is to alert designers to conditions and/or other considerations that require a deeper consideration of the FFPC, Florida Fire Code, NFPA 1. 18, State administrative requirements and City of Orlando, Municipal Code (Chapter 24) Fire Prevention, when finalizing the design for formal plan review. The architectural design of the building, floor plans, life safety egress system, fire protection systems, and fire department access will be reviewed in detail for State, Fire Code, FFPC and City Fire Code compliance at the time of permit application for formal plan review of 100% drawings. The following comments require a revision of the conceptual design presented and include but not limited to the following.

1. DAS (Distributed Antenna System) Requirement. Florida Statute 633.202 (18) The authority having jurisdiction shall determine the minimum radio signal strength for fire department communications in all new high-rise and existing high-rise buildings. [NFPA 1.11.10, NFPA 101.11.8]
2. Required Fire Department Access, A Mandatory Requirement: Approved fire department access roads shall be provided for every facility, building, or portion of a building hereafter constructed or relocated. NFPA 1.18.2.3.1.1; NFPA 1.18.2.3.1.2 Fire department access roads shall consist of roadways, fire lanes, parking lot lanes, or a combination thereof.
3. The Orlando Fire Department requires access to two sides of a building or structure. Fire Department Access to Buildings: Conditional to this review the design of all buildings must account for fire department access. The access road itself must extend 50ft. from an exterior doorway that allow access to the building's interior via a common hall or common lobby area, or the largest tenant area if the building does not have a common interior area. NFPA 1.18.2.3.2.1
4. Manual Suppression: any portion of the building or exterior wall of the first story shall be located not more than 150 ft. from the fire department access road as measured by an approved route around the exterior of the building or facility. The distance can be increased to 450ft. if the building is protected by an automatic sprinkler system. [NFPA 1.18.2.3.2.2 and NFPA 1.18.2.3.2.2.1]
5. Approved Turnaround: an approved turnaround shall be provided for fire apparatus where an access road is a dead end in excess of 150 ft. When a dead-end road will not accommodate an approved t-turn or turn-a-bout a minimum width of 25 ft. will be required. The turnabout shall be the minimum 20ft. width of the fire department access road and sized for the dimensions of the largest OFD apparatus. Use of areas subject to obstruction by vehicles such as loading docks and parking garages are prohibited. Acceptable turnarounds can include T-turn, Y-turn or cul-de-sac (designs and dimensions are subject to the approval of Orlando Fire Department). See Exhibits in NFPA Fire Code handbook. NFPA 1.18.2.3.5.4
6. Fire Department Access Road: All fire department access roadways shall have an all-weather driving surface, capable of supporting the load of fire apparatus, an unobstructed width of not less than 20 ft. and a minimum vertical

CONDITIONS OF APPROVAL - [CONT'D]

- clearance of at least 13 ft. 6 in. NFPA 1 18.2.3.5; NFPA 1 18.2.3.5.1.1 and NFPA 1.18.2.3.5.1.2. The minimum required widths and clearances shall be maintained at all times. The minimum required width of a fire department access road shall not be obstructed by parking spaces or reduced in any other manner. Entrances to fire department access roads that have been closed with gates and barriers shall not be obstructed by parked vehicles.
7. **URNS.** Turns in fire lanes shall be constructed to provide sufficient width to accommodate the largest piece of fire apparatus available to be operated on the fire access road, but in no case shall the radius to the outside curb line be less than 50 ft. and 30ft. interior.
 8. **ENGINEERED STABILIZATION.** Fiber products installation for soil and turf reinforcement will be conditionally approved by the AHJ. A statement indicating that current and future owners of this property will maintain the integrity and stability of this treated soil or turf for the use of City of Orlando Fire Truck Apparatus must be recorded with the property's deed. Recorded documentation must be provided before final inspection (Document Hold Required). Also, the soil or turf access treated with this product will be made available to City of Orlando Fire Department Vehicles at any and all times for testing purposes. [NFPA 1:18.2.3.5 and 18.2.3.5.2]
 9. **POINT LOAD CALCULATION.** The ground contact area for each stabilizer shall be such that a unit pressure of not greater than 75 psi (500 kPa) will be exerted over the ground contact area when the apparatus is loaded to its maximum in-service weight and the aerial device is carrying its rated capacity in every position permitted by the manufacturer. NFPA 1901.19.21.4.2 Water Supply: All site plans shall indicate the location of fire hydrants. All portions of an unsprinklered building must be within 300 ft. distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft. distance of a fire hydrant. Residential properties are required to indicate a hydrant within 500 ft. of the residence and street width for the fire department access. City Code Chapter 24.30; NFPA 1.18.3
 10. **Needed Fire Flow:** The required fire flow for commercial structures shall be determined as specified in the standard: Determination of Required Fire Flow as published by the Insurance Services Office (ISO). The fire flow for a building when sprinkler protected in accordance with NFPA 13 will be calculated at 50% of a non-sprinkler protected building, but shall not be less than 1000 gpm. Calculations and a water supply analysis shall be provided to demonstrate delivering of fire flow.

Police

The Orlando Police Department has reviewed your plans applying 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.

Distributed Antenna Systems (DAS):

1. An adequate level of indoor coverage for public-safety radio service for the City of Orlando radio communications system, including but not limited to police, firefighters, and other emergency responders, must be provided.

If you have any questions regarding the requirements as listed above, it is suggested that you contact the OPD Radio Systems Administrator, Rebecca Gregory at 321.235.5314 or Rebecca.gregory@Orlando.gov.

Natural Surveillance:

1. Lighting plays a very important role in CPTED. All lighting must meet or exceed the guidelines in Orlando City Code, Ch. 63 Part 2 M Outdoor Lighting.
2. Pedestrian-scale lighting must be used in all high-pedestrian traffic areas to include building entrances, courtyards, amenities and common areas, open green spaces, walkways and service areas.
3. Landscape is another crucial aspect of CPTED. Trees branches should be kept trimmed to no lower than 6 feet from the ground and shrubs should be kept trimmed to no higher than 30 inches.
4. Landscaping shall not obstruct the view from windows and address signage.
5. Avoid conflicts between landscaping and lighting, especially lighting adjacent to canopy trees. Landscaping should not create blind spots or hiding places and should not block/cover windows. Open green spaces should be observable from nearby structures.
6. All sides of a building must have windows to observe walkways, parking areas and driving lanes. The facades that do not face a street must have a minimum of 15% transparency measured per each floor below the roof line.
7. It is strongly encouraged for the use of convex mirrors or reflective materials at each landing within the stairwells to improve the opportunity for users to view potential offenders or threats when entering these areas.
8. Entry doors on all units must contain a minimum 180° viewers or small windows with security glass.

Parking Garages:

1. Vehicle and pedestrian entrances into the parking facility must be well lit and defined by landscaping, signage and architectural design.
2. Elevator lobbies and cars must be well lit and the use of reflective surface materials must be provided inside the elevator cabin or convex mirrors may be used in 'coves' to improve visibility into and out of these areas.

CONDITIONS OF APPROVAL - [CONT'D]

3. Convex mirrors or reflective materials must be provided at the entry/exit points of the parking garage to reduce the opportunity for collisions between motorized and non-motorized users moving through these areas.
4. White concrete stain on the ceilings and beams within the parking facility must be provided to reflect light and improve uniformity.

Natural Access Control:

1. Landscaping used around all building(s) entrances must create clear way-finding, be well lit and not block entrances or create ambush points.
2. If roof ladders are used, the location of a roof ladder(s) must be located in such a place on the building, that access cannot be gained from the general public.

Additional precautions, such as alarms, personal safety, crime prevention strategies and neighborhood or community watch programs, should be discussed with OPD's Crime Prevention Unit, DeCarlos Hill at DeCarlos.Hill@Orlando.gov or 407-246-2196.

CONTACTS

Building

For questions regarding Building Plan Review issues contact Brandon Albright at 407-246-3443 or brandon.albright@orlando.gov.

Development Review

For questions, contact Keith Grayson at 407-246-3234 or at keith.grayson@orlando.gov

Fire

For questions, contact Charles Howard at 407-246-2143 or at charles.howard@orlando.gov.

Growth Management

For questions, contact Megan Barrow at 407-246-3363 or at megan.barrow@orlando.gov.

Land Development

For questions, contact Manuel Ospina at 407-246-3235 or at manuel.ospina@orlando.gov.

Parks

Contact Condredge Mallory in the City Parks Division at condredge.mallory@cityoforlando.net to inquire about tree encroachment or removal permits.

Police

For questions regarding Orlando Police Department plan reviews or to obtain a copy of the brochure, contact Terrence Miller at 407-246-2454 or Terrence.miller@orlando.gov.

Public Works

For questions regarding Engineering Site issues contact Russell Blakely at 407-246-3758 or Russell.blakely@orlando.gov

Transportation

For questions, contact Jacques Coulon at 407-246-2293 or at Jacques.coulon@orlando.gov.

Urban Design

For questions, contact Fernanda Paronetto at 407-246-3427 or at Fernanda.paronetto@orlando.gov.

Water Reclamation

For any questions about Water Reclamation Division review, please contact Julio Morais at 407-246-3724 or julio.morais@orlando.gov or Dave Breitrick, PE, Engineering and Mapping Manager 407-246-3525 or david.breitrick@orlando.gov

NEXT STEPS

1. MPB minutes from the May 17, 2022 meeting are scheduled for review and approval by City Council on Mon. June 20, 2022.
2. Following the MPB meeting, the applicant may submit final revisions for the Final Site Plan determination, so that, when the May 2022 MPB minutes are approved by City Council, the determination letter will have been issued and building permits can be submitted.