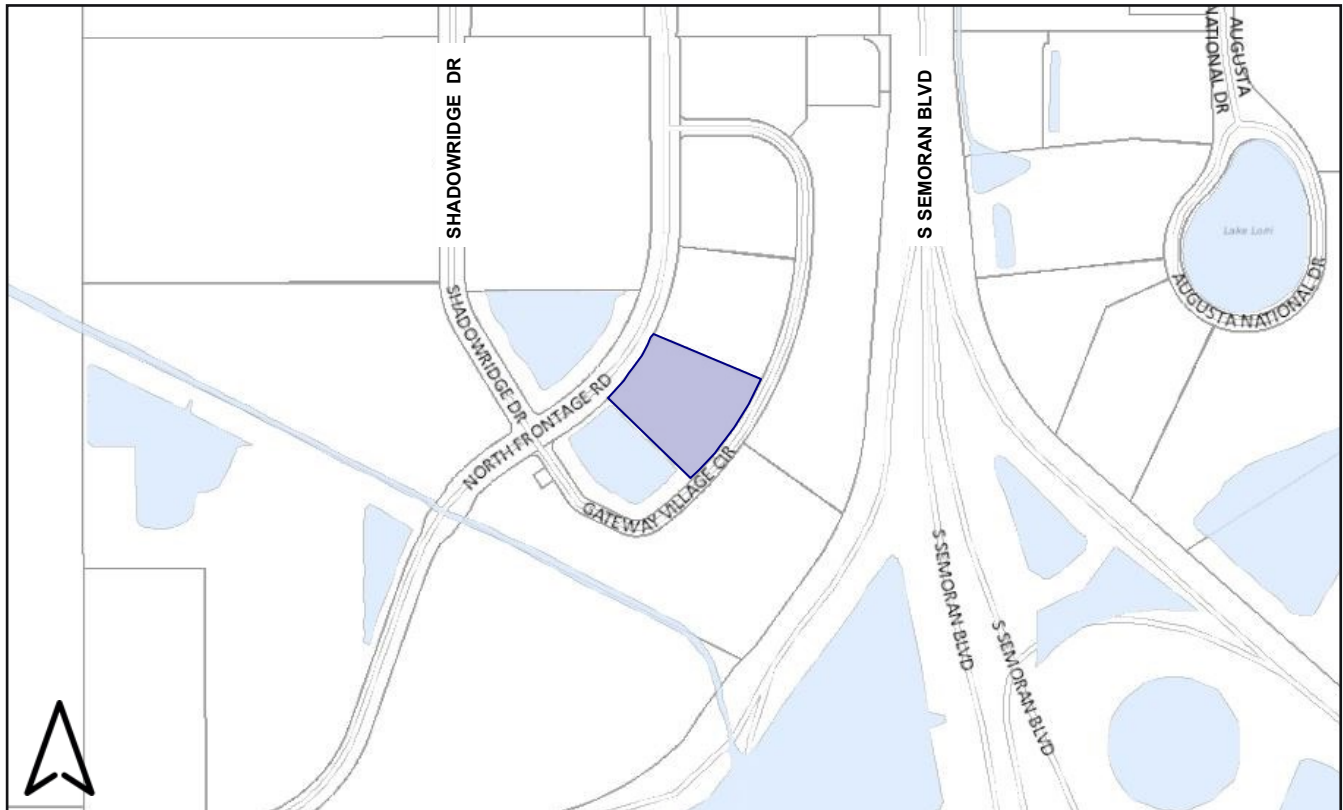


AC HOTEL ORLANDO GATEWAY



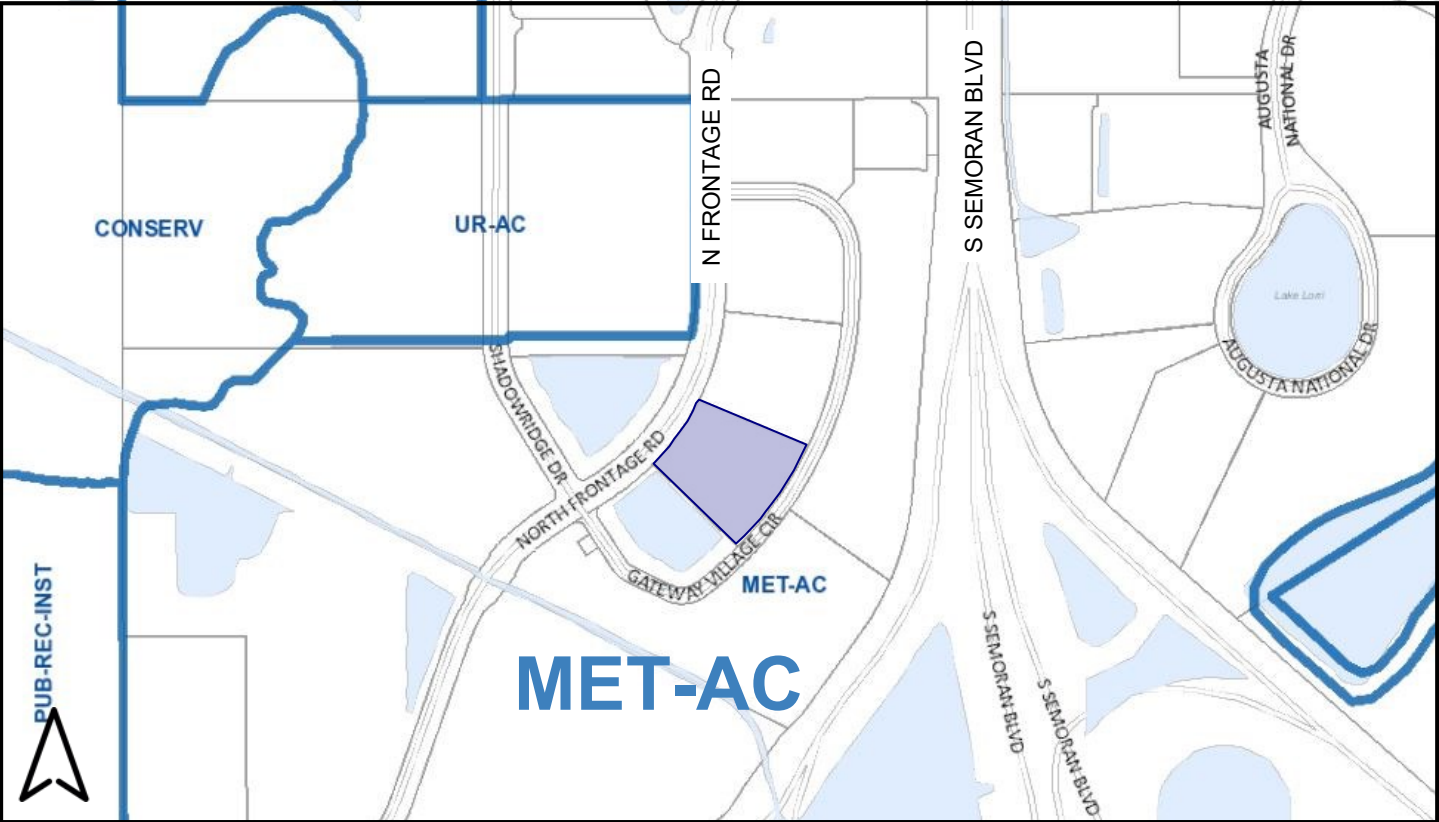
Location Map

 Subject Site

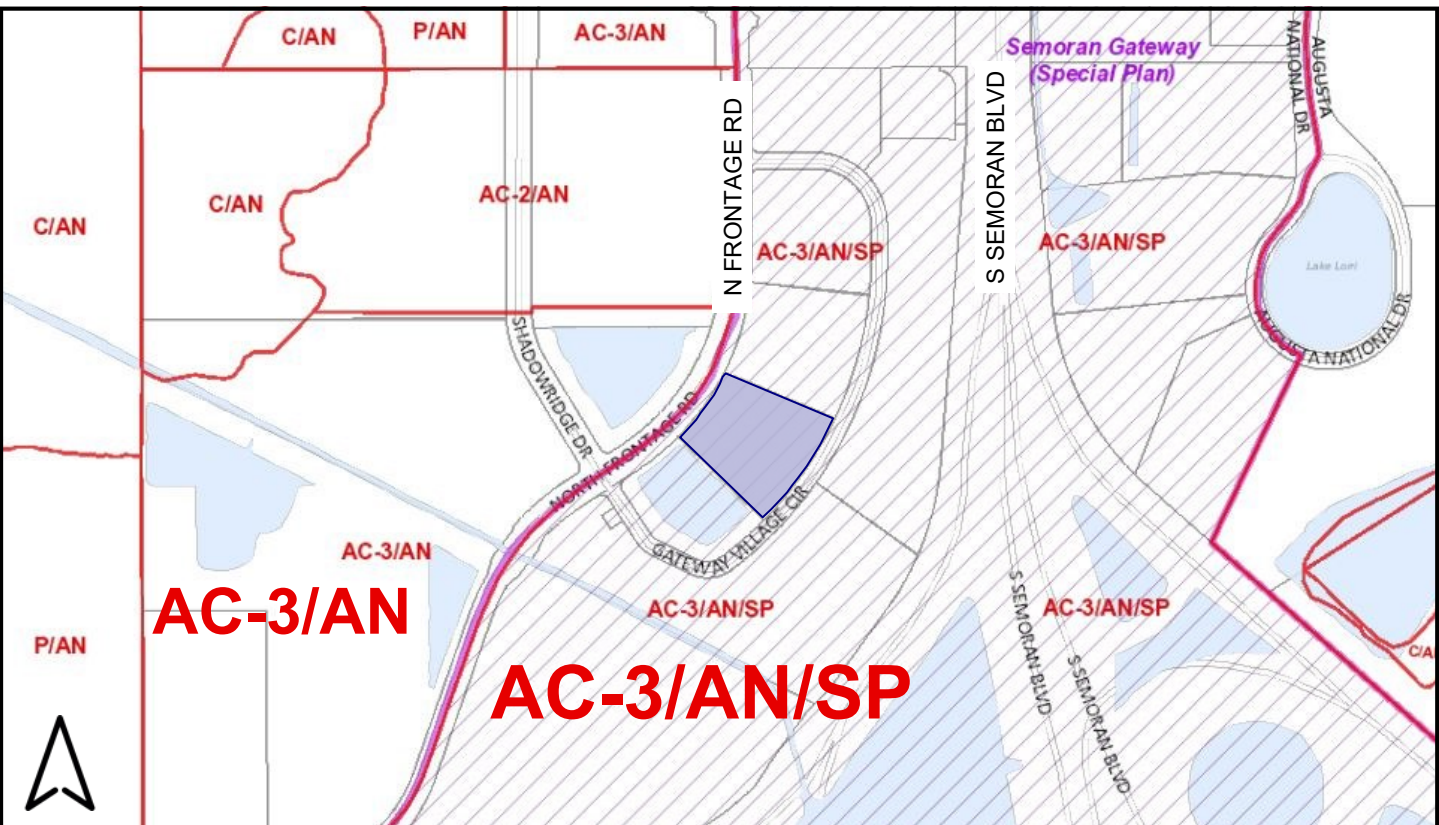
SUMMARY

<p>Applicant Sheyanna Day Interplan LLC</p> <p>Owner MHG Orlando Transfer LLC</p> <p>Project Planner Manuel E. Ospina</p> <p>Updated: April 11, 2022</p>	<p>Property Location 5560 Gateway Village Cir. The site is generally located between north Frontage Road and Gateway Village Circle. (+2.68 acres, District 2)</p> <p>Applicant's Request Master Plan request for the development of a 155 room hotel with related parking and ancillary uses.</p>	<p>Staff's Recommendation Approval of the request subject to the conditions in the staff report.</p> <p>Public Comment Courtesy notices were mailed to property owners within 300 ft. of the subject property the week of April 11, 2022. As of the published date of this report, staff has not received any comments from the public concerning this request.</p>
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Future Land Use Map



Zoning Map



Project Analysis

Project Description

The applicant is seeking to construct a 7-story, ±93,541 sq. ft. hotel with 165 rooms and associated surface parking lot. The subject property is located just north of the Orlando International Airport in the Airport North neighborhood. The ±2.68 acre site is vacant and has never been developed on.

Previous Actions:

- 1985 - Property was annexed into the City of Orlando
- 2007 - 120-acre Orlando Gateway Master Plan was approved showing this parcel as a future hotel development (MPL2007-00016);
- 2007 - Property was platted as part of the Orlando Gateway Subdivision
- 2008 - Property to the north (5460 Gateway Village Cir.) was replatted to accommodate a new hotel (SUB2007-00048)
- 2008 - Master Plan was approved for Hampton Inn & Suites (MPL2007-00049)
- 2009 - Current owners acquired the property.
- 2019 - Master Plan was approved for Hyatt House (MPL2019-10019).

Project Context

The subject site is generally located east of North Frontage Rd. and west of Gateway Village Cir. The property is zoned AC-3/AN/SP with a corresponding Future Land Use (FLU) designation of Metropolitan Activity Center (MET-AC). The subject site was approved for a hotel use during the Orlando Gateway Master Plan (MPL2007-00016) and is subsequently requesting a specific parcel master plan to ensure compliance with the above referenced master plan. The immediate area has hotels, restaurants, and retail shopping. Additional details on surrounding properties can be found in Table 1 below:

Table 1 - Project Context			
	Future Land Use	Zoning	Surrounding Uses
North	MET-AC	AC-3/AN/SP	Hotel
East	MET-AC	AC-3/AN/SP	Hotels & Restaurants
South	MET-AC	AC-3/AN/SP	Vacant
West	MET-AC	AC-3/AN	Vacant

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):

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.

Conformance with the GMP

As mentioned above the site is zoned AC-3/AN/SP with a corresponding FLU Metropolitan Activity Center (MET-AC). The MET-AC portion of the property has a minimum intensity of 0.75 Floor Area Ratio (FAR) and a maximum intensity of 1.50 FAR. As part of this development the applicant will be required to replat the property from the currently one lot. The proposed ±93,541 sq. ft. hotel on the ±2.68 acre lot (116,630 sq. ft.) results in an intensity of 0.80 FAR, consistent with the FLU.

Conformance with the LDC

AC-3 Metropolitan Activity Center District (AC-3) district is intended to provide for large concentrated areas of residential,

commercial, office, industrial, recreational and cultural facilities at a scale which serves the entire metropolitan area, and at the highest intensities to be found anywhere outside of Downtown Orlando. A mixture of land uses is specifically intended—Metropolitan Activity Centers composed of a single type of use shall be strongly discouraged. These activity centers are intended for locations where arterials and four lane collectors and mass transit service are available, providing access to other metropolitan areas.

The purpose of the Aircraft Noise (AN) Overlay District is to protect the health, safety, and welfare of persons and property in the vicinity of the OIA and OEA. Aircraft noise may be considered annoying, objectionable, or unhealthy to residents in the community surrounding the airports. The AN Overlay district is intended to reduce noise and safety hazards associated with aircraft operations, to preserve 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 primary purpose of the Semoran Gateway Special Plan (SP) is to preserve and strengthen commercial land uses and redevelopment opportunities within the Semoran Boulevard corridor, to enhance pedestrian safety and the "Main Street" character of the corridor, and to give the corridor a unified, consistent image so that it has a feel of a recognizable district, while also improving the visibility of businesses within the corridor.

Development Standards

The property consists of a vacant lot that has never been developed on. The block that spans Gateway Village Circle was approved for a hotel use under MPL2007-00016. The applicants have subsequently split off a property to the north (MPL2007-00049) for a hotel and are required to replat the lot for this development. Per the conditions of approval of the original Master Plan each lot is required to apply for a Specific Parcel Master Plan (SPMP). The proposed hotel use meets or exceeds the requirements of the AC-3/AN/SP zoning district, as identified in Table 2 below.

Table 3 details the setback and landscape standards within the AC-3 zoning district and the surrounding uses. The lot has double frontage on Gateway Village Circle and North Frontage Rd., with the front of the building facing Gateway Village Circle and the north and south property lines acting as the sides. The property to the north is a hotel and the proposed property to the south is a stormwater pond that services the overall site. No bufferyards are required for the site except the minimum parking lot landscaping buffers.

Table 2 - Development Standards

Zoning	Acres	Use	Sq. Ft.	Intensity (sq. ft. per acre)		Building Height		ISR (impervious surface ratio)	
				Min./Max.	Proposed	Max.	Proposed	Max.	Proposed
AC-3/AN/SP	±2.68	Hotel	93,541 sq. ft.	0.75 / 1.50	0.80	200 ft.	92 ft.	0.90	±0.75

Transportation

The proposed site is addressed 5560 Gateway Village Cir., however has frontage on both Gateway Village Cir. and North Frontage Rd. The site will be accessed via a new ingress/egress point on Gateway Village Cir. To the front of the new hotel, and an additional ingress/egress point on N Frontage Rd.

Per Table 4, the site is calculated based on the proposed hotel use and number of rooms. The applicant is proposing 149 parking spaces which is within their allowable range.

Table 3 - Setback and Landscaping Requirements

Use	Yard	Building Setbacks		Landscaping/Buffers	
		Min. /Max.	Proposed	Required	Proposed
Hotel	Front - Gateway Village Cir.	0 ft.	+140 ft.	7.5 ft.	7.5 ft.
	Rear - N/A	N/A	N/A	7.5 ft.	7.5 ft.
	Side - North & South Property Lines	0 or 3 ft. / no max.	North: +10 ft. South: +10 ft.	North: 7.5 ft. South: 7.5 ft.	North: 7.5 ft. South: 7.5

Table 4 - Parking Requirements					
Use	Min. Ratio	Max. Ratio	Provided	Min. Required	Max. Required
Hotel	0.5 : Lodging Unit	1 : Lodging Unit	165 Lodging Units (Rooms)	84.5	165
Total Provided	149				

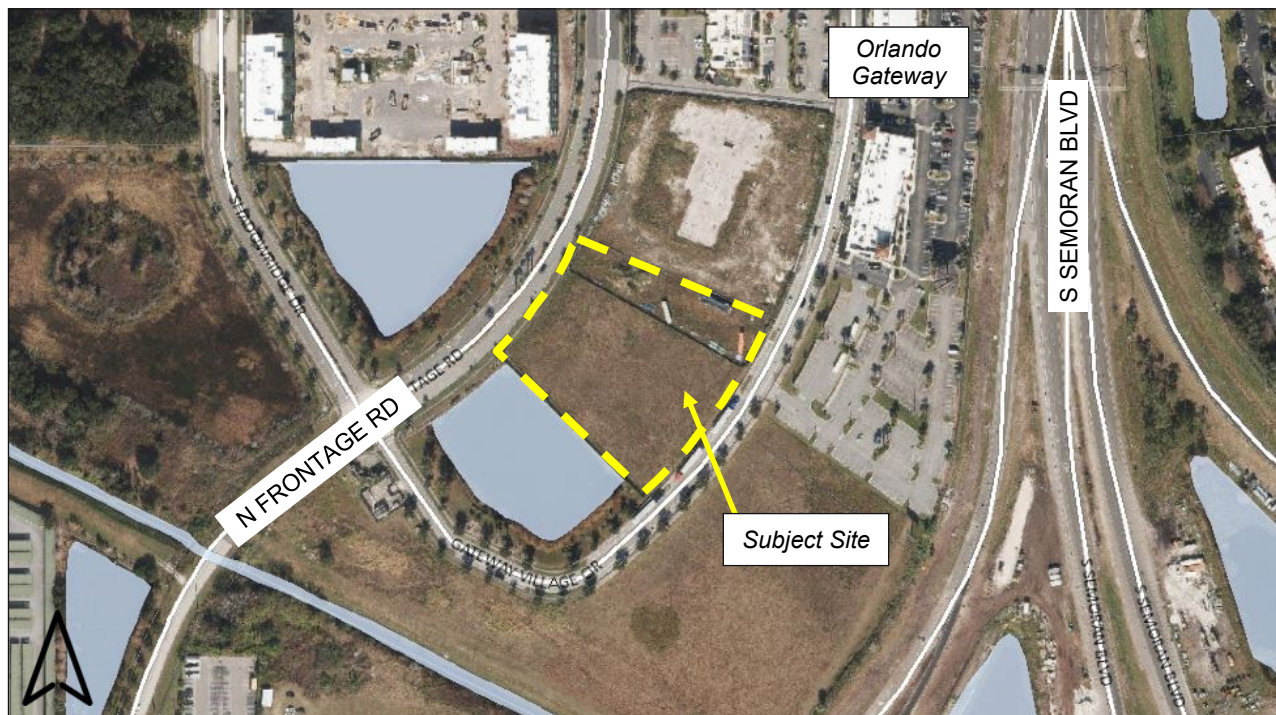
Solid Waste

The site will have a dumpster in the northwest corner. The dumpster will be within a Code-required landscaped and gated enclosure.

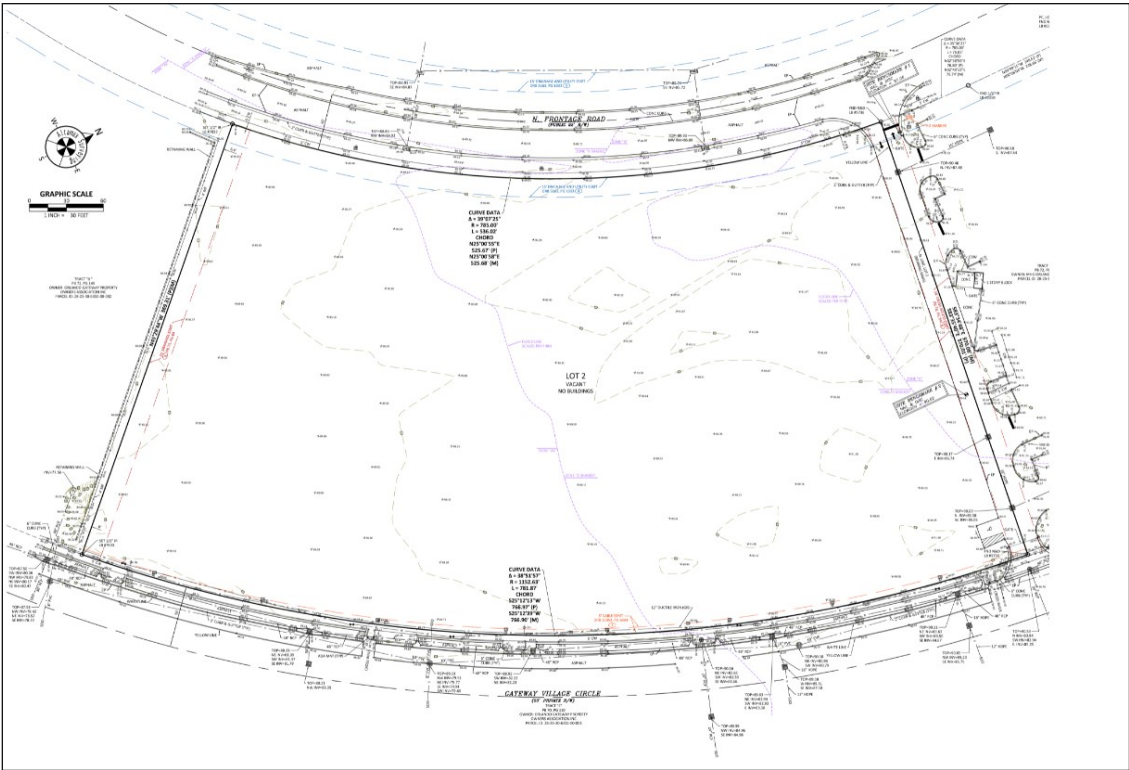
School Impacts

The site is proposed to be developed as a hotel, there will be no school impacts associated with the MPL request.

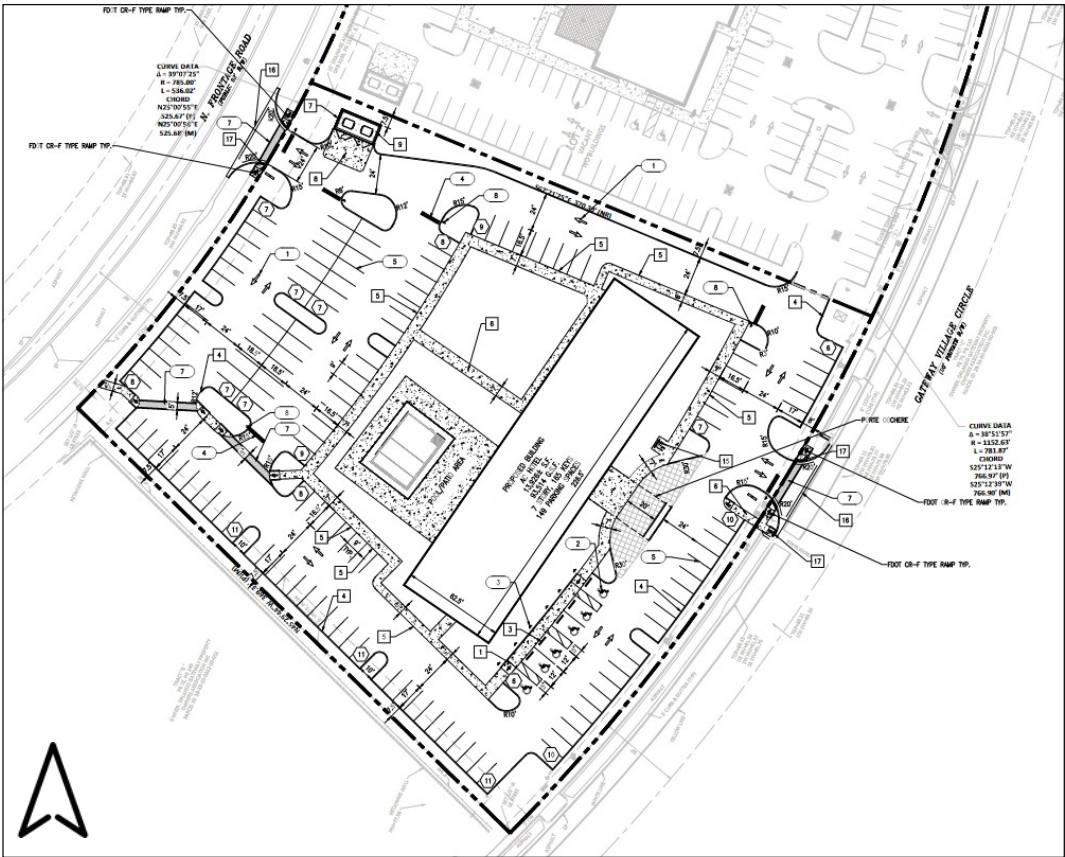
Aerial Photo



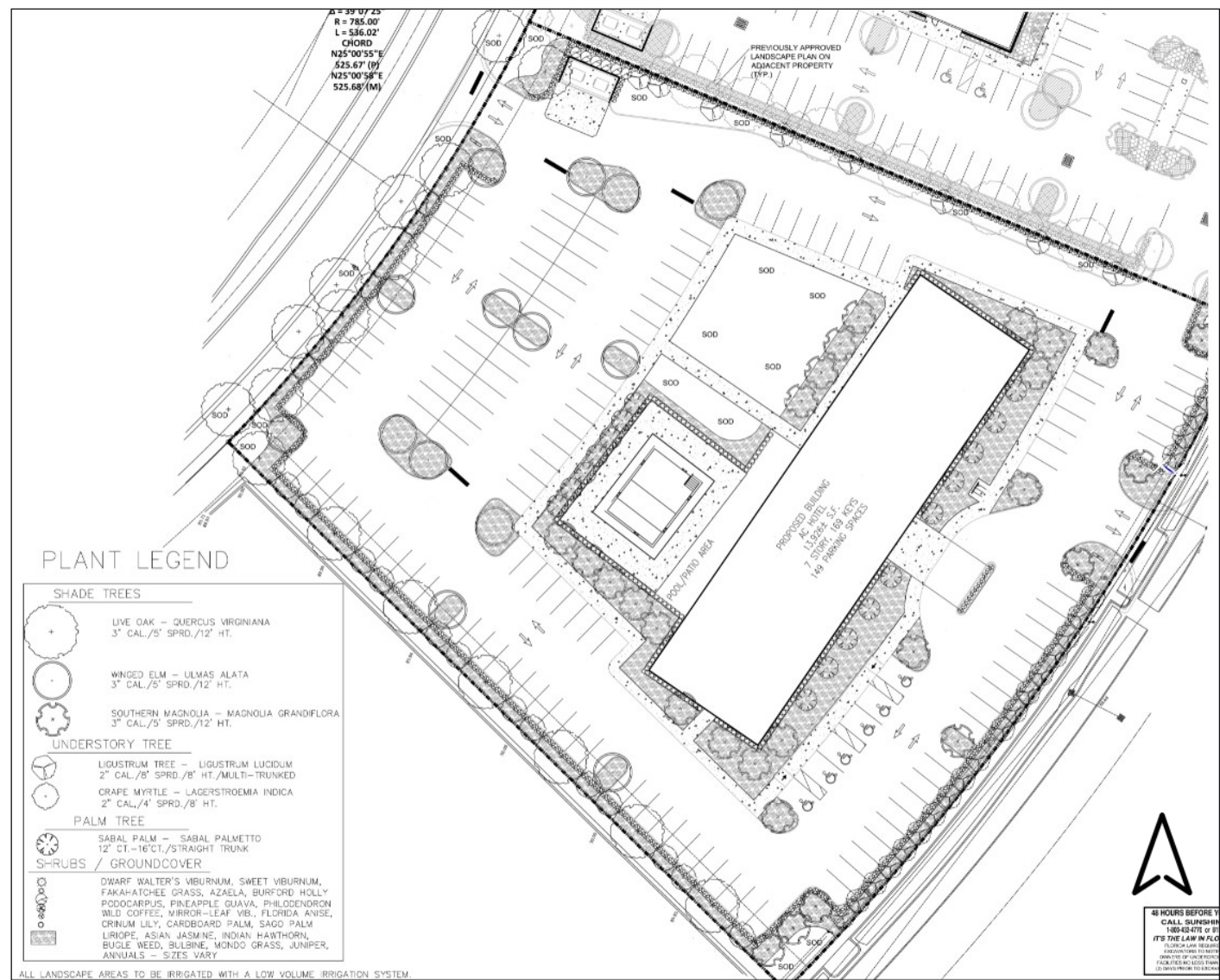
Property Survey



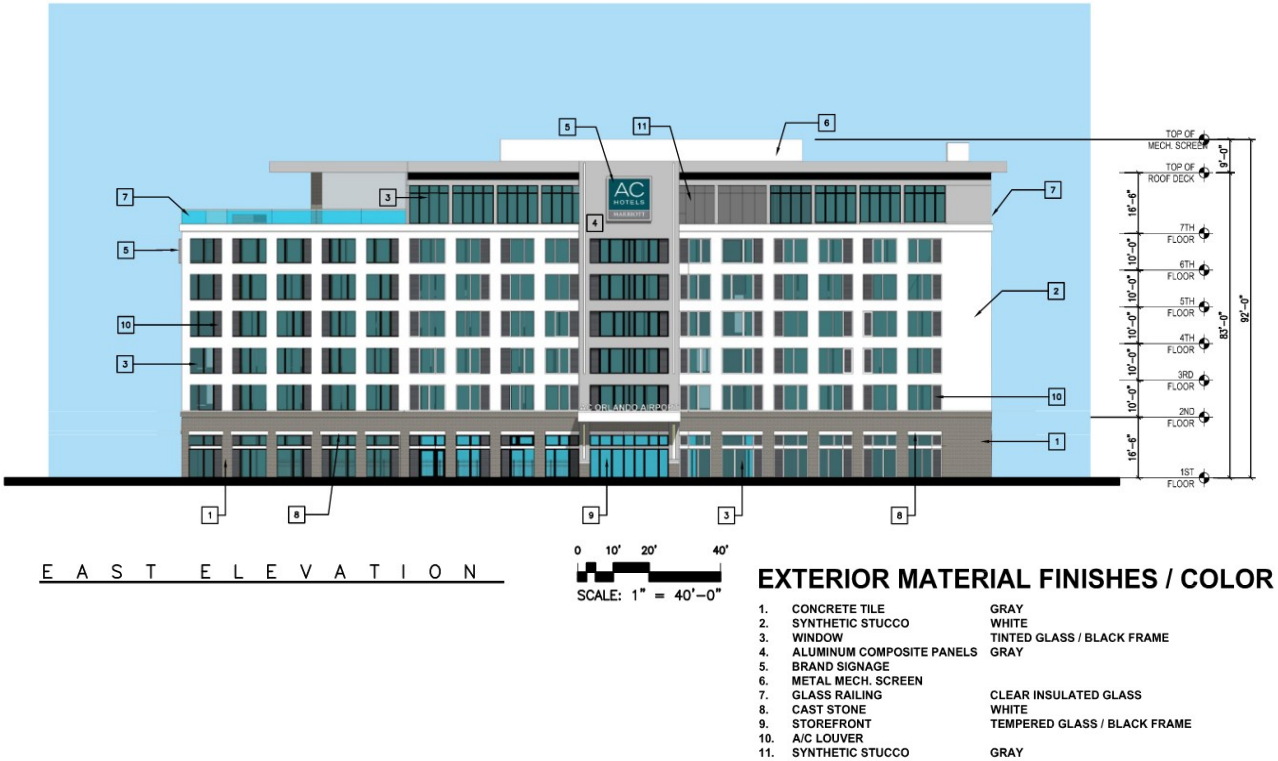
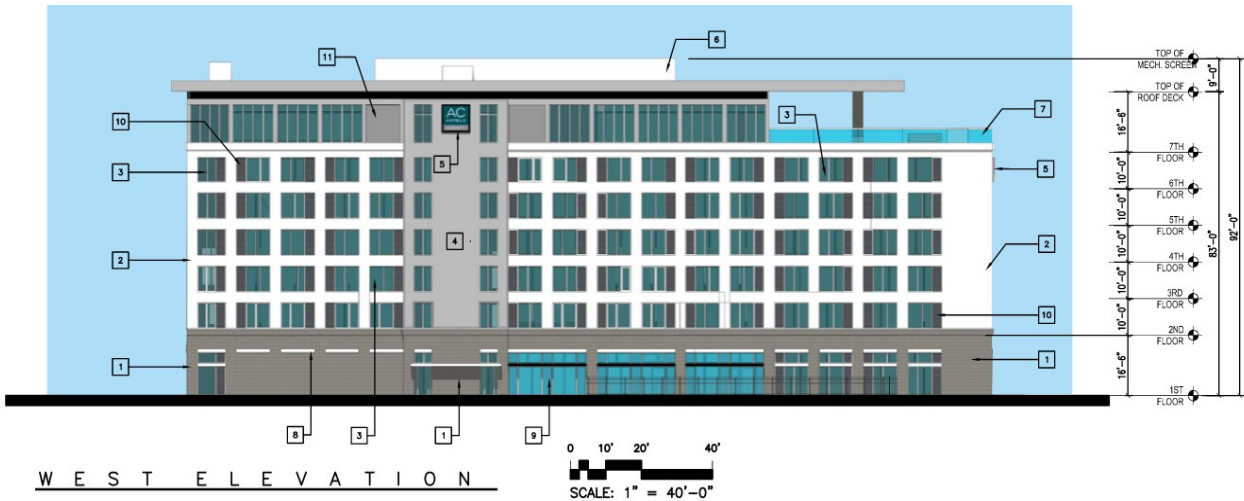
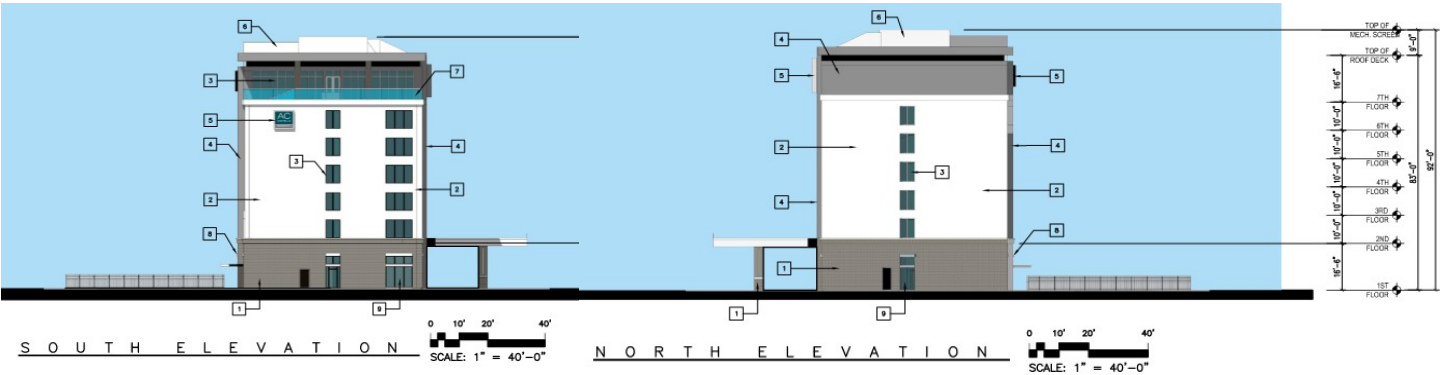
Site Plan



Proposed Landscape Plan



Proposed Building Elevations



Renderings



Google Streetview Photos



Site as viewed north from Gateway Village Cir.



Site as viewed east from N Frontage Rd.

Findings

The request is consistent with the requirements for approval of a Master Plan as contained in LDC Section 65.335, per the findings below:

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-3/AN/SP 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 AC Hotel Orlando Gateway—MPL2022-10005 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-3/AN/SP zoning district.
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 plans submitted for 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 within the subject property must remain consistent with all exhibits provided within this application subject to the conditions ultimately approved by City Council.
7. **Expiration of the Master Plan.** The applicant must receive a building permit for the work requiring the master plan within two years of the master plan approval. If the applicant does not receive the building permit within two years, then the master plan is no longer valid and the applicant must reapply for a master plan if the applicant wishes to proceed with a development requiring a master plan. If the building permit for the work requiring the master plan expires before a certificate of occupancy or certificate of completion is issued for the work requiring the master plan, then the master plan is no longer valid and the applicant must reapply for a master plan if the applicant wishes to proceed with a development requiring a master plan.
8. **Florida Statutes.** 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.
9. **Aircraft Noise Overlay.** The subject site must comply with the development standards set forth for Zoned D in the Aircraft Noise Overlay District (Sec. 58.370 - Sec. 58.372). The applicant must provide a waiver of claims and public notification of potential noise impacts, and must comply with the Sound Level Reduction (SLR) Design Requirements for 25 decibels at the time of permitting. The aforementioned regulations can be found in Sec. 58.381 - Sec. 58.384 of City Code.

Conditions of Approval (Cont'd)

Urban Design

Architecture

1. Architectural finishes and details must be carried through on all sides of the building. The bases of buildings should be designed with durable materials to provide a quality pedestrian experience.
2. Canopies or sheltering elements must be used along active street fronts to provide pedestrian protection from the elements. Every main entrance is required to have a special emphasis appropriate to the architectural style of the building.
3. All ground-mounted and rooftop mechanical equipment must be screened from view and must meet LDC screening requirements. An interior screen wall or parapet for rooftop mechanical equipment is required. The interior screen-wall or parapet must be the same height as the installed mechanical equipment.
4. All projecting parapet walls must wrap a minimum depth of 5 ft. or more whichever is proportionate to the parapet wall, in efforts for the projecting parapet walls to appear 3D.
5. All dumpsters and trash compactors must be screened with solid walls to match the principal structure. Decorative gates must be installed to coordinate with the principal structure. A Landscape screen including low hedge and groundcover is required to soften the view.

Landscaping

1. All landscape plans must achieve the Minimum Required Landscape Score (MRLS) required for multifamily residential and must comply with the Land Development Code (LDC) Chapters 60 and 61. A spreadsheet showing compliance with the MRLS must be included with the plans. All existing, non-invasive mature trees shall be preserved to the best extent possible.
2. Canopy trees are required in all parking lot row-end and intermediate landscape islands. Required trees shall have a minimum caliper of 2 in., and a minimum overall height of 12 ft.
3. Canopy trees must also be planted every 50 lineal feet or fraction thereof. Required trees do not have to be uniformly spaced as long as the required number is provided. Currently, you have only provided understory trees along Gateway Village Circle.
4. Street trees must be planted along both frontages, currently there is a deficient amount along Gateway Village Circle Road. Trees must be oak trees to match what has been planted on the rest of the street. Street trees must also be planted in the bulb outs on Gateway Village Circle.
5. The rear sodded area must be landscaped with a mixture of plantings such as canopy trees, understory trees, groundcovers and hedges. Sod alone is insufficient.
6. Staff encourages you to consider amenitizing the sod area in the back. This could include a dog park, benches, a basketball court, etc.

Site/Utilities

1. Pedestrian connections are required to both street frontages, you are proposing no clear pedestrian zone from the sidewalk on Gateway Village Circle to the front door.
2. All crosswalks at driveways and curb cuts must be designed with textured or colored concrete or similar material to clearly define the pedestrian zone, as required by LDC Section 61.314(e). Thermoplastic paint may be incorporated but cannot meet this condition alone.
3. Backflow preventer[s] 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.
4. Transformer areas outside the building envelope must be screened on three sides with landscaping and/or a decorative, opaque wall and gates up to 6 ft. in height. Landscaping must include a hedge a minimum 4-ft tall at the time of planting and maintained at a height to screen the equipment.
5. The placement of underground utilities, including irrigation, within the driplines of existing trees to be preserved, must be done by means of tunneling rather than trenching.

Conditions of Approval (Cont'd)

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. For any construction work planned or required within a public right-of-way or City sidewalk easement adjacent to a public right-of-way (including but not limited to: irrigation, drainage, utility, cable, sidewalk, driveway, road construction/reconstruction or landscaping), the Owner/Applicant must submit the following:
 - a. Maintenance of traffic plans (M.O.T.) (For more information/detailed requirements contact the Office of Special Events & Permits at 407-246-3704)
 - b. Roadway plans including paving, grading, pavement markings and signage (Contact the Permitting Transportation Engineering Reviewer at 407-246-3079 for details)
 - c. A copy of all required County and State permits (If permits are pending attach a copy of the application)
4. AutoTurn: An AutoTurn analysis for emergency vehicles and solid waste collection must be attached to plans at time of permitting to prevent delays in processing.
5. Cross Access Easements: Cross-access easements must be provided for the shared access point between the Hyatt House and proposed AC Hotel. This cross-access easement must be shown on the plat or may be dedicated via separate instrument.
6. Solid Waste: The final site plan must show the location and size of the on-site double solid waste compactor(s) / dumpster(s) with concrete pads, and enclosures with doors. Dumpsters must be located to provide a minimum 50 feet of clear backup space and constructed per Orlando Engineering Standards Manual (ESM) requirements, or documentation must be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement. Provisions for both solid-waste as well as recycling are required.
7. Sight Lines: At all project entrances, clear sight distances for drivers and pedestrians must not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment must obstruct vision between 3 feet and 8 feet in height above street level. The street corner/ driveway visibility area must be shown and noted on construction plans and any future site plan submittals. The applicant must design the site plan as necessary to comply with the Florida Greenbook requirements for sight distance at intersections. Sight lines must be shown on both the site plan and landscape plan. Landscaping located within intersection triangles as defined by the Florida Greenbook shall be trimmed or spaced according to FDOT Design Index 546.

Pedestrian Access/Sidewalks

8. Sidewalk connections must be provided from both N Frontage Rd. and Gateway Village Cir. to the sidewalk planned around the building.
9. 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. As shown several sidewalks adjacent to the drive aisles are only 5 ft. in width and must be expanded to 6 ft.
10. The Owner/Applicant must remove all unused or unapproved curb cuts / driveways and must restore all curbs, gutters, parkways and sidewalks to Orlando Engineering Standards Manual (ESM) requirements and standards.
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 where the driveways cross the sidewalk.

Parking

12. Parking Spaces: The applicant is proposing 149 vehicle parking spaces where a minimum of 84 spaces are required, and no more than 165 spaces are permitted.
13. Electric Vehicle Parking:

Conditions of Approval (Cont'd)

- a. EV Capable parking spaces: A minimum of 8 spaces (10% of the required parking spaces) must be EV Capable. EV capable means: "These parking spaces prepare for future Electric Vehicle Supply Equipment (EVSE) installation by providing dedicated electrical capacity in the service panel (40amp breaker for every two EV Capable two spaces) and conduit to the EV Capable space. These spaces do not require wiring to the space or a receptacle."
 - b. EVSE Installed parking spaces: A minimum of 2 spaces (2% of required parking spaces) must be EVSE Installed. EVSE Installed means: "EVSE Installed: These parking spaces are reserved for EVs and provide drivers the opportunity to charge their electric vehicle using EV charging stations rated at a minimum of 32amp 7.2 kW. These spaces should be installed per the requirements of the National Electrical Code (NFPA 70) as adopted and amended by the State of Florida."
 - c. EV Design Requirements: All EV Parking spaces provided must meet the requirements of LDC CH61, Part 3G.
14. Two-wheeled Parking: A minimum of 2 two-wheeled motor vehicle parking spaces must be provided convenient to the main entrance of the building. The spaces must be sized and placed in accordance with LDC Sec. 31.322 (d).
 15. Bicycle Parking: Bicycle parking must be provided in accordance with the standards of Chapter 61, Part 3D of the Orlando Land Development Code and shall be made available prior to the issuance of any Certificate of Occupancy for the use being served. Bicycle parking should be spread across the development as evenly as possible to provide equitable access to bicycle parking.
 - a. A total of 5 short term and 2 long-term bicycle parking spaces are required for the proposed hotel 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.

Fire

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

1. DAS (Distributed Antenna System) Requirement. Florida Statute 633.202 (18) The authority having jurisdiction shall determine the minimum radio signal strength for fire department communications in all new high-rise and existing high-rise buildings. [NFPA 1.11.10, NFPA 101.11.8]
2. Required Fire Department Access, A Mandatory Requirement: Approved fire department access roads shall be provided for every facility, building, or portion of a building hereafter constructed or relocated. NFPA 1.18.2.3.1.1; NFPA 1.18.2.3.1.2 Fire department access roads shall consist of roadways, fire lanes, parking lot lanes, or a combination thereof.
3. The Orlando Fire Department requires access to two sides of a building or structure. Fire Department Access to Buildings: Conditional to this review the design of all buildings must account for fire department access. The access road itself must extend 50ft. from an exterior doorway that allow access to the building's interior via a common hall or common lobby area, or the largest tenant area if the building does not have a common interior area. NFPA 1.18.2.3.2.1
4. Manual Suppression: any portion of the building or exterior wall of the first story shall be located not more than 150 ft. from the fire department access road as measured by an approved route around the exterior of the building or facility. The distance can be increased to 450ft. if the building is protected by an automatic sprinkler system. [NFPA 1.18.2.3.2.2 and NFPA 1.18.2.3.2.2.1]
5. Approved Turnaround: an approved turnaround shall be provided for fire apparatus where an access road is a dead end in excess of 150 ft. When a dead-end road will not accommodate an approved t-turn or turn-a-bout a minimum width of 25 ft. will be required. The turnabout shall be the minimum 20ft. width of the fire department access road

Conditions of Approval (Cont'd)

and sized for the dimensions of the largest OFD apparatus. Use of areas subject to obstruction by vehicles such as loading docks and parking garages are prohibited. Acceptable turnarounds can include T-turn, Y-turn or cul-de-sac (designs and dimensions are subject to the approval of Orlando Fire Department). See Exhibits in NFPA Fire Code handbook. NFPA 1.18.2.3.5.4

6. Fire Department Access Road: All fire department access roadways shall have an all-weather driving surface, capable of supporting the load of fire apparatus, an unobstructed width of not less than 20 ft. and a minimum vertical clearance of at least 13 ft. 6 in. NFPA 1 18.2.3.5; NFPA 1 18.2.3.5.1.1 and NFPA 1.18.2.3.5.1.2. The minimum required widths and clearances shall be maintained at all times. The minimum required width of a fire department access road shall not be obstructed by parking spaces or reduced in any other manner. Entrances to fire department access roads that have been closed with gates and barriers shall not be obstructed by parked vehicles.
7. TURNS. Turns in fire lanes shall be constructed to provide sufficient width to accommodate the largest piece of fire apparatus available to be operated on the fire access road, but in no case shall the radius to the outside curb line be less than 50 ft. and 30ft. interior.
8. ENGINEERED STABILIZATION. Fiber products installation for soil and turf reinforcement will be conditionally approved by the AHJ. A statement indicating that current and future owners of this property will maintain the integrity and stability of this treated soil or turf for the use of City of Orlando Fire Truck Apparatus must be recorded with the property's deed. Recorded documentation must be provided before final inspection (Document Hold Required). Also, the soil or turf access treated with this product will be made available to City of Orlando Fire Department Vehicles at any and all times for testing purposes. [NFPA 1:18.2.3.5 and 18.2.3.5.2]
9. POINT LOAD CALCULATION. The ground contact area for each stabilizer shall be such that a unit pressure of not greater than 75 psi (500 kPa) will be exerted over the ground contact area when the apparatus is loaded to its maximum in-service weight and the aerial device is carrying its rated capacity in every position permitted by the manufacturer. NFPA 1901.19.21.4.2 Water Supply: All site plans shall indicate the location of fire hydrants. All portions of an unsprinklered building must be within 300 ft. distance of a fire hydrant. All portions of a sprinklered building must be within 500 ft. distance of a fire hydrant. Residential properties are required to indicate a hydrant within 500 ft. of the residence and street width for the fire department access. City Code Chapter 24.30; NFPA 1.18.3
10. Needed Fire Flow: The required fire flow for commercial structures shall be determined as specified in the standard: Determination of Required Fire Flow as published by the Insurance Services Office (ISO). The fire flow for a building when sprinkler protected in accordance with NFPA 13 will be calculated at 50% of a non-sprinkler protected building, but shall not be less than 1000 gpm. Calculations and a water supply analysis shall be provided to demonstrate delivering of fire flow.

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

Conditions of Approval (Cont'd)

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 improvements cost sheet. Cost sheet forms and instructions are available at our website at www.cityoforlando.net/permits.
12. Please be advised that a portion of the site is located within the floodplain. Grading shall be flushed to match with the existing grade of the site, and existing grade will be maintained without any fill in the 100-year floodplain. However, if alteration of grading or structures is proposed and displaced existing 100 year flood plain, a compensating storage must be provided for any displaced flood water.
13. Other comments may arise depending on the contents submitted to permitting.
14. In accordance with FEMA requirements, a letter of map revision (LOMR) is required by the owner/engineer. Compensation storage must be provided for all floodwater displaced by development within 100-year flood plain. For questions regarding Engineering Site issues contact Owen Blakely at owen.blakely@cityoforlando.net or 407-246-3758.

Police

Natural Surveillance:

- A photometric plan was not provided for review.
- All lighting for this project will meet or exceed the guidelines in Orlando City Code.
- Its strongly encouraged, all sides of a building have windows to observe walkways, parking areas and driving lanes.
- All entry doors on all buildings must contain a minimum 180° viewers or small windows with security glass.

Natural Access Control:

- 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.
- 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.
- Entry doors to the property, offices, common areas and all dwelling units 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.

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, Officer Jose Sanchez at Jose.Sanchez@orlando.gov or 407-246-2097.

Parks

no objections to this project moving forward for further approval. Project may impact a few scattered trees located on this site. Applicant must apply tree removal permit from a parks department official prior to any trees being removed from the site.

Conditions of Approval (Cont'd)

Wastewater

The following shall be incorporated into the Planner's Staff Report for review and acceptance by the Applicant and into the Construction Plans submitted for review prior to building permit issuance:

1. A Civil/Site Utility plan that depicts connection to the 10" private gravity sanitary sewer main in Gateway Village Circle shall be incorporated into the construction plans for submittal to the Division for review and approval prior to building permit issuance.
2. Since sanitary connection is to a private gravity main, the Applicant shall provide documentation to the Division of a joint use agreement that identifies the ownership and maintenance responsibilities of the private collection main prior to building permit issuance.
3. Sanitary sewer design and construction shall be in accordance with Chapter 9 of the current Engineering Standards Manual (ESM) and applicable City Standard Details available on the City's website.
4. Please contact Julio Morais, P.E., at 407.246-3724 or julio.morais@cityoforlando.net and/or Dave Breitrick, P.E., Engineering and Mapping Manager at 407.246-3525 or david.breitrick@cityoforlando.net with any questions about Water Reclamation Division review.

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 Megan Barrow at 407-246-3363 or at megan.barrow@orlando.gov.

Land Development

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

Parks

Contact 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 Russell Blakely at 407-246-3758 or at Russell.blakely@orlando.gov

Transportation

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

Urban Design

For questions, contact Chris DeLoatche at 407-246-3624 or at chris.deloatche@orlando.gov.

Water Reclamation

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

Review Process—Next Steps

1. MPB minutes scheduled for review and approval by City Council.
2. Building permits may be submitted following the MPB recommendation of approval but cannot be approved until the City Council minutes approving the action of the MPB are published.
3. A Plat pre-app will be required prior to the submission of a plat application.