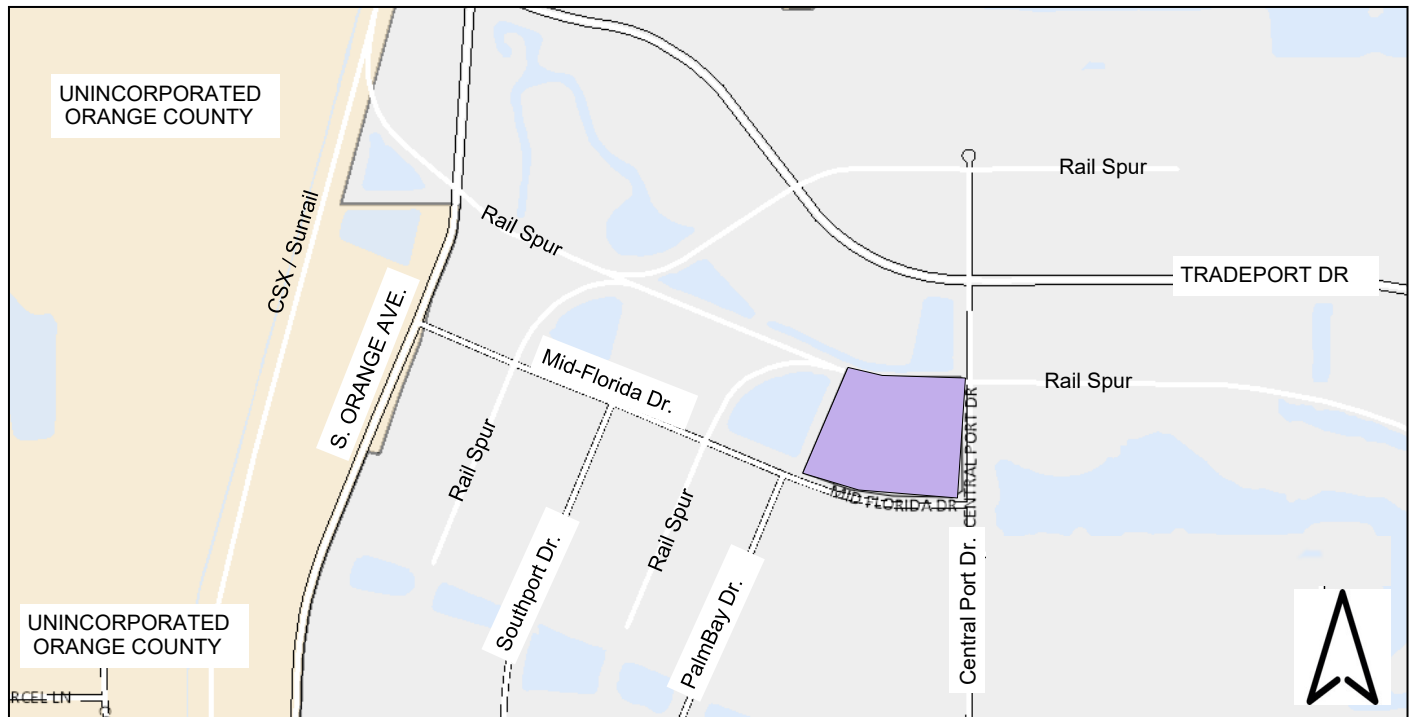


901 MID-FLORIDA WAREHOUSE (AIPO) MASTER PLAN



Location Map



Subject Site

SUMMARY

Applicant

Sam Sebaali, PE, FEG,
Inc., and Ben Rogers,
EastGroup Props., LP

Owner

Webb Investments
901, Inc.

Project Planner

Jim Burnett, AICP

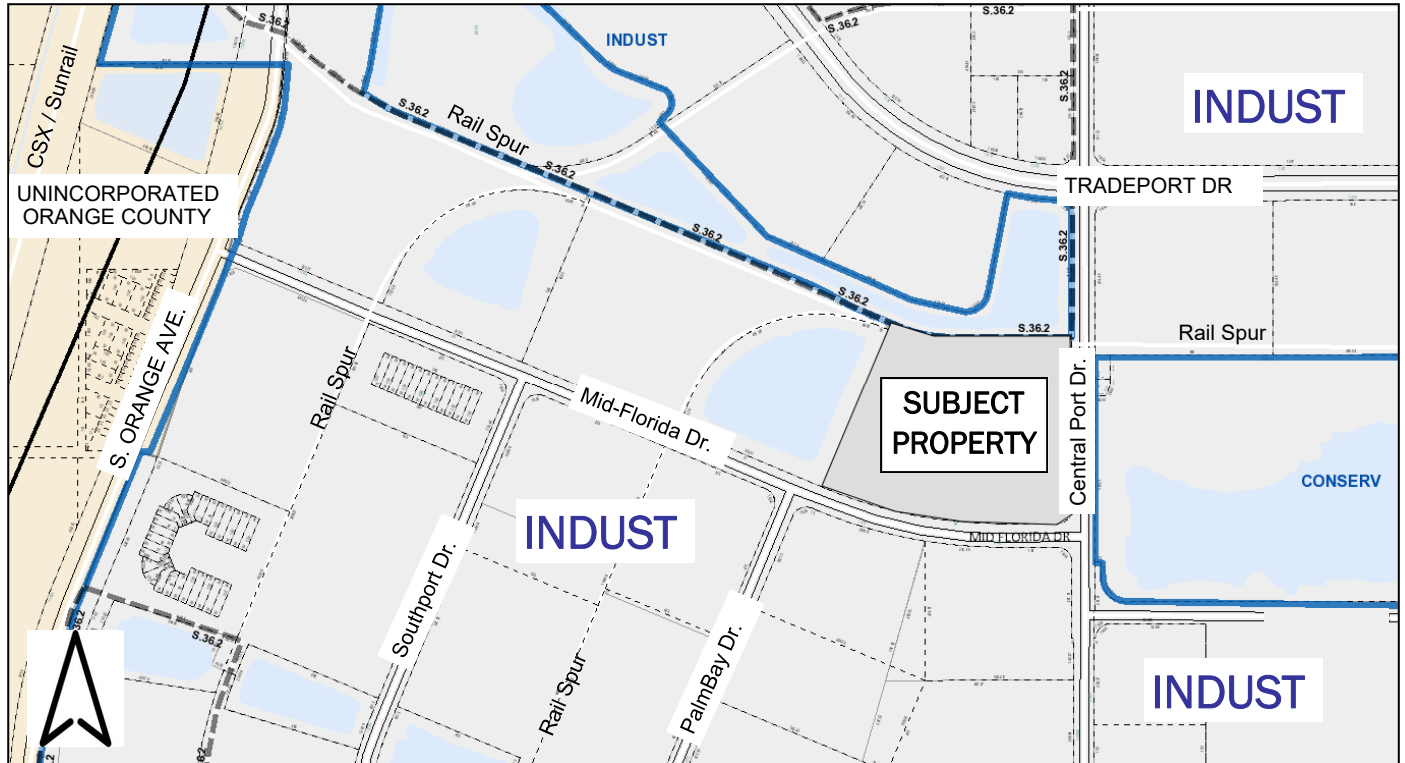
Property Location: 901 Mid-Florida Dr. (parcel #07-24-30-0050-00-070) (northwest corner of Mid-Florida Dr. and Central Port Dr., south of Tradeport Dr. and east of S. Orange Ave.) ±10.7 acres, District 1.

Applicant's Request: Master Plan approval to construct a ±167,000 sq. ft. cross-dock warehouse/distribution facility on the west central part of the Airport Industrial Park of Orlando. The property is in the Boggy Creek neighborhood and is zoned I-G.

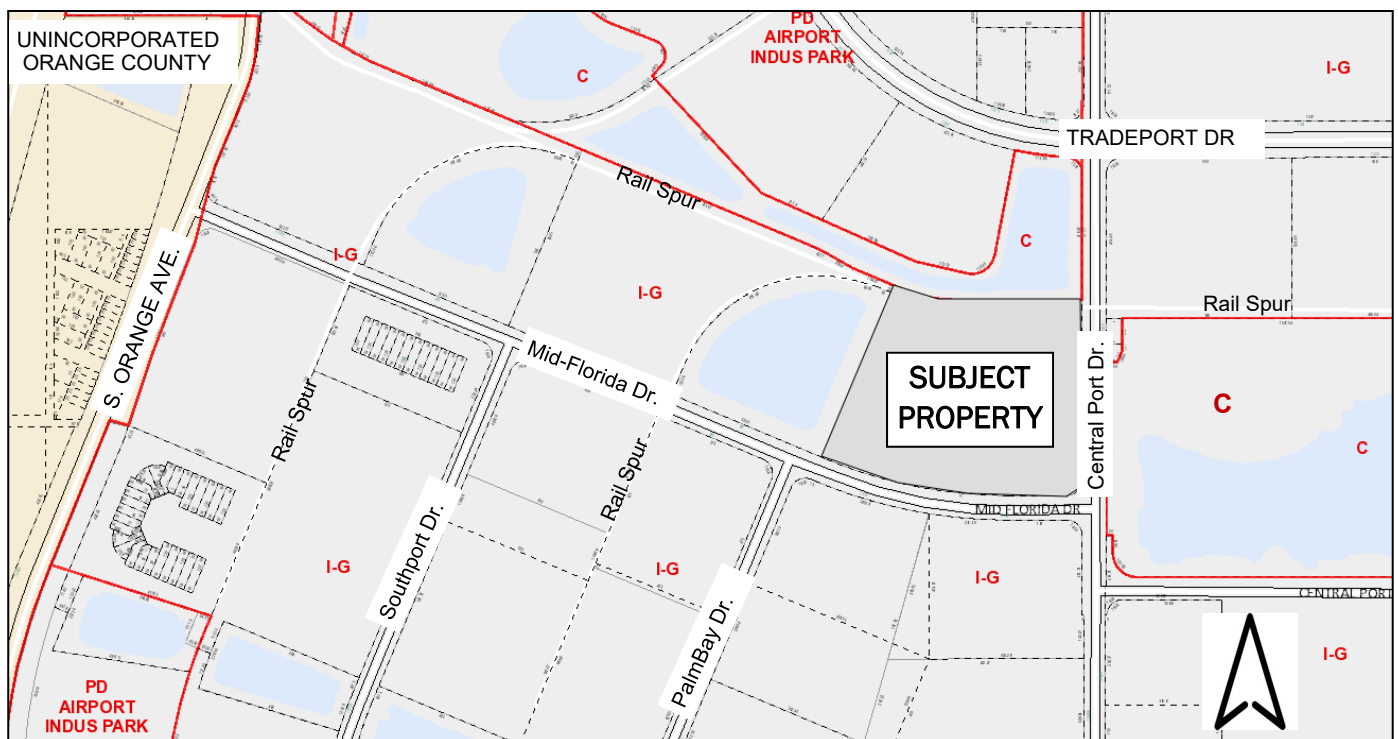
Staff Recommendation: Approval of the Master Plan, subject to conditions in this staff report.

Public Comment: Courtesy notices were mailed to property owners within 300 ft. of the subject property the week of June 6, 2022. As of the mail-out of the staff report, Staff has received no inquiries relative to the Master Plan request.

FUTURE LAND USE MAP



ZONING MAP



PROJECT ANALYSIS

Project Description

The applicant is requesting Master Plan approval to construct a ±167,000 sq. ft. cross-dock warehouse/distribution facility within part of the expansive Airport Industrial Park of Orlando property, part of the Boggy Creek neighborhood.

The property is zoned I-G (Industrial, General) and has Industrial future land use as well.

Previous Actions

1/1988: Development of Regional Impact (DRI) Developers Agreement approved by City Council for Airport Industrial Park of Orlando (City Doc. #21493).

1990: Property made part of Airport Industrial Park of Orlando Addition No. 5.

6/2000: Property annexed into the City (Doc. #s 32961 & 32962), assigned Industrial future land use and zoned I-G.

2017: Property acquired by current owners.

Project Context

The property is at the northwest corner of Mid Florida and Central Port Drives, south of Tradeport Dr. and east of S. Orange Ave. Adjacent uses, zoning and future land use designations are shown in Table 1 below.

Table 1 - Project Context			
	Future Land Uses	Zoning	Adjacent Uses
North	(Across railroad spur) Industrial (INDUST)	I-G (Industrial, General)	Retention Pond
East	(across Central Port Dr.) INDUST	I-G	Wetlands
South	(across Mid-Florida Dr.) INDUST	I-G	Industrial Warehouse
West	INDUST	I-G	Retention Pond

Master Plan Criteria (LDC Section 65.335) - 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.

Conformance with the Growth Management Plan and Zoning

The property is designated Industrial on the City's Future Land Use Map and is zoned I-G. Warehouses are allowed under I-G zoning; the size and double-frontage configuration of the project requires Master Plan review through the Municipal Planning Board (MPB) and City Council. Property development standards are provided in Table 2 on the following page. The proposed Master Plan is consistent with the GMP and Land Development Code.

Transportation

The site will have access from Mid-Florida Dr. and from Central Port Dr. The proposed cross-dock warehouse will have adequate interior circulation wrapping around the building and property.

Table 2 - Development Standards (I-G zoning)								
	<i>Lot Size (acres)</i>	<i>Building Setbacks (Minimum) (ft.)</i>				<i>Floor Area Ratio (FAR)</i>	<i>ISR (%)</i>	<i>Building Height</i>
		<i>Front (E – Central Port)</i>	<i>St. Side (Mid Florida)</i>	<i>Side (N)</i>	<i>Rear (W)</i>			
Minimum Requirements (unless otherwise stated)	na	0	0 or 3	0 or 3	10	0.7 max. (326,264 sq. ft.)	90	75 ft.
±167,000 sf Cross-Dock Warehouse	±10.7	±147	±88	±93	±120	0.36 proposed	77	±70 ft.

Parking. Per LDC Section 61.322, Figure 27, the proposed warehouse will require at least 42 customer and employee parking spaces, as illustrated in Table 3 at right; total spaces are proposed, including handi-capped & 2-wheeled spaces (and truck parking spaces, which do not count against the total).

The proposed use is also required to provide short- and long-term bicycle spaces (for employees).

Urban Design

The proposed warehouse will be rectangle-shaped, with customer and employee parking on the north and south ends and truck parking and loading/unloading bays on the east (front) and west rear of the building. The proposed exterior finishes are shown on pages 7-8 of this report. The project will include sidewalks that will tie into external pedestrian sidewalks on Mid-Florida and Central Port Drives. Stormwater will be piped into a stormwater pond to the west.

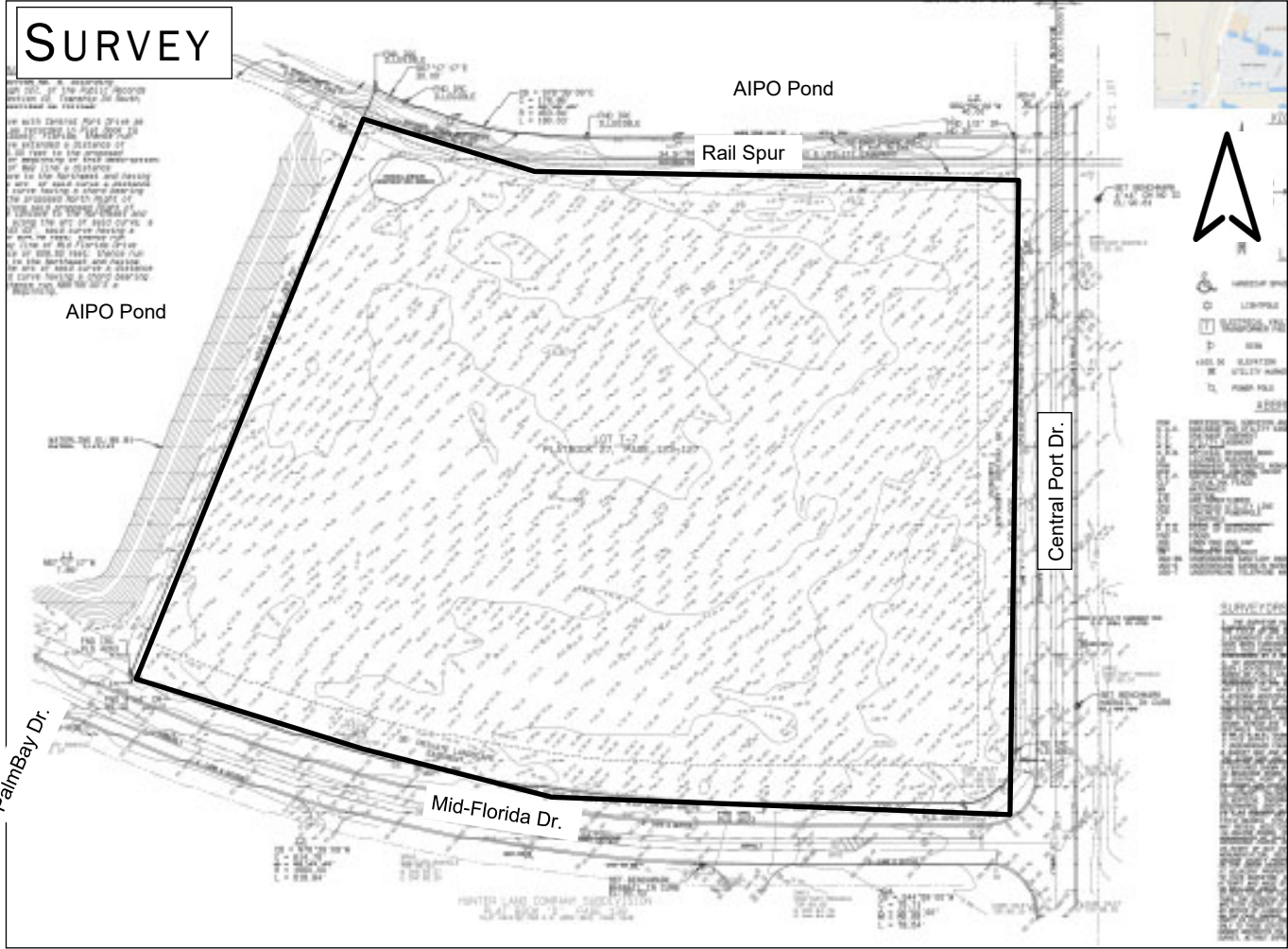
Buffers & Landscaping. The proposed warehouse abuts streets, a rail spur and another warehouse to the south. Required and proposed buffers are provided in Table 4 below. Landscaping must be consistent with LDC Chapter 60, including aquatic plantings around the retention pond to the west.

Table 4 - Buffer & Landscaping Standards				
<i>Proposed Uses</i>	<i>Required (R) & Proposed (P) Buffer Setbacks (Min.)(ft.)*</i>			
	<i>Front (E) (Central Port Dr.)</i>	<i>Street Side (S) (Mid-Florida Dr.)</i>	<i>Side (N) (Rail Spur/Retention)</i>	<i>Rear (W) (Retention)</i>
Warehouse	R: 7.5 ft. lot line P: 20 ft. vegetated		R: 7.5 ft. lot line buffer P: 7.5+ ft. vegetated	R: 7.5 ft. lot line buffer P: 8 ft. vegetated
• Dimensions refer to range of acceptable buffer depth; each requires plantings and/or screen fence or wall				

Signage. Per LDC Section 64.201, the proposed warehouse is entitled to ±1,250 sq. ft. of signage. Additional interior signage is also allowed if not readily readable from Mid-Florida and Central Port Drives. No pennants, streamers or digital signs are allowed. All wall signs for tenant uses must be located below 30 ft. elevation (above adjacent grade). All signs must be permitted prior to fabrication and erection. Wall signage must be below 30 ft. in height, lest it be considered high-rise signage, which would result in a 50% total reduction in all other wall or ground signage.

Solid Waste. A double dumpster solid waste receptacle is shown on the south side of the rear truck court, to be located in a walled corral with decorative walls and gates to match materials and finishes of the proposed warehouse. All dumpsters will need to allow the required minimum 50-ft. back-up distance for solid waste vehicles.

School Impacts - The proposed use will be a non-residential warehouse, so an OCPS concurrency analysis is not required.

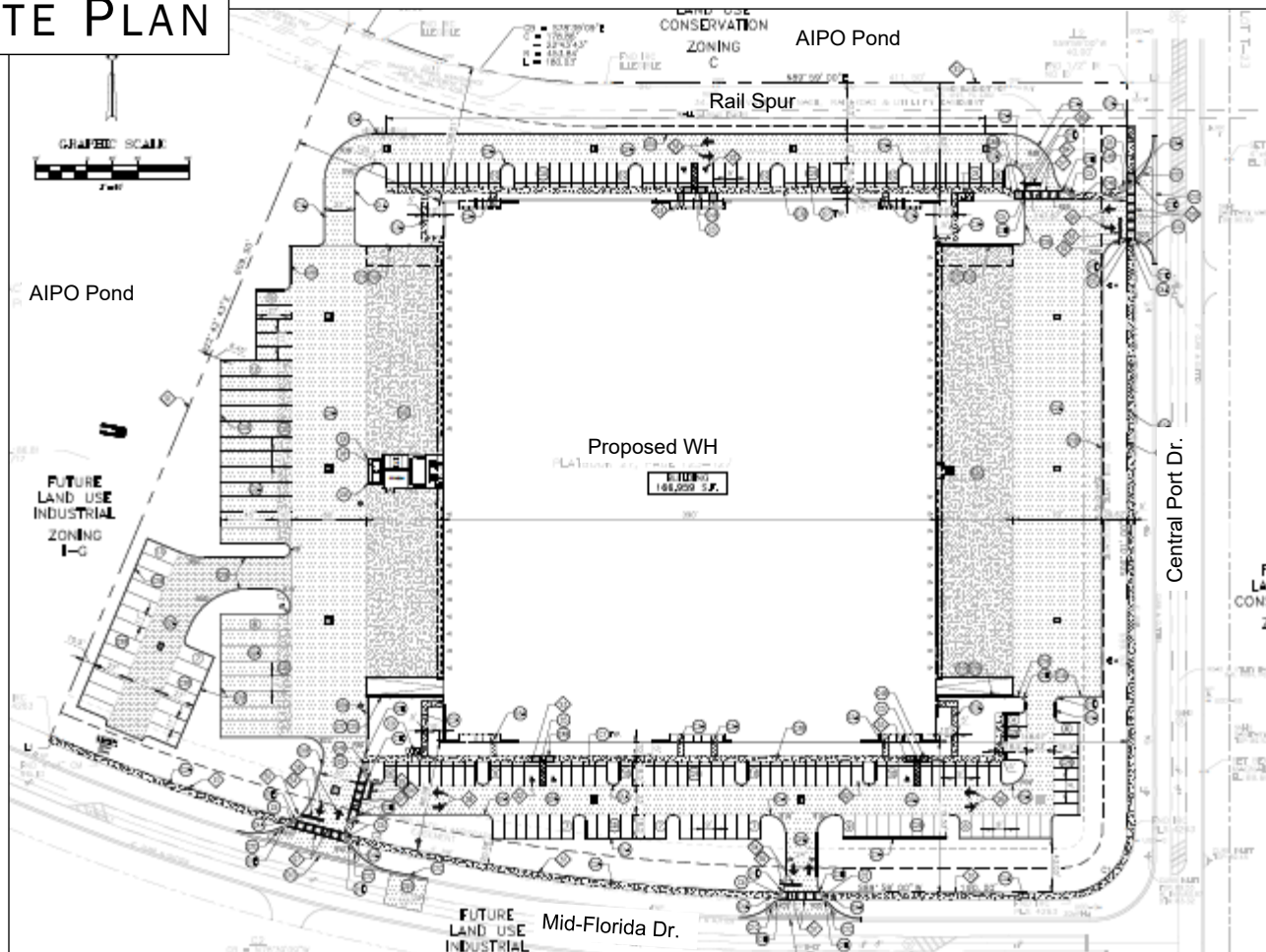


APPLICANT'S REQUEST

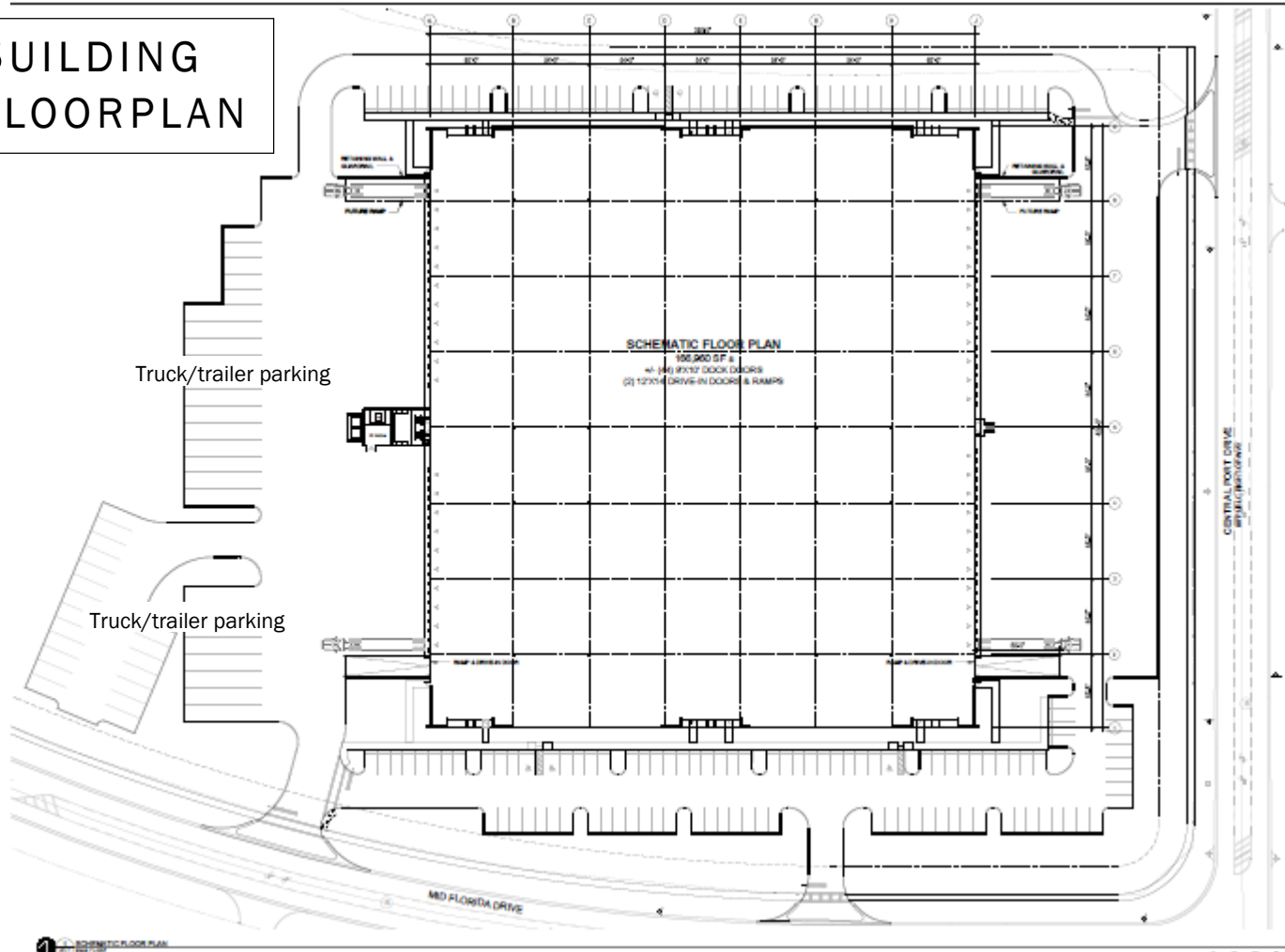
The subject Master Plan is being submitted on behalf of the Applicant EastGroup Properties, LP for the proposed industrial warehouse development called MCO Logistics Center located within Airport Industrial Park at Orlando (AIPO) on Lot T-7. This Master Plan is for a total site area of 10.70 acres at 901 Mid-Florida Drive with a proposed development of a 166,959 S.F. warehouse facility with related parking, utilities, drainage, and other site infrastructure improvements. The MCO Logistics Center will be similar in character to the existing industrial development within Airport Industrial Park at Orlando.

The drainage system for this project includes an on-site stormwater pipe collection system which will discharge to the existing master drainage system for AIPO consisting of an existing wet detention pond on Tract DT-6 located to the west of the subject property. This pond is owned by the Airport Industrial Park Authority, Inc., which is the private entity that controls the master infrastructure in AIPO. Easements allowing the proposed discharge to the existing pond are shown on the Subdivision Plat for Airport Industrial Park at Orlando Addition No. 5, which is found in the Orange County Official Records Plat Book 27, Page 123. There are two proposed access drives on the south side of the property to Mid-Florida Drive and one access drive in the northwest corner of the property to Central Port Drive. Both roads are City maintained public rights-of-way. Utilities for the development will connect to existing OUC water and City of Orlando sewer infrastructure in the rights-of-way adjacent to the site.

SITE PLAN



BUILDING FLOORPLAN



PROPOSED BUILDING ELEVATIONS



SOUTH ELEVATION, as viewed from Mid Florida Dr.



EAST ELEVATION (Central Port Dr., truck loading bays on the forefront)

PROPOSED BUILDING ELEVATIONS

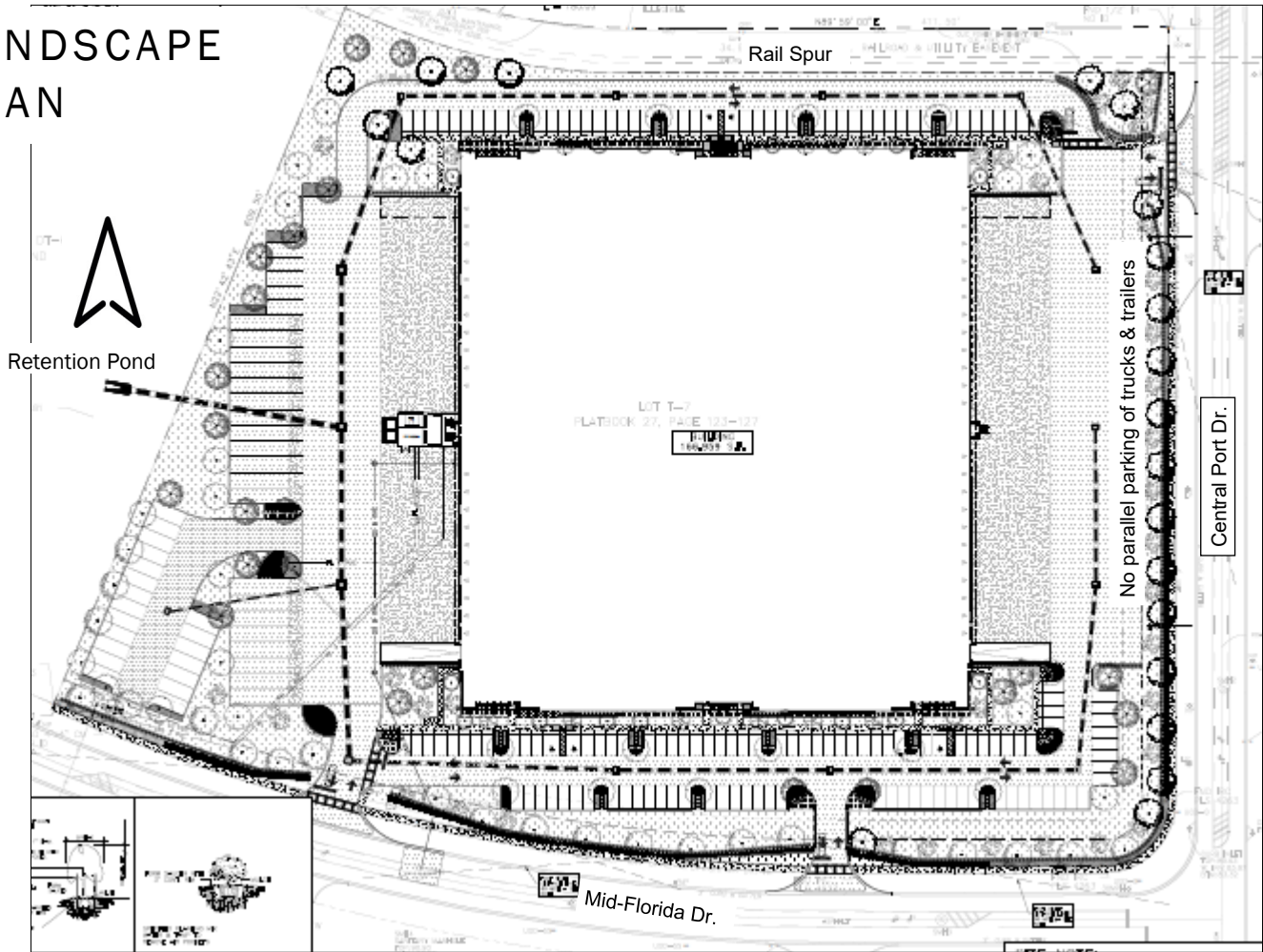


NORTH ELEVATION, facing a railroad spur & retention pond



WEST ELEVATION, facing AIPO retention pond, with dock loading/unloading

LANDSCAPE PLAN



FINDINGS & RECOMMENDATION

Staff finds that the proposed master plan for the ±167000 sq. ft. Mid-Florida Cross Dock warehouse is consistent with the requirements for approval of a Master Plan as contained in Section 65.335 of the Land Development Code (LDC):

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

Staff Recommendation

Based on the information provided in the staff report and the findings noted above, staff recommends approval of the master plan for the ±167,000 sq. ft. Mid-Florida Cross-Dock warehouse, per the conditions below.

CONDITIONS OF APPROVAL - REQUIRED

Land Development

1. Impervious Surface Ratio (ISR) - Total ISR is limited to 90% under I-G zoning.
2. Intensity/FAR - Total intensity / Floor Area Ratio (FAR) cannot exceed 0.70, per the I-G zoning designation (there is no minimum FAR outside of the Traditional City overlay).
3. Parking - A minimum and maximum parking spaces are required/allowed, based on a proposed ±167,000 sq. ft. building area.
4. Signs - No more than ±1250 sq. ft. of total sign area is allowed. Permits must be secured for all site signage prior to fabrication and installation. Wall signs for tenant uses must be located less than 30 ft. above adjacent grade. Digital signs, banners, tethered balloons and temporary "coming soon" and "grand opening" signs are not allowed.
5. Buffers - Minimum 7.5 ft. lot line buffers are required along all lot lines, to be landscaped consistent with LDC Chapter 60. Aquatic plantings are required along all edges of the rear/west retention pond.
6. Phasing - The proposed warehouse will be constructed in one phase.
7. Scope of Master Plan - The proposed development must be as described within this report. Any changes in the future use and operation of the site as described herein may require an amendment to the Master Plan. This approval is not transferable to another property or parcel.

(see additional informational comments on page 11 of this report)

Urban Design

1. An Appearance Review is required either through a Planning Official Determination prior to permitting or at time of permitting, to ensure compliance with all Urban Design conditions.

Architecture

2. For industrial building facades, a base, middle, and top must be expressed, with materials, finishes, and details wrapped on all facade corners to a logical architectural endpoint. Stucco is not an acceptable base material.
3. Changes in parapet height must incorporate returns from the facade, to give the impression of architectural depth and mass.
4. Primary pedestrian entries must be clearly expressed and highlighted and recessed or framed by a sheltering element such as an awning, arcade, porch, portico, or canopy.

Site

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.
6. All crosswalks at driveways and curb cuts must be designed with textured/colored concrete or asphalt or similar treatment to clearly define the pedestrian zones. Reflective paint alone is not acceptable but may be used in conjunction with other surfaces to outline the pedestrian path for night-time safety.
7. All A/C units, generators, and mechanical equipment must be screened by a parapet or other architectural screen, such as louvers, and must comply with Orlando City Code.
8. All at-grade junction, valve and control boxes in streetscape zones must be traffic-bearing grade and lids.
9. Transformer areas outside the building envelope must be screened on three sides with landscaping and/

REQUIRED CONDITIONS (CONTINUED)

or a decorative, opaque wall and gates up to 6-feet in height.

10. Backflow preventer[s] must be located so as to not be directly visible from R-O-Ws or should be screened from view where necessary.
11. Landscape Plan Review - All landscape plans must achieve the Minimum Required Landscape Score (MRLS) required for the proposed type and intensity of development. A spreadsheet (available at <http://www.cityoforlando.net/city-planning/landscape-code/>) showing compliance with the MRLS must be included with the plans.
12. The landscaping along the southern and eastern property lines (along the public rights-of-way) must include a row of canopy trees, with live oaks preferred. Additional landscaping including hedges and groundcover is required to screen the view of the truck loading area from Central Port Dr.
13. All required trees must be canopy trees, must be planted at a minimum of 50 ft. on center and must have a minimum caliper of 2 in., and a minimum overall height of 12 ft.
14. All landscape islands must be planted with canopy trees.

Transportation

1. Except 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 (ESM) 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 ESM in effect at the time of submittal to Permitting Services.
3. An Autoturn analysis must be provided (as specified) for the following vehicles:
 - A. Solid Waste Vehicle - to the proposed solid waste container, with a minimum 50-ft backup space required for the solid waste vehicle.
 - B. City fire truck
 - C. Largest expected vehicle (AASHTO designed vehicle).
4. Sightlines - At all project entrances, clear sight distances for drivers and pedestrians may not be blocked by signs, buildings, building columns, landscaping, or other visual impediments. No structure, fence, wall, or other visual impediment may obstruct vision between 3- and 8 ft in height above street level. The street corner/ driveway visibility area must be shown and noted on construction plans and any future site plan submittals. The applicant must design the site plan as necessary to comply with the Florida Greenbook requirements for sight distance at intersections. Sight lines must be shown on both the site and landscape plans. Landscaping located within intersection triangles as defined by the Florida Greenbook must be trimmed or spaced according to FDOT Design Manual. Section 212.11.6.
5. Parking lot and parking space dimensions must comply with the Orlando LDC and ESM.
6. 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 ft of clear backup space and constructed per Orlando ESM requirements, or documentation must be provided from the City's Solid Waste Division indicating curb pick-up or other approved arrangement. Sidewalks
7. All sidewalks within public/private ROWs must be a minimum of 6 ft. in width.
8. 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.
9. 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, and must be designated with high intensity markings in a "ladder" pattern per Manual of Uniform Traffic Control Devices (MUTCD) standards.

Parking

10. The applicant is proposing 145 customer/employee parking spaces, where 42 spaces are minimally required. This figure does not include optional Truck or delivery vehicle parking.
11. 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).
12. Bicycle parking must be provided per LDC Chapter 61, Part 3D, and must be made available prior to

REQUIRED CONDITIONS (CONTINUED)

the issuance of any Certificate of Occupancy for the use being served.

- a. 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.
- b. 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.

Water Reclamation (WRD)

The following comments/considerations must be incorporated into construction plans to be reviewed by the Water Reclamation Division (WRD) prior to permit issuance:

1. Wastewater capacity allocation to the project must be determined using the City of Orlando Sewer Service Policy Allocation Factors, the Growth Management Plan (GMP) Level of Service (LOS), or the Florida Administrative Code (FAC), Chapter 64E-6. Please report/note the project wastewater average daily flow (ADF) on the construction plans.
2. Sanitary sewer analysis, 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.

INFORMATIONAL COMMENTS

Land Development

1. Minor Modifications - Minor modifications and design changes including but not limited to fences, signs, landscaping, interior alterations, and other minor changes, that are required beyond those previously reviewed by the Municipal Planning Board, may be approved by the Planning Official without further review by the Municipal Planning Board. Major changes will require additional review by the Municipal Planning Board.
2. Master Plan Expiration - Approval of the Master Plan by the City Council (via approval of the associated MPB meeting minutes) allows the applicant to apply for building permits (see Urban Design Appearance Review comment on page 9). If permits for the new apartments are not issued within two (2) years of approval of the Master Plan, the master plan will expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may extend the Master Plan for one period of up to 1 year, providing good cause is shown.
3. 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.

Parks (no issues)

Site Engineering (8th floor City Hall)

The following items 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 that 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. A certification signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design must be provided to read 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."

INFORMATIONAL COMMENTS (CONTINUED)

3. Construction activities including clearing, grading and excavating activities must obtain an EPA NPDES permit. The NPDES permit must be received in the Office of Permitting Services prior to the issuance of City of Orlando permits.
4. A signed and sealed existing topographic survey with datum and official benchmark in the NAVD88 vertical datum, must also be provided. Per the City's ESM Section 7.01.A.1, survey data must be gathered to at least 25 ft beyond the property line or as far offsite as required to assure offsite drainage patterns are maintained. Please submit a hard copy of the signed and sealed survey to City Hall 8th floor addressed to Richard Allen, City Surveyor.
5. A signed and dated private improvements cost sheet must also be provided. Cost sheet forms and instructions are available at www.cityoforlando.net/permits.

Site Engineering (Permitting) (no issues)

Fire Permit Review

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 **may** require a revision of the conceptual design presented and include but not limited to the following:

1. DAS (Distributed Antenna System) (Florida Statutes 633.202 (18)) - The authority having jurisdiction must determine the minimum radio signal strength for fire department communications in all new high-rise buildings. [NFPA 1.11.10, NFPA 101.11.8] • Existing buildings are not required to comply with minimum radio strength for fire department communications and two-way radio system enhancement communications as required by the Florida Fire Prevention Code until January 1, 2025. However, by January 1, 2024, an existing building that is not in compliance with the requirements for minimum radio strength for fire department communications must apply for an appropriate permit for the required installation with the local government agency having jurisdiction and must demonstrate that the building will become compliant by January 1, 2025.
2. Required Fire Department Access (Mandatory Requirement): Approved fire department access roads/drives must 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. Fire department access roads/drives must consist of roadways, fire lanes, parking lot lanes, or a combination thereof. The Orlando Fire Department requires access to two sides of a building or structure.
3. 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 50-ft. 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 must be located not more than 150 ft. from the fire department access road/drive as measured by an approved route around the exterior of the building or facility. The distance can be increased to 450-ft. 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 must 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 turnabout, a minimum width of 25 ft. will be required. The turnabout must be the minimum 20-ft. width of the fire department access road and sized for the dimensions of the largest OFD apparatus. Use of areas subject to obstruction by vehicles such as loading docks and parking garages are prohibited. Acceptable turnarounds can include T-turn, Y-turn or cul-de-sac (designs and dimensions are subject to the approval of Orlando Fire Department). See Exhibits in NFPA Fire Code handbook. NFPA 1.18.2.3.5.4
6. APPARATUS DIMENSIONS AND SPECIFICATIONS • Overall lengths tower Ladder Dimensions 95-95 foot • Width 12' Feet • Truck body length 60' Feet • Weight 75,000 pounds • H Jack Outriggers 6' feet

INFORMATIONAL COMMENTS (CONTINUED)

each side • Truck width including outriggers is 21' feet • Boom fully retracted at 90 degrees truck length 29' feet • Vertical of Boom is 93' feet 7" inches

7. Fire Department Access Road: All fire department access roadways must 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 must be maintained at all times. The minimum required width of a fire department access road cannot 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 also cannot be obstructed by parked vehicles.
8. URNS. Turns in fire lanes must 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 can the radius to the outside curb line be less than 50 ft. and 30 ft. interior.
9. 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]
10. POINT LOAD CALCULATION. The ground contact area for each stabilizer must 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
11. Water Supply: All site plans must indicate the location of fire hydrants. All portions of an unsprinkled building must be within 300 ft. distance of a fire hydrant. All portions of a sprinkled building must be within 500 ft. distance of a fire hydrant. City Code Chapter 24.30; NFPA 1.18.3
12. Needed Fire Flow: The required fire flow for commercial structures must 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 cannot be less than 1000 gpm. Calculations and a water supply analysis must be provided to demonstrate delivery of fire flow.

CONTACT INFORMATION

Land Development - Jim Burnett at 407-246-3609 or at james.burnett@orlando.gov.

Urban Design - Shannan Stegman at 407.246.2861 or at shannan.stegman@orlando.gov.

Transportation - Jacques Coulon at 407-246-3427 or at Jacques.coulon@oforlando.gov.

Police - Terrence Miller at 407-246-2454 or at terrence.miller@orlando.gov.

Sewer/Water Reclamation - Julio Morais at 407-246-3724 or at julio.morais@orlando.gov, or David Breitrick at 407-246-3525 or at david.breitrick@orlando.gov.

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

Fire Review - Chip Howard at 407-246-2143 or at Charles.howard@cityoforlando.net.

REVIEW/APPROVAL PROCESS-NEXT STEPS

1. Following the MPB meeting, the City Council will review and approve the June 2022 MPB meeting minutes on Monday July 18, 2022.
2. Following the MPB meeting, the applicant can submit revisions for the Final Site Plan determination (2-week administrative review) and can then apply for site plan permits, but those permits cannot be issued until after the June MPB minutes have been approved by City Council.