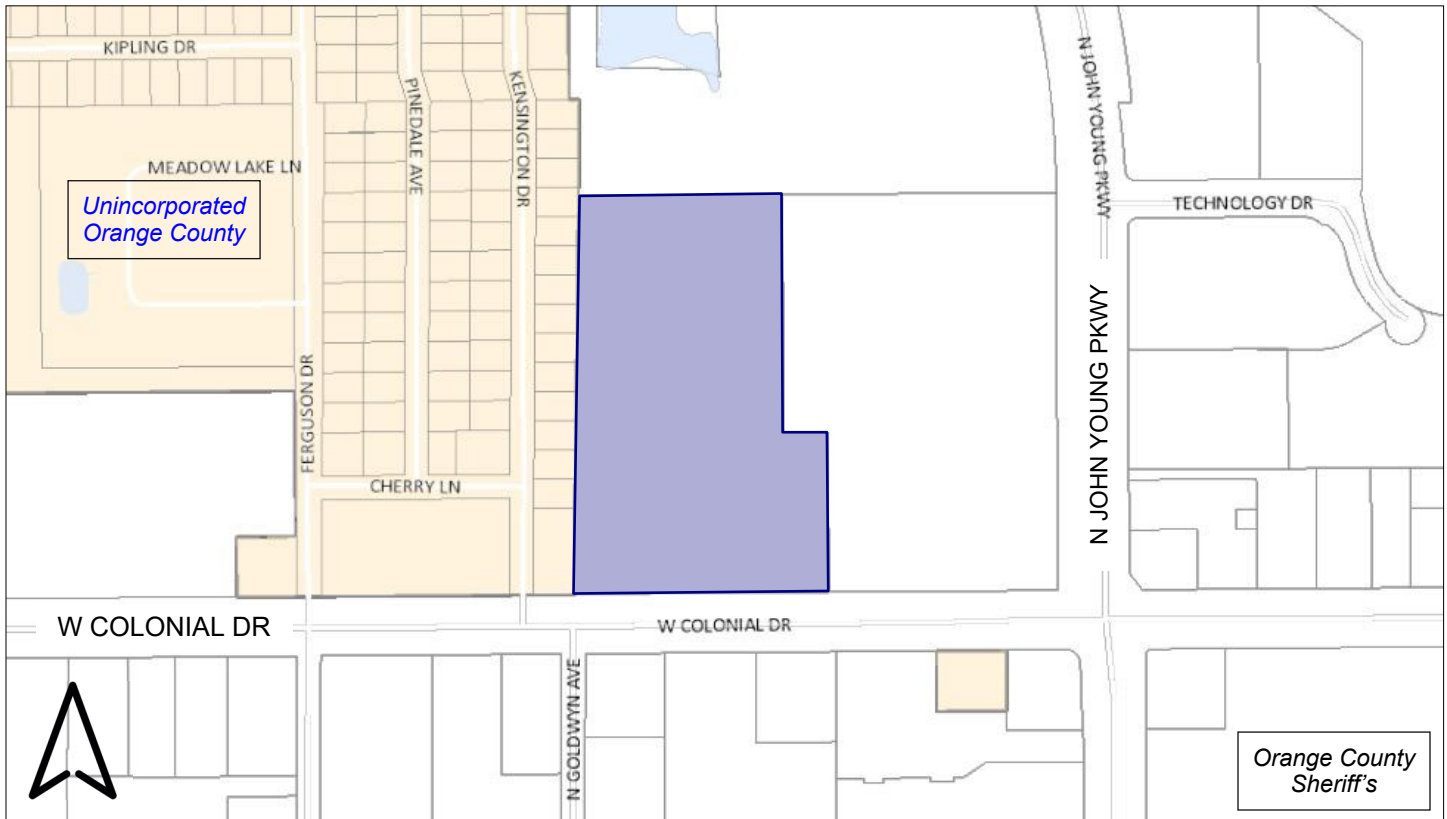




**Staff Report to the
Municipal Planning Board
August 16, 2022**

MPL2022-10028

PARKWOOD APARTMENTS



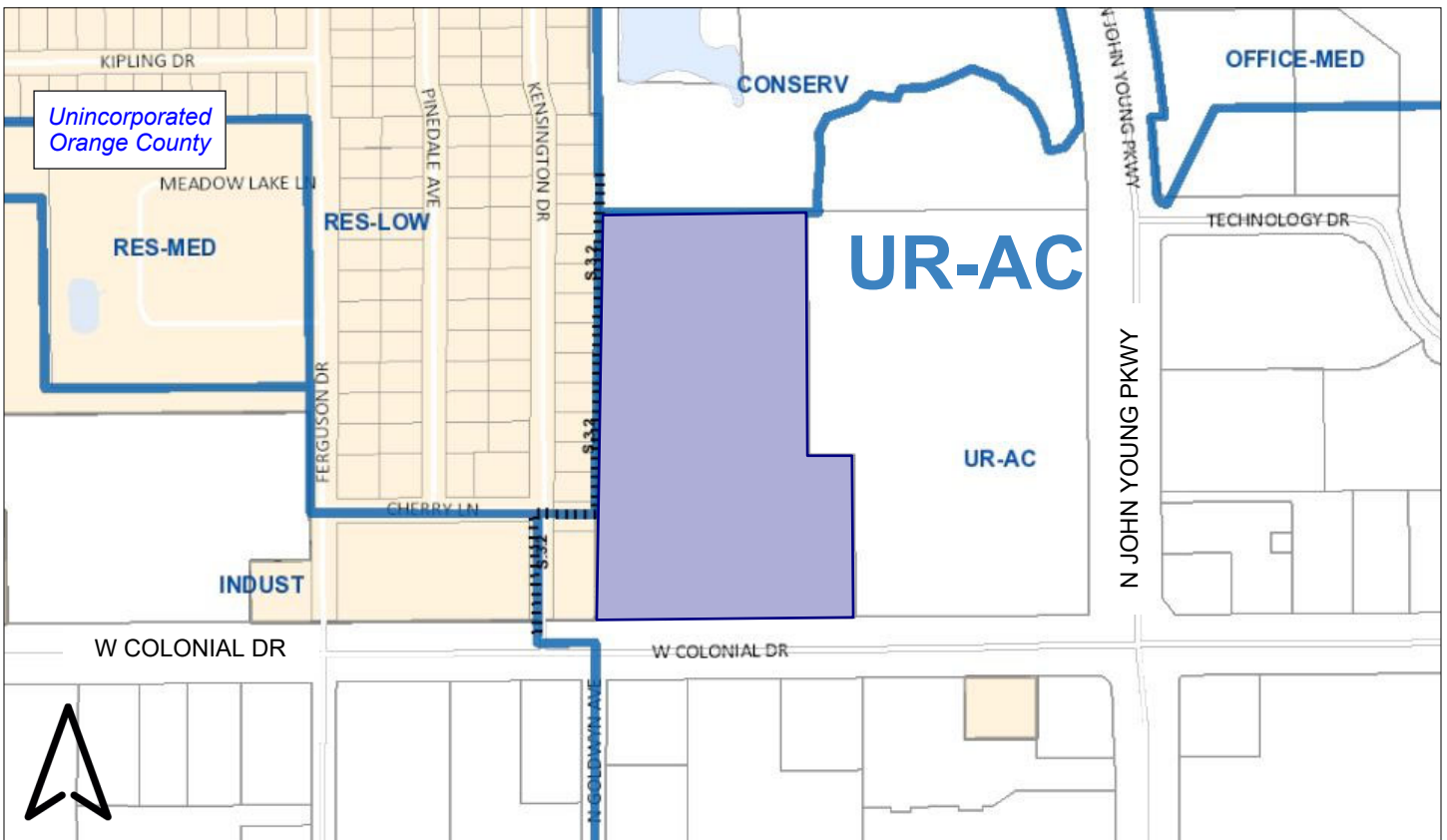
Location Map

 Subject Site

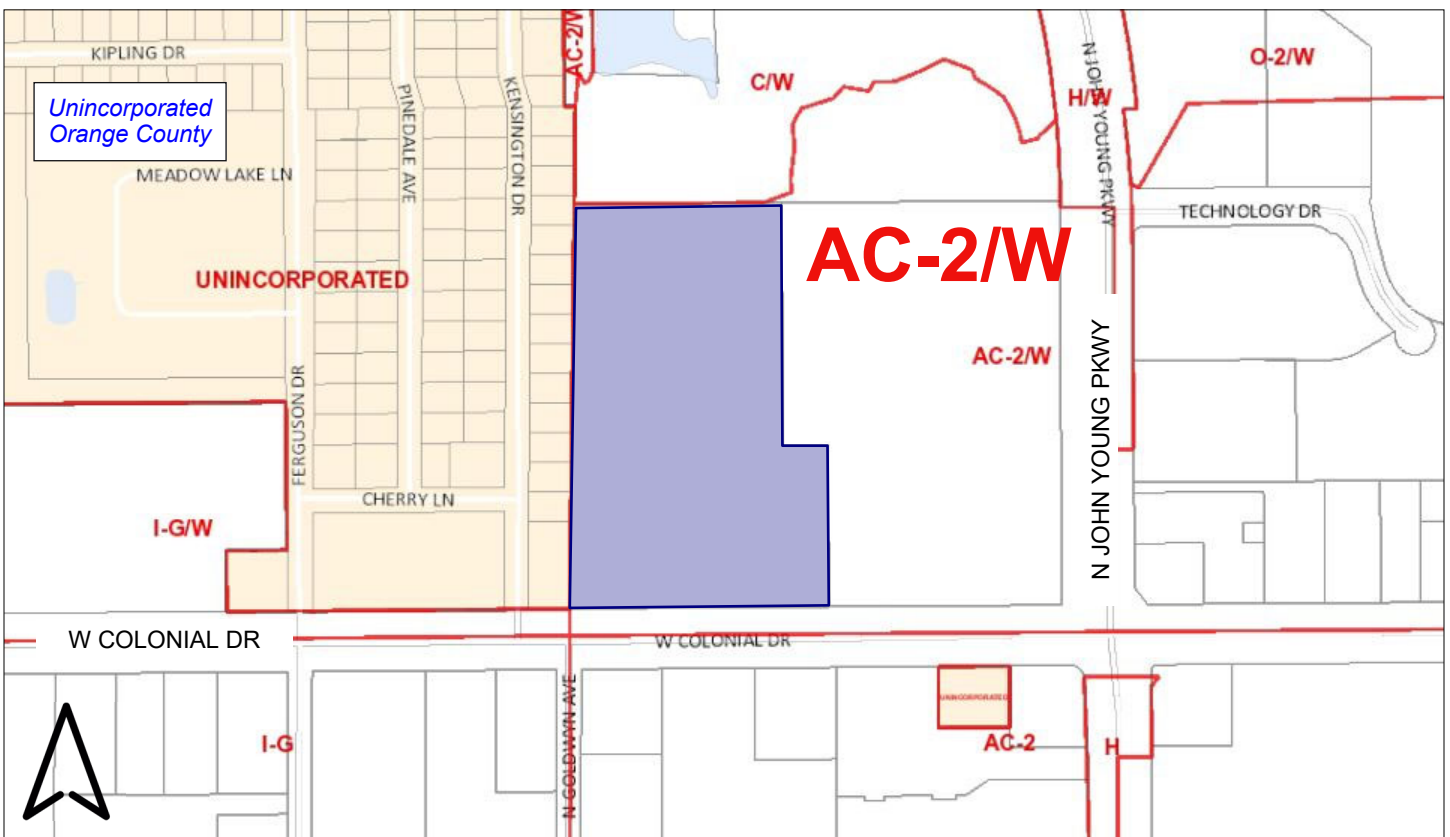
Summary

Applicant Tyler Enright Kimley-Horn & Associates Owner Parkwoods Plaza Apartments, Ltd. Project Planner Manuel E. Ospina Updated: August 10, 2022	Property Location: 3321 W Colonial Dr. (Generally located north of W Colonial Dr., west of N John Young Pkwy., east of Ferguson Dr. ±12.9 acres, District 5)(21-22-29-6722-00-020) Applicant's Request: Master Plan for a 300-unit affordable housing multifamily development with surface parking and related amenities.	Staff's Recommendation: Approval of the request, subject to the conditions of the staff report. Public Comment: Courtesy notices were mailed to property owners within 300 ft. of the subject property during the week of August 1st, 2022. As of the published date of this report, staff has received no comments from the public concerning this request.
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Future Land Use Map



Zoning Map



PROJECT ANALYSIS

Project Description

The applicant is requesting a Master Plan for a 300-unit affordable housing multifamily development with surface parking and related amenities on a ±12.9 acre vacant property. The property is zoned AC-2/W (Urban Activity Center on the Wekiva overlay district) and UR-AC (Urban Activity Center) Future Land Use designation.

Previous Actions

1960: Property annexed into the City of Orlando. (Doc #4351).
 2003: Property platted as part of Parkwood Plaza Subdivision.
 2007: Conditional Use Permit request to allow a new car dealership on subject site. (CUP2007-00010).
 2022: Property acquired by current owner.

Project Context

The subject property is located north of W Colonial Dr., west of John Young Pkwy., east of Mercy Dr. Adjacent uses, zoning and future land use designations are shown on Table 1 below.

Table 1 - Project Context			
Direction	Future Land Use	Zoning	Land Use
North	CONSER	C/W	Conservation
East	UR-AC	AC-2/W	Commercial Plaza
South	UR-AC	AC-2	Commercial
West	RES-LOW	R-1(County)	Single-Family Residential

Conformance with the GMP and Zoning

The property is designated UR-AC (Urban Activity Center) on the City's Future Land Map and is zoned AC-2/W (Urban Activity Center with Wekiva overlay). Multi-family residential uses are allowed in the AC-2 zoning district; location of the property in an Activity Center district requires Master Plan review.

Property development standards are provided in Table 2. The proposed Master Plan (3 and 4-story 300-unit affordable housing multi-family development) is consistent with the GMP and Land Development Code.

Master Plan Criteria (LDC Section 65.332) The Municipal Planning Board and City Council shall consider the following factors in their review of Master Plan applications and amendments.

- Purpose and Intent. The purpose and intent of the use and all other requirements of the LDC.
- Growth Management Plan (GMP). The consistency of the proposal with all applicable policies of the City's adopted GMP.
- Use and District Requirements. The proposal must conform to the requirements of the zoning district(s) in which it is located and, where applicable, to the requirements of Chapter 58 for the particular use or activity under consideration.
- Performance and Design Regulations. The proposal must conform to all applicable performance and design regulations of LDC Chapters 58, 60, 61, and 62.
- Public Facilities and Services. Necessary public facilities (both on- and off-site), such as transportation, sanitation, water, sewer, drainage, emergency services, education, recreation, etc. will be adequate to serve the proposed use.

Table 2 - Development Standards (AC-2/W zoning)							
Existing/Proposed Use	Lot Size (acres)	Setbacks (Min. Ft)			Density (du/ac)	ISR (%)	Building Height
		Front	Side	Rear			
Max. Requirements (unless otherwise stated)	n/a	0	0 or 3	10	30	90	100 ft.
Apartments (3-story)	±9.97*	20 ft.	25 to 42 ft.	32	30	±71	±47
*Developable area only, overall site is 12.9 ac.							

Affordable Housing

In June 2022, in response to the affordable housing crisis being experienced in Central Florida, staff presented an amendment to the minimum density requirements specified in the Growth Management Plan specifically for affordable housing projects. The changes were presented on the June MPB meeting and are to be presented for City Council approval in late Summer 2022.

The proposed amendments will exempt certain projects from minimum density requirements. Future Land Use exemptions as stated on new Housing Policy 5.1.4 are as follows:

Policy 5.1.4

Because of the significant need for affordable housing throughout the City of Orlando, and recognizing that such projects have unique building construction and financing characteristics, affordable housing projects as defined in Housing Policy 2.1.1 shall be exempt from minimum density requirements.

The proposed development is located on a parcel comprising ±12.9 acres from which only 9.97 acres are developable. The site contains an access easement of 0.26 acres to the east where it cannot be built as well as an existing cell tower of 0.09 acres. The site is within the Wekiva Overlay district which requires 20% of it to be left as undeveloped open space; this amounts to 2.6 acres. In reviewing affordable housing cases we can take into consideration alternate processes for review where necessary and feasible. In this specific case we can take into consideration the developable area for density purposes, following with the proposed changes for Affordable Housing.

Transportation

All access into the development will occur via a new curbcut along W Colonial Dr. with egress occurring via the same curbcut. There will also be an egress point along the eastern side of the site to the driveway along the eastern property line of the multi-family portion of the plaza.

Traffic Impact Analysis (TIA):

A TIA was completed by the applicant's team and submitted to the City in June 2022. The proposed project is anticipated to generate up to 1,280 daily trips with 118 occurring in the AM peak and 101 in the PM Peak. An analysis of existing, background, and the buildout conditions was performed at the study area intersections and project driveways. While several existing and background deficiencies were identified at the study intersections. Even with the addition of the project trips all intersection approaches will operate similarly to background conditions. The westbound left movement at the intersection of SR 50 & Parkwood Western Plaza Driveway is anticipated to operate at a LOS 'F' during the AM peak hour. However, this movement is anticipated to operate with sufficient capacity and manageable queues (< 5 vehicles per hour). Based off the turn lane analysis none of the project driveways warrant ingress right-turn lanes and no turn lane extensions for the offsite turn lanes are recommended.

Table 3 - Parking Requirements			
<i>Use</i>	<i>Units</i>	<i>Minimum Ratio</i>	<i>Minimum Spaces Required</i>
Multifamily	300		
1 bdrm	27	1.5/unit	40.5
2 bdrm	165	1.75/unit	288.75
3 bdrm	84	2/unit	168
4 bdrm	24	2/unit	48
Total Required			545
Total Proposed	481*		
*Includes a 15% parking reduction.			

Parking

The applicant is proposing a parking reduction of 15%, providing 481 parking spaces for the development where 545 spaces are required. Staff is supportive of the proposed 15% parking reductions should the applicant comply with the conditions of approval in this staff report. The Parking reductions staff is supportive of are:

1. Additional pedestrian and bicycle facilities: The developer must install the following enhancements to obtain the proposed 5% reduction.
 - a. A bike repair station either within an amenity building or centrally located must be provided within the development.
 - b. The developer must reach out to and coordinate with Lynx over any needed improvements to the existing bus stop located at the southside of the property. If any improvements are needed, such as shelter renovation or landscaping, then those improvements must be completed prior to CO of the multi-family project. Proof of completed permits or sign off by Lynx is required. Should Lynx not desire any improvements to this bus stop then a copy of correspondence from Lynx is required to be submitted at the time of permitting.
2. Inclusion of Affordable Housing Element: This is an affordable housing project, 5%.
3. Complementary Land Uses in the same Building or Site: The shopping center, directly adjacent to the subject site contains over 140,000 sq. ft. of commercial space including a grocery store, bank, services, and restaurants. 5% reduction.

Urban Design

The proposed apartments will be fronting on W Colonial Dr. to the south, with a dual access drive to W Colonial Dr. A series of 3 and 4-story buildings are placed throughout the site and surface parking is provided for the proposed community. Club and pool areas are located just north of the gated entry to the south of the site. To the northeast of the site, a cell tower is located and underground electrical lines affect the site where power lines currently run and no building should be built above these areas. From this antenna a 100 ft. radius must remain where no building is to be placed.

Staff is requesting that additional ornamentation and architectural treatments be added and better incorporate the architecture for the development.

Sidewalks that will tie into the existing external pedestrian sidewalks on W Colonial Dr. Stormwater will be provided from a wet pond east of the site just south of the cell tower. This site is within the Wekiva area and 20% of the site of the overall site must be undevelopable green space. The area provided must be treated and the applicant must try to incorporate the new landscape with the conservation area to the north of this site. To enhance the appearance of the proposed pond, native vegetation plantings should be utilized around the shoreline of the pond. A full landscape and irrigation plan meeting the requirements of the Landscape Code (Chapter 60) must be provided at time of permit.

Bufferyards

The proposed apartment complex abuts a W Colonial Dr. to the south, commercial plaza to the east, conservation to the north, and single-family residential to the west. Per LDC Section 60.219, Figures 6 & 7, the intensities of existing adjacent uses are higher and less than the proposed use. To the south the subject site abuts W Colonial Dr., a 6-lane secondary road where a 7.5 ft. vehicular landscape buffer is required. Along the west the property abuts a small commercial property and a single-family neighborhood, along this side a bufferyard "A" is required. Along the north the property abuts a conservation area, along this side bufferyard "A" is also required. Along the east of the property the site abuts a commercial plaza (Parkwoods Plaza), along the western lot lines bufferyard "B" is required where feasible.

Table 4 - Buffers & Landscaping (AC-3)				
<i>Required & Proposed Bufferyards</i>	<i>Front (W Colonial Dr.)</i>	<i>Side (W)</i>	<i>Side (E)</i>	<i>Rear (N)</i>
Minimum Required	7.5 ft.	Buffer A	Buffer B	Buffer A
3/4-story apartments	±8 ft. proposed	Buffer A	Buffer B	None proposed*
* This should incorporate a bufferyard A, changes must be shown at time of permitting.				

Signage

Per LDC Section 64.201, a total sign area of two square feet shall be allowed for each linear foot of building frontage along the primary street frontage of the building. If the building has frontage on more than one street, additional sign area shall be allowed, based on one square foot of sign area for each linear foot of building frontage along the secondary street(s) frontage of the building site. For signage purposes, W Colonial Dr. is considered the primary street. High-rise signs (wall signs mounted higher than 30 ft. on the building) are typically not allowed on apartment buildings. If a sign is desired over 30 ft. in height, a separate Conditional Use Permit (CUP) would be required.

Solid Waste

It is not clear where a trash compactor, refuse and recycling areas are located. Please provide refuse collection areas with dimensions in plans. Additionally, a 50 ft. of truck backup clearance is required. A final location for the trash and dumpster area needs to be provided at time of Final Site Plan determination.

Parks

Based on 300 units, 0.45 acres of recreation space is required. The dog park acreage isn't shown and there appears to be other recreation amenities shown in addition to the 0.15 acres of amenity space shown on the plans. If the project is certified as affordable housing through the City's process, the project may qualify for a reduction/waive of the City's Park Impact Fees if requested before permitted.

School Impacts

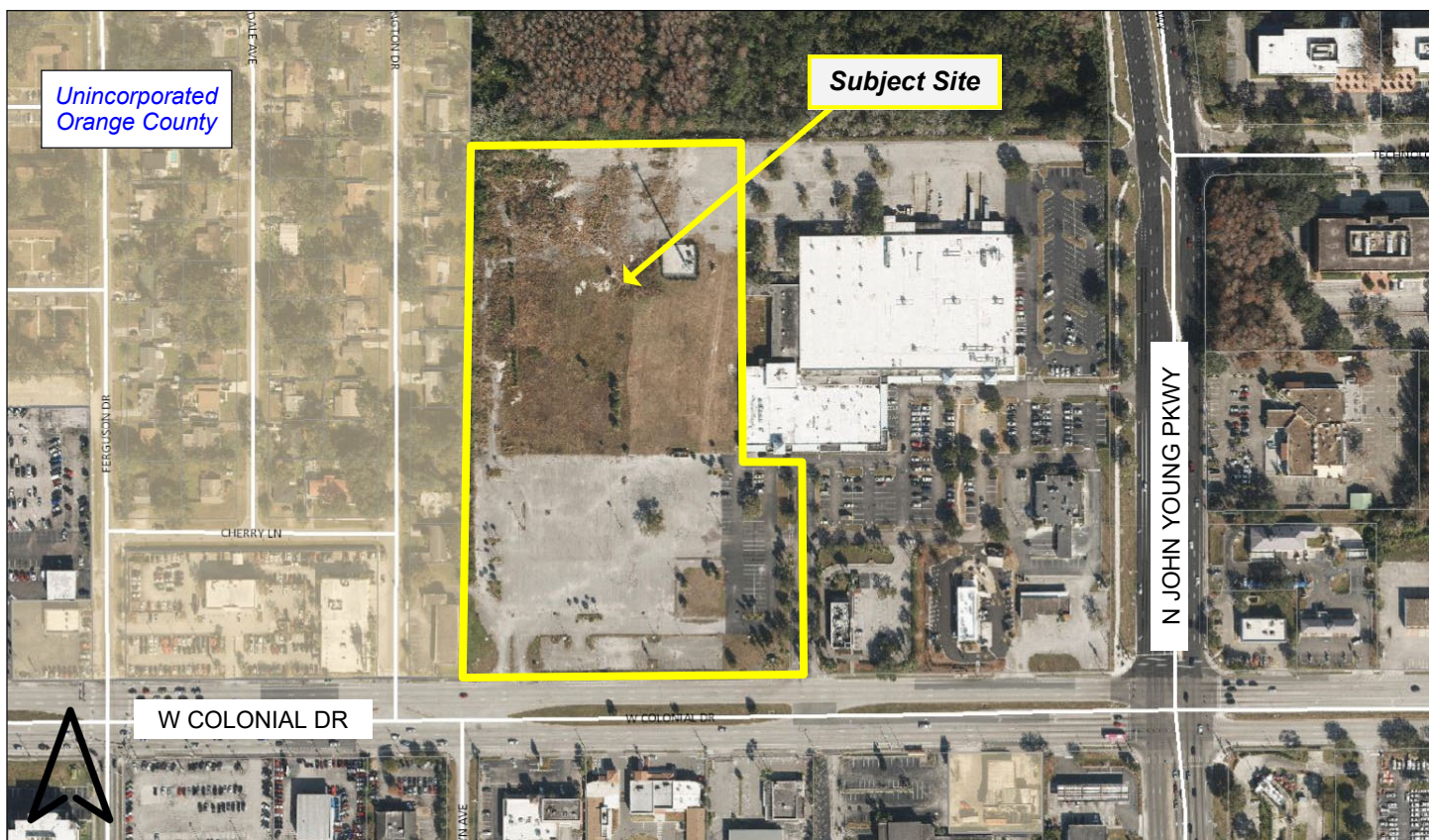
The proposed 300-unit multifamily development is subject to Orange County Public School (OCPS) concurrency requirements. An application needs to be submitted to OCPS before Municipal Planning Board.

GOOGLE STREETVIEW PHOTO



View of property looking north from W Colonial Dr.

AERIAL PHOTO



APPLICANT REQUEST

The Parkwood Multifamily project is a proposed 3,181 SF 10-building, 300-unit affordable housing multifamily development located at 3255 W. Colonial Drive (SR-50) within the City limits of Orlando, Florida. This project is more specifically located within the Wekiva Overlay district yielding a minimum requirement of 20% open space for the site which will be provided. The project scope includes the development of 12.90 acres which will include 300 total units, a 0.92-acre wet detention pond, and clubhouse building with associated outdoor amenities. The Parcel ID is #21-22-29-6722-00-020 and is zoned AC-2 with a Future Land Use of UR-AC. All surrounding properties are also zoned PD.

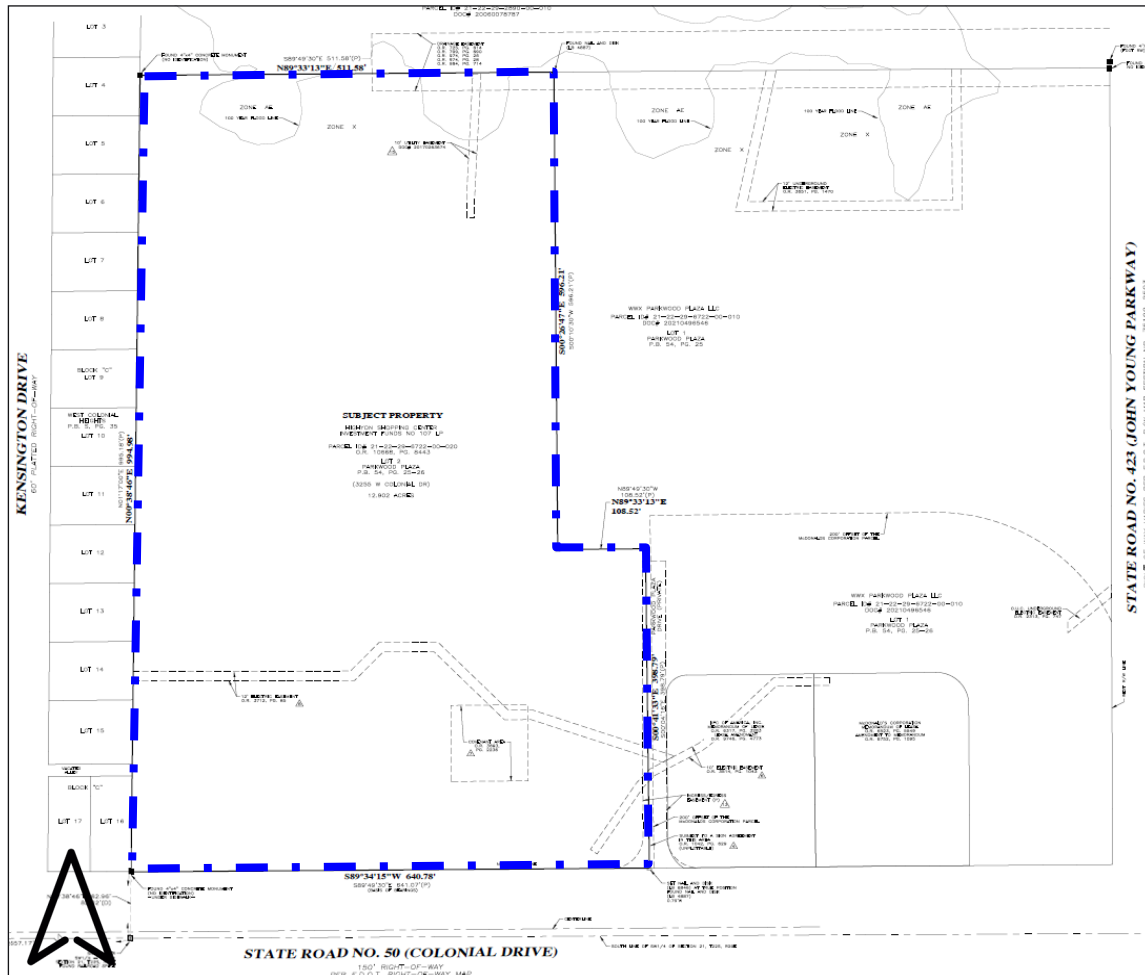
The current Zoning and FLU for the subject properties are as follows:

<u>Parcel ID</u>	<u>Zoning</u>	<u>FLU</u>
21-22-29-6722-00-020	AC-2/W	UR-AC

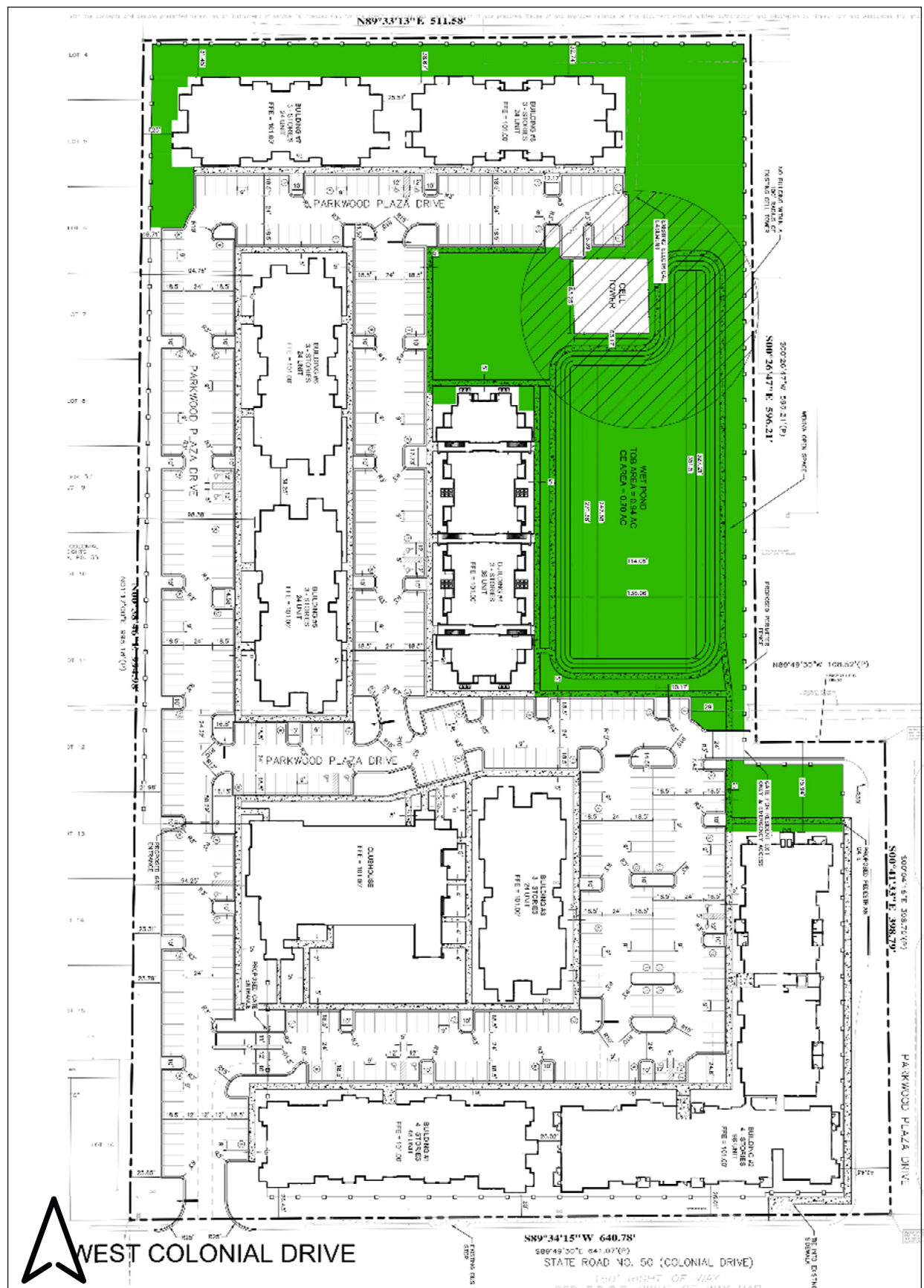
Utilities are currently present and available for connection along W. Colonial Drive. Water is provided by OUC and sanitary service is provided by the City of Orlando. The drainage system will be designed and permitted in accordance with the City of Orlando and the St. John's River Water Management District (SJRWMD). The stormwater system will be connected to an existing pond located to the north of the site.

Please contact me at (772) 794-4136 or Tyler.Enright@Kimley-Horn.com should you have any questions.

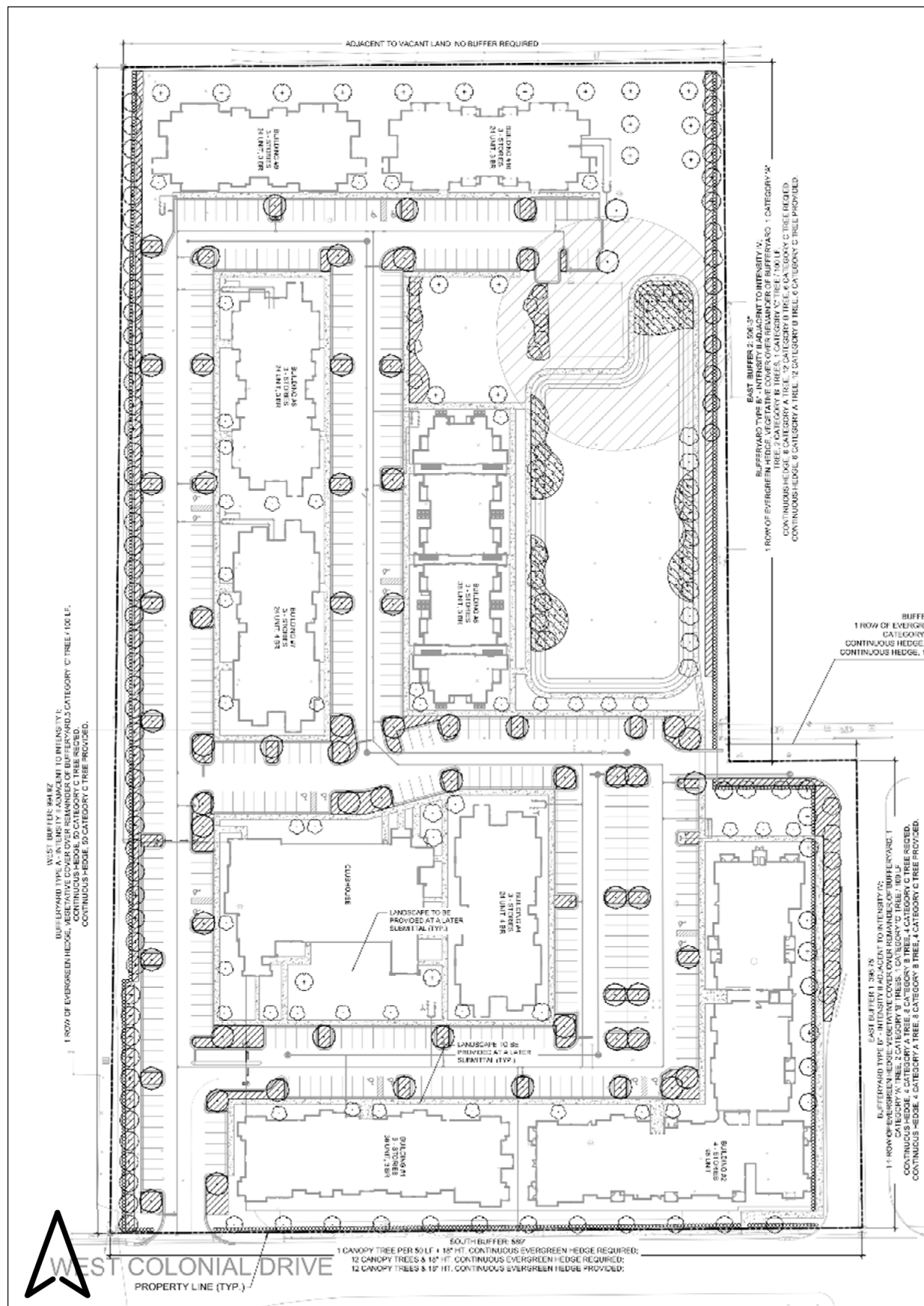
SURVEY



DEVELOPMENT PLAN



LANDSCAPE PLAN



BUILDING ELEVATIONS

3-Story Buildings



BUILDING ELEVATIONS [Cont'd]

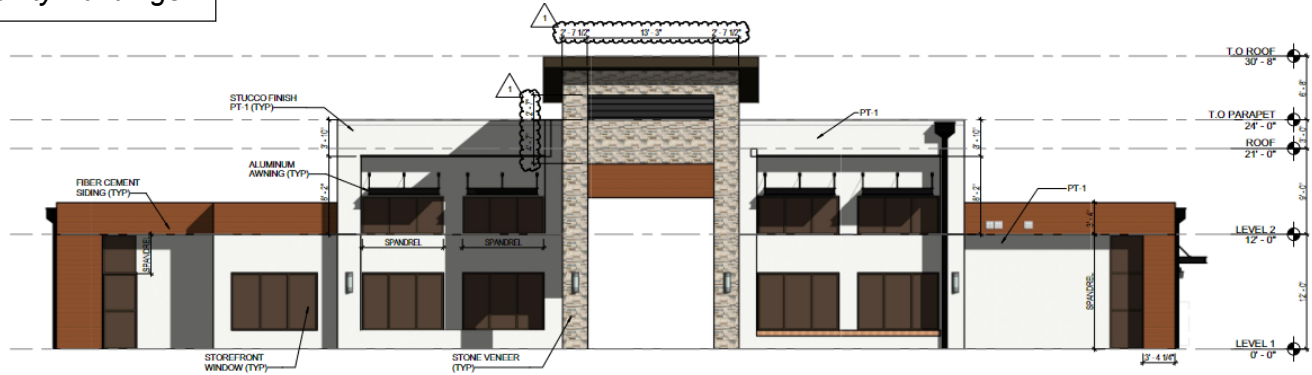


4-Story Building



BUILDING ELEVATIONS [Cont'd]

Amenity Buildings



1 OVERALL ELEVATION

1/8" = 1'-0"



2 OVERALL ELEVATION

1/8" = 1'-0"



3 OVERALL ELEVATION

1/8" = 1'-0"



4 OVERALL ELEVATION

1/8" = 1'-0"

FINDINGS

Staff finds that the proposed Master Plan for the Parkwood Apartments is consistent with the requirements for approval of a Master Plan as contained in Section 65.334-1 and 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 AC-2/W 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 Parkwood Apartments MPL2022-10028 subject to the conditions below.

CONDITIONS OF APPROVAL - REQUIRED

Land Development Studio

1. Density - The proposal includes a density of 30 du/ac. Total density cannot exceed 100 dwelling units per acre, per the corresponding AC-2 zoning and Urban Activity Center future land use designations.
2. Parking - A minimum 481 parking spaces must be provided, based on a total 300 apartment units. This includes a 15% parking reduction approved by the Transportation department.
3. Impervious Surface Ratio (ISR) - Total ISR is limited to 90% under AC-2 zoning, the development proposes a 71% ISR.
4. Signs - Any signs will need to comply with LDC Section 64.201. Building permits will be required before installation of any signs on site. Digital signs, banners, tethered balloons and temporary "coming soon" and "grand opening" signs are not allowed.
5. Buffers - Buffers according to use/lot line buffers are required along all sides of the property, to be landscaped consistent with LDC Chapter 60 of LDC. Table 4 of this report contains breakdown of required buffers.
6. Phasing - The proposed apartment complex 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.
8. Schools - The proposed 300-unit apartment complex is subject to Orange County Public School (OCPS) concurrency requirements. An application needs to be submitted to OCPS before Municipal Planning Board.
9. Final Site Plan - A Final Site Plan via Planning Official Determination is required prior to applying for building permits.

Urban Design

Architecture

1. Elevations were not provided for each building type. An appearance review prior to permitting is required. Color renderings of all four sides of each building with material call outs must be provided. Additionally, elevations should be modified to address the following conditions of approval.
2. 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.
3. Every main entrance/breezeway is required to have a special emphasis appropriate to the architectural style of the building. Staff encourages you to use canopies or sheltering elements to highlight the entrances into the building.
4. 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. If a lift station is installed, it must also be screened in accordance with the above.
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.

Landscape

1. All landscape plans must achieve the Minimum Required Landscape Score (MRLS) required for multifamily and nonresidential uses 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 matures trees shall be preserved to the best extent possible.

CONDITIONS OF APPROVAL - [CONT'D]

2. Row-end and intermediate landscape islands must be a minimum of 10 ft. in width.
3. Canopy trees are required in all parking lot row-end and intermediate landscape islands. Required trees shall have a minimum caliper of 3 in., and a minimum overall height of 12 ft..
4. A bufferyard B is required along the western property.
5. Canopy trees must also be planted every 50 lineal feet or fraction thereof around the perimeter of the parking lot(s). Required trees do not have to be uniformly spaced as long as the required number is provided.
6. Street trees must be provided along W. Colonial Dr., Understory trees are acceptable to do the overhead powerlines.
7. If street trees are not feasible, the trees adjacent to W. Colonial Dr. must be replaced with canopy trees.

Site

1. Buildings 1 and 2 must provide frontage and a pedestrian connection to W. Colonial Dr.
2. Pedestrian connection should be continued from the westernmost drive aisle to the public sidewalk.
3. 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.
4. 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.
5. 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.
6. Currently, there is no internal continuous pedestrian connectivity. A clear pedestrian path must be provided between each building and the ROW. There should be internal crosswalks that connect each sidewalk/building.

Transportation

1. Compliance
 - a. 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.
 - b. 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.
 - c. 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 2 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 and the FDOT Design Standards Index. Sight lines shall be provided on both site plans and landscape plans.
2. 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)
3. State Road 50: All work to and within the SR50 ROW must be permitted and approved through the Florida Department of Transportation (FDOT). Copies of FDOT approved permits must be provided to the City of Orlando at time of permits for site work.
4. Auto-turn: Provide auto-turn for the intended design vehicle on-site at time of permitting in order to avoid any delays in permit review. Additionally the inside and outside of each intersection to be used as a fire line must be indicated on the site plan.
5. Solid Waste: The final site plan must show the location and size of the on-site solid waste compactor(s) / dumpster (s) with concrete pads, and enclosures with doors. 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.
6. Eastern Gate Access: The eastern access point located at the front of the shopping center plaza may operate as an

CONDITIONS OF APPROVAL - [CONT'D]

- egress only gate for residents and services but must be available for emergency ingress should Fire or Police require access. Coordination with emergency services is required throughout permitting to ensure emergency access is provided.
7. Sidewalks: 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.
 8. Internal Pedestrian Circulation: The pedestrian circulation plan must be updated to provide connections between all buildings with the on-site sidewalks system. As shown there are many gaps between sidewalks between buildings/ across drive aisles.
 9. Crosswalks: 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.
 10. Parking: Parking must be provided in with CH 61 of the Land Development Code.
 - a. Parking space design: All parking spaces must be marked and designed in accordance with CH 61, Part 3 of the LDC.
 - b. A total of 481 parking spaces are proposed which is below the minimum 545 spaces required. The applicant is proposing a 15% reduction in the number of parking spaces.
 - c. Parking Reduction: The developer must meet the following conditions to qualify for the full 15% proposed parking reduction.
 - i. Additional pedestrian and bicycle facilities: The developer must install the following enhancements to obtain the proposed 5% reduction.
 1. A bike repair station either within an amenity building or centrally located must be provided within the development.
 2. The developer must reach out to and coordinate with Lynx over any needed improvements to the existing bus stop located at the southside of the property. If any improvements are needed, such as shelter renovation or landscaping, then those improvements must be completed prior to CO of the multi-family project. Proof of completed permits or sign off by Lynx is required. Should Lynx not desire any improvements to this bus stop then a copy of correspondence from Lynx is required to be submitted at the time of permitting.
 - ii. Inclusion of Affordable Housing Element: This is an affordable housing project, 5%
 - iii. Complementary Land Uses in the same Building or Site: The shopping center, directly adjacent to the subject site contains over 140,000 sq. ft. of commercial space including a grocery store, bank, services, and restaurants. 5% reduction
 - d. EV Parking Space
 - i. EV Capable parking spaces: A minimum of 136 spaces (20% 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."
 - ii. EVSE Installed parking spaces: While not required, staff recommends that the applicant include some EVSE Installed parking spaces. 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."
 - iii. EV Design Requirements: If built, all EV Parking spaces provided must meet the requirements of LDC CH61, Part 3G.
 - e. Two Wheeled Vehicle Parking: At least two 2-wheel vehicle (motorcycle) parking spaces must be provided in accordance with LDC Sec. 61.322 (d).
 11. 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. 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.

Growth Management

The subject property is located at 3255 W. Colonial Drive, has a future land use designation of UR-AC or Urban Activity Center with a zoning of AC-2/W for Urban Activity Center with the Wekiva overlay district. The zoning district has a density of 30-100du/acre and/or 0.50-1.0 FAR. The proposal is for the development of 300 multifamily units and in compli-

CONDITIONS OF APPROVAL - [CONT'D]

ance with the densities of the district (stormwater and open space has been removed from the total site area for density calculations).

Wekiva Overlay—The subject site lies within the Wekiva overlay district, the applicant must comply with the LCD section 58.499.8-12 including: “Where 20 percent or more of the gross land area is vacant or undeveloped, the minimum ratio of open space shall be 20 percent of the gross land area. No variance to the minimum ratio shall be permitted”. A minimum of ±2.58 acres of open space is required. The final site plan must include the Wekiva calculations and the area highlighted.

Schools—The site will be subject to school concurrency at the time of site plan review. Subarea Policy 3.2- states: “In order to protect the residential neighborhood to the west from encroachment, the Activity Center shall not be permitted to expand”; the proposal is for residential use and in compliance.

Waste Reclamation

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 showing connections point(s) to the private sanitary sewer mains shall be prepared by a Professional Civil Engineer and submitted with the construction plans for review and approval prior to building permit issuance.
2. The existing private sanitary sewer to remain on the property to be developed, and/or on adjacent property through which wastewater generated by this project will flow needs to be inspected prior to start of site work and protected during construction. If sewer pipe is found to be in disrepair or otherwise in substandard conditions, the pipes shall be removed and replaced per City standards.
3. The Applicant's Engineer shall evaluate the on-site private collection system and the City's lift station #LS-035 to assess its capacity prior to construction plans submittal for review and approval. A technical memorandum or report summarizing any recommendation for offsite improvements shall be submitted to the WRD for review at the time of construction plans submittal.
4. Documentation of a joint use agreement or easement rights to the project to use the existing private gravity system on adjacent property(ies) shall be submitted to the Division prior to building permit closeout. Easement(s) may be dedicated by Plat or by separate instrument.
5. Wastewater allocation to the project and LS-035 basin wastewater discharge shall be determined using the City of Orlando Sewer Service Policy Allocation Factors and/or the Growth Management Plan (GMP) Level of Service (LOS).
6. 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.
7. For questions about Water Reclamation Division review, please contact Julio Morais, P.E., (407) 246-3724 or julio.morais@cityoforlando.net, and/or Dave Breitrick, P.E., Engineering and Mapping Manager (407) 246-3525 or david.breitrick@cityoforlando.net.

Public Works

Be advised the subject property is partially within a FEMA SFHA (floodplain). A floodplain permit will be required.

Development Review

The Office of Permitting Services recommends Redesign of the proposed Master Plan , subject to the above listed conditions and requirements.

1. As per Section 61.225 of the Land Development Code, a 5 foot wide concrete sidewalk is required along all rights-of-way. Any existing sidewalk damaged or broken is to be repaired.
2. At the time of development, the owner/developer is required to pay an on-site inspection fee that is a percentage of the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Section 65.604.
3. Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in the disturbance of one acre total land area which are not part of a larger common plan of development or sale.
4. The City Council Adopted the Engineering Standards Manual (ESM), Fifth Edition on April 18, 2016. All plans must conform to the ESM and all construction must be accomplished in accordance to the ESM.
5. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988 (NAVD 88).

CONDITIONS OF APPROVAL - [CONT'D]

6. All new construction, change in use, additions, or redevelopments are required to submit a Concurrency Management application as a part of the building plan review process.
7. This property is required to plat in accordance with Section 65.401 of the City's Land Development Code prior to the issuance of building permits.
8. In accordance with City Code Section 28.6 (f) 1-3, the Office of Permitting Services is authorized to make a determination of approval/disapproval of refuse container sites.
9. In accordance with City Code Section 28.15, as approved by City Council on March 11, 2019, all new Multi-Family and Commercial developments are required to participate in the Recycling Program.
10. I recommend a redesign of the site to relocate the buildings a equal distance from the residence to the west.
11. All new Multi-Family construction, Townhomes, Single Family Subdivision, change in use to residential and/or redevelopments of residential properties are required to submit a Concurrency Encumbrance letter (CEL) from Orange County Public Schools as a part of the building plan review process.
12. This project requires a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer system.
13. Fees : Parks MF: A Parks Impact Fee in the amount of \$825.00/unit shall be due at the time of building permit issuance.
14. Any construction within the right-of-way of W Colonial Drive will require FDOT (Florida Department of Transportation) approval/permit prior to issuance of the Engineering Permit.

For questions regarding Engineering or Zoning contact Keith Grayson at 407.246.3234 or keith.grayson@orlando.gov

Parks

1. Project may impact scattered trees located on the parcel. A tree survey is required to be submitted for review. A mass grading permit is not a permit to remove trees from the site. A tree removal permit required to be obtained from a parks department official prior to any trees being removed from the site. Tree removal will require mitigation by the replanting of all tallied inches of tree caliper removed from the site. A payment can also be made into the tree fund for any remaining caliper inches unable to replant due to the design of the project. A landscape plan can also be submitted along with the construction plans for the project to reduce any fees associated with tree removal. \
2. If the project is certified as affordable housing through the City's process, the project may qualify for a reduction/ waive of the City's Park Impact Fees if requested before permitted.

***For informational purposes: The City has implemented a Parks Impact Fee on all residential housing units to help meet the recreation needs of Orlando's residents. All new housing units are subject to the fee. Multi-family residential units are assessed at \$825 per unit. A reduction in fees may apply on units that meet certain criteria, including on units that are certified for affordable housing. Any new construction, change in use, addition or redevelopment of a site or structure shall be subject to a review for Parks Impact Fees. Applicable fees will be due at the time of building permit issuance, subject to change upon final permit plan review. Any exemptions or credits against the Parks Impact Fee must be reviewed prior to permit issuance. All Parks Impact Fee Credits shall be reviewed and processed by the Parks Impact Fee Coordinator, if applicable, upon request by applicant.

Building

Existing Telecommunications Tower

Advisory note: [BS]3108.2 Location and access. Towers shall be located such that guy wires and other accessories shall not cross or encroach upon any street or other public space, or over above-ground electric utility lines, or encroach upon any privately owned property without the written consent of the owner of the encroached-upon property, space or above-ground electric utility lines. Towers shall be equipped with climbing and working facilities in compliance with TIA-222. Access to the tower sites shall be limited as required by applicable OSHA, FCC and EPA regulations.

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

CONDITIONS OF APPROVAL - [CONT'D]

- 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 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.

Police

The Orlando Police Department has reviewed your plans applying CPTED (Crime Prevention Through Environmental Design) principles. CPTED emphasizes the proper design and effective use of a created environment to reduce crime and enhance the quality of life.

Natural Surveillance:

1. Lighting plays a very important role in CPTED. A photometric plan was not provided at time of review. All lighting must meet or exceed the guidelines in Orlando City Code, Ch. 63 Part 2 M Outdoor Lighting

CONDITIONS OF APPROVAL - [CONT'D]

pedestrian-scale lighting must be used in all high-pedestrian traffic areas to include building entrances, courtyards, amenities and common areas, open green spaces, walkways and service areas.

2. If a trail is required around the stormwater pond, pedestrian scaled lighting must be used around the entire perimeter. If a Trail is not required, lighting must be provided along the east buffer.
3. Landscape is another crucial aspect of CPTED. Trees branches should be kept trimmed to no lower than 6 feet from the ground and shrubs should be kept trimmed to no higher than 30 inches.
4. Landscaping shall not obstruct the view from windows and address signage.
5. Avoid conflicts between landscaping and lighting, especially lighting adjacent to canopy trees. Landscaping should not create blind spots or hiding places and should not block/cover windows. Open green spaces should be observable from nearby structures.
6. All sides of a building must have windows to observe walkways, parking areas and driving lanes. The buildings with facades adjacent to the conservation to the north must have a minimum of 15% transparency measured per each floor below the roof line.
7. Entry doors on all units must contain a minimum 180° viewers or small windows with security glass.

Natural Access Control:

1. Landscaping used around all building(s) entrances must create clear way-finding, be well lit and not block entrances or create ambush points.
2. If roof ladders are used, 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.
3. 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, MPO Richard Patterson at Richard.Patterson@orlando.gov or 407-246-2096.

CONTACTS

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 Charles Howard at 407-246-2143 or at charles.howard@orlando.gov.

Growth Management

For questions, contact Yolanda Ortiz at 407-246-3792 or at yolanda.ortiz@orlando.gov.

Land Development

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

Parks

Contact Condredge Mallory in the City Parks Division at condredge.mallory@cityoforlando.net 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 regarding Engineering Site issues contact Kyle Staats at 407-246-4326 or kyle.staats@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

NEXT STEPS

1. MPB minutes from the August 16, 2022 meeting are scheduled for review and approval by City Council on Mon. September 26, 2022.
2. Following the MPB meeting, the applicant may submit final revisions for the Final Site Plan determination, so that, when the August 2022 MPB minutes are approved by City Council, the determination letter will have been issued and building permits can be submitted.