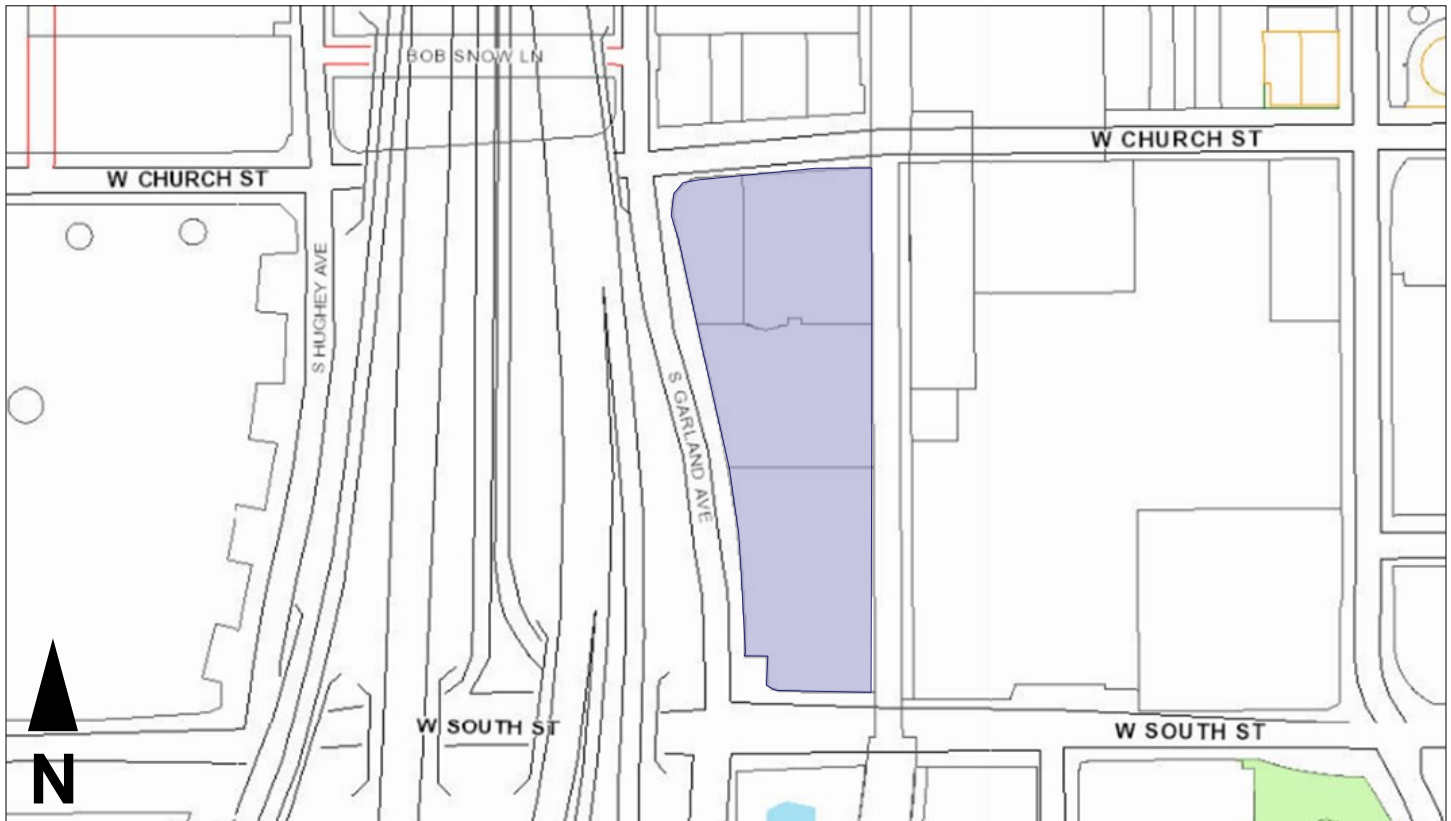


CHURCH ST. PHASES 2 & 3



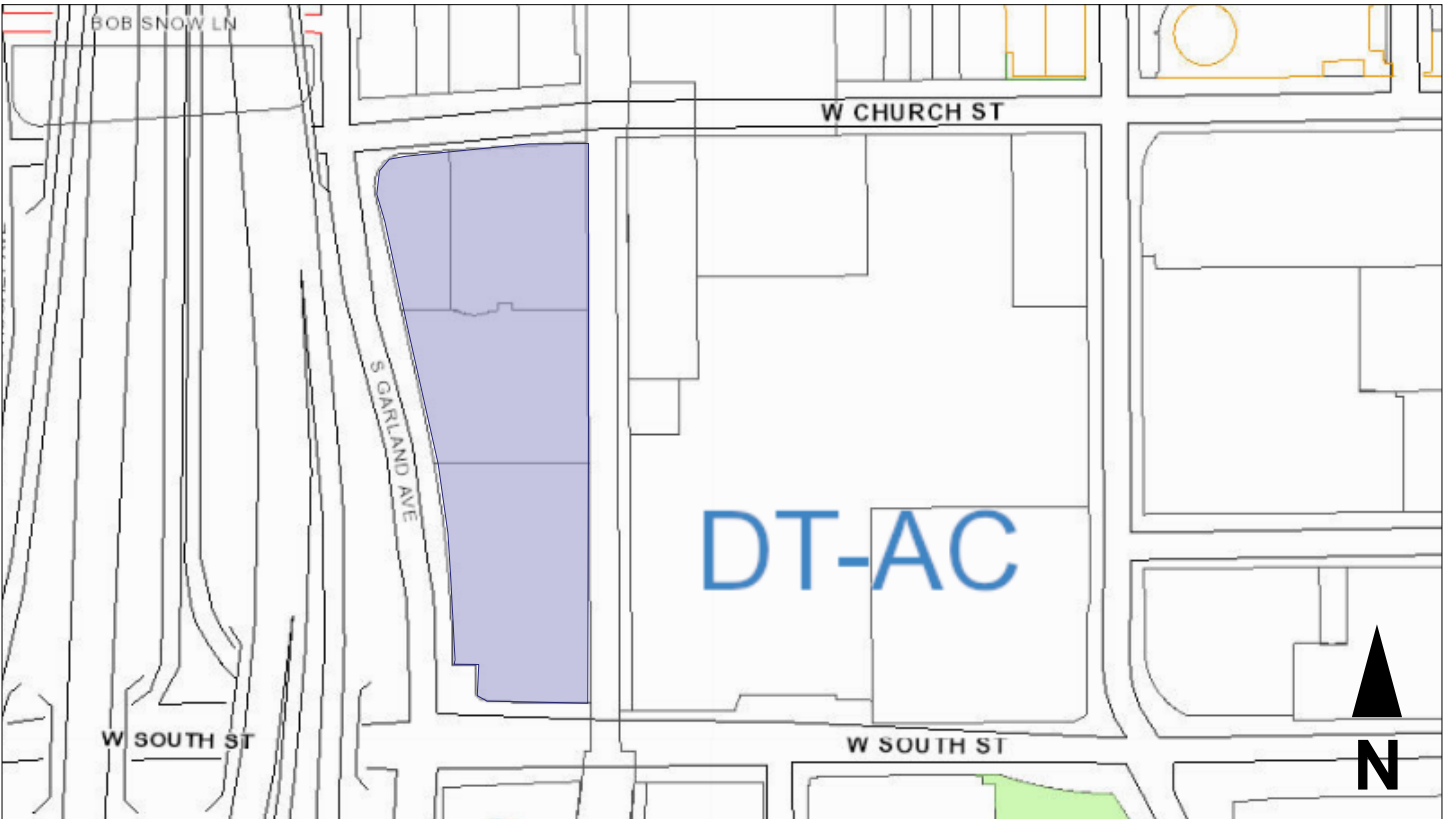
Location Map

 Subject Site

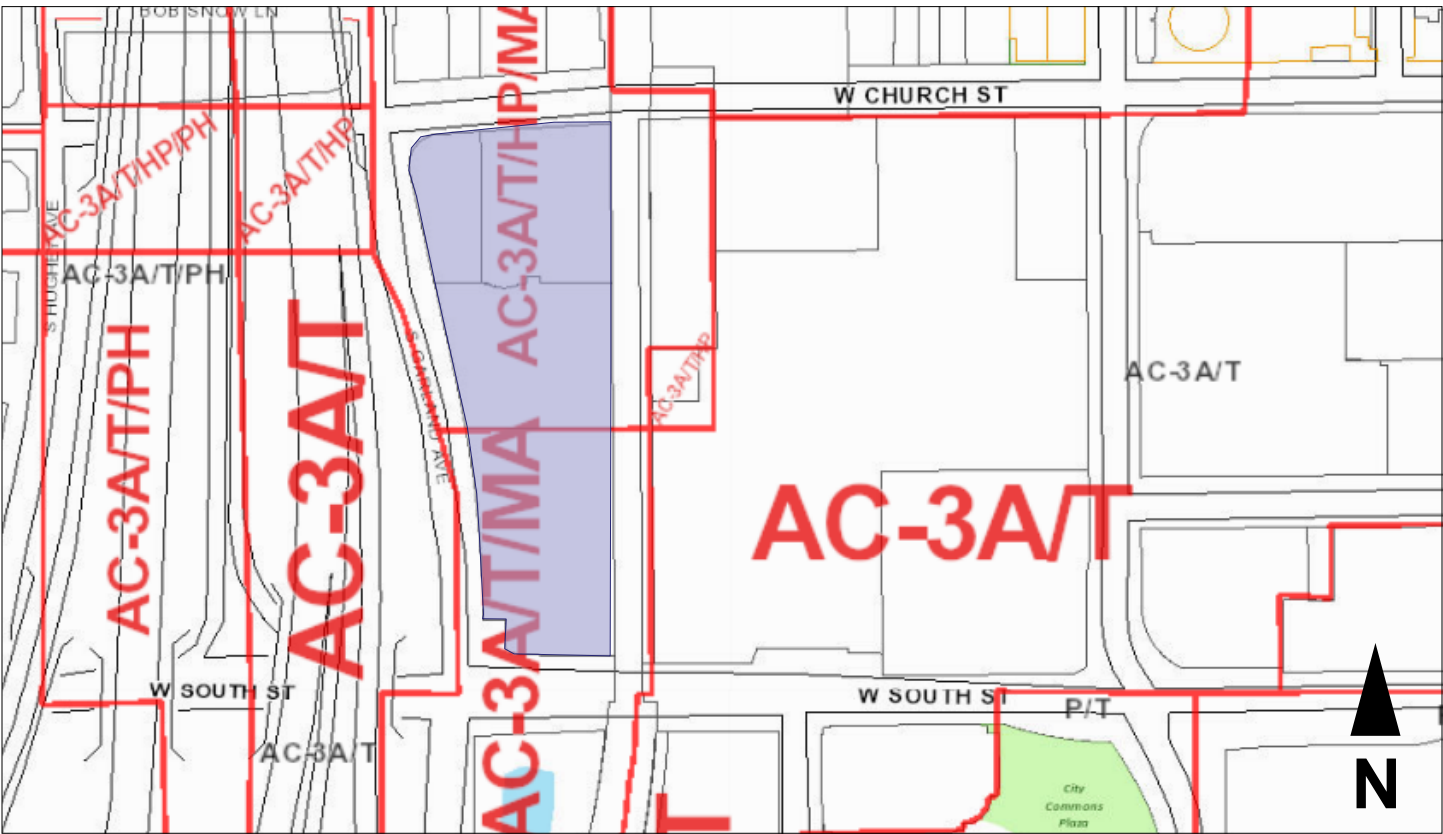
SUMMARY

<p>Owner Church Street Phase II LLC</p> <p>Applicant Meghan Dietz</p> <p>Project Planner Chris DeLoatche</p> <p>Updated: October 7, 2019</p>	<p>Property Location: 333 & 225 S. Garland Ave., and 128 & 110 W. Church St. (Located south of W. Church St., north of W. South St. and east of S. Garland Ave) (+2.56 acres, District 5)</p> <p>Applicant's Request: A Master Plan amendment with modifications to the maximum allowed impervious surface ratio (ISR) and an intensity bonus of 5.0 floor area ratio (FAR) for the construction of a mixed-use high rise building adjacent to the Church St. Phase I tower currently under construction. The phased development plan includes:</p> <p>A. A 32-story, 400 ft. mixed-use high rise development with 209 hotel units, 19 dwelling</p>	<p>units, +2,500 sq. ft. of ground floor retail, +59,500 sq. ft. of ballroom/hospitality, +210,500 sq. ft. of office and an integrated 577 space parking garage (Phase 2).</p> <p>B. A +25,000 sq. ft. addition of commercial space to 128 W. Church St. (Phase 3)</p> <p>Staff's Recommendation: Approval of the request, subject to the conditions in this report.</p> <p>Public Comment: Courtesy notices were mailed to property owners within 300 ft. of the subject property the week of October 3, 2019. As of the published date of this report, staff has received one comment in objection of the proposed development.</p>
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FUTURE LAND USE MAP



ZONING MAP



PROJECT ANALYSIS

Project Description

The development site contains four separate parcels, each with a different proposed development. The first parcel, 333 S. Garland Ave., is currently under construction with a 25-story mixed-use office and hotel development. The second parcel, 225 S. Garland Ave., is the site of the ±43,106 sq. ft. Church Street Ballroom. The third and fourth parcels are located on Church Street and contain Cheyenne Saloon (128 W. Church St.) and the Bumby Arcade (110 W. Church St.), which is under construction with a new food hall concept.

The property owner received a Master Plan approval in 2015 for the development of a 25-story, mixed-use office and hotel development (MPL2015-00009). The applicant is requesting an amendment to that Master Plan with modifications to the maximum allowed impervious surface ratio (ISR) and to include an intensity bonus of 5.0 floor area ratio (FAR). The applicant is proposing to construct two additional phases to the original Master Plan which will include a 32-story, 400 ft. tall mixed-use high rise development with 209 hotel units, 19 dwelling units, ±2,500 sq. ft. of ground floor retail, ±59,500 sq. ft. of ballroom/hospitality, ±210,500 sq. ft. of office and an integrated 577 space parking garage on the Church Street Ballroom site (Phase 2) and a ±25,000 sq. ft. addition of commercial space and outdoor dining to the Cheyenne Saloon site (Phase 3).

Previous Actions:

333 S Garland Ave.

2015 - Master Plan was approved for a 25-story mixed-use office and hotel development (MPL2015-00009).

2017 - Initial permits were pulled for the construction of the aforementioned development

2019 - Property was replatted as part of the Tremont Tower Subdivision (SUB2019-10010).

223 S. Garland Ave.

1994 - Church Street Ballroom was constructed.

2015 - Master Plan was approved for a 25-story mixed-use office and hotel development which did include the possibility of a Phase 2(MPL2015-00009).

2019 - Property was replatted as part of the Tremont Tower Subdivision (SUB2019-10010).

110 W. Church St.

1886 - Property was platted as part of the W A Patricks Addition.

1886 - The existing Bumby Arcade building was constructed.

2019 - The current property owner received approval from the Historic Preservation Board to make improvements to the building for a new food hall (HPB2019-10068).

128 W. Church St.

1888 - Property was platted as part of the W A Patricks Addition.

1925 - The existing Cheyenne Saloon building was constructed..

Project Context

The development site is bound by S. Garland Ave. to the west, the railroad tracks to the east, W. Church St. to the north, and W South St. to the south. The development site is split zoned with Phase 1 being zoned AC-3A/T/MA (333 S. Garland Ave.) and Phases 2 and 3 zoned AC-3A/T/HP/MA (223 S. Garland Ave., 110 & 128 W. Church St.). All phases have a Future Land Use (FLU) designation of Downtown Activity Center (DT-AC). In addition to the Municipal Planning Board review, Phases 2 and 3 must obtain approval from the Historic Preservation Board as those two phases fall in the Downtown Historic District. Further project context can be found in Table 1 below.

Table 1—Project Context

	Future Land Use	Zoning	Surrounding Use
North	Downtown Activity Center	AC-3A/T/HP/MA	Eating & Drinking
East	Downtown Activity Center	AC-3A/T/HP/MA	Vacant / Eating & Drinking
South	Downtown Activity Center	AC-3A/T/MA	Parking Garage
West	Downtown Activity Center	AC-3A/T	Interstate 4 / Amway

Master Plan Criteria

The Municipal Planning Board and City Council shall consider the following factors in their review of Master Plan Applications (Land Development Code (LDC) Section 65.335):

- 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.

Staff is also currently evaluating a GMP or LDC amendment to allow intensity bonuses to be increased to 9.0 FAR rather than the current max of 8.0 FAR. If this were to be approved, the applicant would be allowed to convert their proposed 19 dwelling units into hotel units, removing the residential component of the proposed project.

Conformance with the GMP

The subject property has a FLU designation of downtown activity center (DT-AC). This FLU designation has a max intensity of 3.0 non-residential floor area ratio (FAR). Through an intensity bonus this can be increased to 8.0 FAR, which the applicant is currently proposing. The development standards are being assessed based on the entire development site of all three phases. The subject property has been expanded to include the properties along W. Church St. to allow more intensity on the development site. This ensures the historic landmarked properties along W. Church St. are preserved as no more air-conditioned space can be added to that portion of the subject site (outside of what's being considered in this Master Plan Amendment).

As detailed under Future Land Use Policy 2.1.3, "the City's Land Development regulations shall encourage concentrated development in Activity Centers. Activity Centers shall be located and designed so as to create vibrant urban areas, promote convenience, reduce travel distance and conserve energy. To help achieve these objectives, the City's Land Development Regulations shall include standards for granting an intensity bonus in Activity Centers. These standards shall encourage mixed-use development, multi-modal public transit facilities, pedestrian-oriented amenities, high quality building and site design, affordable housing, and other features that foster livability, community identity and civic pride. The City's Land Development Regulations shall also include standards for granting relief from minimum intensity standards in return for contributions to bicycle, pedestrian and transit improvements in the Traditional City." The mixed use, pedestrian oriented project will incorporate a SunRail station into its design which is consistent with Future Land Use Subarea Policy S.2.1.3 identified above.

Conformance with the LDC

The AC-3A Zoning District provides guidelines for development which strengthens Downtown as the economic, governmental and cultural hub of the Central Florida region. It provides for concentrated residential, commercial, office, light manufacturing and processing, recreational and cultural facilities. The District serves the entire metropolitan area, and at the highest intensities available within the region. Pedestrian-oriented streets lined with stores, service businesses, entertainment businesses and restaurants are essential facets of a vibrant and diversified Downtown. The policies and requirements of the Downtown Activity Center are intended to create and strengthen this character by ensuring that guidelines are provided for new development to be compatible with existing development in use as well as design.

The Major Attraction (MA) Overlay District is designed to allow major tourist oriented entertainment facilities, which serve an international market, increased flexibility with regard to uses, development standards, and signage necessary to effectively implement the policies of the Growth Management Plan. The proposed tower will include ±59,500 sq. ft. of ballroom/hospitality space to replace the existing ±43,106 sq. ft. Church Street Ballroom (to be demolished for the proposed development) and is proposing a ±25,000 sq. ft. addition of restaurant/entertainment space to 128 W. Church St. The applicant is also proposing a 209 unit hotel. This results in more tourist oriented and entertainment facilities than what exists today, which is consistent with the intent of the MA overlay district.

After the designation of an Historic Preservation Overlay District, no building or other structure shall be demolished within such district until after an application for a Certificate of Appropriateness has been submitted to and approved by the Historic Preservation Board, as provided in Chapter 65, Part 4B. As the existing Church Street Ballroom was constructed

in the 1990s and is not a contributing structure to the historic district, staff is supportive of the demolition of the site pending approval from the Municipal Planning Board and the Historic Preservation Board.

Development Standards

As previously mentioned, the development site will consist of four properties when calculating FAR and the impervious surface ratio (ISR). Phase 2 will consist of a 32-story, 400 ft. tall mixed-use high rise development with 209 hotel units ($\pm 190,000$ sq. ft.), 19 dwelling units, $\pm 2,500$ sq. ft. of ground floor retail, $\pm 59,500$ sq. ft. of ballroom/hospitality, $\pm 210,500$ sq. ft. of office and an integrated 577 space parking garage. Phase 3 will consist of a $\pm 25,000$ sq. ft. addition of commercial/restaurant space to 128 W. Church St. When combined with Phase 1 and the existing square footages of the properties along W. Church St., this results in a total square footage of 902,833 sq. ft. of air conditioned space. On a 2.56 acre lot, this results in an FAR of 8.0.

The applicant is also proposing a modification of standards to the Master Plan as part of the request. The development site is limited to 0.95 or 95% impervious surface ratio where the applicant is proposing 97.76% ISR. Through a Master Plan with modifications the maximum permitted ISR may be increased by up to 20% of the numerical standard. The proposed 2.76% increase is under the allowed maximum of 20%. Further development standards can be found in Table 2 below.

The development site requires a 0 ft. minimum front yard setback with no maximum setback along S. Garland Ave., and requires a minimum street side setback of 0 or 3 ft. along W. South St. and W. Church St. with, again, no maximum setback. The applicant is proposing a 0 ft. setback along E. South St., and an 8 ft. setback along S. Garland Ave. due to an OUC utility easement. The AC-3A zoning district requires a rear yard setback of 10 ft. where the rear yard of the development site will be bound by the rail road tracks. As the applicant is proposing a 16 ft. wide SunRail station at ground level, this would be consistent with the minimum requirements.

Table 2—Development Standards

Acres	Use	Sq. Ft./ dwelling units	Density (dwelling units per acre)		FAR (floor area ratio)		Building Height		ISR (impervious sur- face ratio)	
			Min./ Max.	Pro- posed	Min./ Max.	Pro- posed	Max.	Pro- posed	Max.	Pro- posed
2.56	Office/ Hotel/ Commer- cial	902,833 sq. ft.	15/30	N/A*	.75/3.0**	8.0	N/A***	400 ft.	0.95	0.9776

* When the minimum intensities are met, minimum densities do not apply.

** This can be increased through an intensity bonus.

*** The FAA determines the max height of structures above 200 ft.

Intensity Bonus

The base AC-3A/T zoning district requires a minimum intensity of 0.75 floor area ratio (FAR) and maximum intensity of 3.0 FAR. The applicants are proposing an FAR of 8.0 which requires an intensity bonus of 5.0 FAR. LDC section 58.1103 provides the criteria for approval of a bonus, including availability of public goods/services, a mixture of uses, general compatibility with the surrounding area and consistency with the applicable design regulations. Additionally, the AC-3A/T requires that public art be a requirement of the proposed development.

- **Public goods and services** - By combining all the parcels into one development site the applicant is effectively maxing out the intensity of the site. This ensures the protection of the historic properties along W. Church St., as it would prohibit any significant alterations to those buildings.
- **Mix of uses** - The development site will have a mixture of uses: two hotels, office use, commercial uses, ballroom space, night club/event venue and eating and drinking uses.
- **Compatibility of surrounding area** - The building will be 74 ft. taller than the adjacent tower under construction on Phase 1 and will also be slightly shorter than the SunTrust tower to the east. As the building is one of the furthest westernmost downtown developments, it will act as a design statement on the west side of the downtown central business district. The ground floor will integrate between all three phases as they will be connected via the SunRail platform. There will be ground floor retail/commercial space that can be accessed though all three phases.
- **Design regulations** - The proposed development falls within the Traditional City overlay as well as the Historic

Preservation Board (HPB) boundary. The applicant has received their courtesy review from the HPB and will be required to receive a major certificate of appropriateness from the HPB once their plans are 70% complete. A subsequent section of the report will detail their feedback

- **Public art** - The applicant has provided a commitment to adding public art to the programming of the space, as required for bonuses Downtown. The concept for the placement of the public art shall be reviewed by the HPB during its final review hearing for a certificate of appropriateness. The art will need to be visible from the public right of way and placed on the exterior of the building.
- **Design Enhancements**. The bonus system requires a set of design enhancements in order to qualify for the bonus. The more entitlements sought, the greater amount of enhancements listed in Section 58.1104 should be incorporated into the project. The project will need to include the following to qualify:
 - a) Streetscape (met). The project provides the required streetscape enhancement with a 15-ft section.
 - b) Landscaping (partially met). The project will need to provide landscaping points 10% over typical code requirements. The project as presented has the potential to provide plantings on balconies, roofs, and the “porch” area at the entry to the building that will need to be reviewed for compliance with this requirement.
 - c) Mobility (met). The project incorporates a commuter rail station into the eastern edge of the project.
 - d) Sustainable Materials (met). The project includes some interesting materials via the use of “Trespa” system for portions of the cladding. This product is made of 70% materials from sustainable forestry practices, which includes PEFC chain of custody process. The product can potentially contribute to the LEED programs Material Reuse category.
 - e) Sculpted Roofline (met). The proposal includes a unique design that incorporates modulating planes, punctuated by a “fin” that terminates the building significantly into the sky, creating an interesting top to the building. The balconies and details of hotel portion of the building create a capital detail to the top of the building to create more detail at the top of the building.
 - f) Superior Architectural Design (partially met). The project meets the superior architectural design qualities sought in 528.1104(f) of the code, yet the design will need to be enhanced for its entries into the building on both the primary Garland side of the building, and the secondary entry from the rail station. City Code calls for a prominent feature for the entrance that is defined with pediments, pilasters, columns, porticoes, porches, overhangs, railing and other elements that work together to enhance the entries. The proposal as explained to the HPB includes repurposing of the stained glass of the ballroom on the site which will be backlit on the stairwell (which needs to be mitigated for its sheer walls) at ground level and be infused into the lobby to create interest. Further refinements to the entry sequence should be reviewed by the HPB in the future to enhance the entries such that more than a signage treatment is included over these primary and secondary entries.
 - g) Underground Utilities (partially met). While the project does not have above-ground utilities, the project will need to incorporate the transformers and other equipment into the structure itself, as there is no location outside of the building to accommodate this equipment. This requires a 3-hour wall vault (or 1-hour when sprinklered) which can directly vent to the exterior of the building.
 - h) Parking Garage Liner (met). The project does include a podium garage, so it does not quite meet this requirement. However, since the project does activate the Bumby Block historic building and integrates them into the overall circulation of the project as it presents itself to Church Street through a series of entries, food halls, active uses, etc., the project does meet the intent of this requirement.
 - i) Other Features. Since the project includes much needed ballroom and meeting space, the MPB should consider this much needed use as an enhancement to the Downtown, including the fact that it will replace existing ballroom space.

Urban Design/Historic Preservation Board

As mentioned previously, the site is located in the Historic Preservation Board (HPB) review area. The applicant did apply for a courtesy review of their project at the October HPB meeting. The project will be required to obtain a Major Certificate of Appropriateness once the design plans have reached 70% completion.

At the October HPB meeting, the Board discussed the building materials including the Trespa “basketweave”, colors of the glass and structure, articulation of the floors, architectural fins, integration of the parking garage from Phase I, generating energy efficiency, and use of pedestrian spaces. The blue color glass was a concern as it may be a literal companion to the Phase I modern building to the South. Mr. Baker discussed that the building may incorporate a green color scheme for both window tint and the architectural fin to distinguish it from the more blue-toned Phase I tower. Mr. Baker also stated that the stained glass windows from the Ballroom may be re-purposed into public art. The cantilevering parking area gives a claustrophobic feeling to the main entry spaces leading off Garland Avenue. Tim Lemons suggested the applicants engage in public outreach about their concept and plans to mitigate potential controversy over the large-scale

project. Staff also identified the following items need to be addressed during the Major Certificate of Appropriateness review process:

- “Connection” or how the buildings meet at parking garage from phase 1 to phase 2 will need careful detailing.
- Distances between existing phase 1 tower and phase 2 tower.
- Views showing Garland entrance, building in skyline, views showing building from Church St and railroad.
- More information on pedestrian experience and ground plane details of how the access flows from Church St, track side, and Garland Avenue entrances.
- Building overhang impacts and soffit details.
- Building skin materials, colors, glass.
- Ground plane materials
- Sunrail and trackside materials and treatments including continuity with southern portion of the trackside.
- Parking garage screening, important as the northern façade of the parking garage is the backdrop for historic structures on Church Street.
- Phase 3 will require separate review at a later date.
- Master sign plan.

Transportation

The Phase 2, mixed-use high rise building will be accessed via a main ingress/egress point off S. Garland Ave. There will also be an internal drop off to the hotel on the first floor of the garage. In the future the garage may be able to connect on floors 4-10 which would help increase traffic flow throughout the site. The Transportation Department has no major issues with the proposed development or garage design. Per Table 3 below the proposed use is required to have 304 parking spaces. As the proposed site is within the Downtown Parking Area it is subject to the following standards: 1 parking space for every 1,000 sq. ft. of gross floor area (GFA) for the non-residential portion of the building, any commercial/retail use is exempt from the minimum parking standards (this includes the ballroom space), and hotels/motels require a minimum of 0.35 parking spaces per lodging unit. The proposed 577 spaces meets the minimum required as identified in Table 4 below.

Table 4—Parking Requirements					
Use	Units/Sq. Ft.	Minimum Ratio	Min. Spaces Required	Maximum Ratio	Max. Spaces Permitted
Nonresidential Uses*					
Hotel	209 units	0.35 spaces : lodging unit	74	3 spaces : 1,000 sq. ft. GFA	570
Office	±210,500 sq. ft.	1 space : 1,000 sq. ft GFA	211	3 spaces : 1,000 sq. ft. GFA	632
Residential Uses					
Multi-family	19 units	1 space : lodging unit	19	2 spaces : lodging unit	38
Total			304		1,240
Total Provided			577		

*Retail, Personal & Entertainment, and Eating & Drinking uses are all exempt from meeting the minimum parking requirements.

Schools

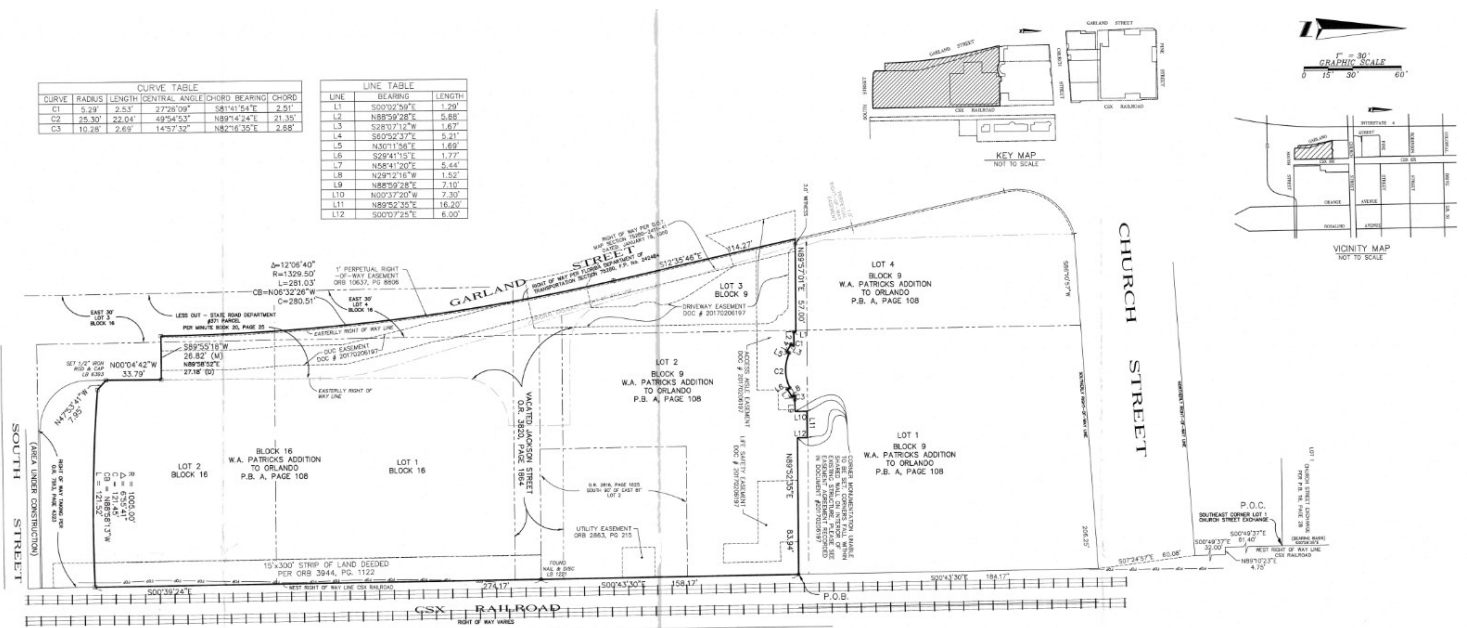
On July 7, 2008, the City adopted a Public School Facilities Element (PSFE) and the Amended Interlocal Agreement for Public School Facility Planning and Implementation of Concurrency which requires all residential developments be subject to school concurrency review. A list of exemptions from this review is provided under Section 16.2 of the Agreement. Included in the list of exemptions are DRIs that have filed a complete application for a development order prior to May 1, 2005 (Section 16.2(j)). Under the terms of the agreement, the City will advise OCPS of comprehensive plan amendments, zoning amendments, and development proposals that may have the effect of increasing existing density. This site is located within the Downtown DRI, which is included in the list of exemptions of DRIs that have filed a complete application, therefore this site is exempt from concurrency.

The applicant is currently proposing 19 residential units and should staff's proposed code amendments be adopted for an increased intensity bonus then the applicant will convert these back to hotel lodging units. Should the proposed amendments be denied the applicant will apply for any agreements as required per Orange County Public Schools.

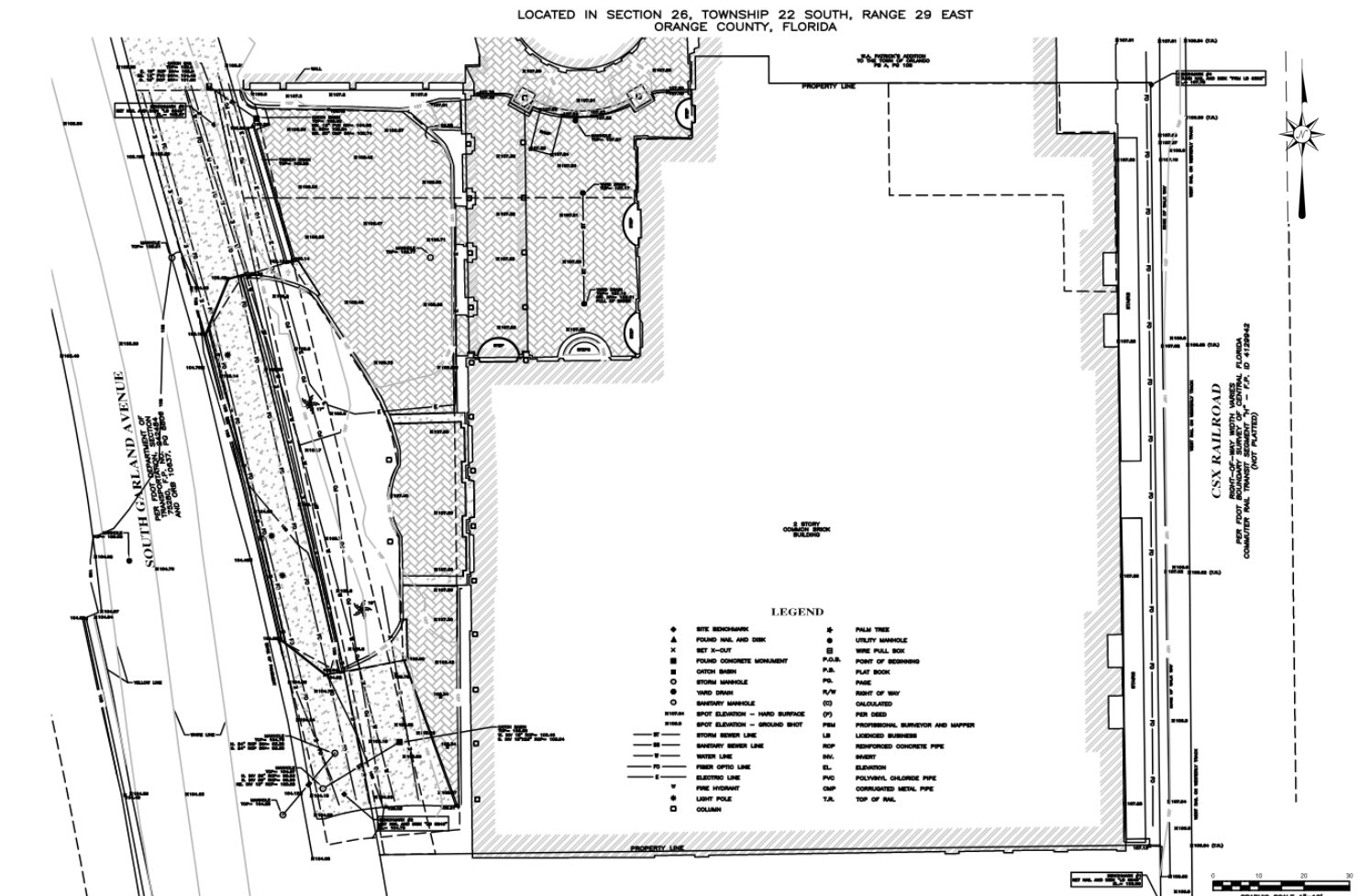
AERIAL PHOTO



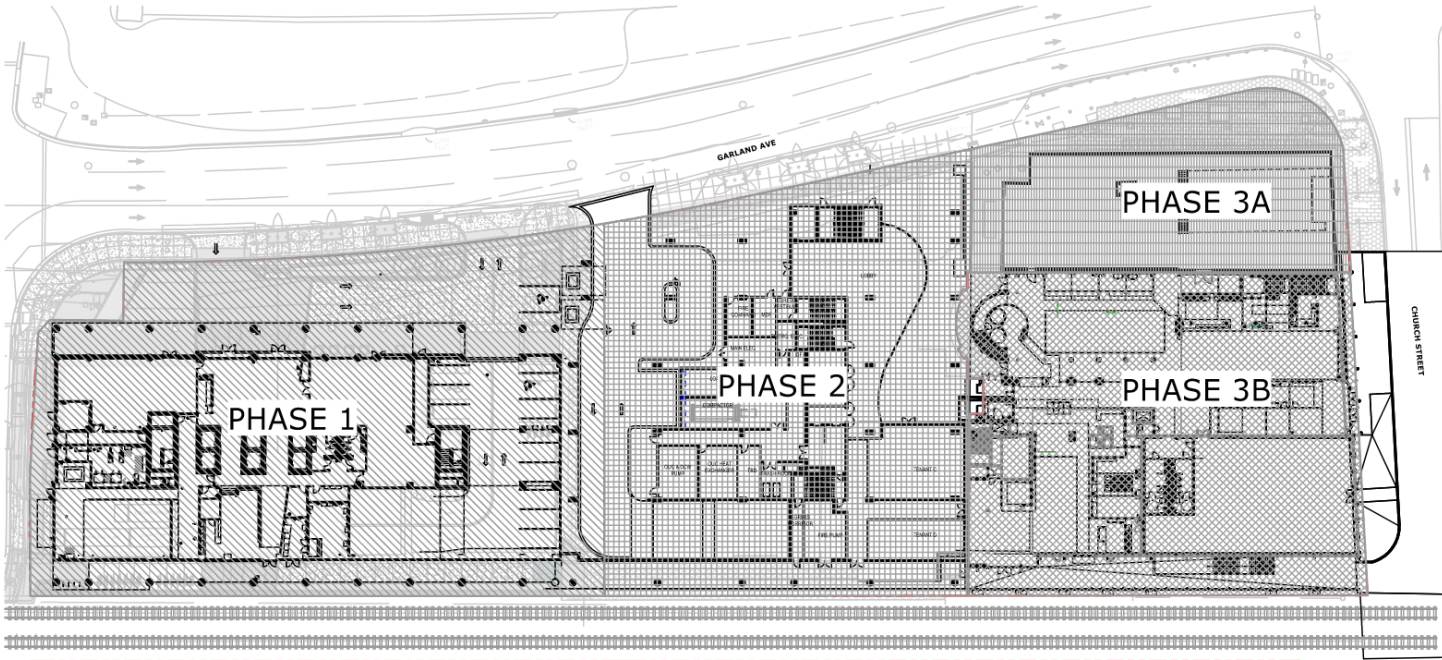
EXISTING SURVEY (ENTIRE DEVELOPMENT SITE)



EXISTING SURVEY (PHASE 2)

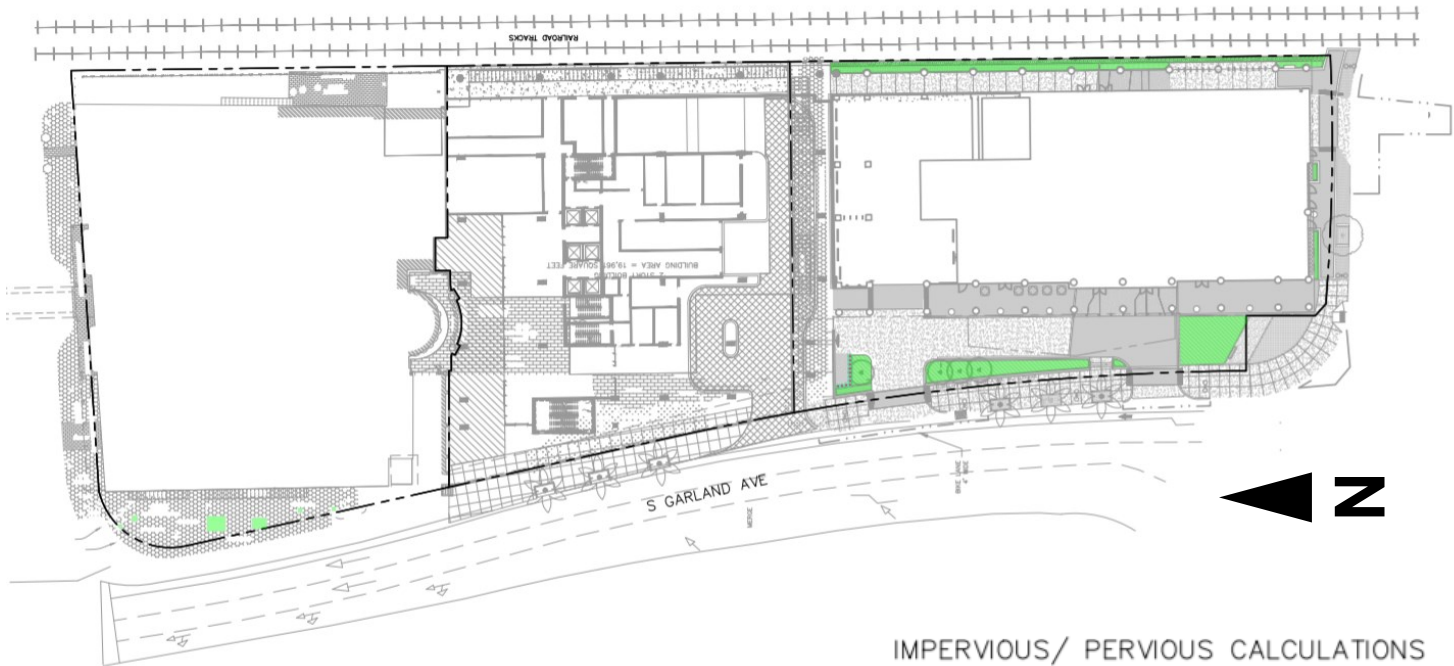


PHASING PLAN



1 PHASING DIAGRAM
1"=50'

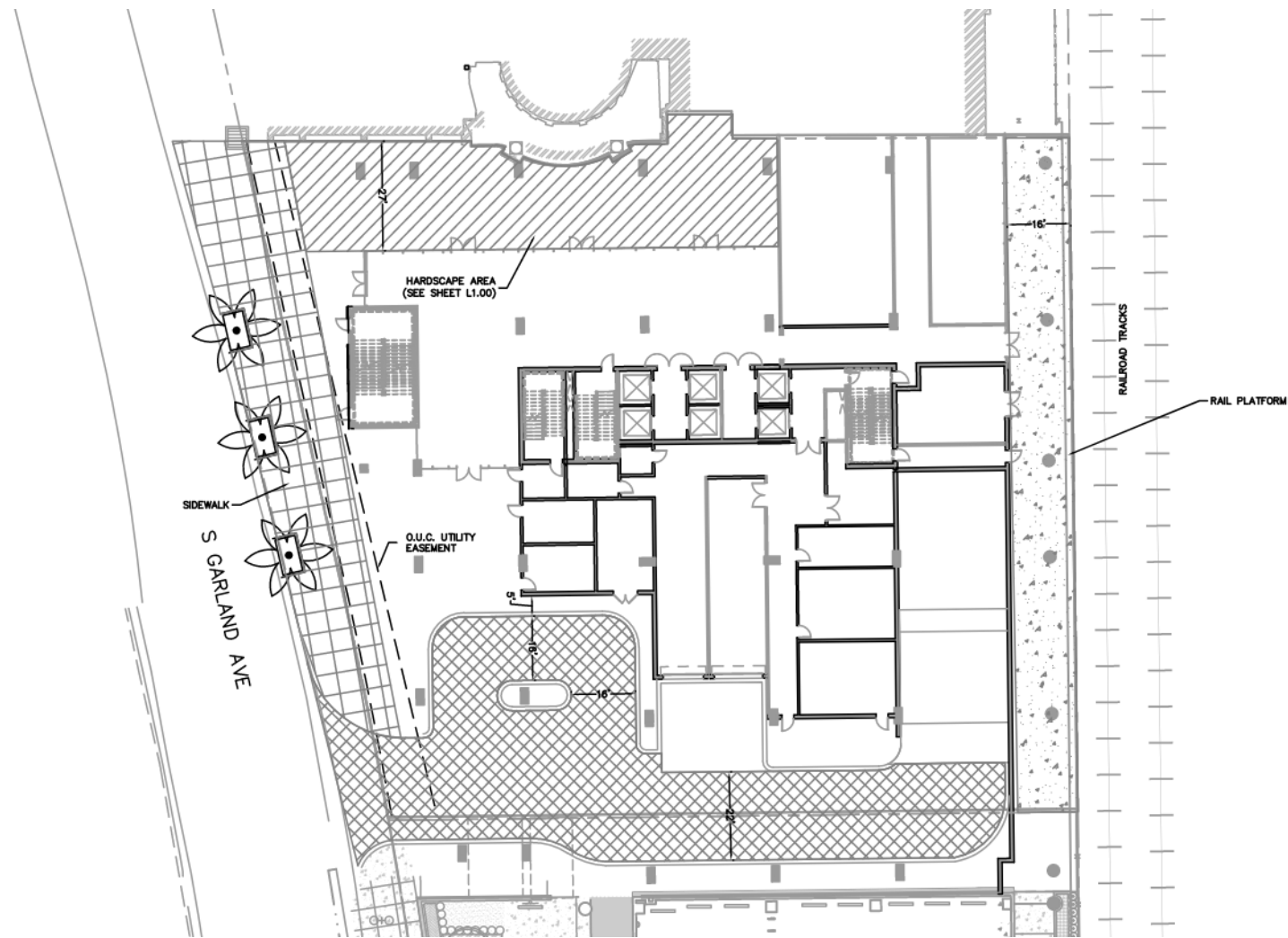
ISR CALCULATIONS



 PERVIOUS AREA

IMPERVIOUS/ PERVIOUS CALCULATIONS	
PERVIOUS %	2.24 %
IMPERVIOUS %	97.76 %

SITE PLAN



SITE DATA :

PROPERTY AREA:	0.73 ACRES
IMPERVIOUS AREA:	0.73 AC (100%)
PERVIOUS AREA :	0.00 AC (0%)
ISR PROVIDED:	1.00
EXISTING ZONING:	AC-3A/T
FUTURE LAND USE:	D-AC
CURRENT USE:	COMMERCIAL
EXISTING USE:	NIGHTCLUB/BARS
PROPOSED LANDUSE:	HOTEL/OFFICE/RETAIL
PROPOSED BUILDING HEIGHT:	400 FT
MAXIMUM BUILDING HEIGHT (AC-3A):	PER FAA ALLOWABLE
DENSITY:	8.0 FAR

UNITS:

HOTEL DWELLING UNITS:	228 UNITS
RETAIL:	2,500 SF
BALLROOM/ HOSPITALITY:	59,500 SF
LOBBY + BOH:	12,200 SF
OFFICES:	210,500 SF
TOTAL UNITS:	228 UNITS
TOTAL SQUARE FOOTAGE:	284,700 SF

PARKING REQUIREMENTS:

HOTEL:	0.35 SPACES PER UNIT
(PER ORDINANCE 2019-10, SEC 61.342)	
RETAIL:	1 SPACES PER 1,000 SF GFA
(PER ORDINANCE 2019-10, SEC 61.342)	
BALLROOM/ HOSPITALITY:	1 SPACES PER 1,000 SF GFA
(PER ORDINANCE 2019-10, SEC 61.342)	
OFFICES:	1 SPACES PER 1,000 SF GFA
(PER ORDINANCE 2019-10, SEC 61.342)	

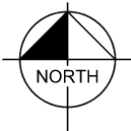
UNIT MIX:

HOTEL:	0.35 x 228 UNITS = 80 SPACES
RETAIL:	2,500 SF + 1,000 = 2.5 SPACES
BALLROOM/ HOSPITALITY:	59,500 SF + 1,000 = 59.5 SPACES
OFFICES:	210,500 SF + 1,000 = 210.5 SPACES
TOTAL:	353 SPACES

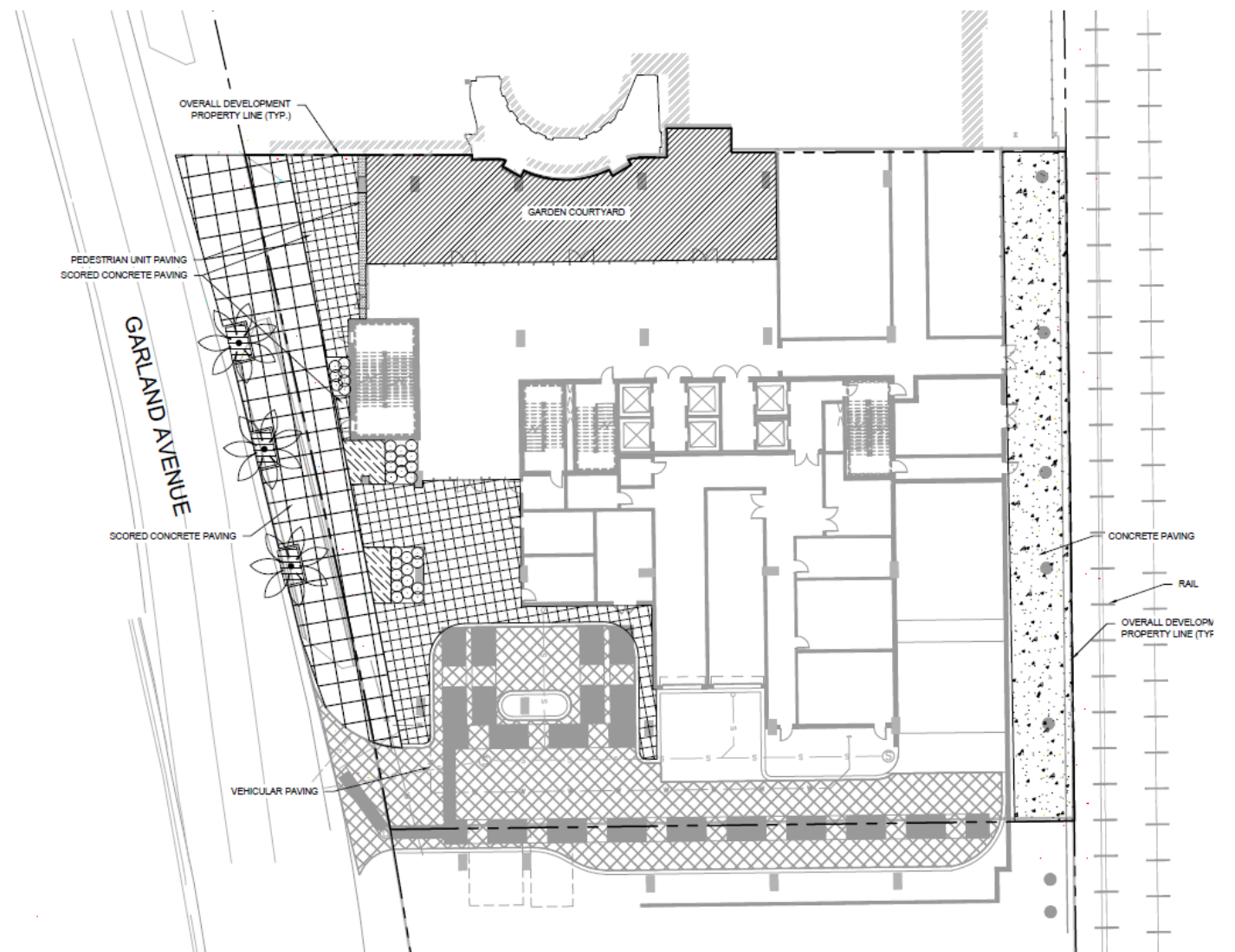
ALLOWABLE COMPACT SPACES:	53
(15% OF TOTAL)	

PARKING PROVIDED:





REGULAR SPACES:	511
COMPACT SPACES:	54
HANDICAP SPACES:	12
TOTAL SPACES PROVIDED:	577 SPACES



LANDSCAPE PLAN



PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE
	PS	3	PHOENIX SYLVESTRIS STRAIGHT, SINGLE LEADER, FULL, FL #1	WILD DATE PALM	FG	-	12' CT MIN
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE
	SH	31	SHRUB FULL	SHRUB	3 GAL	36" OC	
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	SPACING
	GC	191	GROUND COVER	GROUND COVER	1 GAL		12" OC
	TM	141	TRACHELOSPERMUM ASIATICUM 'MINIMA' FULL	MINIMA JASMINE	3 GAL	12" FULL	12" OC
MISC.	QTY	BOTANICAL/COMMON NAME	SPECIFICATIONS				
MULCH	TBD	EUCALYPTUS MULCH	3" DEPTH MINIMUM, SHREDDED, FREE OF WEEDS/INVASIVE PLANT MATERIAL				

This architectural floor plan depicts a building with a complex layout, including a large central hall, several smaller rooms, and a curved exterior wall on the right. The plan is overlaid with a grid and includes various annotations and dimensions.

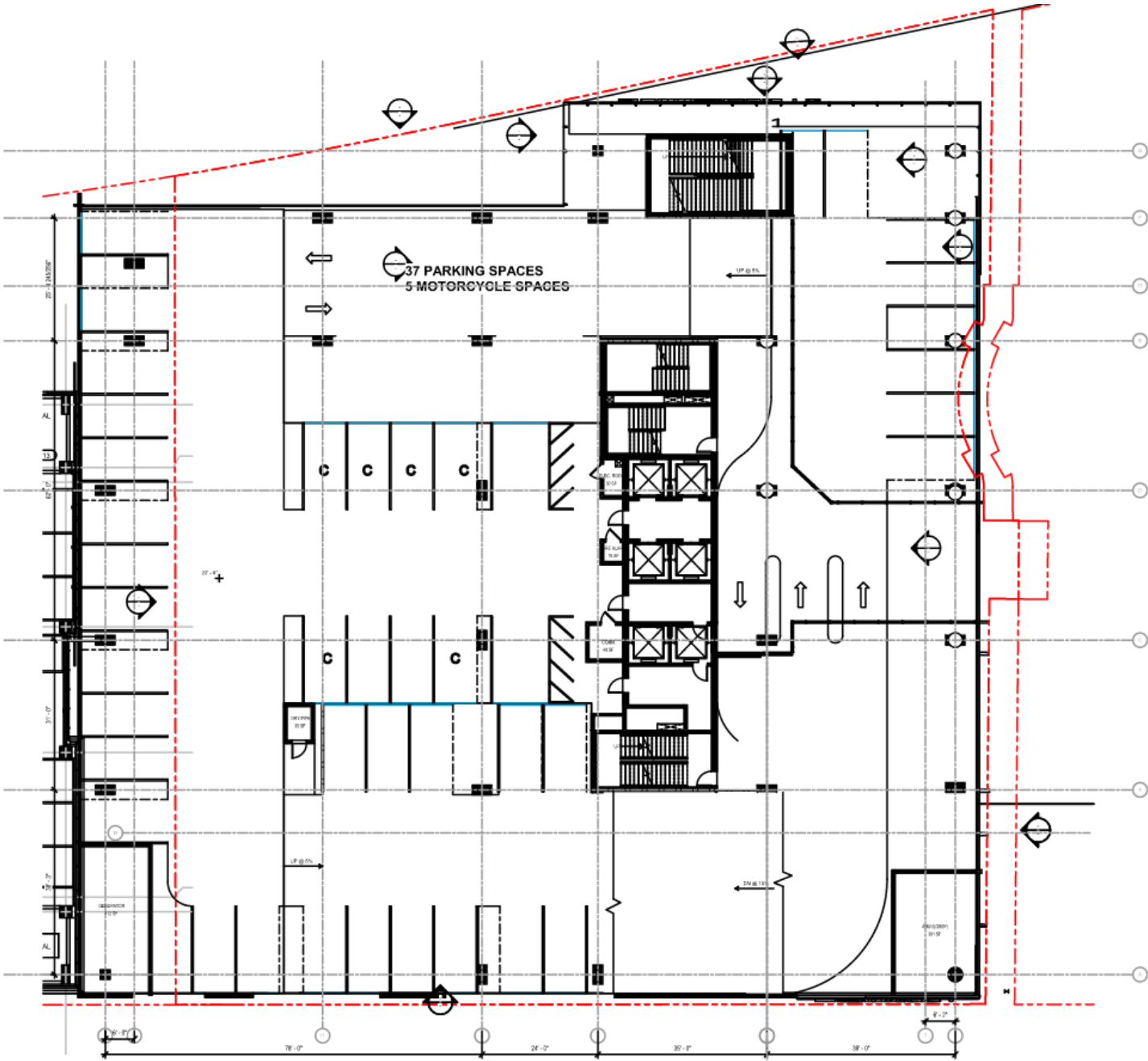
Room Labels and Dimensions:

- ROOM 101: 100 SF
- ROOM 102: 100 SF
- ROOM 103: 100 SF
- ROOM 104: 100 SF
- ROOM 105: 100 SF
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- ROOM 107: 100 SF
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- ROOM 176: 100 SF
- ROOM 177: 100 SF
- ROOM 178: 100 SF
- ROOM 179: 100 SF
- ROOM 180: 100 SF
- ROOM 181: 100 SF
- ROOM 182: 100 SF
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- ROOM 196: 100 SF
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- ROOM 198: 100 SF
- ROOM 199: 100 SF
- ROOM 200: 100 SF

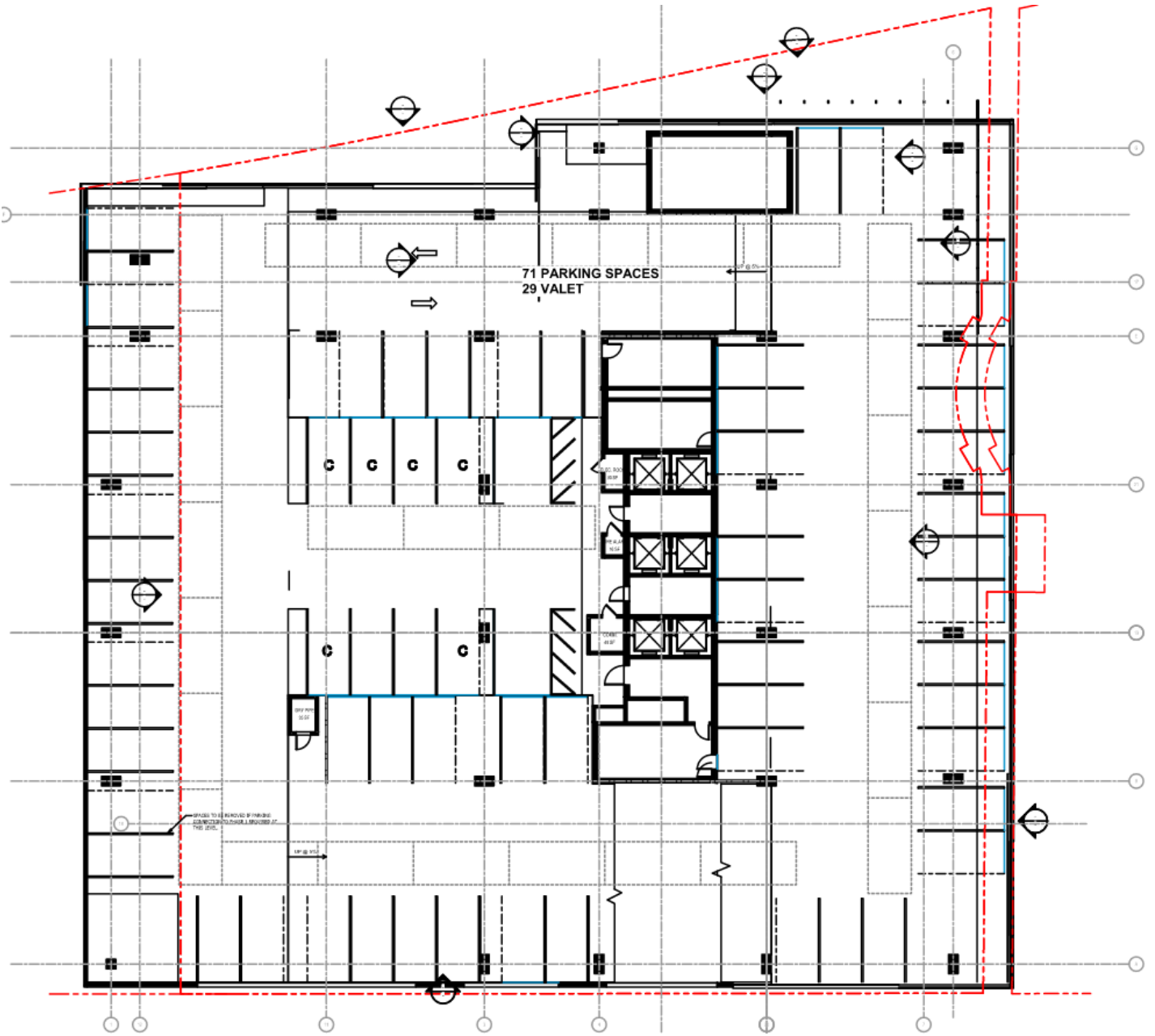
Other Annotations:

- Dimensions: 30'-0", 20'-0", 10'-0", 5'-0", 15'-0", 25'-0", 35'-0", 45'-0", 55'-0", 65'-0", 75'-0", 85'-0", 95'-0", 105'-0", 115'-0", 125'-0", 135'-0", 145'-0", 155'-0", 165'-0", 175'-0", 185'-0", 195'-0", 205'-0", 215'-0", 225'-0", 235'-0", 245'-0", 255'-0", 265'-0", 275'-0", 285'-0", 295'-0", 305'-0", 315'-0", 325'-0", 335'-0", 345'-0", 355'-0", 365'-0", 375'-0", 385'-0", 395'-0", 405'-0", 415'-0", 425'-0", 435'-0", 445'-0", 455'-0", 465'-0", 475'-0", 485'-0", 495'-0", 505'-0", 515'-0", 525'-0", 535'-0", 545'-0", 555'-0", 565'-0", 575'-0", 585'-0", 595'-0", 605'-0", 615'-0", 625'-0", 635'-0", 645'-0", 655'-0", 665'-0", 675'-0", 685'-0", 695'-0", 705'-0", 715'-0", 725'-0", 735'-0", 745'-0", 755'-0", 765'-0", 775'-0", 785'-0", 795'-0", 805'-0", 815'-0", 825'-0", 835'-0", 845'-0", 855'-0", 865'-0", 875'-0", 885'-0", 895'-0", 905'-0", 915'-0", 925'-0", 935'-0", 945'-0", 955'-0", 965'-0", 975'-0", 985'-0", 995'-0", 1005'-0", 1015'-0", 1025'-0", 1035'-0", 1045'-0", 1055'-0", 1065'-0", 1075'-0", 1085'-0", 1095'-0", 1105'-0", 1115'-0", 1125'-0", 1135'-0", 1145'-0", 1155'-0", 1165'-0", 1175'-0", 1185'-0", 1195'-0", 1205'-0", 1215'-0", 1225'-0", 1235'-0", 1245'-0", 1255'-0", 1265'-0", 1275'-0", 1285'-0", 1295'-0", 1305'-0", 1315'-0", 1325'-0", 1335'-0", 1345'-0", 1355'-0", 1365'-0", 1375'-0", 1385'-0", 1395'-0", 1405'-0", 1415'-0", 1425'-0", 1435'-0", 1445'-0", 1455'-0", 1465'-0", 1475'-0", 1485'-0", 1495'-0", 1505'-0", 1515'-0", 1525'-0", 1535'-0", 1545'-0", 1555'-0", 1565'-0", 1575'-0", 1585'-0", 1595'-0", 1605'-0", 1615'-0", 1625'-0", 1635'-0", 1645'-0", 1655'-0", 1665'-0", 1675'-0", 1685'-0", 1695'-0", 1705'-0", 1715'-0", 1725'-0", 1735'-0", 1745'-0", 1755'-0", 1765'-0", 1775'-0", 1785'-0", 1795'-0", 1805'-0", 1815'-0", 1825'-0", 1835'-0", 1845'-0", 1855'-0", 1865'-0", 1875'-0", 1885'-0", 1895'-0", 1905'-0", 1915'-0", 1925'-0", 1935'-0", 1945'-0", 1955'-0", 1965'-0", 1975'-0", 1985'-0", 1995'-0", 2005'-0", 2015'-0", 2025'-0", 2035'-0", 2045'-0", 2055'-0", 2065'-0", 2075'-0", 2085'-0", 2095'-0", 2105'-0", 2115'-0", 2125'-0", 2135'-0", 2145'-0", 2155'-0", 2165'-0", 2175'-0", 2185'-0", 2195'-0", 2205'-0", 2215'-0", 2225'-0", 2235'-0", 2245'-0", 2255'-0", 2265'-0", 2275'-0", 2285'-0", 2295'-0", 2305'-0", 2315'-0", 2325'-0", 2335'-0", 2345'-0", 2355'-0", 2365'-0", 2375'-0", 2385'-0", 2395'-0", 2405'-0", 2415'-0", 2425'-0", 2435'-0", 2445'-0", 2455'-0", 2465'-0", 2475'-0", 2485'-0", 2495'-0", 2505'-0", 2515'-0", 2525'-0", 2535'-0", 2545'-0", 2555'-0", 2565'-0", 2575'-0", 2585'-0", 2595'-0", 2605'-0", 2615'-0", 2625'-0", 2635'-0", 2645'-0", 2655'-0", 2665'-0", 2675'-0", 2685'-0", 2695'-0", 2705'-0", 2715'-0", 2725'-0", 2735'-0", 2745'-0", 2755'-0", 2765'-0", 2775'-0", 2785'-0", 2795'-0", 2805'-0", 2815'-0", 2825'-0", 2835'-0", 2845'-0", 2855'-0", 2865'-0", 2875'-0", 2885'-0", 2895'-0", 2905'-0", 2915'-0", 2925'-0", 2935'-0", 2945'-0", 2955'-0", 2965'-0", 297

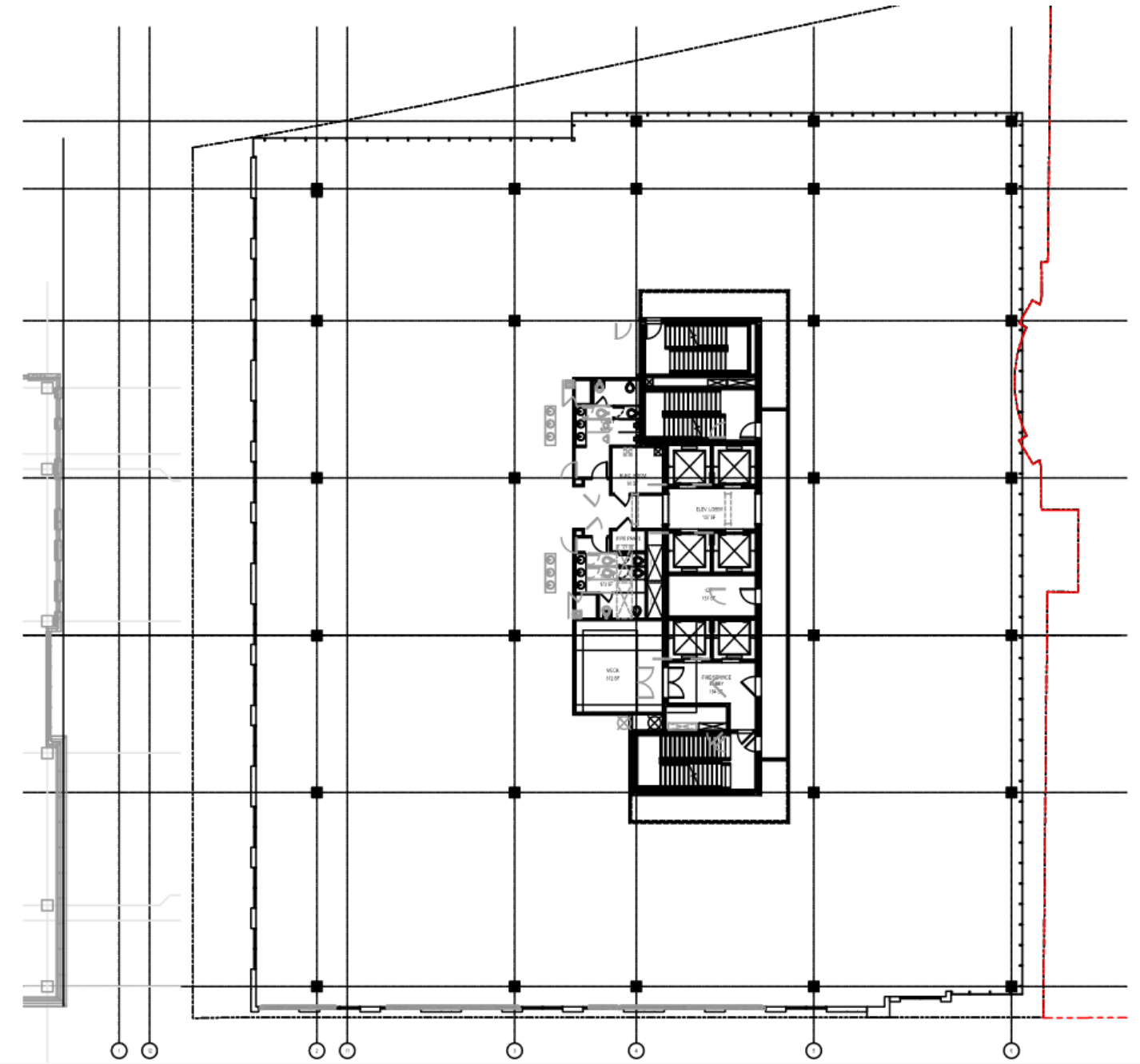
LEVEL 2 FLOOR PLAN (GARAGE)



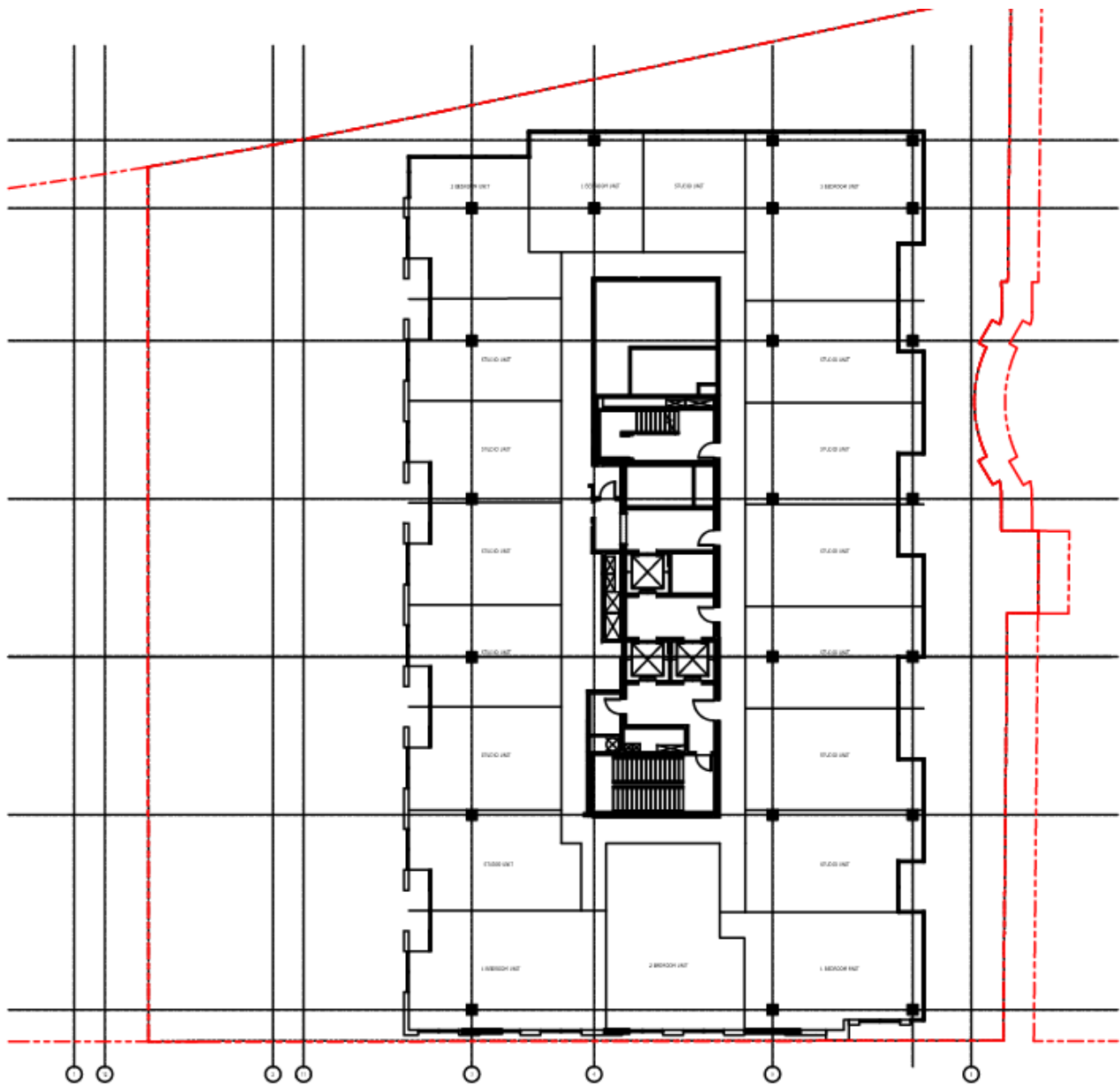
LEVELS 7-10 FLOOR PLAN (GARAGE)



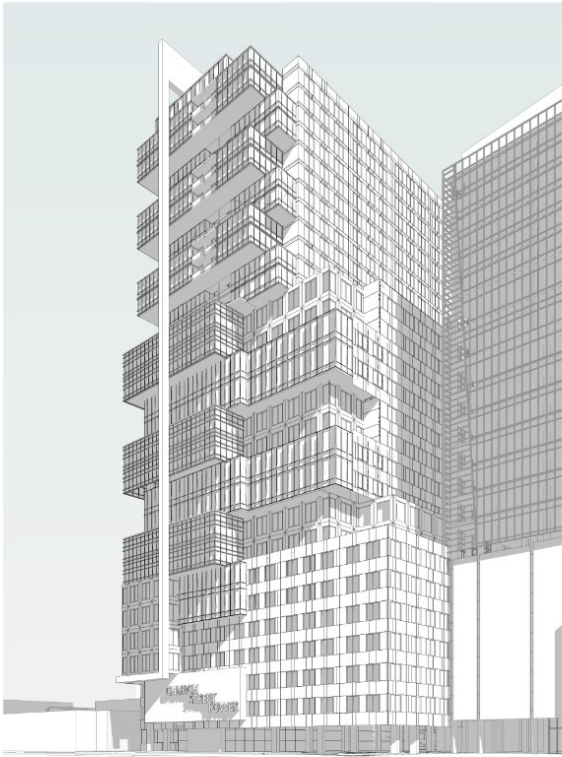
TYPICAL OFFICE FLOOR



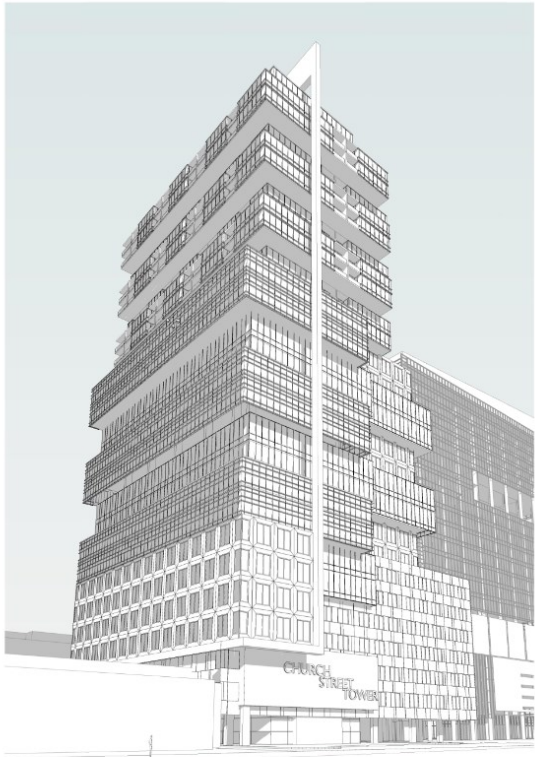
TYPICAL HOTEL/RESIDENTIAL FLOOR PLAN



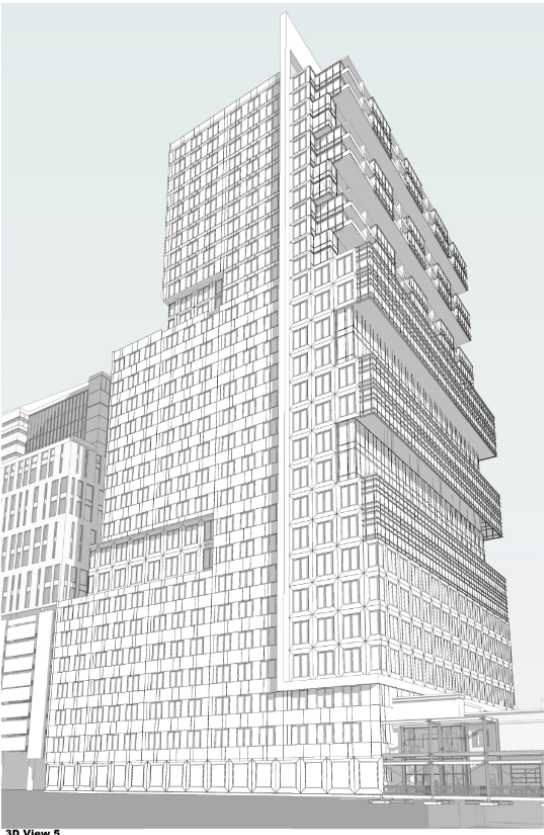
3-D MODEL ELEVATIONS



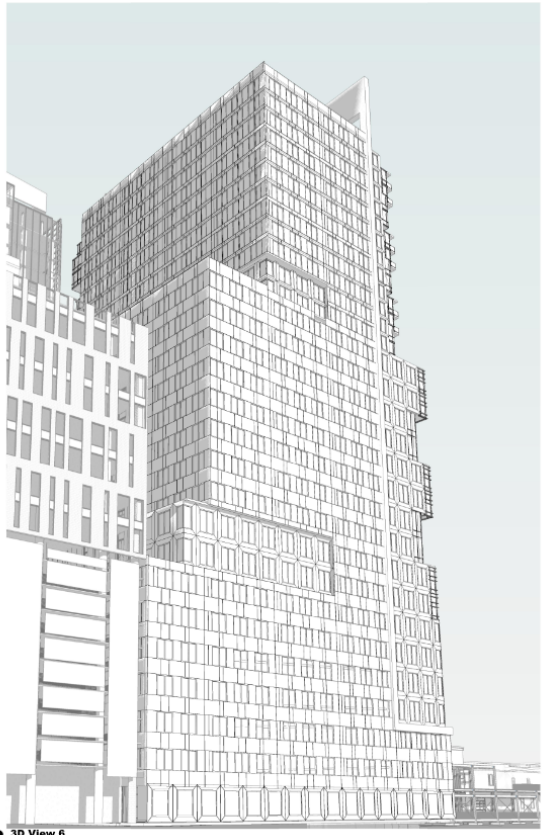
1 3D View 1



2 3D View 2

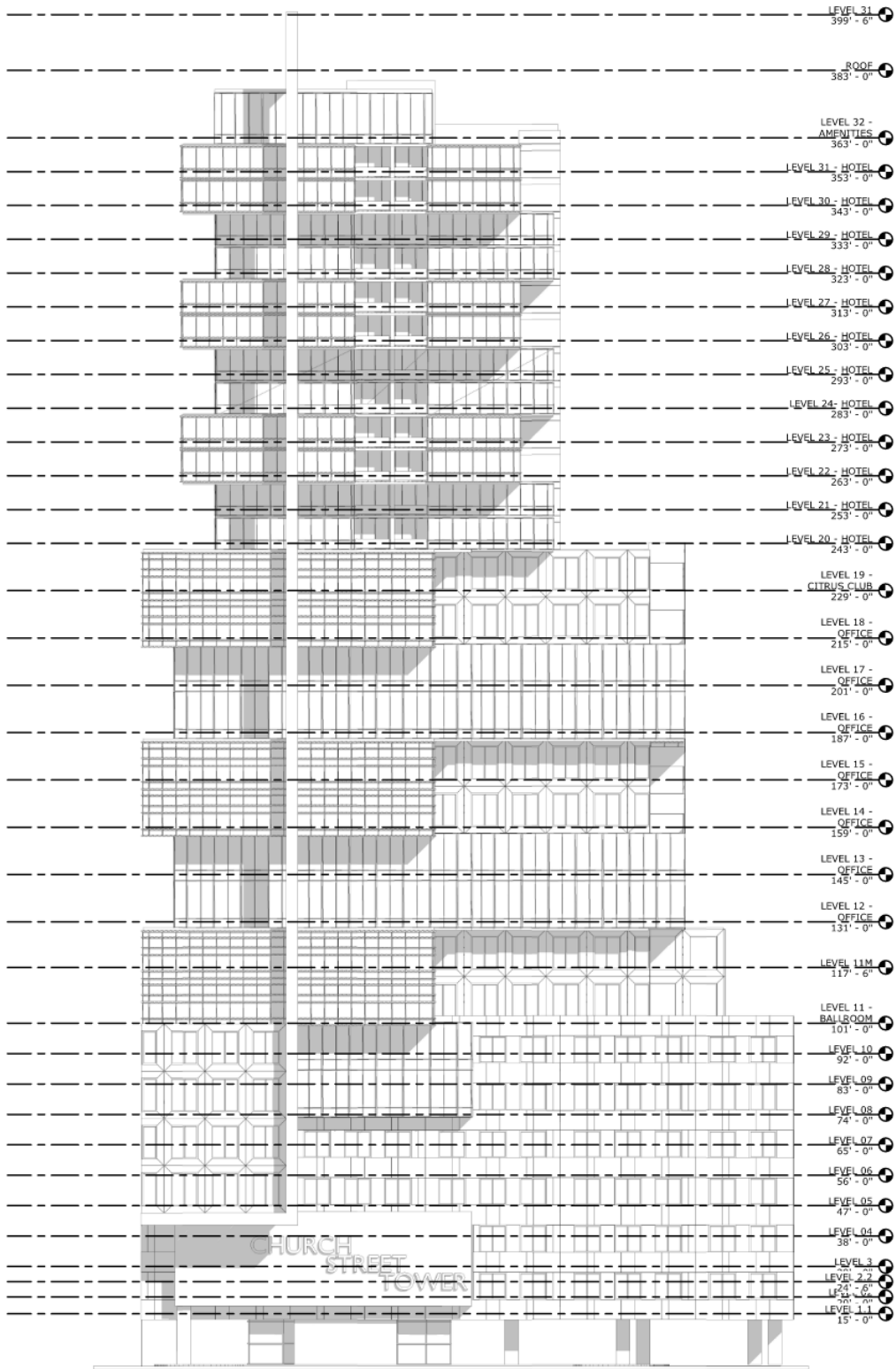


1 3D View 5

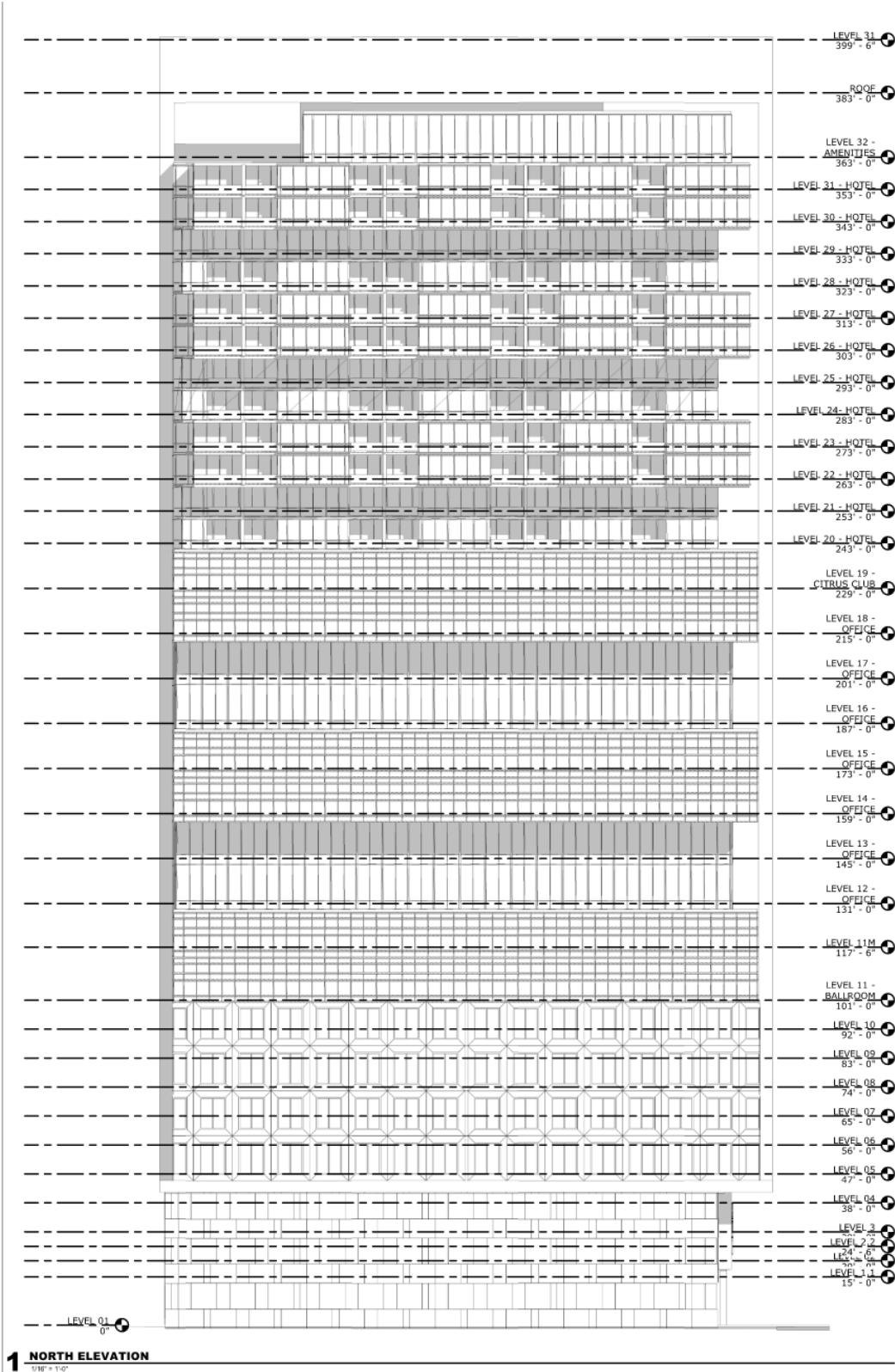


2 3D View 6

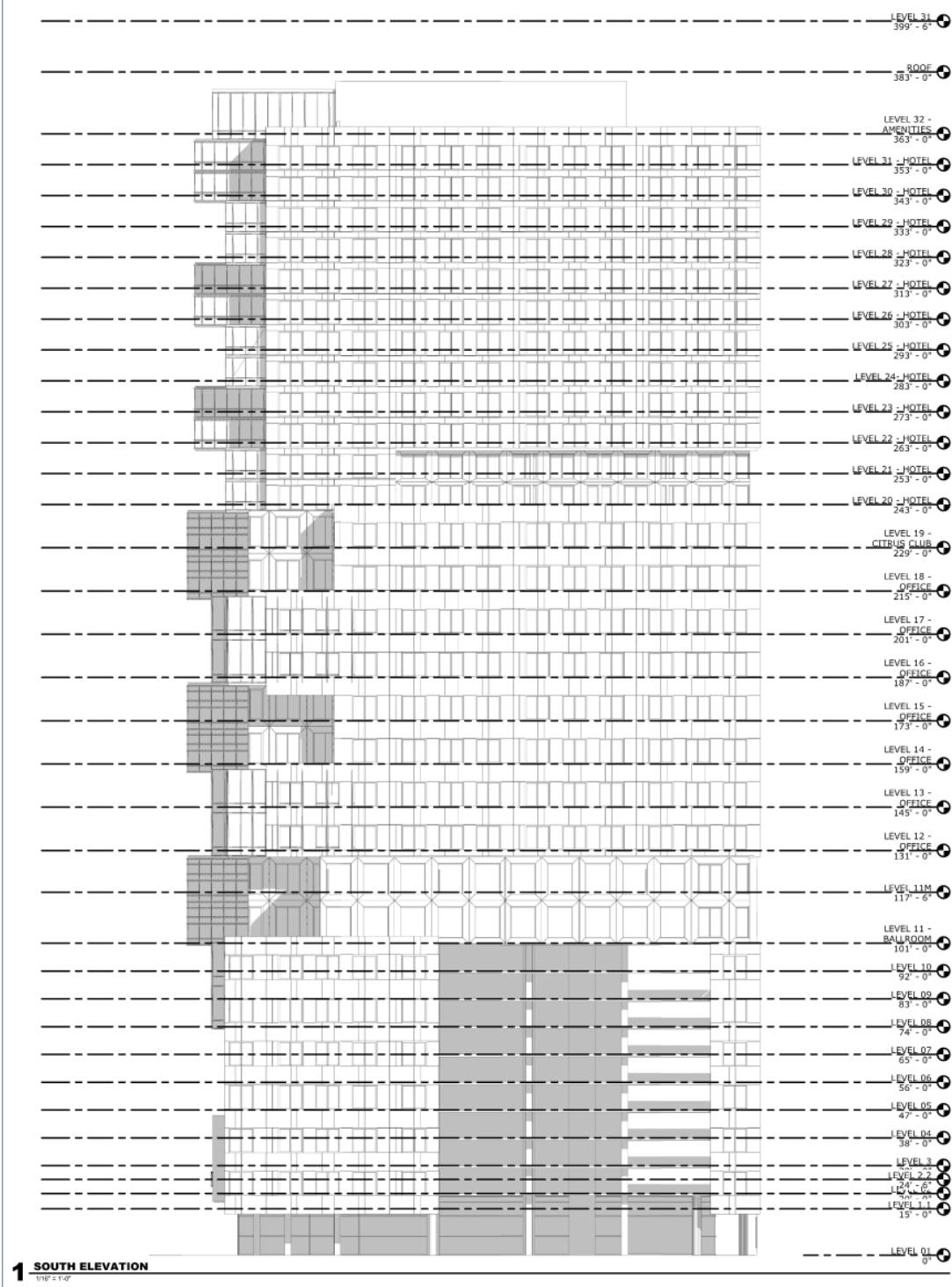
EAST ELEVATIONS



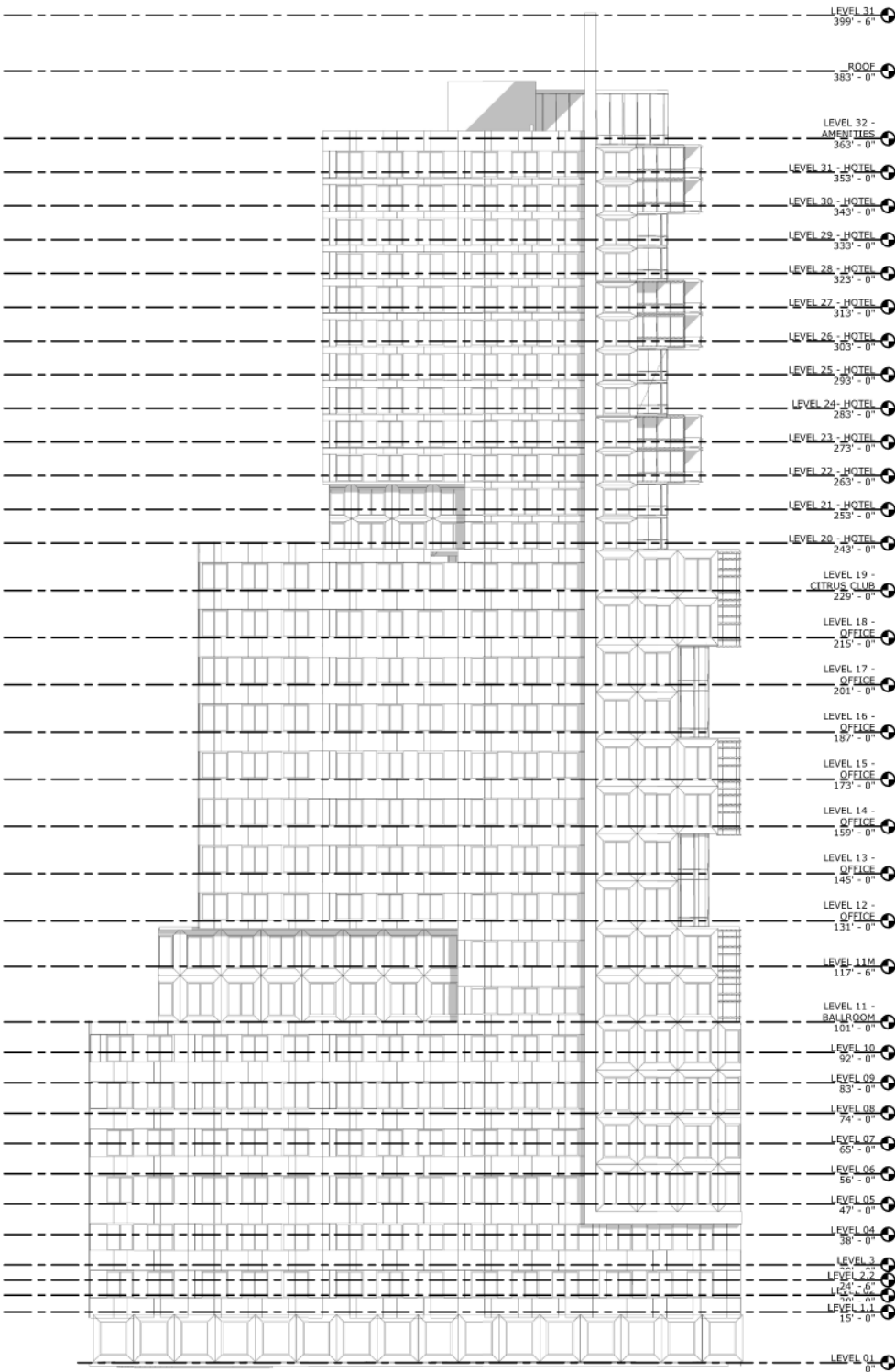
NORTH ELEVATIONS



SOUTH ELEVATIONS



WEST ELEVATIONS



1 WEST ELEVATION

1/8" = 1'-0"

SITE PHOTOS



FINDINGS

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of Master Plan applications contained in Section 65.331 of the Land Development Code (LDC):

1. The proposed use is consistent with the City's Growth Management Plan.
2. The proposed use is consistent with the purpose and intent of the AC-3A/T/HP/MA & AC-3A/T/MA zoning district and all other requirements of the LDC.
3. The proposed use will be compatible with surrounding land uses and the general character of the area.
4. The necessary public facilities will be adequate to serve the proposed use, or will be provided by the applicant as a condition of this approval.

Staff recommends approval of MPL2019-10056 subject to the conditions below:

CONDITIONS OF APPROVAL

Land Development

1. **Land Use and Zoning.** Except as provided herein, development of the property shall be consistent with the development standards of the AC-3A/T/HP/MA & AC-3A/T/MA zoning districts.
2. **Conditions of Approval.** The conditions of approval in this Staff Report must be adhered to and the necessary changes must be made on the building permit. Failure to do so will delay the issuance of your permit.
3. **General Code Compliance.** Development of the proposed project should be consistent with the conditions in this report and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies. All other applicable state or federal permits must be obtained before commencing development.
4. **Minor Modifications.** Zoning variances may be approved pursuant to the procedures set forth in Part 2J Chapter 65, Orlando City Code. Additionally, recognizing that development plans can change in small ways between the planning and permitting stages of development, the planning official may approve up to a 10% modification of any applicable numerical development standard if the planning official finds that the proposed modification is consistent with the applicable goals, objectives, and policies of the GMP, is compatible with nearby existing land uses, would not result in inadequate public facilities, and is otherwise consistent with the public health, safety, and welfare. When approving such a modification of a development standard, the planning official may impose one or more of the conditions of development provided at section 65.334, Orlando City Code, but such condition or conditions must be reasonably calculated to mitigate the identifiable land use impacts of the modified standard.
5. **Regulations Subject to Code.** Except as provided herein, the proposed project is subject to the conditions of this report and all codes and ordinances of the State of Florida, City of Orlando and all other applicable regulatory agencies. All other applicable state or federal permits must also be obtained before commencing development.
6. **Consistency.** Development must remain consistent with all exhibits provided within this application subject to the conditions ultimately approved by City Council.
7. **Expiration of Approval.** The applicant must receive a building permit for the work requiring the conditional use permit within two years of the conditional use permit approval. If the applicant does not receive the building permit within two years, then the conditional use permit is no longer valid and the applicant must reapply for a conditional use permit if the applicant wishes to proceed with a development requiring a conditional use permit. If the building permit for the work requiring the conditional use permit expires before a certificate of occupancy or certificate of completion is issued for the work requiring the conditional use permit, then the conditional use permit is no longer valid and the applicant must reapply for a conditional use permit if the applicant wishes to proceed with a development requiring a conditional use permit.
8. **Florida Statutes.** As provided by subsection 166.033(5), Florida Statutes, issuance of a development permit by a municipality does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. In accordance with subsection 166.033(5), Florida Statutes, it is hereby made a condition of this permit that all other applicable state or federal permits be obtained before commencement of the development.
9. **Airspace/Tall Structure Review.** The proposed building height is 440 ft. Therefore, the provisions of LDC Sections 58.1213 through 58.1227 are applicable and review by the Federal Aviation Administration (FAA), Florida Department of Transportation – Aviation Office, and the City's Airport Zoning Director (in consultation with the Greater Orlando Aviation Authority's Planning Director) are required prior to receiving any building permits. Following FAA's final airspace review determination, the applicant must submit an application for a City of Orlando Airport

Height Zoning Permit. The applicant is advised that the review of the City of Orlando Airport Height Zoning Permit may result in additional conditions of approval including reduced allowable building height, the incorporation of hazard marking and lighting, and/or other conditions as deemed necessary by the City's Airport Zoning Director. The City's Airport Height Zoning Permit, issued via Determination, may be appealed to the Municipal Planning Board acting as the Airport Board of Adjustment per LDC Section 58.1227.11.

10. **Public Art.** It is unclear at this time where the public art will be installed. As per required for the intensity bonus, public art must be installed as part of the development. Prior to the issuance of permits, the public art component must be reflected onto the plans for review by the HPB as part of the Major Certificate of Appropriateness. This public art component will need to be visible from the public right of way and placed on the exterior of the building.
11. **Signage.** Signage must comply with Chapter 64. Also, a master sign plan is required and must be approved by the HPB.
12. **Final Site Plan.** A final site plan determination is required prior to applying for building permits. Minor adjustments may be made during this process but major changes will require resubmittals to the necessary boards.

Urban Design

1. Prior to submittal of building permits for vertical construction this project must receive a Major Certificate of Appropriateness from the Historic Preservation Board (HPB).
2. All other comments and conditions as required by the HPB under the Major Certificate of Appropriateness.
3. The project will need to provide landscaping points 10% over typical code requirements. The project as presented has the potential to provide plantings on balconies, roofs, and the "porch" area at the entry to the building that will need to be reviewed for compliance with this requirement.
4. The primary and secondary entrances to the building must be enhanced to meet the intent of the maximum bonus. The details of the entrance way will need to be finalized upon the review at the HPB.
5. While the project does not have above-ground utilities, the project will need to incorporate the transformers and other equipment into the structure itself, as there is no location outside of the building to accommodate this equipment. This requires a 3-hour wall vault (or 1-hour when sprinklered) which can directly vent to the exterior of the building.

Transportation

1. 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.
2. 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 standards in the versions of the City Code and Engineering Standards Manual in effect at the time of submittal to Permitting Services.
3. Proper sightlines must be maintained at all driveways and parking areas. Site plans and landscaping plans submitted to Permitting Services should include sightline triangles and dumpster pad locations. AutoTurn analysis for emergency vehicles and solid waste collection should be attached to plans to prevent delays in processing.
4. Required bicycle parking for short term and long term uses must be provided per Code and shown on submitted plans.
5. Parking garages must meet all Orlando Land Development Code requirements found in Section 61.307

Water Reclamation

The following shall be incorporated into the preparation of construction plans for review by the Water Reclamation Division prior to permit issuance and be entered in the Planner's Staff Report for the Applicant's consent at the time of approval.

1. This project lies within the City of Orlando Sanitary Service area. Follow the City of Orlando Engineering Standards Manual (ESM) Chapter 9 to comply with the City sanitary requirements.
2. The proposed development, which is a mixed-use high-rise tower, is within lift station 01/07 (LS-01/07) basin. The Developer/Engineer shall prepare a sewer capacity analysis to evaluate the impact of the development on the existing downstream sewer main. Flows in the Downtown Sewer Master Plan (Tetra Tech, 2015) may be used as baseline.
3. Construction and Utility Plans shall be submitted to the Water Reclamation Division for review and approval prior to permit issuance.
4. Please contact Julio Morais, P.E. at (407) 246-3724 [julio.morais@cityoforlando.net] or Dave Breitrick, P.E. at (407) 246-3525 [david.breitrick@cityoforlando.net] with questions regarding Water Reclamation review and to discuss the methodology and scope of the sewer capacity analysis.

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.
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. Please submit a signed and dated private/public improvements cost sheet. Cost sheet forms and instructions are available at our website at www.cityoforlando.net/permits.
12. A performance guarantee for public improvements is needed in the amount of 110% of the public improvements cost. Cost sheet forms and instructions are available at our website at www.cityoforlando.net/permits. Performance Guarantee is required before the issuance of the permit. The original needs to be hand delivered to the receptionist at Permitting Services with the referenced case number. In addition, attach a copy of this in the resubmitted package. Please allow approximately 1 week after the Performance Guarantee is submitted to allow for the City's Legal Office to review. For questions regarding Engineering Site issues contact Jacqueline (Jackie) Dabney at jacqueline.dabney@cityoforlando.net or 407-246-3978.

Development Review

1. Applicant needs to provide drainage calculations and Geotechnical reports for this development. A Stormwater Pollution Prevention Plan need to be submitted in accordance with the Florida Department of Environmental Protection (FDEP) requirement.
2. 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.
3. Fees – Parks – MFA Parks Impact Fee in the amount of \$825.00/unit shall be due at the time of building permit issuance.
 4. 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.
 5. The compactor needs to include an oil/sand separator; connection to sanitary sewer is required.
 6. 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.
 7. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).
 8. 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.
 9. Future submittal of development plans will need to locate and label the "property lines" on the elevation plans, foundation plans, and the "building section's plans" (showing the foundation footer(s)). No encroachment shall occur over the property lines or into requested city services sidewalk easements.
 10. Need to provide a letter of approval or permit from FAA and GOAA for the height of the building exceeding 200' in height.
 11. Any existing sidewalk damaged or broken is to be repaired.
 12. All proposed generators and transformers must be located in the interior portion of the new structure (s) on the subject site. If proposed mechanical equipment will be located on the roof of the structure it must be properly screened from view.
 13. The Orlando City Council approved a Resolution at the January 27, 1997 City Council Meeting. Section 61.226 of the City's Land Development Code provides for a Street Tree Trust Fund. The developer is responsible for the installation of street trees prior to final of the building permit. The Street Tree specifications are 12'-14' height of canopy tree.
 14. 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
 15. 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.
 16. Section 1.04 of the Engineering Standards Manual provides that all utility lines shall be installed beneath the surface of the ground. Subdivision construction plans must include all proposed utilities.
 17. Separate demo permits is required for each structure on the site.
 1. It is recommended that a non-reflected material be used on the Western elevation of the building tower, in order to minimize glare/reflection onto the new elevated Interstate 400 (I-4).

Police

The Orlando Police Department has reviewed the plans for the Church Street Phase 2 mixed-use high rise project located at 110-128 W. Church St and 225-323 S. Garland Ave., 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. There are overlapping strategies in CPTED that apply to any development: Natural Surveillance, Natural Access Control, Territorial Reinforcement, Target Hardening, and Maintenance and Management.

All buildings (including parking garages) will provide 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. A DAS system will also improve commercial cellular service for building occupants. The system will enable all first responders to communicate with dispatch and other field units. Inadequate coverage not only puts first responders at risk but also the citizens they are protecting.

Adequate indoor radio coverage will include the following standards:

1. Inbound into the building: A minimum average in-building field strength of 10 dbm above the noise floor throughout ninety-five (95%) of the area on each floor of the building when transmitted from the city's police dispatch center and the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
2. Outbound from the building: A minimum average outbound field strength of 10 dbm above the noise floor throughout ninety-five percent (95%) of the area on each floor of the building when transmitted from the field units portable radio to the appropriate emergency service dispatch centers which are providing fire and emergency medical protection service to the building.
3. The City's Communications Unit with consideration of the appropriate police, fire and emergency medical department services will determine the frequency range or ranges that must be supported. For the purpose of this section, adequate radio coverage will constitute a successful communications test between the equipment in the building and

the Communications Centers for all appropriate emergency service providers for the building.

4. If any part of the installed system or systems contains an electrically powered component, the system will be capable of an independent battery or generator system for a period of at least twelve hours without external power input or maintenance. The battery system will automatically charge in the presence of external power.
5. FCC authorization: All amplification equipment must be FCC Type Accepted.
6. Developments must comply with NFPA 72- National Fire Alarm and Signaling Code, in-building public safety radio coverage requirements, as it pertains to emergency communications systems (ECS), and their components.
7. 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. The OPD Technical Review Committee representative, Audra Rigby 407.246.2454 or audra.rigby@Orlando.gov can also assist the applicant in contacting the Emergency Communication Representatives.

Fire

TRC fire code site review is preliminary in nature and is not an official approval of the project as a whole. It is intended to expose or prevent evident design deficiencies with State and City Fire Codes. The architectural design of the building, life safety features, floor plans, egress system, fire protection systems, fire department access and MEP will be reviewed in detail for State, Fire Code, FFPC and City Fire Code compliance at the time of permit application.

1. 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
2. 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]
3. Approved Turnaround: an approved turnaround shall be provided for fire apparatus where an access road is a dead end in access 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 1.18.2.3.4.4
4. Fire Department Access Road: All fire department access roadways shall have an all-weather driving surface, capable of supporting the load of fire apparatus, a minimum 20 ft. in width and a minimum vertical clearance of at least 13 ft. 6 in. [NFPA 1 18.2.2.5.4 and NFPA 1 18.2.3.4.1.1] City of Orlando apparatus requires a turning radius dimension of 30 inside and 50 exterior and shall maintain the minimum 20ft. width. An auto-turn analysis is required for the radius turns indicated on the site plan. NFPA 1.18.3.4.3.1 and NFPA 1.18.3.4.3.2
5. Water Supply: 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 ch 24.27(f) Residential properties are required to indicate a hydrant within 500 ft of the residence and the street and its width for the fire department access. Request a meeting with the Fire Department. Call 407-246-3473 or 407-246-3012 to schedule a cursory discussion with the Fire Department on site design of fire department access. NFPA 1.18

Contact Information

Growth Management

For questions regarding Growth Management plan review, please contact Colandra Jones at 407.246.3415 or Colandra.Jones@orlando.gov.

Land Development

For questions regarding Land Development review, please contact Chris DeLoatche at 407.246.3624 or Chris.DeLoatche@orlando.gov.

Urban Design

For questions regarding Urban Design plan review, please contact Richard Forbes at 407.246.3427 or Richard.Forbes@orlando.gov.

Transportation

For questions regarding Transportation Planning review, please contact John Rhoades at 407.246.2293 or John.Rhoades@orlando.gov.

Development Review

For questions regarding Development Review contact Keith Grayson at 407.246.3234 or Keith.Grayson@orlando.gov.

Fire

For any questions regarding fire issues, please contact Chip Howard at 407.246.2143 or at Charles.Howard@orlando.gov.

Public Works

For questions regarding Public Works Plan Review issues contact Jacqueline Dabney at 407.246.3264 or Jacqueline.Dabney@orlando.gov.

Building

For questions regarding Building Plan Review issues contact Don Fields at 407.246.2654 or Don.Fields@orlando.gov.

Parks

For questions regarding Parks Plan Review issues contact Ken Pelham at 407.246.4280 or Kenneth.Pelham@orlando.gov. For questions regarding Tree Review issues contact Andy Kittsley at 407.246.2701 or Andy.Kittsley@orlando.gov.

Water Reclamation

For questions regarding Wastewater Review issues contact David Breitrick at 407.246.3525 or David.Breitrick@orlando.gov.

Impact Fees

For questions regarding Impact Fee issues contact Nancy Jurus-Ottini at 407.246.3529 or Nancy.Jurus-Ottini@orlando.gov.

Police

For questions regarding Police plan review, please contact Audra Rigby at 407.246.2454 or Audra.Rigby@orlando.gov.

Review/Approval Process—Next Steps

1. MPB minutes scheduled for review and approval by City Council.
2. Apply for Major Certificate of Appropriateness.
3. Apply for Final Site Plan Determination.
4. Apply for building permits.