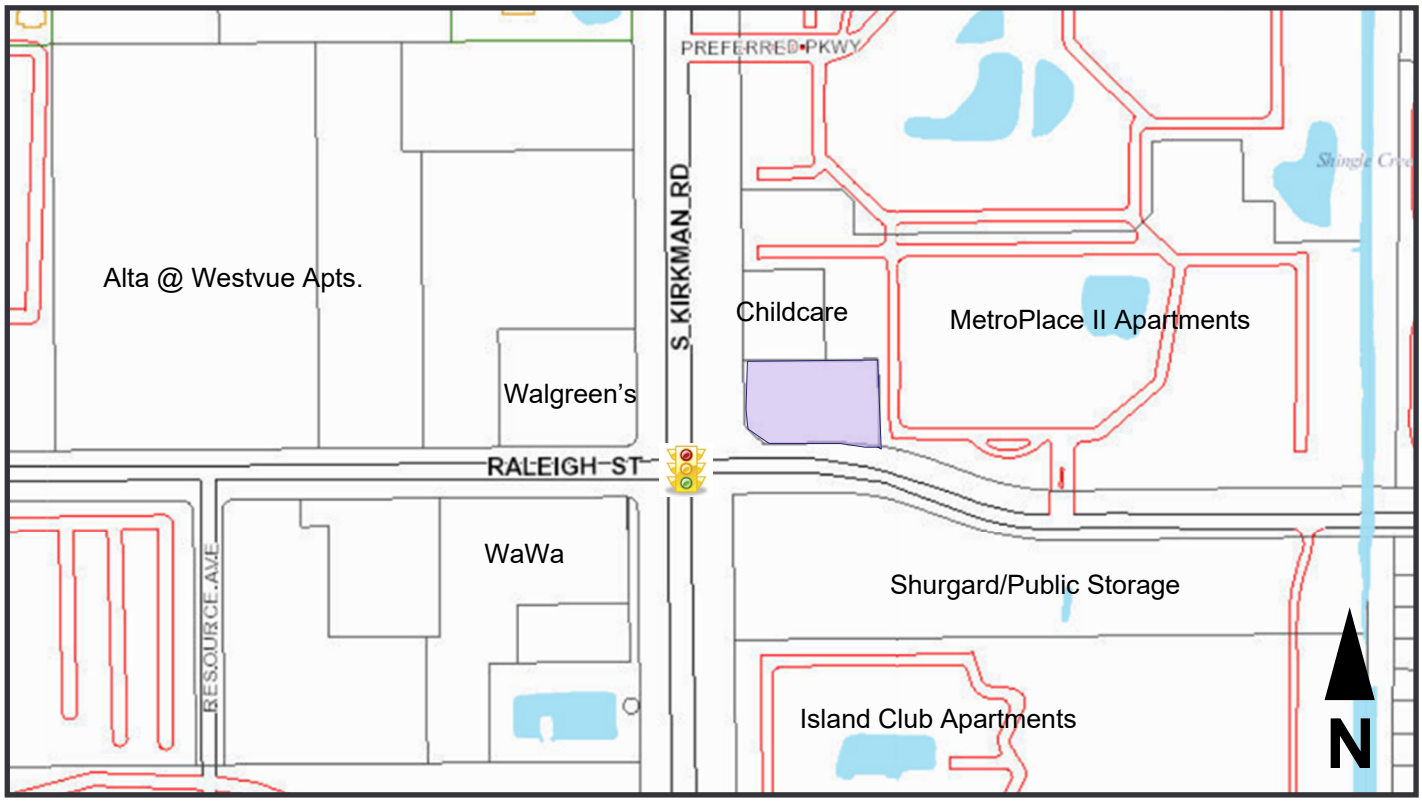
CITY OF ORLANDO

Staff Report to the Municipal Planning Board July 19, 2022

MPL2022-10049
CUP2022-10011

RALEIGH & KIRKMAN MIXED USE W. DRIVE-THRU



Location Map

Subject Site

SUMMARY

Owner

Hiawassee, Inc.

Applicant

Brent Lenzen, PE
Kimley Horn & Assoc.

Project Planner

Jim Burnett, AICP

Updated: July 11, 2022

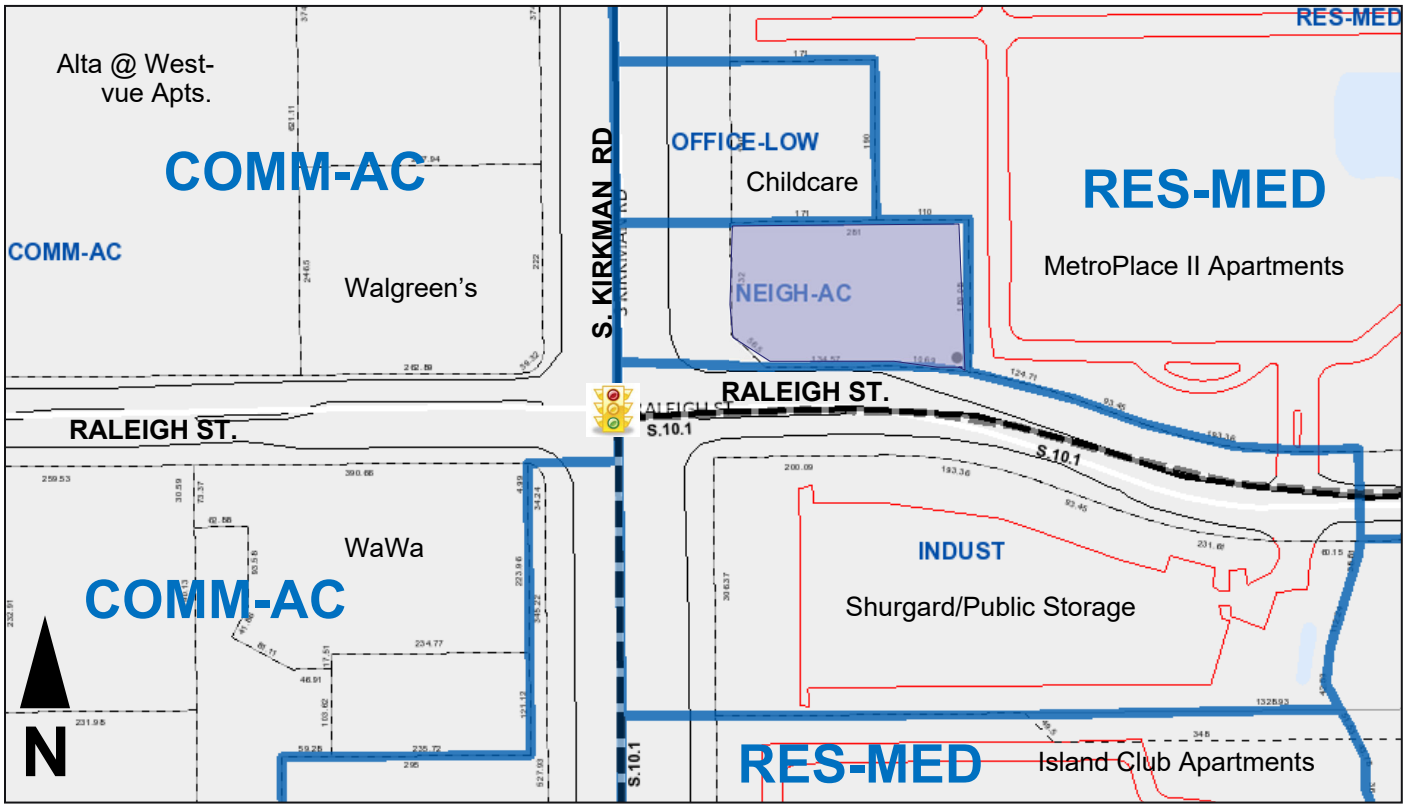
Property Location: 5641 Raleigh Street (northeast corner of Raleigh St. and S. Kirkman Rd.) (±1.10 acres, District 5)

Applicant's Request: The applicant is proposing to construct a new ±8,650 sq. ft. multi-tenant retail/restaurant building with a drive-through, requiring a Master Plan (MPL2022-10049) and a Conditional Use Permit (CUP2022-10011) for the drive-through of the proposed restaurant space. A similar Master Plan & CUP was approved in 2019 but subsequently expired before permits could be issued.

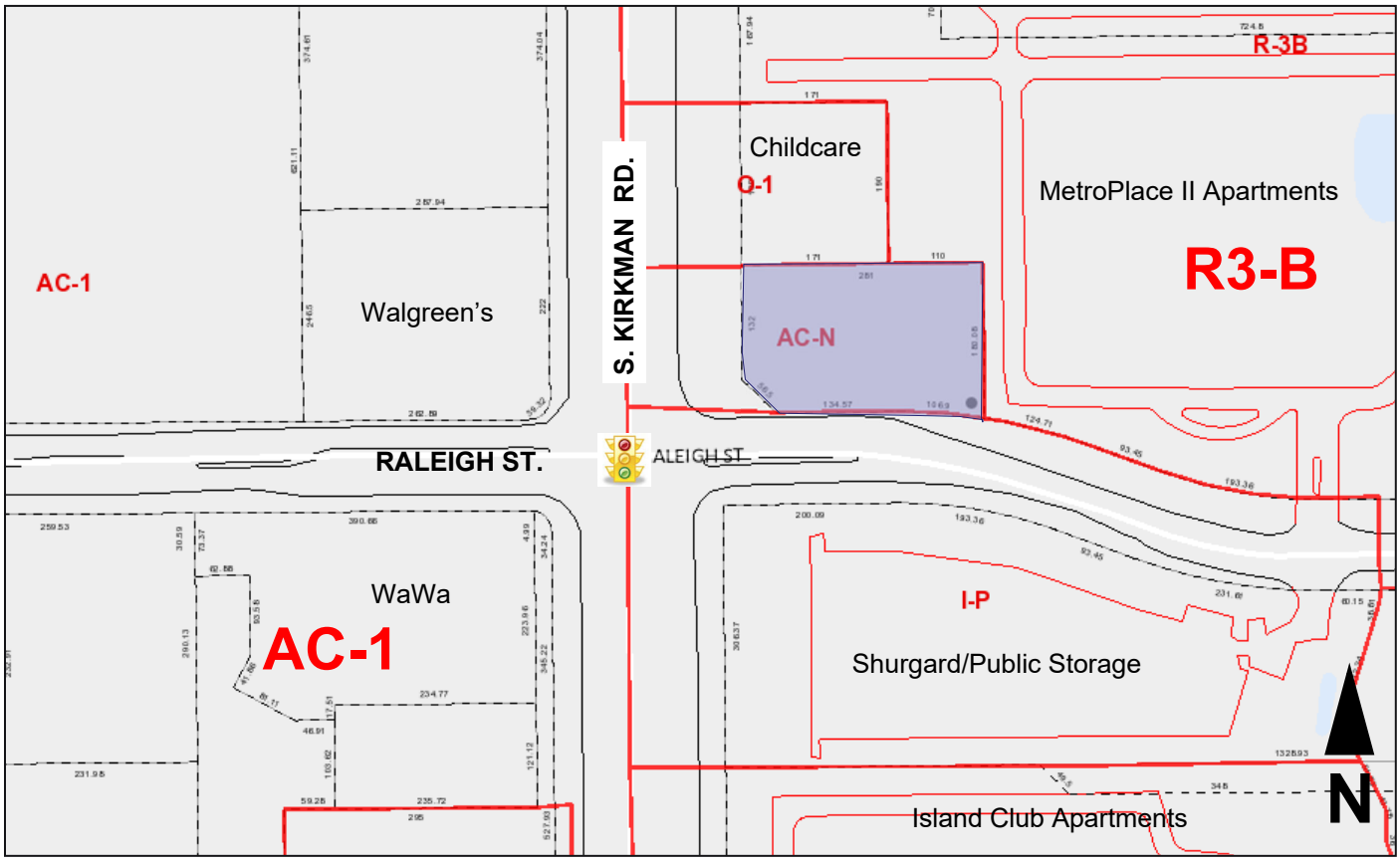
Staff's Recommendation
Approval of the Master Plan and CUP requests, subject to the conditions in this report.

Public Comment
Courtesy notices were mailed to property owners within 300 ft. of the subject property during the week of July 5, 2022. As of the published date of this report, staff has received no comments regarding the request.

Future Land Use Map



Zoning Map



Project Analysis

Project Description
The applicant is seeking to develop the currently vacant site with a ±8,650 sq. ft. multi-tenant retail / restaurant building with a drive-through, requiring a Master Plan (MPL2022-10049) and a Conditional Use Permit (CUP2022-10011) for the drive-through of the proposed restaurant space. A similar Master Plan/CUP was approved in 2019 but subsequently expired before permits could be issued.

Previous Actions:
1985: Property annexed into the City as part of Kirkman North area (City Doc. #19128).
1998: Property originally platted as part of Metroplace Apartments.
1999: Property replatted as part of Metro Place Apartments, First Addition.
2001: Future Land Use changed from Office Low Intensity to Community Activity Center and property rezoned from O-1 to AC-1 (GMP2001-00001, ZON2001-00003); both requests subsequently appealed by the City and denied by City Council.
2019: Future Land Use changed from Office Low Intensity to Neighborhood Activity Center and property rezoned from O-1 to AC-N (GMP2018-10025 & ZON2018-10016); Master Plan & Conditional Use Permit (MPL2018-10060 & CUP2018-10014) approved for 8,650 sq. ft. multi-tenant mixed use (Master Plan & CUP expired in early 2022, permits never issued for proposed development).

Project Context
The property is located at the northeast corner of S. Kirkman Rd. and Raleigh St. in the Kirkman North neighborhood. The property has Neighborhood Activity Center (NEIGH-AC) Future Land Use (FLU) and AC-N (Neighborhood Activity Center) zoning. Adjacent uses, zoning and future land use designations are shown in Table 1 below:

Table 1 - Project Context

	Future Land Use	Zoning	Adjacent Uses
North	Office Low Intensity (OFFICE-LOW) & Residential Medium Intensity (RES-MED)	O-1 (Low Intensity Office - Residential) & R-3B (Medium Intensity Residential Development)	Universal Childcare & MetroPlace II Apts.
South	(Across Raleigh St.) Industrial (INDUST)	I-P (Industrial Park)	Shurgard / Public Storage
East	RES-MED	R-3B	MetroPlace II Apts.
West	(Across S. Kirkman Rd.) Community Activity Center (COMM-AC)	AC-1 (Community Activity Center)	Walgreen's

Conformance with the GMP
The Neighborhood Activity Center FLU designation is intended to provide for concentrated areas of neighborhood-serving uses such as commercial, office, retail, residential, recreational and cultural facilities. Development of a retail/restaurant mixed use will compliment the Community Activity Center FLU to the west and will serve the multi-family residential uses in the immediate area. The proposed use is consistent with the GMP.

Conformance with the LDC
Being located in an AC-N zoning requires a Master Plan; under AC-N zoning, a drive-through use requires a Conditional Use Permit (CUP).

Master Plan & Conditional Use Permit Criteria
Per Sections 65.335 & 65.285 of the Land Development Code (LDC), the Municipal Planning Board and City Council must consider the following factors in their review of Master Plans & CUPs (responses in *italics* following each criterion):

1. Purpose and Intent: The purpose and intent of the use and all other requirements of the LDC.
   R: The proposed development of a retail/restaurant strip center with a drive-through meets the purpose

and intent of the Land Development Code.

2. Growth Management Plan (GMP): The consistency of the proposal with all applicable policies of the City's adopted GMP.
   R: *The proposed development is consistent with all applicable policies of the GMP and the AC-N zoning district.*
3. Compatibility: The compatibility of the proposal with surrounding land uses and the general character of the area including such factors as height, bulk, scale, intensity, traffic, noise, drainage dust, lighting, appearance, etc.
   R: *The proposed mixed use strip center with a drive through use will compliment the existing Community Activity Center to the west and will provide services to the multi-family development in the area.*
4. Public Facilities and Services: Will necessary public facilities (both on- and off-site), such as transportation, sanitation, water, sewer, drainage, emergency services, education, recreation, etc. be adequate to serve the proposed use.
   R: *The necessary public facilities to serve the proposed uses are adequate in this area. The proposed development will not place undue burden on public facilities.*
5. Residential Displacement: Determine the extent to which the proposed use, location and building site design would potentially displace residential uses on the site or would encourage displacement of residential uses adjacent to the site, and consider alternative uses, locations and/or site designs which could minimize residential displacement.
   R: *The proposed project would locate additional non-residential uses to a currently vacant property; the project will not result in residential displacement, nor would it encourage nearby residential displacement or potential zoning changes.*

Development Standards

The property consists of a never developed commercial lot in the Kirkman North neighborhood. Table 2 provides the site development standards for the proposed mixed use plaza with drive-through below.

Table 2 - Development Standards (AC-N zoning)

Proposed Use	*Lot Size (acres)*	*Building Setbacks (Minimum) (ft.)*				*Floor Area Ratio (FAR)*	*ISR (%)*	*Building Height*
		Front (W - S. Kirkman Rd.)	*Street Side (S - Raleigh)*	*Side (N)*	*Rear (E)*			
Minimum Requirements (unless otherwise stated)	na	0	0	0 or 3	20	0.3 max. (±402,494 sq. ft.)	75	35 ft.
Retail/Restaurant Strip Center w. Drive-Through	±1.1	±44	±68.5	±43	±78	0.18 (±8,650 sq. ft.)	≤75	±25 ft.

Transportation

The subject property is directly accessed from Raleigh St., and via a cross access easement to the north (shared with the childcare use). As part of the project, the applicants are proposing to add an eastbound turn lane off Raleigh St. into the property. The eastbound lanes on Raleigh St. may not be shifted as shown on this submittal. Instead, the inside lane must be restriped as a left turn drop lane. Left turning exits from the driveway will not be permitted and appropriate median modifications, driveway design, and signs and markings will be required of the developer. Left turns from the driveway onto east-bound Raleigh St. will not be permitted.

The applicant proposes to place the ordering screen on the north side of the building and the pick-up window along the front (west) of the building with stacking of vehicles to be located on the north and front of the building (behind the front 20-ft. landscaped buffer). Once orders are received at the pick-up window, drivers will be directed to exit to westbound Raleigh St. (to the south) or to northbound Kirkman Rd. via the cross access to the north past the childcare use.

Table 4 below demonstrates required and proposed (Code-compliant) parking for the small strip center.

Table 3 - Parking Requirements

Use	*Sq. Ft.*	*Min / Max Ratio (spaces per 1000 sq. ft. gross floor area (GFA)*		*Min. / Max. Spaces Allowed/ Required*	*Spaces Provided*
Retail / Restaurant Plaza w. Drive-Thru	±8,650 sq. ft.	2.5 spaces per 1,000 sq. ft. GFA	4 spaces per 1,000 sq. ft. GFA	22 / 35	**32** (incl. 2 HC)

Urban Design

Table 4 (below) details the bufferyard/landscape standards for the proposed development site. There is an existing cross-access easement with the day care which prohibits a bufferyard where the cross access easement is; however the applicant is proposing a 3 ft. landscape buffer between the easement and the proposed drive-thru and a Bufferyard 'B' where there is no cross-access easement. The proposed buffer-yards / landscape buffers exceed what is required and is acceptable given the location of the cross access easement.

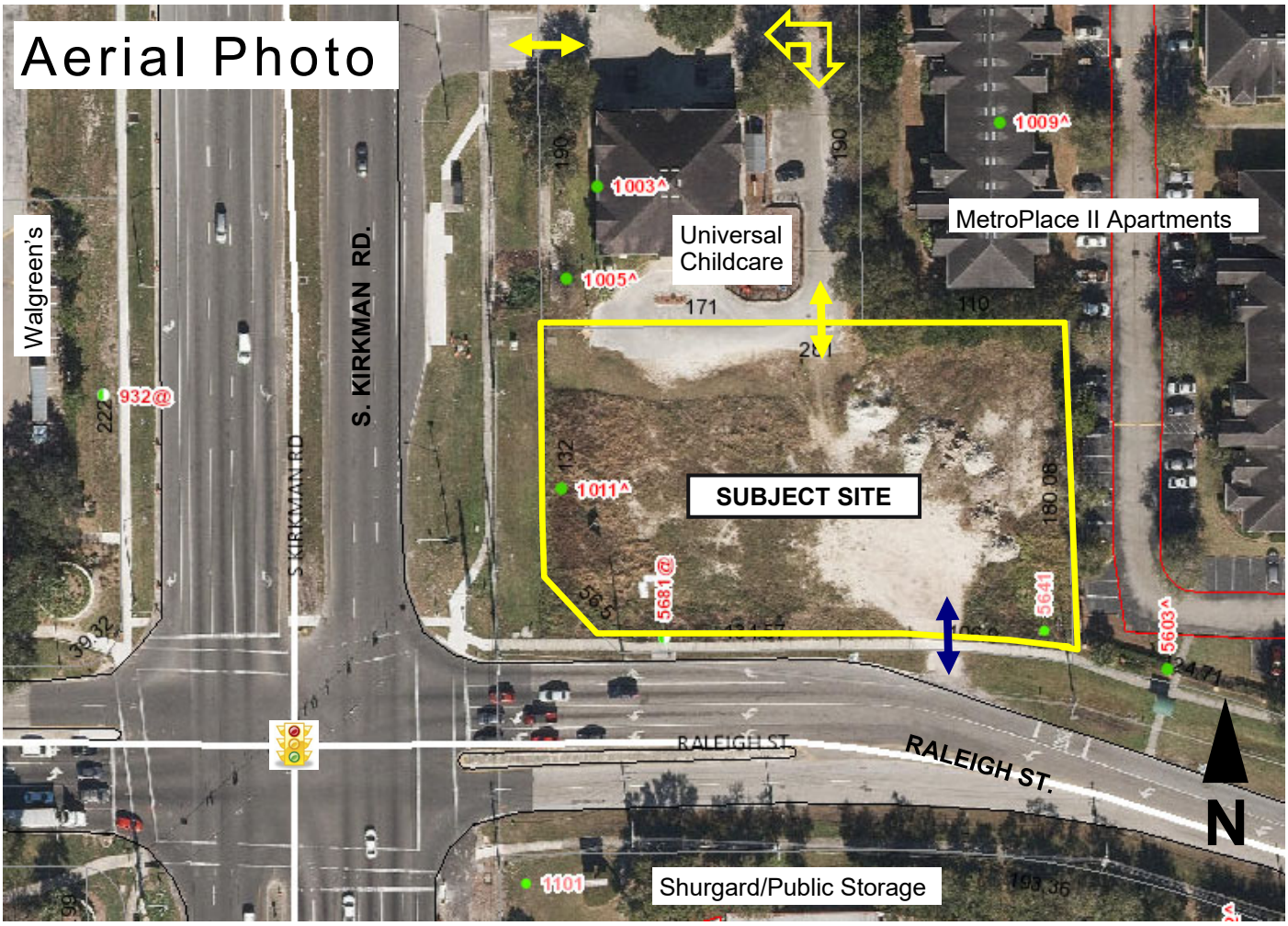
Table 4 - Setback and Landscaping Requirements

Use	Yard	Landscaping/Bufferyard	
		Required	Proposed
Mixed Use Center w/ Drive Through	Front – W (S. Kirkman Rd.)	7.5 ft.	20-ft. vehicular use
	Rear – East (abutting multi-family (MF))	Bufferyard A	10-ft. Bufferyard B
	Side – North (abutting childcare & MF)	Bufferyard A	3-ft. next to cross-access easement; 10-ft Bufferyard B elsewhere
	Street Side – South (Raleigh St.)	7.5 ft.	15-ft. vehicular use

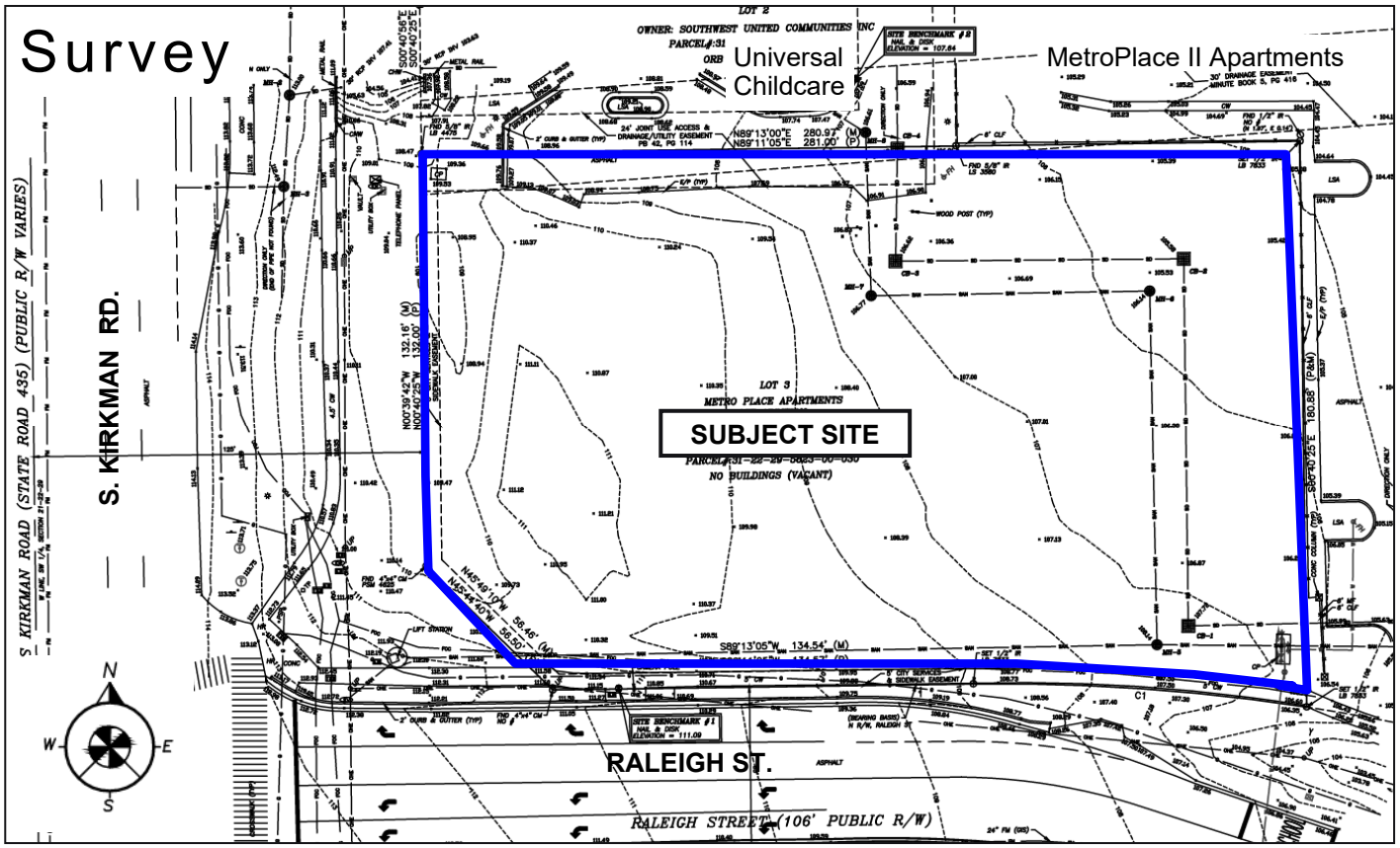
Signage is based on building frontages facing the two streets, per LDC Section 64.201. Based on the site plan on page 7 of this report, the property will be allowed at least 300 sq. ft. of total sign area. Digital signs, banners, temporary signs and wind-operated devices are prohibited.

Schools

As a non-residential project, the proposed development will pose no direct impact to area schools; thus an OCPS capacity/concurrency review is not needed.



Survey

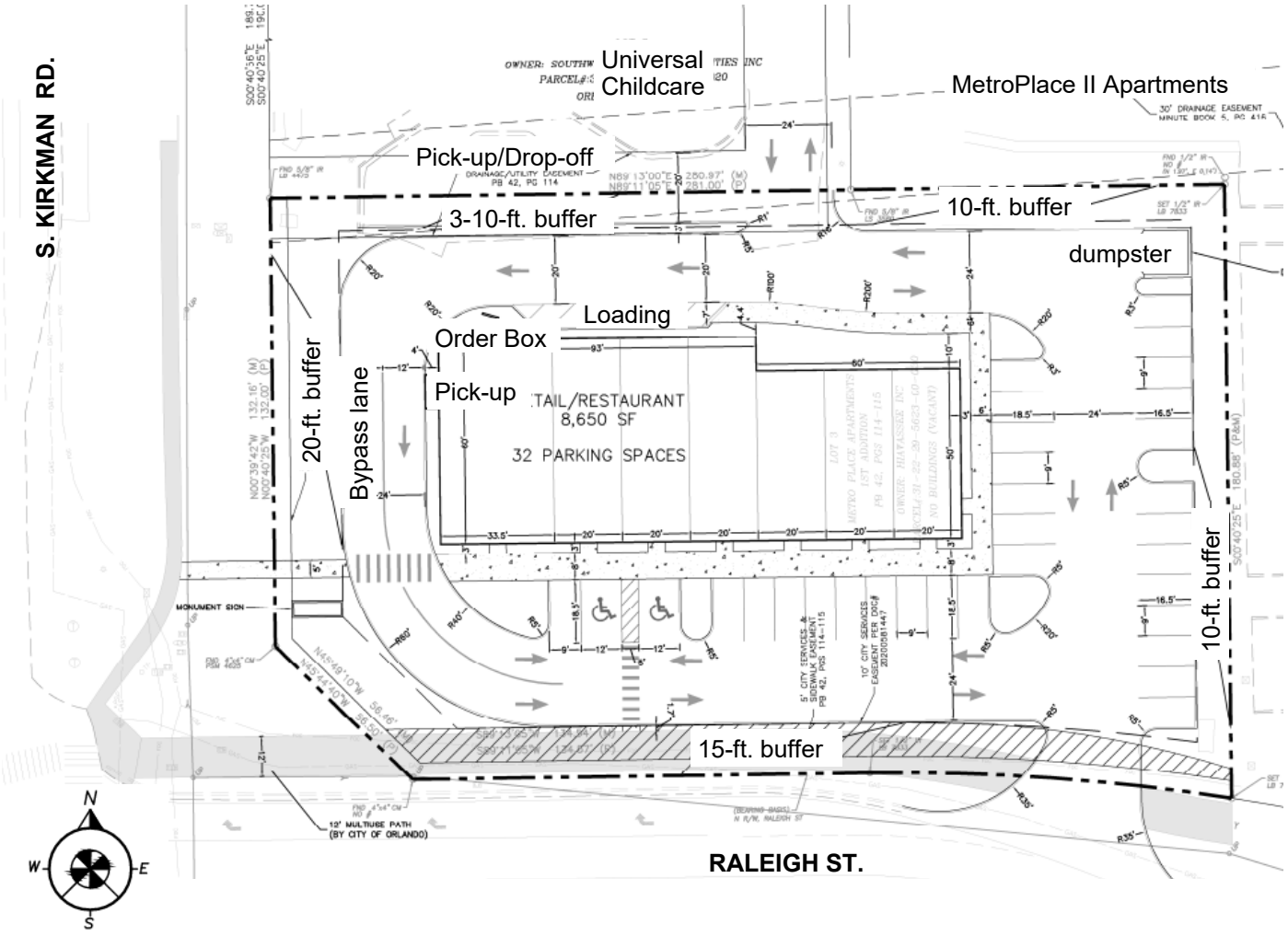


Google Streetview Photos

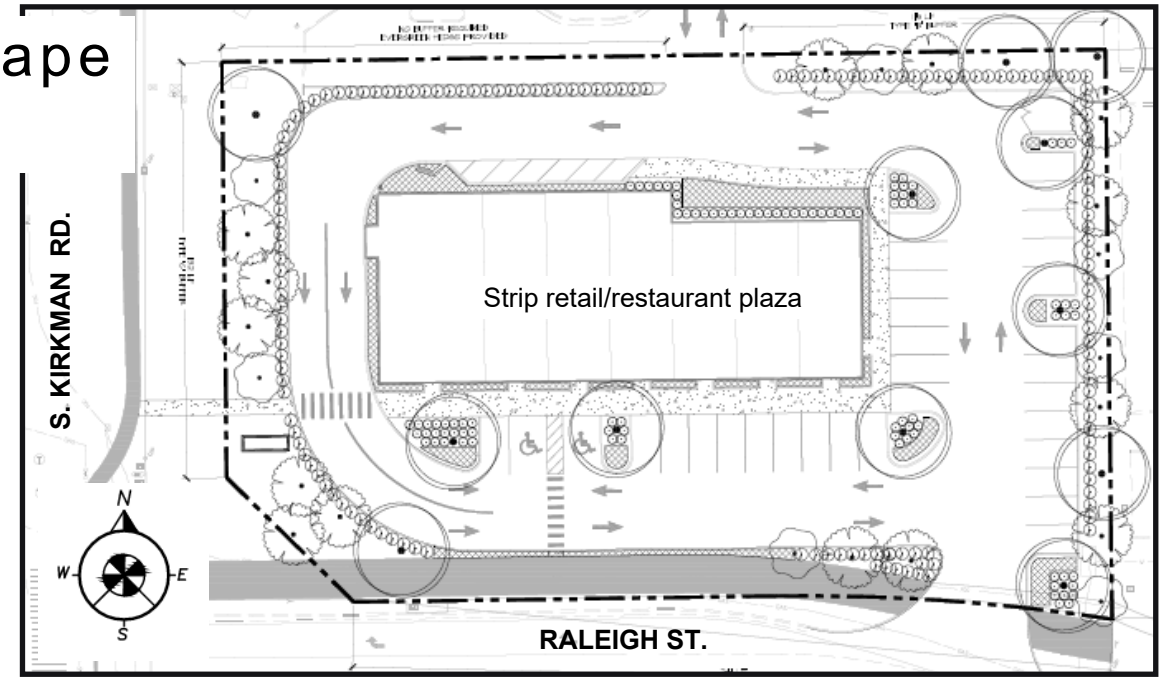
Site as viewed looking northwest from Raleigh St.

Site as viewed looking due east from S. Kirkman Rd.

Site Plan

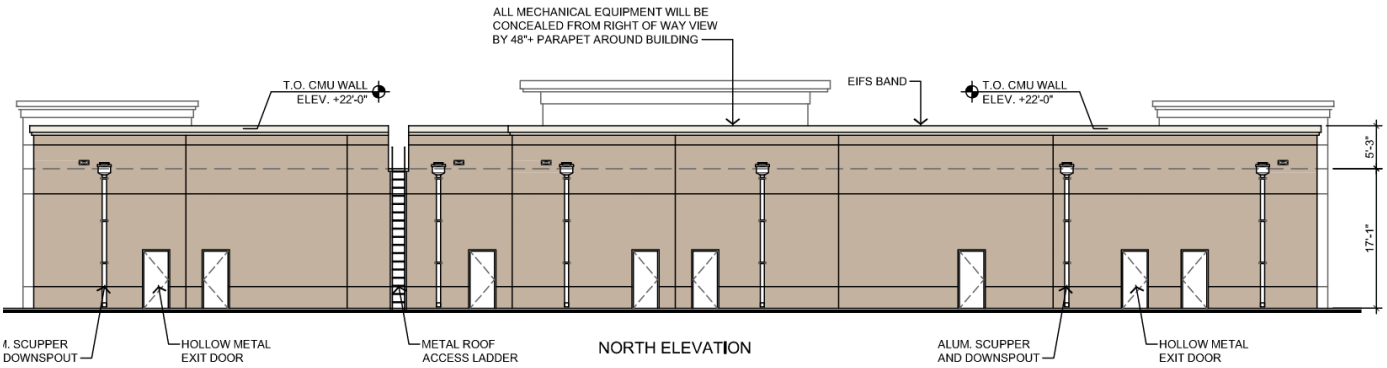


Landscape Plan



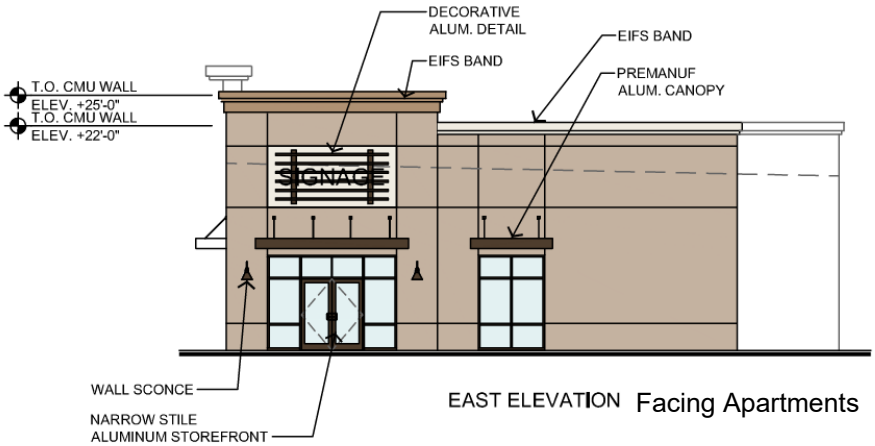
Proposed Elevations

Facing Raleigh St. SOUTH ELEVATION



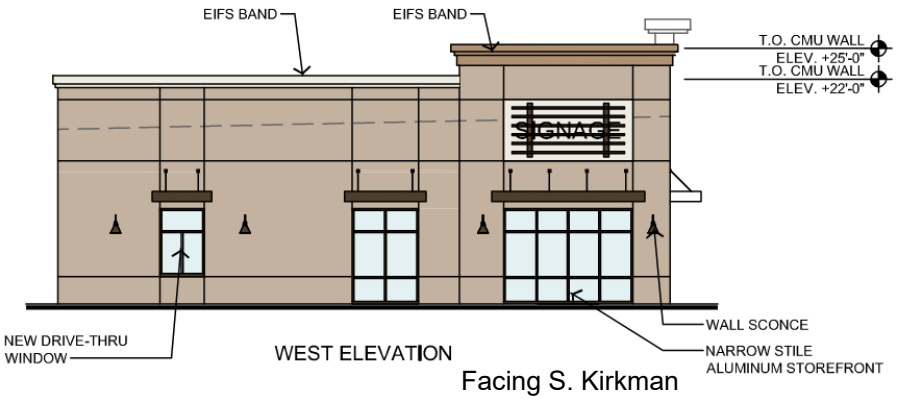
NORTH ELEVATION

Facing Childcare



EAST ELEVATION Facing Apartments

Total sign area is limited to **300 sq. ft**.., to be spread among however many tenant uses there are. Total # of signs may need to be reduced.



WEST ELEVATION

Facing S. Kirkman

Findings & Recommendation

Staff finds that the proposed Raleigh & Kirkman Mixed Use Plaza with a drive-through lane (MPL2022-10049 & CUP2022-10011) is consistent with the requirements for approval of a master plan and CUP as contained in LDC Sections 65.335 & 65.285 as follows:

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 LDC.
3. The proposed use will be compatible with surrounding land uses and the general character of the area.
4. The necessary public facilities are adequate to serve the proposed use or will be provided by the applicant as a condition of this approval.
5. No residential or potential residential uses will be displaced via approval of the proposed use.

Staff recommends approval of the Master Plan and Conditional Use Permit subject to the following conditions:

Growth Management - (no issues)

Land Development

1. Impervious Surface Ratio (ISR) - Total ISR is limited to 75% under the AC-N zoning.
2. Intensity/FAR - Total intensity / Floor Area Ratio (FAR) cannot exceed 0.3, per the Neighborhood Activity Center future land use and AC-N zoning designation (there is no minimum FAR outside of the Traditional City overlay).
3. Parking - A minimum 22 and a maximum 35 parking spaces are required/allowed, based on a proposed ±8,650 sq. ft. retail plaza with a drive-through window. The proposed use is adequately parked as proposed herein.
4. Signs
   A. At least 300 sq. ft. of total sign area is allowed. A sign plan is not required but all wall signs should be located in the same relative locations on the building facades as depicted herein.
   B. Permits must be secured for all site signage prior to fabrication and installation.
   C. Digital signs, banners, wind-operated devices and temporary "coming soon" and "grand opening" signs are prohibited.
5. Buffers - Minimum 7.5 ft. lot line buffers are required along the north and west lot lines (abutting streets); a minimum 10-ft. Bufferyard A is required along the north lot line, except where adjacent to an existing cross-access easement partially within the adjacent childcare use to the north; and a minimum 10-ft. Bufferyard A is also required on the rear (east), adjacent to a multi-family use. All buffers must be landscaped consistent with LDC Chapter 60.
6. Phasing - The proposed retail plaza will be constructed in one phase.
7. Scope of Master Plan & CUP - 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. Paved or concrete access walkways must be added from the loading zone to the rear doors and must be added to the plans prior to permitting. Both the landscape and site plans must be revised to address this.
2. The landscaping adjacent to the building should incorporate additional plantings of varying height such as some small shrubs or ornamental grasses to provide additional verticality across the planting beds.
3. At time of permitting, a full landscape plan is required. Please revise as necessary to meet LDC Chapters 60 and 61. A spreadsheet showing compliance with the Minimum Required Landscape Score (MRLS, available at *http://www.cityoforlando.net/city-planning/landscape-code/*) must be included with the plans.
4. Signs - While a master sign plan is not required, a management control letter will be required with each sign permit application. The letter should detail all copy area allocations for existing and planned signs.
5. The dumpster enclosure must incorporate architectural materials and design details similar to the principal building. The gates must be constructed out of a durable, opaque material. A landscape screen including low hedge and groundcover must be provided to soften the view from the public ROW if

Required Conditions of Approval (Cont'd)

standalone structures. Chain link fencing is not permitted as the enclosure.

6. Backflow preventer[s] must be located to not be directly visible from the right-of-way and should be screened from view where necessary. They must also be clearly identified on the final utilities plan.
7. Transformers may not be placed between the principal façade of the building and the street and must be screened with decorative, opaque fencing and gates, or landscaping on three sides. It is recom mended that the transformer be placed on the rear (east) or north side of the building.
8. A full photometric plan compliant with LDC Chapter 63 Part 2M is required at the time of permitting.
9. The building must be finished with a durable material such as brick, stone, cast stone, or similar materi -als at the base of the buildings. Stucco is not an acceptable base material.
10. All ground-mounted and rooftop mechanical equipment must be screened from view and meet LDC screening requirements. An interior screen wall or parapet for rooftop mechanical equipment is re- quired, where the interior screen wall or parapet to be the same height as the installed mechanical equipment.
11. The parapet tower features must return a minimum of 5 ft. into the building to provide a finished, 3- di mensional appearance.
12. The central parapet may remain as designed in depth but must be finished and painted along both the sides and back to provide a finished appearance.
13. The drive through "pick up window" as shown in the site plan appears to bump out from the building but this is not reflected in the building elevations provided; thus, the elevations must be updated at time of permitting. The sides of the bump-out must be finished to the same finish and detail as the rest of the building.
14. The landscape island in the northeast corner needs to be increased to a minimum of 10 ft. width, which may result in the loss of a parking space immediately adjacent to the landscape island.
15. Canopy trees are required in all row end and intermediate parking lot landscape islands.
16. The southern drive aisle must be reduced to 23 ft. wide. A hedge must then be installed between the bike trail and the edge of the parking lot.

Transportation

1. Except as where noted in this staff report, all aspects of the site plan are required to conform to all ap- plicable minimum standards set forth in the editions of the City Code and the City Engineering Stand- ards Manual that are in force at the time of any construction of this project.
2. Support of this submittal by the Transportation Dept. does not constitute final engineering approval of this concept for development. Materials and designs for transportation related elements of the project must meet or exceed standards in the versions of the City Code and Engineering Standards Manual in effect at the time of submittal to Permitting Services.
3. Proper sightlines must be maintained at all driveways and parking areas. Site plans and landscaping plans submitted to Permitting Services should include sightline triangles. AutoTurn analysis for emer- gency vehicles and solid waste collection should be attached to plans to prevent delays in processing at the time of permitting.
4. An operational analysis completed by a licensed traffic engineer must be completed for the driveway and turn lane on Raleigh St. This must include queuing and gap analysis for AM and PM peak hour periods showing how the movements to and from the development will impact traffic on the build-out year for the development. The analysis results will be evaluated by City staff to determine the feasibil- ity of allowing eastbound left turns into the site from Raleigh St or southbound exiting left turns from the site. This must be completed prior to applying for permits.
5. The eastbound lanes on Raleigh St may not be shifted as shown on this submittal. Instead, the inside lane must be restriped as a left turn drop lane. All appropriate pavement markings and signs must be provided by the developer.
6. Left turning exits from the driveway will not be permitted and appropriate median modifications, drive- way design, and signs and markings may be required of the developer.
7. Crosswalk: The crosswalk markings for the trail crossing of the driveway along Raleigh must match the treatments used elsewhere on the Raleigh St project. Contact the project manager for specific details on the design, Adam Walosik, Construction Manager (adam.walosik@cityoforlando.net)
8. Bicycle parking shall be provided in accordance with the standards of Chapter 61, Part 3D of the Or-

Required Conditions (Cont'd)

lando Land Development Code, and shall be made available prior to the issuance of any Certificate of Occupancy for the use being served. Bike racks must be installed on an impervious surface near entrances, and situated to avoid conflicts with pedestrians or other vehicles. Locations must be shown on plans submitted to Permitting Services.

Water Reclamation

1. The City's GIS database depicts a network of private sanitary sewers on the subject property. It appears that the private sewer network may serve an adjacent parcel having an address of 1003 S. Kirkman Rd. (Universal Childcare). The site plan depicts the owner of that parcel as Southwest United Communities, Inc.
2. An investigation needs to be done by the Applicant to make a conclusive determination about the use of the sewer by the adjacent property owner.
3. The existing sewer network will need to be depicted on construction plans based on the actual survey. If the sewer is currently used by an adjacent property, an easement and joint use agreement will be required.
4. No buildings or other permanent structures may be placed over or within 10 feet of existing or new sewer mains.
5. If it is determined that the existing sewer network is not currently used, then prior to proposing to put into use any portions of the existing sanitary sewer system, CCTV footage of the on-site existing sanitary system must be submitted for review by the Water Reclamation Division. Any deficiencies identified by the CCTV must be addressed and repairs depicted on the construction plans submitted for review by the Water Reclamation Division prior to building permit issuance.
6. As required by Chapter 30 of City Code, all grease interceptors/traps must be registered with the Compliance and Public Awareness (CPA) section of the Water Reclamation (Wastewa-ter) Division. Please contact Mr. Chancey Springstead at 407.246-3086 or at chancey.springstead@cityoforlando.net to enroll the grease interceptor serving the new restaurant in the City's oil and grease management program.
7. The Water Reclamation Division will need to review construction plans prior to building permit issuance to assure that the sanitary sewer and reclaimed water facilities to serve the proposed development meet the City's Standards for sanitary sewer service to the property.

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 / CUP Expiration - Approval of the Master Plan & CUP 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 use are not issued within two (2) years of approval of the Master Plan & CUP, the master plan & CUP will expire. However, upon written application filed 30 days prior to the expiration date, the Planning Official may extend the Master Plan & CUP 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 ap -plicable regulatory agencies.

Public Works

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 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 over-

Informational Comments (Cont'd)

land 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 & Geotech reports, Stormwater Tabulations, and all necessary documents needed in order to verify the City's and Water Management District (WMD) standards are being met.

2. Construction activities including clearing, grading and excavation activities must obtain an FDEP NPDES Notice of Intent (NOI). A copy of the NPDES NOI acknowledgement letter must be received in the Office of Permitting Services prior to permit approval.
3. A certification must be provided, signed by the Engineer, licensed in the State of Florida, responsible for the stormwater design, 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."*
4. All proposed and existing sidewalks that are touched during construction will need to be updated to the newest ADA requirement.
5. Water quality must be recovered per the applicable WMD requirements. A model must be provided demonstrating the recovery analysis. A WMD water treatment permit may be required.
6. A signed and dated private/public improvements cost sheet must also be provided. Cost sheet forms and instructions are available at www.cityoforlando.net/permits.
7. A performance guarantee for public improvements is needed in the amount of 110% of the public improvements cost. Cost sheet forms and instructions are available at www.cityoforlando.net/permits. The performance guarantee is required before the issuance of the permit. The original needs to be hand delivered to the receptionist at Permitting Services with the referenced case number noted. In addition, a copy of the Performance Guarantee must be provided in the resubmittal package. Please allow approximately 1 week after the Performance Guarantee is submitted to allow for City Legal Office review.
8. A detailed, scalable, fully dimensioned site plan of the location must be provided at time of permitting. 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 clearly indicate what is existing and what is proposed.
9. Sidewalk construction is required at the time of substantial improvement per LDC Section 61.225. Proposed sidewalks must be constructed along the entire length of the property and must be located against the public rights-of-way.
10. Part of the work is located within a utility easement (see similar Water Reclamation Division comments). If the utility holder has to perform any maintenance within the easement, it may be removed and not replaced by the utility easement holder, but instead the replacement would be at the owner's expense.
11. A City Service Easement Agreement is required by the Owner if any portion of a public sidewalk is within private property. The easement will protect the Owner from maintaining the sidewalk and from other potential liability issues if someone is injured on a failing sidewalk that is in disrepair. Please e-mail Owen.blakely@cityoforlando.net to get the Legal Request Form. Once filled out and returned, an Agreement will be drawn up and sent back to the Owner for execution. Once executed, please deliver the original back to City Hall, 400 S Orange Ave, 8th floor, Attn: Owen Blakely.

Police

1. The Orlando Police Department has no objections to the Master Plan & CUP request for the proposed mixed use at 5641 Raleigh St.
2. We encourage developers and property owners to incorporate CPTED strategies in their property when developed. A brochure entitled Crime Prevention Through Environmental Design (CPTED), Your Guide to Creating a Safe Environment, which includes crime prevention techniques for various land uses, is available by email.

Fire

The site review of the conceptual designs presented is preliminary and cursory in nature, as such, the com-

Informational Comments (Cont'd)

ments 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 buildings, 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 is not limited to the following:

1. 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.
2. 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]
3. 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]
4. 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
5. 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 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
6. 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.
7. TURNS. 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.
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 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 ap-

Informational Comments (Cont'd)

paratus 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

10. 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
11. 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

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Land Development
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Transportation
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Police
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Sewer/Water Reclamation
Contact 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.
Parks/Tree Encroachment or Removal
Contact Greg Mallory at 407-246-3857 or at condredge.mallory@orlando.gov.
Site Engineering
Contact Owen Blakely at 407-246-3758 or at owen.blakely@orlando.gov.
Permitting
Contact Keith Grayson at 407-246-3234 or at keith.grayson@cityoforlando.net.

Review/Approval Process - Next Steps

1. July 19, 2022 MPB minutes are scheduled for review and approval by City Council on Mon. August 15, 2022. Once approved, that will be the effective date of the Master Plan and CUP.
2. A final site plan and appearance review (done via a Planning Official Determination) must be submitted following the July MPB meeting. Permits can be submitted following receipt of the Final Site Plan determination letter.
3.