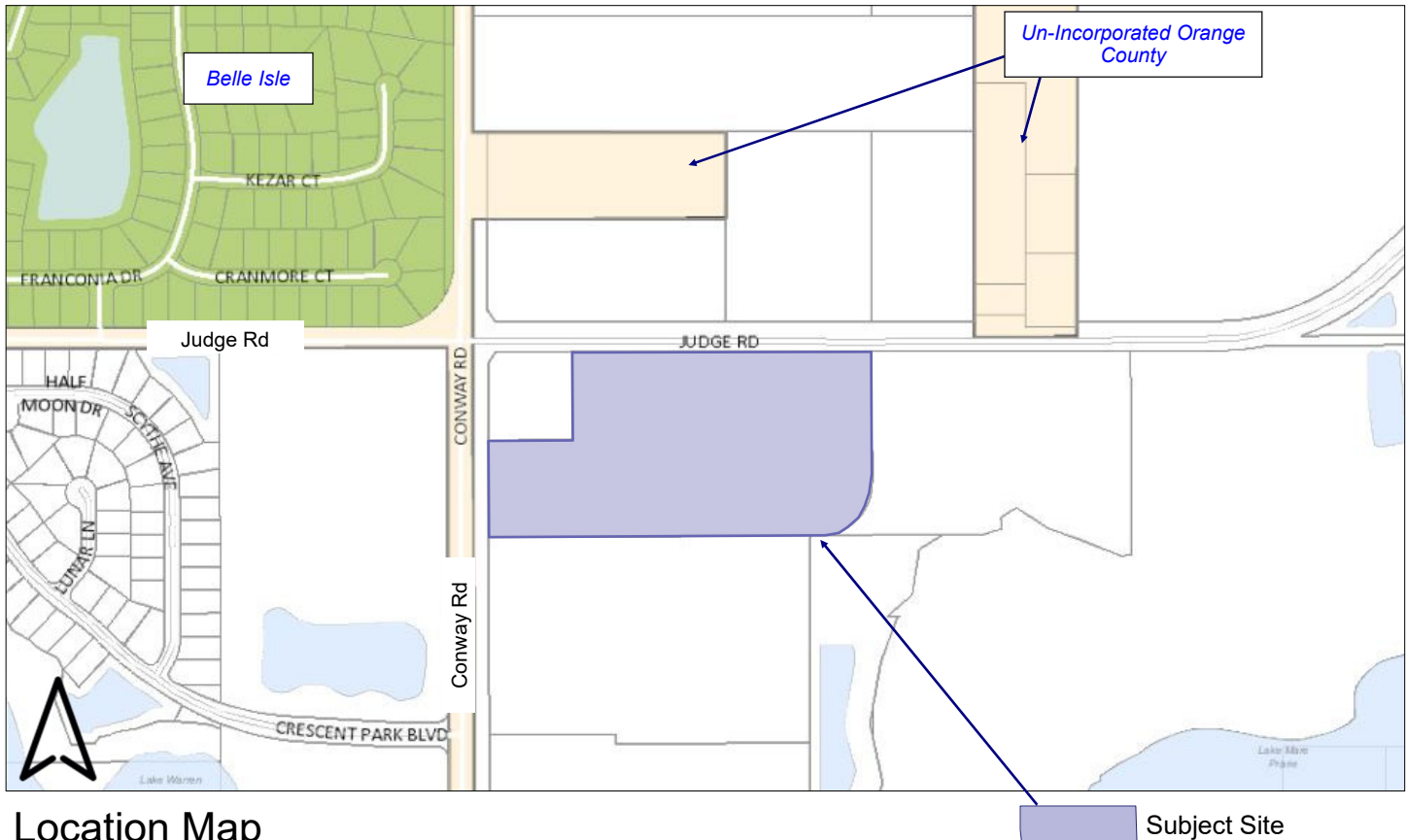


Staff Report to the
Municipal Planning Board
March 15, 2022

MPL2021-10072

JUDGE MEADOW APARTMENTS

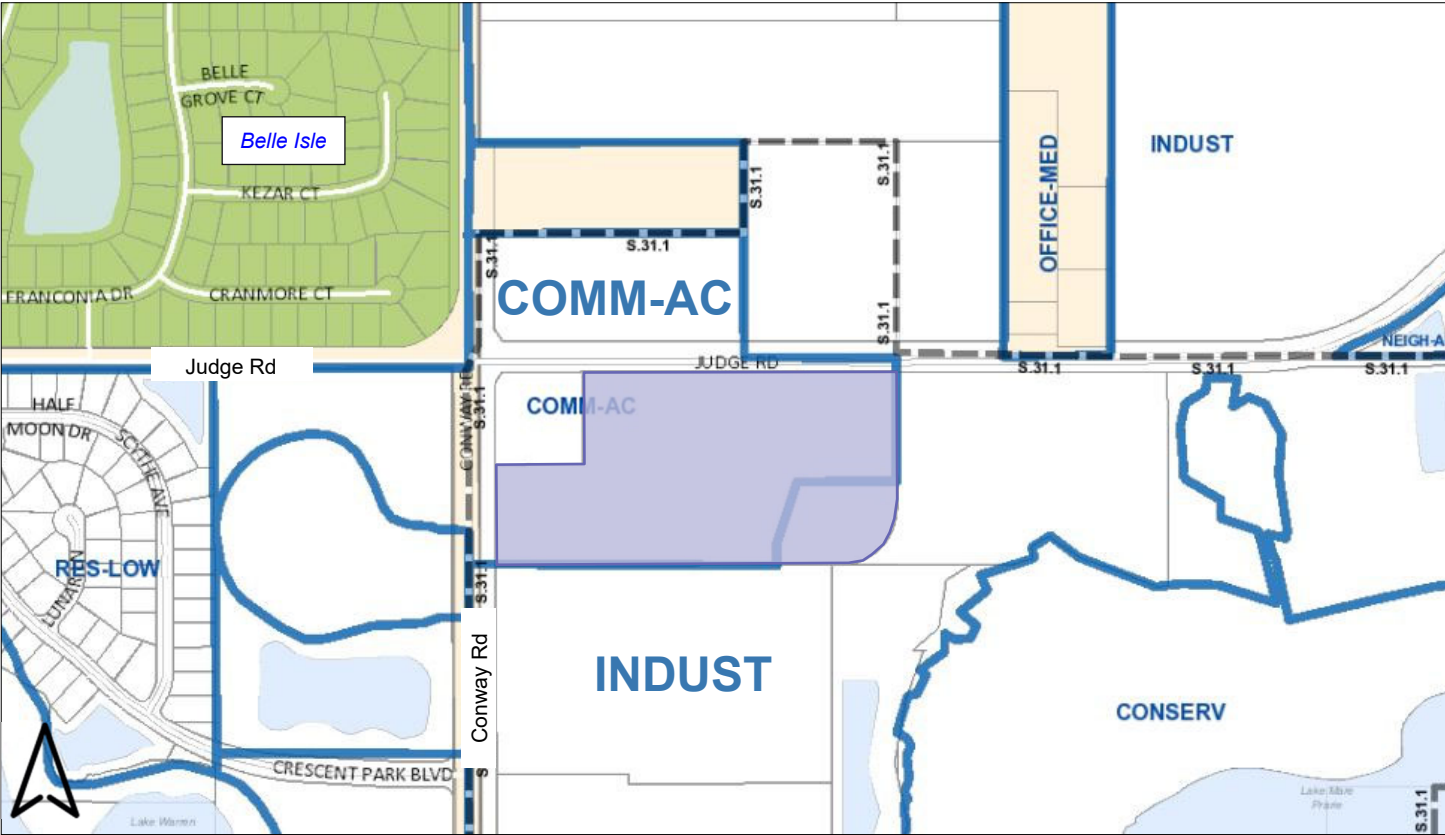


Location Map

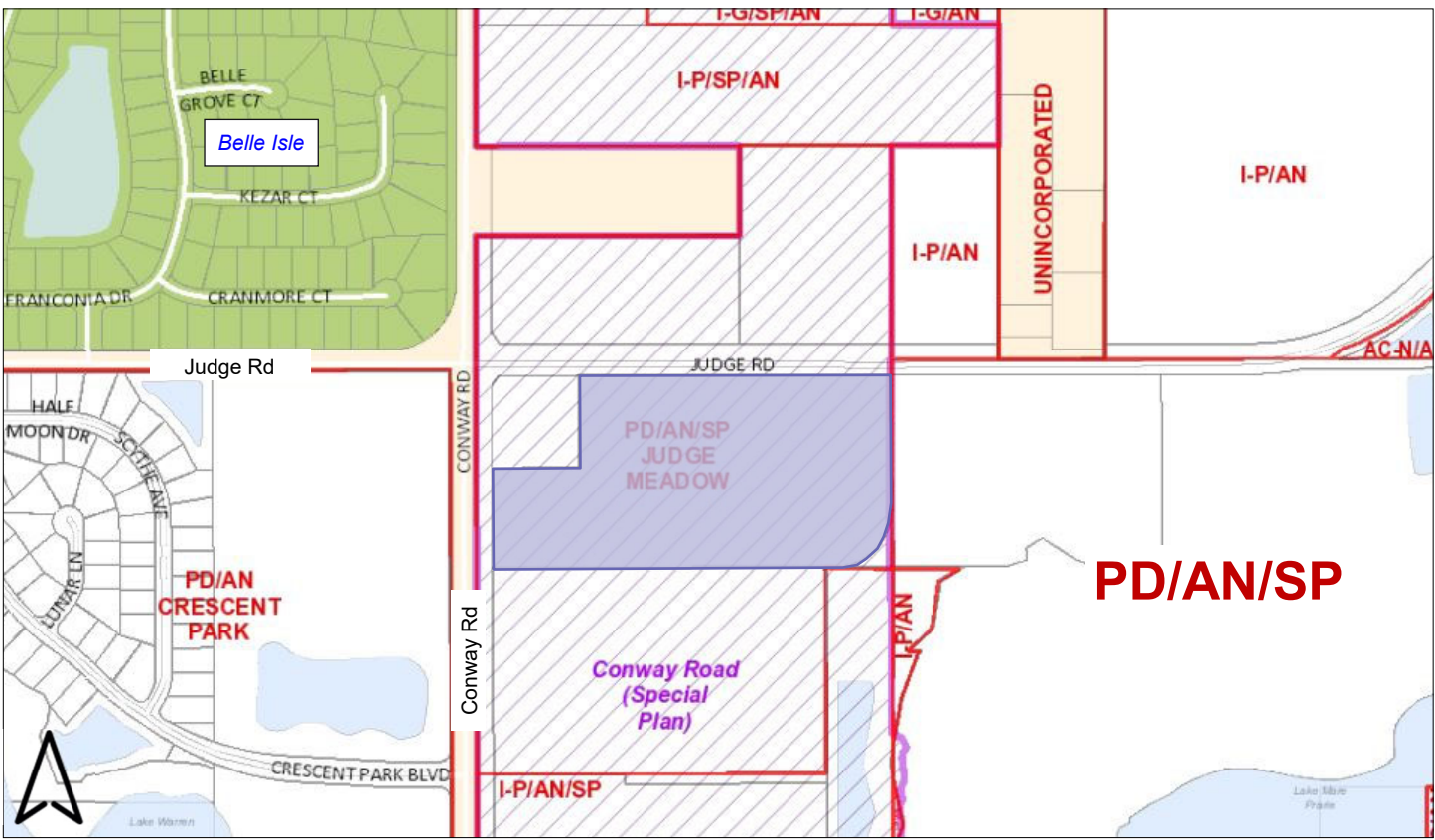
SUMMARY

<p>Owner Cusson-Owens Trust Number 1</p> <p>Applicant Gregory D Lee Bakerhostetler, LLP</p> <p>Project Planner Manuel E. Ospina</p> <p>Updated: March 9, 2022</p>	<p>Property Location Conway Rd and Judge Rd (south of Judge Rd, east of Conway Rd., west of Shadowridge Dr, and north of McCoy Rd. (±15.04 acres, District 1).</p> <p>Applicant's Request Master Plan request for a new ±444 unit, 5-story multi-family development in the Judge Meadow PD.</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 during the week of March 7, 2022. As of the published date of this report, staff has received no comments from the public concerning this request.</p>
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Future Land Use Map



Zoning Map



Project Analysis

Project Description

The ±15.04 acre vacant property is located south of Judge Rd, east of Conway Rd., west of Shadowridge Dr, and north of McCoy Rd. The applicant is requesting a Master Plan for a new ±444 unit, 5-story multi-family development with surface parking on the Judge Meadow PD

The site has a Future Land Use designation of COMM-AC (Community Activity Center) and INDUST (Industrial) to the south east corner, and an existing zoning designation of PD/AN/SP (Judge Meadow Planned Development in the Aircraft Noise and Conway Road Special Plan overlay districts), has underlying zoning designations of AC-1 and I-P. The proposal is consistent with the Zoning, Future Land Use designations.

Previous Actions

1996: Settlement agreement case # CI. 93-3505 between Bryan W. Judge and City of Orlando.

1999: Property annexed into the City of Orlando as part of N&S of Judge Rd., E of Conway Rd. annexation [Doc# 32072]

2003: MPB approval of a GMP amendment to change the FLU from Community Activity Center, Office Medium Intensity and Conservation to Community Activity Center, Industrial, and Conservation. [GMP2003-00020]

- MPB approval of a Rezoning to AC-1/AN, I-P/AN and PD/AN, and C/AN. [ZON2003-00018]

2014: MPB approval for a GMP amendment to a portion of the subject property to Community Activity Center. [GMP2014-00030]

- MPB approval for a PD amendment to expand the boundaries of Judge Meadow PD and approval of a Master Plan for phase one of industrial flex space. [ZON2014-00023 & MPL2014-00031].

2018: MPB approval of Master Plan for a Racetrac gas station and convenience market. [MPL2018-10006].

Project Context

The subject property is currently undeveloped and has frontage along Judge Rd. and Conway Rd. Surrounding uses, zoning, and future land uses are shown in Table 1 below.

Table 1—Project Context			
	Future Land Use	Zoning	Surrounding Use
North	COMM-AC & INDUST	PD/AN/SP (Judge Meadow PD)	Vacant
East	INDUST	PD/AN (Judge Meadow PD)	Vacant
South	INDUST	PD/AN/SP (Judge Meadow PD)	Industrial Flex Space
West	COMM-AC	PD/AN (Crescent Park PD)	Vacant

Conformance with the GMP

The proposed development is consistent with the GMP Policies related to Community Activity Center and Industrial FLU for the subject property and associated Planned Development. The property is located within subarea policy S.31.1.

The subarea policy specifically spells out allowed impacts from the 1,816 multifamily dwelling units allowed under the Orange County Medium Density future land use designation that existed prior to annexation, or other uses not to exceed the equivalent number of ITE daily trips. The proposed project is consistent with the identified GMP policies.

Conformance with the LDC

The development site has an existing zoning designation of PD/AN/SP [Judge Meadow Planned Development in the Aircraft Noise and Conway Road Special Plan Overlay Districts]. The 'PD' zoning district is intended to provide a process for the evaluation of unique, individually planned developments which are not otherwise permitted in the zoning districts established by this Chapter. The PD District is to be a voluntary process commenced by an applicant for such zoning designation. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time retaining in the City Council the absolute authority to establish such limitations and regulations as it deems necessary to protect the public health, safety and general welfare.

The AN Overlay district is intended to reduce noise and safety hazards associated with aircraft operations, to pre-serve the operational stability of the airports, and assist in the implementation of policies and recommendations found in the City's Growth Management Plan and in appropriate FAA sponsored Part 150 Studies.

The Conway Road Special Plan is intended to encourage the use of community sensitive planning techniques to protect the character of the Conway Road area, to preserve the quality of life for area residents and to achieve regulatory consistency between the incorporated and unincorporated properties along Conway Road.

Development Standards:

The applicant proposes to construct a 444-unit multifamily development on two separate buildings along with surface parking, two separate pool and amenity areas, and a stormwater pond to service the Racetrac and the proposed multifamily development. The PD/AN/SP zoning district has underlying zoning district of AC-1 for the portion with a FLU designation of Community Activity Center. Along the southeast corner of the site, the site has underlying zoning district of I-P for the portion with a FLU designation of Industrial. Residential units are not allowed within this portion of the site.

The AC-1 district has a maximum impervious surface ratio is 0.85, which the proposed development will meet with a proposed ISR of 0.67%. The underlying AC-1 zoning district has a minimum front setback of 0 ft. with no maximum requirement. Both the street-side and side setbacks require a minimum of 0 ft. or 3 ft. with no maximum setback requirements. The proposal is also compliant with maximum height requirements. See Table 2 Development Standards for additional information.

Table 2 - Development Standards (PD/AN/SP)								
<i>Existing/Proposed Use</i>	<i>Lot Size (acres)</i>	<i>Setbacks (Min. Ft)</i>				<i>Density (du/ac)</i>	<i>ISR (%)</i>	<i>Building Height</i>
		<i>Front (Judge Rd.)</i>	<i>Street Side (Conway Rd.)</i>	<i>Side (E)</i>	<i>Rear (S)</i>			
Minimum Requirements (unless otherwise stated)	n/a	0 min	0 min.	0 or 3	10	20	85	75 ft.*
Apartments (5-story)	±15.04	19 ft.	15 ft.	31 ft.	40 ft.	29.6	66	±60 ft.
<i>*Requires approval by FAA and GOAA</i>								

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.

1. Purpose and Intent. The purpose and intent of the use and all other requirements of the LDC.
2. Growth Management Plan (GMP). The consistency of the proposal with all applicable policies of the City's adopted GMP.
3. Use and District Requirements. The proposal must conform to the requirements of the zoning district(s) in which it is located and, where applicable, to the requirements of Chapter 58 for the particular use or activity under consideration.
4. Performance and Design Regulations. The proposal must conform to all applicable performance and design regulations of LDC Chapters 58, 60, 61, and 62.
5. Public Facilities and Services. 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.

Aircraft Noise

The subject site is located in the Aircraft Noise Overlay District (AN; see LDC Chapter 58, Parts 2R and 2S), which includes Aircraft Noise/Land Use Control Zones ranging from A (most intense, on airport) to E (least intense). This property is located within Zones B, C and D. Multifamily residential uses are prohibited in Zone B. In Zone C, they are permitted but discouraged. Staff spoke to the applicant at length about considering other uses for the site that might be more compatible with the aircraft noise and proximity to adjacent warehouse and commercial uses. Given the extreme need for housing in this area, the applicants felt that multifamily is the best use for the site. They have carefully placed the buildings to avoid locating any unit within Zone B. Because residential is not prohibited in Zone C and D, and the code provides substantial noise attenuation requirements for construction, staff is willing to recommend approval.

The following attenuation measures are required per City code.

- A sound level reduction (SLR) of 30 decibels (db) is required; however, a SLR of 35 db or greater is strongly encouraged.
- The plat must include the following note in minimum 12 point font, "The properties delineated on this plat are subject to aircraft noise that may be objectionable."
- The applicant shall be required to obtain an Avigation Easement and Waiver of Claim from the Greater Orlando Aviation Authority (GOAA) and said executed documents shall be provided to the City prior to the issuance of a building permit.

Transportation

Access into the development will occur from a number of new and existing curbcuts. The applicant is proposing to alter the location of the existing driveway along Judge Rd. by shifting the shared access point with Racetrack to the east, the shared access point along Conway is proposed to remain in the same location as it currently exists. Additionally, the site will have access from the under-construction driveway along the eastern and southern sides of the site. As shown the relocated curbcut along Judge Rd. will be line up with the driveway to the north, across Judge Rd.,

As designed this driveway may operate as a full-access driveway though alterations to the striping within Judge Rd. will have to be addressed prior to permitting to accommodate the driveway relocation.

Table 3 - Parking Requirements			
Use	Units	Minimum Ratio	Minimum Spaces Required
Multifamily	444		
1 bdrm	166	1.5/unit	249
2 bdrm	260	1.75/unit	455
3 bdrm	18	2/unit	36
Total Required			740
Total Proposed	630*		
*Applicant requesting a 15% parking reduction			

The applicant is proposing a parking reduction of 15%, providing 630 parking spaces for the development where 740 spaces are required. Note that the parking spaces within the existing Racetrac easement are not counted towards the required parking spaces. Staff is supportive of the proposed 15% parking reductions should the applicant comply with the conditions of approval in this staff report.

The Parking reductions staff is supportive of are:

- Separation from Residential Neighborhoods with On-Street Parking: The closest single-family is over 1,800 ft. away. *5% Reduction.*
- Provision of onsite Car Share: A minimum of 3 car-share vehicles must be provided onsite for the use of the residents. Specific, marked, parking spaces must be provided and clearly shown at time of permitting. *5% Reduction.*
- Additional pedestrian and bicycle facilities: The developer must install the following enhancements to obtain the proposed *5% reduction.*
 - ◆ 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 43 spaces required by code) must be provided between the two buildings.
 - ◆ All new sidewalks adjacent to the site and roadways must be a minimum of 6 ft. in width, this includes the sidewalks along the ring road on the south and east of the site.

Urban Design

As previously mentioned the proposed multifamily development proposes two separate buildings, building 1 as shown on the site plan is proposed to be a 4-story building and building 2 to the east proposed as a 5-story building, along with surface parking, two separate pool and amenity areas, and a stormwater pond to service the Racetrac and the proposed multifamily development. Located between the apartment buildings and within Airport Noise Zone B, where residential uses are prohibited, is the stormwater pond which features a water fountain, littoral and aquatic planting, and increased landscape and pedestrian circulation around the perimeter of the pond. A playground and sports field along with a dog park are located to the southeast of the property.

Access to the site is provided along Judge Rd. and Conway Rd. at multiple locations. A private road along the stormwater pond provides a N/S connection within the site and connects Judge Rd and the driveway to the south of the property. Dumpster and mechanical room are south of the pond.

The applicant met multiple times with city staff regarding the architecture of the proposed buildings. Concerns from the proposed architecture are lack of articulation and monotony throughout the buildings. Applicant is working on revised elevations based on staff comments. An Appearance Review and Final Site Plan determination is required before the applicant applies for building permits.

Bufferyards

The proposed apartment complex has street frontage on 2 sides of the property with a connector road along the south and east of the site. The adjacent developments to the site are commercial or vacant (future hotel, commercial). To the west adjacent to Racetrac the applicant proposes a 7ft. buffer with a fence, along with the retention of the gas station it generates a larger separation to the adjacent property.

Along Conway Rd. a 7 ft. buffer is provided from the property line with additional landscape being proposed along portions of right-of-way.

Proposed buffers are consistent with the PD and City Code, more information is provided in Table 4. Landscaping must be consistent with LDC Chapter 60.

Table 4 - Buffers & Landscaping (PD/AN/SP underlying zoning)				
<i>Required & Proposed Bufferyards</i>	<i>Front (Judge Rd.)</i>	<i>Street Side (Conway Rd./ Racetrack)</i>	<i>Side (E)</i>	<i>Rear (S)</i>
Minimum Required	7.5 ft.	B	C	C
5-story apartments	15 ft.	7ft.	13 ft.	13 ft.

Signage

Per LDC Section 64.257, the apartment complex is entitled to 6-ft. tall, maximum 18 sq. ft. apartment identification signs near each of the entrances to the complex. Additional interior signage is also allowed if not viewed from the right-of-way. High-rise signs (wall signs mounted higher than 30 ft. on the building) are typically not allowed on apartment buildings.

School Capacity

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)). The requested item is subject to the concurrency process.

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.

On January 11, 2021, the City amended GMP Policy 1.3.1 which allows school capacity to be taken into account when evaluating land use and zoning applications. The proposed multi-family development with 444 units, does not exceed the overall 1,816 dwelling units as stated per settlement Agreement. The proposed Master Plan does not result in a net increase of the residential units currently allowed by the PD, therefore, capacity enhancement review is not required.

All new development is subject to school concurrency. This project does not qualify for one of the exceptions listed in Section 16.2 of the agreement, therefore, prior to vertical building permit, the applicant will need to submit for concurrency review and obtain a Capacity Encumbrance Letter (CEL). If capacity is available at the time of review, a CEL will be issued. If capacity is not available, the applicant will need to enter into a Concurrency Mitigation Agreement (CMA). The executed agreement will serve as a CEL.

Tract "A" ADC Conway - Phase 2
(P.B. 87, PGS. 71-72)

LOT 1

LOT 2

LOT 2

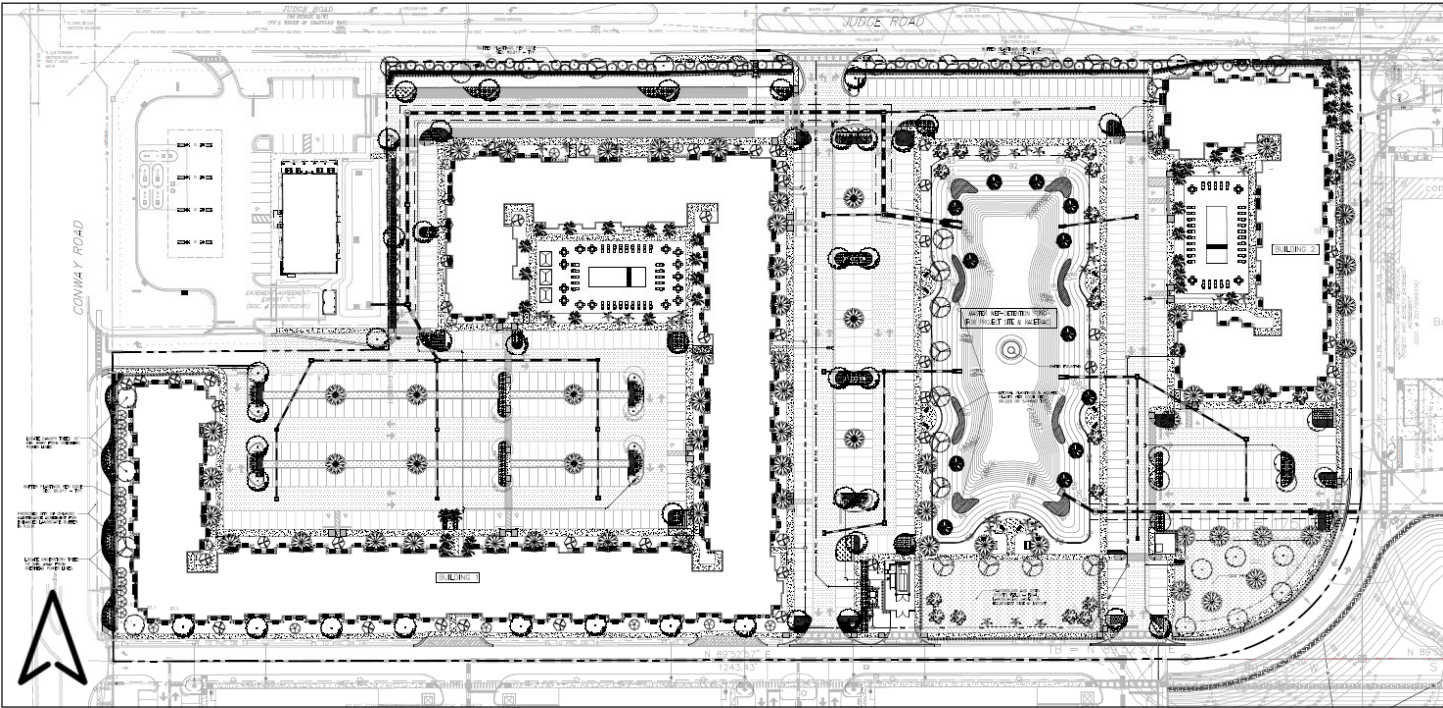
ADC CONWAY - PHASE 2

LINE TABLE

LINE	BEARING	LENGTH
1	N89°52'57"E	348.00'
2	S89°52'57"W	345.75'
3	N89°52'57"E	345.75'
4	S89°52'57"W	345.75'
5	N89°52'57"E	345.75'
6	S89°52'57"W	345.75'
7	N89°52'57"E	345.75'
8	S89°52'57"W	345.75'
9	N89°52'57"E	345.75'
10	S89°52'57"W	345.75'
11	N89°52'57"E	345.75'
12	S89°52'57"W	345.75'
13	N89°52'57"E	345.75'
14	S89°52'57"W	345.75'
15	N89°52'57"E	345.75'
16	S89°52'57"W	345.75'
17	N89°52'57"E	345.75'
18	S89°52'57"W	345.75'
19	N89°52'57"E	345.75'
20	S89°52'57"W	345.75'
21	N89°52'57"E	345.75'
22	S89°52'57"W	345.75'
23	N89°52'57"E	345.75'
24	S89°52'57"W	345.75'
25	N89°52'57"E	345.75'
26	S89°52'57"W	345.75'
27	N89°52'57"E	345.75'
28	S89°52'57"W	345.75'
29	N89°52'57"E	345.75'
30	S89°52'57"W	345.75'
31	N89°52'57"E	345.75'
32	S89°52'57"W	345.75'
33	N89°52'57"E	345.75'
34	S89°52'57"W	345.75'
35	N89°52'57"E	345.75'
36	S89°52'57"W	345.75'
37	N89°52'57"E	345.75'
38	S89°52'57"W	345.75'
39	N89°52'57"E	345.75'
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86	S89°52'57"W	345.75'
87	N89°52'57"E	345.75'
88	S89°52'57"W	345.75'
89	N89°52'57"E	345.75'
90	S89°52'57"W	345.75'
91	N89°52'57"E	345.75'
92	S89°52'57"W	345.75'
93	N89°52'57"E	

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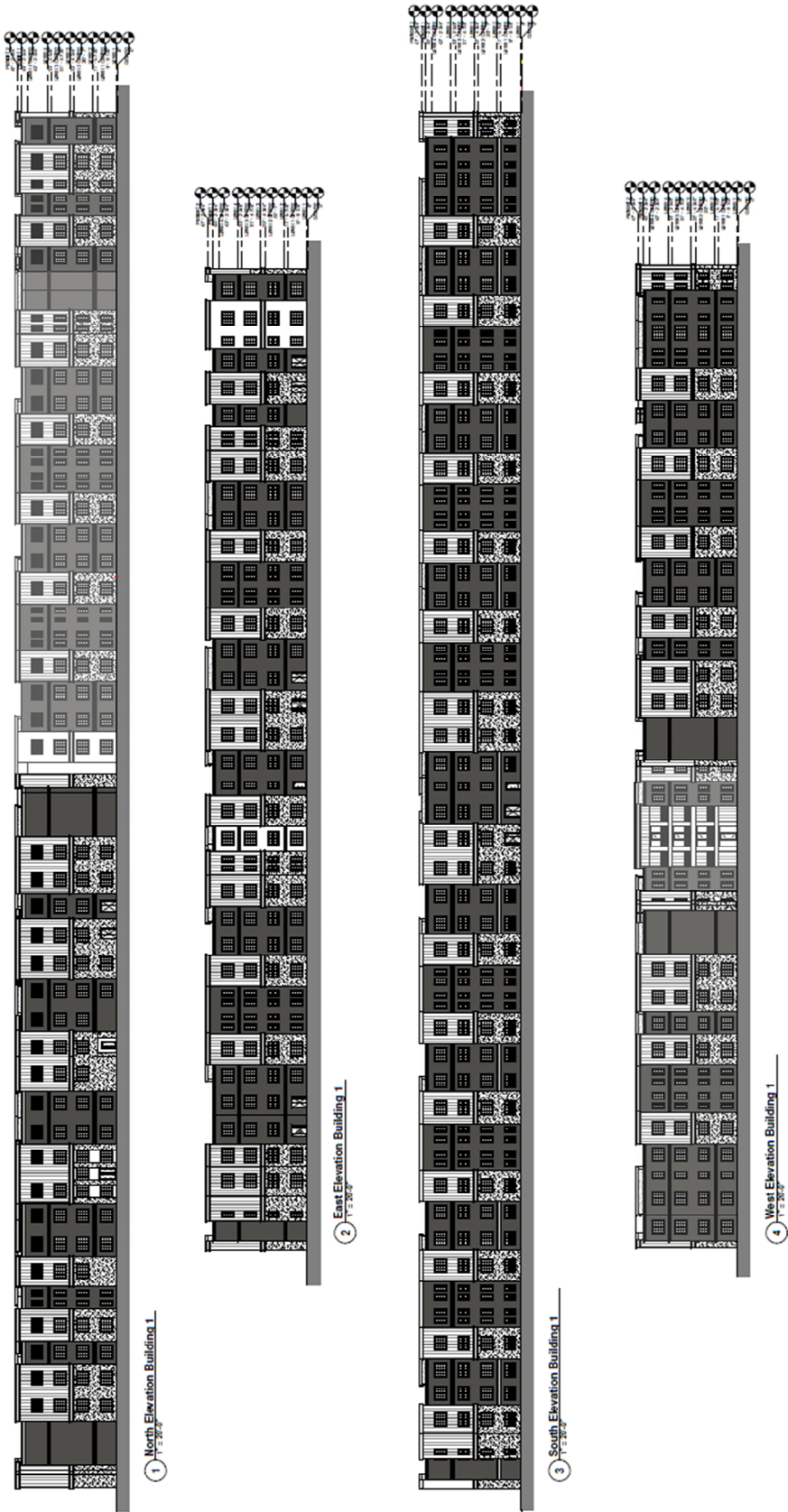
Landscape Plan



FLORIDA LANDSCAPE SCHEDULE							
CANOPY TREES							
SYMBOL	ABR.	BOTANICAL NAME	COMMON NAME	MINIMUM SIZE	QUANTITY	REMARKS	NATIVE
	QV	QUERCUS VIRGINICA 'HIGH RISE'	HIGH RISE LIVE OAK	14'-16' HT. 3"+ CAL.	51	SINGLE STRAIGHT TRUNK	Y
	QS	QUERCUS SHUMARDII	SHUMARD OAK	14'-16' HT. 3"+ CAL.	22	SINGLE STRAIGHT TRUNK	Y
	UA	ULMUS ALATA	WINGED ELM	14'-16' HT. 3"+ CAL.	64	SINGLE STRAIGHT TRUNK	Y
	AR	ACER RUBRUM	RED MAPLE	3"+ CAL. 14'-16' HT.	18	SINGLE STRAIGHT TRUNK	Y
	TA	TAXODIUM ASCENDENS	BALD CYPRESS	12'- HT. 3"+ CAL.	12		Y
	MG	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	14'-16' HT. 3"+ CAL.	22		Y
UNDERSTORY TREES							
	IA	ILEX ATTENUATA 'EAGLESTON'	EAGLESTON HOLLY	8'+ HT. 2" CAL.	55		
	LI	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	8'+ HT 2" CAL.	41		
	IC	ILEX CASSINE	DAHON HOLLY	8'-10' HT. 2" CAL.	48		
PALM TREES							
	SP	SABAL PALMETTO	CABBAGE PALM	15'-18' HT. 8"+ C.T.	33		Y
	WR	WASHINGTONIA ROBUSTA	WASHINGTONIAN PALM	15'-20' CT	39	STRAIGHT TRUNK, HURRICANE CUTS PERMITTED, C.T. MEASURED TO BASE OF CENTER FROND	Y

SHRUBS							
	VB	VIBURNUM ODORATISSIMUM	WALTER'S VIBURNUM	30" HT. 36" O.C.	X		Y
	LC	LOROPETALUM CHINENSE	LORPETALUM	3 GAL. 24" HT. 36" O.C.	X		Y
	PF	PHOTINIA FRASERI	FRASER'S PHOTINIA	3 GAL. 24"-30" 36" O.C.	X		
	PM	PODOCARPUS MACROPHYLLA	PODOCARPUS	3 GAL. 24"-30" 36" O.C.	X		
	RS	RHODODENDRON KURUME	KURUME AZALEA	3 GAL. 24"-30" 36" O.C.	X	FULL	
GROUND COVER							
	MU	MUHLENBERGIA SPP.	RED MUHLY GRASS	3 GAL. 24" 36" O.C.	X		Y
	HE	HEMEROCALLIS SPP.	DAYLILY	1 GAL. 12" O.C.	X		Y
	PM	PODOCARPUS MACROPHYLLA	YEW PODOCARPUS	3 GAL. 30" O.C.	X		Y
	JS	JUNIPERUS CHINENSIS	PARSONS JUNIPER	3 GAL. 24" O.C.	X	FULL	Y
	ZP	ZAMIA PUMILA	COONTIE	3 GAL. 24" O.C.	X	FULL	Y
	IV	ILEX VOMITORIA	SHELLINGS DWARF	3 GAL. 12"x15" 24" O.C.	X	FULL	Y
	HP	HAMELIA PATENS	FIREBUSH	3 GAL. 24"-30" 36" O.C.	X	FULL	Y
SOD/MISC.							
	SOD	BAHIA HYBRID	*NO MORE THAN 60% OF ALL LANDSCAPE AREA SHALL BE IRRIGATED SOD. THE BAHIA SOD IS NOT PROPOSED TO BE IRRIGATED				

Proposed Elevations [4-Story Building]



Proposed Elevations [Cont'd]



5 East Elevation of Site
1" = 20'-0"



6 West Elevation of Site
1" = 20'-0"

5-Story Building



1 North Elevations Bld 2 - Flat Roof Option
3/16" = 1'-0"

Google Street View



FINDINGS

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

1. The proposed use is in conformance with the City's Growth Management Plan.
2. The proposed use is in conformance with the purpose and intent of the zoning district and all other requirements of the LDC.
3. The proposed use is in conformance 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.

Based on the information provided in the staff report and the findings noted above, staff recommends approval of the Judge Meadow Apartments (MPL2021-10072), subject to the conditions in this staff report.

CONDITIONS OF APPROVAL

Land Development

1. **Default Zoning.** The underlying zoning shall default to the standards of the AC-1 and I-P zoning districts.
2. **Development Regulations.** The site shall comply with the development regulations identified in Table 2 of this report.
3. **Density.** The subject site is not to exceed 40 du/ac. Proposed density is 29.6 du/ac or 444 dwelling units total.
4. **Impervious Surface Ratio (ISR).** The subject site is limited to 85%, consistent with the PD zoning district.
5. **Parking.** A minimum 630 parking spaces are required based on the 444 proposed units and the 15% parking reduction.
6. **Environment.** The subject property is located within the Aircraft Noise overlay district, specifically within Zone B, C, and D and shall comply with the LDC Chapter 58, Parts 2R and 2S. In particular, the requirements include sound attenuation, an aviation easement, a waiver of claim, and a note on the plat.
7. **Signage.** Per LDC Section 64.257, the apartment complex is entitled to 6-ft. tall, maximum 18 sq. ft. apartment identification signs near each of the entrances to the complex. Additional interior signage is also allowed. High-rise signs (wall signs mounted higher than 30 ft. on the building) are typically not allowed on apartment buildings. Digital signs, banners, tethered balloons and temporary "coming soon" and "grand opening" signs are not allowed.
8. **Phasing.** The proposed apartment complex will be constructed in one phase.
9. **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.
10. **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.
11. **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.
12. **Consistency.** Unless amended by any conditions found herein or any modifications recommended by the MPB and approved by City Council, this project shall operate and be developed only as described and conditioned within this report and in accordance with the attached site plan and any other plans or commitments provided in the application package. Any changes in the use of the site, the operation of the project, or the site plan as provided herein may require an amendment to the project and review by the MPB and City Council (see "Minor Modifications" condition below.) This approval is not transferable to another property. All other applicable state or federal permits must be obtained before commencing development.
13. **Permits Required.** As provided by subsection 166.033(6), Florida Statutes, issuance of a development permit by a municipality does not 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. A municipality shall attach such a disclaimer to the issuance of development permits and shall include a permit condition that all other applicable state or federal permits be obtained before commencement of the development.

Urban Design

Architecture

1. An 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.
2. Because this development is a PD, superior design is expected, in order to achieve a superior urban form and promote quality development as required in the GMP Urban Design Goals. Additionally, in order to reduce the monolithic appearance, to respect and reflect the pedestrian scale and, to meet GMP goals, building entry modules should be the most defined and articulated modules in the building.
3. All buildings must have a clear and defined base, middle and top.
 - i. Durable materials such as stone, brick or tiles must be utilized on the first story of the building. Stucco is not an acceptable material.
 - ii. Additional height and articulation must be added at the building corners, to increase the skyline variations and to better define the mass and extent of the building.
4. An entrance feature must be installed to the northwest corner right above the retention pond, south to the new curbcut along Judge Rd. The entrance feature may include, although not limited to, landscaping elements, fountains, a work of art, ornamental walls and other decorative structures, in any combination thereof. Plans, elevations, colors and material details must be provided for Appearance Review before submitting for building permits.
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. Juliette balconies are highly encouraged to break the monotony in lieu of some windows.
6. Parapets must be tall enough to screen roof mounted mechanical equipment. Parapets must also have a three dimensional appearance. Typically, a 5-foot return is added so that the parapet is less two dimensional.
7. All glass at the ground level must be clear. Minimum light transmittance must be 80%. High performance or low-e glass may be considered as an energy efficiency alternative with a minimum transmittance of 60%. 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. Spandrel glass cannot be counted toward transparency.
8. Staff encourages the applicant to chose a more elaborated color palette, with details and a vibrant accent color that will enhance the design.

Landscape

1. 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.
2. 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>
3. The landscape strips along the parking lot wrapped by building #1 must have 6 (six) canopy trees each instead of 3 (three), to provide shade and to reduce heat and glare generated by the paved surface.
4. The Dahool Holly trees proposed between to the east and to the west of the pond adjacent to parking spaces must be replaced with canopy trees.
5. Street trees must be provided along the parkway between the curb and the sidewalk along Judge Rd, in accordance with Chapter 60, Part 2D. Street Trees shall be at least 12 feet in height and 2 inches caliper at time of installation, with a clear trunk height of at least 7 feet.

Utilities

1. All a/c units must be located in such a way to minimize the appearance towards the ROW and must not be located between any principal buildings and the ROW, where possible. A parapet for rooftop mechanical equipment is required within this PD. The parapet must be the same height, or higher as the installed mechanical equipment height. The utility plan at the time of permit must clearly show the location of the equipment.
2. No above grade transformer, utility box, traffic signal control box, backflow preventer or vertical impediment can be located in the Pedestrian Clear Zone. The location of said equipment must be included in the Planning Official Appearance Review submittal.
3. 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.
4. Backflow preventers shall be located so as to not be directly visible from the right-of-way or should be screened from view where necessary, thorough the use of walls, fences or hedging around all four sides. The utility plan at the time of permit must clearly show the location of all backflow preventers.

Lighting

1. Lighting fixtures and site photometrics plans must be submitted for review at time of permitting; site lightning must have fully shielded fixtures consistent with the City's lightning ordinance (LDC Chapter 63 Part 2M). Lights mounted underneath awnings and canopies must also comply.

Transportation

1. 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. Maintenance of Traffic Plans—For any construction work planned or required within a public right-of-way or City sidewalk easement adjacent to a public right-of-way (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/ reconstruction or landscaping), the Owner/Applicant shall submit the following:
 - a. Maintenance of traffic plans (M.O.T.) (For more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704)
 - b. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details)
 - c. A copy of all required County and State permits (If permits are pending attach a copy of the application)
4. The Owner/Applicant must remove all unused or unapproved curb cuts / driveways and must restore all curbs, gutters, parkways, and sidewalks Conway and Judge to current requirements and standards.
5. Additional improvements or alterations along Judge Rd., including turn lane modifications, may be required based on the final Traffic Impact Analysis (TIA) results
6. Judge Rd. Access Management: The proposed relocated driveway along Judge Rd. may operate as a full-access point.
 - a. The final design of any median modifications along Judge Rd. must be reviewed and approved by City Transportation Engineering prior to submittal of permits.
 - b. The existing access easement with Racetrack must be extended east to the new curbcut location. This will likely require the existing easement agreement (DOC. # 20180702181) to be amended.
 - c. Should Racetrack and the developer not be able to come to an agreement over the movement of the curbcut along Judge Rd. then the site plan must be revised to show the curbcut remaining in the current location.
7. Due to the volume of traffic anticipated along the drive aisle between the Racetrack and access point along Judge Rd. traffic calming measures must be provided to slow traffic along this stretch. The traffic calming measures may include raised crosswalks/speed tables, lane narrowing through landscape bulb outs or other speed control measures. The final traffic calming measures must be shown at the time of final site plan determination.
8. At least one pedestrian connection into the site to the site must be provided at each project entrance.
9. Dumpster/Compactor.
 - a. 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.
 - b. Dumpsters and compactors must be located to provide appropriate clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements.
 - c. Accommodations for both Solid Waste and Recycling must be provided.
10. 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.
11. 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.
12. Parking must be provided in with CH 61 of the Land Development Code.
 - a. A total of 630 parking spaces are proposed which is below the minimum 740 spaces required; the applicant is seeking a 15% reduction in parking requirements.
 - i. Separation from Residential Neighborhoods with On-Street Parking: The closest single-family is over 1,800 ft. away. 5% Reduction
 - ii. Provision of onsite Car Share: A minimum of 3 car-share vehicles must be provided onsite for the use of the residents. Specific, marked, parking spaces must be provided and clearly shown at time of permitting. 5% Reduction
 - iii. The developer must include additional pedestrian and bicycle facilities to obtain the proposed 5% reduction in parking for the multi-family.

1. A bike repair station either within a building or located near a primary entrance must be provided at each building.
2. A minimum 20% additional covered bicycle parking (above the 43 spaces required by code) must be provided between the two buildings.
3. All new sidewalks adjacent to the site and roadways must be a minimum of 6 ft. in width, this includes the sidewalks along the ring road on the south and east of the site.
- b. It is recommended that the development include EV Capable parking spaces: A minimum of 148 spaces (20% of the required parking spaces) should 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."
- c. It is recommended that the development include EVSE Installed parking spaces: A minimum of 15 spaces (2% of required parking spaces) should 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."
- d. 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 for the multi-family portion of the site 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 43 short term and 43 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.

Police

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.
2. 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. A photometric plan was not provided for review.
 - a. All lighting for this project will meet or exceed the guidelines in Orlando City Code.
 - b. In order to create a sense of safety, pedestrian-scale lighting must be used in all high-pedestrian traffic areas to include building entrances, pedestrian promenades, parking facility entrances, amenities and common areas, open green spaces, walkways and service areas.
2. If stairwells are required from this project it is strongly encouraged for the use of convex mirrors or reflective materials at each landing to improve the opportunity for users to view potential offenders or threats when entering these areas.

Natural Access Control

1. 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.
2. Target Hardening: This can be accomplished by features that prohibit entry or access such as window locks, dead bolts for doors and interior door hinges.
3. Entry doors to the property, offices, common areas must contain a minimum 180° viewers or small windows with security glass, interior or security hinges, single cylinder deadbolt locks with a minimum one-inch throw, metal frames with three-inch screws in the strike plates, and be made of solid core material.

4. A uniform access control system is strongly encouraged so only authorized personnel have access to their respective business or residential areas, and any amenities or restricted areas. Common area doors or gates should have locks that automatically lock when the doors close.
5. If alarm or security systems are installed, each unique space should be clearly identified with a monitoring center and should be regularly tested and maintained by the authorized users. During working hours, commercial alarm systems (to include any common areas) should be programmed so that a short beep is sounded if an exterior door opens or is left open for a predetermined amount of time.
6. A video surveillance system capable of recording and retrieving an image to assist in offender identification and apprehension is strongly encouraged.
7. The use of tempered, impact resistant, or security glass or security film is encouraged for all large glass doors and windows. If security film is utilized, ensure that the light transmittance of the security film is greater than or equal to the light transmittance of the window's glass.

Maintenance and Management

1. Requirements of City Code Chapters 60 and 61 must be met.
2. Maintenance is an important aspect of territorial reinforcement. Requirements of City Code Chapters 14 will be enforced.

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, CPL Edgar Malave at Edgar.Malave@Orlando.gov.

Growth Management

According to the Official Future Land Use Map, the subject site has a future land use designation of Community Activity Center and Industrial. Future Land Use Figure LU-1 allows residential uses in the Community Activity Center designation, however not in the Industrial designation. The applicant has revised the site plan to depict residential uses in the Community Activity Center designation only. Parking and park uses are depicted in the Industrial designation, which is allowed. At any point residential uses or uses inconsistent with the Industrial future land use designation, the applicant shall request an application to change the future land use designation.

Parks

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.

Please note, a mass grading (ENG) permit does not include tree removal; separate tree removal permits are also required.

Development Review

1. As part of the redevelopment of the site the existing easement with the storm system running through will need to be re-easement via the storm pipping shown on C-061 via the new storm system that runs through the property.
2. Contact the Bureau of Parks (407) 246-2283 for a tree removal permit before removing any 6" caliper or larger trees.
3. 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.
4. 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.
5. 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

Public Works

With the removal of the existing pond treating the Racetrac, runoff from the Racetrac must be treated in the proposed pond for this property and proper water management district permits and modifications must be obtained. In addition, an agreement between the two property owners must be sought prior to infill of the existing pond.

Informational Comments

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. When applying for an Engineering Permit, please submit a drainage report to demonstrate the capacity of the proposed storm system for this expansion. Please be advised that a SJRWMD permit will be required prior to commencement of work.
2. 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."
3. Construction activities including clearing, grading and excavating activities shall obtain an EPA NPDES permit, except for 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 (via ProjectDox upload) 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.
4. 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.
5. 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.

Waste Water

The following shall be incorporated into the Planner's Staff report and addressed by Applicant before the Water Reclamation Division can support the approval of the MPL application:

1. The Preliminary Site Utility Plan depicts a new lift station on site with a connection into a public 48" force main in Judge Rd.
2. The Division has concerns with a new private connection into or influenced by an important City force main such as the 48" FM. A force main break or lift station failure on the private side could result in a significant sanitary sewer overflow because of the influence from the City's 48" FM.
3. The Applicant's Engineer needs to contact the WRD to schedule a meeting to discuss the Division's concerns prior to the next review cycle.
4. All requirements of the City's Standards for private lift stations and force mains shall be incorporated into the design. Specific attention should be made to the installation of an emergency power generator and fuel tank at the private lift station. Although detailed lift station design can be deferred to preparation of construction plans for permit issuance, the owner needs to be aware of the costs associated with sewer connection.
5. 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).
6. Reclaimed water points of connection are available along Judge Road and Conway Road based on City's records to serve irrigation of the subject property.
7. The on-site sanitary system shall be private and designed and constructed in accordance with the City of Orlando Engineering Standards Manual (ESM), Chap. 9 (current Edition) and applicable City Standard Wastewater details. 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.

Solid Waste

Property is required to have a dumpster enclosure for recycling in addition to the compactor enclosure. Enclosure must be a minimum of 12' wide by 10' deep. Other requirements can be found in the City's municipal code under Ch. 58, 5B (10).

CONTACT INFORMATION

Building

For questions regarding Building Plan Review issues contact Roy Eden at 407-246-3551 or roy.eden@orlando.gov.

Development Review

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

Fire

For questions, contact Chip Howard at 407-246-3696 or at Charles.howard@orlando.gov.

Growth Management

For questions, contact Colandra Jones at 407-246-3415 or at Colandra.jones@orlando.gov.

Land Development

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

Parks

Contact Denise Riccio in the City Parks Division at denise.riccio@orlando.gov, or Kenneth Pelham at 407-246-4280 or at kenneth.pelham@orlando.gov 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, contact Jacqueline St Juste at 407-246-3978 or at Jacqueline.dabney@orlando.gov

Solid Waste

For questions, contact Evan Novell at 407-246-4139 or at evan.novell@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

REVIEW/APPROVAL PROCESS—NEXT STEPS

1. Following the MPB hearing, the City Council will review and approve the MPB meeting minutes on Monday April 25, 2022.
2. Apply for Plat
3. Apply for Appearance Review and Final Site Plan determination.
4. Apply for building permits.